

UNITED RAILWAYS COMPANY

EMPLOYEES' TIME TABLE

Effective Monday, April 22, 1912

4:00 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-WILKESBORO DIVISION

WESTWARD

FIRST CLASS

Length of passing tracks in the clear, and location of scales and turning stations	FIRST CLASS																DISTANCE FROM PORTLAND	Time Table No. 9															
	31		29		27		25		23		21		19		17			15		13		11		9		7		5		3		1	
	Linnton Passenger	Linnton Passenger	Linnton Passenger	Wilkesboro Passenger	Linnton Passenger	Burlington Passenger	Burlington Passenger	Burlington Passenger	Wilkesboro Passenger	Burlington Passenger	Wilkesboro Passenger	Burlington Passenger	Wilkesboro Passenger	Burlington Passenger	Burlington Passenger	Linnton Passenger																	
	Daily	Sat & Sun Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily Ex. Sun															
	PM L 11.35	PM L 10.00	PM L 7.45	PM L 6.15	PM L 5.15	PM L 4.15	PM L 3.15	PM L 2.15	PM L 1.15	AM L 11.15	AM L 10.15	AM L 9.15	AM L 8.15	AM L 7.15	AM L 6.15	AM L 5.45	0.0	DRY PORTLAND															
1229	f 11.55	f 10.20	f 8.05	f 6.35	f 5.35	f 4.35	f 3.35	f 2.35	f 1.35	f 11.35	f 10.35	f 9.35	f 8.35	f 7.35	f 6.35	f 6.05	3.5	J	3.5 Shops														
551	f 11.56	f 10.21	f 8.06	f 6.36	f 5.36	f 4.36	f 3.36	f 2.36	f 1.36	f 11.36	f 10.36	f 9.36	f 8.36	f 7.36	f 6.36	f 6.06	4.0		0.5 Stockdale														
	f 11.59 A M	f 10.24	f 8.09	f 6.39	f 5.39	f 4.39	f 3.39	f 2.39	f 1.39	f 11.39	f 10.39	f 9.39	f 8.39	f 7.39	f 6.39	f 6.08	4.9		0.9 Cliff Inn														
200	f 12.01	f 10.26	f 8.11	f 6.41	f 5.41	f 4.41	f 3.41	f 2.41	f 1.41	f 11.41	f 10.41	f 9.41	f 8.41	f 7.41	f 6.41	f 6.09	5.5	J	0.6 Beatty														
605	f 12.02	f 10.27	f 8.12	f 6.42	f 5.42	f 4.42	f 3.42	f 2.42	f 1.42	f 11.42	f 10.42	f 9.42	f 8.42	f 7.42	f 6.42	f 6.10	6.0		0.5 Watson														
464	f 12.03	f 10.28	f 8.13	f 6.43	f 5.43	f 4.43	f 3.43	f 2.43	f 1.43	f 11.43	f 10.43	f 9.43	f 8.43	f 7.43	f 6.43	f 6.11	6.5		0.5 Webster														
	f 12.04	f 10.29	f 8.14	f 6.44	f 5.44	f 4.44	f 3.44	f 2.44	f 1.44	f 11.44	f 10.44	f 9.44	f 8.44	f 7.44	f 6.44	f 6.12	7.0		0.5 Gov. Moorings														
113	s 12.06	s 10.31	s 8.16	s 6.46	s 5.46	s 4.46	s 3.46	s 2.46	s 1.46	s 11.46	s 10.46	s 9.46	s 8.46	s 7.46	s 6.46	f 6.14	7.5		0.5 Whitwood Court														
	f 12.08	f 10.33	f 8.18	f 6.48	f 5.48	f 4.48	f 3.48	f 2.48	f 1.48	f 11.48	f 10.48	f 9.48	f 8.48	f 7.48	f 6.48	f 6.16	8.0		0.5 Glen Harbor														
229	PM A 12.10	PM A 10.35	PM A 8.20	s 6.50	PM A 5.50	s 4.50	s 3.50	s 2.50	s 1.50	s 11.50	s 10.50	s 9.50	s 8.51	s 7.50	s 6.50	6.18 A M A	8.6	J	0.6 Linnton														
				f 6.55		f 4.53	f 3.53	f 2.53	f 1.55	f 11.53	f 10.55	f 9.53	f 8.55	f 7.53	f 6.53		10.1	J	1.5 Harborton														
				f 6.57		f 4.54	f 3.54	f 2.54	f 1.57	f 11.54	f 10.56	f 9.54	f 8.57	f 7.54	f 6.54		10.5		0.4 Miller's Station														
				f 7.00		f 4.56	f 3.56	f 2.56	f 2.00	f 11.56	f 10.58	f 9.56	f 9.00	f 7.56	f 6.56		11.3		0.8 Ban														
533				s 7.05		PM A 5.00	PM A 4.00	PM A 3.00	s 2.06	NOON A 12.00	s 11.05	AM A 10.00	s 9.06	AM A 8.00	AM A 7.00		13.0	DR	1.7 BURLINGTON														
				f 7.10					f 2.10		f 11.00		f 9.10				14.7		0.8 Falkenberg														
210				f 7.12					f 2.12		f 11.12		f 9.12				15.5	J	1.1 Tunnel Spur														
				f 7.16					f 2.16		f 11.16		f 9.17				16.6	J	1.0 Plain View														
403				f 7.19					f 2.19		f 11.20		f 9.21				17.6		1.3 Valle Vista														
				f 7.22					f 2.22		f 11.23		f 9.24				18.9		0.7 Helvetia														
155				f 7.24					f 2.24		f 11.25		f 9.27				19.6	D	0.9 Groveland														
359				f 7.26					f 2.26		f 11.27		f 9.29				20.5		1.0 Connell														
368				f 7.28					f 2.28		f 11.29		f 9.31				21.5		1.7 Lincoln														
938				s 7.33					s 2.33		s 11.34		s 9.37				23.2	D	1.9 NORTH PLAINS														
				f 7.39					f 2.39		f 11.40		f 9.44				25.1		1.7 Dersham														
300				f 7.45					f 2.45		f 11.45		f 9.52				26.8		1.0 Christie														
300				PM A 7.50					PM A 2.50		AM A 11.50		AM A 10.00				27.8	DRY	1.0 Wilkesboro														
																			27.8														
	Daily	Sat & Sun Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.			Time Over District														
	0.35	0.35	0.35	1.35	0.35	0.45	0.45	0.45	1.35	0.45	1.35	0.45	1.45	0.45	0.45	0.33			Average Speed per Hour														
	14.74	14.74	14.74	17.55	14.74	17.03	17.03	17.03	17.55	17.03	17.55	17.03	15.88	17.03	17.03	15.49																	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Nos. 7, 11 and 15 register at Burlington by ticket (Rule 83B). Operators and Conductors must comply with Rule 96.
Fifth, Tenth, Burnside, Glisan, Sixteenth, Thurman and Twenty-Fourth Streets, Portland, and Clark Wilson are regular stops for all trains.
Willbridge, Waldemere, Armona 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 Linnton, and 15 miles per hour over all bridges between Linnton 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

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, Linnton.

Dr. A. Oftedal, North Plains.

WATCH INSPECTORS,

Belding Bros., Portland.

DISPATCHERS,

E. B. Heath, G. S. Neal, E. M. Herring.