THE OREGON RAILROAD & NAVIGATION CO.

SUPPLEMENT A

OREGON DIVISION

EMPLOYES' TIME TABLE

Effective Sunday, February 20th, 1910

12:01 A. M. "Pacific Time."

For the Government and Information of Employes only, and not intended for the use of the public.
The Company reserves the right to vary from this Time Table at pleasure.

J. P. O'BRIEN,
General Manager.

M. J. BUCKLEY,
General Superintendent.

The James Printing Company, Portland, Oregon.

WESTWARD. Second Class.	WESTWARD. First Class. 363 — PORTLAND EXPRESS Daily	311 — SHASTA LIMITED Daily	361 — PORTLAND PASSENGER Daily	STATION NUMBERS	Supplement A to Time Table No. 104 February 20, 1910 — STATIONS	DISTANCES FROM PORTLAND	EASTWARD. First Class. 362 — SEATTLE PASSENGER Daily	312 — SHASTA LIMITED Daily	364 — SEATTLE EXPRESS Daily	EASTWARD. Second Class.
	AM L 6.35	PM L 4.40	PM L 4.20	P13	STOCKDALE JCT.	12.9	AM A 9.40	PM A 3.40	AM A 12.25	
	6.50	4.55	t 4.35	P5	5.4 ST. JOHNS	7.5	t 9.25	3.25	12.10 A M	
	7.05	5.10	4.50	1	5.4 ALBINA (Double Track)	2.1	9.10	3.10	11.55	
	7.10	5.15	4.55	3	1.4 EAST PORTLAND (Double Track) See Special Instructions No. 8.	.7	9.05	3.05	11.50	
	7.15 AM A	5.20 PM A	5.00 PM A	0	PORTLAND	.0	9.00 AM L	3.00 PM L	11.45 PM L	
	Daily	Daily	Daily		12.9		Daily	Daily	Daily	

West-bound Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

SPECIAL INSTRUCTIONS

No. 1. **Special Instructions supersede "Rules and Regulations of the Transportation Department."**

No. 2. All trains must obtain clearance card at Stockdale Junction.

No. 3. White flag displayed, will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.

No. 4. All trains (except passenger) consisting of more than 15 cars will cut off engine to take water, and will also cut off way cars before spotting.

No. 5. A buffer car (**not to be occupied by passengers**) must be used on all passenger trains between the locomotive and coaches.

No. 6. Train 363 will stop at St. Johns to let off passengers originating at points north of Vancouver.

No. 7. Slow boards and caution signals will be erected one-fourth mile from the point which they are intended to cover. Permanent slow boards are erected covering Stockdale Jct. trestle.

MOVEMENTS BETWEEN PORTLAND AND EAST PORTLAND.

No. 8. The following instructions will govern and be authority for movement of all trains, yard engines and light engines between Portland and East Portland:

Leave East Portland only on receiving proceed signal from switch tender at Junction Switch.

Leave Portland Terminal Passenger Yard only on receiving proceed signal from tower semaphore at Fourth Street, calling for and acknowledging same as per Rule 221-A.

Before leaving Portland Terminal Freight Yard, call switch tender at Junction Switch, East Portland, on telephone, and proceed only on permission from him.

Trainmen and enginemen are subject to Rules and Regulations of Northern Pacific Terminal Company while in their yard.

Trains entering Union Depot, Portland, will be governed by position of semaphore at First Street crossing.

All trains and engines must receive proceed signal from the Bridge Tender before going onto the draw of the Willamette River Bridge. Engines must not double-head over this bridge.

The railroad crossing at east end of the Willamette River Bridge is protected by automatic block signals.

Automatic Block Signals between Portland (Front Street) and East Portland.

YARDS.

No. 9. **Movements in Yards.** All trains, yard engines and light engines, must proceed under control in both directions between Portland and East Portland and within yards at East Portland, Albina, St. Johns and Stockdale Jct.

Protection at Other Stations. Where yard limit signs are not erected, the station (S) whistling posts will be considered the yard limits. Stations referred to are those shown on the face of time table schedule.

Extra trains must approach such stations expecting to find main track occupied without flag protection, and should any collision occur, the responsibility will rest upon the extra train approaching the station.

Trains occupying main track at such stations must protect against regular trains and will also be governed by rules in regard to meeting and right-of-track orders.

W. BOLLONS.....Superintendent..... Portland, Ore.
W. H. GUILD.....Asst. Superintendent " "
W. R. LADD ..... " " " "
F. L. COYKENDALL.. " " " "
C. P. A. LONERGAN.. " " " "

E. M. RINGER.... ....Asst. Superintendent, Albina, Ore.
F. F. SPAULDING.....Dispatcher, " "
C. GIBBS..... " " "
H. H. RUPERT..... " " "