SPOKANE, PORTLAND & SEATTLE RY CO.

TERMINALS DIVISION

Doffy Daily Daily

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

PACIFIC TIME

SUNDAY, MARCH 21, 1920

SUPERSEDING TIME TABLE NO. 84 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

E. E. LILLIE,

Superintendent

7.18 7.04 8.58

G. E. VOTAW,

Superintendent

H. M. HUSTON,

Supt. Car Service

A. J. DAVIDSON,

General Manager

				WI	ESTWA	RD			TER	MINA	LS DI	VISIO	N-VA	NCOU	VER	TO F	PORTLA	ND								
•		Time Table No. OF	H SH		FIRST CLASS													SE	SECOND CLASS THIRD CLASS							
Capacity	nce from	Time Table No. 85 IN EFFECT MARCH 21, 1920	ouver fuel, Wy	6w. R. &	401	s. p. s. 26	s. r. s. 5	s. P. s. 22	N. P. 407	s. p. s. 28	561	G. N. 457	s. r.s.	s. p. s.	s. p. s. 24	s. p. s. 32	G. N. 459				(Copyright Copyright Copyr	600 AND A	s. r. s. 94	N. P. 679	0w. R. & N. 691	s. p. &s. 182
Carc	Spe		Dista Vanc	Passenge	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					MA I	Time Freight	Time Freight	Time Freight	Local Freight
		STATIONS	W.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		10 NA				Daily Ex. Monday	Daily	Daily	Daily Exc. Sun.
Yard	369.5	DN VANCOUVER HX	0.0 WCTY	L 6.00	L 6.50M		L 8.55M	A STATE OF	L 2.40PM	TELES	L 4.20PM	6.40P	N L 7.00PM	L 7.15PM	B. A.	R age	L 10.15PM	B 4.	图 - 图					L 8.00M	L 9.00M	1 4
	370.9	NORTH PORTLAND	1.4	1 6.07	s 6.55		f 9.00		s 2.45		f 4.25	f 6.45	f 7.05	7.20			10.19							8.10	9.07	
	371.4	.N. PORTLAND JCTKD	1.9	A 6.10	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	DN.EAST ST. JOHNS SJ	3.0		f 7.00		9.04	1 10 11	f 2.49	70 B W	# 8 #	6.49	s 7.09	7.24	A 1	III. 491	10.23	- sections						8.20		
	375.1	DN. WILLBRIDGEBA	5.6		7.05	L 9.19M	9.09	L11.54M	2.54	L 4.24PM	111	6.54	7.14	7.30	L 7.54PM	9.34P	10.30						L 1.35AM	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	DNPORTLANDVC	10.0		A 7.20M				₩ 3.10PM			7.10P	4	A 7.45PM			A 10.50PM							A 9.00AM		
Yard	379.5	DN	10.0 WCT			A 9.35M	A 9.25M	A12.10PM		A 4.40PM			A 7.30PM		A 8.10PM	A 9.50P	4						A 2.00AM			A 1.30PM
		noyt direct Depot		568	401	26	5	22	407	28	561	457	3	1	24	32	459						94	679	691	182
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		- Been				Daily Ex. Monday	Daily	Daily	Daily Exc. Sun
		Time Over District. Average Speed Per Hour.		0·10 11·4	9.30 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
	H-		Ann Y		BETWE	EN VANC	OUVER	AND POP	RTLAND,	ALL TE	RAINS W	LL BE	HANDLE	D UNDE	R BLOCK	SYSTE	M. See	Time (ard Rule	s 3, 4, 5, 6	and 7					

EASTWARD TERMINALS DIVISION—PORTLAND TO VANCOLIVER

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h H	B .	Time Table No. 85	E	yes,		100	AND SERVICE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED	Haray	4000						FIRST CI	ASS		198		Bullion					SECOND	CLASS	THIRD CLA
Capacity idings ance from	E .	IN EFFECT MARCH 21, 1920		uel, Wy	s. p. s. 21	s. P. s. 4	N. P. 408	s. r. s. 29	G. N. 458	s. p. s. 25	G. N. 456	562	s. r. 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. 692	s. p. s. 93	s. p. & s 181
Si	Sp		- ista Po	ater, F Turn 7 Scales	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	r Passenger	Passenger	Passenger	Passenger	Passenger	Passenger						Time Freight	Time Freigh	Time Freight	Local Freight
		STATIONS		₩	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily Ex Saturday	Daily Exc. Su
ard 36	59.5 M	DN VANCOUVERMX	10.0	WCTYO		A 8.25M	A 8.30M	,A)	A10.30AM	0'0	A 1.30PM	A 4.25PM	MO.	A 6.15PM	BWI	A 7.39PM	A11.26PM	A11.59RM	AKE	TO				A 7.25	P.M A 9.3	CONTRACTOR OF THE PARTY OF THE	
37	70.9	NORTH PORTLAND	8 6			f 8.20	s 8.25		10.24		1.25	f 4.21	W. M. C. C. C.	f 6.10		7.34	11.21	11.54						7.18	9.2	0	
37	71.4	.N. PORTLAND JCTKD	8 1			8.19	8.24		10.23		1.23	L 4.20PM		6.09	250.1	7.33	L11.20PM	11.53						7.16	L 9.1	5P.M	
95 87	72.5 F	DN.EAST ST. JOHNS.SJ	7.0			s 8.17	1 8.22		10.21		f 1.21			s 6.07		7.31		t 11.51						7.13			
37	75.1	DNWILLBRIDGEBA	4.4		A 7.36AM	8.11	8.16	A 8.46AM	10.15	A12.31P.M	1.15		A 5.31PM	6.01	A 6.36PM	7.25		11.45						7.04		A 9.55P	A 6.55
37	77.7	DN CITY LIMITS C	1.8		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
37	79.5 D	Union Depot	0.0				L 8.00AM		L 10.00M		L 1.00PM					L 7.10PM		L11.30PM						L 6.40	P.M		
Yard 87	79.5 D	DN	0.0	WCTC	L 7.20AM	L 7.55M		L 8.30AM		L12.15PM			L 5.15PM	L 5.45PM	L 6.20PM											L 9.30P	L 6.30
		nojt sireet Bepot	4050	Dh.	21	4	408	29	458	25	456	562	27	8	23	2	564	402	ASSA	450	FOL 58	400	R R	680	692	93	181
				W	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	AVV	6	10 10	THE S		Daily	Daily	Daily Ex.	Daily Exc. Sur
		Time Over District. Average Speed Per Hour.	Value of the last	19	0 16 16.9	0.3 ₀ 20 0	0.30 20.0	0·16 16·9	0.30 20.0	0·16 16·9	0.30 20.0	0.05	0 16 16.9	0.30 20.0	0 16 16.9	0.29 20.7	0.06 19.0	0·29 20 7	A STATE OF THE PARTY OF THE PAR	1 800			Band I	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 Clearance 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 sams 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. 7. See rules on back of Clearance Cards, form No. 1222.

 All trainman and others inferested are harply waread that the majority of cattle guards on Terminals.
- 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 Hovt 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.
- 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. 11.
- 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.
- 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. 13.
- 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. & M. 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 horisontal clearance prescribed by Public Service Commission of Oregon. Employee 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 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