

UNITED RAILWAYS COMPANY

TIME TABLE No. 19

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

SUNDAY, SEPTEMBER 22, 1918

SUPERSEDING TIME TABLE NO. 18 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

2		WESTWARD				EASTWARD			
SECOND CLASS				SECOND CLASS					
		1		Car Capacity of Sidings	Distance from Linnton	Time Table No. 19		2	
		Mixed				SEPTEMBER 22, 1918		Mixed	
		Daily		STATIONS		Distance from Wilkesboro		Daily	
					LINNTON	19.1	D		11.15 ^{AM}

BETWEEN UNITED JUNCTION AND LINNTON, TRAINS WILL BE GOVERNED BY S. P. & S. RY. PORTLAND DIVISION TIME TABLE AND RULES

Time	Class	Capacity	Distance	Station	Distance from Wilkesboro	Telephone	Time
6.03		0.6	0.6	UNITED JUNCTION	18.6	J	11.05
f 6.07		0.8	1.4	HARBORTON	17.7	J	f 11.00
f 6.13	S7	1.2	2.6	BAN	16.5		f 10.53
s 6.22	7	1.8	4.4	BURLINGTON	14.7		s 10.43
f 6.32	S3	0.5	6.1	FALKENBERG	13.0		f 10.33
f 6.35	S5	0.6	6.6	TUNNEL SPUR	12.5	J	f 10.30
f 6.45	S4	1.6	8.2	ROCKTON	10.9	J	f 10.19
f 6.49	S8	0.7	8.9	VALLE VISTA	10.2		f 10.14
s 6.55	S4	0.8	9.7	BOWERS JUNCTION	9.4	J	s 10.09
f 6.59	S7	0.6	10.3	HELVETIA	8.8		f 10.04
f 7.04	S4	0.6	10.9	GROVELAND	8.2	J	f 9.59
f 7.10	S8	0.9	11.8	CONNELL	7.3		f 9.53
f 7.17	S7	1.0	12.8	LINCOLN	6.3		f 9.45
s 7.29	34	1.8	14.6	NORTH PLAINS	4.5	D	s 9.33
f 7.53	S12	3.5	18.1	CHRISTIE	1.0		f 9.07
A 8.00 ^{PM}	S17Y	1.0	19.1	WILKESBORO	0.0	D	1 9.00 ^{AM}
	1						2
	Daily						Daily
	2.00			Time Over District			2.15
	9.5			Average Speed per Hour			8.5

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
Twinfir	12.2	2	All Trains
Davis	15.8	9	All Trains
Dersham	16.4		All Trains
Hill Acres	17.0	5	All Trains

LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
1	7.6 miles west of Linnton	4180 feet

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. G. Fleenor, 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

- Eastward trains are superior to trains of the same class in opposite direction.
1. Registering Stations—Linnton, Bowers Junction and Wilkesboro.
 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.
 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.
 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.
 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.
 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.
 7. No. 1 waits at Linnton for connection with S. P. & S. No. 27.

SPEED RESTRICTIONS

8. 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

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.
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.
11. 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.
12. Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur or siding indicates there are platforms or structures located alongside same which do not provide minimum horizontal clearance prescribed by Public Service Commission of Oregon. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" signs.

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.

F. J. CHADIMA, Dispatcher
 F. X. ADAMS, Dispatcher
 E. D. LACKEY, Dispatcher

R. C. SCOFFERN, Chief Dispatcher

C. W. MILLER, Trainmaster