SPOKANE, PORTLAND & SEATTLE RY CO.

TERMINALS DIVISION

TERMITOR SERVICE SERVI

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

PACIFIC TIME

SUNDAY, JUNE 29, 1924

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

J. B. CHARLAND, Trainmenter, Vancouver

A. J. DAVIDSON, General Manager

			WE	ESTWAI	RD			TER	MINA	LS DI	VISIO	N-VA	NCOU	VER	TO P	ORTL	AND								
-		1 d.,	9	FIRST CLASS												SECOND CLASS				THIRD CLASS					
Capacity Sidings	Time Table No. 110 IN EFFECT JUNE 29, 1924	ouver uel, Wye	0w. r. & n. s. p. & s 563 3		N. P. 401	s. p. & s. 5	s. p. & s. 26	s. P. & s. 22	N. P. 407	G. N. 457	s. p. & s. 62	s. p. & s. 28	s. P. & s. 7	s. P. & s. 1	s. p. & s. 24	G. N. 459	s. p. & s. 30	0w.r. & N. 561	s. p. & s. 32	0w. r. & n. 691	N. P. 679	s. p. & s. 294	s. p. & s. 242	s. p. & s. 382	0W.R.&N 977
Sic	IN EFFECT JUNE 29, 1924	Vanc Vanc ter, F rn Te	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Mixed	Local Freight	Local Freight
	STATIONS	Wa	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 Sun. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tue., Thur., Sat.	Lv. Daily Ex. Sun.	LeaveDaily Ex. Mon.	Leave Dail Ex. Sun
Yard 3	69.5 M (DN VANCOUVER MX)	0.0 WCTYB	5.354	6.05AM	6.15AM	8.45AM			2.25PM	4.08PM		1991000	6.05PM	6.30PM	THE M	7.40P		9.35PM	A Company of the	5.00AM	8.00	· Caller			1.55P
3	70.9 3 NORTH PORTLAND	1.4	f 5.41	6.09	s 6.20	f 8.50			s 2.30	f 4.12			f 6.10	6.34		7.44		f 9.39		5.15	8.10				2.02
Jct. 3	71.4 D DNN. PORTLAND JCTKD	1.9	5.424	6.10	6.21	8.51	B 40 4	may II d	2.31	4.13	potential .	of the last	6.11	6.35	EN -00	7.45	maga maga	9.41 P.M		5.20AM	8.13				2.05P
155 3'	72.5 DEAST ST. JOHNS SJ	3.0		6.13	f 6.24	s 8.54	MIG	210	f 2.34	4.17		C-1	s 6.14	6.38	IWI	7.48					8.20				
Yard 3	75.0 DN. WILLBRIDGEBA	5-5		6.19	6.29	8.59	9.494	11.34M	2.39	4.24	5.24PM	5.39PM	6.19	6.44	7.39PM	7.54	9.14PM		10.04PM		8.33	10.55PM	12.10PM	1.05PM	
Yard 3	77.5 D DN LAKE YARDC	8.0		6.24	6.34	9.04	9.54	11.39	2.44	4.29	5.29	5.44	6.24	6.49	7.44	7.59	9.19		10.09		8.45	11.02	12.15	1.15	
3'		10.0		s 6.35W	s 6.4 5AM	s 9.154M	s 10.05 AM	s11.50AM	s 2.55 P.M	s 4.40PM	5.40PM	s 5.55P.M	s 6.35PM	s 7.00PM	s 7.55PM	s 8.10 ^{RI}	s 9.30PM		s 10.20PM						
Yard 3	79.5 DNPORTLANDOW	10.0 WETO																				11.15PM	12.30PM	1.30P.M	
	Hoyt Street Depot		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 Sun. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Tue., Thur., Sat.	Arr. Daily Ex. Sun.	Arr. Daily Ex. Mon.	Arr. Daily
	Time Over District. Average Speed Per Hour.	150	0.07 16.3	0.30 20.0	0.30 29.9	0 30 20.0	0·16 16·9	0.17 16.9	0.30 20.0	0.32 18.9	0.16 16.9	0.16 16.9	0.30 20.0	0.30 20.0	0.16 16.9	0.30 20.0	0.16 16.9	0.06 19.0	0.16 16.9	0.20 5.7	0 45 10 7	0·25 10·5	0.20 13.2	0.25 10.5	0·10 11·4
			EAST	WARD	A) P		When			d, eastwar						The same of the later of the	osite direc	tion.		A					

				LAGI	WARD		Line lette	MIN D	ILA	(INTIL AU	LO DI	V 1510	1-10	KILA	ND IC	IAN	0001	LI				(A) (KO)(K)	THE PART OF			
		m	n des,		FIRST CLASS														BEEL PROPERTY IN	SECOND CLASS				CLASS		
Capacity	ane	Time Table No. 110 IN EFFECT JUNE 29, 1924	nce fron rtland 'uel, Wy rables.	S. P. & S. 6	s. p. & s. 21	N. P. 408	s. p. & s. 29	s. P. & s. 61	s. P. & S. 4	G. N. 458	G. N. 456	s. p. & s. 25	s. p. & s. 31	a.w. r. a r. 562	s. P. & s. 8	s. p. & s. 27	S. P. & S. 23	S. P. & S. 2	564	N. P. 402	s. r. & s 241	8. N. P. 680	0w. r. & n. 692	s. p. & s. 293	s. p. & s. 381	0w.r.&1 978
Sig	Spok		Distar Por ater, F Turn	Passenger	Passenge	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	er Passenger	er Passenger	Passenger	Passenger	Mixed	Time Freight	Time Freight	Time Freight	Local Freight	Local Freight
ت ا		STATIONS	W _a	Arrive Daily	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	Arr. Dail Ex. Sun.	y Arrive Daily	Arrive Daily	Arr. Mon., Wed., Fri.	Arr. Daily Ex. Sunday	Arr. Dai
Yard	369.5	DN VANCOUVERMX	10.0 WETYO	s 7.57AM		s 8.35A	4		s 10.00AM	s 10.30AM	s 1.30PM			s 4.25PM	s 5.12PM			s 8.30PM	s11.43PM	s 11.59PM		7.25PM	8.15PA	М		7.15
	370.9	NORTH PORTLAND	8 6	f 7.53		s 8.30			9.54	10.24	1.25			f 4.21	f 5.08			8.24	11.39	11.54		7.18	8.08			7.08
Jet.	871.4	D DNN. PORTLAND JCTKD	8 1	7.52		8.29			9.53	10.23	1.23			4.20PM	5.07			8.23	11.38PM	11.53		7.16	8.05PA	4		7.05
155	372.5	DEAST ST. JOHNS.SJ	7.0	s 7.50		f 8.27			9.50	10.21	f 1.21				s 5.05			8.20		t 11.51		7.13				
Yard	375.0	DNWILLBRIDGEBA	4.5	7.46	7.51	8.21	9.06	9.21AM	9.46	10.16	1.16	1.26PM	2.26 PM	8 - 1 1 A A A	5.01	5.06PM	6.16PM	8.16	Ja. Jages Jes	11.46	1.10	7.04		8.55PM	6.55AM	
Vard	377.5	DN LAKE YARDC	2.0	7.41	7.46	8.16	9.01	9.16	9.41	10.11	1.11	1.21	2.21		4.56	5.01	6.11	8.11	W 2 P	11.41	1.00	6.55PM		8.45	6.45	
	379.5		0.0	7.304	7.354	8.05M	8.50AM	9.05AN	9.30	10.00	1.00PM	עם1.10	2.10P	PAC	4.45PM	4.50PM	6.00PM	8.00PM		11.30PM						
Yard	379.5	DNPORTLANDOW	0.0 WCTO																		12.45	м		8.30PM	6.30AM	
1		Hoyt street Depot-		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sat. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.		Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Dail
		Time Over District. Average Speed Per Hour.		0.27 22.2	0.16 16.9	0·30 20·0	0.16 16.9	0 · 16 16 · 9	0.30 20.0	0.30 20.0	0.30 20-0	0 16 16 9	0.16 16,9	0.05 22.9	0.27 22.2	0 16 16.9	0 16 16 9	0.30 20.0	0.05 22.9	0·29 20·7	0·25 10·5	0.30 16.0	0·10 11·4	0.25 10.5	0·25 10.5	0.10 11.4

When single track is used, eastward trains are superior to trains of the same class in opposite direction.

SPECIAL RULES

No. 1. All trains will operate under double track rules.
No. 2. Trains must not leave initial station on Terminals Division without a clearance card Form 1210.

No. 3. Extra trains may run without train orders but must obtain clearance card Form 1210 before occupying main track.

No. 4. Junction stop boards are located at Willbridge. All westward trains on Terminals Division and all trains from Portland Division must come to full stop before passing these boards.

No. 5. At Willbridge Junction, automatic block signal No. 4-4, lower arm, controls movement of trains from eastward main track through crossover to Portland Division.

Signal 4-7 must not be passed by westward trains except upon hand signal from Operator, Willbridge, unless train receives a clear train order board.

Signal 4-7A must not be passed by trains from Portland Division except upon hand signal from Operator, Willbridge, unless train receives a clear train order board.

Trains entering double track from Portland Division, Willbridge, will be governed by lower blade of train order signal.

- No. 6. Between end of double track at 10th St., Portland, and Union Depot, trains will be handled by switch tenders and westward trains must not pass clearance point at end of double track until proceed signal from Switch Tender is received.
- No. 7. Eastward trains from S. P. & S. Yard, Portland, will use westward main track against current of traffic from 15th St. to 17th St. under protection of Flagmen, thence through cross-over to Eastward main track. Attention is directed to the fact that 17th St. cross-over is not protected by automatic signals.

Switches at both ends of 15th St. connection must be kept set and locked for westward main track. No. 8. At Willbridge switches will be handled by Operators.

No. 8. At Willbridge switches will be handled by Operators.
No. 9. Register Stations: Portland Union Station, Portland Hoyt St. Station, Willbridge and Vancouver. Lake Yard for N.P. Nos. 679 and 680.
At Willbridge, trains will register by ticket as per Rule

At Portland, Hoyt St. Station, all trains will require from Dispatcher a check of register on Form 1211. At Willbridge all westward trains, except first class, on Terminals Division, all trains to the Portland Division, and all except first class trains from the Portland Division will require from Operator a check of register on Form 1211. At North Portland Jct. trains will not be required to comply with Rule 83.

YARD LIMITS:

No. 10. Portland Yard limits extend from Portland to yard sign 500 ft. east of Lake Yard Station.

Willbridge Yard limits extend from yard sign located 2000 ft. west of head block west switch, Willbridge passing track to yard sign located 2000 ft. east of Junction Switch on Terminals Division and to yard sign located 2000 ft. west of Junction Switch on Portland Division.

SPEED RESTRICTIONS: No. 11. Between Portland and Lake Yard, twelve (12) miles per

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:

1. 12. Interlocking plants are located at Willamette Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge.

No. 13. For instructions governing Interlocking Plants and Electric Automatic Block Signals, See Rules.

GENERAL:

- No. 14. Railroad Junctions are located at Vancouver with Northern Pacific Ry.; North Portland Jct. with O.-W. R. R. & N. Co.; East St. Johns with O.-W. R. R. & N. Co.; Willbridge with Portland Division, S. P. & S. Ry.
- No. 15. 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 and East, and No. 2 for Fallbridge and East where scheduled to stop.
- No. 16. 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 of injury while working on spurs or sidings protected with "Impaired Clearance" signs.
- No. 17. 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. 18. Western Cooperage Spur, located 5.6 miles from Portland, capacity 9 cars.

L. H. JAMES, Dispatcher F. X. ADAMS, Dispatcher

F. S. BARLOW, Dispatcher R. E. WHITE, Dispatcher

S. A. GAGNON, Night Chief Dispatcher R. C. SCOFFERN, Chief Dispatcher

J. E. CHARLAND, Trainmaster, Vancouver

E. B. HEATH, Trainmaster, Portland C. W. MILLER, Trainmaster, Portland