

KLAMATH DIVISION.

TIME TABLE No. 3

EFFECTIVE 12:01 A. M.
PACIFIC TIME

WEDNESDAY, JUNE 1, 1932.

T. F. DIXON, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD.

EASTWARD.

SECOND CLASS				Car Capacity		Time Table No. 3				SECOND CLASS						
			387			Effective June 1, 1932	STATIONS	Telegraph Calls	Distance from Bieber	SIGNS	Distance from Bend				386	
			Mixed	Siding	Other Tracks											
			Daily													

L 7.30Am BK 0 0 BEND ND 233.56 RWYODNCK A 3.30Pm

BETWEEN BEND DEPOT AND THIRD STREET, TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY, TIME TABLE AND RULES.

					96	2.79	..... BEND YARD		230.77	P						
						5.35	..... BROOKS SCANLON RY. CROSSING		228.21							
		f 8.50		69	14	BK 16	13.01	..... LAVA	220.55	P		f 2.37				
		s 8.55					14.74	..... LAVA JCT.	218.82	PR		s 2.27				
		s 9.20					22.49	..... SHEVLIN HIXON JCT.	211.07	PR		s 1.57				
		f 9.24		37		BK 27	24.30	..... STEARNS	209.26	P		f 1.45				
		f 9.40		11		BK 34	31.62	..... LA PINE	201.94	P Y		f 1.25				
		f 9.57		38		BK 41	38.63	..... BEAL	194.93	PW		f 12.55				
		f 10.13		10		BK 48	45.11	..... FREMONT	188.45	P		f 12.34				
		f 10.28		37		BK 55	51.71	..... CRESCENT	181.85	P		f 12.11Pm				
		f 10.45		21		BK 63	60.64	..... CORRALL	172.92	P		f 11.45				
		A 11.18Am		37		BK 71	68.34	..... CHEMULT	165.22	MU	PRDNKX	L 11.18Am				

BETWEEN CHEMULT AND BIBER LINE JCT. TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC RY. TIME TABLE AND RULES.

		L 2.30Pm			468	BK 147	144.46	..... KLAMATH FALLS. (G. N. Depot)	DS 91.54	KRWYOCDN						
		2.35 7.00		83	198	BK 149	144.74	..... SOUTH KLAMATH.				A 5.10Am				
		f 7.32		69	39	BK 162	159.11	..... MERRILL	MR 74.45	PD		f 4.30				
		f 7.55		55		BK 171	168.53	..... MALIN	MA 65.03	PDW		f 4.10				
							175.22	..... SOUTHERN PACIFIC RY. CROSSING		I 58.34						
		f 8.15		69	24	BK 178	175.63	..... STRONGHOLD		P 57.93		f 3.40				
		f 8.45		70	12	BK 191	188.35	..... MAMMOTH		P 45.21		f 3.10				
		f 9.10		69	14	BK 201	198.55	..... GLASS MOUNTAIN.		PW 35.01		f 2.40				
		f 9.35		69	0	BK 213	210.19	..... SCARFACE	SF 23.37	P		f 2.20				
		f 10.00		69	94	BK 225	222.31	..... LOOKOUT	KO 11.25	PDWY		f 1.55				
		A 10.30Pm			319	BK 236	233.56	..... BIBER	BR 0	KRWYOCDNX		L 1.30Am				
		7.18 21.6						Time Over Subdivision Average Speed Per Hour				7.42 20.5				

STANDARD INTERLOCKING RULES 601 TO 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF THE AUTOMATIC INTERLOCKING PLANTS:

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED." If home signal desired does not indicate "PROCEED" and no smash boards are in use, trainman may flag train over the crossing after making certain that conflicting home signals are in the "STOP" position and no conflicting train movement is evident.

In addition, if smash boards are in use, and are in the "REVERSE" position on the route desired and operation of hand release does not clear the proper home signal, trainman shall signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position. If smash boards on the route desired are not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED," signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position.

TO OPERATE SMASH BOARD MECHANISM BY HAND.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at the crossing. Crank must be inserted in shaft on back of smash board mechanism, after opening small cover locked with a standard switch lock. Crank shall be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved downward to the vertical position. When operation is completed small cover must be locked and crank returned to the "RELEASE" box.

Special Rules.

Westward trains are superior to eastward trains of the same class.

Switch leading from Southern Pacific Railway main track to Great Northern Whiteline Freight Yard and passenger station Sixth Street, Klamath Falls, located 6300 feet west of Southern Pacific Railway Passenger Station.

When moving into Sixth Street Passenger Station, Klamath Falls trains must be under absolute control before passing over the two lumber yard crossings used by the Ewauna Box Company. These crossings are used day and night by Mill Company Employees.

Vertical Lift Draw Bridge over Lake Ewauna at Klamath Falls located 2578 feet from Great Northern Railway Connection with Southern Pacific Railway Main track, and 2115 feet from east switch of Great Northern Freight Yard.

All trains must come to full stop before crossing Draw Span, and be governed by Train Signal Light indications which are located at each end of Draw Span. Yellow Light indicates that Draw Span is in safe position for rail traffic. Red Light that Draw Span is in open position for navigation.

If Draw Span is not in position for rail traffic or when Signal Lights are inoperative, do not attempt to use Draw Span unless authorized by Superintendent.

Rules 671 to 671 (f), inclusive, amended as follows:

The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signal shall not exceed eight miles per hour.

Conditions may require a further speed restriction for all trains, per special rules, and at draw bridges the speed of trains shall not exceed eight miles per hour.

The letter "I" in column headed "SIGNS" indicates interlocking plant.

Automatic interlocking at:
Stronghold; 0.41 mile east—Sou. Pac. Ry.

SPEED RESTRICTIONS.

Over highway crossing located 2.36 miles East of La Pine, ten (10) miles per hour.

Over automatic interlocked crossing with Southern Pacific .41 miles east of Stronghold not to exceed twenty (20) miles per hour.

All trains will be handled under control and without regard to making schedule time at all points where slides or falling rock are likely to be encountered.

MAXIMUM SPEED.

Between	Passenger	Freight
Bend and M. P. 23	50 Miles per hour	35 Miles per hour
M. P. 23 and Chemult	45 Miles per hour	35 Miles per hour
South Klamath and Bieber	35 Miles per hour	35 Miles per hour

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

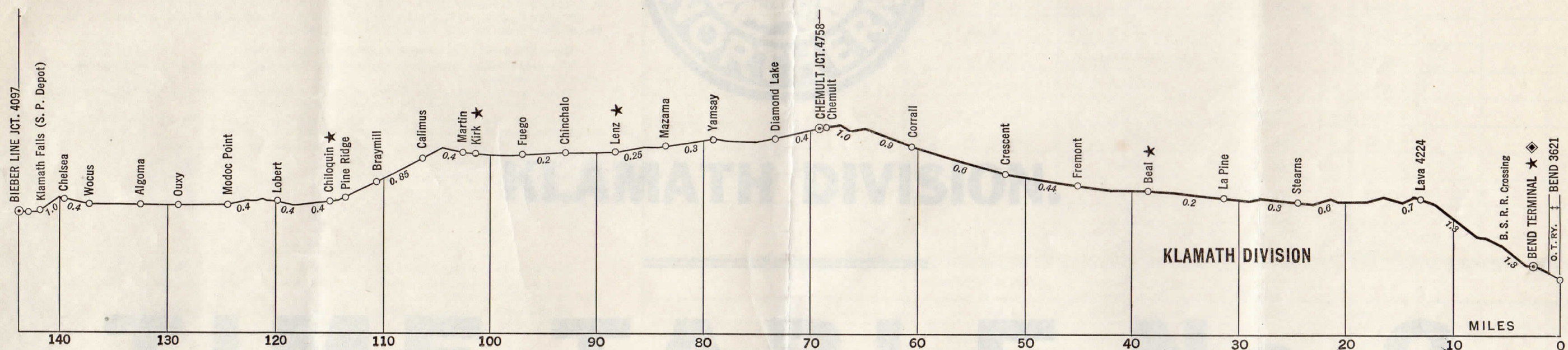
- Finley Butte Cinder Cone Wye—1/2 mile west La Pine.
- Airport—1.70 miles west of South Klamath, opens west, capacity 6 cars.
- Henley—3.85 miles west of South Klamath, opens west, capacity 7 cars.
- Dehlinger—8.39 miles east of Merrill, opens west, capacity 21 cars.
- Stonebridge—1.89 miles west of Merrill, opens west, capacity 10 cars.
- Adams Point—4.05 miles east of Malin, opens both ends, capacity 46 cars.
- Wye located 2.67 miles east of Mammoth at mile post 42.
- Bieber Stockyards—2.22 miles east of Bieber, opens both ends. Capacity twenty-four (24) cars.

COMPANY SURGEONS.

- Dr. Roscoe C. Webb... Chief Surgeon.... 1849 Medical Arts Bldg., Minneapolis, Minn.
- Dr. Ed. Lamb... Division Surgeon... Klamath Falls, Ore.
- Dr. Paul Woerner... Local Surgeon... Bend, Ore
- Dr. F. W. Watts... Local Surgeon... Bieber, Calif

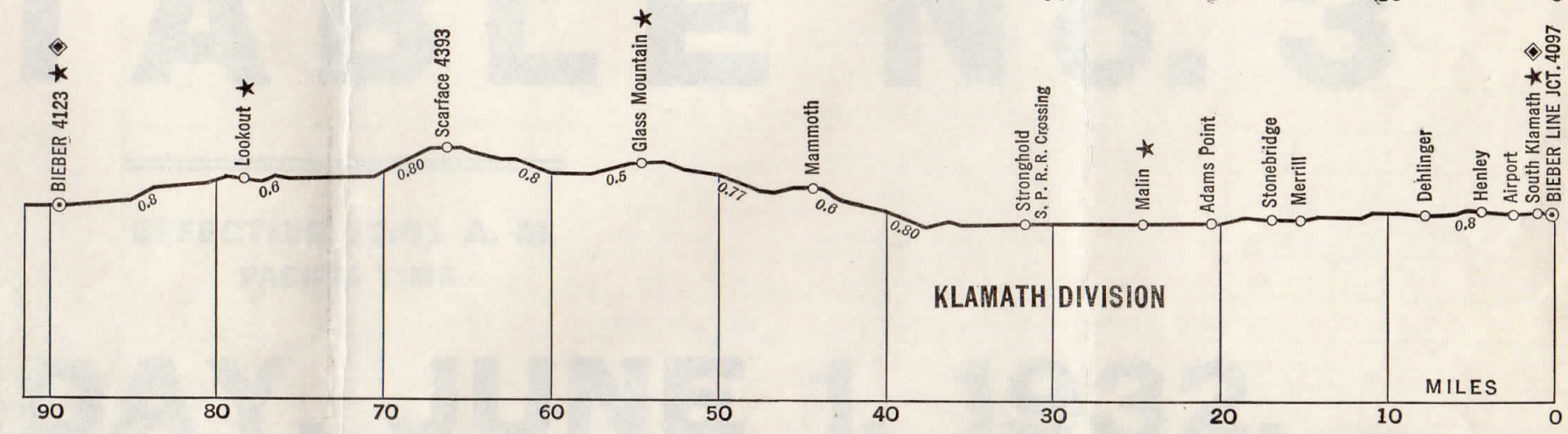
J. W. CARMAN, Chief Dispatcher.

W. C. SHERMAN, Train Master.



Water ★
 Fuel ◆
 Elevation 81

Ruling Grade
 Westward 1.3%
 Eastward 1.0%



WESTWARD.

EASTWARD.



* Water
 ♦ Fuel
 Elevation 81