

OREGON-WASHINGTON RAILROAD & NAVIGATION Co.

(FIRST DISTRICT)

SUPPLEMENT A OREGON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, December 3, 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., Peninsula Jct. and Troutdale.

LENGTH OF PASSING TRACKS INTO CLEAR	WESTWARD.								STATION NUMBERS	Supplement A to Time Table No. 6 December 3, 1911	DISTANCES FROM PORTLAND	EASTWARD.							
	Second Class				First Class							First Class.				Second Class.			
		23	55	691	369	361	311	363				362	312	364	370	692	56	24	
	WAY FREIGHT	FAST FREIGHT	FAST FREIGHT	OREGON AND WASHINGTON EXPRESS	PORTLAND PASSENGER	SHASTA LIMITED	PORTLAND EXPRESS	SEATTLE PASSENGER	SHASTA LIMITED	SEATTLE EXPRESS	OREGON AND WASHINGTON EXPRESS	FAST FREIGHT	FAST FREIGHT	WAY FREIGHT					
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
2700																			
	PM L 1.30	AM L 12.40											PM A 11.30	AM A 9.30					
3200																			
	1.50	1.00											11.10	9.10					
3200																			
	2.10	1.20											10.55	8.55					
3460																			
	2.40	1.50											10.30	8.30					
1415																			
	2.50	2.00											10.25	8.25					
				AM L 7.30	PM L 6.00	PM L 2.00	PM L 5.00	AM L 6.10											
1415																			
	2.50	2.00	7.40	6.05	2.05	5.05	6.16												
	3.00	2.15	7.50	6.09	2.09	5.09	6.20												
	3.12	2.40	8.00	6.18	2.18	5.18	6.30												
	PM A	AM A	AM A																
	Daily	Daily	Daily	Daily	Daily	Daily	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.
- No. 6. Referring to Rule 504, Trains will wait five minutes after flagman has departed.
- No. 7. Northern Division trains will not obtain clearance at Portland or North Portland Jct., but will be governed by Special Instructions Nos. 8, 9, 10 and 12.

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.

MOVEMENTS BETWEEN EAST PORTLAND AND ST. JOHNS JCT. AND BETWEEN PENINSULA JCT. AND NORTH PORTLAND JCT.

- No. 9. All trains, yard engines and light engines proceed under control in both directions,

MOVEMENTS BETWEEN ST. JOHNS JCT. AND PENINSULA JCT.

- No. 10. 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 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 PENINSULA JCT. AND TROUTDALE.

- No. 11. All trains, yard engines, light engines, etc., proceed under control in both directions within yard limits at Kenton. 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 timetable 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.

YARDS:

- No. 12. The limits of Albina yard extend from East Portland Junction Switch to St. Johns Jct. The limits of North Portland Jct. yard extend from east portal of tunnel to North Portland Jct. The limits of Kenton yard extend from North Portland Jct. to yard limit sign located about 500 feet east of P. R. L. & P. Ry. overhead crossing.

W. BOLLONS, Superintendent, Portland, Ore.

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

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