COMPANY SURGEONS

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

*Dr. Hugo F. Schroeckenstein,
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.

J. M. Anderson, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

KLAMATH DIVISION

TIME TABLE 18

EFFECTIVE 12:01 A. M.

Pacific Standard Time

Sunday, October 7, 1962

T. J. LAMPHIER, Superintendent.

C. M. RASMUSSEN, General Manager.

H. J. SURLES, General Superintendent Transportation.

Printed in U.S.A.

WESTWARD — FIRST SUBDIVISION — EASTWARD

Time Table No. 18
Effective October 7, 1962

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	.....	141.95	PX	11.39Am	11.39Pm
BK 13	91	14	7.58	4.28	13.01 (10.22)	LAVA	.....	131.73	P	11.24	11.24
BK 24	102	10	8.13	4.43	24.30 (11.29)	STEARNS	.....	120.44	P	11.07	11.07
BK 39	107	24	8.35	5.05	38.02 (13.72)	BEAL	.....	106.72	P	10.45	10.45
BK 52	120	.....	8.55	5.25	51.71 (13.69)	CRESCENT	.....	93.03	P	10.25	10.25
BK 68	108	47	A 9.27Pm	A 5.57Am	68.34 (16.63)	CHEMULT	MU	76.40	DNJ KPRVXY	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 (75.71)	BIEBER LINE JCT.	.....	0.69	J BDNKOP RVWXYZ	.....	.....
BK145	Yard		.....	.....	144.74 (0.69)	SOUTH KLAMATH ★	SK			.....	.....
			1.57 35.04	1.56 35.04		Time Over Subdivision Average Speed Per Hour				1.45 39.05	1.45 39.05

WESTWARD — SECOND SUBDIVISION — EASTWARD

Time Table No. 18
Effective October 7, 1962

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 5.50Am	A 3.42Pm
BK159	69	68	6.17	1.17	14.37 (14.37)	MERRILL	MR	74.43	DP	5.33	3.25
BK169	100	130	6.29	1.29	23.79 (9.42)	MALIN	MA	65.01	DP	5.21	3.13
BK176	85	43	6.38	1.38	30.89 (7.10)	STRONGHOLD	.....	57.91	P	5.12	3.04
BK188	100	12	6.54	1.54	43.61 (12.72)	MAMMOTH	.....	45.19	P	4.56	2.48
BK199	135	14	7.06	2.06	53.80 (10.19)	KEPHART	.....	35.00	P	4.44	2.36
BK210	100	0	7.21	154 **2.21**	65.44 (11.64)	SCARFACE	.....	23.35	P	4.29	155 **2.21**
BK222	135	104	7.36	2.36	77.56 (12.11)	LOOKOUT	.....	11.24	PW BDNK PRVWXY	4.14	2.05
BK234	Yard	.....	A 7.50Am	A 2.50Pm	88.80 (11.24)	BIEBER ★	BR	.....		L 4.00Am	L 1.50Pm
			1.50 48.4	1.50 48.4		Time Over Subdivision Average Speed Per Hour				1.50 48.4	1.52 47.6

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 3 AND 4.

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 freight and mixed trains. Diesel engines 1 thru 196 or any road switcher unit not equipped with alignment control couplers must be towed as single units. On engines 550 thru 599, coupler alignment control lock blocks must be **"DOWN"** when coupled in multiple unit operation.

Following road switchers are equipped with alignment control couplers: 200 thru 218; 220 thru 230; 550 thru 599 (lock blocks); 600 thru 699; 700 thru 734; 900 thru 915 and 2000 thru 2035.

Single unit diesel engines, or multiple unit groups (When such groups consist of road freight, road passenger, or engines with alignment control couplers), when towed dead in freight trains, are to be handled not less than five (5) cars nor more than fifteen (15) cars behind the road engine. There should not be more than five (5) units in a group. Additional such units or groups of units must be separated by not less than five (5) cars. When towing diesel engines dead in trains the following speeds must not be exceeded:

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 thru 10, 14 thru 16, 24 thru 28, 75 thru 162, 165 thru 170.
79 MPH	350 thru 375, 500 thru 512, 679, 680, 2350.
65 MPH	All other diesel engine units.

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 train, but not next to engine, caboose, occupied outfit car or passenger car. Loaded trailer-on-flat cars are not included in this category. In double track territory, 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 trains to pull by each other 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 maintained by members of the crew, and if a 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 will not exceed 10 MPH passing over through-truss bridges, or through tunnels. Thorough inspection of all cars of logs in train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding. Extra stops enroute will be made for this purpose when in the judgement of the conductor it is 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 train dispatcher when logs are to be handled and the log train must be at stop when being passed by other trains, except when both trains are handling logs, either one should be at stop until the other train pulls by, whether on siding or double track.

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 siding will hold, it is permissible for log train to pull by other train at restricted speed.

In double track territory, logs must be secured to cars by chains or cables.

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

5. 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, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

6. Placarded loaded tank cars handled in through freight or mixed trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Flammable", "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 ter-

minals 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, Flammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 727 and 811.

7. 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.

8. Rule 2 of the Consolidated Code of Operating Rules is modified to the extent that it is not necessary to renew the watch certificate and file it with watch inspector during month of August each year. Inspection of watches will be made by officers of the company.

   Rule 3 (C) of the Consolidated Code of Operating Rules is amended as follows: Employes governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. The approved type wrist watches are Elgin, B. W. Raymond model, 13/0 size, 23 jewels and Ball Official Standard 1604B, 13/0 Ligne, 21 jewels.

9. Regarding Consolidated Code Rule 103. In addition to complying with the provisions of this rule, members of a crew will be governed by the following: When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection. Exception—in the movement of a through yard transfer or of a light engine being handled only by hostlers, it is not necessary for a member of the crew to be on the ground at the crossing.

FIRST SUBDIVISION

(Main Line)

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

Between	Freight
Bend and Chemult	49 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	49 MPH

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

KLAMATH FALLS TERMINAL

1. 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.

   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.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
1	12	50.0	1	55	31.3
1	14	48.6	2	—	30.0
1	16	47.4	2	10	27.7
1	18	46.2	2	20	25.7
1	20	45.0	2	30	24.0
1	22	43.9	2	40	22.5
1	24	42.9	3	—	20.0
1	26	41.9	3	30	17.1
1	28	40.9	4	—	15.0
1	30	40.0	5	—	12.0
1	33	38.7	6	—	10.0
1	36	37.5	7	—	8.5
1	39	36.4	8	—	7.5
1	42	35.3	9	—	6.7
1	45	34.3	10	—	6.0
1	50	32.7			

Business Tracks not shown as stations on Time Table

NAME	LOCATION	Capacity Cars	Switch Opens
First Subdivision			
La Pine	7.32 miles west Stearns	15	E & W
La Pine Wye	7.66 miles west Stearns	340	E & W
Second Subdivision			
Henley	3.85 miles west South Klam	26	E & W
Dehlinger	6.95 miles west South Klam	24	E & W
Stonebridge	1.89 miles west Merrill	27	E & W
Adams Point	5.94 miles west Merrill	46	E & W
Dalton	4.92 miles west Malin	60	E & W
Hannchen	4.52 miles west Stronghold	21	West
Kandra	5.22 miles west Stronghold	42	E & W
Tionesta	6.10 miles west Mammoth	40	E & W
Hollenbeck	3.00 miles east Scarface	46	E & W