

SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 140

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

THURSDAY, SEPTEMBER 4, 1930

SUPERSEDING TIME TABLE NO. 139 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

B. L. SPERRY, Supt. Car Service

A. J. DAVIDSON, General Manager

WESTWARD TERMINALS DIVISION—VANCOUVER TO PORTLAND

Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 140 IN EFFECT SEPT. 4, 1930	Distance from Vancouver	Water, Fuel, Wyes, Turn Tables and Scales	FIRST CLASS												SECOND CLASS				THIRD CLASS				
					701	703	3	1	7	705	707	709	5	711	713	801	803	805	807	851	853	855	857	859	
					O-W.R. & N. 564	N. P. 402	S. P. & S.	S. P. & S.	S. P. & S.	S. P. & S. 22	N. P. 408	O-W.R. & N. 562	S. P. & S.	S. P. & S. 24	G. N. 458	G. N. 672	O-W.R. & N. 692	N. P. 680	S. P. & S. 62	S. P. & S. 294	S. P. & S. 242	O-W.R. & N. 978	N. P. 974	S. P. & S. 244	
Yard	369.5	AUTOMATIC BLOCK	0.0	WOTYO	5.35AM	6.00AM	7.05AM	8.35AM	9.45AM	2.00PM	4.40PM	7.08PM	9.17PM	3.20AM	5.00AM	5.15AM	12.01PM	2.30PM							
Jct.	371.4		1.4		5.41	6.05	7.09	8.39	9.49	2.05	4.45	7.12			3.25	5.15	5.30			12.10	2.35				
Yard	372.5		1.9		5.42AM	6.06	7.10	8.40	9.50	2.06	4.47PM	7.13			3.27	5.20AM	5.35			12.15PM	2.37				
Yard	375.0		3.0			6.09	7.12	8.42	9.52	2.09		7.17			3.31		5.45					2.41			
Yard	377.5		5.5			6.14	7.16	8.46	9.56	2.14		7.21	7.26PM	9.30	3.40		6.00	2.20PM	12.05AM	4.05AM		2.50	3.05PM		
Yard	379.5		8.0			6.19	7.20	8.50	10.00	2.19		7.25	7.30	9.35	3.50		6.30AM	2.27	12.12	4.15		3.00PM	3.12		
Yard	379.5		10.0			6.30AM	7.30AM	9.00AM	10.10AM	2.30PM		7.35PM	7.40PM	9.45PM				2.40PM							

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. 140 IN EFFECT SEPT. 4, 1930	Distance from Portland	Water, Fuel, Wyes, Turn Tables and Scales	FIRST CLASS												SECOND CLASS				THIRD CLASS				
					700	6	702	704	706	708	8	4	710	712	800	802	804	806	850	852	854	856	858		
					S. P. & S. 21	S. P. & S.	N. P. 407	O-W.R. & N. 561	G. N. 459	S. P. & S. 23	S. P. & S.	S. P. & S.	O-W.R. & N. 563	N. P. 401	S. P. & S. 61	G. N. 671	N. P. 679	O-W.R. & N. 691	N. P. 973	O-W.R. & N. 977	S. P. & S. 241	S. P. & S. 243	S. P. & S. 293		
Yard	369.5	AUTOMATIC BLOCK	10.0	WOTO		8.55AM	9.00AM	11.24AM	4.57PM	6.25PM		6.40PM	9.56PM	11.43PM	11.59PM			6.00PM	7.25PM	8.15PM	5.45AM	7.15AM			
Jct.	371.4		8.6		8.49	8.54	11.20			6.35		11.39	11.54			5.53	7.18	8.08	5.38	7.00					
Yard	372.5		8.1		8.48	8.53	11.19AM	4.51	6.18	6.34	9.48	11.38PM	11.53			5.51	7.16	8.05PM	5.36	6.55AM					
Yard	375.0		7.0			8.46	8.51	4.49	6.16	6.32	9.46	11.51			5.48	7.13		5.33							
Yard	377.5		4.5			8.14AM	8.42	8.47	4.45	6.12	6.19PM	6.27	9.42	11.46	7.39AM	5.40	7.04		5.25		11.40AM	7.55PM	8.25PM		
Yard	379.5		2.0			8.10	8.38	8.43	4.40	6.08	6.15	6.21	9.38	11.41	7.35	5.30	6.55PM		5.15AM		11.30	7.45	8.15		
Yard	379.5		0.0			8.00AM	8.30AM	8.35AM		4.30PM	6.00PM	6.05PM	6.10PM	9.30PM	7.25AM										

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. Standard clocks: Portland: Union Station and Hoyt St. Station, Lake Yard, Vancouver.
- No. 9. 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

- 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, twenty (20) 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. Eastward trains approaching east end Columbia River Bridge will sound one long blast of the whistle for N. P. route and one short and one long blast for S. P. & S. route.
- No. 14. At North Portland Jet., trains will not be required to comply with Rule 83.
- YARD LIMITS:**

- GENERAL:**
- No. 14. Railroad Junctions are located at Vancouver with Northern Pacific Ry.; North Portland Jet. 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. 3 will stop on signal to discharge passengers from Wishram and East, No. 4 to pick up passengers 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' signs.
 - No. 17. 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.
 - No. 18. Western Cooperage Spur, located 5.6 miles from Portland, capacity 9 cars.
 - No. 19. No. 23 will operate as a mixed train on Tuesdays, Thursdays and Saturdays.

L. H. JAMES, Dispatcher	W. F. KENNEY, Dispatcher	E. B. ARTHUR, Ass't Chief Dispatcher	R. C. SCOFFERN, Chief Dispatcher	E. B. HEATH, Trainmaster, Portland
L. S. NELSON, Dispatcher	R. E. WHITE, Dispatcher	E. M. HERRING, Ass't Chief Dispatcher	J. E. CHARLAND, Trainmaster, Vancouver	