SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

FINE ABINABINA NO.93

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

SUNDAY, MARCH 20, 1921

SUPERSEDING TIME TABLE NO. 92 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

				WES	STWAR	D			TER	MINA	LS DI	VISIO	N—VA	NCOU	VER	TO F	PORTLA	AND					
-			9.70	FIRST CLASS												SECOND CLASS			CLASS				
acity o	e from	Time Table No. 93	iver iver el,v	0,-W. R. & N. 563 Passenger Daily	401	s. p.s.	s. p. s. 26	s. P. s.	s. p. s. 22	N. P. 407	G. N. 457	s. p. s. 28	s. P. s.	1	459	S. P. S. 24 Passenger	0w.R. & N. 561			0w. r. & n. 691	N. P. 679	s. p. & s. 182	0w.r.&n. 977
Car Capacity Sidings	Spok	STATIONS	Distance Vancou ler, Fue rn Tabl					Passenger		er Passenger		Passenger	Passenger Daily				Passenger			Time Freight	Time Freight	Local Freight	Local Freight
	Di		Wat				Daily	Daily	Daily			Daily				Daily	Daily			Daily	Daily	Daily Exc.Mon.	Daily Ex. Mon.
Yard	369.5	DN VANCOUVER MX	0.0 WCTYO	L 6.00AM	L 6.50AM	L 7.30M		L 9.00AM		L 2.40PM	L 4.08PM		L 5.20PM	L 7.15PM	L 7.40PM	1	L 9.50PM			L 5.00AM	L 8.00AM		L 1.55PM
	370.9	1.4	1.4	f 6.07	s 6.55	7.34		f 9.05		s 2.45	f 4.11		f 5.25	7.20	7.43		f 9.54			5.15	8.10		2.02
	371.4	M PORTLAND JCTKD	1 9	A 6.10AM	6.56	7.35		9.06	May 21 4	2.46	4.12		5.26	7.21	7.44	W 400	A 9.56PM	93 PERSONS		A 5.20AM	8.13		A 2.05PM
82	372.5	DN.EAST ST. JOHNS SJ	3.0		f 7.00	7.38		s 9.09	234	f 2.49	4.14		s 5.29	7.24	7.46	13/1					8.20		
	375.1		5.6		7.05	7.44	L 8.44AM	9.14	L11.59AM	2.54	4.19	L 4.24PM	5.34	7.30	7.51	€ 7.54P.	м				8,33	L 1.10PM	
	377.7	- Die	8.2		7.10	7.50	8.50	9.20	12.05PM	3.00	4.25	4.30	5.40	7.35	7.57	8.00					8.45	1.20	
	379.5	▼	10.0		A 7.20AM	8.00AM				A 3.10PM	A 4.40PM			A 7.45PM	8.10PM	4					A 9.00AM		
Yard	379.5	DNPORTLANDDi.	10.0 WCTO	Time III			A 9.00AM	A 9.30AM	A12.15PM			A 4.40PM	A 5.50PM			A 8.10P	м					A 1.30PM	
1		Hoyt Street Depot		563	401	3	26	5	22	407	457	28	7	1	459	24	561			691	679	182	977
			700	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily Exc.Mon.	Daily Ex. Mon.
		Time Over District. Average Speed Per Hour.	17	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 32 18.9	0.16 16.9	0.30 20.0	0.30 20 0	0 30 20·0	0.16 16.9	0.06 19.0			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

		Time Table No. 93 IN EFFECT MARCH 20, 1921 STATIONS	and and		FIRST CLASS														Si	SECOND CLASS			
Sidings	ane			s. p. s. 21	s. p. s.	N. P. 408	s. p. s. 4	G. N. 458	s. p. s. 25	456 er Passenger	0w. R. & N 562	s. p. s. 27	s. p. s. 8	23	2	0-W. R. & N. 564 Passenger Daily	N, P. 402			N. P. 680	ow. r. & n. 692	S. P. & S. 0 181	-w.r.&n 978
Sic	Distan				Passenger Daily	Passenger	Passenger	r Passenger Daily	Passenger		Passenger	ger Passenger Daily	r Passenger Daily				Passenger			Time Freight	Time Freight	Local Freight	Local Freight
				Daily		Daily			Daily		Daily						Daily			Daily	Daily		Daily x. Sun.
Yard	369.5	DN VANCOUVERMX	10.0 WCTY	ro	A 8.05AM	A 8.30AN	A 9.42M	A10.30AN		A 1.30PM	A 4.25PM		A 6.20PM		A 7.39PM	A11.26PM	A11.59PM			A 7.25PM	A 8.15PM	A	7.15M
	370.9	NORTH PORTLAND	8 6		f 8.01	s 8.25	9.38	10.24		1.25	f 4.21		f 6.14		7.34	11.21	11.54			7.18	8.08		7.08
0	871.4	.N. PORTLAND JCTKD	8 1		8.00	8.24	9.37	10.23	20	1.23	L 4.20PM	N117-	6.13		7.33	L11.20PM	11.53	2/1A		7.16	L 8.05RM	L	7.05A
82	872.5	DN.EAST ST. JOHNS.SJ	7.0		s 7.57	f 8.22	9.35	10.21		f 1.21		BALL	s 6.10	11,000	7.31		t 11.51	71		7.13			
	375.1	DNWILLBRIDGEBA	4.4	A 8.31M	7.51	8.16	9.30	10.15	A12.31PM	1.15		A 5.36PM	6.06	A 6.36PM	7.25		11.45			7.04		A 6.55AM	
	877.7	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		6.40	
*	879.5 D	NPORTLANDVC	0.0			L 8.00AM	L 9.15AM	L 10.00AM		L 1.00PM					L 7.10P		L11.30PM			L 6.40PM	in the second		
Yard	879.5 D	Union Depot OW PORTLAND	0.0 WCTO	L 8.15 M	L 7.35M				L12.15PM			L 5.20PM	L 5.50PM	L 6.20PM								L 6.30AM	
		Hoyt street Depot		21	6	408	4	458	25	456	562	27	8	23	2	564	402			680	692	181	978
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily		Daily x S un .
		Time Over District. Average Speed Per Hour.	L INSTITUTE OF	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	AND		0.45 13.3	0.10 11.4	0.25	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. 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 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 Cards, form No. 1222.
 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.
- 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. 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.
- 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. 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.
- No. 23. Western Cooperage Spur, located 5.6 miles from Portland, capacity 9 cars, Derail 180 feet East of West Switch.

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