

UNITED RAILWAYS COMPANY

TIME TABLE No. 26

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

SATURDAY, JUNE 30, 1923

SUPERSEDING TIME TABLE No. 25 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. 26				EASTWARD					
SECOND CLASS		FIRST CLASS				FIRST CLASS				SECOND CLASS	
241		61		Car Capacity of Sidings	Distance from United Jet.	62		242			
Mixed	Leave Daily Ex. Sun.	Passenger	Leave Daily			Telephone Stations "J" Indicates Jack-box	Passenger	Arrive Daily	Mixed	Arrive Daily Ex. Sun.	
3.10PM		9.28AM		0.0		5.14PM		11.57AM			
f 3.14		f 9.32		0.8		f 5.12		f 11.50			
3.22		9.35		S7 2.0		5.08		11.40			
3.28		9.38		3.1		5.05		11.32			
f 3.31		f 9.39		7 3.8		f 5.03		f 11.27			
f 3.41		f 9.44		S3 5.5		f 4.59		f 11.13			
f 3.44		f 9.46		S5 6.0		f 4.57		f 11.09			
f 3.55		f 9.50		S4 7.6		f 4.53		f 10.57			
f 3.58		f 9.52		S8 8.3		f 4.52		f 10.52			
f 4.03		f 9.55		S4 9.1		f 4.50		f 10.44			
f 4.08		f 9.57		S7 9.7		f 4.48		f 10.40			
f 4.12		f 9.58		S4 10.3		f 4.46		f 10.35			
f 4.16		f 10.00		S7 11.2		f 4.44		f 10.28			
f 4.23		f 10.03		S7 12.2		f 4.42		f 10.20			
s 4.37		s 10.08		62 14.0		s 4.37		s 10.08			
f 4.52		f 10.18		S12 17.5		f 4.27		f 9.50			
s 5.00PM		s 10.20AM		S17V 18.5		4.25 PM		9.45 AM			
Arrive Daily Ex. Sun.		Arrive Daily				Leave Daily		Leave Daily Ex. Sun.			
1.50 10.1		0.52 21.5		Time Over District Average Speed per Hour		0.49 22.8		2.12 8.5			

SPECIAL RULES

- No. 1. Registering Stations—River Junction and Wilkesboro. United Rys. trains originating and terminating at United Jet. will register at Linnton.
- 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. Deraill 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. **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.
- No. 5. 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.
- No. 6. At United Junction eastward trains will comply with rule 83 by obtaining check on all overdue trains, from train Dispatcher by telephone.
- No. 7. Water Station located 1500 feet east of depot North Plains.
- No. 8. 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 Rys. main line to depot.

SPEED RESTRICTIONS

- No. 9. 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 over Holbrook Canyon and Rock Creek bridges. All trains will not exceed speed of fifteen (15) miles per hour over bridges between United Junction and Tunnel Spur. Locomotives backing up must not exceed speed of twenty (20) miles per hour.

YARDS

- No. 10. 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 of 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

- No. 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.
- No. 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.

LOG TRAIN SERVICE

- No. 13. 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.

- No. 14. 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
United Junction 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.

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	1	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 & 60	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. B. ARTHUR, 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
C. W. MILLER, Trainmaster

COMPANY SURGEONS
Dr. Jas. C. Zan, Chief Surgeon, Corbett Bldg., Portland
Dr. G. F. Via Wilkesboro

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