

SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 150

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

SUNDAY, DECEMBER 8, 1935

**SUPERSEDING TIME TABLE NO.149 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

M. C. LA BERTEW, Superintendent

WESTWARD

TERMINALS DIVISION—VANCOUVER TO PORTLAND

Car Capacity of Sidings	Distance from Spokane	TIME TABLE No. 150 DECEMBER 8, 1935		Distance from Vancouver	Water, Fuel, Wyes Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits	FIRST CLASS							SECOND CLASS						
						701	1	703	705	3	707	709	801	803	805	807	809	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	N. P. 680	O-W. R. & N. 692	S. P. & S. 62	S. P. & S.	
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Local Freight	Time Freight	Time Freight	Time Freight	Freight	Time Freight	
STATIONS						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard	369.5	AUTOMATIC BLOCK	DN...VANCOUVER...MX	0.0	WCTO KL	6.00AM	7.10AM		1.50PM	6.30PM			8.51PM						
	370.9		...NORTH PORTLAND...	1.4		f 6.05	7.14		f 1.55	6.35				8.55					
Jct.	371.4		DN N.PORTLAND Jct.KD	1.9		f 6.06	7.15		1.56	6.36				8.56PM					
246	372.5		D. EAST ST. JOHNS. SJ	3.0		f 6.09	7.17		f 1.59	6.39									
Yard	375.0		DN...WILLBRIDGE...BA	5.5	L	6.14	7.21	11.16AM	2.04	6.44	7.51PM		1.10AM	2.50	6.00		1.25PM	5.35	
Yard	377.5		DN...LAKE YARD...C	8.0	KL	6.19	7.25	11.20	2.09	6.49	7.55		1.17	3.00	6.30AM		1.32	5.45	
	379.5		DN...PORTLAND...VC	10.0	KL	6.30AM	7.35AM	11.30AM	2.20PM	7.00PM	8.05PM								
Yard	379.5		DN...PORTLAND...GO	10.0	WCTO KL								1.30AM	3.15AM			1.45PM	6.00PM	
Time Over District. Average Speed Per Hour.						0.30	0.25	0.14	0.30	0.30	0.14	0.05	0.20	0.45	1.15	0.20	0.45	13.5	

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. 150 DECEMBER 8, 1935		Distance from Portland	Water, Fuel, Wyes Turn Tables, Scales, Standard Clocks and Bulletin Boards and Yard Limits	FIRST CLASS							SECOND CLASS						
						700	4	702	704	706	2	708	800	802	274	804	806	808	
						S. P. & S. 21	S. P. & S.	O-W. R. & N. 661	G. N. 459	S. P. & S. 23	S. P. & S.	N. P. 401	S. P. & S. 61	G. N. 671	S. P. & S.	N. P. 679	O-W. R. & N. 691	S. P. & S. 293	
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Time Freight	Time Freight	Time Freight	Time 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		
Yard	369.5	AUTOMATIC BLOCK	DN...VANCOUVER...MX	10.0	WCTO KL		8.55AM	9.00AM	4.45PM		9.51PM	11.59PM							
	370.9		...NORTH PORTLAND...	8.6		f 8.48	f 8.56	4.39				11.54			6.00PM	6.55PM	7.25PM	8.15PM	
Jct.	371.4		DN N.PORTLAND Jct.KD	8.1		8.45	8.55AM	4.38			9.46	11.53			5.53	6.49	7.18	8.08	
246	372.5		D. EAST ST. JOHNS. SJ	7.0		f 8.43		4.36			9.44	11.51			5.51	6.48	7.16	8.05PM	
Yard	375.0		DN...WILLBRIDGE...BA	4.5	L	8.14AM	8.37	4.32	6.22PM	9.40	11.46			7.45AM	5.35	6.35	7.04		8.50PM
Yard	377.5		DN...LAKE YARD...C	2.0	KL	8.10	8.33	4.28	6.18	9.36	11.41			7.32	5.22	6.22	6.53PM		8.37
	379.5		DN...PORTLAND...VC	0.0	KL	8.00AM	8.25AM	4.20PM	6.10PM	9.30PM	11.30PM								
Yard	379.5		DN...PORTLAND...GO	0.0	WCTO KL									7.25AM	5.15PM	6.15PM			8.30PM
Time Over District. Average Speed Per Hour.						0.14	0.30	0.05	0.25	0.12	0.21	0.29	0.20	0.45	0.40	0.32	0.10	0.20	

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 lower arm automatic block signal 4-4 controls movement of trains from eastward main track through crossover to Portland Division.
- No. 5. At Willbridge Junction, automatic block signals 4-7 and 4-7-A are "Stop and proceed signals," as per Rule 501-AA, figure 56. However, these signals must not be passed unless train order signal is cleared or proceed signal is given by operator at Willbridge. Trains entering double track from Portland Division, Willbridge, will be governed by lower blade of train order signal.

- No. 6. Between end of double track at 10th Ave., 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. 7. Eastward trains from S. P. & S. Yard, Portland, will use westward main track against current of traffic from 15th Ave., to 17th Ave., under protection of Flagmen, thence through crossover to Eastward main track. Attention is directed to the fact that 17th Ave., crossover is not protected by automatic signals. Switches at both ends of 15th Ave., connection must be kept set and locked for westward main track. Eastward trains from S. P. & S. Hoyt Street Yards running against current of traffic to the 17th Ave., crossover must not send train men to 17th Ave., 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. Train-

- men sent to 17th Ave., to line switches after train is ready to depart will be instructed to open both crossover switches so that outbound trains may cross over into the current of traffic without delay.
- No. 8. 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. 9. 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 Ave., lead, stop north of 14th Ave., and call for track. Trains coming in with

- caboose only will come up the main line, head in 14th Ave., and drop caboose in 70 yard. Trains handling passenger equipment only, will head in 14th Ave., and call for track.
- No. 10. Engines working on any of the loading tracks of the various oil plants located at Willbridge, 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. Register Stations: Portland Union Station, Portland Hoyt St. Station, Lake Yard, Willbridge and Vancouver. At Portland, Hoyt St. Station, all trains will require from Dispatcher a check of register on Form 1211. At Lake Yard all first class trains and 679 and 680 will register by ticket as per Rule 83-B, other trains will not be required to register. At Willbridge, trains will register by ticket as per Rule 83-B. 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 D-83.

- SPEED RESTRICTIONS:**
- No. 13. 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. 14. Interlocking plants are located at Willamette Drawbridge, North Portland Junction, Oregon Slough Drawbridge and Columbia River Drawbridge.
 - No. 15. 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. 16. 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. 17. 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. 18. 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. 19. 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 Utilities Commissioner of Oregon. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.
 - No. 20. Western Cooperaage Spur, located 5.6 miles from Portland, capacity 8 cars.