SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION-YANCOUVER TO PORTLAND

TERMINALS DIVISION

BOLES OF TERMENT OF THE PRINCE OF THE PRINCE

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

SATURDAY, JULY 29, 1922

SUPERSEDING TIME TABLE NO. 102 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

Discordinator

				WEST	WARI	D			TER	MINA	LS DI	VISION	-yA	NCOU	VER	TO P	ORTL	AND								
1 4	Ti To 11 Ni 100	n s	nd l	FIRST CLASS													S	SECOND CLASS								
Distance from	Time Table No. 103	ouver uel.Wy	ow.		r. P. s.	P. & S. 8	5. P. & S.	s. p. & s. 26	s. P. & s. 22	N. P. 407	s. p. & s 28	G. N. 8	P. & S.	s. p. & s. 1	s. p. & s. 24	G. N. 459	0w.R. & N. 561	s. p. & s. 80	s. p. & s. 32			s. p. & s 94	0w. r. & n. 691	N. P. 679	s. p. & s. 182	ow.r.& 977
Distar		Distar Vanc	Passe	nger Pass	senger P	assenger	Passenger	Fassenger	Passenger	Passenger	Passenger	Passenger :	assenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Time Freight	Time Freight	Time Freight	Local Freight	Local Freight
	STATIONS	Wa	Les Da		Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sun. Only	Leave Daily			Leave Dail Exc. Sun.	Leave Daily	Leave Daily	LeaveDaily Ex. Mon.	Leave Dai
rd 369	5 M DN VANCOUVER MX	0.0 W	стуо 5.	35AM 6	6.15AM	7.30AM	9.00AM			2.25PM		4.08PM	5.15PM	7.30PM		7.40PM	9.35PM						5.00AM	8.00 4	1	1.55
370	9 3 NORTH PORTLAND	1.4	f 5.	41 s 6	6.20	7.34	f 9.05			s 2.30		f 4.12	5.20	7.34	4	7.43	f 9.39						5.15	8.10		2.02
371	4 0N. PORTLAND JCTKD	1.9	5.	42AM 6	6.21	7.35	9.06		100m 12 mil	2.31	at H at	4.13	5.21	7.35	E 1000 ES	7.44	9.41 P.M	Etin stangenn					5.20AM	8.13		2.05
372	DN.EAST ST. JOHNS SJ	3.0		f e	6.25	7.38	s 9.09	MIL	310	f 2.34		4.17	5.24	7.38	100	7.48	gestal to							8.20		
375	DN. WILLBRIDGEBA	5.6		6	3.30	7.44	9.14	9.44	11.594	2.39	5.39P	4.24	5.30	7.44	7.49PM	7.55		9.34PM	10.14PM			1.35		8,33	1.10PM	
377	DNCITY LIMITS C	8.2		6	6.35	7.50	9.20	9.50	12.05PM	2.45	5.45	4.30	5.35	7.50	7.55	8.00		9.40	10.20			1'49		8.45	1.20	
379	5 DNPORTLANDVC	26 1000 200		s 6	6.45AM s	8.00M			-	s 2.55PM	4	s 4.40PM		s 8.00PW	VE TOWN	s 8.10PM								9.004		
d 879	DNPORTLAND Di Hoyt Street Depot	10.0 W	СТО				s 9.30AM	s 10.00AM	s 12.15PM		s 5.55R	м .	5.45PM		s 8.05PM			s 9.50PM	s10.30PM			2.004	4		1.30PM	-
-			Arr	ive Ar	rrive	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. Only	Arrive Daily			Arr. Daily Exc. Sun.	Arrive Daily	Arrive Daily	Arr. Daily Ex. Mon.	Arr. Dail
	Time Over District. Average Speed Per Hour.	1	0 16.	07 0 20	0.30	0 30 20 0	0 30 20 0	0·16 16·9	0.16 16.9	0.30	0.16 16.9	0·32 18·9	0 30 20 0	0 30 20 0	0 16 16.9	0 30 20.0	0.06 19.0	0·16 16·9	0·16 16·9	DESCRIPTION OF	HEIR A	0·25 10·5	0 20 5.7	1 00 10 0	0 20 13.2	0·10 11 4
	Average opend Fer mont.				WEEN				RTLAND,	ALL T	RAINS W	VILL BE H	ANDLE	D UNDE	R BLOCK	SYSTE	M. Se	e Time C	ard Rules	3, 4, 5, 0	6 and 7	10.5	5.7	10 0	13.2	

		EAST	WARD				TER	MINA	LS DI	VISIO	N-PO	RTLA	ND TO) VAN	COUV	ER							
	Time Table No. 103											FIRST CL.	ASS						S	ECOND CLA	ASS	THIRD	CLASS
apacit	IN EFFECT JULY 29, 1922	P. & S.	N. P. 408	s. p. & s. 29	s. p. &s. 21	s. p. & s. 4	G. N. 458	G. N. 456	s. p. & s. 25	s. p. & s. 31	562	S. P. & S. 27	s. P. & s. 8	s. p. & s. 23	S. P. & S. 2	0 -w. r. a n. 564	N. P. 402		N. P. 680	0w. r. & n. 692	s. p. & s. 93	ow.r.&n. 978	s. p. &s. 181
Car C	Spp	assenger	Passenger	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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sat. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arr. Daily Exc. Sat.	Arr. Daily Ex. Sun.	Arr. Daily Ex. Sunday

Caps Siding ance poka	IN EFFECT JULY 29, 1922		6	408	29	21	4	458	456	25	31	562	27	8	23	2	564	402	680	692	93	978	181
Si Si Dista Sp		Po Po Po Turn Scales	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freig		Time Freight	Local Freight	Local Freight								
	STATIONS	A	Arrive Daily	Arrive Sat. Only	Arrive Daily	Arriv	e Arrive Daily	Arr. Daily Exc. Sat.	Arr. Daily Ex. Sun.	Arr. Daily Ex. Sunday													
Yard 369.5	DN VANCOUVERMX	10.0 WCTY0	s 8.20	M s 8.35AM			s 9.42M	s 10.30A	s 1.30PM			s 4.25PM	4	s 5.15PM	(A.S.)	s 7.39PM	s11.43PM	s 11.59PM	7.2	5PM 8.15	P.M	7.15AM	
870.9	NORTH PORTLAND	8 6	f 8.14	s 8.30			9.38	10.24	1.25			f 4.21		f 5.09		7.33	11.39	11.54	7.1	8 8.08		7.08	
871.4	N. PORTLAND JCTKD	8 1	8.13	8.29			9.37	10.23	1.23			4.20%		5.08		7.32	11.38PM	11.53	7.1	6 8.05	P.M	7.05AM	
82 872.5	DN. EAST ST. JOHNS.SJ	7.0	s. 8.11	f 8.27	0.0	A N	9.35	10.21	f 1.21	DY TH	M. (*)	TO LET I	BIANT	s 5.05	700	7.30	2 24 A.	t11.51	7.1	3			
375.1	DNWILLBRIDGEBA	4.4	8.06	8.21	8.31AM	8.41 AM	9.30	10.15	1.15	1.21PM	2.16PM	4	4.51 P.M	5.01	6.36PM	7.25		11.45	7.0	1	8.50P	u i	7.10AM
377.7	DNCITY LIMITSC	1.8	8.00	8.15	8.25	8.35	9.25	10.10	1.10	1.15	2.10	SHIP	4.45	4.55	6.30	7.20		11.40	6.5	3	8.40		6.55
	DNPORTLANDVC	0.0		8.05AM			9.15AM	10.004	1.00P.M							7.10PM		11.30PM	6.4	DP.M			
Yard 879.5		0.0 WCTO	7.504	И	8.15AM	8.25M				1.05PM	2.00PM		4.35PM	4.45PM	6.20PM						8.30R		6.45M
			Leave	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leav		Leave Daily	⊢eave Daily	LeaveDaily
	Time Over District. Average Speed Per Hour.		0.30 20.0	0.30 20.0	0.16 16 9	0 16 16.9	0.27 22 2	0.30 20.0	0.30 20.0	0.16 16.9	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	Daily 0.45 13.3	0.10 11.4	0.20 13.2	0·10 11·4	0.25 10 5

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. 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 trackage 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 inter-locking signals. In case of single track being used no train or engine will occupy trackage 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. 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.

SPECIAL RULES

- No. 11. At City Limits, Eastward trains from S. P. & S. track will be governed by lower b ades; 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 Lyle and points East, No. 3 from Fallbridge or East, No. 4 to pick up passengers for Lyle and points East, and No. 2 for Fallbridge and points east where scheduled to stay.
- 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. Employes 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

L. H. JAMES, Dispatcher L. S. NELSON, Dispatcher

R. E. WHITE, Dispatcher E. B. ARTHUR, Dispatcher S. A. GAGNON, Night Chief Dispatcher R. C. SCOFFERN, Chief Dispatcher

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