SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME ABINE BUSA

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

SUNDAY, JUNE 19, 1921

SUPERSEDING TIME TABLE NO. 93 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

I					WES	STWAF	RD			TER	MINA	LS DI	VISIO	N—VA	NCOU	VER	TO P	PORTL	AND								
Car Capacity of Sidings	1.1	T' T-11 N- 04	nd is				FIRST CLASS												SECOND CLASS			THIRD CLASS					
	e fron	Time Table No. 94	Distance for Tables, ter, Puel, vancouver ales.	el, Wy	0W. R. & N. 563	N, P. 401	s. p.s.	s. p. s. 26	s. P. s. 5	s. P. s. 22	N. P. 407	G. N. 457	s. p. s. 28	s. P. s.	1	24	G. N. 459 Passenger	s. P. s.	0w.R. & N. 561	S. P. S. 32	-	nt des la	s. p. & s. 94	0w. R. & N. 691 Time Freight	N. P. 679 Time Freight	s. p. &s. 182	0w.r.&n 977
	Spok	IN EFFECT JUNE 19, 1921		rn Tal			Passenger		Passenger					Passenger									Time Freight			Local Freight	Local Freight
	Ä	STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sünday Only •	Daily	Daily			Daily Exc. Sun.	Daily	Daily	Daily Exc. Mon.	Daily	
Yard	369.5	DI DN VANCOUVER MX	0.0 W	VCTYO	L 6.00AM	L 6.50M	L 7.30M		L 9.00AM		L 2.40PM	L 4.08PM		L 5.20PM	L 7.15PM		L 7.40%		L 9.50PM	1				L 5.00M	L 8.00W	1	L 1.55PM
	370.9	NORTH PORTLAND	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	"N. PORTLAND JCTKD	1.9		A 6.10AM	6.56	7.35		9.06		2.46	4.12		5.26	7.21		7.44		A 9.56PM				THE	A 5.20AM	8.13		A 2.05PM
82	372.5	DN.EAST ST. JOHNS SJ	3.0			f 7.00	7.38		9.09	112	f 2.49	4.14	1 2	s 5.29	7.24	P1 1 1	7.46						V TELLE		8.20		
	375.1	DN. WILLBRIDGEBA	5.6			7.05	7.44	L 8.44A	9.14	L11.59AM	2.54	4.19	L 4.24P	5.34	7.30	L 7.49PM	7.52	L 9.44P.M		L 10.14PM			L 1.35AM		8.33	L 1.10PM	ii ii
	377.7	DNCITY LIMITSC	8.2			7.10	7.50	8.50	9.20	12.05PM	3.00	4.25	4.30	5.40	7.35	7.55	7.59	9.50		10.20	4		1'49		8.45	1.20	
	379.5	DNPORTLANDVC				A 7.20AM	A 8.00M				A 3.10PM	A 4.40PM			A 7.45PM		A 8.10PM								A 9.00AM		
Yard	379.5	DN	10.0 W	VCTO				A 9.00A	M A 9.30AM	A12.15PM			A 4.40P	A 5.50PM		A 8.05PM		A 10.00PA		A 10.30PM			A 2.00AM			A 1.30PM	4
		noyt street Depot			568	401	3	26	5	22	407	457	28	7	1	24	459	30	561	82			94	691	679	182	977
	4 .				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday	Daily	Daily			Daily Exc. Sun.	Daily	Daily	Daily Exc. Mon.	Daily Ex. Mon.
		Time Over District. Average Speed Per Hour.			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	0.16 16.9	0 30 20.0	0.16 16.9	0.06 19.0	0·16 16·9	Series described	a service	0·25 10·5	0 20 5.7	1.00 10 0	0.20 13.2	0·10 11·4
M			1		I	RETWEE	N VANG	OUVED	AND POP	TI AND	ALL TO	AINE W	III DE	HANDIE	D LINDE	D DI OCI	CVCTD	M C.	Time	and Dule		6 and 7					

LAND, ALL TRAINS WILL BE HANDLED UNDER BLOCK SYSTEM. See Time Card Rules 3, 4, 5, 6 and 7 EASTWARD TERMINALS DIVISION—PORTLAND TO VANCOUVER

	IN EFFECT JUNE 19, 1921 STATIONS	n /es,		FIRST CLASS														SE	THIRD CLASS				
Sidings Sidings stance from		rtland ruel, Wy ruel, Wy	s. P. s. 21	s. P. s.	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	0w. R. & N. 562	s. p. s. 27	S. P. S. 8	S. P. S. 23 Passenger	2	564 er Passenger	N. P. 402	N. P. 680	w. r. & n. 692	s. p. & s. 93	s. p. &s. 181	0w.r.&n 978
Si Si Dista Sp		Dista Po ater, F Turn		Passenger Daily	Passenger	Passenger Daily	Passenger Daily	Passenger Daily	Passenger	Passenger	Passenger	Passenger	Passenger					Passenger	Time Freight	Time Freight	Time Freight	Local Freight	Local Freight
		B	Daily		Daily				Daily	Daily	Saturday Only	Daily	Daily					Daily	Daily	Daily	Daily Exc. Sat.	Daily Exc. Sun	Daily Ex. Sun.
Yard 369.5	DN VANCOUVERMX	10.0 WCTYC		A 8.05AM	A 8.30M	M.	A 9.42M	A10.30AM		A 1.30PM		A 4.25PM		A 6.20PM		A 7.39PM	A11.26PM	A11.59PM	A 7.25PM	8.15PM			A 7.15M
370.9	NORTH PORTLAND	8 6		f 8.01	s 8.25	e ye va	9.38	10.24		1.25		f 4.21		f 6.14		7.34	11.21	11.54	7.18	8.08			7.08
871.4	.N. PORTLAND JCTKD	8 1		8.00	8.24		9.37	10.23		1.23		L 4.20PM		6.13		7.33	L11.20PM	11.53	7.16	8.05PM			L 7.05A
82 372.5	DN.EAST ST. JOHNS.SJ	7.0		s 7.57	1 8.22		9.35	10.21		f 1.21			A SECTION	s 6.10		7.31	W 74 M W	t 11.51	7.13				
375.1	DNWILLBRIDGEBA	4.4	A 7.21AN	7.51	8.16	A 8.46AM	9.30	10.15	A12.31PM	1.15	A 2.01PM	AA-1-	A 5.31PM	6.06	A 6.36PM	7.25	2/1/4	11.45	7.04		A 8.50PM	A 6.40AM	
	DNCITY LIMITSC	1.8	7.15	7.45	8.10	8.40	9.25	10.10	12.25	1.10	1,55	CIFIC	5.25	6.00	6.30	7.20		11.40	6.53		8.40	6.25	
379.5	DNVC Union Depot				L 8.00M		L 9.15AM	L 10.00AM		L 1.00PM						L 7.10PM		L11.30PM	L 6.40PM				
Yard 879.5		0 0 WCTO	L 7.05 AM	L 7.35AM		1 8.30AM			L12.15PM		L 1.45PM		L 5.15PM	L 5.50PM	L 6.20PM						L 8.30PM	L 6.15AA	
	nojt street Depot		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 Exc. Sat.	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	0·16 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 13.2	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. 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. 5. All trains will move between Venequeurs and Willbridge without block card authority, moving
- 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.
- 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 Wilbridge 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, North Portland Junction, Oregon Slough
- 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. 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.

R. E. WHITE, Dispatcher E. B. ARTHUR, Dispatcher L. H. JAMES, Dispatcher

S. A. GAGNON, Dispatcher H. M. HUSTON, Chief Dispatcher R. C. SCOFFERN, Asst. Chief Dispatcher

J. Z. STANSBERRY, Trainmaster

E. B. HEATH, Trainmaster