COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon.....Minneapolis, Minn.
*Dr. Ernest R. Anderson,
Asst. Chief Surgeon .....Minneapolis, Minn.
*Dr. Arthur M. Compton .....Klamath Falls, Ore.
*Dr. C. J. Rademacher .....Bend, Ore.
Dr. J. C. Vandevert .....Bend, Ore.
*Dr. L. C. Mosher .....Bieber, Calif.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEON
(Eye Doctor)

Dr. L. D. Gass .....Klamath Falls, Ore.

F. R. Cochran, Chief Dispatcher.
A. F. Anderson, Trainmaster.
R. S. Olson, Asst. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

KLAMATH DIVISION

TIME TABLE 11

EFFECTIVE 12:01 A. M.

PACIFIC TIME

Sunday, June 3, 1951.

C. M. RASMUSSEN, Superintendent.
I. E. MANION, General Manager.
J. B. SMITH, General Superintendent Transportation.

Time Table No. 11

Effective June 3, 1951

Station Numbers	Car Capacity: Siding	Car Capacity: Other Tracks	SECOND CLASS 387 Time Freight Daily	Distance from Bend	STATIONS	Telegraph Calls	Distance from South Klamath	SIGNS	SECOND CLASS 386 Time Freight Daily
BK 0	Yard		L 7.00Am		**BEND**	ND	144.74	BDNKO FRYW XYZ	A 8.15Pm
BETWEEN BEND DEPOT AND THIRD STREET, TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY, TIME TABLE AND RULES.									
BK 3	Yard	358	7.15Am	2.79	**BEND YARD**	A	141.95	BOP WXY	8.05Pm
					10.22				
BK 13	91	14	7.50	13.01	**LAVA**		131.73	P	7.45
					11.29				
BK 24	102		8.15	24.30	**STEARNS**		120.44	P	7.25
					7.32				
BK 32		15	8.35	31.62	**LA PINE**	NE	113.12	DPW	7.10
					0.34				
		340	8.37	31.96	**LA PINE WYE**		112.78	PY	7.01
					6.67				
BK 39	107	24	8.55	38.63	**BEAL**		106.11	PW	6.45
					1.21				
			8.59	39.84	**SHEVLIN JCT.**		104.90	PJY	6.43
					5.27				
BK 45		14	9.10	45.11	**FREMONT**		99.63		6.35
					6.60				
BK 52	120		9.30	51.71	**CRESCENT**		93.03	P	6.25
					16.63				
BK 68	108	12	A 10.15Am	68.34	**CHEMULT**	MU	76.40	DNJKP RVXY	L 6.00Pm
BETWEEN CHEMULT AND BIEBER 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	
					76.12				
			1.45Pm	144.05	**BIEBER LINE JCT.**		0.69	J BKOP RVWX YZ	2.20Pm
					2.03				
BK145	Yard	585	A 2.00Pm	144.74	**SOUTH KLAMATH**	SK			L 2.15Pm
			7.00		Time Over Subdivision				6.00
			20.7		Average Speed Per Hour				24.1

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 4 THROUGH 7.

Station Numbers	Car Capacity: Siding	Car Capacity: Other Tracks	WESTWARD SECOND CLASS	Distance from South Klamath	Time Table No. 11 Effective June 3, 1951 — STATIONS	Telegraph Calls	Distance from Bieber	SIGNS	EASTWARD SECOND CLASS
			387						386
			Daily						Daily
BK145	Yard	585	L 3.45Pm		SOUTH KLAMATH	SK	88.80	BKO PRVWX YZ	A 6.00Am
BK149	....	26	3.55	3.85	3.85 HENLEY	....	84.95	....	5.53
BK152	....	24	4.00	6.95	3.10 DEHLINGER	....	81.85	P	5.48
BK159	69	68	4.16	14.37	7.42 MERRILL	MR	74.43	DP	5.34
BK161	....	27	4.20	16.26	1.89 STONEBRIDGE	....	72.54	....	5.30
BK164	....	46	4.27	19.74	3.48 ADAMS POINT	....	69.06	P	5.24
BK169	100	130	4.45	23.79	4.05 MALIN	MA	65.01	DPWX	5.17
BK173	....	40	4.55	28.71	4.92 DALTON	....	60.09	....	5.07
....	....	....	....	30.48	1.77 SOUTHERN PACIFIC RY. CROSSING	....	58.32	I	....
BK176	69	43	5.00	30.89	.41 STRONGHOLD	HD	57.91	P	5.02
BK181	....	42	5.11	36.11	5.22 KANDRA	....	52.69	P	4.54
BK188	100	12	5.27	43.61	7.50 MAMMOTH	....	45.19	P	4.41
BK191	....	270	5.37	47.33	3.72 AINSHEA BUTTE	....	41.47	PY	4.34
BK194	....	40	5.42	49.71	2.38 TIONESTA	....	39.09	P	4.30
BK199	69	14	5.52	53.80	4.09 KEPHART	....	35.00	P	4.21
BK210	100	0	6.10	65.44	11.64 SCARFACE	....	23.35	P	4.01
BK222	69	94	6.35	77.56	12.11 LOOKOUT	KO	11.24	DPW BDNKOP RVWXYZ	3.30
BK234	Yard	319	A 6.55Pm	88.80	BIEBER	BR	....	L	3.00Am
			3.10 28.1		Time Over Subdivision Average Speed Per Hour				3.00 29.6

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 4 THROUGH 7.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Omitted.

2. **SPEED RESTRICTIONS GENERAL.**

(a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movements must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger and freight trains, except Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees. Except as directly affected by speed restrictions prescribed below and other speed restrictions covered by Item No. 2 under individual Subdivisions, the 45 degree signs prescribe the speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next territory is reached.

When the movement is from a higher to a lower speed territory the 45 degree sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed territory, the 45 degree sign is located at the point where speed may be increased.

When operating against the current of traffic in double track territory, trains must not exceed the maximum permissible speed prescribed by the 45 degree sign with the current of traffic. This does not modify Rule 93.

When the 45 degree sign has two sets of figures, the numerals preceded with letter "P" apply to passenger trains, except Streamliners, and letter "F" to freight trains.

(c) When passenger trains are handled by steam freight engines, or when freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, the train will not exceed maximum permissible speed for freight trains in the territory operated.

(d) Speed shown on Speed Limit Plate on engines must not be exceeded.

(e) Steam engines backing up ..... 20 MPH
Steam engines in forward motion running light or with caboose only ..... 35 MPH
Diesel and Electric engines light or with caboose only.... 50 MPH
Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc. on Main Lines.... 25 MPH
except on 6 degree curves or sharper, and on Branch Lines ..... 15 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car, on Main Lines.... 30 MPH
except on 6 degree curves or sharper and on Branch Lines ..... 20 MPH
Unless conditions require a further speed restriction, trains or engines moving against the current of traffic on double track through interlockings..... 15 MPH
Trains or engines moving on main routes actuating points of spring switches ..... 35 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock ..... 25 MPH
Trains or engines through No. 20 turnouts ..... 35 MPH
(None on division)
Trains or engines through No. 15 turnouts ..... 25 MPH
(None on division)
Trains or engines through all other turnouts ..... 15 MPH

(f) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel or Electric engines, or immediately next to caboose, occupied outfit cars or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids. In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

3. **MOVEMENT OF ENGINES DEAD IN TRAINS.**

Class O and larger engines will be placed not to exceed 15 cars behind road engine. In electrified zone only class R engine will be handled on head end, all others near rear.
Class F-8 and smaller engines will be placed next ahead of caboose.

Diesel and Gas-Electric engines 2300-2341 must be handled on rear of train.

Not less than five cars will be placed between all engines.

Trains handling Great Northern steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed 10 MPH.

Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent.

Trains handling Electric, Diesel and Gas Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 23-75 to 170-253 to 258 262 to 264-272 to 277	50 MPH
301 to 310-400-456	35 MPH
50	65 MPH
175 to 227-600 to 653	75 MPH
250, 251, 260, 261, 266 to 270, 350 to 365-500 to 512	45 MPH
252 and 259-265-300	50 MPH
2300 to 2324	60 MPH
2325 to 2341	45 MPH
5000 to 5008-B	55 MPH
5010 to 5019	

4. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.

5. Brakemen with less than one year of experience should not be used as flagmen except in emergency, and then Superintendent will be notified by wire.

6. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart, when that cannot be done they will be blocked not less than thirty minutes apart.

7. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedge-like shape. When operating snow dozer, Conductor in charge will ride in the dozer.

On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.

8. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.

9. Omitted.

10. Omitted.

11. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.

12. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

13. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

14. Placarded loaded tank cars moving in through freight trains must be placed not less than 6th car from engine or caboose; cars placarded "Explosives", "Inflammable", or "Corrosive Liquids", not less than 16th car from road engine, one car from helper engine and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains. These cars must not be placed in trains next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or flat cars loaded with logs, poles, lumber, pipe, rails, iron, steel, and gondola cars with such lading higher than ends, or cars of similar lading that is liable to shift.

    Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively, provided shipments are accompanied by authorized representative of United States Government while on trains. Terminals or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change notice will be transferred from crew to crew.

    Further details governing handling of Explosives, Inflammable and Corrosive Liquids may be found in I.C.C. Regulations.

15. Omitted.

16. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

    The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.

    Trains departing from stations, either from siding or main track, in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.

    During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

INDICATORS AT SPRING SWITCHES.

A Switch Indicator, consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at clearance point of a siding, must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch, and Automatic Signal at leaving end of siding indicates "Proceed".

If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand; waiting three minutes and taking every precaution to provide proper protection.

To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds, and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delays to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

17. **DRAGGING EQUIPMENT DETECTOR INDICATOR** consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.

18. Facing point locks on hand operated switches are indicated by a six-inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.

19. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific tracks. Between Klamath Falls and Chemult, Oregon, Southern Pacific Rules will govern.

20. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated Nos. 1, 2, 3, 4, 7, 8, 9, 10, 28, 29, 30 and sections thereof; also extra passenger train, whether operated as section of regular train or as a passenger extra.

21. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.

22. Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.

    Should enginemen on steam engines find that the water is not in sight in water glasses, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.

    Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.

23. **ON ENGINES, PASSENGER, FREIGHT AND ORE CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYES WILL BE GOVERNED AS FOLLOWS:**

Roller bearing failures on cars or engines equipped with roller bearings in the journal boxes may be due to lack of oil. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Ore cars equipped with roller bearings have box cover painted orange, four inch white stripe full length of car beneath stencilled name, "GREAT NORTHERN," and "TIMKEN ROLLER BEARINGS" stencilled in black across center of white stripe. Cars or engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes adequately applied.

24. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished; when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

25. Trains handling flat or skeleton cars loaded with logs must stop at appropriate locations immediately before passing over through-truss bridges or through tunnels and make thorough inspection of all cars of logs in their train, making certain train and lading are in safe condition before proceeding. Extra stops enroute will be made for this purpose when in the judgment of the conductor it is necessary.

Trainmen must maintain watch behind their trains for logs that may have rolled off cars and if main track is fouled take prompt action to protect trains.

On double track, conductors must notify train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except that when two trains handling logs are passing, either one should stop until the other train has pulled by whether on siding or double track.

On single track, trains handling logs must be at stop when meeting or being passed by passenger and freight trains, except when there are more cars than siding will hold, it is permissible for log train to pull by such trains at restricted speed.

Unless conditions require further speed restrictions, trains handling logs must not exceed 25 MPH.

FIRST SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Bend and Chemult	50 MPH	40 MPH

2. **SPEED RESTRICTIONS.**
Klamath Falls, Lake Ewauna Drawbridge ..... 10 MPH

3. **RESTRICTED CLEARANCES.**
Log car stake deflectors located just west of bridge 4.8 between Bend yard and Lava and on north side of track just west of Third Street crossing bridge, Oregon Trunk Ry, Bend, will not clear man on side of car.

4. Water at Beal must not be used except in case of emergency. Westward trains take full tank of water at LaPine.

5. **TRAIN REGISTER EXCEPTIONS.**
Chemult, all trains register by ticket.

SECOND SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
South Klamath and Bieber	50 MPH	40 MPH

2. **SPEED RESTRICTIONS.**
Q and heavier engines on any industry track..... 5 MPH
Bieber, engines on wye tracks ..... 5 MPH
Between Home Signals of Interlocking at: .....30 MPH
Stronghold.

3. **RESTRICTED CLEARANCES.**
Bieber, Finney Spur, log jammers midway of tracks and only sufficient clearance to permit empty flats to pass under.

4. **AUTOMATIC INTERLOCKINGS.**
Stronghold, 0.41 miles east of.....S. P. Ry. crossing

KLAMATH FALLS TERMINAL

1. **RESTRICTED CLEARANCES.**
Klamath Falls, following structures will not clear man on side of car:
Freight house, automobile platform.
Lorenz warehouse, South Sixth Street.
Platform on Copco Spur.
Browskids on Klamath Basin Pine Mills and Kalpine log dumps.
Draw span over Lake Ewauna.
Klamath Basin Pine Mills, Crane Shed track.

2. Klamath Falls, tracks serving Weyerhaeuser Timber Company have rail braces applied between rails at certain locations which are protected by signs. These braces will not clear flangers of snow dozers.

3. **Klamath Falls, draw bridge over Lake Ewauna.**
Trains and engines must stop before crossing draw span and be governed by indication of the color light type signal. Yellow light indicates that draw span is in safe position for rail traffic. Red light indicates that draw span is not in safe position for rail traffic. If the red light is displayed or in the absence of a light when draw span appears to be in proper position for rail traffic, movement may be made at restricted speed when preceded by a flagman across drawbridge.

WATCH INSPECTORS

J. C. Renie ..... Klamath Falls, Ore.

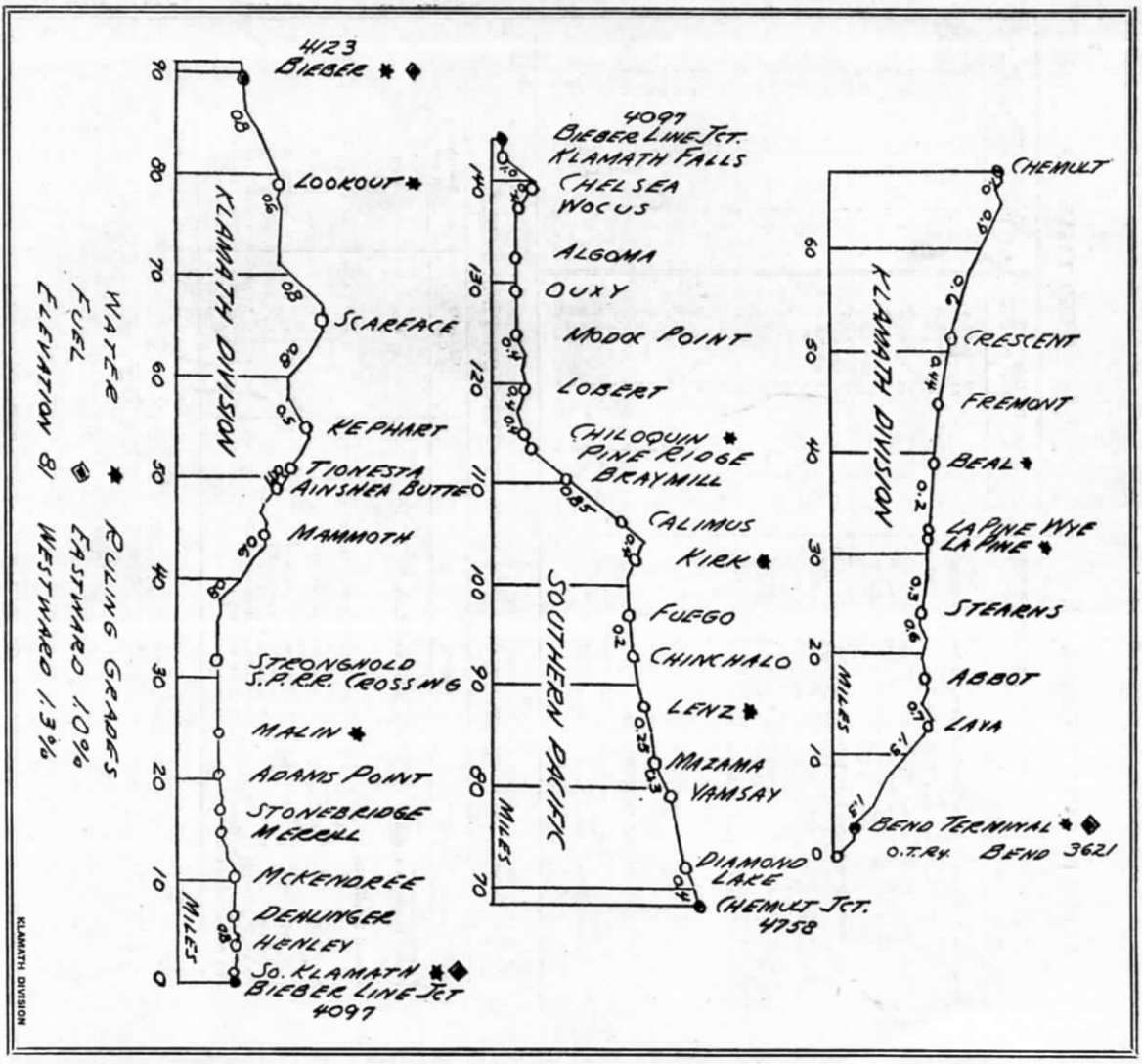
Symons Bros. ..... Bend, Ore.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	—	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	0	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	—	15.0
1	5	55.3	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.5
1	8	52.9	8	—	7.5
1	9	52.1	9	—	6.7
1	10	51.4	10	—	6.0

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Capacity Cars	Switch Opens
First Subdivision.			
Prater Lumber Co. Spur	2.95 Miles west Lava	4	East
Second Subdivision.			
Airport	1.70 Miles west South Klamath	6	West
Berry Spur	.38 Miles west Dehlinger	20	West
McKendree	2.42 Miles west Dehlinger	14	E & W
Kalina	1.00 Miles west Malin	10	West
Suty	2.15 Miles west Stronghold	20	E & W
Liskey	4.00 Miles west Stronghold	11	West
Hollenbeck	3.00 Miles east Scarface	46	E & W
Bieber Stockyards	2.22 Miles east Bieber	24	E & W
Finney Logging Co. Spur	1.85 Miles east Bieber	90	East
Caldwell Lumber Co.	1.54 Miles east Bieber	12	West


4123
BIEBER
LOOKOUT
SCARFACE
KEPHART
TIONESTA
AINSHEA BUTTE
MAMMOTH
STRONGHOLD
S.P.R.R. CROSSING
MALIN
ADAMS POINT
STONEBRIDGE
MERRILL
MCKENDREE
DEHLINGER
HENLEY
SO. KLAMATH
BIEBER LINE JCT
4097
KLAMATH DIVISION
MILES
4097
BIEBER LINE JCT.
KLAMATH FALLS
CHELSEA
WOCUS
ALGOMA
OUXY
MODOC POINT
LOBERT
CHILOQUIN
PINE RIDGE
BRAYMILL
CALIMUS
KIRK
FUEGO
CHINCHALO
LENZ
MAZAMA
VAMSAY
DIAMOND LAKE
CHEMULT JCT.
4758
SOUTHERN PACIFIC
MILES
CHEMULT
CRESCENT
FREMONT
BEAL
LA PINE WYE
LA PINE
STEARNS
ABBOT
LAVA
BEND TERMINAL
O.T.RY.
BEND 3621
KLAMATH DIVISION
MILES
WATER
FUEL
ELEVATION
RULING GRADES
EASTWARD 1.0%
WESTWARD 1.3%
KLAMATH DIVISION