

Company Surgeons.

- Dr. Roscoe C. Webb, Chief Surgeon, 1849 Medical Arts Bldg.,
Minneapolis, Minn.
Dr. H. M. Wynne, Asst. Chief Surgeon, 1849 Medical Arts
Bldg., Minneapolis, Minn.
Dr. J. G. Cunningham, Asst. Chief Surgeon....Spokane, Wash.
Dr. F. A. Kiehle, Ophthalmic Surgeon.....Portland, Ore.
Dr. E. D. Lamb, Division Surgeon.....Klamath Falls, Ore.

Local Surgeons.

- Dr. C. J. Rademacher Bend, Ore.
Dr. R. W. Hemingway Bend, Ore.
Dr. L. C. Mosher Bieber, Calif.
Dr. Marvin Nerseth Chiloquin, Ore.
Dr. J. Martin Adams Klamath Falls, Ore.
Dr. Ralph M. Dodson Portland, Ore.
Dr. G. N. Pease..... Portland, Ore.
Dr. T. M. Joyce Portland, Ore.

E. R. JOYCE, Chief Dispatcher.
D. B. JENKS, Train Master.



**KLAMATH
DIVISION**

**TIME
TABLE
6**

EFFECTIVE 12:01 A. M.

PACIFIC TIME

Saturday April 1, 1939.

M. L. GAETZ, Superintendent.

R. A. McCANDLESS, General Manager.

J. B. SMITH, General Superintendent Transportation.

Station Numbers	Car Capacity		THIRD CLASS				Distance from Bend	Time Table No. 6			Telegraph Calls	Distance from South Klamath.	SIGNS	SECOND CLASS			
	Siding	Other Tracks	387			Effective April 1, 1939.			386								
			Mixed			STATIONS			Mixed								
			Daily						Daily								
BK 0			L	6.50Am			BEND	ND	144.74				A	5.30Am			

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

BK 3	Yard	358		7.50Am	2.79	BEND YARD	141.95	BUPW XY	5.20Am					
					5.35	BROOKS SCANLON RY. CROSSING	139.39	I						
BK 13	69	14		8.50	13.01	LAVA	131.73	P	5.00					
BK 15				8.55	14.74	LAVA JCT.	130.00	P	4.56					
BK 24	100			9.15	24.30	STEARNS	120.44	P	4.35					
BK 32		11		9.35	31.62	LA PINE	113.12	PY	4.20					
BK 39	107			9.55	38.63	BEAL	106.11	PW	4.05					
BK 45		10		10.10	45.11	FREMONT	99.63	P	3.51					
BK 52	77			10.25	51.71	CRESCENT	93.03	P	3.37					
BK 68	100			11.18Am	68.34	CHEMULT	76.40	MU	3.01Am					

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

BK144	Yard	468			144.46	KLAMATH FALLS (G. N. Depot)	DS	2.72	DNK WX					
				2.30Pm	144.05	BEIBER LINE JCT.		0.69	J BKNOP RWXY	12.05Am				
BK145	Yard	281		2.35Pm	144.74	SOUTH KLAMATH	SK			12.01Am				
				7.45		Time Over Subdivision				5.29				
				18.6		Average Speed Per Hour				26.4				

Special Rules.

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

Switch leading from the Southern Pacific Railway main track to Great Northern Railway 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 prepared to stop 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 Yard. All trains must come to a 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.

	Maximum Speed		
	Between	Passenger	Freight
Bend and Stearns	50 miles per hour.		45 miles per hour.
Stearns and Fremont	40 miles per hour.		35 miles per hour.
Fremont and Chemult	50 miles per hour.		45 miles per hour.

Station Numbers	Car Capacity		THIRD CLASS				Distance from South Klamath	Time Table No. 6		Telegraph Calls	Distance from Bieber	SIGNS	SECOND CLASS			
	Siding	Other Tracks	389		387			Effective April 1, 1939.					386			
			Mixed	Mixed	Sunday Only	Daily Except Sun.		STATIONS								
BK145	Yard	281	.....	.....	L 5.00 PM	L 7.00 PM	.....	.....	SOUTH KLAMATH	SK	88.80	BKNOP RWXY	A 10.30 PM	.....	.....	.....
BK149	.....	25	.....	.....	5.07	7.07	3.85	.....	HENLEY	.....	84.95	.....	10.23	.....	.....	.....
BK152	.....	20	.....	.....	5.11	7.11	5.98	.....	DEHLINGER	.....	82.82	P	10.19	.....	.....	.....
BK159	69	39	.....	.....	f 5.25	f 7.25	14.37	.....	MERRILL	MR	74.43	DP	f 10.05	.....	.....	.....
BK161	.....	12	.....	.....	5.28	7.28	16.26	.....	STONEBRIDGE	.....	72.54	.....	10.01	.....	.....	.....
BK164	.....	46	.....	.....	f 5.35	f 7.35	19.74	.....	ADAMS POINT	.....	69.06	P	f 9.55	.....	.....	.....
BK169	100	55	.....	.....	f 5.45	f 7.45	23.79	.....	MALIN	MA	65.01	DPW	f 9.48	.....	.....	.....
BK173	.....	40	.....	.....	5.55	7.55	28.71	.....	DALTON	.....	60.09	.....	9.38	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	30.48	.....	SOUTHERN PACIFIC RY. CROSSING	.....	58.32	I	.....	.....	.....	.....
BK176	69	24	.....	.....	f 6.20	f 8.00	30.89	.....	STRONGHOLD	.....	57.91	P	f 9.33	.....	.....	.....
BK181	.....	23	.....	.....	6.40	8.11	36.11	.....	KANDRA	.....	52.69	P	9.24	.....	.....	.....
BK188	70	12	.....	.....	f 7.10	f 8.25	43.61	.....	MAMMOTH	.....	45.19	P	f 9.11	.....	.....	.....
BK194	.....	40	.....	.....	7.40	8.39	49.71	.....	TIONESTA	.....	39.09	P	9.00	.....	.....	.....
BK199	69	14	.....	.....	f 8.00	f 8.50	53.80	.....	GLASS MOUNTAIN	.....	35.00	P	f 8.50	.....	.....	.....
BK210	69	0	.....	.....	f 8.30	f 9.25	65.44	.....	SCARFACE	.....	23.36	P	f 8.30	.....	.....	.....
BK222	69	94	.....	.....	f 9.30	f 10.00	77.66	.....	LOOKOUT	KO	11.24	DPWY BDNKOP RWXY	f 8.00	.....	.....	.....
BK234	Yard	319	.....	.....	A 10.30 PM	A 10.30 PM	88.80	.....	BIEBER	BR	.....	.....	L 7.30 PM	.....	.....	.....
.....	.....	.....	.....	.....	5.30 16.1	3.30 25.4	.....	.....	Time Over Subdivision Average Speed Per Hour	.....	.....	.....	3.00 29.6	.....	.....	.....

Special Rules.

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

Maximum Speed.

Between Passenger Freight
South Klamath and Bieber50 miles per hour. 45 miles per hour.

SPECIAL RULES.

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

Trains handling steam derrick, steel pile drivers or ditchers must not exceed a speed of 25 miles per hour at any point and 15 miles per hour over track with a curvature of 6 degrees or over. Booms to be in trailing position.

Trains handling logs will not exceed a speed of 25 miles per hour.

Engines backing up will not exceed a speed of 20 miles per hour.

Supplementing Rule 672: If smash boards or semaphore type signals are not in use, trainmen before giving hand signals in accordance with rule 672 shall place a burning red fusee at each home signal in conflicting routes. If smash boards or semaphore type signals are in use and may be plainly seen to be in their NORMAL position set against train movements on conflicting routes, the placing of fusees will not be required.

Automatic interlocking at:

Bend Yard—2.56 miles west of, with Brooks-Scanlon Ry.

Stronghold—0.41 mile east of, with Sou. Pac. Ry.

Business Tracks Not Shown As Stations On Time Table.

NAME	LOCATION	Capacity Cars
First Subdivision		
Shevlin-Hixon Spur	2.57 miles east of La Pine	
La Pine Wye	0.34 mile west La Pine	
Second Subdivision		
Airport	1.70 miles west So. Klamath	6
Jacobs	0.23 mile east of Malin	9
Kalina	1.00 mile west Malin	10
Suty	2.15 miles west Stronghold....	10
Liskey	4.00 miles west Stronghold....	11
Wye	2.67 miles east Mammoth at M. P. 42	
Davis Creek Lbr. Co.	3.10 miles west of Lookout....	23
Bieber Stock Yards	2.22 miles east Bieber	24
Caldwell Lumber Co.....	1.53 miles east Bieber	13