

UNITED RAILWAYS COMPANY

EMPLOYEES' TIME TABLE No. 12

To Take Effect at Twelve-One (12.01) O'clock, A. M.
PACIFIC TIME

THURSDAY, APRIL 1ST, 1915

THIS TIME TABLE FOR USE OF EMPLOYEES' ONLY.

Superseding Time Table No. 11 and all supplements thereto.

A. J. DAVIDSON,
Superintendent.

C. O. JENKS,
General Manager.

WEST BOUND					Time Table No. 12 April 1, 1915	EAST BOUND				
FIRST CLASS						Distance from Wilkesboro	Tele- phone Stations	FIRST CLASS		
5	3	1	Car Capacity of Sidings	Distance from Linnton				2	4	6
Local	Local	Local						Local	Local	Local	Local
Daily	Daily	Daily			Daily	Daily	Daily			
L 6.00PM	L 1.15PM	L 8.55AM		0.0	LINNTON	19.1	D	A 8.43AM	A 11.45AM	A 4.22PM
BETWEEN UNITED JUNCTION AND LINNTON, TRAINS WILL BE GOVERNED BY S. P. & S. RY. PORTLAND DIVISION TIMETABLE AND RULES										
6.03	1.18	8.58		0.6	0.6 United Junction	18.6	J	f 8.38	f 11.38	f 4.18
f 6.07	f 1.22	f 9.02		1.4	0.8 Harborton	17.7	J	f 8.35	f 11.35	f 4.15
f 6.10	f 1.27	f 9.07	S7	2.6	1.2 Ban	16.5		f 8.33	f 11.28	f 4.12
s 6.15	s 1.32	s 9.12	7	4.4	1.8 BURLINGTON	14.7	D	s 8.28	s 11.23	s 4.07
f 6.20	f 1.37	f 9.19	S3	6.1	1.7 Falkenberg	13.0		f 8.23	f 11.17	f 4.01
f 6.22	f 1.38	f 9.21	S5	6.6	0.5 Tunnel Spur	12.5	J	f 8.22	f 11.16	f 4.00
f 6.26	f 1.43	f 9.26	S4	8.2	1.6 Rockton	10.9	J	f 8.18	f 11.12	f 3.56
f 6.28	f 1.45	f 9.29	S8	8.9	0.7 Valle Vista	10.2		f 8.16	f 11.09	f 3.53
s 6.30	s 1.47	s 9.33	S4	9.7	0.8 Bowers Jct.	9.4	J	s 8.13	s 11.07	s 3.51
f 6.31	f 1.48	f 9.35	S7	10.3	0.6 Helvetia	8.8		f 8.11	f 11.05	f 3.49
f 6.33	f 1.50	f 9.37	S4	10.9	0.6 Groveland	8.2	J	f 8.10	f 11.03	f 3.47
f 6.36	f 1.53	f 9.40	S7	11.8	0.9 Connell	7.3		f 8.08	f 11.01	f 3.45
f 6.39	f 1.56	f 9.43	S7	12.8	1.0 Lincoln	6.3		f 8.06	f 10.58	f 3.42
s 6.43	s 2.01	s 9.49	34	14.6	1.8 NORTH PLAINS	4.5	D	s 8.01	s 10.53	s 3.37
f 6.52	f 2.11	f 10.01	S12	18.1	3.5 Christie	1.0		f 7.52	f 10.42	f 3.27
A 6.55PM	2.15PM	A 10.05AM	S17Y	19.1	1.0 WILKESBORO	0.0	D	L 7.50AM	L 10.40AM	L 3.25PM
5	3	1						2	4	6
Daily	Daily	Daily						Daily	Daily	Daily
.55	1.00	1.10						.53	1.05	.57
20.8	19.1	16.4						21.6	17.6	20.1
					Time Over District					
					Average Speed per Hour					

East Bound trains are superior to trains of the same class in the opposite direction (see Rule 72.)

Commercial Spurs and Passenger Flag Stops Between Stations

Name.	Miles from Linnton.	Capacity of Sidings in Feet.	Flag Stop for Trains.
West. Ore. Lbr.	0.9	....	All Trains.
Millers	1.8	....	All Trains.
Armona	2.1	....	All Trains.
Lucerne	2.4	....	All Trains.
Twinfir	12.2	2	All Trains.
Davis	15.8	9	All Trains.
Dersham	16.4	....	All Trains.
Hill Acres	17.1	5	All Trains.

COMPANY SURGEONS

Dr. Jas. C. Zan, Chief Surgeon, Corbett Bldg., Portland, Phone Main 6071 or A2522. After 6 P. M., Main 7211 or A2721.
Dr. S. M. Mann, Linnton.
Dr. W. B. Munford, Wilkesboro.
Stretcher located at North Plains.

WATCH INSPECTORS

A. L. Haman, Chief Time Inspector, St. Paul, Minn.
Al. W. Field, Portland.
A. & C. Feldenheimer, Portland.

SPECIAL RULES

- Registering Stations—Linnton, Bowers Junction and Wilkesboro.
- On Passenger Trains vestibule doors between coaches must be kept closed when made up in trains and under no circumstances will passengers be permitted to pass from one coach to another by stepping across.
- Trap Doors must be kept down and side vestibule doors closed while trains are in motion. It is just as imperative that trap doors be down as it is that side vestibule doors be kept closed. Vestibule doors will be opened and trap doors up only when trains are making station stops.
- When Passenger Cars are added to or taken off Passenger Trains trolley poles must be lowered from trolley wire before bus line is coupled or uncoupled. Fuses must not be renewed nor any part of the electrical appliances of motor cars touched or repaired until trolley has been lowered from trolley wire. Glass cover over Automatic Relay must not be removed. Defective Relays must be reported at once.
- Derail Switches are located on all Passing Tracks and Spurs where there is danger of cars running out. Derails must be left at derail at all times, except when in use.
- Automatic Block Signals.**—All train movements through Cornelius Tunnel will be governed by automatic block signals. Vertical position of semaphore blade, and display of green light by night, indicates that block is clear and trains may proceed. Horizontal, or inclined position of the arm, or display of red light by night, indicates that block is occupied, and trains finding semaphore in this position will come to full stop and immediately protect by flag. If block signal is found at stop position Dispatcher will be immediately notified by telephone. No train, engine or motor will be permitted to go through tunnel block when block signals are in stop position without flagman preceding train entirely through tunnel. Fifteen (15) minutes should be allowed flagman in order to insure full protection before starting train and then train should not exceed a speed of five (5) miles per hour. No flag movement will be made through tunnel unless authorized by Train Dispatcher. If impossible to get in communication with Train Dispatcher above rule will govern.
- At Linnton No. 1 waits connection with S. P. & S. No. 21; No. 3 with S. P. & S. No. 25; No. 5 with S. P. & S. No. 27.

SPEED RESTRICTIONS.

- Trains must reduce speed to ten (10) miles per hour through Linnton, over Holbrook Canyon and Rock Creek bridges. All trains will not exceed speed of fifteen (15) miles per hour over bridges between Linnton and Tunnel Spur.
- Linnton Yard Limits on S. P. & S. extend from 500 feet east of the east switch of passing track to 500 feet west of United Rys. connection switch.
- Burlington Yard Limits extend from yard limit board five hundred (500) feet west of station to yard limit board five hundred (500) feet east of east head block passing track. All train movements at Burlington between yard limit boards must be made under full control passing track is located one thousand (1,000) feet east of station around a curve.

S. A. Gagnon, Dispatcher
A. Kase, "
E. D. Lackey, "
E. M. Herring, Chief Dispatcher
E. B. Heath, Trainmaster