



KLAMATH DIVISION.

TIME TABLE No. 4

**EFFECTIVE 12:01 A. M.
PACIFIC TIME**

SUNDAY, MARCH 18, 1934.

A. E. KNIGHTS, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD. FIRST SUBDIVISION—BEND AND SOUTH KLAMATH. EASTWARD.

SECOND CLASS				Car Capacity		Time Table No. 4				SECOND CLASS			
		387				Effective	STATIONS	Telegraph Calls	Distance from South Klamath	SIGNS	386		
		Mixed				March 18, 1934					Mixed		
		Daily									Daily		
		L 7:30am		BK 0	0		BEND	ND	144.74	RWYODNCK	A 5:30am		
BETWEEN BEND DEPOT AND THIRD STREET, TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY, TIME TABLE AND RULES.													
		7:45	96	BK 3	2.79	2.79	BEND YARD		141.95	PWCYX	5:20		
						5.35	BROOKS SCANLON RY. CROSSING		139.39				
		f 8:50	69	BK 13	13.01	7.66	LAVA		131.73	P	f 5:00		
		* 8:55		BK 15	14.74	1.73	LAVA JCT.		130.00	PR	* 4:56		
		* 9:20			22.49	7.75	SHEVLIN HIXON JCT.		122.25	PR	* 4:39		
		f 9:24	37	BK 24	24.30	1.81	STEARNS		120.44	P	f 4:35		
		f 9:40	11	BK 32	31.62	7.32	LA PINE		113.12	P Y	f 4:20		
		f 9:57	38	BK 39	38.63	7.01	BEAL		106.11	PW	f 4:05		
		f 10:13	10	BK 45	45.11	6.48	FREMONT		99.63	P	f 3:51		
		f 10:28	37	BK 52	51.71	6.60	CRESCENT		93.03	P	f 3:37		
		f 10:45	21	BK 61	60.64	8.93	CORRAL		84.10	P	f 3:18		
		A 11:18am	37	BK 68	68.34	7.70	CHEMULT	MU	76.40	PRDNKX	L 3:01am		
BETWEEN CHEMULT AND BIEBER LINE JCT. TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC RY. TIME TABLE AND RULES.													
		2:30		BK 144	144.46	76.13	KLAMATH FALLS (G. N. Depot)	DS	2.72	KRWYODN			
		A 2:35pm	83	BK 145	144.74	2.03	BIEBER LINE JCT.		0.69		L 12:05		
		7:05				0.69	SOUTH KLAMATH		.0	PWCXY	L 12:01am		
		20.4					Time Over Subdivision				5.29		
							Average Speed Per Hour				26.4		

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.

A set of mechanical gates are in service at the crossing of the Brooks-Scanlon Lumber Company and the Great Northern tracks 2.56 miles south of Great Northern yard at Bend, Oregon.

Gates will be normally set against the Great Northern Ry. Co.'s trains, and clear for the Brooks-Scanlon Lbr. Co.'s trains.

When Great Northern Railway Co.'s trains are to be moved over the crossing, trains must be stopped as provided for in Rule 98 (a), and, if no trains on Brooks-Scanlon Lbr. Co.'s tracks are seen to be approaching, trainmen will unlock north gate and swing gate across Brooks-Scanlon Lumber Co.'s tracks and fasten with switch lock. Gates are pipe connected together so that clearing the north gate will also clear the south gate and set gates against the Brooks-Scanlon Lumber Company's trains in both directions.

When Great Northern Railway Company's trains have passed over the crossing, gates must be returned to their normal position across Great Northern Railway Company's tracks and locked with standard switch lock.

SPEED RESTRICTIONS.

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

Trains must not exceed 25 miles per hour when handling logs.

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Finley Butte Cinder Cone Wye—½ mile west La Pine.

Larkey Spur—0.25 miles east of Corral, capacity 11 cars.

WESTWARD.		SECOND SUBDIVISION—SOUTH KLAMATH AND BIEBER.										EASTWARD.		
SECOND CLASS			Car Capacity		Station Numbers	Distance from South Klamath	Time Table No. 4		Telegraph Calls	Distance from Bieber	SIGNS	SECOND CLASS		
	387		Siding	Other Tracks			Effective	March 18, 1934				386		
	Mixed													
	Daily													
	L 7.00pm	83	198	BK 145	.0	.....SOUTH KLAMATH.....	88.80	PWCXY		A 11.00pm			
	f 7.32	69	39	BK 159	14.37	.....MERRILL.....	MR 74.43	PD		f 10.28			
	f 7.53		55	BK 169	23.79	.....MALIN.....	MA 65.01	PDW		f 10.07			
					30.48	.....SOUTHERN PACIFIC RY. CROSSING.....		I					
	f 8.09	69	24	BK 176	30.89	.....STRONGHOLD.....	57.91	P		f 9.51			
	f 8.37	70	12	BK 188	43.61	.....MAMMOTH.....	45.19	P		f 9.23			
	f 9.00	69	14	BK 199	53.80	.....GLASS MOUNTAIN.....	35.00	PW		f 9.00			
	f 9.30	69	0	BK 210	65.44	.....SCARFACE.....	SF 23.36	P		f 8.30			
	f 10.00	69	94	BK 222	77.56	.....LOOKOUT.....	KO 11.24	PDWY		f 8.00			
	A 10.30pm		319	BK 234	88.80	.....BIEBER.....	BR .0	KRWYCDNX		L 7.30pm			
	3.30 25.4					Time Over Subdivision Average Speed Per Hour				3.30 25.4				

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 "G. N. Release" and locked with standard switch lock. Turn knob to the right until stopped, then let go and allow clockwork mechanism to run down. This will require about three (3) minutes and under ordinary conditions Home signal should then change from "Stop" to "Proceed."

If this operation of release does not change the Home signal from "Stop" to "Proceed," a repeater red indicator light located on Home signal mast, and a red pilot lamp in release box should then light up, indicating that Home signals on the intersecting line are in the "Stop" position and tracks between Home signals are unoccupied.

Train after receiving repeater red indicator light at Home signal may proceed over the crossing.

If red pilot light in release box and repeater red indicator light on signal mast fail to light up, train may proceed over crossing after protecting in both directions on intersecting line.

Release box must be properly closed and locked after operation is completed.

SUNDAY, MAY 1934

Special Rules.

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

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 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 at time all points where slides or falling rock are likely to be encountered.

Trains must not exceed 25 miles per hour when handling logs.

MAXIMUM SPEED.

Between	Passenger	Freight
South Klamath and Bieber.....	45 Miles per hour.....	35 Miles per hour.....

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

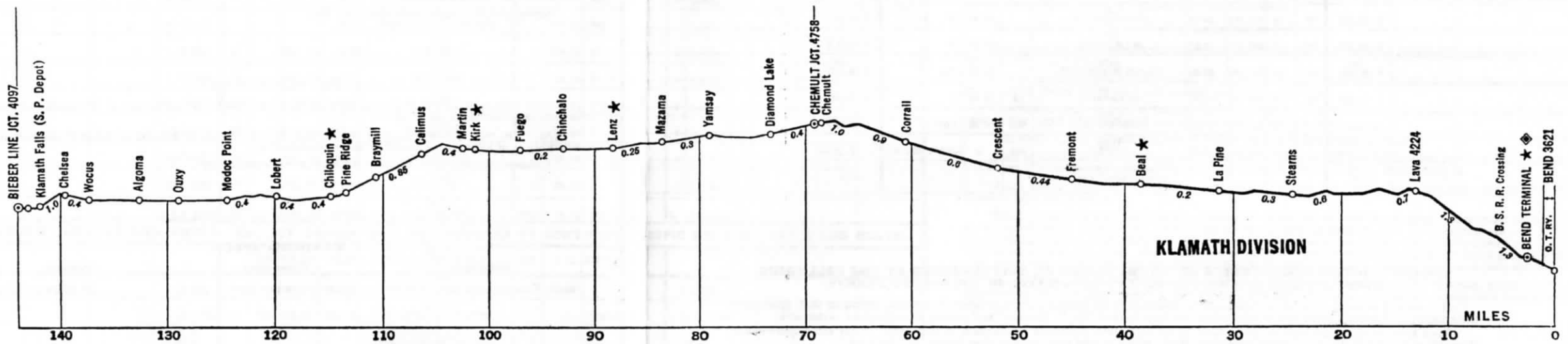
- Airport—1.70 miles west of South Klamath, opens west, capacity 6 cars.
- Henley—3.85 miles west of South Klamath, opens west, capacity 23 cars.
- Dehlinger—8.39 miles east of Merrill, opens west, capacity 21 cars.
- Stonebridge—1.89 miles west of Merrill, opens west, capacity 10 cars.
- Adams Point—4.05 miles east of Malin, opens both ends, capacity 46 cars.
- Kalina—1 mile west of Malin, opens west, capacity 10 cars.
- Liskey—4 miles west of Stronghold, opens west, capacity 11 cars.
- Wye—located 2.67 miles east of Mammoth at mile post 42.
- Tionesta—6.1 miles west of Mammoth, open both ends. Capacity 40 cars.
- Davis Creek Lbr. Co.—3.1 miles west of Lookout, opens west, capacity 23 cars.
- Bieber Stockyards—2.22 miles east of Bieber, opens both ends. Capacity 24 cars.

COMPANY SURGEONS.

- Dr. Roscoe C. Webb..... Chief Surgeon.....1849 Medical Arts Bldg., Minneapolis, Minn.
- Dr. J. G. Cunningham..... Assistant Chief Surgeon.....Spokane, Wash.
- Dr. E. D. Lamb..... Division Surgeon.....Klamath Falls, Ore.
- Dr. Wayne Esperson..... Local Surgeon.....Bend, Ore.
- Dr. R. W. Hemingway..... Local Surgeon.....Bend, Ore.
- Dr. F. W. Watts..... Local Surgeon.....Bieber, Calif.

J. W. CARMAN, Chief Dispatcher.

C. W. SHERMAN, Train Master.



Water ★
 Fuel ◆
 Elevation 81

Ruling Grade
 Westward 1.3%
 Eastward 1.0%

