SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

RETURNED AND ALL TRACE AND ALL

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

PACIFIC TIME

SUNDAY, SEPTEMBER 10, 1922

SUPERSEDING TIME TABLE NO. 103 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

6.68

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

			WE	STWAF	RD			TER	MINA	LS DI	VISIO	N—VA	NCOU	VER	то Ро	RTLAND								
Sidings Sidings Sistance from Spokane		nd es,		FIRST CLASS														SECOND CLASS			THIRD CLASS			
	Time Table No. 104 IN EFFECT SEPT. 10, 1922	ouver tuel, Wy ables, a	0W. R. & M. 563	N. P. 401	s. p. & s. 3	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. 1	G. N. 459	s. p. & s. 24	0w.R. & N. 561	BARA		MIS A	a s	s. p. & s. 94	0w. r. & n. 691	N. P. 679	s. p. &s. 182	0w.r.&n 977
Car Car Si		Dista Vanc tter, I	Passenger	Passenger	Passenger	Passenger	Fassenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Time Freight	Time Freight	Time Freight	Local Freight	Local Freight
	STATIONS	M. T. W.	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 Daily					Leave Daily Exc. Sun.	Leave Daily	Leave Daily	LeaveDaily Ex. Mon.	Leave Daily Ex. Mon.
Yard 369	5 DN VANCOUVER MX	0.0 WCTY	5.35AM	6.15M	7.30M	9.00AM			2.25PM	4.08PM		7.30PM	7.40PM		9.35PM		I JAM		Ma Mada		5.00AM	8.00		1.55PM
370	9 3 NORTH PORTLAND	1.4	f 5.41	s 6.20	7.34	f 9.05			s 2.30	f 4.12		7.34	7.43		f 9.39					0.00	5.15	8.10		2.02
371	4 0 .N. PORTLAND JCTKD	1.9	5.42	6.21	7.35	9.06	All April	N 10 000	2.31	4.13		7.35	7.44	A12 11	9.41 P.M	og solong regres					5.20AM	8.13		2.05PM
82 372	DN.EAST ST. JOHNS SJ	3.0		f 6.25	7.38	s 9.09		110	f 2.34	4.17	1 0	f 7.38	7.48	111		NOTE NOTE NOTE NOTE NOTE NOTE NOTE NOTE						8.20		
375	DN. WILLBRIDGEBA	5.6		6.30	7.44	9.14	9.394	11.54AM	2.39	4.24	4.54PM	7.44	7.55	8.49PM						1.204		8.33	1.10PM	
377	7 DNCITY LIMITSC	8.2		6.35	7.50	9.20	9.45	11.59	2.45	4.30	5.00	7.50	8.00	8.55				THE WHITE		1.34		8.45	1.20	
379	5 DNPORTLANDVC			s 6.45AM	s 8.00AM	s 9.30AM	s 9.55AM	s 12.10PM	s 2.55PM	s 4.40PM	s 5.10PM	s 8.00PM	s 8.10PM	s 9.05PM								9.00AM		
Yard 379	DN PORTLAND Di.	10.0 WCTO																		1.45AM			1.30PM	
			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 Daily					Arr. Daily Exc. Sun.	Arrive Daily	Arrive Daily	Arr. Daily Ex. Mon.	Arr. Daily Ex. Mon.
	Time Over District. Average Speed Per Hour.		0.07 16.3	0.30 20.0	0.30 20.0	0.30 20 0	0·16 16·9	0.16 16.9	0.80 20.0	0.32 18.9	0.16 16.9	0·30 20 0	0 30 20.0	0.16 16.9	0.06 19.0					0.25 10.5	0 20 5.7	1 00 10 0	0.20 13.2	0·10 11 4
				BETWEE	N VANC	OUVER A	AND POR	TLAND,	ALL TR	AINS W	ILL BE	HANDLE	D UNDE	R BLOCK	SYSTEM.	. See Time Ca	rd Rules 3.	4. 5. 6 and	7		TO SEE			

TERMINALS DIVISION—PORTLAND TO VANCOUVER

	Time Table No. 104 IN EFFECT SEPT. 10, 1922	n yes,		FIRST CLASS														SI	COND CLA	THIRD CLASS			
Capacity Sidings Sidings tance from		nce fron rtland ruel, Wy rables.	N. P. 408	s. p. &s. 21	s. P. & s. 4	G. N. 458	G. N. 456	s. P. & s. 25	ow. s. & n. 562	s. p. & s. 27	s. P. & s. 8	s. p. & s. 23	S. P. & S. 2	0-W. R. & H. 564	N. P. 402				N. P. 680	0w. r. & n. 692	s. p. & s. 93	ow.r.&n. 978	s. p. & s 181
Siding Siding Distance		Distar Por ater, F Turn 7	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Time Freight	Time Freight	Time Freight	Local Freight	Local Freight
	STATIONS	A	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 Daily				Arrive Daily	Arrive Daily	Arr. Daily Exc. Sat.	Arr. Daily Ex. Sun.	Arr. Dail
ard 869	5 DN VANCOUVERMX	10.0 WCTY0	s 8.35 AM		s 9.42M	s 10.30AM	s 1.30P	A	s 4.25PM		s 5.15PM		s 7.39PM	s11.43PM	s 11.59PM				7.25PM			7.15AM	
370	.9 NORTH PORTLAND	8 6	s 8.30		9.38	10.24	1.25		f 4.21		f 5.09		7.33	11.39	11.54				7.18	8.08		7.08	
371	N. PORTLAND JCTKD	8 1	8.29		9.37	10.23	1.23		4.20%		5.08		7.32	11.38PM	11.53				7.16	8.05PM		7.05AM	And Billy in
82 372	DN.EAST ST. JOHNS.SJ	7.0	1 8.27		f 9.35	10.21	f 1.21	010	10.0	F 1 3	s 5.05	av r	7.30	TA "	i 11.51	AKE EE	TOT		7.13				
375	DNWILLBRIDGEBA	4.4	8.21	8.31 AM	9.30	10.15	1.15	1.26PM	S Tool is such	#4.56PA	5.01	6.36P	7.25		11.45				7.04		8.50PM		6.55
377	DN CITY LIMITSC	1.8	8.15	8.25	9.25	10.10	1.10	1.20		4.50	4.55	6.30	7.20		11.40				6.53		8.40		6.40
379	DIA VORTIZION VO		8.05M	8.15AM	9.15	10.00	1.00PM	# 1.10PM		4.40PM	4.45PM	6.20 ^{P.}	7.10P		11.30P.M				6.40PM				
Yard 379	DNPORTLANDDi. Hoyt street Depot	0.0 WCTO																			8.30PM		6.304
_			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 Daily				Leave Daily	Leave Daily	Leave Daily	Heave Daily	Leave Dai
	Time Over District.		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		75. 0		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

SPECIAL RULES=

- Special rules supersede rules and regulations of Transportation Department.

 Trains will date from the time due to leave initial Stations.

 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 train or engine will occupy trackage space between Willbridge and Portland Depots, unless Conductor and Engineman hold authority conferred by Block Card form 1222.

 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.

 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.

 Regular trains between Vancouver and Portland must not pass any station in advance of schedule time as shown on Terminals Division Time Table.

 See rules on back of Block 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.

- 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, twelve (12) 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. minal 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. 3 will stop on signal to discharge passengers from Fallbridge or East, No. 2 to pick up passengers for Fallbridge and points east where scheduled to stop.
- No. 21. Portland yard limits extend from 2250 feet east of 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