

UNITED RAILWAYS COMPANY

TIME TABLE No. 39

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

SUNDAY, FEBRUARY 28, 1932

**SUPERSEDING TIME TABLE NO. 38 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

G. E. VOTAW, Superintendent

B. L. SPERRY, Supt. Car Service

A. J. DAVIDSON, General Manager

S. Asay
Ferguson 9/15/84

Gales Creek and Wilson River Railroad Co.

[illegible]

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

	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 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 3

- No. 1. Registering Stations—United Junction, 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.
- 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.
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.
- 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. Normal position of switch, United Junction, will be for S. P. & S. main track.
- No. 9. Normal position of Junction Switch, Wilkesboro, will be for the United Rys. Main line.

SPEED RESTRICTIONS

- No. 10. 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 Cornelius tunnel. Eastward freight trains will use not less than thirty-five (35) minutes between Tophill and Manning. Locomotives backing up must not exceed speed of twenty (20) miles per hour.

YARDS

- No. 11. 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 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. 12. 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. 13. 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. 14. 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. 15. 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.

LOG TRAIN SERVICE

- No. 16. 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. 17. 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. 18. 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 United Jet.	Capacity of Sidings in Cars	Switch at	Flag Stop for Trains
Ban Spur.....	1 0	34	West End	All Trains
Falkenberg.....	3.4	S 2	West End	All Trains
McCoy.....	4.2	.....	.....	All Trains
Culliton.....	5.9	S 10	West End	Not Pass. Stop
Valle Vista.....	6.2	.....	.....	All Trains
Helvetia.....	7.6	S 6	East End	All Trains
Groveland.....	8.3	.....	.....	All Trains
Connell.....	9.1	S 7	West End	All Trains
Twinfir.....	9.5	1	East End	All Trains
Lincoln.....	10.2	S 7	East End	All Trains
Vadis.....	13.3	12	East End Double End	All Trains
Grove Lumber Co..	13.3	6	East End	Not Pass. Stop
Dersham.....	13.8	.....	.....	All Trains
Christie.....	15.5	S 12	East End	All Trains
Davies.....	19.4	.....	.....	All Trains
The Vernonia Co. } Thornburg..... }	20.0	4	East End	All Trains
Carstens.....	21.3	.....	.....	All Trains
Buxton.....	24.6	.....	.....	All Trains
Elwood Lbr. Co. Spur	24.7	S 12	West End	Not Pass. Stop
Outfit Spur.....	29.3	S 9	West End	Not Pass. Stop
Schmidlin Spur....	31.6	S 4	East End	All Trains
Connacher Spur....	34.2	Log Spur	West End	All Trains
McPherson No. 1...	36.4	Log Spur	East End	All Trains
McPherson No. 2...	36.4	Log Spur	West End	All Trains
Trehorn.....	36.7	S 3	East End	All Trains
Poynter.....	40.6	Log Spur	East End	All Trains
Homewood.....	43.2	.....	.....	All Trains
Early.....	44.8	.....	.....	All Trains
Tara.....	45.2	S 4	East End	All Trains
Eastman.....	48.5	Log Spur	West End	Not Pass. Stop

Tonnage Rating of Engines

District	Ruling Grade	Class of Engine												
		GC&WR No. 1 D-4	D-2, D-3	D-5	D-6	D-7	D-7	F-1 Booster	F-1	F-1	N-1, N-3	N-4, N-5	N-6	N-2, N-7
		153-155	150-152 157 & 158	156	159	160-161	162	450-451	452-464	465-466	350-352 370	300-305 315	325-326	355-365 335-339
United Jet. to Wilkesboro....	2.0	390	365	275	330	445	515	735	540	615	475	555	605	645
Wilkesboro to Keasey.....	2.3	325	300	225	270	370	435	620	450	520	400	470	515	550
Keasey to Wilkesboro....	1.5	545	520	390	465	615	705	1010	750	845	650	760	825	885
Wilkesboro to United Jet.....	1.2	680	665	495	595	775	885	1265	950	1055	815	955	1035	1105

Rating in Footage of Logs

Keasey to Wilkesboro....	1.5	103,500	99,000	74,000	88,500	117,000	134,000	192,000	142,500	160,500	123,500	144,500	157,000	168,000
Wilkesboro to Rafton	1.2	129,000	126,500	94,000	113,000	147,000	168,000	240,500	180,500	200,500	155,000	181,500	196,500	210,000

LOCATION AND LENGTH OF TUNNELS

No.	Location	Length
1	1.0 miles west of Tunnel Spur.....	4111 feet
2	0.3 miles west of Tophill.....	1136 feet

COMPANY SURGEONS

Dr. Chas. Newcastle, Chief Surgeon } 318 Mayer Bldg., Portland
 Dr. Wilmot C. Foster, Asst. Surgeon } Telephone Beacon 5070; if
 no answer call Beacon 3181
 Dr. Harry S. Irvine, Local Surgeon, 915 Weatherly Bldg., Portland
 Dr. C. E. Brous.....Linton
 Dr. Marvin R. Eby.....Vernonia

STRETCHERS

Located at

VERNONIA.....STATION

WATCH INSPECTORS

A. L. Haman, Chief Time Inspector.....St. Paul, Minn.
 W. H. Saxton, 245 Washington St.....Portland, Ore.
 Dillen Rogers, Killingsworth and Albina Avenues.....Portland, Ore.
 A. L. Kullander.....Vernonia, Ore.

R. E. WHITE, Dispatcher.
 L. H. JAMES, Dispatcher.
 F. S. BARLOW, Dispatcher.

L. S. NELSON, Dispatcher.
 E. M. HERRING, Asst. Chief Dispatcher.
 E. B. ARTHUR, Asst. Chief Dispatcher.

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