

SPOKANE, PORTLAND & SEATTLE R'Y CO.

TERMINALS DIVISION

TIME TABLE No. 5

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

SUNDAY, DECEMBER 12, 1909

WEST BOUND

PORTLAND TO VANCOUVER

EAST BOUND

THIRD CLASS	SECOND CLASS		FIRST CLASS													Distance from Spokane	Stations	Distance from Portland	Water, Coal, Wood, Turn Tables, and Scales	FIRST CLASS													SECOND CLASS		THIRD CLASS
	127	125	123	121	119	117	115	118	111	109	107	105	103	101	102					104	106	108	110	112	114	116	118	120	122	124	126	128			
N. P. Time Freight No. 679	A. & C. R. Time Freight No. 32	N. P. Passenger No. 318	A. & C. R. Passenger No. 4	N. P. Passenger No. 333	S. P. S. Passenger No. 1	A. & C. R. Passenger No. 5	N. P. Passenger No. 307	A. & C. R. Passenger No. 2	S. P. S. Passenger No. 5	A. & C. R. Passenger No. 6	N. P. Passenger No. 271	S. P. S. Passenger No. 3	N. P. Passenger No. 301	N. P. Passenger No. 302	A. & C. R. Passenger No. 1	N. P. Passenger No. 303	S. P. S. Passenger No. 2	N. P. Passenger No. 314	A. & C. R. Passenger No. 5	N. P. Passenger No. 334	S. P. S. Passenger No. 6	A. & C. R. Passenger No. 7	A. & C. R. Passenger No. 3	A. & C. R. Passenger No. 3	S. P. S. Passenger No. 4	A. & C. R. Time Freight No. 33	N. P. Time Freight No. 680								
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
De 10:35 AM		De 9:55 PM		De 8:00 PM	De 7:37 PM		De 3:25 PM		De 11:51 AM		De 8:20 AM	De 7:26 AM	De 6:25 AM	Yard	367.5	DN.....VANCOUVER.....MX	10.0	WETD	Ar 12:50 AM		Ar 8:50 AM	Ar 9:35 AM	Ar 10:35 AM		Ar 3:35 PM	Ar 4:40 PM	Ar 5:05 PM		Ar 7:38 PM		Ar 9:25 PM				
10:50		10:08		f 8.13	f 7.47		f 3.38		s 12:00 Noon		f 8.35	f 7.36	f 6.38		369.4STOCKDALE JCT.....	8.1														9:10				
11:00	De 2:55 AM	10:18	De 9:47 PM	8:23	7:56	De 5:06 PM	3:48	De 12:00 Noon	12:09	De 10:12 AM	8:44	7:45	6:48		370.5	DN.....NORTH PORTLAND.....BA	7.0		f 12:35	Ar 8:11 AM	8:27	9:15	10:20	Ar 1:26 PM	3:12	4:12	4:45	Ar 6:21 PM	Ar 6:41 PM	7:15	Ar 7:50 PM	8:55			
11:10		10:24	9:52	8:29	8:05	5:10	3:54	12:06	12:16	10:18	8:51	7:52	6:54		373.0	DN.....CITY LIMITS.....CA	4.5		12:27	Ar 8:05	8:22	9:06	10:05	1:20	3:05	4:09	4:38	6:15	6:35	7:08	7:40	8:45			
Ar 11:20 AM	Ar 3:20 AM	Ar 10:30 PM	Ar 10:00 PM	Ar 8:35 PM		Ar 5:20 PM	Ar 4:00 PM	Ar 12:15 PM	Ar 10:25 AM	Ar 9:00 AM			Ar 7:00 AM		375.7	DN.....PORTLAND.....VC	1.8		De 12:15 AM	De 8:00 AM	De 8:15 AM		De 10:00 AM	De 1:15 PM	De 3:00 PM	De 4:00 PM	De 6:10 PM	De 6:30 PM		De 7:30 PM	De 8:35 PM				
				Ar 8:15 PM		Ar 12:25 PM				Ar 8:00 AM			Yard	377.5	DN.....PORTLAND.....X			WCT				De 9:00 AM				De 4:30 PM				De 7:00 PM					
127	125	123	121	119	117	115	118	111	109	107	105	103	101						102	104	106	108	110	112	114	116	118	120	122	124	126	128			
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
0.45	0.25	0.35	0.13	0.35	0.38	0.14	0.35	0.15	0.34	0.13	0.40	0.34	0.35						0.35	0.11	0.35	0.35	0.35	0.11	0.35	0.40	0.35	0.11	0.11	0.35	0.20	0.50			
13.3	10.8	17.2	20.7	17.2	15.8	19.2	17.2	18.0	17.6	17.2	15.0	17.6	17.2						17.2	24.5	17.2	17.2	17.2	24.5	17.2	15.0	17.2	24.5	24.5	13.5	12.0				

BETWEEN VANCOUVER AND PORTLAND, ALL TRAINS WILL BE HANDLED UNDER BLOCK SYSTEM. See Time Card Rules 2, 3 and 4

SPECIAL RULES

- Trains will be governed by Pacific Standard Time.
- Between Vancouver and Portland Depots, all trains will be handled under Block System, which will consist of a Clearance Card, form No. 1222, properly numbered and completed.
- No train or engine will occupy trackage space in block district unless Conductors and Engineers hold authority conferred by Block Clearance Card.
- Authority conferred by Block Clearance Card, form 1222 must be used within ten (10) minutes after time it is made complete, or employees holding same must report at Telegraph Office for further orders.
- See rules on back of Clearance Cards, form No. 1222.
- Switch at Northern Pacific Connection, City Limits, Portland, will be kept set and locked for Northern Pacific main line.
- At North Portland—Trains using Spokane, Portland and Seattle tracks will be governed by the position of the UPPER BLADES of Semaphore.
- West leg of wye at North Portland will be considered as main line, and switches set accordingly.
- Junction switch at east end Columbia River Bridge, Vancouver, will be kept set and locked for Northern Pacific main line.
- All trains will come to full stop at fixed danger signals located 200 feet from draw spans of the Willamette and Columbia River Bridges between North Portland and Vancouver. Engineers will then sound four (4) short (0 0 0 0) blasts of whistle for draw, and will not proceed until signal shows clear and they are signalled ahead by green signal in hands of flagman on deck of draw span, which signal must be answered by engineer in usual manner.
- All trains must come to full stop 200 feet from draw span of the Oregon Slough Bridge, which bridge is located 2185 feet west of the west end of Columbia River Bridge, or at west end of viaduct crossing Shaw's Island, and will not proceed over that span until same is known to be closed.

W. H. CLARK, Chief Dispatcher.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY
DESTROY ALL PREVIOUS TIME TABLES

C. A. VERMILLION, Trainmaster

J. McGUIRE, Superintendent, Portland

J. P. ROGERS, Superintendent, Vancouver

J. RUSSELL, General Superintendent