

# SPOKANE, PORTLAND & SEATTLE R'Y CO.

## TERMINALS DIVISION

# TIME TABLE No. 130

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

# SUNDAY, NOVEMBER 25, 1928

**SUPERSADING TIME TABLE NO. 129 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

		WESTWARD													TERMINALS DIVISION—VANCOUVER TO PORTLAND													
Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 130 IN EFFECT NOV. 25, 1928		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.	S. P. & S.	N. P.	S. P. & S.	S. P. & S.	S. P. & S.	O-W.R. & N.	S. P. & S.	G. N.					S. P. & S.	G. N	O-W.R. & N.	N. P.	S. P. & S.	O-W.R. & N.	S. P. & S.		
		563	401			3	5	22	407	62	1	7	561	24	459						294	671	691	679	382	977	242	
		STATIONS				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	Lv. Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Fri., Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Lv. Daily Ex. Sun.	Lv. Daily Ex. Mon.			
Yard	369.5	AUTOMATIC BLOCK	DN...VANCOUVER...MX 1.4	0.0	WCTYO	5.35AM	6.00AM	6.35AM	9.30AM		2.45PM		5.35PM	6.13PM	6.40PM		9.17PM						3.20AM	5.00AM	5.15AM		1.55PM	
	370.9		...NORTH PORTLAND... 5	1.4		f 5.41	f 6.05	6.39	f 9.34		f 2.50		5.39	f 6.17	f 6.45								3.25	5.15	5.30		2.02	
Jct.	371.4		DN N.PORTLAND Jct.KD 1.1	1.9		5.42AM	6.06	6.40	9.35		2.51		5.40	6.18	6.47PM		9.24						3.27	5.20AM	5.35		2.05PM	
245	372.5		D.EAST ST. JOHNS.SJ 2.5	3.0			f 6.09	6.42	s 9.37		f 2.54		5.42	s 6.22			9.26						3.31		5.45			
Yard	375.0		DN...WILLBRIDGE...BA 2.5	5.5			6.14	6.46	9.41	11.31AM	2.59	3.56PM	5.46	6.26		7.36PM	9.30					12.10AM	3.40		6.00	1.05PM		1.35PM
Yard	377.5		DN...LAKE YARD...C 2.0	8.0			6.19	6.50	9.45	11.35	3.04	4.00	5.50	6.30		7.40	9.35					12.17	3.50		6.30AM	1.15		1.45
	379.5		DN.....PORTLAND.....VC Union Depot	10.0			s 6.30AM	s 7.00AM	s 9.55AM	s 11.45AM	s 3.15PM	s 4.10PM	s 6.00PM	s 6.40PM		s 7.50PM	s 9.45PM											
Yard	379.5		DN.....PORTLAND.....OW Hoyt Street Depot	10.0	WCTO																	12.30AM	4.05AM			1.30PM		2.00PM
		Time Over District. Average Speed Per Hour.				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 Daily	Arr. Wed., Fri., Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Mon., Wed., Fri.	Arr. Daily Ex. Sun.	Arr. Daily Ex. Mon.			
						0.07 16.3	0.30 20.0	0.25 24.0	0.25 24.0	0.14 19.3	0.30 20.0	0.14 19.3	0.25 24.0	0.27 22.2	0.07 16.3	0.14 19.3	0.28 21.4		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			

		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 of Sidings	Distance from Spokane	TIME TABLE No. 130 IN EFFECT NOV. 25, 1928		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.	N. P.	S. P. & S.	O-W.R. & 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.					
		61	6			21	408	4	562	458	23	8	2	564	402						672	680	692	293	381	978	241						
		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	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	AUTOMATIC BLOCK	DN...VANCOUVER...MX	10.0	WCTYO	s	8.22AM		s	9.30AM	s	11.26AM	s	4.57PM		s	6.40PM	s	9.26PM	s	11.43PM	s	11.59PM				6.30PM	7.25PM	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	
Jct.	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			f	11.51				6.18	7.13					
Yard	375.0		DN...WILLBRIDGE...BA	4.5			7.39AM	8.08	8.14AM	9.16	11.12			4.45	6.14PM	6.27	9.12						11.46				6.10	7.04		9.40PM	6.45AM		11.40AM
Yard	377.5		DN...LAKE YARD...C	2.0			7.35	8.04	8.10	9.11	11.08			4.40	6.10	6.20	9.08						11.41				6.00	6.55PM		9.30	6.35		11.30
	379.5		DN...PORTLAND...VC	0.0			7.25AM	7.55AM	8.00AM	9.00AM	11.00AM			4.30PM	6.00PM	6.05PM	9.00PM						11.30PM										
Yard	379.5		DN...PORTLAND...OW	0.0	WCTO																												
						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	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 19.3	0.27 22.2	0.14 19.3	0.30 20.0	0.26 23.1	0.05 22.9	0.27 22.2	0.14 19.3	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			

SPECIAL RULES									
No. 1.	All trains will operate under double track rules.	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. 10.	Portland Yard limits extend from Portland to yard sign 500 ft. east of Lake Yard Station.	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.			
No. 2.	Trains must not leave initial station on Terminals Division without a clearance card Form 1210.	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.	No. 11.	Between Portland and Lake Yard, fifteen (15) miles per hour.	YARD LIMITS:			
No. 3.	Extra trains may run without train orders but must obtain clearance card Form 1210 before occupying main track.	No. 8.	At Willbridge switches will be handled by Operators.	No. 12.	Interlocking plants are located at Willamette Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge.	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. 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. 9.	Register Stations: Portland Union Station, Portland Hoyt St. Station, Willbridge and Vancouver. Lake Yard for N. P. Nos. 679 and 680.	No. 13.	For instructions governing Interlocking Plants and Electric Automatic Block Signals, see Rules.	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. 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.		At Willbridge, trains will register by ticket as per Rule 83-B.			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.			
	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.		At Portland, Hoyt St. Station, all trains will require from Dispatcher a check of register on Form 1211.			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.			
	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.		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			No. 18. Western Cooperage Spur, located 5.6 miles from Portland, capacity 9 cars.			
	Trains entering double track from Portland Division, Willbridge, will be governed by lower blade of train order signal.								
L. H. JAMES, Dispatcher F. X. ADAMS, Dispatcher		L. S. NELSON, Dispatcher E. 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	