SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLENENO 68

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M

SUNDAY, OCTOBER 7, 1917

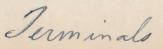
SUPERSEDING TIME TABLE NO. 67 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

R. C. WEGNER, Superintendent

G. E. VOTAW, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Superintendent



			WES	ST BOU	JND			TER	MINA	LS DI	VISIO	-VA	NCOU	VER	TO P	ORTL	AND							
Car Capacity of Sidings		1 8,5	1						FIRST CLASS													SECOND CLASS		THIRD CLAS
	Distance from Spokane	Time Table No. 68 IN EFFECT OCT. 7, 1917 Auronact Labeles, and Tables, and Tab	G. N. 455	0W. R. & N. 563	N, P. 401	s. p. s.	s. p. s. 26	s. p. s. 5	s. p. s. 22	N. P. 407	0w.r. & N. 511	s. p. s. 28	0w.r. & N. 569	G. N. 457	s. p.s.	s. p. s. 1	s. p. s. 24	G. N. 459	N. P. 413		0	w. r. & n. 691	N. P. 679	s. p. &s 182
			Passenge	r Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Time Freight	Time Freight	Local Freight
		STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily Exc. Sur
ard	369.5	DN VANCOUVER MX 0.0 WI	Yo 1 5.25	AM L 6.00A	L 6.30A	L 7.30AM		L 9.15A	М	L 2.10PM	L 2.59PM	-	L 4.50PM	L 5.20PM	L 5.25PM	L 7.11PM		L 9.30PM	110.00PM		1	5.05AM	L 5.45AM	
	370.9	NORTH PORTLAND 0 1.4	s 5.30	f 6.07	s 6.35	7.35		f 9.21		s 2.15	3.04		4.54	f 5.25	f (5.30	7.16		9.35	10.05			5.13	5.53	
	371.4 D	.N'T'H PORTLANDJCT. E 1.9 J	5.31	A 6.10A	6.36	7.36	22	9.22	10 No. 10	2.16	A 3.05PM	-	A 4.55PM	5.26	5.32	7.17		9.36	10.06			4 5.18AM	5.55	
95	372.5	DN.EAST ST. JOHNS SJ 3.0	f 5.35		f 6.40	7.38		s 9.24	1 1 10	f 2.19	650		B 14	f 5.28	s 5.35	7.20		f 9.38	f 10.08				6.00	
	375.1		J 5.42		6.45	7.44	L 8.59AM	9.32	L12.04PM	2.24	1	L 4.44PM	0 2 0	5.34	5.42	7.28	L 9.39PM	9.44	10.14				6.10	1 2.35
	377.7	DNCITY LIMITSC A 8.2	5.50		6.50	7.50	9.05	9.40	12.10	2.30		4.50		5.45	5.50	7.35	9.45	9.50	10.20				6.20	2.50
	379.5 DNPORTLANDVC 10.0 A 7.00 M							A 2.40P	A							A10.30PM				A 6.30AM				
Yan	d 379.5 I	DNPORTLAND Di. 10.0 WF	TO A 6.00	A 6.00AM A 8.00AM			A 9.15AM	0.15AM A 9.50AM A12.20PM				A 5.00PM) RM A 5.55 RM A 6			6.00 A 7.45 A 9.55 RM A 10.			4					A 3.00
		Hoyt Street Depot	455	563	401	3	26	5	22	407	511	28	569	457	7	1	24	459	413			691	679	182
	-		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily Exc. Sun
		Time Over District. Average Speed Per Hour.	0.35	0·10 11·4	0.30 20.0	0.30 20.0	0·16 16·9	0.3 17.1	0.16 16.9	0.30 20.0	0.06 19.0	0.16 16.9	0.05 22.8	0.35 17.1	0.35 17 1	0.34 17.6	0,16 16.9	0 30 20·0	0.30 20.0			0-13 8-8	0·45 13·3	0.25 10.5
		2008 600		BETWE	N VANC	OUVER	AND POR	TLAND	, ALL TR	RAINS W	ILL BE	IANDLE	D UNDE	R BLOCK	SYSTE	M. Se	e Time C	ard Rule	s 2, 3, 4 and	1 5		100		
			EAST	BOUN	D			TER	RMINA	LS DI	VISIO	N-PO	RTLA	ND TO) VAN	COUV	ER							
	S E						FIRST CLASS												SI	COND CLASS	THIRD CLAS			
ngs	Distance from Spokane	Fime Table No. 68 IN EFFECT OCT. 7, 1917	G. N. 460	N. P. 408	s. p. s. 6	s. p. s. 0.	W. R. & N. 562	s. p. s. 4	G. N. 458	s. p. s. 25	G. N. 456	w. r. & n. 512	N. P. 434	s. p. s. 8	s. p. s. 27	s. p. s. 23	s. p. s. 0	564 J-w. R. & N.	N, P. 402			N. P. 680	ow. r. & n. 692	s. p. &s 181
Car Capacity Sidings	Spok	H. E.	Passenger	Passenger	Passenger	Passenger 1	Passenger 1	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Tablina.	Time Freight	Time Freight	Local Freight
1	Di	STATIONS A TEL	7																			Daily	Doily	Daily

BETWEEN PORTLAND AND VANCOUVER, ALL TRAINS WILL BE HANDLED UNDER BLOCK SYSTEM. See Time Card Rules 2, 3, 4 and 5

Daily Daily

5.53

5.40

8

Daily

s 5.51

2.31 f 4.34 f 5.55

4.32

f 4.30

4.25

4.20

L 4.10PM

434

Daily

0.30

Daily

5.46 A 5.51PM A 6.31PM

5.45

1 5.30PM L 5.35PM L 6.15PM L

27

Daily

Daily

7.31

7.25

7.20

7.10PM

2

Daily

0.30

Daily

6.25

23

Daily

Daily

A 7.39PM A11.26PM A11.59PM

7.34 11.21 11.54

7.33 L11.20PM 11.53

564

Daily

 $\begin{array}{c} 0.06 \\ 19.0 \end{array}$

Daily

111.51

11.45

11.40

L11.308

402

Daily

0 29 20 7

SPECIAL RULES

8 1

... Di. 0.0 WFT0

Daily

7.59

7.51

7.45

6

Daily

L 7.35AM L 8.10AM

Daily

12.54

12.52

12.46

12.40

L12.30AM

460

Daily

A 1.00AM A 8.00AM A 8.07AM

7.53

7.51

7.46

7.40

L 7.35AM

408

Daily

s 7.54 f 8.01

Daily

A 8.26AM

8.20

21

Daily

Daily

f 8.51

562

Daily

L 8.50AM 10.17

Daily

A 8.56AM A10.24AM A10.30AM

10.15

10.10

10.05

4

Daily

10.18 10.24

Daily

10.23

f10.21

10.10

458

Daily

Daily

10.15 A12.51PM

L 9.55AM L10.00AM L12.35PM L 1.00PM

12.45

25

Daily

Daily

f 1.25

f 1.21

1.23

1.15

1.10

456

Daily

0.30

Daily

L 2.30PM

512

Daily

0.06 19.0

A 1.30PM A 2.36PM A 4.40PM A 6.00PM

- No. 6.
- Special rules supersede rules and regulations of Transportation Department.

 Trains will date from the time due to leave Initial Stations.

 Initial Stations: Portland, Hoyt Street Depot, for trains 2, 4, 6, 8, 21, 23, 25, 27, 181.

 Willbridge for trains 22, 24, 26, 28, 182.

 Vancouver for trains 1, 3, 5, 7, 22, 24, 26, 28, 182.

 Willbridge for trains 21, 23, 25, 27, 181.

 Between East St. Johns and Portland Depots, all trains will be handled under Block System, which will consist of a Clearance Card form No. 1222, properly numbered and completed.

 No train or engine will occupy trackage space between East St. Johns and Portland Depots, unless Conductors and Engineers hold authority conferred by Block Clearance Card.

 All trains will move between Vancouver and East St. Johns without block card authority, moving only with current of traffic, and governed by automatic and interlocking signals. In case of single track being used between Vancouver and East St. Johns, no trains or engine will occupy trackage space between these points except on authority conferred by block clearance form 1222. All westbound trains must obtain clearance on train order signal before leaving Vancouver.

 See rules on back of Clearance Cards, form No. 1222.

 All trainmen and others interested are hereby warned that the majority of cattle guards on Terminals Division are closer to tracks than required standard of the Public Service Commission of Oregon.

- No. 10. Switches at City Limits, will be handled by operators. Normal position switches City Limits—Westbound track set for Hoyt Street Depot; Eastbound track set for Union Depot.

 No. 11. At City Limits, Eastbound trains from S. P. & S. track will be governed by lower blades: Eastbound trains from N. P. tracks by upper blades and all Westbound trains by upper blades of train order
- trains from N. P. tracks by upper blades and all Westbound trains by upper blades of train order semaphore.

 No. 12. At Willbridge—Trains to and from Vancouver will be governed by the position of the UPPER BLADES and trains to and from Linnton by LOWER BLADES of the Train Order Semaphore.

 No. 13. At Willbridge switches will be handled by operators. The Portland Division Connection Switch, Westbound track, east (on Terminals Division) of Depot, will normally be set for Terminals Division Westbound track.

 No. 14. Maximum speed for passenger trains at any point must not exceed fifty (50) miles per hour, and freight trains thirty (30) miles per hour. Between City Limits and Portland, trains must not exceed eight (8) miles per hour and reduce speed to ten (10) miles per hour over rail locks at end of Willamette River, Oregon Slough and Columbia River drawbridges.

 No. 15. Interlocking plants are located at Willamette Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge, North Portland Junction, Oregon Slough No. 16. For instructions governing Interlocking plants and Electric Automatic Block Signals, see Rules.

 No. 17. In using switch indicators a clear indication does not relieve enginemen and trainmen from protecting their trains by flag. See Rule 512.

- All Westbound trains must come to full stop at Junction board, just east of Willbridge station.

 Before crossing the track of a railroad or passing thereon, and before crossing any draw bridge (except where an interlocking system is in use) every train, engine, motor, hand car or speeder must be brought to a stop at a distance of not less than two hundred feet, nor more than eight hundred feet, from such crossing, switch or draw bridge. Enginemen of trains, engines and motors must not proceed until track is plainly seen to be clear and whistle signal as provided by rule 14 (b) has been given. This rule will not apply within Portland yard limits.

 At East St. Johns No. 1 will stop on signal to discharge passengers from Lyle or East, No. 3 from Fallbridge or East, No. 4 to pick up passengers for Lyle or East, and No. 2 for Fallbridge or East.

 Portland yard limits extend from City Limits to Hoyt Street.

 Unless some form of block signals are used passenger trains in same direction must keep at least fifteen minutes apart and other trains ten minutes apart, except in closing up at stations and operators must space passenger trains fifteen minutes apart and other trains ten minutes apart, using the train order signal for that purpose. They must show on clearance card time train will be allowed to depart. Conductors and engineers must respect time marked on clearance card. Trains must approach all stations where view is obscured at a rate of speed that will enable them to stop should emergency arise.

 Flagman of all trains between Portland and Vancouver will ride on rear platform of rear car, with necessary flagging ebuipment, and will promptly protect train at all stops.

 Western Cooperage Spur, located 5.6 miles from Portland, capacity 9 cars, Derail 180 feet East of West Switch.

Daily Exc. Sun

6.224

6.11

6.004

181

Daily

Exc. Sun

0.22 12.0

Daily

8.17

8.15PM

692

Daily

7.25PM A 8.30PM

Daily

7.18

7.16

7.13

7.04

6.53

6.40PM

680

Daily

0.45

- No. 20.
- No. 24.

C. A. HUDSON, Dispatcher

STATIONS

DN... VANCOUVERMX

... NORTH PORTLAND

..N'T'H PORTLAND JCT..

DN.EAST ST. JOHNS.SJ

DN...WILLBRIDGE ...BA

.... PORTLAND

Time Over District.
Average Speed Per Hour

PORTLAND VC 0.0

377.7 DIN..... CITY LIMITSC

370.9

871.4

872.5 H

879.5 DN....

- E. B. ARTHUR, Dispatcher
- F. C. BARRETT, Dispatcher

R. E. WHITE, Chief Dispatcher J. E. CHARLAND, Trainmaster

- A. KASE, Chief Dispatcher E. B. HEATH, Trainmaster
- P. McKAY, Asst. Superintendent