

SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 147

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

SUNDAY, MARCH 18, 1934

SUPERSEDING TIME TABLE NO.146 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

WESTWARD

TERMINALS DIVISION—VANCOUVER TO PORTLAND

Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 147		Distance from Vancouver	Water, Fuel, Wyes, Turn Tables and Scales	FIRST CLASS							SECOND CLASS								
		MARCH 18, 1934				701	1	703	705	3	707	709			801	803	805	807	809	811	273
						N. P. 402	S. P. & S.	S. P. & S. 22	G. N. 562	S. P. & S.	S. P. & S. 24	O-W. R. & N. 458			S. P. & S. 294	G. N. 672	O-W. R. & N. 692	N. P. 680	O-W. R. & N. 978	S. P. & S. 62	S. P. & S.
		STATIONS				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Local Freight	Time Freight	Time Freight	Time Freight	Local Freight	Mixed	Time Freight
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thur. & Sat.	Leave Daily	Leave Daily	Leave Daily	Ly. Daily Ex. Sun.	Leave Mon. Wed. & Fri.	Leave Daily	
Yard	369.5	AUTOMATIC BLOCK	DN...VANCOUVER...MX	0.0	WCTYO	6.00AM	7.10AM		1.50PM	6.30PM		8.51PM				3.20AM	5.00AM	5.15AM	12.01PM		4.20PM
	370.9		...NORTH PORTLAND...	1.4		f 6.05	7.14		f 1.55	f 6.35		8.55				3.25	5.15	5.30	12.10		4.25
Jct.	371.4		DN. N.PORTLAND Jct.KD	1.9		6.06	7.15		1.56	6.36		8.56PM				3.27	5.20AM	5.35	12.15PM		4.27
310	372.5		D..EAST ST. JOHNS..SJ	3.0		f 6.09	7.17		f 1.59	f 6.39						3.31		5.45			4.31
Yard	375.0		DN...WILLBRIDGE...BA	5.5		6.14	7.21	11.16AM	2.04	6.44	7.51PM		1.50AM	3.40		6.00			2.20PM		4.40
Yard	377.5		DN...LAKE YARD...C	8.0		6.19	7.25	11.20	2.09	6.49	7.55		1.57	3.50		6.30			2.27		4.47
	379.5		DN.....PORTLAND.....VC	10.0		s 6.30AM	s 7.35AM	s 11.30AM	s 2.20PM	s 7.00PM	s 8.05PM					6.40AM					
Yard	379.5		DN.....PORTLAND.....OW	10.0	WCTO								2.10AM	4.05AM					s 2.40PM		5.00PM
			Union Depot			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thur. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Daily Ex. Sun.	Arr. Mon. Wed. & Fri.	Arrive Daily		
			Hoyt Street Depot			0.30 20.0	0.25 24.0	0.14 19.3	0.30 20.0	0.30 20.0	0.14 19.3	0.05 22.9	0.20 13.5	0.45 13.3	0.20 5.7	1.25 7.1	0.14 8.1	0.20 13.5	0.40 15.0		
		Time Over District. Average Speed Per Hour.																			

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. 147				Distance from Portland	Water Fuel, Wyes, Turn Tables and Scales	FIRST CLASS								SECOND CLASS							
		MARCH 18, 1934						700	4	702	704	706	2	708			800	802	804	274	806	808	810
								S. P. & S. 21	S. P. & S.	O-W. R. & N. 561	G. N. 459	S. P. & S. 23	S. P. & S.	N. P. 401			O-W. R. & N. 977	S. P. & S. 61	G. N. 671	S. P. & S.	N. P. 679	O-W. R. & N. 691	S. P. & S. 293
		STATIONS						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Local Freight	Mixed	Time Freight	Time Freight	Time Freight	Time Freight	Local Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arr. Daily Ex. Sun.	Arr. Mon. Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Tues., Thur. & Sun.			
Yard	369.5	AUTOMATIC BLOCK	DN...VANCOUVER...MX	DOUBLE TRACK	10.0	WGTYO		s 8.55AM	s 9.00AM	s 4.45PM		s 9.56PM	s 11.59PM			7.15AM		6.00PM	6.55PM	7.25PM	8.15PM		
	370.9		...NORTH PORTLAND...		8.6		f 8.48	f 8.56	4.39				11.54			7.00		5.53	6.49	7.18	8.08		
Jct.	371.4		DN N.PORTLAND JCT KD		8.1			8.45	8.55AM	4.38		9.48	11.53			6.55AM		5.51	6.48	7.16	8.05PM		
310	372.5		D...EAST ST. JOHNS...SJ		7.0		f 8.43			4.36		9.46	f 11.51					5.48	6.45	7.13			
Yard	375.0		DN...WILLBRIDGE...BA		4.5		8.14AM	8.37		4.32	6.50PM	9.42	11.46				7.45AM	5.40	6.40	7.04		8.50PM	
Yard	377.5		DN...LAKE YARD...C		2.0		8.10	8.33		4.28	6.45	9.38	11.41				7.38	5.30	6.30	6.53		8.43	
	379.5		DN.....PORTLAND.....VC		0.0		8.00AM	8.25AM		4.20PM	6.30PM	9.30PM	11.30PM							6.40PM			
			Union Depot																				
Yard	379.5		DN.....PORTLAND.....OW		0.0	WCTO												7.25AM	5.15PM	6.15PM		8.30PM	
		Hoyt Street Depot																					
		Time Over District. Average Speed Per Hour.						0.14 19.3	0.30 20.0	0.05 22.9	0.25 24.0	0.20 13.5	0.26 23.1	0.29 20.7		0.20 5.7	0.20 13.5	0.45 13.3	0.40 15.0	0.45 13.3	0.10 11.4	0.20 13.5	

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. S. P. & S. yard crews and S. P. & S. engines in charge of hostlers will not enter upon the tracks of the Northern Pacific Terminal Company in the vicinity of the S. P. & S. engine terminal without first getting a signal from the TERMINAL COMPANY'S switch tender, and in no case will S. P. & S. employes handle the switch to the connection between the S. P. & S. and the Terminal Company unless the Terminal Company's switch tender should be absent, and then only when it can be plainly seen that there are NO Terminal Company engines or trains moving in the vicinity of the connecting track switch.

- No. 8. All freight trains entering S. P. & S. yard, Portland, except G. N. No. 672, will, unless specifically advised to the contrary, head in on the 21st Street lead, stop north of 14th Street, and call for track. Trains coming in with caboose only will come up the main line, head in 14th Street and drop caboose in 70 yard. Trains handling passenger equipment only, will head in 14th Street and call for track.

- No. 9. Eastward trains from the S. P. & S. Hoyt Street Yards running against current of traffic to the 17th Street cross-over must not send train men to 17th Street to line switches and hold opposing trains until their train is actually ready to move. Eastward trains from the Hoyt Street Yards must not occupy westward main line while waiting for outbound passenger trains on the eastward main line to pass. Trainmen sent to 17th Street to line switches after train is ready to depart will be instructed to open both cross-over switches so that outbound trains may cross over into the current of traffic without delay.

- No. 10. Engines working on any of the loading tracks of the various oil plants located at Willbridge and Linnton,

must, under no circumstances, permit the engines to pass S. P. & S. engine stop signs, which have been placed on these tracks; to do so is to create an extremely hazardous condition relative to fire and explosions.

- No. 11. At Willbridge switches will be handled by Operators.
- No. 12. Standard clocks: Portland: Union Station and Hoyt St. Station, Lake Yard, Vancouver.
- No. 13. 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 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 Jet., trains will not be required to comply with Rule D-83.

YARD LIMITS:

- No. 14. 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. 15. Between Portland and Lake Yard, twenty (20) miles per hour. Passenger trains entering Union Station Passenger Yard, Portland, will not exceed speed of six (6) miles per hour after reaching umbrella train sheds. 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. 16. Interlocking plants are located at Willamette Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge.
- No. 17. 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. 18. Assigned hours of drawbridge tender Oregon Slough bridge, are 8:00 AM to 4 PM, but he is subject to call (University 2982) while off duty, to operate draw for river traffic. Should it become necessary to flag thru this interlocking plant it must first be ascertained if the drawbridge tender is not on duty, and then flagman must precede train and be sure that derails and rail locks are in proper position.

GENERAL:

- No. 19. 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. 20. At East St. Johns No. 1 will stop on signal to discharge passengers from points east of Wishram, No. 2 to pick up passengers for points east of Wishram, where scheduled to stop.
- No. 21. Sign reading "Impaired Clearance" placed upon 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. 22. Western Cooperae Spur, located 5.6 miles from Portland, capacity 9 cars.

L. H. JAMES, Dispatcher
J. H. CLANEY, DispatcherF. S. BARLOW, Dispatcher
R. E. WHITE, DispatcherB. L. SPERRY, Chief Dispatcher
E. B. ARTHUR, Ass't Chief DispatcherJ. E. CHARLAND, Trainmaster, Vancouver
E. B. HEATH, Trainmaster, Portland