SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

THE SOLUTION OF THE SOLUTION O

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

SUNDAY, OCTOBER 23, 1921

SUPERSEDING TIME TABLE NO. 96 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

			WESTWARD TERMINALS DIVISION—VANCOUVER TO PORTLAND FIRST CLASS																						
io a	ane	Time Table No. 07	E 8	nd,											F	IRST CLAS	SS				SE	COND CLA	SS	THIRD CLASS	
Sidings Sidings		Time Table No. 97 IN EFFECT OCT. 23, 1921 STATIONS	ce fro	bles, a	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.	24	459	0w.r. & n. 561		In v	s. p. & s. 94	0w. r. & n. 691	N. P. 679	s. p. &s. 182	0w.R.& 977
Sic			Distan Vanco	Water, Fu Turn Tal Scales.	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	Daily	Daily	Daily	Daily	Daily	Daily			Daily Exc. Sun.	Daily	Daily	Daily Exc. Mon.	Dally Ex. Mon
ard 369	9.5	DN VANCOUVER MX	0.0	CTYO	L 6.00AM	L 6.50AM	L 7.30AM	L 9.00AM			L 2.25 P.M	L 4.08PM		L 5.20PM	L 7.15PM		L 7.408	N L 9.35PM				L 5.00AM	L 8.00M		L 1.55
370	0.9	NORTH PORTLAND	1.4		f 6.07	s 6.55	7.34	f 9.05			s 2.30	f 4.11		f 5.25	7.20		7.43	f 9.39				5.15	8.10		2.02
371	1.4	.N. PORTLAND JCTKD	1.9		A 6.10AM	6.56	7.35	9.06	A10	N. H. 40	2.31	4.12		5.26	7.21	-	7.44	A 9.41PM				A 5.20AM	8.13		A 2.05
82 372	2.5	DN.EAST ST. JOHNS SJ	3.0			f 7.00	7.38	s 9.09	111	110	f 2.34	4.14	1 0	s 5.29	7.24	100	7.46						8.20		
375	5.1 O	DN. WILLBRIDGEBA	5.6			7.05	7.44	9.14	L 9.34AN	L11.59AM	2.39	4.19	L 4.54PW	5.34	7.30	L 8.49PM	7.52				L 1.354W		8.33	L 1.10PM	
377	7.7 E	DNCITY LIMITSC	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				1'49		8.45	1.20	
	-	NPORTLANDVC	10.0			A 7.20AM	A 8.00AM				A 2.55PM	A 4.40PM			A 7.45PM		A 8.10P	M					A 9.00AM		
		Union Depot—OW		VCTO			+	A 9.30AM	A 9.50AM	A12.15PM			A 5.10PM	A 5.50PM		A 9.05PM					A 2.00AM			A 1.30P.M	
		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.			0·10 11·4	0.30 20.0	0.30 20.0	0 30 20 0	0·16 16 9	9.16 16.9	0.30	0 32 18 9	0.16 16.9	0.30 20 0	0 30 20 0	0 16 16.9	0 30 20 0	0.06 19.0	10 m / A		0.25 10.5	0 20 5-7	1 00 10 0	0.20 13.2	0·10 11 4

EASIWARD TERMINALS DIVISION—PURILAND TO VANCOUVER

		Time Table No. 07			FIRST CLASS													SI	ECOND CLA	THIRD CLASS						
r Capacity Sidings	nce fr	Time Table No. 97 IN EFFECT OCT. 23, 1921	rtland ruel, Wy ruel, Wy	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	6w. 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	ow.r.&n 978
Carc	Distar		Distar Por ater, F Turn Scales	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	W	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	369.5	DN VANCOUVERMX	10.0 WCTY0	A 8.054	М	A 8.30AM	A 9.42AH	M A10.30AM	A 1.30PM	1	A 4.25PM		A 6.20PM	A .	A 7.39PM	A11.26PM	A11.59P	4 .				A 7.25PM	A 8.15PM			A 7.15AM
	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
	371.4	N. PORTLAND JCT. KD	8.1	8.00		8.24	. 9.37	10.23	1.23		L 4.20PM		6.13		7.33	111.20PM	11.53					7.16	L 8.05PM			L 7.05M
82	872.5 E	DN.EAST ST. JOHNS.SJ	7.0	s 7.57		1 8.22	9.35	10.21	f 1.21	2001	E (1	MO-	s 6.10	TWY	7.31	roat	111.51	TAKE	COT			7.13				
	375.1	DNWILLBRIDGEBA	4 4	7.51	A 8.31AM	8.16	9.30	10.15	1.15	A 1.26PM	7 / 4/4	A 4.36PM	6.06	A 6.36%	7.25	- 1	11.45					7.04		A 8.50PM	A 6.55AM	
	377.7	DN CITY LIMITSC	1.8	7.45	8.25	8.10	9.25	10.10	1.10	1.20		4.30	6.00	6.30	7.20	200	11.40					6.53		8.40	6.40	
3	879.5 I	A A OILLEAND	0.0			L 8.00AM	L 9.15AM	L 10.00AM	L 1.00PM				-		L 7.10PM	4	L11.30P					L 6.40PM				
Yard	379.5 I	ONPORTLANDDi. Hoyt street Depot	0 0 WCTO	L 7.35AM	K L 8.15AM					L 1.10PM		L 4.20PM	L 5.50PM	L 6.20P										L 8.30PM	L 6.30AM	
		Hoyt street Depot	-	6	21	408	4	458	456	25	562	27	8	23	2	564	402		3			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.		0.30 20.0	0 16 16 9	0.30 20 0	0 27 22 2	0.30 20.0	0.80 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	L M			de n	0.45 13.3	0·10 11·4	$\substack{0.20\\13.2}$	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

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.
- 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. 8.
- 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
- 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.

SPECIAL

- 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 \$t, 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. Fortuna yard limits actual from City Limits to Holy 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 Gooperage Spur, located 5.6 miles from Portland, capacity 9 cars, Derail 180 feet East of West

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

J. E. CHARLAND, Trainmaster

E. B. HEATH, Trainmaster

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