## SPOKANE, PORTLAND & SEATTLE R'Y CO. TERMINALS DIVISION

## TIME TABLE No. 135

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

SUNDAY, SEPT. 29, 1929

SUPERSEDING TIME TABLE NO. 134 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

				W	ESTWA	RD			TER	MINAI	S DIV	ISION	-VAN	COUV	ER TO	POR'	TLAND	)								
_		TIME TABLE No. 135 IN EFFECT SEPT. 29, 1929	mo.	Water, Fuel, Wyes, Turn Tables and Scales		FIRST CLASS											SEC	THIRD CLASS								
3	Distance from Spokane				701	703	3	7	1	705	707	709	711	5	713	715			801	803	805	807	809	851	853	855
ar Capaci Siding			couv		0-W. R. & N. 564	N. P. 402	S. P. & S.	S. P. & S.	S. P. & S.	705 S. P. & S. 22	8. P. & S. 62	N. P. 408	0-W. R. & N. 562	S. P. & S.	S. P. & S. 24	G. N. 458	HAIR	APR.	S. P. & S. 294	G. N 672	S. P. & S. 242	0-W. R. & N. 692	N. P 680	0-W. R. & N. 978	N. P. 974	S. P. & S. 244
			Distan		Passenger	Passenger	Passenger	Passenger	Passenger	The second second		100	Passenger	Passenger	Passenger	Passenger			Time Freight	Time Freight	Thru Freight	Time Freight	Time Freight	Local Freight	Local Freight	Local Freight
		STATIONS			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			Lv. Daily Ex. Mon.	Leave Daily	Lv. Daily Ex. Mon.	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Lv. Dail y Ex. Sun.	Lv. Daily Ex. Mon.
d	369.5	DNVANCOUVERMX	0.0	WCTYO	5.35AN	6.00A	7.05AM	9.20AM	9.35AM			2.00PM	4.40PM	7.08PM		9.17PM		N. O		3.20AM		5.00AM	5.15AM	12.01PM	2.30PM	
	370.9	NORTH PORTLAND	1.4		f 5.41	f 6.05	7.09	f 9.24	9.39			f 2.05	f 4.45	f 7.12						3.25		5.15	5.30	12.10	2.35	
	371.4	DN. N.PORTLAND Jct.KD	1.9		5.42AV	6.06	7.10	9.25	9.40		ille acces since	2.06	4.47PM	7.13	NAME AND ADDRESS OF	9.24	-			3.27		5.20AM	5.35	12.15PM	2.37	
5	372.5	D. EAST ST. JOHNS. SJ	3.0			f 6.09	7.12	f 9.27	9.42		TA	f 2.09		f 7.17		9.26	Note the			3.31			5.45		2.41	
d	375.0	DNWILLBRIDGE BA	5.5			6.14	7.16	9.31	9.46	11.31AM	1.46PM	2.14	World III	7.21	7.31PM	9.30	MF 122 III III		12.05AM	3.40	4.05AM		6.00		2.50	3.05PM
rd	377.5	DNLAKE YARDC	8.0			6.19	7.20	9.35	9.50	11.35	1.50	2.19		7.25	7.35	9.35			12.12	3.50	4.15		6.30AM		3.00PM	3.12
	379.5	DNPORTLANDVC	10.0			s 6.30AN	s 7.30AM	s 9.45AM	s10.00AM	s11.45AM	8 2.00PM	s 2.30PM		s 7.35PM	s 7.45PM	s 9.45PM										
rd	379.5	DNPORTLANDOW Hoyt Street Depot	10.0	WCTO															12.25AM	4.05AM	4.30AM					3.30PM
	MoSTI Soci	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 Daily			Arr. Daily Ex. Mon.	Arrive Daily	Arr. Daily Ex. Mon.	Arrive Daily	Arrive Daily	Arr. Daily Ex. Sun.	Arr. Daily Ex. Sun.	Arr. Daily Ex. Mon.
		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	0.14 19.3	0.30	0.07 16.3	0.27 22.2	0.14 19.3	0.28 21.4			0.20 13.5	0.45 13.3	0.25 10.5	0.20 5.7	1.15 6.4	0.14 8.1	0.30 16.0	0.25 10.5
				F	ASTWA	RD	W	hen sing					A STATE OF THE PARTY OF THE PAR				in oppos	ite direc	tion.							

			Aud A	ADI WILL								The second second	Name and Address of the Owner, where the Owner, which is th			OVER									
Distance from Spokane		- NO	e d	FIRST CLASS											SECOND CLASS						THIRD CLASS				
	TIME TABLE No. 135		/yee	700	702	6	704	706	708	2	710	8	4	712	714		800	802	804	806	808	850	852	854	A STATE OF THE PARTY OF THE PAR
	IN EFFECT SEPT. 29, 1929	nce fr	ables	S. P. & S. 61	S. P. & S. 21	S. P. & S.	N. P. 407	0-W. R. & N. 561	G. N. 459	S. P. & S.	S. P. & S. 23	S. P. & S.	S. P. & S.	0-W. R. & N. 563	N. P. 401		G. N. 671	N. P. 679	S. P. & S. 243	0-W. R. & N. 691	S. P. & S. 293	N. P. 973	0-W. R. & N. 977	S. P. & S. 241	
		Distar	ter Fu	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	
	STATIONS		Wat	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	Arr. Daily Ex. Sat.	Arr. Daily Ex. Sun.	Arr. Daily Ex. Sun.	Arr. Daily Ex. Sun.	
369.5	DNVANCOUVERMX	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	14.00	
370.9	O 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		
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		
372.5	D. EAST ST. JOHNS. SJ	7.0			Y many	s 8.46	f 8.51		4.49	6.16		f 6.32	9.16		f11.51		5.48	7.13		T		5.33			
375.0	DNWILLBRIDGEBA	4.5		7.394	8.14AM	8.42	8.47		4.45	6.12	6.19PM	6.27	9.12		11.46	-	5.40	7.04	7.55PM		8.25PM	5.25		11.40AM	
377.5	DNLAKE YARDC	2.0		7.35	8.10	8.38	8.43	JUL	4.40	6.08	6.15	6.21	9.08	IA	11.41	TH BRALL	5.30	6.55PM	7.45		8.15	5.15AM		11.30	
379.5	DNPORTLANDVC	0.0		7.25AM	8.00AM	8.304	8.35AM		4.30PM	6.00PM	6.05PM	6.10PM	9.00PM		11.30PM										
379.5	DNOW	0.0	WCTO														5.15PM		7.30PM		8.00PM			11.15AM	
Lat V	Hoyt Street Depot			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	Lv. Daily Ex. Sat.	Lv. Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	1
	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	0.27 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 5.7	0.25 10.5	
	369.5 370.9 371.4 372.5 375.0 377.5	STATIONS   STATIONS	STATIONS   STATIONS	STATIONS   STATIONS	IN EFFECT SEPT. 29, 1929   Station   Station	IN EFFECT SEPT. 29, 1929   S. P. & S. C.	IN EFFECT SEPT. 29, 1929   S. P. & S. S. P. & S. P. & S. S. P. & S. P. & S.	IN EFFECT SEPT. 29, 1929   Stations   S.P. & S. P. &	IN EFFECT SEPT. 29, 1929   S.P. & S. P. & S.	IN EFFECT SEPT. 29, 1929   S. P. & S	TIME TABLE No. 135 IN EFFECT SEPT. 29, 1929  STATIONS  TOO S. P. & S. P. & S. S. S. S. P. & S.	TIME TABLE No. 135   Section   Time Table No. 135   Section   Time Over District.   Ti	TIME TABLE No. 135	TIME TABLE No. 135   IN EFFECT SEPT. 29, 1929   September   Sept	TIME TABLE No. 135 IN EFFECT SEPT. 29, 1929  STATIONS  SP. & S. P. & S	TIME TABLE No. 135 IN EFFECT SEPT. 29, 1929  STATIONS  TO S. P. & S. S. P. &	TIME TABLE No. 135 IN EFFECT SEPT. 29, 1929  STATIONS  TO 702 S. P. & S. S. P. & S. P.	TIME TABLE No. 135 IN EFFECT SEPT. 29, 1929  STATIONS  TO 702 6 704 706 708 2 710 8 4 712 714  S.P. & S. P. & S. P. & S.	TIME TABLE No. 135 IN EFFECT SEPT. 29, 1929  STATIONS  TO 702 6 704 706 708 2 710 8 4 712 714 N.P.  S.P. & S. P. & S. S. P	TIME TABLE No. 135   N. F. C. S. P. &	TIME TABLE No. 135 IN EFFECT SEPT. 29, 1929  STATIONS  The effect sept. 29, 1929  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  The effect sept. 29, 29, 29, 29, 29, 29, 29, 29, 29, 29,	TIME TABLE No. 135 IN EFFECT SEPT. 29, 1929  STATIONS  The effect sept. 29, 1929  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  The effect sept. 29, 29, 29, 29, 29, 29, 29, 29, 29, 29,	TIME TABLE No. 135 IN EFFECT SEPT. 29, 1929  STATIONS  The effect sept. 29, 1929  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 1929  The effect sept. 29, 1929  STATIONS  The effect sept. 29, 2939  STATIONS  STATIONS  The effect sept. 29, 2939  STATIONS  STATIONS  The effect sept. 29, 2939  STATIONS  STATIO	TIME TABLE No. 135 IN EFFECT SEPT. 29, 1929  STATIONS  The observation of the control of the con	TIME TABLE No. 135   S. P. & S

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
- 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 Port-

land 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

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.

At Willbridge switches will be handled by Operators.

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

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. 10. 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: No. 11. Interlocking plants are located at Willamette Draw-bridge, North Portland Junction, Oregon Slough Draw-

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

- No. 13. Railroad Junctions are located at Vancouver with North-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, except those having observation
- cars, between Portland and Vancouver, will ride on rear platform of rear car with necessary flagging equipment, and will promptly protect train at all stops. When observation car is used, flagman will ride forward end of car.
- Western Cooperage Spur, located 5.6 miles from Portland. capacity 9 cars.
- No. 23 will operate as a mixed train on Tuesdays, Thursdays and Saturdays.

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