

SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 100

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

SUNDAY, MARCH 26, 1922

SUPERSEDING TIME TABLE NO. 99 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

WESTWARD

TERMINALS DIVISION—VANCOUVER TO PORTLAND

		WESTWARD														TERMINALS DIVISION—VANCOUVER TO PORTLAND																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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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

Car Capacity Sidings	Distance from Spokane	Time Table No. 100 IN EFFECT MARCH 26, 1922														FIRST CLASS														SECOND CLASS			THIRD CLASS						
		STATIONS														N. P. 408	S. P. S. 21	S. P. S. 4	G. N. 458	G. N. 456	S. P. S. 25	O.-W. R. & N. 562	S. P. S. 27	S. P. S. 8	S. P. S. 23	S. P. S. 2	O.-W. R. & N. 564	N. P. 402							N. P. 680	O.-W. R. & N. 692	S. P. & S. 93	S. P. & S. 181	O.-W. R. & N. 978
																Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	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	Daily Exc. Sat.	Daily Exc. Sun.	Daily Exc. Sun.
Yard	369.5	DN... VANCOUVER...MX 1.4	10.0	WCTYO	A 8.35AM		A 9.42AM	A 10.30AM	A 1.30PM					A 4.25PM		A 5.15PM				A 7.39PM	A 11.43PM	A 11.59PM											A 7.25PM	A 8.15PM			A 7.15AM		
	370.9	... NORTH PORTLAND5	8.6		s 8.30		9.38	10.24	1.25					f 4.21		f 5.09				7.34	11.39	11.54											7.18	8.08			7.08		
	371.4	... N. PORTLAND JCT...KD 1.1	8.1		8.29		9.37	10.23	1.23					L 4.20PM		5.08				7.33	L 11.38PM	11.53											7.16	L 8.05PM			L 7.05AM		
82	372.5	DN... EAST ST. JOHNS...SJ 2.6	7.0		f 8.27		9.35	10.21	f 1.21					s 5.05		7.31					f 11.51																		
	375.1	DN... WILLBRIDGE ...BA 2.6	4.4		8.21	A 8.31AM	9.30	10.15	1.15	A 1.26PM				A 4.36PM	5.01	A 6.36PM				7.25		11.45											7.04		A 8.50PM	A 6.55AM			
	377.7	DN... CITY LIMITSC 1.8	1.8		8.15	8.25	9.25	10.10	1.10	1.20				4.30	4.55	6.30				7.20		11.40											6.53	8.40	6.40				
	379.5	DN..... PORTLAND VC Union Depot	0.0		L 8.05AM		L 9.15AM	L 10.00AM	L 1.00PM											L 7.10PM		L 11.30PM											L 6.40PM						
Yard	379.5	DN..... PORTLAND DI Hoyt street Depot	0.0	WGTB		L 8.15AM				L 1.10PM				L 4.20PM	L 4.45PM	L 6.20PM																		L 8.30PM	L 6.30AM				
					408	21	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 Exc. Sat.	Daily Exc. Sun.	Daily Exc. Sun.		
					0.30 20.0	0.16 16.9	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	0.05 22.9	0.29 20.7																0.45 13.3	0.10 11.4	0.20 13.2	0.25 10.5	0.10 11.4		
					Time Over District. Average Speed Per Hour.																																		

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 move upon authority conferred by Block Card form 1222, properly numbered and completed and which may be supplemented by train orders.
No. 4. No train or engine will occupy track space between Willbridge and Portland Depots, unless Conductor and Engineman hold authority conferred by Block Card form 1222.
No. 5. Authority conferred by block card form 1222, must be used within ten (10) minutes after time it is made complete, or employees holding same must report to Telegraph Office for further orders.
No. 6. Trains may move with the current of traffic between Vancouver and Willbridge without block card authority and governed by automatic and interlocking signals. In case of single track being used no train or engine will occupy track space between these points except upon authority conferred by block card form 1222, nor may any movement against the current of traffic be made without such authority. All westward trains must obtain clearance on train order signal before leaving Vancouver.
No. 7. Regular trains between Vancouver and Portland must not pass any station in advance of schedule time as shown on Terminals Division Time Table.
No. 8. See rules on back of Block Cards, form No. 1222.
No. 9. 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. 10. 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. 11. 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. 12. 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. 13. 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. 14. 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. 15. Interlocking plants are located at Willamette Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge.
No. 16. For instructions governing Interlocking plants and Electric Automatic Block Signals, see Rules.
No. 17. In using switch indicators a clear indication does not relieve enginemen and trainmen from protecting their trains by flag. See Rule 512.

- No. 18. 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. 19. All Westward trains must come to full stop at Junction board, just east of Willbridge station.
No. 20. At East St. Johns No. 1 will stop on signal to discharge passengers from points East of Vancouver, No. 3 from Fallbridge or East, No. 4 to pick up passengers for points East of Vancouver, and No. 2 for Fallbridge or East.
No. 21. Portland yard limits extend from City Limits to Hoyt Street.
No. 22. 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. Employees will use care and avoid risk or injury while working on spurs or sidings protected with "Impaired Clearance" signs.
No. 23. 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. 24. 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
R. C. SCOFFERN, Night Chief Dispatcher
H. M. HUSTON, Chief Dispatcher

J. E. CHARLAND, Trainmaster
E. B. HEATH, Trainmaster