

COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon.....Minneapolis, Minn.

*Dr. Ernest R. Anderson,
Asst. Chief SurgeonMinneapolis, Minn.

*Dr. Arthur M. ComptonKlamath Falls, Ore.

*Dr. C. J. RademacherBend, Ore.

Dr. J. C. VandeverBend, Ore.

*Designates also Examining Surgeon.

S. H. Snell, Chief Dispatcher.

D. E. Parks, Trainmaster.

R. S. Olson, Asst. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

KLAMATH DIVISION

TIME TABLE 15

EFFECTIVE 12:01 A. M.

PACIFIC TIME

Sunday, July 17, 1955.

R. H. HEMMESCH, Superintendent.

C. M. RASMUSSEN, Assistant General Manager.

T. A. JERROW, General Manager.

A. W. CAMPBELL, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Bend	Time Table No. 15 Effective July 17, 1955			Telegraph Calls	Distance from South Klamath	SIGNS	SECOND CLASS	
	Siding	Other Tracks	153	155		STATIONS	156	154					
			Daily	Daily			Daily	Daily					
BK 0	Yard		L 9.00Pm	L 9.00Am		BEND	ND	144.74	BDNKOP RVWXYZ	A 11.45Am	A 11.45Pm		

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

BK 3	Yard	358		9.05Pm	9.05Am	2.79	BEND YARD	A	141.95	PXY	11.39Am	11.39Pm
BK 13	91	14		9.28	9.28	13.01	LAVA		131.73	P	11.24	11.24
BK 24	102	10		9.43	9.43	24.30	STEARNS		120.44	P	11.07	11.07
BK 32		15		9.54	9.54	31.62	LA PINE	NE	113.12	DPW	10.56	10.56
		340				31.96	LA PINE WYE		112.78	PY		
BK 39	107	24		10.05	10.05	38.02	BEAL		106.72	PW	10.45	10.45
BK 41		140		10.10	10.10	41.19	SHEVLIN JCT.		103.55	P	10.40	10.40
BK 45		14		10.15	10.15	45.11	FREMONT		99.63	P	10.35	10.35
BK 52	120			10.25	10.25	51.71	CRESCENT		93.03	P	10.25	10.25
BK 68	108	47		A 10.57Pm	A 10.57Am	68.34	CHEMULT	MU	76.40	DNJKP RVXY	L 10.00Am	L 10.00Pm

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	DNKX		
						144.05	BIEBER LINE JCT.		0.69	J BKOPRV WXYZ		
BK145	Yard	625				144.74	SOUTH KLAMATH	SK				
				1.57	1.57		Time Over Subdivision Average Speed Per Hour				1.45	1.45
				35.04	35.04						39.05	39.05

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 4 THROUGH 7.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS				Distance from South Klamath	Time Table No. 15 Effective July 17, 1955			Distance from Bieber	SECOND CLASS				
	Siding	Other Tracks	155		153			STATIONS	SIGNALS	156		154				
			Daily	Daily	Daily	Daily				Daily		Daily				
BK145	Yard	625			L 6.00Pm	L 7.00Am		SOUTH KLAMATH	SK	88.80	BKOPR WXYZ	A 6.15Am	A 5.15Pm			
BK149		26			6.05	7.05	3.85	HENLEY		84.95			6.08	5.08		
BK152		24			6.09	7.09	6.95	DEHLINGER		81.85	P		6.04	5.04		
BK159	69	68			6.18	7.18	14.37	MERRILL	MR	74.43	DP		5.55	4.55		
BK161		27			6.20	7.20	16.26	STONEBRIDGE		72.54			5.52	4.52		
BK164		46			6.24	7.24	19.74	ADAMS POINT		69.06	P		5.48	4.48		
BK169	100	130			6.29	7.29	23.79	MALIN	MA	65.01	DPW		5.43	4.43		
BK173		60			6.37	7.37	28.71	DALTON		60.09			5.35	4.35		
							30.48	SOUTHERN PACIFIC RY. CROSSING		58.32	IM					
BK176	69	43			6.42	7.42	30.89	STRONGHOLD		57.91	P		5.30	4.30		
BK181		42			6.53	7.53	36.11	KANDRA		52.69	P		5.19	4.19		
BK188	100	12			7.04	8.04	43.61	MAMMOTH		45.19	P		5.08	4.08		
BK191		270			7.10	8.10	47.33	AINSHEA BUTTE		41.47	PY		5.03	4.03		
BK194		40			7.14	8.14	49.71	TIONESTA		39.09	P		4.59	3.59		
BK199	69	14			7.20	8.20	53.80	KEPHART		35.00	P		4.53	3.53		
BK210	100	0			7.37	8.37	65.44	SCARFACE		23.35	P		4.35	3.35		
BK222	69	94			7.55	8.55	77.56	LOOKOUT	KO	11.24	DPW BDNKOP RVWXYZ		4.17	3.17		
BK234	Yard	319			A 8.15Pm	A 9.15Am	88.80	BIEBER	BR			L 4.00Am	L 3.00Pm			
					2.15 39.46	2.15 39.46		Time Over Subdivision Average Speed Per Hour					2.15 39.46	2.15 39.46		

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 4 THROUGH 7.

ALL SUBDIVISIONS

1. 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, freight and mixed trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed in Items 1 and 2—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.

When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, 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.

The 45 degree sign has two sets of figures. The numerals preceded with letter "P" apply to passenger trains and letter "F" to freight and mixed trains.

(c) When passenger trains are handled by Diesel or Electric engines, the train will not exceed the maximum speed authorized by Speed Limit Plate on engine, and will be governed by the 45 degree signs where a lower speed is prescribed.

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) Diesel and Electric engines light or with caboose only 50 MPH

When cabooses are handled in passenger service, train must not exceed speed of:

When handling cabooses X-100, X-198 to X-310.... 65 MPH
cabooses X-330 to X-749 50 MPH

Trains handling non-revenue Great Northern cars that are equipped with "K" type air brake valves are to be operated in trains not exceeding 50 cars and at speeds not exceeding 40 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, wedge plows, etc.

On Main Lines 30 MPH

Except on six 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.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Diesel and Gas-Electric engines 2302-2341 must be handled on rear of train.

Not less than five cars will be placed between steam engines moving dead in train.

Switcher and road type Diesel engines G. N. numbers 1 through 232 moving dead in freight trains are to be handled near rear of train and behind helper engines. Where more than one unit is moved such units must be separated by a freight car.

When towing multiple unit road type Diesel engines dead in freight trains, not more than four adjacent units are to be towed in a single grouping, separated from the road engine and additional groups by not less than five cars.

Trains handling steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed ten 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 28, 75 to 170, 247 to 249, 253 to 259, 262 to 263, 307 to 317, 400 to 474	50 MPH
175 to 232, 271 to 274, 276 to 279, 550 to 578, 600 to 678	65 MPH
250, 251, 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	75 MPH
2302 to 2324	50 MPH
2325 to 2339	60 MPH
5000 to 5008	45 MPH
5010 to 5019	55 MPH

3. 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.

4. When two or more Diesel or Electric engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service.

The numerals and suffix letter of trailing units must not be illuminated.

The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.

5. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.
6. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.
7. **EMPLOYEES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS.**

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. 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. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. 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 and covered hopper cars equipped with roller bearings have the lettering "TIMKEN ROLLER BEARINGS" stencilled beneath the lettering "GREAT NORTHERN" on each side of the car.

Car and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

8. Omitted.
9. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
10. 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.
11. 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.
12. 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 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 flangers 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.
13. 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.

14. Omitted.
15. 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.
16. Engineers finding flat spots on diesel engines in excess of two and one-half inches will immediately notify Superintendent who will prescribe for their movement.
17. 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.
18. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company does 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.
19. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.
Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.
When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.
When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.
When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.
When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car 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.
Terminal 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.
Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I. C. C. Regulations and Consolidated Code Rules 726(C) and 808.
20. In automatic Block Signal Territory, the absence of the lunar light on a spring switch signal, Rule 501 E, page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed". This does not modify Rule D-524.
21. 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.

Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast 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 delay 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.

22. 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.
23. **DRAGGING EQUIPMENT DETECTOR INDICATOR** consists of a single white light unit (normally dark) with a 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.
24. 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, 27, 28 and sections thereof; also, extra passenger train whether operated as section of regular train or as a passenger extra.

25. **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 ENGINE-MEN 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.

26. Rule D-97 is in effect on this division.
27. 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 passed, 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. 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 Stronghold	60 MPH	50 MPH
Stronghold and Bieber	50 MPH	40 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at:30 MPH
Stronghold.

3. AUTOMATIC INTERLOCKINGS.

Stronghold, 0.41 miles east of.....S. P. Ry. crossing

4. Merrill, Main Street crossing is equipped with Griswold signals which automatically give stop indication to highway vehicles on approach of train. To permit the movement of highway traffic, when necessary for train to stand in circuit, crossing signal may be cleared by inserting switch key into key controller mounted on highway side of signal case and turning to right to position marked "R" (reverse). If necessary to again move train over crossing signals should be restored to "Stop" by turning key to left to position marked "N" (normal). When key controller has been used signals return to automatic operation as soon as approach circuits are cleared.

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. RenieKlamath Falls, Ore.

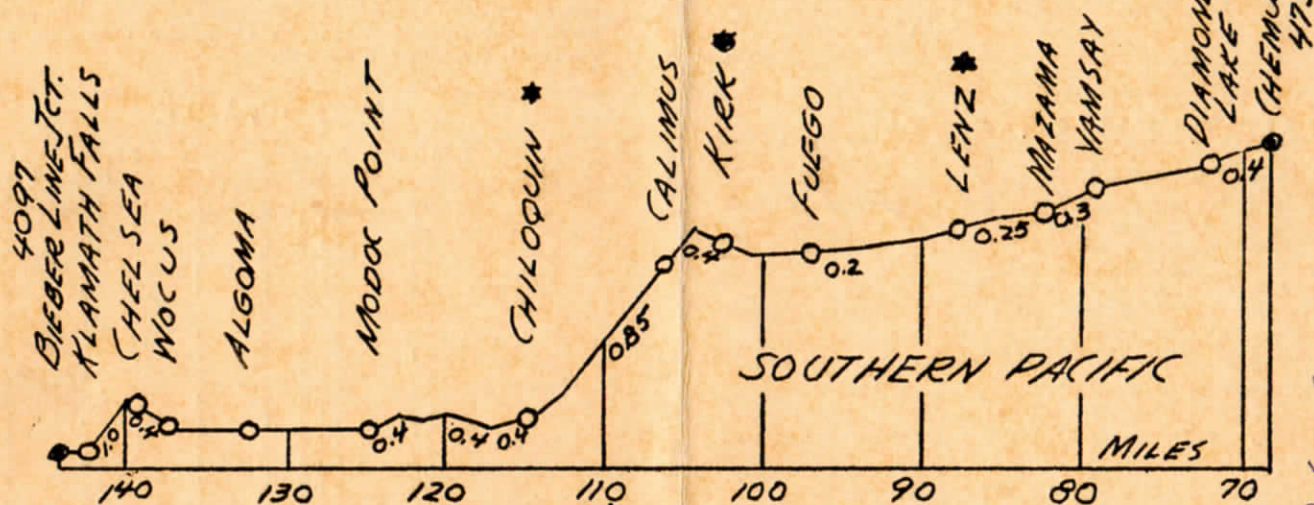
Symons Bros.Bend, Ore.

SPEED TABLE

Time	Per Mile	Miles	Time	Per Mile	Miles
Min.	Sec.	Per Hour	Min.	Sec.	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.			
Second Subdivision.			
Airport	1.70 Miles west South Klamath	6	West
Berry Spur	.38 Miles west Dehlinger	20	West
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
Hannchen	.70 Miles east of Kandra	21	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	50	East



WATER * RULING GRADES
 FUEL ◻ EASTWARD 1.0%
 ELEVATION 81 WESTWARD 1.3%