

UNITED RAILWAYS COMPANY

EMPLOYEES' TIME TABLE

Effective Sunday, August 10, 1913

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.

A. J. DAVIDSON,
Superintendent.

C. R. GRAY, JR.,
Train Master.

FIRST CLASS

August 10, 1913

STATIONS

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Schedule meets at Stockdale will be made on Cooperage Spur. Fifth, Tenth, Burnside, Glisan, Sixteenth, Thurman and Twenty-Fourth Streets, Portland, and Clark Wilson are regular stops for all trains.

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SPECIAL INSTRUCTIONS

Registering Stations—Portland (Second and Stark Streets), Linnton, Burlington, Bowers Junction and Wilkesboro.

- No. 1. Register exceptions: Linnton is register station only for trains having initial or terminal station at that point.
- 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 the 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.

SPEED RESTRICTIONS.

- No. 7. Trains must reduce speed to ten (10) miles per hour through Linnton, at Rock Point west of Whitwood Court 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.

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.

Stretcher located at North Plains.

YARDS.

- No. 8. Portland Yard Limits extend from United Railways Shops to Second and Stark Streets, and from Twelfth and Hoyt Streets to Jefferson Street, via Flanders and Front Streets. 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 one hundred (100) feet of crossing shall be given right-of-way. Exception to this rule will be at Tenth and Stark Streets, Portland. Westbound trains will approach Oregon Electric crossing and Tenth and Stark Streets under control and will be permitted to run crossing without making full stop if way is clear. Passenger stop for westbound trains at this point is west of Oregon Electric crossing.
- No. 9. 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 (6) miles per hour on this street, approach all street crossings under control, stop before crossing tracks of another company. All trains will give Portland Railway cars on Flanders Street right-of-way between Second and Third Streets, also flag crossing at Second and Flanders Streets. At Burnside, Morrison and Madison Streets, send flagman ahead and flag the crossings. 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 the 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.
- 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 as passing track is located one thousand (1,000) feet east of station around a curve.

WATCH INSPECTORS

Al. W. Fields, Portland.

COMMERCIAL SPURS AND PASSENGER FLAG STOPS BETWEEN STATIONS.

Name.	Mile Post.	Capacity of Sidings in Feet.	Flag Stop for Trains.
Lewis & Wiley-----	2.9	626	None.
Anderson's-----	4.0	550	None.
Cooperage-----	4.1	90	None.
Smith's-----	4.1	216	None.
American Gasoline-----	4.2	294	None.
Monarch Oil-----	4.5	210	All trains. ✓
Beatty-----	5.47	----	All trains.
Gasco-----	7.0	----	All trains.
Waldmere-----	7.9 ✓	----	All trains.
West Ore. Lbr.-----	9.0	----	All trains.
Millers-----	10.5	----	All trains.
Armona-----	10.7	----	All trains.
Lucerne-----	10.9	----	All trains.
Abeto-----	12.0	113	All trains.
Howe-----	16.8	496	All trains.
Davis-----	24.6	429	All trains.
Dersham-----	25.1	----	All trains.
Hills Acres-----	25.8	251	None.
Christie-----	26.8	473	All trains.

DISPATCHERS

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