SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE NO.84

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

TUESDAY, MARCH 16, 1920

SUPERSEDING TIME TABLE NO. 83 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

E. E. LILLIE,

Superintendent

G. E. VOTAW,

Superintendent

H. M. HUSTON,
Supt. Car Service

A. J. DAVIDSON,

General Manager

					WES	STWAR	D			TER	MINA	LS DI	VISIO	N—VA	NCOU	VER	то Р	ORTL	AND							
jo /	Ħ	Time Table No. 84	m kes,	pur l		FIRST CLASS												S	ECOND CLA	THIRD CLASS						
Capacity	ane	IN EFFECT MARCH 16, 1920	iver iver les,	ables, g	563	N, P. 401	s. p. s. 26	s. p. s. 5	s. p. s. 22	N. P. 407	s. p. s. 28	0w.r. & N. 561	G. N. 457	s. p. s.	s. p. s. 1	s. p. s. 24	s. P. s. 32	G. N. 459	-				s. p. s. 94	N. P. 679	0w. R. & N. 691	s. p. &s. 182
Car	Dista	CTATIONS.		urn T	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	BBI				Time Freight	Time Freight	Time Freight	Local Freight
		STATIONS	N.	- w	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			100		Daily Ex.	Daily	Daily	Daily Exc. Sun.
Yard	369.5	DN VANCOUVER MX	0.0 WC	TYOL	6.00 AM	L 6.50AM		L 8.55AM		L 2.40PM		L 4.20PM	L 6.40PM	L 7.00PM	L 37.158M			L 10.15 P.M			4100			L 8.00AN	L 9.00M	
	370.9	NORTH PORTLAND	1.4	f	6.07	s 6.55		f 9.00		s 2.45		f 4.25	f 6.45	f 7.05	7.20			10.19			- 4			8.10	9.07	
-	371.4	1.1	1.9	A	6.10AM	6.56		9.01		2.46		A 4.30PM	6.46	7.06	7.21			10.20						8.13	A 9.10AM	
95	372.5	DNEAST ST. JOHNS SJ	3.0			f 7.00		s 9.04	110	f 2.49	113	010	6.49	s 7.09	7.24	18 H	1 11 0	10.23						8.20		
-	375.1	2.6	5.6			7.05	L 9.19AM	9.09	L11.54AM	2.54	4.24PM		6.54	7.14	7.30	L 7.54PM	L 9.34PM	10.30					L 1.35AA	8,33		L 1.10PM
	377.7	DNCITY LIMITSC	8.2			7.10	9.25	9.15	11.59	3.00	4.30		7.00	7.20	7.35	8.00	9.40	10.35					1.50	8.45		1.20
	379.5 I	Union Depot OW	10.0			A 7.20AM				A- 3.10PM					A 7.45PM									A 9.00AM		
Yard	379.5 I	PORTLANDDi. Hoyt Street Depot	10.0 WC	TO			A 9.35AM	A 9.25AM	A12.10PM		4.40PM		A 7.10PM	A 7.30PM		A 8.10PM	A 9.50RM	A 10.50P.M					A 2.00AN			A 1.30PM
					563	401	26	5	22	407	28	561	457	. 3	1	24	32	459					94	679	691	182
			1		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		TAKE TE		ATT 100 100 100 100 100 100 100 100 100 1	Daily Ex.	Daily	Daily	Daily Exc. Sun
		Time Over District, Average Speed Per Hour,			0·10 11·4	0.30 20.0	0·19 14·7	0.30 20 0	0.16 16.9	0.30 20.0	0.16 16.9	0·10 11·4	0.30 20·0	0.30 20 0	0.30 20.0	0.16 16.9	0·16 16·9	0 35 17.1					0·25 10·5	1 00 10 0	0·10 11·4	0.20 13.2
1		The state of the s	No A		В	ETWEE	N VANC	OUVER	AND POI	RTLAND,	ALL TR	AINS W	ILL BE	HANDLE	D UNDE	R BLOCK	SYSTE	M. See	Time C	ard Rules 3.	4, 5, 6 and	7			7	

EASTWARD TERMINALS DIVISION—POPTI AND TO VANCOLIVED

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IN EFFECT MARCH 16, 1920 35 35	21 s.	s. p. s. 4	N. P. 408	s. p. s. 29	G. N. 458	s. p. s. 25	G. N. 456	ow. r. & n. 562	s. p. s. 27	s. p. s. 8	s. p. s. 23	S. P. S. 2	0-w. r. & n. 564	N. P. 402						N. P. 680	0w. r. & n 692	s. p. s. 93	s. p. & s 181
Dista	assenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	ger Passenger	Passenger	Passenger	Passenger	Passenger							Time Freight	Time Freight	Local Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily Ex.	Daily Exc. Sur
ard 369.5 DN VANCOUVERMX 10.0 WCTY0	4	A 8.25AM	8.30AM	A A	A10.30AM	0.0	A 1.30PM	A 4.25PM	NO-	A 6.15PM	TWI	A 7.39PM	A11.26PM	A11.59PM	TAKE	01				A 7.25PM	A 9.30PM	1	TAKE, BUIL
370.9 S NORTH PORTLAND S 8 6	1	f 8.20 s	8.25		10.24		1.25	f 4.21	SERIE!	f 6.10		7.34	11.21	11.54						7.18	9.20		
371.4 DN. PORTLAND JCTKD E 8 1		8.19	8.24		10.23		1.23	4.20PM	2 1213 1	6.09		7.33	L11.20PM	11.53		-			20	7.16	L 9.15PM		
95 372.5 DN.EAST ST. JOHNS.SJ 7.0		s 8.17 f	8.22		10.21		f 1.21			s 6.07		7.31		t 11.51						7.13			- H
2.6	7.36AM	8.11	8.16	A 8.46AM	10.15	A12.31PM	1.15		A 5.31PM	6.01	A 6.368M	7.25		11.45			-			7.04		A 9.55PM	A 6.55AA
	7.30	8.05	8.10	8.40	10.10	12.25	1.10		5.25	5.55	6.30	7.20		11.40						6.53		9.40	6.40
379.5 DNPORTLAND		L	8.004								The state of	L 7.10PM		L11.30PM						L 6.40PM			
ard 879.5 DNPORTLANDDi. 0.0 WCTO L 7	7.20AM L	7.55AM	L	8.30AM	L10.00AM I	L12.15PM	1.00PM		5.15PM	L 5.45 P.M	6.20PM					4						L 9.30PM	L 6.30AA
	21	4	408	29	458	25	456	562	27	8	23	2	564	402	A AP		CORP. BI	mag p		680	692	93	181
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				1000		Daily	Daily	Daily Ex. Saturday	Daily Exc. Sun.
Time Over District. Average Speed Per Hour.	0 16	0.30 20 0	0·30 20 0	0.16 16.9	0.30 20.0	0·16 16·9	0.30 20·0	0.05 22.9	0 16 16.9	0.30 20.0	0 16 16 9	0.29 20.7	0.06 19.0	0 29 20 7	78 79					0.45 13.3	0.15 8.0	0·25 10·5	0·25 10 5

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

- 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 Willbridge 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.

- will consist of a Glearance Card form No. 1222, properly numbered and completed.
 No. 4. No train or engine will occupy trackage space between Willbridge 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 Willbridge 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 Willbridge, 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. 8. All trainmen and others interested are hereby warned that the majority of cattle guards on Terminals
- 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.

- SPECIAL RULES 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
- 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.
- 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. 20. Portand yard nimes extend from City Limits to Hoye 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. Employes 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
- No. 23. Western Cooperage Spur, located 5.6 miles from Portland, capacity 9 cars, Derail 180 feet East of West

L. S. NELSON, Dispatcher L. H. JAMES, Dispatcher E. B. ARTHUR, Dispatcher

F. C. BARRETT, Dispatcher R. E. WHITE, Chief Dispatcher J. Z. STANSBERRY, Trainmaster

R.C. SCOFFERN, Chief Dispatcher E. B. HEATH, Trainmaster