

# SPOKANE, PORTLAND & SEATTLE R'Y CO.

## TERMINALS DIVISION

# TIME TABLE No. 120

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

PACIFIC TIME

# WEDNESDAY, JUNE 30, 1926

SUPERSEDING TIME TABLE NO. 119 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

Car Capacity of Sidings	Distance from Spokane	Time Table No. 120 IN EFFECT JUNE 30, 1926		Distance from Vancouver	Water, Fuel, Wyes, Turn Tables, and Scales	FIRST CLASS																		SECOND CLASS				THIRD CLASS		
						O. W. R. & N.	N. P.	S. P. & S.	S. P. & S.	G. N.	S. P. & S.	N. P.	S. P. & S.	S. P. & S.	S. P. & S.	S. P. & S.	O. W. R. & N.	S. P. & S.	G. N.	S. P.				G. N.	O. W. R. & N.	N. P.	S. P. & S.	S. P. & S.	S. P. & S.	O. W. R. & N.
						563	401	3	5	457	22	407	62	28	7	1	561	24	459	32				671	691	679	294	242	382	977
						Passenger	Passenger	Passenger	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Time Freight	Time Freight	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight
						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			Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Wed. Fri., Sun.	Lv. Daily Ex. Mon.	Leave Tues. Thur., Sat.	Leave Daily Ex. Sun.
Yard	369.5	AUTOMATIC BLOCK 1.4 ... NORTH PORTLAND ... .5 DN..N. PORTLAND JCT...KD 1.1 D...EAST ST. JOHNS SJ 2.5 DN... WILLBRIDGE ...BA 2.5 DN... LAKE YARD...C 2.0 DN..... PORTLAND.....VC Union Depot Yard 379.5 DN..... PORTLAND.....OW Hoyt Street Depot	DOUBLE TRACK	0.0	WCTYO	5.35AM	6.15AM	6.30AM	8.45AM	10.10AM		2.45PM			6.05PM	6.30PM	6.40PM		9.17PM				3.20AM	5.00AM	8.00AM				1.55PM	
	370.9			1.4	f 5.41	f 6.20	6.34	f 8.50	f 10.15		f 2.50			f 6.10	6.34	f 6.45					3.25	5.15	8.10						2.02	
Jct.	371.4			1.9	5.42AM	6.21	6.35	8.51	10.16		2.51			6.11	6.35	6.47PM		9.24			3.27	5.20AM	8.13						2.05PM	
155	372.5			3.0		f 6.24	6.38	s 8.54	f 10.19		f 2.54			s 6.14	6.38			9.26			3.31		8.20							
Yard	375.0			5.5			6.29	6.44	8.59	10.24	11.36AM	2.59	4.09PM	5.16PM	6.19	6.44		7.41PM	9.30	10.01PM		3.40		8.33	12.10AM	4.05AM	1.05PM			
Yard	377.5	8.0			6.34	6.49	9.04	10.29	11.40	3.04	4.14	5.20	6.24	6.49		7.45	9.35	10.05		3.50		8.45AM	12.17	4.15	1.15					
	379.5	10.0			s 6.45AM	s 7.00AM	s 9.15AM	s 10.40AM	11.50AM	s 3.15PM	s 4.25PM	s 5.30PM	s 6.35PM	s 7.00PM		s 7.55PM	s 9.45PM	s 10.15PM												
Yard	379.5	10.0	WGTU																	4.05AM		12.30AM	4.30AM	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	Arrive Daily		Arr. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arr. Wed., Fri., Sun.	Arr. Daily Ex. Mon.	Arr. Tues., Thur., Sat.	Arr. Daily Ex. Sun.				
					0.07 16.3	0.30 20.0	0.30 20.0	0.30 20.0	0.30 20.0	0.14 19.3	0.30 20.0	0.16 16.9	0.14 19.3	0.30 20.0	0.30 20.0	0.07 16.3	0.14 19.3	0.28 21.4	0.14 19.3		0.45 13.3	0.20 5.7	0.45 10.7	0.25 10.5	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.

## EASTWARD

## TERMINALS DIVISION—PORTLAND TO VANCOUVER

Car Capacity Sidings	Distance from Spokane	Time Table No. 120  IN EFFECT JUNE 30, 1926		Distance from Portland	Water, Fuel, Wyes, Turn Tables, and Scales.	FIRST CLASS																		SECOND CLASS				THIRD CLASS		
						S. P. & S.	S. P. & S.	S. P. & S.	S. P. & S.	N. P.	S. P. & S.	O. W. R. & N.	S. P. & S.	S. P. & S.	G. N.	G. N.	S. P. & S.	S. P. & S.	S. P. & S.	O. W. R. & N.	N. P.		G. N.	N. P.	O. W. R. & N.	S. P. & S.	S. P. & S.	O. W. R. & N.	S. P. & S.	
						6	21	61	29	408	4	562	25	31	456	458	23	8	2	564	402		672	680	692	293	381	978	241	
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Passenger	Passenger	Passenger		Time Freight	Time Freight	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight	
STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Daily Ex. Sat.	Arrive Sat. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Daily Ex. Sat.	Arrive Daily	Arrive Daily	Arr. Mon., Wed., Fri.	Arr. Mon., Wed., Fri.	Arr. Daily Ex. Sun.	Arr. Daily Ex. Sun.					
Yard	369.5	DN... VANCOUVER.....MX	DOUBLE TRACK	10.0	WCTYO	s 7.57AM				s 9.30AM	s 9.57AM	s 1.25PM			s 4.15PM	s 4.57PM		s 6.40PM	s 8.27PM	s 11.43PM	s 11.59PM			6.30PM	7.25PM	8.15PM			7.15AM	
	370.9	...NORTH PORTLAND ...		8.6		f 7.53				f 9.25		f 1.21			f 4.10			f 6.35		11.39	11.54			6.23	7.18	8.08			7.08	
Jct.	371.4	DN...N. PORTLAND JCT...KD		8.1		7.52				9.24	9.51	1.20PM			4.08	4.51		6.34	8.21	11.38PM	11.53			6.21	7.16	8.05PM			7.05AM	
155	372.5	D...EAST ST. JOHNS.SJ		7.0		s 7.50				f 9.22	9.49				f 4.06	4.49		s 6.32	8.19		11.51			6.18	7.13					
Yard	375.0	DN...WILLBRIDGE ...BA		4.5		7.46	7.49AM	8.34AM	9.04AM	9.16	9.45		1.44PM	2.14PM	4.01	4.45	6.14PM	6.27	8.15		11.46			6.10	7.04		8.55PM	6.55AM		10.01PM
Yard	377.5	DN... LAKE YARD .....C		2.0		7.41	7.45	8.30	9.00	9.11	9.40		1.40	2.10	3.56	4.40	6.10	6.20	8.10		11.41			6.00	6.55PM		8.45	6.45		9.45
	379.5	DN..... PORTLAND .....VC		0.0		7.30AM	7.35AM	8.20AM	8.50AM	9.00AM	9.30AM		1.30PM	2.00PM	3.45PM	4.30PM	6.00PM	6.05PM	8.00PM		11.30PM									
Yard	379.5	DN..... PORTLAND .....OW		0.0	WGTU																		5.45PM		8.30PM	6.25AM			9.30PM	
		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	Lv. Daily Ex. Sat.	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.				
		Time Over District. Average Speed Per Hour.			0.27 22.2	0.14 19.3	0.14 19.3	0.14 16.3	0.30 20.0	0.27 22.2	0.05 22.9	0.14 16.3	0.14 16.3	0.30 20.0	0.27 22.2	0.14 16.3	0.35 17.1	0.27 22.2	0.05 22.9	0.29 20.7	0.45 13.3	0.30 16.0	0.10 11.4	0.25 10.5	0.25 10.5	0.10 11.4	0.25 10.5			

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. 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 83-B. 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 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.

## INTERLOCKING PLANTS:

- No. 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

L. S. NELSON, Dispatcher  
R. E. WHITE, Dispatcher

E. B. ARTHUR, Ass't Chief Dispatcher  
S. A. GAGNON, Ass't Chief Dispatcher

R. C. SCOFFERN, Chief Dispatcher  
J. E. CHARLAND, Trainmaster, Vancouver

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