

SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 75

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

SUNDAY, AUGUST 11, 1918

**SUPERSEDING TIME TABLE NO. 74 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 Manager

WESTWARD TERMINALS DIVISION—VANCOUVER TO PORTLAND

Time Table No. 75 IN EFFECT AUGUST 11, 1918		FIRST CLASS														SECOND CLASS				THIRD CLASS					
Car Capacity of Sidings	Distance from Spokane	Distance from Vancouver	Water, Fuel, Wyes, Turn Tables, and Scales	O. W. R. & N.	N. P.	S. P. S.	S. P. S.	S. P. S.	N. P.	S. P. S.	O. W. R. & N.	G. N.	S. P. S.	S. P. S.	S. P. S.	G. N.	S. P. S.	S. P. S.	O. W. R. & N.	N. P.	S. P. S.	S. P. & S.			
				563	401	26	5	22	407	28	569	457	3	1	24	459	32					94	691	679	182
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Time Freight	Time Freight	Time Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily Ex. Monday	Daily	Daily	Daily Exc. Sun.
Yard	369.5	0.0	WGTYO	L 6.00AM	L 7.10AM	L 8.50AM	L 3.10PM	L 4.20PM	L 6.30PM	L 7.00PM	L 7.15PM	L 9.55PM													
	370.9	1.4		f 6.07	s 7.15	f 8.55	s 3.15	f 4.25	f 6.35	f 7.05	7.20	10.00													
	371.4	1.9		A 6.10AM	7.16	8.56	3.16	A 4.30PM	6.36	7.06	7.21	10.02													
95	372.5	3.0		f 7.20	s 9.00	f 3.19	f 6.39	s 7.09	7.24		f 10.05														
	375.1	5.6			L 8.59AM	9.05	L 12.04PM	3.24	L 4.34PM	6.44	7.14	7.30	L 9.24PM	10.13	L 10.34PM										
	377.7	8.2			7.30	9.05	9.10	12.10	3.30	4.40	6.50	7.20	7.35	9.30	10.20	10.40									
	379.5	10.0		A 7.40AM			A 3.40PM		A 7.00PM		A 7.45PM	A 10.30PM													
Yard	379.5	10.0	WGTO		A 9.15AM	A 9.20AM	A 12.20PM	A 4.50PM	A 7.30PM	A 9.40PM	A 10.50PM														
				563	401	26	5	22	407	28	569	457	3	1	24	459	32					94	691	679	182
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily Ex. Monday	Daily	Daily	Daily Exc. Sun.
				0.10	0.80	0.16	0.30	0.16	0.30	0.16	0.30	0.16	0.30	0.16	0.35	0.16						0.25	0.13	0.45	0.25
				11.4	20.0	16.9	20.0	16.9	20.0	16.9	20.0	16.9	20.0	16.9	17.1	16.9						10.5	8.8	13.3	10.5

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

Time Table No. 75 IN EFFECT AUGUST 11, 1918		FIRST CLASS														SECOND CLASS				THIRD CLASS						
Car Capacity of Sidings	Distance from Spokane	Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales	S. P. S.	S. P. S.	N. P.	S. P. S.	G. N.	S. P. S.	G. N.	S. P. S.	O. W. R. & N.	S. P. S.	S. P. S.	S. P. S.	O. W. R. & N.	N. P.	S. P. S.	S. P. S.	N. P.	S. P. S.	S. P. & S.				
				21	4	408	29	458	25	456	31	562	8	27	23	2	564	402					680	692	93	181
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Time Freight	Time Freight	Time Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	SATURDAY ONLY	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily Ex. Saturday	Daily Exc. Sun.
Yard	369.5	10.0	WGTYO		A 8.00AM	A 8.30AM	A 10.30AM	A 1.30PM	A 4.25PM	A 6.00PM		A 7.30PM	A 11.26PM	A 11.59PM												
	370.9	8.6		f 7.55	s 8.25	10.24	1.25	f 4.21	f 5.55	7.34	11.21	11.54														
	371.4	8.1			7.54	8.24	10.23	1.23	L 4.20PM	5.53	7.33	L 11.20PM	11.53													
95	372.5	7.0		s 7.52	f 8.22	10.21	f 1.21		s 5.51	7.31	11.51															
	375.1	4.4		A 7.31AM	7.46	8.16	A 8.46AM	10.15	A 12.41PM	1.15	A 2.01PM	5.46	A 5.51PM	A 6.31PM	7.25											
	377.7	1.8		7.25	7.40	8.10	8.40	10.10	12.35	1.10	1.55	5.40	5.45	6.25	7.20											
	379.5	0.0			L 8.00AM	L 10.00AM	L 1.00PM								L 7.10PM											
Yard	379.5	0.0	WGTO	L 7.15AM	L 7.30AM	L 8.30AM	L 12.25PM	L 1.45PM	L 5.30PM	L 5.35PM	L 6.15PM															
				21	4	408	29	458	25	456	31	562	8	27	23	2	564	402					680	692	93	181
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	SATURDAY ONLY	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily Ex. Saturday	Daily Exc. Sun.
				0.16	0.30	0.30	0.16	0.30	0.16	0.30	0.16	0.05	0.30	0.16	0.16	0.29	0.06	0.29					0.45	0.15	0.19	0.22
				16.9	20.0	20.0	16.9	20.0	16.9	20.0	16.9	22.9	20.0	16.9	16.9	20.7	19.0	20.7					13.3	8.0	13.9	12.0

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. 2. Trains will date from the time due to leave Initial Stations.
- 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. 4. No train or engine will occupy track space between East St. Johns and Portland Depots, unless Conductors and Engineers hold authority conferred by Block Clearance Card.
- 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. 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 track 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. 7. See rules on back of Clearance Cards, form No. 1222.
- 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.
- 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. 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. 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. 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. 14. Interlocking plants are located at Willamette Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge.
- No. 15. For instructions governing Interlocking plants and Electric Automatic Block Signals, see Rules.
- 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. 17. Railroad Junctions are located at Vancouver with Northern Pacific Ry.; North Portland Jct. with O. W. R. & N. Ry.; Willbridge with Portland Division S. P. & S. Ry.; City Limits with Northern Pacific Terminal Co.
- No. 18. All Westward trains must come to full stop at Junction board, just east of Willbridge station.
- No. 19. At East St. Johns No. 1 will stop on signal to discharge passengers from East of Pasco.
- No. 20. Portland yard limits extend from City Limits to Hoyt Street.
- 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. 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. 23. Western Coopers Spur, located 5.6 miles from Portland, capacity 9 cars, Derail 130 feet East of West Switch.

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

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

R. C. SCOFFERN, Chief Dispatcher
C. W. MILLER, Trainmaster