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

TERMINALS DIVISION

## TIME TABLE NO. 90

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

PACIFIC TIME

SUNDAY, OCTOBER 31, 1920

SUPERSEDING TIME TABLE NO. 89 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	STWAF	RD			TER	MINA	LS DI	VISIO	N-VA	NCOU	VER	TO P	ORTL	AND								
jo	g ,	Time Table No. 00	m res, nd		FIRST CLASS													SI	COND CLA	THIRD CLASS						
Capacity Sidings	ance from	Time Table No. 90 IN EFFECT OCT. 31, 1920 STATIONS	ouver ruel, Wy ables, a	0w. r. & n. 563	401	s. p.s.	s. p. s. 26	s. p. s. 5	s. p. s. 22	N. P. 407	0w.r. & n. 561	s. p. s. 28	s. p. s.	G. N. 457	1 -	S. P. S. 24		MA			HBA A	s. p. s. 94	0w. r. & n. 691	N. P. 679	s. p. &s. 182	Jocal Freight
Car C	Distar Spo		I HE E	Passenger		Passenger	Fassenger	Passenger	Passenger	Passenger	r Passenger	Passenger	Passenger	Passenger				189		. 100		Time Freight	Time Freight	Time Freight	Local Freight	
			MHU	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Marin Services		Daily Ex. Monday	Daily	Daily	Daily Exc. Mon.	Daily Ex. Mon
Yard	369.5	DN VANCOUVER MX	0.0 WCTYC	L 6.00AM	L 6.50AM	L 7.30AM	\$182E	L 9.00AM	Total Cumbi	L 2.40PM	L 4.00PM		L 5.20PM	L 6.40PA	L 7.15PM		L 10.15P.M	MADE .	area.	I I I I		1	1 5.00AM	L 8.00AM		L 1.55
y AT	370.9	NORTH PORTLAND 5	1.4	f 6.07	s 6.55	7.34		f 9.05		s 2.45	f 4.04		f 5.25	f 6.45	7.20		10.19						5.15	8.10		2.02
	371.4	N. PORTLAND JCTKD	1.9	A 6.10AM	6.56	7.35		9.06	110	2.46	A 4.06PM	mg d	5.26	6.46	7.21	R. A. c	10.20	anogem of					A 5.20AM	8.13		A 2.05
82	372.5	DN.EAST ST. JOHNS SJ	3.0		f 7.00	7.38		s 9.09	JEC	f 2.49	0 1 1	1 4	s 5.29	6.49	7.24	WIL	10.23			,				8.20		
	375.1	DN. WILLBRIDGEBA	5.6		7.05	7.44	L 8.44AM	9.14	L11.59AM	2.54		L 4.24PM	5.34	6.54	7.30	L 9.24RM	10.30					L 1.35AM		8.33	L 1.10PM	
	377.7		8.2		7.10	7.50	8.50	9.20	12.05PM	3.00		4.30	5.40	7.00	7.35	9.30	10.35					1.50		8.45	1.20	
	379.5 D	NPORTLANDVC Union Depot			A 7.20AM	A 8.00AM				A 3.10PM		-		A 7.10PM	A 7.45PM		A 10.50PM	The gib						9.00AM		
Yard	379.5 D		10.0 WCTO				A 9.00AM	A 9.30AM	A12.15PM			A 4.40PM	A 5.50PM			A 9.40PM						A 2.00AM			A 1.30PM	
		Hoye derect Depot		563	401	3	26	5	22	407	561	28	7	457	1	24	459					94	691	679	182	977
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		- Butterson		and a serious	Daily Ex. Monday	Daily	Daily	Daily Exc.Mon.	Daily Ex. Mon.
		Time Over District. Average Speed Per Hour.	A APP	0·10 11·4	0.30 20.0	0.30 20.0	0.16 16.9	0 30 20 0	0.16 16.9	0.30 20.0	0.06 19.0	0.16 16.9	0.30 20.0	0.30 20 0	0.30	0.16 16.9	0 35 17·1		1201.2			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 VANCOLIVER

	The state of the s			-	Table Section	1000		- Libert		(2122 12 8		VIOLO	11 10	I LITA	ND I	OVANIA	0001	LI								
h H	Time Table No. 90	B	yes, and		FIRST CLASS												SE	THIRD CLASS								
Sidings Sidings stance from Spokane	IN EFFECT OCT. 31, 1920	nce from	ruel, W. Fables.	s. p. s. 21	s. p. s.	N. P. 408	s. p. s. 4	G. N. 458	s. p. s. 25	G. N. 456	0w. 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	0w.r.&I 978
Car C Si Si Dista Sp	STATIONS		Water, F Turn Scales	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	nger Passenger	r Passenger	Passenger	ger Passenger	Passenger					Time Freight	Time Freight	Time Freight	Local Freight	Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily Ex.		Daily Ex. Sun
Yard 369.5	DN VANCOUVERMX	10.0	WCTYO		A 8.05AM	A 8.30AM	A 9.42AM	A10.30AM		A 1.30P.W	A 4.25F	M	A 6.20PM	м	A 7.39PM	A11.26PM	A11.59R	1				A 7.25PM	A 8.15PM	1		A 7.15
370.9	NORTH PORTLAND	86			f 8.01	s 8.25	9.38	10.24	475 I 475	1.25	f 4.21	1 1 10 100	f 6.14		7.34	11.21	11.54	PR 3-2 (0)	100 AND AND			7.18	8.08			7.08
371.4	.N. PORTLAND JCTKD	8 1		7 12-11	8.00	8.24	9.37	10.23	40	1.23	L 4.20PM	W The second	6.13		7.33	L11.20PM	11.53	-3/17	1 10			7.16	L 8.05PM			L 7.05
82 372.5	DN.EAST ST. JOHNS.SJ	7.0			s 7.57	1 8.22	9.35	10.21		f 1.21		TMIT	s 6.10	DAG:	7.31		t 11.51					7.13				
375.1	DNWILLBRIDGEBA	4.4		A 8.31AM	7.51	8.16	9.30	10.15	A12.31PM	1.15		A 5.36P	6.06	A 6.36PM	7.25		11.45					7.04		A 8.50PM	A 6.55AM	
377.7	DN CITY LIMITSC	1.8		8.25	7.45	8.10	9.25	10.10	12.25	1.10		5.30	6.00	6.30	7.20		11.40					6.53		8.40	6.40	- 1
379.5	DNPORTLANDVC	0.0				L 8.00AM	L 9.15AM	L 10.00AM		L 1.00PM					L 7.10P	И	L11.30PM					L 6.40PM				
Yard 379.5	DN	0.0 W	WCTO	L 8.15 AM	L 7.35AM				112.15PM			L 5.20PM	L 5.50PM	L 6.20PM										L 8.30PM	L 6.30AM	
	Hoyt Street Depot			21	6	408	4	458	25	456	562	27	8	23	2	564	402					680	692	93	181	978
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily Ex. Saturday	Daily Exc. Sun.	Daily Ex Sun.
	Time Over District. Average Speed Per Hour.			0 16 16.9	0.30 20.0	0.30 20.0	0.27 22.2	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	100				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

## 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.

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 Westward track.

No. 13. SPEED RESTRICTIONS:

Between City Limits and Portland eight (8) miles per hour.

Over bridges between Vancouver and Willbridge thirty (30) miles per hour.

Over draw spans and rail locks at ends thereof ten (10) miles per hour.

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.

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. 17.

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. 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 necessary flagging equipment, and will promptly protect train at all stops.
- Western Cooperage Spur, located 5.6 miles from Portland, capacity 9 cars, Derail 180 feet East of West

F. X. ADAMS, Dispatcher L. S. NELSON, Dispatcher L. H. JAMES, Dispatcher

E. B. ARTHUR, Dispatcher R. E. WHITE, Chief Dispatcher J. Z. STANSBERRY, Trainmaster

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