

# UNITED RAILWAYS COMPANY

# TIME TABLE No. 23

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

# SATURDAY, JULY 29, 1922

SUPERSEDING TIME TABLE No. 22 AND ALL SUPPLEMENTS THERETO  
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

Ferry

2 WESTWARD					Time Table No. 23 JULY 29, 1922	EASTWARD				
SECOND CLASS		FIRST CLASS				FIRST CLASS			SECOND CLASS	
3		1	Car Capacity of Sidings	Distance from Linnton		Distance from Wilkesboro	Telephone Stations "J" Indicates Jack-box	2	4	
Mixed		Passenger					Passenger		Mixed	
Leave Daily		Leave Daily					Arrive Daily		Arrive Daily	
12.10 <sup>PM</sup>		5.15 <sup>PM</sup>		0.0	LINNTON	19.1	D	11.35 <sup>AM</sup>	4.45 <sup>PM</sup>	

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

Time	Class	Station	Distance from Linnton	Distance from Wilkesboro	Telephone Station	Time	Class	Station	Distance from Linnton	Distance from Wilkesboro	Telephone Station
12.15		UNITED JUNCTION	0.6	18.6	J	11.30			4.40		
f 12.18	f	HARBORTON	1.4	17.7	J	f 11.27	f		4.35		
f 12.27	f	BAN	2.6	16.5		f 11.24	f		4.27		
12.32		RIVER JUNCTION	3.7	15.4		11.21			4.21		
s 12.37	s	BURLINGTON	4.4	14.7		s 11.19	s		4.17		
f 12.47	f	FALKENBERG	6.1	13.0		f 11.14	f		4.07		
f 12.50	f	TUNNEL SPUR	6.6	12.5	J	f 11.12	f		4.03		
f 12.58	f	ROCKTON	8.2	10.9	J	f 11.07	f		3.55		
f 1.02	f	VALLE VISTA	8.9	10.2		f 11.05	f		3.50		
s 1.07	s	BOWERS JUNCTION	9.7	9.4	J	s 11.03	s		3.45		
f 1.11	f	HELVETIA	10.3	8.8		f 11.01	f		3.42		
f 1.15	f	GROVELAND	10.9	8.2	J	f 10.59	f		3.37		
f 1.20	f	CONNELL	11.8	7.3		f 10.57	f		3.32		
f 1.25	f	LINCOLN	12.8	6.3		f 10.53	f		3.27		
s 1.37	s	NORTH PLAINS	14.6	4.5	D	s 10.48	s		3.15		
f 2.00	f	CHRISTIE	15.1	1.0		f 10.38	f		2.53		
s 2.10 <sup>PM</sup>	s	WILKESBORO	19.1	0.0	D	10.35 <sup>AM</sup>			2.45 <sup>PM</sup>		
Arrive Daily		Arrive Daily				Leave Daily			Leave Daily		
2.00		1.00				1.00			2.00		
9.5		19.1				19.1			9.5		

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS—Exception: No. 3 is superior to No. 4.

**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
Vadis	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.  
 Dr. C. E. Brous, Linnton.  
 Dr. G. F. Via, Wilkesboro.  
 Stretcher located at North Plains.

**WATCH INSPECTORS**

A. L. Haman, Chief Time Inspector, St. Paul, Minn.  
 W. H. Saxton, Portland, Ore.

**SPECIAL RULES**

- Registering Stations—Linnton and Wilkesboro.
- 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. Deraills 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.
- No. 1 waits at Linnton for connection with S. P. & S. No. 27.
- All Eastward trains must obtain Dispatcher's Clearance on all over-due trains at United Junction before entering S. P. & S. main line.

**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. Steam locomotives must not exceed speed of 20 miles per hour between Linnton and Wilkesboro and must reduce speed to 10 miles per hour over all bridges.

**YARDS**

- Linnton Yard Limits on S. P. & S. extend from 1000 feet east of east switch of the Clark-Wilson Lbr. Co. loading 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.
- 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.
- 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	17'6"	17'6"	17'6"	17'6"	17'6"	17'6"	17'6"	17'6"	17'6"	17'0"
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  
 F. S. BARLOW, Dispatcher  
 E. D. LACKEY, Dispatcher

S. A. GAGNON, Night Chief Dispatcher  
 R. C. SCOFFERN, Chief Dispatcher

E. B. HEATH, Trainmaster