GREAT NORTHERN RAILWAY COMPANY

KLAMATH DIVISION

TIME TABLE 17

EFFECTIVE 12:01 A. M.

PACIFIC TIME

Sunday January 17, 1960.

P. F. CRUIKSHANK, Superintendent.

C. M. RASMUSSEN, General Manager.

A. W. CAMPBELL, General Superintendent Transportation.

Printed in U.S.A.

COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer.....St. Paul, Minn.

*Dr. Charles T. Eginton,
Asst. to the Chief Medical Officer.....St. Paul, Minn.

*Dr. R. W. Espersen.....Klamath Falls, Ore.

Dr. Arthur M. Compton .....Klamath Falls, Ore.

*Dr. C. J. Rademacher .....Bend, Ore.

Dr. J. C. Vandevert .....Bend, Ore.

*Dr. A. O. Meier .....Bieber, Cal.

*Designates also Examining Surgeon.

S. H. Snell, Chief Dispatcher.

D. E. Parks, Trainmaster.

WESTWARD — FIRST SUBDIVISION — EASTWARD

Time Table No. 17

Effective January 17, 1960

Station Numbers	Car Capacity: Siding	Car Capacity: Other Tracks	SECOND CLASS 153 Daily (Westward)	SECOND CLASS 155 Daily (Westward)	Distance from Bend	STATIONS	Telegraph Calls	Distance from South Klamath	SIGNS	SECOND CLASS 156 Daily (Eastward)	SECOND CLASS 154 Daily (Eastward)
BK 0	Yard	.....	L 7.30Pm	L 4.00Am	.....	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	77	210	7.35Pm	4.05Am	2.79	BEND YARD (2.79)	.....	141.95	PX	11.39Am	11.39Pm
BK 13	91	14	7.58	4.28	13.01	LAVA (10.22)	.....	131.73	P	11.24	11.24
BK 24	102	10	8.13	4.43	24.30	STEARNS (11.29)	.....	120.44	P	11.07	11.07
BK 32	.....	15	8.24	4.54	31.62	LA PINE (7.32)	NE	113.12	DP	10.56	10.56
BK 39	107	24	8.35	5.05	38.02	BEAL (6.40)	.....	106.72	P	10.45	10.45
BK 52	120	.....	8.55	5.25	51.71	CRESCENT (13.69)	.....	93.03	P	10.25	10.25
BK 68	108	47	A 9.27Pm	A 5.57Am	68.34	CHEMULT (16.63)	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.											
.....	.....	.....	.....	.....	144.05	BIEBER LINE JCT. (75.71)	.....	0.69	J	.....	.....
BK145	Yard	625	.....	.....	144.74	SOUTH KLAMATH ★ (0.69)	SK	.....	BDNKOP RVWXYZ	.....	.....
			1.57 35.04	1.57 35.04		Time Over Subdivision Average Speed Per Hour				1.45 39.05	1.45 39.05

WESTWARD — SECOND SUBDIVISION — EASTWARD

Time Table No. 17

Effective January 17, 1960

Station Numbers	Car Capacity: Siding	Car Capacity: Other Tracks	SECOND CLASS 153 Daily (Westward)	SECOND CLASS 155 Daily (Westward)	Distance from South Klamath	STATIONS	Telegraph Calls	Distance from Bieber	SIGNS	SECOND CLASS 156 Daily (Eastward)	SECOND CLASS 154 Daily (Eastward)
BK145	Yard	625	L 156 6.00Am	L 1.00Pm	.....	SOUTH KLAMATH ★	SK	88.80	BDNKOP RVWXYZ	A 153 6.00Am	A 3.00Pm
BK159	69	68	6.20	1.20	14.37	MERRILL (14.37)	MR	74.43	DP	5.42	2.42
BK169	100	130	6.32	1.32	23.79	MALIN (9.42)	MA	65.01	DP	5.30	2.30
BK176	85	43	6.45	1.45	30.89	STRONGHOLD (7.1)	.....	57.91	P	5.18	2.18
BK188	100	12	7.02	154 2.02	43.61	MAMMOTH (12.72)	.....	45.19	P	5.02	155 2.02
BK199	69	14	7.15	2.15	53.80	KEPHART (10.19)	.....	35.00	P	4.49	1.49
BK210	100	0	7.30	2.30	65.44	SCARFACE (11.64)	.....	23.35	P	4.34	1.34
BK222	69	94	7.48	2.48	77.56	LOOKOUT (12.11)	.....	11.24	PW	4.16	1.16
BK234	Yard	319	A 8.04Am	A 3.04Pm	88.80	BIEBER (11.24)	BR	.....	BDNKP RVWXY	L 4.00Am	L 1.00Pm
			2.04 42.96	2.04 42.96		Time Over Subdivision Average Speed Per Hour				2.00 44.4	2.00 44.4

Westward trains are superior to eastward trains of the same class on the first and second subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 3 THROUGH 5.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL

The following speed limits apply to trains and engines operating under the conditions outlined.

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains and engines on main routes actuating points of spring switches; Trains and engines through No. 20 turnouts at following locations:
(None on Division)

30 MPH—Trains handling, not in actual service, but on their own wheels, derricks, pile drivers, ditchers, cranes, shovels, Jordan spreaders, wedge plows, or scale test car on main lines;

When handling ore cars in series 80000 through 94250, air dump cars X-2000 through X-2096, X-7000 through X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs; trains or engines moving in facing point direction at spring switches without facing point locks; Trains or engines through No. 15 turnouts at following locations:
(None on Division)

20 MPH—Trains handling ore cars series 80000 thru 94250, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 loaded with ore or gravel on 6 degree or sharper curves or on branch lines.

15 MPH—Trains or engines moving thru interlockings against the current of traffic on double track, unless rules or conditions require a slower speed;

Trains or engines thru all other turnouts, except equilateral turnouts, and those shown above in this item.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of train.
Single unit diesel engines moving dead in freight trains are to be handled not less than five (5) cars, or more than fifteen (15) cars from road engine. Additional units are to be separated by not less than five (5) cars. Multiple unit groups, not exceeding four (4) units, all equipped with alignment control couplers moving dead in freight trains, are to be handled not less than five (5) cars from road engine. Additional groups or single units are to be separated by not less than five (5) cars.

Following speed restrictions must be observed when towing engines dead in train.

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 thru 12, 14, 15, 16, 24 thru 28, 75 thru 170.
79 MPH	260, 261, 266 thru 270 275, 280, 281, 350 thru 365, 500 thru 512, 679, 680.
65 MPH	All other engine units not shown above.

FOR MOVEMENTS BETWEEN SOUTH KLAMATH AND BEND, SEE ITEM 4 FIRST SUBDIVISION.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, should be placed as close as possible to the head end of the train, but not next to engine, caboose, occupied outfit cars or passenger cars. Loaded trailer-on-flat cars are not included in this category.

In double track territory, engineers on trains handling such cars must use extreme care, to avoid slack running in or out, when passing, or being passed by, other trains. In single track territory, trains handling such cars, must be at stop, when on siding or other track, to meet or be passed by other trains, except when have more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by members of the crew and if car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

3 (a). 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 train, making certain they are in safe condition before proceeding. Extra stops will be made for this purpose if the conductor deems it necessary.

Members of the crew must maintain a watch for logs that may have rolled off cars and if a track is fouled take prompt action to protect trains. On double track, conductors must notify dispatcher when logs are handled and the log train must be at stop when being passed by other trains, except when both trains have logs, one will be at stop while the other train pulls by.

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

4. 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.

5. 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.

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.

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

7. 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 727 and 811.

8. 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.

9. 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.

10. 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.

FIRST SUBDIVISION

(Main Line)

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

Between	Freight
Bend and Chemult	50 MPH

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

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

4. **MOVEMENT OF ENGINES DEAD IN TRAIN.**
   Dead diesel engines hauled in train and weighing 150,000 pounds or more, must be placed first behind engine handling the train. If weight is less than 150,000 pounds, dead diesel engines must be placed near rear of train.

SECOND SUBDIVISION

(Main Line)

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

Between	Freight
South Klamath and Bieber	50 MPH

2. **SPEED RESTRICTIONS.**
   Between Home Signals of Interlocking at: Stronghold. ..... 30 MPH

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.

5. **RESTRICTED CLEARANCES**
   Bieber—Canopy over spur track serving Clear Pine Products, Inc. will not clear man on top of car.

KLAMATH FALLS TERMINAL

1. **RESTRICTED CLEARANCES.**

   Klamath Falls, following structures will not clear man on side of car:

   Freight house, automobile platform.

   Tillman Booth 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.

4. At South Klamath Yard, trains in either direction will not couple cars together over Washburn Way crossing until after car inspectors have completed air test and inspection and given release signal. Trainman who is at Washburn Way to make coupling will allow carmen to disconnect air hoses before giving signal to couple cars together. After coupling over crossing is made, carmen will ascertain that coupling is complete by giving a set-up signal and, if brakes set up, train line is intact and train may depart.

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Location	Capacity Cars	Switch Opens
First Subdivision.			
La Pine Wye	.34 Miles West La Pine	340	E & W
Klamath Falls (GN Depot)	2.72 Miles East South Klamath	468	E & W
Second Subdivision.			
Henley	3.85 Miles West South Klamath	26	E & W
Dehlinger	6.95 Miles West South Klamath	24	E & W
Berry Spur	7.33 Miles West South Klamath	20	West
Stonebridge	1.89 Miles West Merrill	27	E & W
Green Spur	2.5 Miles West Merrill	23	East
Adams Point	5.94 Miles West Merrill	46	E & W
Kalina	1.00 Mile West Malin	10	West
Dalton	4.92 Miles West Malin	60	E & W
Suty	2.15 Miles West Stronghold	20	E & W
Hannchen	4.52 Miles West Stronghold	21	West
Kandra	5.22 Miles West Stronghold	42	E & W
Ainshea Butte	3.72 Miles West Mammoth	270	West
Tionesta	6.10 Miles West Mammoth	40	E & W
Hollenbeck	3.00 Miles East Scarface	46	E & W