

R. H. C.

232

UNITED RAILWAYS COMPANY

TIME TABLE No. 28

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

SUNDAY, NOVEMBER 16, 1924

SUPERSEDING TIME TABLE No. 27 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. 28		EASTWARD					
SECOND CLASS		FIRST CLASS				NOV. 16, 1924		FIRST CLASS		SECOND CLASS			
241		61		Car Capacity of Sidings	Distance from United Jct.	STATIONS		Distance from County Line	Telephone Stations "J" Indicates Jack-box	62		242	
Mixed Leave Daily Ex. Sun.		Passenger Leave Daily								Passenger Arrive Daily		Mixed Arrive Daily Ex. Sun.	
2.08PM		8.53AM			0.0	UNITED JUNCTION	51.0	J		5.14PM		11.57AM	
2.20		8.58	S7		2.1	PETTY	48.9			5.08		11.42	
2.27		9.02			3.1	RIVER JUNCTION	47.9	J		5.05		11.35	
f 2.30		f 9.04	7		3.8	BURLINGTON	47.2			f 5.03		f 11.30	
f 2.42		f 9.08	S3		5.5	FALKENBERG	45.5			f 4.59		f 11.17	
2.45		9.10	S5		6.0	TUNNEL SPUR	45.0	J		4.57		11.13	
f 2.53		f 9.15	S4		7.6	ROCKTON	43.4	J		f 4.53		f 11.03	
f 2.58		f 9.17	S8		8.3	VALLE VISTA	42.7			f 4.52		f 10.58	
f 3.03		f 9.19	S4		9.2	BOWERS JUNCTION	41.8	J		f 4.50		f 10.52	
f 3.07		f 9.21	S7		9.7	HELVETIA	41.3			f 4.48		f 10.48	
f 3.11		f 9.23	S4		10.4	GROVELAND	40.6			f 4.46		f 10.43	
f 3.16		f 9.25	S7		11.2	CONNELL	39.8	J		f 4.44		f 10.38	
f 3.22		f 9.28	S7		12.3	LINCOLN	38.7			f 4.42		f 10.30	
s 3.33		s 9.33	62		14.0	NORTH PLAINS	37.0	D		s 4.37		s 10.17	
f 3.55		f 9.42	S12		17.6	CHRISTIE	33.4			f 4.27		f 9.52	
s 4.00		s 9.45	S17		18.6	WILKESBORO	32.4	D		s 4.25		s 9.45	
s 4.20		s 9.48	42		19.8	BANKS	31.2	J		s 4.20		s 9.35	
f 4.47		f 9.58	30		23.9	MANNING	27.1	J		f 4.08		f 9.15	
f 5.30		f 10.22	34		30.9	TOPHILL	20.1	J		f 3.45		f 8.27	
f 5.55		f 10.35	37		35.0	BRAUN	16.0	J		f 3.30		f 8.00	
s 6.30		s 10.51	102		40.7	VERNONIA VN	10.3	D		s 3.15		s 7.30	
s 7.25PM		s 11.15AM	Yard		49.1	KEASEY	1.9	D		2.50PM		6.55AM	
					51.0	COUNTY LINE	0.0						
Arrive Daily Ex. Sun.		Arrive Daily								Leave Daily		Leave Daily Ex. Sun.	
5.17 9.2		2.22 20.5				Time Over District Average Speed per Hour				2.24 20.5		5.02 9.8	

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Gales Creek and Wilson River Railroad Co.

WESTWARD				Time Table No. 28		EASTWARD			
SECOND CLASS		FIRST CLASS		NOV. 16, 1924		FIRST CLASS		SECOND CLASS	
				STATIONS					
		Car Capacity of Sidings	Distance from Wilkesboro			Distance from Glenwood	Telephone Stations "J" Indicates Jack-box		
		S17	0.0	WILKESBORO	12.8	D			
		30	1.1	PENGRA	11.7				
		1	3.2	DORN SPUR	9.6				
		1	4.8	SEAVEYS SPUR	8.0				
		4	6.6	ORCHARD DALE	6.2				
		80	8.9	WASHBURN	3.9	P			
		3	11.6	GRAY SPUR	1.2				
		38	12.8	GLENWOOD	0.0	P			
				Time Over District Average Speed Per Hour					

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

SPECIAL RULES

- No. 1. Registering Stations—River Junction, Wilkesboro and Keasey. United Rys. trains originating and terminating at United Jet. will register at Linnton.
- No. 2. Standard Clock and Bulletin Board located at Keasey.
- No. 3. 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. 4. 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. 5. **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. 6. 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. 7. At United Junction eastward trains will comply with rule 83 by obtaining check on all overdue trains, from train Dispatcher by telephone.
- No. 8. Water Station located 1500 feet east of depot North Plains.
- No. 9. Normal position of Junction Switch, Wilkesboro, will be for the U. Rys. Switch must be set and locked for the U. Rys. at all times when not in use by trains using main line to depot.
- No. 10. 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.

SPEED RESTRICTIONS

- No. 11. 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. Eastward freight trains will use not less than 35 minutes between Tophill and Manning. Locomotives backing up must not exceed speed of twenty (20) miles per hour.

YARDS

- No. 12. Linnton Yard Limits extend from Yard Sign one mile east of Linnton depot 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 Junction Switch to Yard Sign 2000 feet west of Junction Switch, and to Yard Sign 500 feet west of west switch Pengra passing track on G. C. & W. 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 West passing 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.

GENERAL

- No. 13. 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. 14. 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. 15. 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. 16. 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.

Commercial Spurs and Passenger Flag Stops Between Stations

Name	Miles from United Jet.	Capacity of Sidings in Cars	Switch at	Flag Stop for Trains
Armona	1.5	.....	.....	All Trains
Lucerne	1.9	.....	.....	All Trains
Twinfir.....	11.6	2	East End	All Trains
Vadis	15.3	9 13	East End Double End	All Trains
Dersham	15.9	.....	.....	All Trains
Hill Acres	16.5	5	East End	All Trains
Davies	21.5	.....	.....	All Trains
Thornburg Spur....	22.1	5	East End	All Trains
Carstens	23.3	.....	.....	All Trains
Buxton	26.7	.....	.....	All Trains
Du Bois Spur.....	27.0	20	West End	Not Pass. Stop
Schmidlin Spur....	33.7	4	East End	All Trains
Koster Spur No. 1..	34.7	Log Spur	West End	Not Pass. Stop
Koster Spur No. 2..	35.3	Log Spur	West End	Not Pass. Stop
Beaver Spur.....	36.3	Log Spur	West End	All Trains
McPherson	38.5	Log Spur	West End	All Trains
Trehorn	38.8	4	East End	All Trains
Poynter	42.7	.....	.....	All Trains
Homewood	45.3	.....	.....	All Trains
Early	47.0	Log Spur	West End	All Trains
Tara	47.3	4	East End	All Trains
Lausman	47.8	Log Spur	East End	All Trains

LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
1	7 miles west of United Jet.....	4180 feet
2	Tophill	1142 feet

COMPANY SURGEONS

Dr. Jas. C. Zan, Chief Surgeon, Corbett Bldg., Portland.
Dr. G. F. Via.....Banks.
Dr. J. A. Hughes.....Vernonia.

STRETCHERS

Located at
VERNONIA.....STATION

WATCH INSPECTORS

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

Tonnage Rating of Engines

District	Ruling Grade	Class of Engine											
		GC&WR	N1 N3	N2	N4 N5	N6	N7	F1	D2	D3	D4	D5	D6
		1 & 2	350-352 & 370	355-364	300-305 315	325-326	335-337	450-454	150-151	152-157 158	153-154 155	156	159
Linnton to Wilkesboro	1.5	532	638	800	756	812	800	762	467	537	545	394	579
Wilkesboro to Linnton	1.0	762	904	1200	1022	1157	1200	1145	722	816	812	599	871
Wilkesboro to Keasey	2.5	293	357	445	423	450	445	414	236	284	301	208	319
Keasey to Wilkesboro	1.5	532	638	800	756	812	800	762	467	537	545	394	579

Footage Rating for Engines in Logging Service

Keasey to Wilkesboro	1.5	114000'	135000'	172000'	160000'	174000'	172000'	164000'	100000'	114000'	117000'	85000'	124000'
Wilkesboro to Nehalem Boom	1.0	165,000 feet	200,000 feet	240,000 feet	232,000 feet	251,000 feet	240,000 feet	229,000 feet	144,400 feet	163,200 feet	162,400 feet	119,800 feet	174,000 feet

No. 15.

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"
Wilkesboro to Keasey.....	19'0"	19'0"	19'0"	19'0"	19'0"	18'6"	18'3"	18'0"	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.

L. H. JAMES, Dispatcher
E. B. ARTHUR, Dispatcher

L. S. NELSON, Dispatcher
E. D. LACKEY, Dispatcher
S. A. GAGNON, Night Chief Dispatcher

R. C. SCOFFERN, Chief Dispatcher
E. B. HEATH, Trainmaster
C. W. MILLER, Trainmaster

