

# UNITED RAILWAYS COMPANY

# TIME TABLE No. 25

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

# MONDAY, MARCH 12, 1923

SUPERSEDING TIME TABLE No. 24 AND ALL SUPPLEMENTS THERETO  
THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

2		WESTWARD				Time Table No. 25		EASTWARD			
SECOND CLASS		FIRST CLASS				MARCH 12, 1923		FIRST CLASS		SECOND CLASS	
241		61				STATIONS		62		242	
Mixed Leave Daily Ex. Sun.		Passenger Leave Daily						Passenger Arrive Daily		Mixed Arrive Daily Ex. Sun.	
3.05PM		9.30AM				LINNTON.....IN		5.18PM		12.02PM	

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

3.10		9.32	0.6	0.6	...UNITED JUNCTION...	18.6	J	5.15		11.57
f 3.14		f 9.35	1.4	0.8	.....HARBORTON.....	17.7	J	f 5.12		f 11.51
3.22		9.38	S7	1.2	.....PETTY.....	16.5		5.08		11.42
3.28		9.42		1.1	RIVER JUNCTION	15.4		5.05		11.35
f 3.31		f 9.44	7	0.7	.....BURLINGTON.....	14.7		f 5.02		f 11.31
f 3.41		f 9.50	S8	1.7	.....FALKENBERG.....	13.0		f 4.57		f 11.17
f 3.44		f 9.52	S5	0.5	.....TUNNEL SPUR.....	12.5	J	f 4.55		f 11.14
f 3.52		f 9.57	S4	1.6	.....ROCKTON.....	10.9	J	f 4.51		f 11.02
f 3.57		f 9.58	S8	0.7	.....VALLE VISTA.....	10.2		f 4.48		f 10.58
f 4.01		f 10.01	S4	0.8	.....BOWERS JUNCTION...	9.4	J	f 4.46		f 10.52
f 4.05		f 10.02	S7	0.6	.....HELVETIA.....	8.8		f 4.44		f 10.47
f 4.08		f 10.05	S4	0.6	.....GROVELAND.....	8.2	J	f 4.42		f 10.42
f 4.12		f 10.07	S8	0.9	.....CONNELL.....	7.3		f 4.38		f 10.37
f 4.18		f 10.10	S7	1.0	.....LINCOLN.....	6.3		f 4.36		f 10.28
s 4.30		s 10.17	34	1.8	.....NORTH PLAINS.....	4.5	D	s 4.30		s 10.17
f 4.52		f 10.27	S12	3.5	.....CHRISTIE.....	1.0		f 4.18		f 10.01
s 5.00PM		s 10.30AM	S17Y	1.0	.....WILKESBORO.....	0.0	D	4.15PM		9.55AM
Arrive Daily Ex. Sun.		Arrive Daily						Leave Daily		Leave Daily Ex. Sun.
1.55 9.9		1.00 19.1			Time Over District Average Speed per Hour			1.05 17.6		2.07 9.0

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

**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	.....	Not Passenger Stop
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

**Tonnage Rating of Engines**

District	Ruling Grade	Class of Engine			
		GC&WR 1 & 2	350-352 & 370	NP 59 & 69	NP-1255 1260
Linnton to Wilkesboro	1.5	532	638	756	812
Wilkesboro to Linnton	1.0	762	904	1022	1157

**Footage Rating for Engines in Logging Service**

		165,000 feet	200,000 feet	232,000 feet	251,000 feet
Wilkesboro to Nehalem Boom	1.0				

L. H. JAMES, Dispatcher  
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

**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

**SPECIAL RULES**

- Registering Stations—Linnton, River Junction and Wilkesboro.
- 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.
- 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.
- 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, and 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, or engine, 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, except, if impossible to get in communication with Train Dispatcher flag movement will be made as outlined above.
- Rule 83-A will not apply at initial Stations which are not Telegraph Stations nor at Telegraph Stations except during office hours, or when an Operator is on duty after office hours.
- At United Junction eastward trains will comply with rule 83 by obtaining check on all over due trains, from train Dispatcher by telephone.
- Water Station located 1500' east of depot North Plains.

**SPEED RESTRICTIONS**

- Passenger Trains must not exceed thirty (30) miles per hour, freight trains twenty-five (25) miles per hour, and log trains twelve (12) 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. Locomotives backing up must not exceed speed of twenty (20) miles per hour.

**YARDS**

- Linnton Yard Limits extend from Yard Sign 1000 feet east of east switch of the Clark-Wilson Lbr. Co. loading track to Yard Sign 600 feet west of the West Oregon Lumber Company Switch on Portland Division and Yard Sign 500 feet west of United Rys. connection on United Rys. Wilkesboro Yard Limits, from Yard Sign 2000 feet east of PA&P Ry. Junction Switch to Yard Sign 500 feet west of west switch Pengra passing track on GC&WR Ry. and to Yard Sign 2000 feet west of PA&P Jet. Switch on PA&P Ry.

**GENERAL**

- 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.

**LOG TRAIN SERVICE**

- Following restrictions must be observed in the handling of logs loaded on disconnected trucks:  
Loads must not exceed eleven (11) feet in width and must not exceed eighty (80) feet in length except when special permits are issued authorizing Conductors to move loads exceeding eighty (80) feet in length.  
The load limit for 80,000 capacity trucks will be 12,000 feet; load limit for 100,000 capacity trucks will be 14,000 feet.  
There must be a clearance of not less than twelve (12) inches from the top of rail to the bottom of logs.  
In event of stalling on grade, Enginemen must not take slack in attempting to start as to do so may result in pulling trucks from under loads.  
Conductors will decline to handle in trains loads of logs which do not conform to the above restrictions.

- Trainmen handling logs on disconnected trucks will be required to Ride Out on loaded trains for the purpose of controlling train, over district between Rockton and Rafton.  
Trainmen handling empty trucks when provided with a caboose on the rear will not be required to Ride Out but in every case there must be not less than two trainmen in caboose over district mentioned above. Trainmen when not provided with a caboose will be required to Ride Out over the entire division when handling empty trucks.

**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.