SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

SOUND AND ALLE BOOK AND ALLE B

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

SUNDAY, OCTOBER 2, 1921

SUPERSEDING TIME TABLE NO. 95 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

				WES	STWAF	RD			TER	MINA	LS DI	VISIO	N-VA	NCOU	VER	TO P	PORTLA	AND									
-			8 0									FIRST CLASS											SECOND CLASS			THIRD CLASS	
Car Capacity of Sidings Distance from Spokane	Ile ,	Time Table No. 96	ver 1, Wye	0w. r. & n. 563	N, P. 401	s. p.s.	s. p. s. 5	s. p. s. 26	s. P. s. 22	N. P. 407	G. N. 457	s. p. s. 28	S. P. S.	s. P. s.	s. P. s. 24	G. N. 459	0w.R. & N. 561	MA.		1 1000	m A	A AR	s. p. & s. 94	691	N. P. 679	s. P. & s. 182	0W.R.&N 977
	Spoke	IN EFFECT OCT. 2, 1921	r, Fue			Passenger				Passenger			Passenger	Passenger				HE					Time Freight		Time Freight	Local Freight	Local Freight
		STATIONS	Di Vi Water Turr Scale	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily Exc. Sun.	Daily	Daily	Daily Exc. Mon.	1200 1000
Yard 369	39.5 H	DN VANCOUVER MX	0 wctyo	L 6.00AM	L 6.50AN	L 7.30AM	1 9.00AM			L 2.25PM	L 4.08PM		L 5.20PM	L 7.15PM	The Paris	L 7.40P	M L 9.50PM	107	100				The Second Second	L 5.00AM	L 8.00M		L 1.55P
	70.9	NORTH PORTLAND D	.4		s 6.55	7.34	f 9.05			s 2.30	f 4.11		f 5.25	7.20		7.43	f 9.54							5.15	8.10		2.02
37	71.4 D	.N. PORTLAND JCTKD	9	A 6.10AM	6.56	7.35	9.06	A P	NIC	2.31	4.12	72 -	5.26	7.21	AL	7.44	A 9.56PM	- Company						A 5.20AM	8.13		A 2.05P
82 372	72.5 E	DN.EAST ST. JOHNS SJ 3	.0		f 7.00	7.38	s 9.09		115	f 2.34	4.14		s 5.29	7.24	711	7.46		,							8.20		
378	75.1 N	DN. WILLBRIDGEBA 5	.6		7.05	7.44	9.14	L 9.34W	L11.59AN	2.39	4.19	L 4.54PM	5.34	7.30	L 8.49PM	7.52							L 1.35AM		8.33	L 1.10P	4
37	77.7 E	DNCITY LIMITSC A 8.	.2		7.10	7.50	9.20	9.40	_ 12.05PM	2.45	4.25	5.00	5.40	7.35	8.55	7.59			No.				1'49		8.45	1.20	
379	79.5 D	NPORTLANDVC 10.	.0	H	A 7.20AM	A 8.00AM				A 2.55PM	A 4.40P.M		Harrie III	A 7.45P.W	mar Jord	A 8.10P	м								A 9.00AM		
Vard 379	79.5 D	Union Depot OW 10	O WCTO				A 9.30AM	A 9.50AM	A12.15PM			A 5.10PM	A 5.50PM		A 9.05PM			4					A 2.00AM			A 1.30P	4
		Hoyt Street Depot		563	401	3	5	26	22	407	457	28	7	1	24	459	561						94	691	679	182	977
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily Exc. Sun.	Daily	Daily	Daily Exc.Mon.	Daily Ex. Mon.
		Time Over District, Average Speed Per Hour.	4100	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 32 18 9	0.16 16.9	0.30	0 30 20 0	0 16 16.9	0 30	0.06 19.0		1523			diam'r	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

										CATALAT AT B	NO DI	, in	1 10	1 1 1 1 1	112			411	HE YOUR DESIGNATION OF THE REAL PROPERTY OF					
			es,		-	100	BIN .	BU	lo str		-		116	FIRST CL	ASS					SE	COND CLA	SS	THIRD	CLASS
pacity	Sidings Sidings stance fron Spokane	Time Table No. 96	and and ble	s. p. s. 6	s. p. s. 21	N. P. 408	s. p. s. 4	G. N. 458	G. N. 456	s. p. s. 25	0w. R. & N. 562	s. p. s. 27	s. P. s.	S. P. S. 23	S. P. S. 2	0 -w. R. & N 564	N. P. 402			N. P. 680	ow. r. & n. 692	s. p. & s. 93	s. p. & s. 181	0w.R.&I
ar Ca Sidi	Distance	IN EFFECT OCT. 2, 1921	Port ter, Fu urn T	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Time Freight	Time Freight	Time Freight	Local Freight	Local Freight
0	H	STATIONS	Wa Wa	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily Exc. Sat.	Daily Exc. Sun.	Daily Ex. Sun
Yard	d 369.5	DN VANCOUVERMX	10.0 WCTY	A 8.05	A.M	A 8.30M	A 9.42A	M 410.30AM	A 1.30PA	м	A 4.25PM		A 6.20P	4	A 7.39PM	A11.26PM	M A11.59P			A 7.25PM	A 8.15P.W			A 7.15
	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	4		7.18	8.08			7.08
0	371.4	N. PORTLAND JCTKD	8 1	8.00		8.24	9.37	10.23	1.23		L 4.20PM		6.13		7.33	L11.20	11.53			7.16	L 8.05PM			L 7.05
82	872.5	DN.EAST ST. JOHNS.SJ	7.0	s 7.57		1 8.22	9.35	10.21	f 1.21	2:01	(1) B	40-	s 6.10	INVIT	7.31	103	t 11.51	TOTAKE		7.13				
	375.1	DNWILLBRIDGEBA	4 4	7.51	A 8.31AA	8.16	9.30	10.15	1.15	A 1.26PM	м	A 4.31P	6.06	A 6.36PM	7.25		11.45			7.04		A 8.50PM	A 6.55AM	1
-	877.7	DN CITY LIMITSC	1.8	7.45	8.25	8.10	9.25	10.10	1.10	1.20		4.25	6.00	6.30	7.20		11.40		4	6.53		8.40	6.40	
	379.5					L 8.00AM	L 9.15A	L 10.00AM	L 1.00PM	4					L 7.10P	м	L11.30P			L 6.40PM				
Yard	379.5	DNPORTLANDDi.	0.0 WCTO	L 7.35A	W L 8.15AM				E HUE	L 1.10PM	и	L 4.15P	L 5.50P	L 6.20PM	4	140						L 8.30PM	L 6.30AM	
14		Hoyt street Depot-		6	21	408	4	458	456	25	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 Exc. Sat.	Daily Exc.Sun.	Daily Ex. Sun
		Time Over District. Average Speed Per Hour.	ania.	0.30 20.0	0 16 16.9	0.30 20 0	0 27 22 2	0.30 20.0	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	THE PERMIT	A 100 10 10 10 10 10 10 10 10 10 10 10 10	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

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. 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 Jet. with O.-W. R. & N. Ry.; Willbridge with Portland Division S. P. & S. Ry.; City Limits with Northern Pacific Terminal Co.
- No. 13. 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. 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 Switch.

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