SPOKANE, PORTLAND & SEATTLE RY CO. TERMINALS DIVISION

TERMINALS DIVISION-VANCOUVER TO PORTLAND

CONTRACTOR OF THE PARTY OF THE

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

FRIDAY, JUNE 29, 1928

SUPERSEDING TIME TABLE NO. 126 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

				W	ESTWA	RD			TER	MINA	LS DIV	ISION	I—VAN	COUV	ER TO	POR	TLANI	D								
acity of ings				uel, Wyes, ables and ales				FIRST CLASS												SECOND CLASS				THIRD CLASS		
	ce from kane	TIME TABLE No. 127 IN EFFECT JUNE 29, 1928	ce from		0-W. R. & N. 563	S. P. & S. 3	N. P. 401	S. P. & S. 5	S. P. & S. 22	S. P. & S. 62	N. P. 407	s. p. & s. 1	S. P. & S. 7	0-W. R. & N. 561	S. P. & S. 24	30	G. N. 459	S. P. & S. 32	S. P. & S. 294	G. N 671	0-W. R. & N. 691	N. P. 679	S. P. & S. 382	0-W. R. & N. 1	S. P. & S 242	
ar Car Sid	Distan		Distan	Water, Fi Turn Ts	Passenger	Passenger	Passenger	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight	
0		STATIONS		Wg	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sun. only	Leave Daily	Leave Daily	Leave Wed. Fri., Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Lv. Daily Ex. Sun.	Lv. Daily Ex. Mon.	
Yard	369.5	DNVANCOUVERMX	0.0	WCTYO	5.35AM	5.45A	6.15A	9.30AM	T Description		2.45PM	5.45PM	6.18PM	6.40PM			9.17PM	W See See See See See See See See See Se	Hitsey C W S	3.20AN	5.00AM	5.15AM	Mary Mary	1.55PM		
	370.9	NORTH PORTLAND	1.4		f 5.41	5.49	f 6.20	f 9.34			f 2.50	5.49	f 6.22	f 6.45						3.25	5.15	5.30		2.02		
Jet.	371.4	DN. N.PORTLAND Jct.KD	1.9		5.42AM	5.50	6.21	9.35			2.51	5.50	6.23	6.47PM			9.24			3.27	5.20AM	5.35		2.05PM		
245	372.5	D. EAST ST. JOHNS. SJ	3.0			5.52	f 6.24	s 9.37		A COL	f 2.54	5.52	s 6.27	H FA			9.26			3.31		5.45				
Yard	375.0	DNWILLBRIDGEBA	5.5			5.56	6.29	9.41	11.31AM	1.51PM	2.59	5.56	6.31	MATE.	6.46PM	9.06PM	9.30	10.01PM	12.10AM	3.40		6.00	1.05PM		1.35P	
Yard	377.5	DNLAKE YARDC	8.0			6.00	6.34	9.45	11.35	1.55	3.04	6.00	6.35		6.50	9.10	.9.35	10.05	12.17	3.50		6.30AM	1.15		1.45	
	379.5	DNPORTLANDVC	10.0			s 6.10AN	s 6.45A	s 9.55AM	s11.45AM	s 2.05PM	s 3.15PM	s 6.10PM	s 6.45PM		s 7.00PM	s 9.20PM	s 9.45PM	s10.15PM								
Yard	379.5	DNPORTLANDOW	10.0	WCTO						-									12.30AM	4.05AN			1.30PM		2.00PM	
		Hoyt Street Depot ———			Arrive Daily	Arrive Daily	Arrive Daily	Arr. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. only	Arrive Daily	Arrive Daily	Arr. Wed., Fri., Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Mon., Wed., Fri.	Arr. Daily Ex. Sun.	Arr. Daily Ex. Mon.	
		Time Over District. Average Speed Per Hour.			0.07 16.3	0.25 24.0	0.30 20.0	0.25 24.0	0.14 19.3	0.14 19.3	0.30	0.25 24.0	0.27 22.2	0.07 16.3	0.14 16.3	0.14 16.3	0.28 21.4	0.14 16.3	0.25 10.5	0.45 13.3	0.20 5.7	1.15 6.4	0.25 10.5	0.10 11.4	0.25 10.5	
1			101	no toda	1000	170-	V	When sing	le track i	s used. e	astward t	rains are	superior	to trains	of the s	ame class	in oppo	site direction.					'			

			Y	E.	ASTWA	RD				AND DESCRIPTION OF THE PARTY OF			-PORT				A PROPERTY OF THE PARTY OF THE	are direction.							
f			Stance fro	Vater Fuel, Wyes, Turn Tables and Scales	FIRST CLASS												111	SECON	D CLASS	THIRD CLASS					
pacity clings	kane	TIME TABLE No. 127 IN EFFECT JUNE 29, 1928			S. P. & S. 61	S. P. & S. 21	S. P. & S. 6	s. p. & s. 29	N. P. 408	S. P. & S.	o-w. r. & n. 562	s. p. & s. 31	G. N. 458	s. p. & s. 23	s. p. & s. 8	S. P. & S. 2	o-w. r. & n. 564	N. P. 402	G. N. 672	N. P. 680	o-w. r. & n. 692	S. P. & S. 293	S. P. & S. 381	o-w. r. & n. 978	S. P. & S. 241
Sar Ca	Distar	OTTA TITO NO			Passenger	Passenger	Passenger		Passenger	Passenger		Passenger		Mixed	All the last	Passenger	Passenger	STREET, STATE OF ST	Time Freight	Time Freight	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight
0		STATIONS		WaT	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. Mon., Wed., Fri.	Arr. Tues., Thur., Sat.	Arr. Daily Ex. Sun.	Arr. Daily Ex. Sun.
Yard	369.5	DNVANCOUVERMX	10.0	WCTYO			s 8.22AM		s. 9.30AM	s11.26AM	s 1.25PM		s 4.57PM		s 6.40PM	s 9.26PM	s11.43PM	s11.59PM	6.30PM	7.25P	8.15PM			7.15AM	
	370.9	NORTH PORTLAND	8.6				f 8.15		f 9.25		f 1.21				f 6.35		11.39	11.54	6.23	7.18	8.08			7.08	
Jet.	371.4	DN N.PORTLAND JCT KD	8.1				8.14		9.24	11.18	1.20PM		4.51		6.34	9.18	11.38PM	11.53	6.21	7.16	8.05PM			7.05AM	
245	372.5	D.EAST ST. JOHNS. SJ	7.0				s 8.12		f 9.22	11.16			4.49		s 6.32	9.16		f11.51	6.18	7.13					
Yard	375.0	DNWILLBRIDGEBA	4.5		7.39AM	7.49AM	8.08	9.04AM	9.16	11.12		2.14PM	4.45	6.14PM	6.27	9.12		11.46	6.10	7.04		8.55PM	6.55AM		11.40AM
Yard	377.5	DNLAKE YARDC	2.0	*	7.35	7.45	8.04	9.00	9.11	11.08	0:51	2.10	4.40	6.10	6.20	9.08	13 3	11.41	6.00	6.55P	и	8.45	6.45		11.30
1	379.5	DNPORTLANDVC	0.0		7.25AM	7.35AM	7.55AM	8.50AM	9.00AM	11.00AM		2.00PM	4.30PM	6.00PM	6.05PM	9.00PM		11.30PM							
Yard	379.5	DNPORTLANDOW Hoyt Street Depot ———	0.0	WCTO															5.45PM		1	8.30PM	6.25AM		11.15AM
		Hoyt Street Depot ————			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	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Tues. Thur., Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
		Time Over District, Average Speed Per Hour.			0.14 16.3	0.14 16.3	0.27 22.2	0.14 16.3	0.30 20.0	0.26 23.1	0.05 22.9	0.14 16.3	0.27 22.2	0.14 16.3	0.35 17.1	0.26 23.1	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. Trains must not leave initial station on Terminals Division without a clearance card Form 1210.
- Extra trains may run without train orders but must obtain clearance card Form 1210 before occupying main
- 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.
- 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.

- 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.
- 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.

At Willbridge switches will be handled by Operators. 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: 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, fifteen (15) 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:

Interlocking plants are located at Willamette Draw-bridge, North Portland Junction, Oregon Slough Draw-

bridge 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 Wishram or East, No. 4 to pick up passengers for Lyle and East, and No. 2 for Wishram 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"
- 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
- 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