

UNITED RAILWAYS COMPANY

TIME TABLE No. 24

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.
PACIFIC TIME

MONDAY, OCTOBER 16, 1922

SUPERSEDING TIME TABLE No. 23 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

2 WESTWARD					EASTWARD					
SECOND CLASS		FIRST CLASS			Time Table No. 24					
3		1			OCTOBER 16, 1922					
Mixed		Passenger			STATIONS					
Leave Daily		Leave Daily			Distance from Wilkesboro					
5.15 PM		1.40 PM			19.1 D s 4.35 PM s 11.30 AM					
BETWEEN UNITED JUNCTION AND LINNTON, TRAINS WILL BE GOVERNED BY S. P. & S. RY. PORTLAND DIVISION TIME TABLE AND RULES										
5.20		1.45		0.6	0.6	18.6	J	4.30		11.25
f 5.23		f 1.47		1.4	0.8	17.7	J	f 4.28		f 11.21
f 5.32		f 1.51	S7	2.6	1.2	16.5		f 4.24		f 11.13
5.38		1.54		3.7	1.1	15.4		4.21		11.05
s 5.42		s 1.56	7	4.4	0.7	14.7		s 4.19		s 11.01
f 5.53		f 2.00	S3	6.1	1.7	13.0		f 4.14		f 10.48
f 5.57		f 2.02	S5	6.6	0.5	12.5	J	f 4.12		f 10.44
f 6.05		f 2.06	S4	8.2	1.6	10.9	J	f 4.08		f 10.35
f 6.08		f 2.08	S8	8.9	0.7	10.2		f 4.06		f 10.30
s 6.15		s 2.11	S4	9.7	0.8	9.4	J	s 4.03		s 10.26
f 6.18		f 2.12	S7	10.3	0.6	8.8		f 4.01		f 10.23
f 6.22		f 2.14	S4	10.9	0.9	8.2	J	f 3.59		f 10.19
f 6.27		f 2.16	S8	11.8	1.0	7.3		f 3.57		f 10.15
f 6.34		f 2.19	S7	12.8	1.0	6.3		f 3.54		f 10.10
s 6.45		s 2.25	34	14.6	1.8	4.5	D	s 3.48		s 10.01
f 7.07		f 2.36	S12	15.1	3.5	1.0		f 3.38		f 9.37
s 7.15 PM		s 2.40 PM	S17Y	19.1	1.0	0.0	D	3.35 PM		9.30 AM
Arrive Daily		Arrive Daily						Leave Daily		Leave Daily
2:00		1:00						1:00		2:00
9.5		19.1						19.1		9.5
					Time Over District Average Speed per Hour					

SPECIAL RULES

1. Registering Stations—Linnton, River Junction and Wilkesboro.
2. 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.
3. 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.
4. 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.
5. 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.
6. **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.
7. No. 1 waits at Linnton for connection with S. P. & S. No. 25; No. 3 for connection with S. P. & S. No. 27.
8. All Eastward trains must obtain Dispatcher's Clearance on all over-due trains at United Junction before entering S. P. & S. main line.
9. Water Station located 1500' east of depot North Plains.

SPEED RESTRICTIONS

10. Passenger Trains must not exceed thirty (30) miles per hour, freight trains twenty-five (25) miles per hour, and log trains twelve (12) miles per hour on any portion of the railway. 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. Steam locomotives must not exceed speed of 20 miles per hour between Linnton and Wilkesboro and must reduce speed to 10 miles per hour over all bridges.

YARDS

11. Linnton Yard Limits on S. P. & S. extend from 1000 feet east of east switch of the Clark-Wilson Lbr. Co. loading track to 500 feet west of United Rys. connection switch.
12. 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.
13. All trainmen and others interested are hereby warned that the majority of cattle guards on United Railways Company are closer to tracks than required standard of the Public Service Commission of Oregon.
14. Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding indicates there are platforms or structures located alongside same which do not provide minimum horizontal clearance prescribed by Public Service Commission of Oregon. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.

CLEARANCE TABLE

	Heights Above Top of Rail									
	1'	2'	3'	4'	5'	6'	7'	8'	9'	10'
Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide
Linnton to Wilkesboro..	17'6"	17'6"	17'6"	17'6"	17'6"	17'6"	17'6"	17'6"	17'6"	17'0"
Front and Glian Sts., Portland..	17'	17'	17'	17'	17'	17'	17'	17'	17'	17'

Conductors must be absolutely positive that loads do not exceed these dimensions and must not move cars of greater dimensions without instructions from superintendent.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS—Exception: No. 3 is superior to No. 4.

Commercial Spurs and Passenger Flag Stops Between Stations

Name	Miles from Linnton	Capacity of Sidings in Cars	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
McCoy.....	6.9	25	All Trains
Twinfir.....	12.2	2	All Trains
Vadis.....	15.8	9	All Trains
Dersham.....	16.4	.....	All Trains
Hill Acres.....	17.0	5	All Trains

LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
1	7.6 miles west of Linnton.....	4180 feet

COMPANY SURGEONS

Dr. Jas. C. Zan, Chief Surgeon, Corbett Bldg., Portland.
 Dr. C. E. Brous, Linnton.
 Dr. G. F. Via, Wilkesboro.
 Stretcher located at North Plains.

WATCH INSPECTORS

A. L. Haman, Chief Time Inspector, St. Paul, Minn.
 W. H. Saxton, Portland, Ore.

E. M. HERRING, Dispatcher
 F. S. BARLOW, Dispatcher
 E. D. LACKEY, Dispatcher

S. A. GAGNON, Night Chief Dispatcher
 R. C. SCOFFERN, Chief Dispatcher

E. B. HEATH, Trainmaster