

Portland Terminal Railroad Company



SPECIAL INSTRUCTIONS NO. 1

In Effect at 12:01 a.m.

Pacific Standard Time

Thursday, June 1, 1967

These instructions constitute a part of the Time Table currently in effect. Employees who's duties are in any way affected by the Time Table must have a copy of the Current Special Instructions and Current Time Table with them on duty while operating on tracks of the Portland Terminal R.R. Co.

J. H. JONES,
Manager

SPECIAL INSTRUCTIONS NO. 1

In Effect at 12:01 a.m.

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(1) The operation and movement of all trains or engines in either direction over Westward (inbound) main track from Northwest 15th Avenue to end of double track at Northwest 10th Avenue, from Northwest 10th Avenue to Northwest 18th Avenue on the Eastward (outbound) main track, and over all other Portland Terminal Railroad Company tracks, including those at Union Station (Depot Yard) and Lake Yard, will be governed by the current Consolidated Code of Operating Rules and General Instructions, and the current Special Instructions of the Portland Terminal Railroad Company.

Between Lake Yard and Northwest 15th Avenue on Westward main track, and between Northwest 18th Avenue and Lake Yard on the Eastward main track, movements by Portland Terminal Railroad Company engines in either direction will be governed by the effective Spokane Portland & Seattle Railway Company Time Table and Special Instructions.

The Time Table of the Portland Terminal Railroad Company is for information only. Employees of lines using tracks of the Portland Terminal Railroad Company will be governed by the current time table of their respective Companies as to arriving and departing times.

Trains have no superiority on tracks of the Portland Terminal Railroad Company.

(2) Maximum Speed Permitted: All movements must be made at reduced speed, but must not exceed eight (8) miles per hour over tracks at Depot Yard, nor exceed ten (10) miles per hour on tracks at Lake Yard.

(3) Westward trains and engines must not pass clearance point at end of double track (10th Avenue) until proceed signal is received from switch-tender or authority given by Yardmaster.

Passenger trains departing from Union Station Yard to S.P.&S. Railway Eastward main track must not occupy lead or main track until a proceed signal from switch-tender is received.

(4) S.P.&S. Railway yard crews and engines in charge of hostlers will not enter upon trackage of the Portland Terminal Railroad Company in vicinity of 10th Avenue without first receiving signal from Portland Terminal Railroad Company switch-tender. In the absence of the switch-tender permission may be granted by Yardmaster.

(5) On Depot Yard tracks #1 to #10 inclusive, a member of the crew must proceed all movements over crossings in front of the Station and Baggage Room unless a proceed signal is given by Stationmaster or other authorized person.

(6) The movement of trains and engines entering or leaving Depot Yard, Portland, via Front Avenue is governed by interlocking signals and rules.

The following signal indications will govern:

<u>Color</u>	<u>Indication</u>
Red	Stop
Yellow	Proceed at Restricted Speed
Red over Yellow	Proceed at Restricted Speed to tracks 9 through tracks 22
Yellow over Red	Proceed at Restricted Speed to tracks 1 through tracks 8

When a home interlocking signal indicates Stop the following whistle signals may be used to call for desired route:

For Albina	— 0
For Gulch	— —
For SP Main Line	0 —
For SP&S to East Side	0 0 —

(7) Impaired Clearance: At South end of Depot Yard, between Private Car lead and Depot track #3, and between Depot track #3 and track #4, movements must be made separately.

(8) a) Before cars of excess height and/or width are delivered to connections, Superintendent of the connecting carrier line must be notified, giving the specific measurements of such high or wide load; and car must not be permitted to move out until so authorized by him.

b) Superintendent of road delivering car of excess height or width to the Terminal must furnish wire information showing specific measurements and routing to the Manager of the Portland Terminal Railroad Company in advance of arrival of such cars.

c) Portland Terminal Railroad Company Yardmasters must notify other Yardmasters and engine Foremen handling high and/or wide loads including the Yardmaster and engine Foreman of the receiving road before cars are moved to connecting lines.

(9) Employes of all lines using tracks of the Portland Terminal Railroad Company will be governed by current Time Service instructions issued by their respective companies.

(10) Standard clock is located in Telegraph Office, Depot Yard Office, South-end Lake Yard Office, North-end Lake Yard Office and at the Roundhouse.

(11) Portland Terminal Railroad Company Section Foremen while on duty must have a reliable railroad grade watch, which must not vary more than thirty (30) seconds from correct time.

(12) a) Passenger Conductors before delivering their trains at Union Station will notify Portland Terminal Railroad Co. authorities by wire to provide proper care for any ill, inebriated, mentally ill, or unlawful passengers arriving on their trains.

b) Conductors will see that toilet doors are locked when trains are using tracks between Northwest 17th Avenue and Union Station, and tracks between Front Avenue and Union Station, and while standing on Depot tracks except when soil cans are properly placed under cars.

c) Passenger trainmen must determine on which side trains will unload on arrival at Union Station. Vestibules, side doors and trap doors must not be opened on opposite Station platform.

(13) Road engines for outbound passenger trains, when backing in on track where train is standing, must come to a full stop not less than forty (40) feet from train. Coupling will then be made only when proper signal is given. Engine must be moved slowly in making coupling to ~~other~~ train.