



**SPEED TABLE:**

CARBARN YARD SPEED..... 3 MPH  
 UNDER CONTROL..... 6 MPH  
 RESTRICTED SPEED..... 10 MPH  
 YARD LIMIT SPEED..... 10 MPH  
 MAXIMUM SPEED..... 15 MPH

**SPEED CHART - FOR INFORMATION ONLY**

Time Per Miles		Time Per Miles	
Mile	Per	Mile	Per
Min. Sec.	Hour	Min. Sec.	Hour
1.00	60.0	1.46	34.0
1.02	58.0	2.00	30.0
1.06	54.4	2.10	27.7
1.10	51.4	2.24	25.0
1.12	50.0	2.30	24.0
1.16	47.4	2.45	21.8
1.20	45.0	3.00	20.0
1.26	41.9	3.30	17.1
1.30	40.0	4.00	15.0
1.34	38.3	5.00	12.0
1.40	36.0	6.00	10.0
1.42	35.3	12.00	5.0

**EMERGENCY CONTACTS:**

**SPECIAL AGENT:**  
 B. R. SOPKE..... (503) 993-9435

**POLICE / FIRE / MEDICAL EMERGENCIES:**  
 LOCOM (LOPD Non Em.).....(503) 635-0238

**WILLAMETTE  
 SHORE TROLLEY  
 WILLAMETTE SHORE RAILWAY  
 PORTLAND SHORE LINE RY.**

Operated by the  
 Oregon Electric Railway  
 Historical Society

**JEFFERSON STREET DISTRICT**

**TIME TABLE**

**No.17**

To be used in conjunction  
 with Current Rule Book

Effective 12:01 A.M. Pacific Time

**TUESDAY, SEPT. 7th, 2004**

THIS TIMETABLE SUPERSEDES AND REPLACES  
 ALL PREVIOUS TIMETABLES & SUPPLEMENTS

For the government of  
 employees only, who must  
 also while on duty, have a  
 copy of the current

**RULE BOOK**

In their possession.

*Think! Is it Safe?*

R. C. COX – General Manager  
 C. L. COX – Asst. to General Manager  
 H. ROSENE – Superintendent of Operations  
 R. VANDEHEY – Roadmaster  
 B. R. SOPKE – Asst. Roadmaster

### EASTBOUND TRAINS -- TOWARDS PORTLAND

EASTWARD TRAINS - READ UP				Miles From Lake Oswego	TIME TABLE No. 17 Effective Tues. Sept. 7th 2004
WST 1 Fri-Sun	WST 3 Fri-Sun	WST 5 Fri-Sun	WST 7 Fri-Sun		
s11:32	s1:32	s3:32	s5:32	0.0	LAKE OSWEGO 0.2
11:31	1:31	3:31	5:31	0.2	CARBARNES 0.2
s11:30	s1:30	s3:30	s5:30	0.4	WILSONIA JUNCTION 0.4
11:27	1:27	3:27	5:27	0.8	BRIARWOOD 0.7
11:25	1:25	3:25	5:25	1.5	ELK ROCK TUNNEL (N. Portal) 0.3
s11:23	s1:23	s3:23	s5:23	1.8	RIVERWOOD 0.6
11:20	1:20	3:20	5:20	2.4	RIVERDALE 0.8
11:16	1:16	3:16	5:16	3.2	POWERS PARK SHOEFLY 0.4
s11:13	s1:13	s3:13	s5:13	3.6	SELLWOOD BR. / Staff Jennings 0.5
s11:10	s1:10	s3:10	s5:10	4.1	FULTON / MILES ST. 0.1
s11:09	s1:09	s3:09	s5:09	4.2	NEVADA ST. (OPB/Will. Park) 0.3
s11:08	s1:08	s3:08	s5:08	4.5	NEBRASKA ST. (Will. Park) 0.1
11:07	1:07	3:07	5:07	4.6	CAROLINA STREET YARD 0.4
11:05	1:05	3:05	5:05	5.0	BOUNDARY ST. 0.4
s11:03	s1:03	s3:03	5:03	5.4	HAMILTON COURT / AVALON 0.3
s11:01 AM	s1:01 PM	s3:01 PM	s5:01 PM	5.7	BANCROFT STREET (5.7)

TRACK THROUGH THOMAS ST. (MP 773.50) AND BEYOND OUT OF SERVICE.

MAXIMUM AUTHORIZED SPEED - 15 MPH

### WESTBOUND TRAINS -- TOWARDS LAKE OSWEGO

Miles From Bancroft Street	Mile Post	Control	WESTWARD TRAINS - READ DOWN			
			WST 2 Fri-Sun	WST 4 Fri-Sun	WST 6 Fri-Sun	WST 8 Fri-Sun
5.7	767.80		s10:01 AM	s12:01 PM	s2:01 PM	s4:01 PM
5.5	768.00	YL	10:02	12:02	2:02	4:02
5.3	768.20		s10:03	s12:03	s2:03	s4:03
4.9	768.60		10:06	12:06	2:06	4:06
4.2	769.32		10:08	12:08	2:08	4:08
3.9	769.59		s10:10	s12:10	s2:10	s4:10
3.3	770.20	TT or TO	10:13	12:13	2:13	4:13
2.5	770.98		10:17	12:17	2:17	4:17
2.1	771.40		s10:20	s12:20	s2:20	s4:20
1.6	771.90		s10:23	s12:23	s2:23	s4:23
1.5	772.00		s10:25	s12:25	s2:25	s4:25
1.2	772.30	YL	s10:26	s12:26	s2:26	s4:26
1.1	772.40		10:27	12:27	2:27	4:27
0.7	772.85	TT/TO	10:28	12:28	2:28	4:28
0.3	773.18	YL	s10:30	s12:30	s2:30	s4:30
0.0	773.41		s10:32	s12:32	s2:32	s4:32

WESTWARD (LAKE OSWEGO BOUND) TRAINS ARE SUPERIOR TO EASTWARD (PORTLAND BOUND) TRAINS OF THE SAME CLASS

Note: The designation "s" before a time indicates a passenger stop.

YL = Yard Limits, TT = Time Table, TO = Train Order

## SPECIAL INSTRUCTIONS

### RULE S-1.1 STANDARD TIME

Time on the Willamette Shore Railway will be Pacific Time, as set by the designated clock at the Lake Oswego Depot.

Motormen, Conductors, and all other Train Service Personnel must compare watches with the designated clock before commencing work.

### RULE S-1.2 TIME TABLE & RULE BOOK

Rules and regulations governing the employees of the Willamette Shore Trolley are issued in book form. Motormen, Conductors, and all other Train Service Personnel must carry with them a Time Table and current Rule Book while on duty.

### RULE S-1.3 BULLETINS

Motormen, Conductors, and all other Train Service Personnel must read, sign for, and familiarize themselves with any and all bulletins, general notices, and instructions posted on the Bulletin Board inside the Lake Oswego Car Barn before commencing work.

### RULE S-1.4 SPEED RESTRICTIONS - GEN.

Maximum Authorized Speed systemwide shall be fifteen (15) miles per hour.

### RULE S-1.5.1 COMMUNICATIONS – GENERAL

Trains occupying the mainline outside of yard limits are to have a radio and cell phone aboard and turned on.

Maintenance personnel, blocking the track for extended periods with equipment or tools, are to carry with them a radio.

### RULE S-1.5.2 RADIOS – FREQUENCIES

The following frequencies are in use on the WST:  
WST Road Channel #1 (UHF 465.5250)  
WST Yard Channel #2 (UHF 460.5250)

WST Road Channel #1 (UHF 465.5250) is in effect systemwide. This channel is programmed into the WST standard (Motorola MT-1000) radios as channel setting 1. WST Yard Channel #2 (UHF 460.5250) is programmed into the standard radios in all remaining channel settings, (2 through 16.)

## SPECIAL INSTRUCTIONS

### RULE S-1.5.3 RADIOS – CARE OF

When a train is operated with a two person crew, and only one radio is available, the radio shall be in the care of the Conductor.

### RULE S-1.5.4 RADIOS – USE OF

WST Road Channel #1 and WST Yard Channel #2 will communicate with each other over short distances only. However, WST Yard Channel #2 does not hit the repeater and therefore does not carry over broad distances. For this reason, WST Yard Channel #2 is restricted to use by work crews and auxiliary personnel. Trains must use WST Road Channel #1 to reliably communicate with the WST Depot, other trains, and maintenance personnel.

Before transmitting, personnel shall listen for a sufficient interval to be sure that the channel is not already in use.

### RULE S-1.5.5 RADIOS – LACK OF CONTACT

When using radios, there may be times when personnel are not able to contact, or get response from another train or the WST Depot. If it is necessary to transmit important information, it should be transmitted regardless of whether or not an acknowledgment is received, as the message may have been received but, due to location or low battery, an acknowledgment may not have been possible. When such information is transmitted, and no acknowledgment is received, necessary action must be taken based on the belief that the information was not received.

In the event of repeated lack of acknowledgment to broadcasts, radio operator should transmit the words "no contact" followed by their call sign or car number, and the word "out." Contact should then be attempted via cell phone.

## SPECIAL INSTRUCTIONS

### RULE S-2.1.1 TRAIN MOVEMENT – CONTROL

Control of Train Movements on the Willamette Shore Railway shall be governed by Timetable and Train Order. Unscheduled movements shall not be made without a Train Order, except in emergency or upon authorization of the Trainmaster or superior officer, or designee.

### RULE S-2.1.2 TRAIN ORDERS & TRACK WARRANTS

The terms "Train Order" and "Track Warrant" may be used interchangeably.

### RULE S-2.2 CLEARANCE FORM "A"

Train Crews must obtain Clearance Form "A" before departing Lake Oswego.

### RULE S-2.3 SUPERIORITY OF TRAINS

Westward Trains are superior to Eastward Trains of the same class.

### RULE S-2.4 EXTRA MOVEMENTS

All trains not scheduled on the Time Table shall be considered Extra Trains, and are inferior to scheduled Trains, unless specified otherwise by Train Order.

### RULE S-2.5 NON REVENUE EXTRA TRAINS

All non-revenue trains not scheduled on the Time Table shall be considered Work Extra movements, and are inferior to all other train movements.

### RULE S-2.6 YARD LIMITS

Permanent Yard Limits are established from Lake Oswego (MP 767.80) to Wilsonia (MP 768.20); from Nebraska Street (MP 772.30) to Carolina Street (MP 772.40); and from Hamilton Court / Avalon (MP 773.18) to end of track at SW Bancroft & Moody Streets, (MP 773.41).

All movements within Yard Limits will proceed at restricted speed, (10 miles per hour,) prepared to stop and clear for opposing movements.

### RULE S-2.7 FOULING TRACK

Personnel working on the main track, blocking the track with equipment or tools, must prior to beginning work request Foul Time. Foul Time may be requested from the Trainmaster or superior officer, or designee.

## SPECIAL INSTRUCTIONS

### RULE S-3.1 GATED CROSSINGS

Public Storage 768.19

Trains approaching gated crossings from either direction MUST STOP SHORT OF CROSSING and NOT PROCEED until six (6) seconds have passed with the gates fully lowered.

### RULE S-3.2 WIG-WAG CROSSINGS

Riverwood Road	768.70
Moorage Road	771.70
Nebraska Street	772.30

Trains approaching Wig-Wag protected crossings from either direction MUST STOP SHORT OF CROSSING and NOT PROCEED until twenty (20) seconds have passed from inception of the signal activation.

### RULE S-3.3 UNPROTECTED CROSSINGS

Staff Jennings	771.40
Miles Street	771.90
Nevada Street	772.00
Carolina Street	772.40
Pendleton Street	772.56
Boundary Street	772.85
Whosong & Larry's	773.05
Hamilton Court	773.18
Hamilton Street	773.29
Benz Spring	773.32
Bancroft Street	773.41

### RULE S-3.4.1 MILES STREET

Trains approaching unprotected crossing at Miles Street (MP 771.90) from either direction MUST COME TO A FULL STOP SHORT OF CROSSING before proceeding.

### RULE S-3.4.2 BOUNDARY ST. TO WHOSONG

Trains approaching crossings from Pendleton Street (MP 772.56) through Whosong & Larry's (MP 773.05) shall NOT SOUND WHISTLE EXCEPT IN EMERGENCY.

### RULE S-3.4.3 HAMILTON COURT

Trains approaching unprotected crossing at Hamilton Court (MP 773.18) from either direction MUST COME TO A FULL STOP SHORT OF CROSSING before proceeding.

## SPECIAL INSTRUCTIONS

### RULE S-3.4.3 HAMILTON COURT

Trains approaching unprotected crossing at Hamilton Court (MP 773.18) from either direction **MUST COME TO A FULL STOP SHORT OF CROSSING** before proceeding.

### RULE S-3.4.4 ALL OTHER CROSSINGS

All other crossings, and all crossings not otherwise mentioned, Trains will operate prepared to stop short of obstructions or traffic hazard.

### RULE S-3.5.1 GENERAL MALFUNCTION OF SIGNALS

All signal malfunctions regardless of type shall be reported to the WST General Manager.

### RULE S-3.5.2 MALFUNCTION OF GATED SIGNALS

Malfunction of Gated signals at Public Storage (WST MP 768.19, PNWR Tillamook District MP 743.80,) shall be reported immediately to Portland & Western Railroad Dispatcher at (800) 800-2203 or (541) 924-6599. When reporting malfunction to P&W, refer to the crossing by it's P&W milepost.

### RULE S-3.5.3 MALFUNCTION OF WIG-WAG SIGNALS

Malfunction of all Wig-Wag signals shall be reported to the WST General Manager.

### RULE S-4.1.1 PASSENGER PLATFORMS - SPEED RESTRICTIONS

At Lake Oswego (MP 767.8) and Bancroft Street (MP 773.4), Trains must be sure that tracks are clear before approaching, and proceed with caution.

### RULE S-4.1.2 ALL BRIDGES & TRESTLES - SPEED RESTRICTIONS

Bridges and Trestles are located as follows:

Stampher Road	768.20
Briarwood Trestle	768.60
Riverwood (Long) Trestle	770.03
Short (Stelway) Trestle	770.22
Sellwood Ferry (Staff Jennings)	771.39
Jones (Cal's) Trestle	772.84

Caution will be used in approaching and crossing all Bridges and Trestles.

## SPECIAL INSTRUCTIONS

### RULE S-4.1.3 RIVERWOOD TRESTLE - SPEED RESTRICTIONS

Eastbound Trains (towards Portland) crossing Riverwood Trestle (MP 770.03) must proceed at speeds no greater than six (6) miles per hour.

Westbound Trains (towards Lake Oswego) crossing Riverwood Trestle (MP 770.03) must proceed at speeds no greater than ten (10) miles per hour.

### RULE S-4.2.1 RIVERWOOD TRESTLE - SAFETY STOP

Eastbound Trains (towards Portland) approaching Riverwood Trestle (MP 770.03) **MUST COME TO A FULL STOP SHORT OF TRESTLE** before proceeding under control (6 MPH).

Westbound Trains (towards Lake Oswego) may proceed across Riverwood Trestle at restricted speed (10 MPH) without stopping.

### RULE S-4.2.2 CARBARNs - SAFETY STOP

Eastbound Trains (towards Portland) approaching the carbarn lead switch (MP 768.00) **MUST COME TO A FULL STOP SHORT OF THE SWITCH POINTS** before proceeding.

### RULE S-4.3 CARBARNs - IMPAIRED CLEARANCES

Overhead and side clearances are impaired at Carbarns (MP 768.00). Use caution.

### RULE S-4.4 ELK ROCK TUNNEL - WHISTLE SIGNAL

Trains approaching Elk Rock Tunnel (MP 769.3) from either direction shall **SOUND ONE LONG WHISTLE**.

### RULE S-4.5.1 RESTRICTIONS - HI-RAIL EQUIPMENT

Motor vehicles equipped with Hi-Rail gear are prohibited from traveling by rail over any turnout equipped with self guarding frogs, except in emergency or upon authorization of the Trainmaster or superior officer, or designee.

Motor vehicles equipped with Hi-Rail gear must proceed through facing point switches at restricted speed (10 MPH).

## WARNING!

**YOU ARE HEREBY WARNED THAT  
A TRAIN MAY BE MOVING  
ON ANY TRACK AT ANY TIME  
IN EITHER DIRECTION**