

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

(FIRST DISTRICT)

SUPPLEMENT A OREGON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, June 11, 1911

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

For the Government and Information of Employees 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.

LENGTH OF PASSING TRACK INTO CLEAR	WESTWARD.				STATION NUMBERS	Supplement A to Time Table No. 4 June 11, 1911	DISTANCES FROM PORTLAND	EASTWARD.							
	Second Class		First Class					First Class.		Second Class.					
	691	361	311	363				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 2.00	PM L 5.00	AM A 6.10	P 7		AM A 9.00	PM A 3.30	PM A 11.30	PM A 8.15					
1415	8.55	2.05	5.05	6.16	P 6	7.2	8.55	3.25	11.25	7.58					
	9.12	2.09	5.09	6.29	P 5	6.0	8.51	3.21	11.21	7.45					
	9.30 A M A	2.18	5.18	6.30	1	4.5	8.42	3.12	11.12	7.30 PM L					
		2.25	5.25	6.38	3	1.9	8.35	3.05	11.05						
		2.30 PM A	5.30 PM A	6.45 AM A	0	.7	8.30 AM L	3.00 PM L	11.00 PM L						
	Daily	Daily	Daily	Daily		.0	Daily	Daily	Daily	Daily					
						7.2									

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.
- No. 6. Referring to Rule 504, Trains will wait five minutes after flagman has departed.

MOVEMENTS BETWEEN ST. JOHNS JCT. AND PENINSULA JCT.

- No. 7. 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. Cars must not be shoved through tunnel ahead of engine. Headlights must be kept burning on all engines run 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. 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, 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.	E. M. RINGER.....	Asst. Superintendent, Albina, Ore.
W. R. LADD.....	" " " "	F. F. SPAULDING.....	Dispatcher, " "
F. L. COYKENDALL..	" " " "	H. C. ADAMS.....	" " " "
W. M. JAEKLE.....	" " " "	W. A. MILNER.....	" " " "
G. J. FOSTER.....	" " Albina, Ore.		