

# **SPOKANE, PORTLAND & SEATTLE R'Y CO.**

## **TERMINALS DIVISION**

# **TIME TABLE No. 72**

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

# **SUNDAY, JUNE 2, 1918**

**SUPERSEDING TIME TABLE NO. 71 AND ALL SUPPLEMENTS THERETO  
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

R. C. WEGNER, Superintendent

E. B. HEATH, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Superintendent



## TERMINALS DIVISION—VANCOUVER TO PORTLAND

BETWEEN VANCOUVER AND PORTLAND, ALL TRAINS WILL BE HANDLED UNDER BLOCK SYSTEM. See Time Card Rules 3, 4, 5, 6 and 7

EASTWARD TERMINALS DIVISION—PORTLAND TO VANCOUVER

**BETWEEN PORTLAND AND VANCOUVER, ALL TRAINS WILL BE HANDLED UNDER BLOCK SYSTEM. See Time Card Rules 3, 4, 5, 6 and 7**

## SPECIAL RULES

- |        |   |         |   |         |   |
|--------|---|---------|---|---------|---|
| No. 1. | Special rules supersede rules and regulations of Transportation Department.   | No. 10. | At City Limits, Eastward trains from S. P. & S. track will be governed by lower blades: Eastward trains from N. P. tracks by upper blades and all Westward trains by upper blades of train order semaphore.   | No. 17. | Railroad Junctions are located at Vancouver with Northern Pacific Ry.; North Portland Jet. with O.W. R. & N. Ry.; Willbridge with Portland Division S. P. & S. Ry.; City Limits with Northern Pacific Terminal Co.  |
| No. 2. | Trains will date from the time due to leave Initial Stations.   | No. 11. | 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. 18. | All Westward trains must come to full stop at Junction board, just east of Willbridge station.  |
| No. 3. | 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. 12. | At Willbridge switches will be handled by operators. The Portland Division Connection Switch, Westward track, east (on Terminals Division) of Depot, will normally be set for Terminals Division Westward track.  | No. 19. | 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.   |
| No. 4. | 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.   | No. 13. | 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. Speed of trains over drawbridges between Willbridge and Vancouver must not exceed thirty (30) 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. 20. | Portland yard limits extend from City Limits to Hoyt Street.  |
| No. 5. | Authority conferred by Block Clearance Card form 1222, must be used within ten (10) minutes after time it is made complete, or employees holding same must report at Telegraph Office for further orders.   | No. 14. | Interlocking plants are located at Willamette Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge.  | No. 21. | Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding indicates there are platforms or structures located alongside same, which do not provide minimum horizontal clearance prescribed by Public Service Commission of Oregon. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs. |
| No. 6. | 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 westward trains must obtain clearance on train order signal before leaving Vancouver. | No. 15. | For instructions governing Interlocking plants and Electric Automatic Block Signals, see Rules.   | No. 22. | Flagman of all trains between Portland and Vancouver will ride on rear platform of rear car, with necessary flagging equipment, and will promptly protect train at all stops.   |
| No. 7. | See rules on back of Clearance Cards, form No. 1222.  | No. 16. | In using switch indicators a clear indication does not relieve enginemen and trainmen from protecting their trains by flag. See Rule 512.   | No. 23. | Western Coopers Spur, located 5.6 miles from Portland, capacity 9 cars, Deraill 180 feet East of West Switch.   |
| No. 8. | 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. 9. | Switches at City Limits, will be handled by operators. Normal position switches City Limits—Westward track set for Hoyt Street Depot; Eastward track set for Union Depot.   |         |   |         |   |

L. S. NELSON, Dispatcher  
E. B. ARTHUR, Dispatcher  
F. C. BARRETT, Dispatcher

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

A. KASE, Chief Dispatcher  
C. W. MILLER, Trainmaster