mr. Croyed

UNITED RAILWAYS COMPANY

THE MARKET ABLE TO SERVICE OF STREET BY ABLE TO SERVICE STREET BY ABLE

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

SATURDAY, JUNE 17, 1916

SUPERSEDING TIME TABLE No. 14 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

2 WEST BOUND					Time Table No. 15	EAST BOUND FIRST CLASS							
FIRST CLASS													
	5	Passenger Daily	Passenger Daily	Car Capacity of Sidings	Distance from Linnton	JUNE 17, 1916 STATIONS	e from		2	4 Passenger Daily	6	18	
	Passenger						Distance from Wilkesboro	Telephone Stations	Passenger		Passenger		-100
	Daily								Daily		Daily	100	100
	L 6.00PM	L12.50PM	L 8.55M		0.0	LINNTON	19-1	D	A 8.42M	A11.32M	A 4.27PM		
BETWEEN U	NITED JUNC	TION AND	LINNTO	N, TRAINS	WIL	L BE GOVERNED BY S.	P. & S	. RY. PO	RTLAND D	IVISION	TIME TAB	LE AND	RULES
	6.03	12.53	8.58		0-6	UNITED JUNCTION	18.6	J	8.37	11.28	4.24		
	f 6.07	f 12.57	f 9.01		1.4	HARBORTON	17.7	J	f 8.32	f 11.25	f 4.21		
	f 6.12	f 1.00	f 9.05	87	2.6	1.2 ————————————————————————————————————	16.5		f 8.28	f11.19	1 4.17		
	s 6.18	s 1.05	s 9.11	7	4.4	BURLINGTON	14.7	D	s 8.23	s11.14	s 4.12	THE	A
	f 6.24	f 1.10	f 9.16	S3	6.1		13.0	April 10	f 8.17	f 11.09	1 4.07	- (3)	AND
	f 6.26	f 1.12	f 9.18	S5	6.6	0.5	12.5	J	f 8.15	f11.07	f 4.05	-	
	f 6.32	f 1.17	f 9.22	84	8.2	4	10.9	J	f 8.10	f11.02	f 4.01	S SWI A	
	f 6.34	f 1.19	f 9.24	S8	8-9	VALLE VISTA	10.2		f 8.07	f 11.00	f 3.59		
	s 6.37	s 1.21	s 9.26	S4	9.7	BOWERS JUNCTION	9.4	J	s 8.05	s10.58	s 3.57	MI	
	f 6.39	f 1.23	f 9.28	S7	10.3	HELVETIA	8.8		f 8.03	f 10.56	f 3.55		
	f 6.41	f 1.25	f 9.30	84	10.9	GROVELAND	8.2	J	f 8.01	f 10.54	f 3.53		
	f 6.44	f 1.28	f 9.33	S7	11.8	CONNELL	7.3	0 (f 7.58	f10.51	f 3.50	VII3	WT
7	f 6.48	f 1.31	f 9.36	S7	12.8	LINCOLN	6.3		f 7.55	f 10.48	f 3.47	TIDAS	
	s 6.55	s 1.36	s 9.41	34	14.6	NORTH PLAINS	4.5	D	s 7.49	s10.43	s 3.42		
	f 7.10	f 1.46	f 9.52	S12	18-1	CHRISTIE	1.0		f 7.38	f 10.33	f 3.33	44	
	A 7.15PM	A 1.50PM	A 9.55M	S17Y	19-1	WILKESBORO	0.0	D	L 7.35M	110.304	L 3.30PM		
	5	8	1						2	4	6	100	
	Daily	Daily	Daily	R 3	P				Daily	Daily	Daily		
	1.15 15.3	1.00 19.1	1.00 19.1	Sec.	. 8	Time Over District Average Speed per Hour		1000	1.07 17.1	1.02 18.5	20-1	155	

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		
Twinfir	12.2	2	All Trains		
Davis	15.8	9	All Trains		
Dersham	16.4		All Trains		
Hill Acres	17.0	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, Ore. A. & C. Feldenheimer,

trebuet E. M. HERRING, Dispatcher

S. A. GAGNON, Dispatcher

E. D. LACKEY, Dispatcher

C. A. VERMILLION, Supt. Car Service

SPECIAL RULES

Eastbound trains are superior to trains of the same class in opposite direction. Exceptions: No. 1 is superior to No. 4.

1. Registering Stations-Linnton, Bowers Junction and Wilkesboro.

INITIAL STATION

TERMINAL STATION

Linnton for trains 1-3-5. Wilkesboro for trains 2-4-6. Linnton for trains 2-4-6. Wilkesboro for trains 1-3-5.

- No. 3. Unless some form of block signals are used, trains in same direction must keep at least ten minutes apart, except in closing up at stations, and operators must space trains ten minutes apart, using the train order signal for that purpose. They must show on clearance card the time train will be allowed to depart. Conductors, enginemen and motormen must respect the time marked on clearance card. Trains must approach all stations where the view is obstructed at a rate of speed that will enable them to stop should an emergency arise.
- No. 4. 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. 5. 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. 6. 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. 7. 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
- No. 8. 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 semanates that block is occupied and trains finding seman phore 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 wait 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. 10. Passenger Trains must not exceed thirty (30) miles per hour and freight trains twenty-five (25) 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.

- No. 11. 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. 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.

A. L. RYAN, Trainmaster and Traveling Engineer P. McKAY, Asst. Superintendent