

SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 87

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

PACIFIC TIME

SUNDAY, JUNE 20, 1920

SUPERSEDING TIME TABLE NO. 86 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY

E. E. LILLIE, Superintendent

G. E. VOTAW, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Manager

WESTWARD

TERMINALS DIVISION—VANCOUVER TO PORTLAND

Car Capacity of Siding	Distance from Spokane	Time Table No. 87 IN EFFECT JUNE 20, 1920		Distance from Vancouver	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS																				SECOND CLASS			THIRD CLASS			
						O-W. R. & N.	N. P.	S. P. S.	S. P. S.	S. P. S.	S. P. S.	N. P.	S. P. S.	O-W. R. & N.	S. P. S.	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.	O-W. R. & N.			
						563	401	3	5	26	22	407	28	561	7	457	1	24	30	459	32				94	691	679	182	977			
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Time Freight	Time Freight	Time Freight	Local Freight	Local Freight		
STATIONS						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily				Daily Ex. Monday	Daily	Daily	Daily Ex. Sun.	Daily Ex. Mon.						
Yard	369.5	AUTOMATIC BLOCK DN... VANCOUVER...MX 1.4 ... NORTH PORTLAND5 ...N. PORTLAND JCT...KD 1.1 DN...EAST ST. JOHNS...SJ 2.6 DN... WILLERIDGE ...BA 2.6 DN... CITY LIMITS...C 1.8 DN.....PORTLAND.....VC Union Depot OW DN.....PORTLAND.....DI Hoyt Street Depot	DOUBLE TRACK	0.0	WCTO	L 6.00AM	L 6.50AM	L 7.30AM	L 9.00AM			L 2.40PM		L 4.20PM	L 6.25PM	L 6.40PM	L 7.15PM				L 10.15PM						L 5.00AM	L 8.00AM			L 1.55PM	
	370.9			1.4		f 6.07	s 6.55	7.34	f 9.05			s 2.45		f 4.25	f 6.30	f 6.45	7.20				10.19						5.15	8.10			2.02	
	371.4			1.9		A 6.10AM	6.56	7.35	9.06			2.46		A 4.30PM	6.31	6.46	7.21				10.20						A 5.20AM	8.13			A 2.05PM	
82	372.5			3.0			f 7.00	7.38	s 9.09			f 2.49			s 6.34	6.49	7.24				10.23								8.20			
	375.1			5.6				7.05	7.44	9.14	L 9.24AM	L 11.59AM	2.54	L 4.24PM		6.39	6.54	7.30	L 8.44PM	L 9.59PM	10.30	L 10.34PM				L 1.35AM			8.33	L 1.10PM		
	377.7			8.2				7.10	7.50	9.20	9.30	12.05PM	3.00	4.30		6.45	7.00	7.35	8.50	10.05	10.35	10.40				1.50			8.45	1.20		
	379.5			10.0				A 7.20AM	A 8.00AM				A 3.10PM			A 7.10PM	A 7.45PM			A 10.50PM								A 9.00AM				
Yard	379.5			10.0	WCTO			A 9.30AM	A 9.40AM	A 12.15PM		A 4.40PM		A 6.55PM			A 9.00PM	A 10.15PM		A 10.50PM				A 2.00AM				A 1.30PM				
						563	401	3	5	26	22	407	28	561	7	457	1	24	30	459	32				94	691	679	182	977			
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily				Daily Ex. Monday	Daily	Daily	Daily Ex. Sun.	Daily Ex. Mon.				
Time Over District. Average Speed Per Hour.						0.10 11.4	0.30 20.0	0.30 20.0	0.30 20.0	0.16 16.9	0.16 16.9	0.30 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	0.16 16.9			0.25 10.5	0.20 5.7	1.00 10.0	0.20 13.2	0.10 11.4				

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

Car Capacity Siding	Distance from Spokane	Time Table No. 87 IN EFFECT JUNE 20, 1920		Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS																	SECOND CLASS			THIRD CLASS										
						S. P. S. 21	S. P. S. 6	N. P. 408	S. P. S. 29	S. P. S. 4	G. N. 458	S. P. S. 25	G. N. 456	S. P. S. 31	O-W. R. & N. 562	S. P. S. 27	S. P. S. 8	S. P. S. 23	S. P. S. 2	O-W. R. & N. 564	N. P. 402				N. P. 680	O-W. R. & N. 692	S. P. S. 93	S. P. & S. 181	O-W. R. & N. 978							
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Time Freight	Time Freight	Time Freight	Local Freight	Local Freight							
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Saturday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily Ex. Saturday	Daily Ex. Mon.	Daily Ex. Sun.						
Yard	369.5	AUTOMATIC BLOCK DN... VANCOUVERMX 1.4 ...NORTH PORTLAND5 ...N. PORTLAND JCT...KD 1.1 DN...EAST ST. JOHNS.SJ 2.6 DN...WILLBRIDGE ...BA 2.6 DN... CITY LIMITSC 1.8	DOUBLE TRACK	10.0	WCTYO		A 8.05AM	A 8.30AM		A 9.42AM	A 10.30AM		A 1.30PM		A 4.25PM		A 6.15PM		A 7.39PM	A 11.26PM	A 11.59PM				A 7.25PM	A 8.15PM			A 7.15AM							
	8.6				f 8.01	s 8.25		9.38	10.24		1.25		f 4.21		f 6.10		7.34	11.21	11.54				7.18	8.08			7.08									
	8.1					8.00	8.24		9.37	10.23		1.23		L 4.20PM		6.09		7.33	L 11.20PM	11.53				7.16	L 8.05PM			L 7.05AM								
	7.0				s 7.57	f 8.22		9.35	10.21		f 1.21		s 6.07		7.31				11.51				7.13													
	4.4				A 7.21AM	7.51	8.16	A 8.46AM	9.30	10.15	A 12.31PM	1.15	A 2.16PM		A 5.36PM	6.01	A 6.36PM	7.25		11.45				7.04		A 8.50PM	A 6.55AM									
	1.8				7.15	7.45	8.10	8.40	9.25	10.10	12.25	1.10	2.10		5.30	5.55	6.30	7.20		11.40				6.53		8.40	6.40									
	0.0						L 8.00AM		L 9.15AM	L 10.00AM		L 1.00PM						L 7.10PM		L 11.30PM				L 6.40PM												
Yard	379.5	DN.....PORTLAND.....VC Union Depot	0.0	WCTO	L 7.05AM	L 7.35AM		L 8.30AM			L 12.15PM		L 2.00PM		L 5.20PM	L 5.45PM	L 6.20PM								L 8.30PM	L 6.30AM										
						21	6	408	29	4	458	25	456	31	562	27	8	23	2	564	402				680	692	93	181	978							
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Saturday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily Ex. Saturday	Daily Ex. Mon.	Daily Ex. Sun.							
						Time Over District. Average Speed Per Hour.																														
						0.16 16.9	0.30 20.0	0.30 20.0	0.16 16.9	0.27 22.2	0.30 20.0	0.16 16.9	0.30 20.0	0.16 16.9	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				0.45 13.3	0.10 11.4	0.20 14.7	0.25 10.5	0.10 11.4							

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

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