# UNITED RAILWAYS COMPANY

# TIMETABLE No. 36

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

SUNDAY, OCT. 6, 1929

SUPERSEDING TIME TABLE NO. 35 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

2	WESTWARD										EASTWARD														
			SECOND CI	ASS	T Blane			FIRST	CLASS				Time Table No. 36					LASS	777			SECO	ND CLASS		
	253	243	251	241	265	263	261	BE A	61	Ca	-14	0 1	OCT. 6, 1929	e ine	Telephone Stations	yes, les,	62		242	252	254	262	264	266	244
	Flat Car Logger	Thru Freight	Flat Car Logger	Local Freight	Truck Logger	Truck Logger	Truck Logger		Passenger	Capa of Sid		Distano from Linntor	THE RESERVE	Distance from County Line	"J"	Tab	Passenger	F	Thru reight	Flat Car Logger	Flat Car Logger	Truck Logger	Truck Logger	Truck Logger	Local Freight
14	Leave Daily Ex. Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sat.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	the last	Leave Daily	Pass- ing Trks.	Other Trks.	I. Di	STATIONS	Court	Indicates Jack-box	Water, Wyes, Turn Tables, Fuel & Scales	Arrive Daily	Arrive Daily Ex. Mon	Daily C. Mon.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Mon.				
		8.15PM		11.59AM		W 141	PR SE		7.46			0.0	LINNTON	51.6	P	J'c't.	1.39PM	1	3.50M	1200	1165				2.50M
	9.40PM	8.30	7.40PM	12.20PM	2.45M	2.35M	1.30	Not Pas	7.54			3.7	RIVER JUNCTION	47.9	P	J'c't.	1.31	en l	3.37	4.55M	7.00AM	10.02M	11.35AM	12.20PM	2.35
	9.43	8.33	7.42	12.25	2.47	2.37	1.32	Ali Zuan	1 7.56		7	4.4	BURLINGTON	47.2	800	ion	f 1.29	pp [ 43	3.34	4.52	6.57	9.58	11.31	12.16	2.33
	9.49	8.42	7.53	12.45	2.57	2.47	1.38	AU Trade	8.02		86	6.6	TUNNEL SPUR	45.0	P	Postage	1.23	- Rogin is	3.24	4.43	6.48	9.46	11.19	12.05PM	2.22
	9.54	8.48	8.01	1.00	3.03	2.53	1.43	All Treat	f 8.06		84	8.2	BOCKTON	43.4	P	NOT THE	1 1.20		3.17	4.38	6.42	9.38	11.11	11.57	2.15
	9.59	8.54	8.09	1.16	3.10	3.00	1.48		f 8.10			9.8	BOWERS JUNCTION	41.8	P	J'e't.	t 1.16		263-265 3.10 3.00	4.32	6.35	9.30	11.03	11.49	2.07
	10.13	9.13	8.30	1.45	3.28	3.17	2.04		s 8.22	50	17	14.6	NORTH PLAINS	37.0	D	W 1500' East	1.03		2.39	4.13	6.14	9.06	10.39	11.25	1.45
	10.22	9.23	8.42	2.02	3.37	3.27	2.12		f 8.28	1	28	17.1	SHERMAN	34.5	P		112.57		2.29	4.03	6.03	8.53	10.26	11.12	1.20
	10.28	9.32	8.52	2.15	3.45	3.35	2.20	New York	8.33	15	21	19.2	WILKESBORO	32.4	D-N	J'c't.	12.50		2.20	3.55	5.55	8.42	10.15	11.01	1.10
	10.31	9.36	8.57	2.21	3.50	3.40	2.30	All Trees	s 8.36	51		20.2	BANKS	31.4	P		12.47		2.05	263-265 3.50 3.40	5.50	8.36	10.10	10.56	1.01
	10.44	9.52	9.17	2.48	4.15	4.04	3.15		1 8.49	36	8	24.5	MANNING	27.1	P	w	f 1 2.35		1.40	3.15	5.30	8.10	9.46	10.34	12.35PM
	11.05	10.21	9.49	3.30	4.55	4.45	3.49	No. of Day	f 9.11	38		31.5	TOPHILL	20.1	D-N		12.17	ONTEAN	1.05	2.40	263-265 4.55 4.45	7.35	9.11	9.59	11.52
	11.17	10.38	10.08	3.58	5.13	5.03	4.09	M Tou	f 9.25	36	19	35.6	BRAUN	16.0	P	w	f12.05PM	15	2.30	2.10	4.09	7.09	8.20	9.25	11.30
	11.35	11.01PM	10.35	4.35PM	5.40M	5.30	4.42	AX	9.42	Yard	(II	41.3	VERNONIAVN	10.3	D-N	YO	11:58	1:	2.01AM	1.45	3.30	6.40M	7:45	8:45 8:15	11.05AM
	12.50AM	Tel-organia	11 00	100 %	N 5	6.08	5.12	All Trees	9.57	37		46.7	5.4 ZAN	4.9	P	of the st	10.51			12.50	2.50		6.45	7.45	
	1.00AM	Piperson d	11.10PM	43		6.30AM	5.30AM		\$10.05M	Yard		49.7	KEASEYKY	1.9	D-N	WT	10.45AM	N (B) (B)		12.30	2.30AM	P APP	6.3 OAM	7.304	
		No.			i ii		e that	All Tyel				51.6	COUNTY LINE	0.0				1778							Laura
	•										_						V ENGLOS	A STORY OF THE REAL PROPERTY.							<u> </u>
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sat.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	h lb	Arrive Daily	AS			1000		B	9 Z	Leave Daily	E	Leave Daily x. Mon.	Leave Daily Ex. Sun.	Leave Daily Ex. Mon.				
	3.20 13.8	2.46 14.7	3.30 13.1	4.36 8.8	2.55 12.9	3.55 11.7	4.00 11.5	F	2.19 21.2	1			Time Over District Average Speed per Hour	8	_ %	1 18	2.14 22.0		3.49	4.25 10.4	4.30 10.2	3.22 11.2	5.05 9.0	4.50 9.5	3.45 10.9

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. EXCEPTIONS—No. 261 is superior to No. 264; No. 263 is superior to No. 266; No. 265 is superior to No. 262; No. 251 is superior to No. 252; No. 243 is superior to No. 253 is superior to No. 254.

SUPERSEDING TIME TABLE NO. 35 AND ALL SUPPLÈMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, SuperIntendent

### Gales Creek and Wilson River Railroad Co.

ac	WESTWAI	RD			EASTWARD							
SECOND CLASS	FIRST CLASS	187 181	181	Time Table No. 36		2 100	100	FIRST	SECOND			
- 09		Car	Distance from Wilkesboro	OCT. 6, 1929	Distance from Glenwood	Telephone Stations	Water, Wyes, Turn Tables, Fuel & Scales					
12	000 C	Capacity of Sidings	Dis fr Wilk	STATIONS	Dist fr Gler	Indicates Jack-box	Water Turn Fuel d	04 12	9			
	PO 2 1	S17	0.0	WILKESBORO	12.8	D	2 0	9 90				
		30	1.1	PENGRA	11.7							
		2	4.1	MENKE SPUR	8.7	Smirgina	IO1 gins		an Maria			
000	000 000	4	6.6	ORCHARD DALE	6.2		000	nue little	000			
	to feet I	93	8.9	WASHBURN	3.9	P	W. C.	ol Edu	1 100			
		3		GRAY'S SPUR	1.2				-8			
-	-	38	12.8	GLENWOOD	0.0	P	MOITAG	OJ A	19			
			ha	d ners	nois	stend I to	and the	7.0				
			- 10	11274			Hid	IOT I				
				Time Over District Average Speed per Hour	egus	TRAIN	00		4			

### 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.
- GENERAL-Trainmen handling logs on disconnected trucks will be required to ride out on loaded trains, for the purpose of controlling train, over district between Glenwood and Washburn, and between M. P. 6 and M. P. 3.

# CLEARANCE TABLE

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 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'			
G. C. & W. R-Wilkesboro to Glenwood.	19'	19'	19'	19'	19'	18'6"	18'3"	18'	17'6"	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.

## SPECIAL RULES

No. 1. Registering Stations-Linnton, River Junction, Wilkesboro, Vernonia and Keasey.

No. 2. Standard Clock and Bulletin Board located at Vernonia.

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.

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 posi-

tion when cars are left on passing track. When passing track is clear of cars, derail will be left in closed positio

Automatic Block Signals. All train movements through Cornelius Tunnel will be governed by automatic block signals. Ver-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 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.

Automatic signal, known as "stop signal," located 1000 feet west of Tophill tunnel, governs the movement of eastward trains. When trains are stopped by signal in stop position they will be governed by rule 509.

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.

At Junction Switch with S. P. & S., Linnton, eastward trains, except No. 62, will comply with rule 83 by obtaining check on all overdue trains, from train Dispatcher by telephone.

No. 8. At Wilkesboro, when office is open, all trains will register by ticket, form 1060, as per rule 83-B and will require from operator a check of register on form 1211.

No. 9. Normal position of Junction Switch, Wilkesboro, will be for the United Rys. Main line.

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 Linnton and Wilkesboro, and twenty (20) miles per hour between Wilkesboro and Keasey. Trains handling logs on disconnected trucks must not exceed twelve (12) miles per hour and trains handling logs on flat cars must not exceed twenty (20) miles per hour over any portion of the railway. Trains must reduce speed to twelve (12) miles per hour over all bridges between Linnton and tunnel No. 1 and ten (10) miles per hour over bridges U 42.1, U 46.3 and U 47.5. Eastward freight trains will use not less than the first force (25) minutes between Tabill and Managing Logorousing between the passed of twenty (20) miles per hour thirty-five (35) minutes between Tophill and Manning. Locomotives backing up must not exceed speed of twenty (20) miles per hour.

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 Junction Switch 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. R. 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 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.

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

### 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

Conductors will decline to handle in trains loads of logs which do not conform to the above restrictions.

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

### Commercial Spurs and Passenger Flag Stops Between Stations

	Name	Miles from Linnton	Capacity of Sidings in Cars	Switch at	Flag Stop for Trains
saint hely	Armona	2.1			All Trains
	Lucerne	2.5			All Trains
	Petty	2.7	S 9	West End	All Trains
	Falkenberg	6.1	S 2	West End	All Trains
dennik Ver	McCoy	7.0			All Trains
may privebe	Culliton	8.6	S 10	West End	Not Pass. Stop
and truins has	Valle Vista	8.9		The best to the	All Trains
	Helvetia	10.3	86	East End	All Trains
	Groveland	11.0			All Trains
	Connell	11.8	S 7	West End	All Trains
9.54	Twinfir	12.2	Total Laboratory	East End	All Trains
mpte Dtawn	Lincoln	12.9	S 7	East End	All Trains
Mo nahah s	Vadis	15.9	13	East End Double End	All Trains
Tank Like	Grove Lumber Co	16.0	6	East End	Not Pass. Stop
	Dersham	16.5			All Trains
	Christie	18.2	S 12	East End	All Trains
	Davies	22.1			All Trains
coupe to fe	The Vernonia Co	22.8	- MI 4 114 -	East End	All Trains
	Carstens	24.0			All Trains
	Buxton	27.3		DISTRICT.	All Trains
Inni.l anow	Elwood Lbr. Co. Spur	27.4	S 12	West End	Not Pass. Stop
	Outfit Spur	32.1	89	West End	Not Pass. Stop
teren Lings	Schmidlin Spur	34.3	84	East End	All Trains
early services con	Connacher Spur	36.9	Log Spur	West End	All Trains
	McPherson No. 1	39.1	Log Spur	East End	All Trains
ulThouse O	McPherson No. 2	39.1	Log Spur	West End	All Trains
	Trehorn	39.4	83	East End	All Trains
	Poynter	43.3	Log Spur	East End	All Trains
delivitate	Homewood	45.9			All Trains
	Early	47.6			All Trains
ger No. 2.	Tara	47.9	S 3	East End	All Trains
MARIE ORGANISM	Lausman	48.4	Log Spur	East End	All Trains
17.4	Eastman	51.1	Log Spur	West End	Not Pass. Stop

Londs must not exceed slaven (II) feet to width and must not exceed sighty (80) feet in length, except when special permits are launted authorising Conductors to exceeding eighty (80) feet in length.

The lond limit for 80,000 separity trucks will be 12,000 feet, lond limit for 100,000 capacity trucks will be 14,000 feet.

In event of stalling on grade, Engineeres must not take clack in attempting to start, as to do so may result in pulling tracks from

No. 18. Trainment handling logs on disconsucted trucks will be required to Ride Out on loaded trains for the purpose of controlling

Tonnage Rating of Engines

S autostine I	oW.	-			ago Italii		ass of En	rine		TAMES NAMED			-11-70-17
2. Standard Cle-	Ruling	GC&WR	N1 N3	N2	N4 N5	N6	N7	F1	D2 150- 151	D3 152-157 158	D4 153-154 155	D5 156	D6
District	Grade	1 & 2	350-352 & 370	355- 364	300-305 315	325- 326	335- 337	450- 484					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
Rafton		feet											

### LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
1	7.6 miles west of Linnton	4180 feet
2	Tophill	1142 feet

### COMPANY SURGEONS

Dr. Jas. C. Zan, Chief Surgeon, Medical-Dental Bldg., Portland Dr. John C. Adams, Asst. Surgeon, Medical-Dental Bldg., Portland Dr. Chas. C. Newcastle, Weatherly Bldg., E. Morrison & Grand ......Portland Dr. C. E. Brous.....Linnton 

STRETCHERS
Located at VERNONIA.....STATION YARD LIMITS - Cray's Sour; from yearl sign 1500 feet cost of

### WATCH INSPECTORS

loaded trains for the purpose of excluding train and dust below to

and Washburn, and between M. P. 6 and M. P. 8.

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

L. H. JAMES, Dispatcher. E. M. HERRING, Dispatcher.

L. S. NELSON, 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.