

# UNITED RAILWAYS COMPANY

## TIME TABLE No. 17

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

### SATURDAY, JUNE 16, 1917

SUPERSEDING TIME TABLE No. 16 AND ALL SUPPLEMENTS THERETO  
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

C. A. VERMILLION, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Superintendent

2		WEST BOUND					EAST BOUND					
FIRST CLASS					Car Capacity of Sidings	Distance from Linnton	Time Table No. 17					
JUNE 16, 1917							Distance from Wilkesboro	Telephone Stations	FIRST CLASS			Distance from Wilkesboro
5	3	1	STATIONS						2	4	6	
Passenger Daily	Passenger Daily	Passenger Daily			Passenger Daily	Passenger Daily	Passenger Daily					
l 6.03PM	l 1.00PM	l 9.10AM			19.1	D	A 8.45AM	A 11.48AM	A 4.30PM			
<b>BETWEEN UNITED JUNCTION AND LINNTON, TRAINS WILL BE GOVERNED BY S. P. &amp; S. RY. PORTLAND DIVISION TIME TABLE AND RULES</b>												
	6.06	1.03	9.13	0.6	0.6	18.6	J	8.40	11.43	4.27		
	f 6.10	f 1.07	f 9.16	1.4	0.8	17.7	J	f 8.35	f 11.40	f 4.24		
	f 6.14	f 1.10	f 9.20	S7	1.2	16.5		f 8.31	f 11.35	f 4.20		
	s 6.19	s 1.15	s 9.26	7	1.8	14.7	D	s 8.26	s 11.28	s 4.15		
	f 6.23	f 1.20	f 9.31	S3	1.7	13.0		f 8.20	f 11.24	f 4.10		
	f 6.25	f 1.22	f 9.33	S5	0.5	12.5	J	f 8.18	f 11.22	f 4.08		
	f 6.30	f 1.27	f 9.37	S4	1.6	10.9	J	f 8.14	f 11.18	f 4.03		
	f 6.32	f 1.29	f 9.39	S8	0.7	10.2		f 8.12	f 11.16	f 4.01		
	s 6.34	s 1.31	s 9.41	S4	0.8	9.4	J	s 8.10	s 11.13	s 3.59		
	f 6.36	f 1.33	f 9.43	S7	0.8	8.8		f 8.07	f 11.11	f 3.57		
	f 6.38	f 1.35	f 9.45	S4	0.8	8.2	J	f 8.05	f 11.09	f 3.55		
	f 6.41	f 1.38	f 9.48	S8	0.9	7.3		f 8.03	f 11.07	f 3.52		
	f 6.43	f 1.41	f 9.51	S7	1.0	6.3		f 7.59	f 11.04	f 3.49		
	s 6.48	s 1.46	s 9.56	S4	1.8	4.5	D	s 7.54	s 10.58	s 3.44		
	f 7.03	f 1.56	f 10.07	S12	3.5	1.0		f 7.43	f 10.48	f 3.33		
	A 7.08PM	A 2.00PM	A 10.10AM	S17Y	1.0	0.0	D	l 7.40AM	l 10.45AM	l 3.30PM		
	5	3	1					2	4	6		
	Daily	Daily	Daily					Daily	Daily	Daily		
	1.05 17.6	1.00 19.1	1.00 19.1					1.05 17.6	1.03 18.2	1.00 19.1		
	Time Over District Average Speed per Hour											

**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
Howe.....	8.1	11	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. J. B. Zeigler, 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, Portland, Ore.

**SPECIAL RULES**

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

- 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.
- Unless some form of block signals are used, passenger trains in same direction must keep at least fifteen minutes and other trains ten minutes apart, except in closing up at stations, and operators must space passenger trains fifteen minutes and other 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 obscured at a rate of speed that will enable them to stop should an emergency arise.
- 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.
- 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.
- 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.
- Deraill 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.
- 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.
- 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.
- 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.
- Before crossing the track of a railroad or passing thereon, and before crossing any drawbridge (except when an interlocking system is in use) every train, engine, motor, hand car or speeder must be brought to a stop at a distance of not less than two hundred feet, nor more than eight hundred feet from such crossing, switch or drawbridge. Enginemen of trains, engines and motors must not proceed until track is plainly seen to be clear and whistle signal as provided by Rule 14 (b) has been given.

**SPEED RESTRICTIONS**

- 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.

**YARDS**

- 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.
- 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.

**CLEARANCE TABLE**

	Heights Above Top of Rail									
	1' Wide	2' Wide	3' Wide	4' Wide	5' Wide	6' Wide	7' Wide	8' Wide	9' Wide	10' Wide
Linnton to Wilkesboro..	20'	20'	20'	20'	20'	20'	20'	20'	20'	19'
Front and Glisan 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.

E. M. HERRING, Dispatcher  
S. A. GAGNON, Dispatcher  
E. D. LACKEY, Dispatcher

A. KASE, Chief Dispatcher

E. B. HEATH, Trainmaster  
P. McKAY, Asst. Superintendent