UNITED RAILWAYS COMPANY

TIME TABLE No. 31

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

THURSDAY, JAN. 5, 1928

SUPERSEDING TIME TABLE NO. 30 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							EA	ASTWARD			
SECOND CLASS	FIRS	ST CLASS			Time Table No. 31			FI	RST CLASS	SECOND	CLASS
241		61	TELEVISION	ot.	JAN. 5, 1928	e ine	Telephone Stations	62	STA W. AUT M	242	60. 1
Local Freight		Passenger	Car Capacity of Sidings	Distance from United Jet.		Distance from County Line	"ј"	Passenger	THE THE	Local Freight	
Leave Daily Ex. Sun.		Leave Daily	of Sidings	Uni	STATIONS	Cou	Indicates Jack-box	Arrive Daily •		Arrive Daily Ex. Mon.	0 1
10.15	PM	7.56A		0.0	UNITED JUNCTION	51.0	J	s 1.44PM	W II II	3.45AM	
10.30		8.02	S7	2.1	PETTY	48.9		1.38		3.30	
10.38		8.04		3.1	RIVER JUNCTION	47.9	J	1.35		3.22	
10.42		f 8.06	7	3.8	BURLINGTON	47.2		f 1.33		3.17	
10.57		f 8.10	82	5.5	FALKENBERG	45.5-		f 1.29		3.04	
11.00		8-12	S6	6.0	TUNNEL SPUR	45.0	J	1.28		3.00	
11.12		f 8.15	84	7.6	BOCKTON	43.4	J	f 1.24		2.47	
11.17		f 8.17	88	8.3	VALLE VISTA	42.7	17 ha	f 1.22		2.42	
11.23	*	f 8.19	84	9.2	BOWERS JUNCTION	41.8	J	f 1.20		2.37	1
11.27		f 8.21	87	9.7	HELVETIA	41.3		f 1.18		2.32	
11.32		f 8.22		10.4	GROVELAND	40.6		f 1.16		2.27	
11.38		f 8.24	87	11.2	CONNELL	39.8	J	f 1.14		2.20	
11.47		f 8.27	S7	12.3	LINCOLN	38.7		f 1.12		2.12	
12.014	м	s 8.32	62	14.0	NORTH PLAINS	37.0	D-N	s 1.07	ONE (12:	2.00	NT
12.20		f 8.42	S12	17.6	CHRISTIE	33.4		f12.58	amir	1.32	9.
12.25		s 8.45	S17	18.6	WILKESBORO	32.4	D	s12.55		1.25	
12.32		s 8.47	51	19.6	BANKS	31.4	J	s12.52		1.15	
12.55		f 8.59	30	23.9	MANNING	27.1	J	f12.41		12.55	
1.45		f 9.21	34	30.9	TOPHILL 4.1	20.1	N	f12.22		12.01AM	4
2.15		f 9.35	P.T. 36 Spurs 19	35.0	BRAUN	16.0	J	f12.10PM		11.25	
3.00		s 9.52	Yard	40.7	VERNONIAVN	10.3	D-N	s11.55	MAR AN	10.40	THE
3.50		f10.10	37	46.1	ZAN	4.9	g West	111.36	VENTA	10.10	
4.00AN		810-15AM	Yard	49.1	KEASEY	1.9	D-N	11.30AM		10.00PM	
	4 4			51.0	COUNTY LINE	0.0					
Arrive Daily Ex. Mon.		Arrive Daily						Leave Daily		Leave Daily Ex. Sun.	
5.45 8.5		2.19 21.2			Time Over District Average Speed per Hour			2.14 21.9		5.45 8.5	

FACTURADD	TTD A TATE	ADE	CITDEDIOD	mo	WESTWARD	TID ATME	OF	TITE	CAME	CTAGG
PAOLWARD	LEALING	A D. P.	SUPERIUR		WESTWARD	LEALING	UF	LHE	DAILE	CLASS

		ares er	CIR 2	and Wilson River							
	WESTWA	RD			EASTWARD						
SECOND	FIRST CLASS	AN A	1770	Time Table No. 31			0. 31		FIRST CLASS	SECONI	
	76	Car	nce	JAN. 5, 1928	nnce m vood	Telephone Stations					
		Capacity of Sidings	Distance from Wilkesboro	STATIONS	Distance from Glenwood	''J'' Indicates Jack-box					
İ		817	0.0	WILKESBORO	12.8	D					
		30	1.1	PENGRA	11.7						
		1	3.2	DORN SPUR	9.6						
	tie en	2	4.1	MENKE SPUR	8.7						
		1	4.8	SEAVEY'S SPUR	8.0						
		4	6.6	ORCHARD DALE	6.2						
	1007	95	8.9	WASHBURN	3.9	P					
		3	11.6	GRAY'S SPUR	1.2						
		38	12.8	GLENWOOD	0.0	P					
								_			
				Time Over District							

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

S. P. OVERHEAD CROSSING—Log trains must not cross overhead crossing just west of Wilkesboro when S. P. trains are passing underneath. If S. P. train is passing or approaching, log trains must come to a stop and wait until S. P. train has cleared the crossing.

DERAIL—Point derail in main line 200 feet west of Cole Logging Co.'s Crossing at Gray's Spur must be left in derail position.

YARD LIMITS—Gray's Spur: from yard sign 1500 feet east of Gray's Spur Switch to end of track, Glenwood.

SPEED RESTRICTIONS—Speed of all trains must not exceed 12 miles per hour between Wilkesboro and Glenwood.

	CLE	ARAN	CE TA	BLE							
	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.

G. E. VOTAW, Superintendent

SPECIAL RULES

- No. 1. Registering Stations—River Junction, Wilkesboro, Vernonia 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. Point derail in passing track at Tophill is located 131 feet west of east switch. This derail must be placed in open or derail position when cars are left on passing track. When passing track is clear of cars, derail will be left in closed position.
- 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 United Rys. Switch must be set and locked for the United Rys. at all times when not in use by trains using main line to depot.
- No. 10. Railroad Crossings located as follows: S. P. Co. (McFarlane Bros. Mill) 4.2 miles west of Banks. All trains will come to full stop at this crossing 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 between United Jct. and Wilkesboro, and twenty (20) miles per hour between Wilkesboro and Keasey, 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 Junction on 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 feet east of East passing track switch to Yard Sign 1000 feet west of West passing track Switch.
 - Connacher, from Yard Sign 500 feet east of Switch to Connacher track No. 1 to Yard Sign 1500 feet west of Switch to Connacher track No. 2.

 McPherson, from Yard Sign 2000 feet east of McPherson Spur No. 1 to Yard Sign 2000 feet west
 - of McPherson Spur No. 2. Vernonia, from Yard Sign 2640 feet west of West passing track Switch to Yard Sign 2200 feet east
 - of East Switch of Storage Track. Keasey, from Yard Sign 2640 feet east of East Switch to Yard Sign 1000 feet west of Eastman Spur.

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.
- No. 15. The double heading of trains between Keasey and Tophill is prohibited. Trains handling logs on disconnected trucks must not under any circumstances be double headed between Keasey and Rafton.*
- No. 16. When engines and cabooses equipped with adjustable couplers are being moved, the Federal Law prohibits the handling in one train of equipment including engines and cabooses unless couplers are all in either the high or the low position. This includes couplers on engines and on cabooses on the opposite ends from those in service. When it is necessary to change position of adjustable couplers, there must be no failure to again connect chain between cutting lever and pin lifter so that cutting lever will be operative.

SPECIAL RULES-Continued

LOG TRAIN SERVICE

No. 17. 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.

18. Trainmen handling logs on disconnected trucks will be required to Ride Out on loaded trains for the purpose of controlling train over district between Keasey and Zan,

Tophill and Manning and 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.

No. 19. Trainmen in log service when handling logs on disconnected trucks will be required, when on duty, to wear shoes properly equipped with caulks.

LOCATION AND LENGTH OF TUNNELS

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

COMPANY SURGEONS

Dr. Jas. C. Zan,	Chief	Surgeon,	Corbett	Blag.,	Portland
Dr. C. E. Brous					.Linnton
Dr. Geo. Pasto.		• • • • • • • • •			Vernonia

STRETCHERS

Located at

VERNONIA.....STATION

Commercial Spurs and Passenger Flag Stops Between Stations

Name	Miles from United Jct.	Capacity of Sidings in Cars	Switch at	Flag Stop for Trains
Armona	1.5			All Trains
Lucerne	1.9			All Trains
McCoy	6.4			All Trains
Culliton	8.0	10	West End	Not Pass. Stop
Twinfir	11.6	2	East End	All Trains
Vadis	15.3	15 14	East End Double End	All Trains
Grove Lumber Co	15.4	7	East End	Not Pass. Stop
Dersham	15.9			All Trains
Hill Acres	16.5			All Trains
Davies	21.5			All Trains
Thornburg Spur	22.2	5	East End	All Trains
Carstens	23.4			All Trains
Buxton	26.7			All Trains
Du Bois Spur	26.8	20	West End	Not Pass. Stop
Schmidlin Spur	33.7	4	East End	All Trains
Connacher Spur	36.3	Log Spur	West End	All Trains
McPherson No. 1	38.5	Log Spur	East End	All Trains
McPherson No. 2	38.5	Log Spur	West End	All Trains
Trehorn	38.8	4	East End	All Trains
Poynter	42.7			All Trains
Homewood	45.3	Log Spur	East End	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
Eastman	50.5	Log Spur	West End	Not Pass. Stop

WATCH INSPECTORS

A.	L.	Haman,	Chief	Time	Inspector.	St.	Paul, M	Iinn
W.	H	. Saxton				P	ortland,	Ore

Connage Rating of Engines

				Tonn	age Raum	a or Puf	gines													
			Class of Engine																	
D	Ruling	GC&WR	N1 N3	N2	N4 N5	N6	N7	F1	D2	D3	D4	D5	D6							
	District	Grade	Grade	Grade	Grade	Grade	Grade	Grade	1 & 2	350-352 & 370	355- 364	300-305 315	325- 326	335- 337	450- 484	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	1.2	762	904	1200	1022	1218	1200	1145	722	816	812	599	871							
Wilkesboro to Keasey	2.3	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	1.0	165,000	200,000	240,000	232,000	251,000	240,000	229,000	144,400	163,200	162,400	119,800	174,000
Nehalem Boom		feet											

L. H. JAMES, Dispatcher. E. M. HERRING, Dispatcher. F. S. BARLOW, Dispatcher. E. D. LACKEY, Dispatcher. S. A. GAGNON, Asst. Chief Dispatcher. E. B. ARTHUR, Asst. Chief Dispatcher.

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

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Fig. 14. According to the street of the second property of the second se

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THE RESIDENCE OF THE PROPERTY OF THE PARTY O

TOTAL TOTAL						

Learness Line | Live Year | East line | Mil Yeston