

SPEED RESTRICTIONS

All Subdivisions

Designation "Str." —Train with diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr."—Train with Diesel-electric or steam locomotive and all passenger train equipment, any car of which is not light-weight roller bearing.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

Maximum speed of Streamliner trains must not exceed by more than ten miles per hour the permissible passenger train speed indicated on slow boards.

When Streamliner is operated against the current of traffic in double track territory the Streamliner must not exceed the maximum permissible speed for other passenger trains.

M.P.H.

Through crossovers, gantlets and turnouts..... 15

Through No. 15 and No. 16 turnouts located at Willbridge, S.P.&S. Jct., Panama Jct., Ainsworth Jct., Scribner and Ft. Wright..... 25

Over spring switches not equipped with facing point lock, when moving in facing point direction and not using turnouts..... 30

Over spring switches when moving in trailing point direction actuating switch points and not using turnouts..... 30

Over spring switches when using turnouts..... 15

Freight engines used in passenger service must not exceed authorized speed for freight trains in the territory where operated.

Handling steam wrecking crane, pile drivers or locomotive cranes 25

Handling scale test car..... 30

When freight cars, except those equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed authorized speed for freight trains in the territory where operated.

Over switches in paved streets..... 10

When picking up train order hoops (except where hoop stands are located)..... 25

To avoid damage to rail and bridges by moving locomotives having main or side rods down, over the road at too high a speed, the following speeds will be maximum permitted:

With main and side rods removed:
All classes..... 20

With main rods removed and side rods in place:
All classes..... 25

Over bridges..... 20

Engines with either or both main and side rods removed shall not be moved over any bridge at a speed in excess of 20 MPH, and the speed shall be further reduced over bridges which carry speed restrictions against the class of power being so moved. In the latter case, the speed of an engine with rods removed shall be reduced over the bridge to one-half the restricted speed for that engine in working order, as shown under "Bridge and Engine restrictions."

Dead engines with all rods up or in place, the piston rod being parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which such engines are moved.

Bridge or other restrictions applicable to these engines when in operating condition to be observed.

For engines coming from the shop, to prevent running hot authorized maximum speed is.....25 MPH.

SPEED RESTRICTIONS

Terminals Subdivision—

	M. P. H.	Str.	Psgr.	Frt.
Maximum Speed.....	75	65	45	
Between 17th Avenue and end of double track.....	10	10	10	
Between end of double track and Union Station.....	6	6	6	
Through Interlocking and on all depot tracks, Union Station	6	6	6	
Over Bridges between Vancouver and Willbridge.....	30	30	30	
Over draw spans and rail locks.....	20	20	20	

DRAW BRIDGES

Willamette River, MP 5.3 center of draw, Interlocked.
Oregon Slough, MP 8.7 center of draw, Interlocked.
Columbia River, MP 9.8 center of draw, Interlocked.

INTERLOCKINGS

	Miles from Portland
Portland (Union Station) south end.....	0.0
Willbridge.....	4.3
Willamette River Draw Bridge.....	5.3
North Portland Junction.....	8.1
Oregon Slough Draw Bridge.....	8.7
Columbia River Draw Bridge.....	9.8

At Portland—Interlocking at south end of freight and passenger yards governs movement of all trains and engines entering or leaving N.P.T. Co. Yards.

When the Home Signal is at "Stop" the following signals will be used to call for desired route:

- For Albina —•
- For Troutdale ——
- For S.P. Main Track •—
- For S.P. Yard •—•
- For E. 2nd St. •—•
- For S.P.S. to E. Side •—•

When the Home Signal is at "Proceed" the whistle must not be sounded. When conditions are favorable use hand or lantern signals for route desired, omitting whistle signals.

At Willbridge—Whistle signal (—•—) will be sounded for route to Astoria. Upper unit of eastward home interlocking signal governs movements on eastward main track. Lower unit governs movements to Astoria Line.

At North Portland Jct.—In calling for diverging route through interlocking, the following whistle signals will be sounded:

- From and to U. P. R. R. •—
- Stock Yards: From S.P. & S. Ry. •—•
- From U. P. R. R. ••••

At Oregon Slough Bridge—Assigned hours of draw bridge tender are 8 A. M. to 4 P. M., but is subject to call (Tel. UNiversity 2982) while off duty to operate draw for river traffic. Should it become necessary to flag through this interlocking plant, it must be ascertained if the draw tender is not on duty, and then flagmen must precede train and be sure that derails and rail locks are in proper position.

At Columbia River Bridge—The following engine whistle signals will be sounded in calling for route:

- Eastward: For N.P. Ry. —
- For S.P. & S. Ry. •—•
- Westward: From S.P. & S. Ry. •—•
- From N.P. Ry. ••••

Upper unit of eastward home interlocking signal governs movements from Terminals Subdivision to N. P. Ry. The lower unit governs movements to S. P. & S. Ry.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.3
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	..	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	..	60	2	50	21.2
1	1	59	3	..	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	31	17
1	5	55.3	3	45	16
1	6	54.5	4	..	15
1	7	53.7	5	..	12
1	8	52.9	6	..	10
1	9	52.1	7	30	8
1	10	51.4	10	..	6

COMPANY SURGEONS

- Dr. Chas. C. Newcastle, Chief Surgeon } 318 Mayer Bldg., Portland.
Telephone BEacon 5070;
if no answer call ATwater 4175.
- Dr. P. L. Heitmeyer, Asst. Surgeon } 318 Mayer Bldg., Portland.
Telephone Beacon 5070.
- Dr. R. D. Wiswall, Local Surgeon, Vancouver.

STRETCHERS ARE LOCATED AT FOLLOWING POINTS

- Portland.....Baggage Room
- Portland.....Steam Derrick Outfit
- Vancouver.....Baggage Room
- Vancouver.....Steam Derrick Outfit

- R. C. SCOFFERN, Asst. Superintendent
- J. L. MONAHAN, Trainmaster
- C. F. CROFFUT, Trainmaster
- R. G. HASKELL, Trainmaster
- H. M. BATES, Trainmaster
- R. P. JEFFREY, Trainmaster
- M. L. BUNTIN, Chief Dispatcher, Portland
- F. C. WAGER, Mechanical Supt., Vancouver
- C. E. BARNES, Master Mechanic
- W. C. ABBOTT, Traveling Engineer
- J. M. WASSENAR, Traveling Engineer
- J. T. CRAINE, Traveling Engineer

SPOKANE, PORTLAND & SEATTLE RAILWAY CO.

Terminals Sub-Division

TIME TABLE No. 185

To be used in conjunction with current Special Instruction Book.

To Take Effect at 12:01 A. M., Pacific Time

TUESDAY, APRIL 1, 1947

Superseding Time Table No. 184

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always carry a copy for reference and a copy of OPERATING RULES.

- E. H. SHOWALTER, Superintendent
- T. F. DIXON, Vice-Pres. & Genl. Mgr.
- E. B. STANTON, Asst. Genl. Mgr.

TIME TABLE No. 185 APRIL 1, 1947				FIRST CLASS								SECOND CLASS													
Station Numbers	Car Capacity		Distance from Spokane	STATIONS	Distance from Vancouver	701	3	1	703	705	5	707	709	801	803	805	807	809	811	813	815	273	275	817	819
	Sidings	Other Tracks				G. N. 402	S. P. & S.	S. P. & S.	G. N. 460	N. P. 408	S. P. & S.	S. P. & S. 22	U. P. 458	Freight	Local Freight	Time Freight	Freight	Time Freight	Local Freight	Local Freight	O. E. 326	S. P. & S.	S. P. & S.	O. E. 692	S. P. & S. 294
WTYOP RKXZBJV	10		Yard	369.5	0.0	L 6.15AM	L 7.10AM	L 7.35AM	L 1.50PM	L 4.06PM	L 4.15PM		L 8.22PM			L 2.30AM	L 3.00AM	L 4.20AM				L 2.15PM	L 3.15PM	L 4.20PM	
	9			370.0	1.4				f 1.55		s 4.20														
LJPV	8		Jet.	371.4	1.9	6.20	7.15	7.40	1.56	4.12	4.21		A 8.27PM			2.37	A 3.15AM	4.27				2.22	3.22	A 4.30PM	
XPV	7	60	186	372.5	3.0	6.22	7.17	7.42	f 1.59	4.14	f 4.23					2.41						2.25	3.25		
IRXJP	4		Yard	375.2	5.7	6.27	7.21	7.46	2.04	4.19	4.27	L 6.31PM		L 12.25AM	L 12.55AM	2.50		4.39	L 11.20AM	L 12.01PM	L 1.20PM	2.34	3.34		L 7.55PM
RKXPV	2		Yard	377.5	8.0	6.33	7.25	7.50	2.09	4.24	4.31	6.35		12.32	1.02	3.00		4.46	11.27	12.17	1.27	2.44	3.44		8.02
PRKXBV				379.5	10.0	A 6.45AM	A 7.35AM	A 8.00AM	A 2.20PM	A 4.35PM	A 4.40PM	A 6.45PM						A 5.00AM							
WTBOP JRKXZV	0		Yard	379.5	10.0									A 12.45AM	A 1.15AM	A 3.15AM			A 11.40AM	A 12.30PM	A 1.40PM	A 3.00PM	A 4.00PM		A 8.15PM
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Mon.	Daily Ex. Mon.	Daily	Daily	Daily	Tues., Thu. Sat.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.
						0.30 20.0	0.25 24.0	0.25 24.0	0.30 20.0	0.29 20.7	0.25 24.0	0.14 18.4	0.05 22.8	0.20 12.9	0.20 12.9	0.45 13.3	0.15 7.6	0.40 15.0	0.20 12.9	0.29 8.6	0.20 12.9	0.45 13.3	0.45 13.3	0.10 11.4	0.20 12.9

EASTWARD

TERMINALS SUB-DIVISION—PORTLAND TO VANCOUVER

EASTWARD

TIME TABLE No. 185 APRIL 1, 1947				FIRST CLASS								SECOND CLASS														
Station Numbers	Car Capacity		Distance from Spokane	STATIONS	Distance from Portland	700	702	6	704	2	706	4	708	800	802	804	806	274	808	810	812	814	816	276	818	
	Sidings	Other Tracks				S. P. & S. 21	U. P. 457	S. P. & S.	N. P. 407	S. P. & S.	G. N. 459	S. P. & S.	G. N. 401	Local Freight	Freight	Local Freight	Freight	Time Freight	Time Freight	Freight	Time Freight	Time Freight	Time Freight	Local Freight	Local Freight	Time Freight
BWYTO PRKXZJV	10		Yard	369.5	10.0	A 8.58AM	A 9.21AM	A 12.22PM	A 3.20PM	A 4.21PM	A 9.06PM	A 11.59PM				A 12.25PM	A 5.40PM	A 6.00PM		A 7.25PM	A 7.40PM			A 10.40PM		
	9			370.0	8.0	f 8.54	s 9.17																			
PIJV	8		Jet.	371.4	8.1	L 8.53AM	9.16	12.17	3.15	4.16	9.01	11.53				L 12.15PM	5.33	5.51		7.16	L 7.30PM			10.34		
XPV	7	60	186	372.5	7.0		f 9.14	12.15	3.13	4.14	8.59	11.50					5.30	5.48		7.13			10.29			
IPRXJ	4		Yard	375.2	4.3	A 8.20AM	9.10	12.11	3.09	4.10	8.55	11.46		A 5.20AM	A 7.25AM	A 10.50AM		5.20	5.35	A 7.00PM	7.04		A 8.30PM	10.21	A 11.50PM	
RKXPV	2		Yard	377.5	2.0	8.16	9.06	12.07	3.05	4.06	8.51	11.40		5.08	7.16	10.38		5.07	5.22	6.48	6.53		8.22	10.10	11.43	
PRKXBV				379.5	0.0	L 8.10AM	L 9.00AM	L 12.01PM	L 3.00PM	L 4.00PM	L 8.45PM	L 11.30PM									L 6.45PM					
PBWTO RKXZJV	0		Yard	379.5	0.0									L 5.00AM	L 7.05AM	L 10.30AM		L 5.00PM	L 5.15PM	L 6.40PM				L 8.15PM	L 10.00PM	L 11.35PM
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat.	Daily	Mon., Wed. Fri.	Daily	Daily	Daily	Daily Ex. Sat.	Daily	Daily	Daily	Daily Ex. Sat.	Daily Ex. Sat.	
						0.10 25.8	0.05 22.8	0.21 28.6	0.21 28.6	0.20 30.0	0.21 28.6	0.21 28.6	0.29 20.6	0.20 12.9	0.20 12.9	0.20 12.9	0.10 11.4	0.40 15.0	0.45 13.3	0.20 12.9	0.40 15.0	0.10 11.4	0.15 17.2	0.40 15.0	0.15 17.2	

No. 1 and No. 2 are Superior to All Other Trains

When Single Track is used, Eastward Trains are Superior to trains of the same class in the opposite direction, except No. 2 is superior to all trains and No. 1 is superior to all trains except No. 2.
 Rule (D97) is in effect on this Sub-Division.
 At Lake Yard all first class trains will register by ticket per Rule 83(A), other trains will not be required to register.
 At Willbridge, all westward trains, except first class, on Terminals Sub-Division, and all except first class trains from the Portland Division, will require a check of register in train order form.
 At North Portland Jet., trains will not be required to comply with Rule D-83.
 At Vancouver and Willbridge, trains will register by ticket per Rule 83(A).
 At Vancouver, all westward trains, except first class on Terminals Sub-Division, will require a check of register in train order form.

The time of No. 2 must be cleared by eastward first class trains not less than five minutes, and by other eastward trains not less than ten minutes before No. 2 is due to leave the last station where time is shown.
 When single track is used, the time of No. 2 must be cleared by westward first class trains, except No. 1, not less than ten minutes, and by other westward trains not less than fifteen minutes at all stations.
 The time of No. 1 must be cleared by westward first class trains not less than five minutes, and by other westward trains not less than ten minutes before No. 1 is due to leave the last station where time is shown.
 When single track is used, the time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than ten minutes, and by other eastward trains not less than fifteen minutes at all stations.
 Within yard limits, second and inferior class, extra trains and engines must clear the main track not less than ten minutes before No. 1 and No. 2 are due to leave the last station where time is shown.