

PORTLAND-ASTORIA & PACIFIC RAILROAD CO.

CONSTRUCTION DEPT.

TIME TABLE No. 1

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

MONDAY, OCTOBER 16, 1922

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. V. LINTNER, Construction Engineer

WESTWARD						CONSTRUCTION Time Table No. 1 OCTOBER 16, 1922	EASTWARD							
SECOND CLASS		FIRST CLASS					FIRST CLASS				SECOND CLASS			
1					Car Capacity of Sidings		Distance from Wilkesboro	Distance from County Line	Telephone Stations "J" Indicates Jack-box				2	
Mixed	Leave Daily									STATIONS	Arrive Daily			
3.00PM						0 0	32.4	D				s 2.40PM		
s 3.05						1.2	31.2	J				s 2.30		
f 3.25					40	5.3	27.1	J				f 2.10		
f 4.10					37	12.3	20.1	J				f 1.25		
f 4.35					40	16.4	16.0	J				f 12.55		
s 5.15					50	22.1	10.3	D				s 12.30PM		
s 6.00PM					115	30.6	1.8	D				11.45AM		
						32.4	0.0							
Arrive Daily												Leave Daily		
8.00												2.55		
10.2												10.5		
						Time Over District Average Speed Per Hour								

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

SPECIAL RULES

- No. 1. Registering Stations—Wilkesboro and Keasey.
- No. 2. 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. 3. 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. 4. No. 1 waits at Wilkesboro for connection with U. Ry. No. 1.

SPEED RESTRICTIONS

- No. 5. Passenger Trains must not exceed twenty-five (25) miles per hour. Mixed trains, twenty (20) miles per hour, and Log trains, twelve (12) miles per hour on any portion of the railway.

GENERAL

- No. 6. Sign reading "Impaired Clearance" placed upon switch stand at entrance of spur of 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.
- No. 7. Railroad Crossings located as follows: S. P. Ry. Crossing (Mitchell Lumber Co.) 2.5 miles west Banks; S. P. Ry. (McFarlane Bros. Mill) 4.2 miles west of Banks, and Standard Box and Lumber Co. Ry. just east of east switch Tophill. All trains will come to full stop at these crossings and not proceed until way is known to be clear.

No. 8.

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	11' Wide
Wilkesboro to Keasey.....	19'0"	19'0"	19'0"	19'0"	19'0"	18'6"	18'3"	18'0"	17'6"	17'0"	17'0"

Conductors must be absolutely positive that loads do not exceed these dimensions and must not move cars of greater dimensions without instructions from superintendent.

Commercial Spurs and Passenger Flag Stops Between Stations

Name	Miles from Wilkesboro	Capacity of Sidings in Cars	Flag Stop for Trains
Davies.....	2.9	All Trains.
Thornburg.....	3.8	All Trains.
Carstens.....	4.7	All Trains.
Buxton.....	8.1	All Trains.
Schmidlin Spur.....	15.1	4	All Trains.
Koster Spur.....	16.0	15	All Trains.
Beaver Spur.....	17.7	25	All Trains.

LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
1	Tophill	1142 feet

COMPANY SURGEON

Dr. Jas. C. Zan, Chief Surgeon, Corbett Bldg., Portland.