

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

(FIRST DISTRICT)

SUPPLEMENT C OREGON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, February 5, 1911

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,
Vice President and General Manager.

M. J. BUCKLEY,
Assistant General Manager.
J. D. STACK,
Assistant General Manager.

FIRST DISTRICT—Portland and North Portland Jct.

WESTWARD.										EASTWARD.											
Second Class					First Class					STATION NUMBERS	First Class.					Second Class.					
691					361 311 363						Supplement C to Time Table No. 2 February 5, 1911	362 312 364					692				
FAST FREIGHT					PORTLAND PASSENGER SHASTA LIMITED PORTLAND EXPRESS							SEATTLE PASSENGER SHASTA LIMITED SEATTLE EXPRESS					FAST FREIGHT				
Daily					Daily Daily Daily					Daily Daily Daily					Daily						
AM L 8.44					PM L PM L AM A 1.30 5.00 6.10					STATIONS	AM A PM A PM A 9.00 3.30 11.30					PM A 8.15					
8.56					1.34 5.04 6.15						NORTH PORTLAND JCT. 7.2										
9.12					1.42 5.12 6.23						PENINSULA JCT. 6.0					7.58					
9.30 A M A					1.50 5.20 6.34					ST. JOHNS JCT. 4.5					7.45						
					1.55 5.25 6.40					ALBINA 1.9					7.30 PM L						
					2.00 5.30 6.45					EAST PORTLAND 7.2											
Daily					Daily Daily Daily					See Special Instructions No. 8 PORTLAND					Daily						
										DISTANCES FROM PORTLAND											
										7.2											
										6.0											
										4.5											
										1.9											
										.7											
										.0											
										AM L PM L PM L 8.30 3.00 11.00											
										Daily Daily Daily					Daily						

Westward 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. A buffer car (not to be occupied by passengers) must be used on all passenger trains between the locomotive and coaches.
- No. 3. 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 North Portland Jct. trestle and Bridge L2, Mocks Bottom.
- No. 4. Trains using Troutdale line will stop and flag main line crossing at Peninsula Jct.
- No. 5. Junction switch at St. Johns Jct. will be set and locked for tunnel line.

MOVEMENTS BETWEEN ST. JOHNS JCT. AND PENINSULA JCT.

- No. 6. The Train Staff System is in operation between St. Johns Jct. and Peninsula Jct. All trains, yard engines and light engines moving between these points will be governed by Train Staff System Rules. St. Johns Jct. and Peninsula Jct. are staff stations. Train order semaphores at St. Johns Jct. and Peninsula Jct. indicate the limits of staff block. No train will exceed speed of 12 miles per hour between St. Johns Jct. and Peninsula Jct. Cars must not be shoved through tunnel ahead of engine. Markers and headlights must be kept burning between St. Johns Jct. and Peninsula Jct. during day and night. All westward trains will stop at Stop Board located 500 feet east of the east portal of tunnel, and not proceed until securing possession of staff. When approaching staff stations, should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary, send flagman ahead to note position of signals and establish whereabouts of train.

MOVEMENTS BETWEEN PORTLAND AND EAST PORTLAND.

- No. 7. 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. 8. 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, and North Portland Jct. The limits of Albina yard extend from East Portland to Junction switch at St. Johns Jct. The limits of North Portland Jct. yard extend from east portal of tunnel to North Portland Jct.

W. BOLLONS, Superintendent, Portland, Ore.

W. H. GUILD.....Asst. Superintendent, Portland, Ore.
W. R. LADD " " " "
F. L. COYKENDALL.. " " " "
W. M. JAEKLE..... " " " "

E. M. RINGER....Asst. Superintendent, Albina, Ore.
F. F. SPAULDING.....Dispatcher, " "
H. C. ADAMS..... " " "
W. A. MILNER " " "