SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 133

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

TUESDAY, JUNE 11, 1929

SUPERSEDING TIME TABLE NO. 132 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

TIME TABLE No. 133
IN EFFECT JUNE 11, 1929

Car Capacity of Sidings	Distance from Spokane	STATIONS	Distance from Vancouver	Water, Fuel, Wyes, Turn Tables and Scales	FIRST CLASS													SECOND CLASS					THIRD CLASS			
					O-W. R. & N. 563	N. P. 401	S. P. & S. 3	S. P. & S. 7	S. P. & S. 1	S. P. & S. 22	N. P. 407	S. P. & S. 62	O-W. R. & N. 561	S. P. & S. 5	S. P. & S. 24	G. N. 459	S. P. & S. 30	S. P. & S. 294	G. N 671	O-W. R. & N. 691	N. P. 679	S. P. & S. 244	S. P. & S. 242	O-W. R. & N. 977	S. P. & S. 382	N. P. 973
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Thru Freight	Local 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 Sun. Only	Leave Wed. Fri., Sun.	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Mon.	Lv. Daily Ex. Mon.	Lv. Daily Ex. Sun.	Leave Mon., Wed., Fri.	Lv. Daily Ex. Sun.
Yard	369.5	DN...VANCOUVER....MX (AUTOMATIC BLOCK / DOUBLE TRACK)	0.0	WCTYO	5.35AM	6.00AM	7.05AM	9.20AM	9.35AM		2.05PM		4.40PM	7.08PM		9.17PM			3.20AM	5.00AM	5.15AM			12.01PM		2.30PM
		1.4																								
	370.9	...NORTH PORTLAND...	1.4		f 5.41	f 6.05	7.09	f 9.24	9.39		f 2.09		f 4.45	f 7.12					3.25	5.15	5.30			12.10		2.35
		.5																								
Jct.	371.4	DN. N.PORTLAND Jct.KD	1.9		5.42AM	6.06	7.10	9.25	9.40		2.10		4.47PM	7.13		9.24			3.27	5.20AM	5.35			12.15PM		2.37
		1.1																								
245	372.5	D..EAST ST. JOHNS..SJ	3.0			f 6.09	7.12	f 9.27	9.42		f 2.12			f 7.17		9.26			3.31		5.45					2.41
		2.5																								
Yard	375.0	DN....WILLBRIDGE...BA	5.5			6.14	7.16	9.31	9.46	11.31AM	2.16	3.56PM		7.21	8.31PM	9.30	10.01PM	12.10AM	3.40		6.00	3.05PM	4.05AM		1.05PM	2.50
		2.5																								
Yard	377.5	DN.....LAKE YARD.....C	8.0			6.19	7.20	9.35	9.50	11.35	2.20	4.00		7.25	8.35	9.35	10.05	12.17	3.50		6.30AM	3.12	4.15		1.15	3.00PM
		2.0																								
	379.5	DN.....PORTLAND.....VC (Union Depot)	10.0			s 6.30AM	s 7.30AM	s 9.45AM	s10.00AM	s11.45AM	s 2.30PM	s 4.10PM		s 7.35PM	s 8.45PM	s 9.45PM	s10.15PM									
Yard	379.5	DN.....PORTLAND.....OW (Hoyt Street Depot)	10.0	WCTO														12.30AM	4.05AM			3.30PM	4.30AM		1.30PM	
					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	Arrive Sun. Only	Arr. Wed., Fri., Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Daily Ex. Mon.	Arr. Daily Ex. Mon.	Arr. Daily Ex. Sun.	Arr. Mon., Wed., Fri.	Arr. Daily Ex. Sun.
		Time Over District. Average Speed Per Hour.			0.07 16.3	0.30 20.0	0.25 24.0	0.25 24.0	0.25 24.0	0.14 19.3	0.25 24.0	0.14 19.3	0.07 16.3	0.27 22.2	0.14 19.3	0.28 21.4	0.14 21.4	0.20 13.5	0.45 13.3	0.20 5.7	1.15 6.4	0.25 10.5	0.25 10.5	0.14 8.1	0.25 10.5	0.30 16.0

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

EASTWARD — TERMINALS DIVISION—PORTLAND TO VANCOUVER

TIME TABLE No. 133
IN EFFECT JUNE 11, 1929

Car Capacity of Sidings	Distance from Spokane	STATIONS	Distance from Portland	Water, Fuel, Wyes, Turn Tables and Scales	FIRST CLASS													SECOND CLASS					THIRD CLASS			
					S. P. & S. 61	S. P. & S. 21	S. P. & S. 6	N. P. 408	O-W. R. & N. 562	S. P. & S. 31	G. N. 458	S. P. & S. 2	S. P. & S. 23	S. P. & S. 8	S. P. & S. 4	O-W. R. & N. 564	N. P. 402	G. N. 672	N. P. 680	S. P. & S. 243	O-W. R. & N. 692	S. P. & S. 293	N. P. 974	S. P. & S. 381	O-W. R. & N. 978	S. P. & S. 241
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Passenger	Passenger	Passenger	Time Freight	Time Freight	Thru Freight	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight	Local Freight
					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. Daily Ex. Sun.	Arrive Daily	Arr. Mon., Wed., Fri.	Arr. Daily Ex. Sun.	Arr. Tues., Thur., Sat.	Arr. Daily Ex. Sun.	Arr. Daily Ex. Sun.
Yard	369.5	DN...VANCOUVER....MX (AUTOMATIC BLOCK / DOUBLE TRACK)	10.0	WCTYO			s 8.55AM	s 9.00AM	s11.24AM		s 4.57PM	s 6.25PM		s 6.40PM	s 9.26PM	s11.43PM	s11.59PM	6.00PM	7.25PM		8.15PM		5.45AM		7.15AM	
		1.4																								
	370.9	...NORTH PORTLAND...	8.6				f 8.49	f 8.54	f11.20					f 6.35		11.39	11.54	5.53	7.18		8.08		5.38		7.00	
		.5																								
Jct.	371.4	DN N.PORTLAND JCT KD	8.1				8.48	8.53	11.19AM		4.51	6.18		6.34	9.18	11.38PM	11.53	5.51	7.16		8.05PM		5.36		6.55AM	
		1.1																								
245	372.5	D..EAST ST. JOHNS..SJ	7.0				s 8.46	f 8.51			4.49	6.16		f 6.32	9.16		f11.51	5.48	7.13				5.33			
		2.5																								
Yard	375.0	DN....WILLBRIDGE...BA	4.5		7.39AM	8.14AM	8.42	8.47		2.14PM	4.45	6.12	6.19PM	6.27	9.12		11.46	5.40	7.04	7.55PM		9.40PM	5.25	6.45AM		11.40AM
		2.5																								
Yard	377.5	DN....LAKE YARD.....C	2.0		7.35	8.10	8.38	8.43		2.10	4.40	6.08	6.15	6.21	9.08		11.41	5.30	6.55PM	7.45		9.30	5.15AM	6.35		11.30
		2.0																								
	379.5	DN.....PORTLAND.....VC (Union Depot)	0.0		7.25AM	8.00AM	8.30AM	8.35AM		2.00PM	4.30PM	6.00PM	6.05PM	6.10PM	9.00PM		11.30PM									
Yard	379.5	DN.....PORTLAND.....OW (Hoyt Street Depot)	0.0	WCTO														5.15PM		7.30PM		9.15PM		6.25AM		11.15AM
					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	Lv. Daily Ex. Sun.	Leave Daily	Leave Mon., Wed., Fri.	Lv. Daily Ex. Sun.	Leave Tues. Thur., Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
		Time Over District. Average Speed Per Hour.			0.14 19.3	0.14 19.3	0.25 24.0	0.25 24.0	0.05 22.9	0.14 19.3	0.27 22.2	0.25 24.0	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	0.25 10.5	0.10 11.4	0.25 10.5	0.30 16.0	0.20 13.5	0.20 5.7	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. 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. 5. 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. 6. 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. 7. At Willbridge switches will be handled by Operators.

No. 8. Register Stations: Portland Union Station, Portland Hoyt St. Station, Willbridge, Vancouver and Lake Yard. At Lake Yard all first class trains will register by ticket as per Rule 83-B, and excepting Nos. 679, 680, 973 and 974 other trains will not be required to register.

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. 9. 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. 10. Between Portland and Lake Yard, fifteen (15) 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. 11. Interlocking plants are located at Willamette Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge.

No. 12. For instructions governing Interlocking Plants and Electric Automatic Block Signals, see Rules.

GENERAL:

No. 13. 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. 14. At East St. Johns No. 3 will stop on signal to discharge passengers from Wishram or East, No. 4 to pick up passengers for Wishram and East where scheduled to stop.

No. 15. 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. 16. 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. 17. Western Cooperage Spur, located 5.6 miles from Portland, capacity 9 cars.

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