

UNITED RAILWAYS COMPANY
EMPLOYEES' TIME TABLE

Effective Sunday, December 24, 1911

5:00 A. M. "Pacific Time"

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

C. A. COOLIDGE,
General Manager.

C. D. PHILLIPP,
Superintendent.

PORTLAND-BANKS DIVISION

Time Table No. 8

December 24, 1911

STATIONS

EASTWARD

FIRST CLASS

STATIONS	DISTANCE FROM BANKS	FIRST CLASS																STATION NOS.
		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	
		Portland Passenger Daily Ex. Sun.	Portland Passenger Daily	Portland Passenger Daily	Portland Passenger Daily	Portland Passenger Daily	Portland Passenger Daily	Portland Passenger Daily	Portland Passenger Daily	Portland Passenger Daily	Portland Passenger Daily	Portland Passenger Daily	Portland Passenger Daily	Portland Passenger Daily	Portland Passenger Sat & Sun Only	Portland Passenger Sat & Sun Only	Portland Passenger Sun & Mon Only	
DRY PORTLAND	27.8	6.55	7.55	8.55	9.55	10.55	12.18	1.55	2.55	3.55	4.55	5.55	6.15	7.28	9.50	11.35	1.00	0
J Shops	24.3	6.35	7.35	8.35	9.35	10.35	11.58	1.35	2.35	3.35	4.35	5.35	6.04	7.08	9.30	11.15	12.40	8
Stockdale	23.8	6.31	7.31	8.31	9.31	10.31	11.55	1.31	2.31	3.31	4.31	5.31	6.01	7.05	9.27	11.12	12.37	4
CHIT Inn	22.9	6.29	7.29	8.29	9.29	10.29	11.53	1.29	2.29	3.29	4.29	5.29	5.59	7.03	9.25	11.10	12.35	5
J Beatty	22.3	6.27	7.27	8.27	9.27	10.27	11.51	1.27	2.27	3.27	4.27	5.27	5.58	7.02	9.24	11.09	12.34	5A
Watson	21.8	6.25	7.25	8.25	9.25	10.25	11.50	1.25	2.25	3.25	4.25	5.25	5.57	7.01	9.23	11.08	12.33	6
Webster	21.3	6.24	7.24	8.24	9.24	10.24	11.49	1.24	2.24	3.24	4.24	5.24	5.56	7.00	9.22	11.07	12.32	6A
Gov. Moorings	20.8	6.23	7.23	8.23	9.23	10.23	11.48	1.23	2.23	3.23	4.23	5.23	5.55	6.59	9.21	11.06	12.31	7
Whitwood Court	20.3	6.22	7.22	8.22	9.22	10.22	11.46	1.22	2.22	3.22	4.22	5.22	5.54	6.57	9.19	11.04	12.29	7A
Glen Harbor	19.8	6.20	7.20	8.20	9.20	10.20	11.42	1.20	2.20	3.20	4.20	5.20	5.53	6.55	9.17	11.02	12.27	8
J Linnton	19.2	6.18	7.18	8.18	9.18	10.18	11.40	1.18	2.18	3.18	4.18	5.18	5.51	6.53	9.15	11.00	12.25	9
J Harbor	17.7	6.14	7.14	8.14	9.14	10.14	11.36	1.14	2.14	3.14	4.14	5.14	5.11	6.13	9.11	10.56	12.21	10
Miller's Station	17.3	6.13	7.13	8.13	9.13	10.13	11.35	1.13	2.13	3.13	4.13	5.13						10A
Ban	16.5	6.11	7.11	8.11	9.11	10.11	11.33	1.11	2.11	3.11	4.11	5.11						11
DR BURLINGTON	14.8	6.08	7.08	8.08	9.08	10.08	11.28	1.08	2.08	3.08	4.08	5.08						13
Falkenberg	13.1	6.00	7.00	8.00	9.00	10.00	11.22	1.00	2.00	3.00	4.00	5.00						15
J Tunnel Spur	12.3	6.57	7.57	8.57	9.57	10.57	11.19	1.57	2.57	3.57	4.57	5.57						16
J Plain View	11.2	6.52	7.52	8.52	9.52	10.52	11.14	1.52	2.52	3.52	4.52	5.52						17
Valle Vista	10.2	6.50	7.50	8.50	9.50	10.50	11.12	1.50	2.50	3.50	4.50	5.50						18
Helvetia	8.9	6.47	7.47	8.47	9.47	10.47	11.09	1.47	2.47	3.47	4.47	5.47						19
D Groveland	8.2	6.45	7.45	8.45	9.45	10.45	11.07	1.45	2.45	3.45	4.45	5.45						20
Connell	7.3	6.43	7.43	8.43	9.43	10.43	11.05	1.43	2.43	3.43	4.43	5.43						21
Lincoln	6.3	6.40	7.40	8.40	9.40	10.40	11.02	1.40	2.40	3.40	4.40	5.40						22
D NORTH PLAINS	4.6	6.37	7.37	8.37	9.37	10.37	10.59	1.37	2.37	3.37	4.37	5.37						23
Dersham	2.7	6.29	7.29	8.29	9.29	10.29	10.52	1.29	2.29	3.29	4.29	5.29						25
Christie	1.0	6.24	7.24	8.24	9.24	10.24	10.48	1.24	2.24	3.24	4.24	5.24						27
DRY BANKS	0.0	6.20	7.20	8.20	9.20	10.20	10.45	1.20	2.20	3.20	4.20	5.20						28
Time Over District		0.37	0.47	0.47	1.35	0.47	1.32	0.47	0.47	0.47	1.35	0.47	0.24	0.35	0.35	0.25	0.35	
Average Speed per Hour		13.96	16.50	16.50	17.55	18.50	18.13	16.50	16.50	16.50	17.55	16.50	21.06	14.74	14.74	14.74	14.74	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Nos. 7 and 15 register at Burlington by ticket (Rule 83B). Operators and Conductors must comply with Rule 06. Fifth, Tenth, Burnside, Gilean, Sixteenth, Thorman and Twenty-Fourth Streets, Portland, and Clark Wilson are regular stops for all trains. Willbridge, Waldemere, Armons and Lucerne are flag stops for all trains.

SPECIAL INSTRUCTIONS

Portland yard limits extend to yard sign west of Shops. (See Rule 93).

PROTECTION AT OTHER STATIONS—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 time table 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.

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 semaphore is found at stop position, dispatcher will be immediately called on telephone and authority asked to proceed, which may be given, providing block is not occupied by another train. If it is impossible to raise dispatcher on account of wire or other trouble, flagman will proceed entirely through tunnel, and another member of the train crew will take position in the tunnel where he can be seen, and if track is clear signal will then be given to come ahead.

Trains must reduce speed to 10 miles per hour at Rock Point west of Whitwood Court, over Holbrook Canyon and Rock Creek Bridges; 12 miles per hour through Linton, and 15 miles per hour over all bridges between Linton and Tunnel Spur.

All trains (including light engines or motors) must approach all street crossings under control, and stop before crossing tracks of another company. All Portland Railway cars within 100 feet of crossing shall be given right of way.

Before going on joint track south of Madison Street, obtain from Oregon Electric Railway Company train dispatcher a train order showing whether all regular trains have arrived or departed and if any extras. Keep clear of all first class Oregon Electric trains, and failing to clear main track by the time required by rule must be protected by flagman. All movements on joint track must be under control prepared to stop, unless the main track is seen or known to be clear.

Front Street track north of Taylor Street should be cleared prior to 6 A. M. and not used between 6 A. M. and 7 P. M. except Sundays and Holidays; speed restricted to six miles per hour on this street, approach all street crossings under control, stop before crossing tracks of another company. At Burnside, Morrison, Madison and Columbia Streets, send flagman ahead and flag the crossings. All Portland Railway cars within 100 feet of crossing shall be given right of way. When moving south do not attempt to pass Portland Railway car entering from Yamhill to Front Street, but allow them to pass curve into Front Street before passing them; equal care should be exercised when approaching this curve from the opposite direction, the street car being given prior right of way. Bell should be rung at all street crossings, and upon entering or leaving streets from or to private right of way, but unnecessary ringing of bell or use of whistle at night is to be avoided. A red lantern must be placed on either end of all cars left on the street at night.

When passenger cars are added to or taken off, passenger trains trolley pole must be lowered from trolley wire before bus line is coupled or uncoupled.

Derail switches are located on all passing tracks and spurs where there is danger of cars running out. The derail must be left at derail at all times except when in use.

Commercial Spurs Between Stations

PROPERTY OF:
JAMES P. GRAVES

14481-57th Ave. S.
Tukwila, Wash. 98067

Abeto Spur 1 mile east of Burlington.

Davis Spur .59 mile east of Dersham.

Smith Spur .10 mile west of Stockdale.

Bowers Spur .55 mile east of Helvetia.

COMPANY SURGEONS,

*Dr. Jas. C. Zan, Chief Surgeon, Corbett Bldg., Portland, Phone Main 450.
After 6 P. M. Main 7211 or A2721.*

Dr. S. M. Mann, Linton.

Dr. G. D. Murphy, North Plains.

WATCH INSPECTORS,

Belding Bros., Portland.

DISPATCHERS,

E. B. Heath, E. M. Herring, S. A. Gagnon.

WEST BOUND					Time Table No. 13 June 19, 1915	EAST BOUND					
FIRST CLASS						FIRST CLASS					
5	3	1	Car Capacity of Sidings	Distance from Linnton		Distance from Wilkesboro	Telephone Stations	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 11.35AM	A 4.32PM	
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	United Junction	18.6	J	f 8.38	f 11.28	f 4.28
f	6.07	f 1.22	f 9.02		0.8	Harborton	17.7	J	f 8.35	f 11.25	f 4.25
f	6.10	f 1.27	f 9.07	S7	1.2	Ban	16.5		f 8.33	f 11.18	f 4.22
s	6.15	s 1.32	s 9.12	7	1.8	BURLINGTON	14.7	D	s 8.28	s 11.13	s 4.17
f	6.20	f 1.37	f 9.19	S3	1.7	Falkenberg	13.0		f 8.23	f 11.07	f 4.11
f	6.22	f 1.38	f 9.21	S5	0.5	Tunnel Spur	12.5	J	f 8.22	f 11.06	f 4.10
f	6.26	f 1.43	f 9.26	S4	1.6	Rockton	10.9	J	f 8.18	f 11.02	f 4.06
f	6.28	f 1.45	f 9.29	S8	0.7	Valle Vista	10.2		f 8.16	f 10.59	f 4.03
s	6.30	s 1.47	s 9.33	S4	0.8	Bowers Jct.	9.4	J	s 8.13	s 10.57	s 4.01
f	6.31	f 1.48	f 9.35	S7	0.6	Helvetia	8.8		f 8.11	f 10.55	f 3.59
f	6.33	f 1.50	f 9.37	S4	0.6	Groveland	8.2	J	f 8.10	f 10.53	f 3.57
f	6.36	f 1.53	f 9.40	S7	0.9	Connell	7.3		f 8.08	f 10.51	f 3.55
f	6.39	f 1.56	f 9.43	S7	1.0	Lincoln	6.3		f 8.06	f 10.48	f 3.52
s	6.43	s 2.01	s 9.49	34	1.8	NORTH PLAINS	4.5	D	s 8.01	s 10.43	s 3.47
f	6.52	f 2.11	f 10.01	S12	3.5	Christie	1.0		f 7.52	f 10.32	f 3.37
A 6.55PM	A 2.15PM	A 10.05AM	S17Y	19.1	1.0	WILKESBORO	0.0	D	L 7.50AM	L 10.30AM	L 3.35PM
	5	3	1						2	4	6
	Daily	Daily	Daily						Daily	Daily	Daily
	.55	1.00	1.10			Time Over District			.53	1.05	.57
	20.8	19.1	16.4			Average Speed per Hour			21.6	17.6	20.1

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 Surgen, 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.

PROPERTY OF
 JAMES P. GRAYES
 14481-57th Ave. S.
 Tukwila, Wash. 98067

SPECIAL RULES

- No. 1. Registering Stations—Linnton, Bowers Junction and Wilkesboro.
- No. 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.
- No. 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.
- No. 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.
- No. 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.
- No. 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.
- No. 7. At Linnton No. 1 waits connection with S. P. & S. No. 29; No. 3 with S. P. & S. No. 25; No. 5 with S. P. & S. No. 27.

SPEED RESTRICTIONS.

- No. 8. 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.
- No. 9. 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.
- No. 10. 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.

E. M. Herring, Dispatcher
 S. A. Gagnon, "
 E. D. Lackey, "
 A. Kaese, Chief Dispatcher
 E. B. Heath, Trainmaster
 P. McKay, Asst. Superintendent