

PORTLAND-ASTORIA & PACIFIC RAILROAD CO.

TIME TABLE No. 3

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

SATURDAY, JUNE 30, 1923

SUPERSEDING TIME TABLE No. 2 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

2 WESTWARD					Time Table No. 3					EASTWARD				
SECOND CLASS		FIRST CLASS			Car Capacity of Sidings	Distance from Wilkesboro	STATIONS	Distance from County Line	Telephone Stations Indicated Jack-box	FIRST CLASS		SECOND CLASS		
241		61		62							242			
Mixed		Passenger		Passenger		Arrive Daily		Arrive Daily		Mixed		Arrive Daily		
Leave Daily Ex. Sun.		Leave Daily		Leave Daily		Ex. Sun.		Ex. Sun.		Leave Daily		Ex. Sun.		
5.00PM		10.20AM		0 0	D	WILKESBORO	32.4	D	4.25PM		9.45AM			
s 5.06		s 10.23	28	1.2	P	BANKS	31.2	J	4.22		s 9.35			
f 5.25		f 10.33	40	5.3	P	MANNING	27.1	J	4.13		f 9.15			
f 6.25		f 10.57	37	12.3	P	TOPHILL	20.1	J	3.47		f 8.27			
f 6.55		f 11.10	40	16.4	P	BRAUN	16.0	J	3.32		f 8.00			
s 7.40		s 11.27	50	22.1	D	VERNONIA	10.3	D	3.15		s 7.30			
s 8.30PM		s 11.50AM	115	30.6	D	KEASEY	1.8	D	2.50PM		s 6.55AM			
				32.4		COUNTY LINE	0 0							
Arrive Daily Ex. Sun.		Arrive Daily							Leave Daily		Leave Daily Ex. Sun.			
3.30		1.30							1.35		2.50			
8.7		20.4							20.5		11.4			
					Time Over District Average Speed Per Hour									

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Tonnage Rating of Engines

District	Ruling Grade	Class of Engine			
		GC&WR 1 & 2	350-352 370	NP 59 & 69	NP 1255 1260
Wilkesboro to Keasey	2.5	293	357	423	445
Keasey to Wilkesboro	1.5	532	638	756	812

Footage Rating for Engines in Logging Service

Keasey to Wilkesboro	1.5	114000'	135000'	160000'	174000'
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Commercial Spurs and Passenger Flag Stops Between Stations

Name	Miles from Wilkesboro	Capacity of Sidings in Cars	Switch at	Flag Stop for Trains
Davies	2.9			All Trains.
Thornburg	3.8			All Trains.
Carstens	4.7			All Trains.
Buxton	8.1			All Trains.
Du Bois Spur	8.4	4	West End	Not Pass. Stop
Schmidlin Spur	15.1	4	East End	All Trains.
Koster Spur	16.0	15	West End	All Trains.
Beaver Spur	17.7	25	West End	All Trains.
Trehorn	20.4	3		All Trains.
Poynter	23.9		East End	All Trains.
Homewood	26.9			All Trains.
Tara	28.9	3	East End	All Trains.

LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
1	Tophill	1142 feet

COMPANY SURGEONS

Dr. Jas. C. Zan, Chief Surgeon, Corbett Bldg., Portland.
Dr. W. F. Shorts, Vernonia.

STRETCHERS

Located at
VERNONIA STATION

SPECIAL RULES

- Registering Stations—Wilkesboro and Keasey.
- Standard Clock and Bulletin Board located at Keasey.
- 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.
- 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.
- Normal position of Junction Switch Wilkesboro will be for the P.-A. & P. Ry. Switch must be set and locked for the P.-A. & P. Ry. at all times when not in use by trains using United Ry's Main Line to depot.

SPEED RESTRICTIONS

- 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

- 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.
- Railroad Crossings located as follows: S. P. Ry. Crossing (Mitchell Lumber Co.) 2.5 miles west of 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.
- 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.

YARD LIMITS.

Wilkesboro, from Yard Sign 2000 ft. east of P. A. & P. Ry. Junction Switch to Yard Sign 500 ft. west of West Switch Pengra passing track on G. C. & W. R. Ry. and to Yard Sign 2000 ft. west of P. A. & P. Junction Switch on P. A. & P. Ry.
Braun, from Yard Sign 500 ft. east of switch to Koster Spur to Yard Sign 1500 ft. west of switch to Beaver Spur.
Vernonia, from Yard Sign 2640 feet west of Oregon American Lumber Company Spur track Switch to Yard Sign 5160 feet east of Depot.
Keasey, from Yard Sign 2640 feet east of east switch to end of track, County Line.

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 the following districts:
Between Keasey and Vernonia.
Between Tophill and Manning.
Trainmen handling empty trucks when provided with caboose on rear will not be required to Ride Out, but in every case there must be not less than two trainmen in caboose over districts outlined above.
Trainmen when not provided with caboose will be required to Ride Out over 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	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.

L. H. JAMES, Dispatcher
E. B. ARTHUR, "
E. M. HERRING, "

E. D. LACKEY, Dispatcher
F. S. BARLOW, "

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

E. B. HEATH, Trainmaster
C. W. MILLER, "