

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. John D. Merryman.....Klamath Falls, Ore.
*Dr. C. J. Rademacher.....Bend, Ore.
Dr. J. C. VandeverBend, Ore.
*Dr. A. O. Meier.....Bieber, Cal.

*Designates also Examining Surgeon.

S. H. Snell, Chief Dispatcher.
D. D. Dahl, Trainmaster.
J. V. Ferrell, Master Mechanic.

GREAT NORTHERN RAILWAY COMPANY

KLAMATH DIVISION

TIME TABLE 19

EFFECTIVE 12:01 A. M.

Pacific Standard Time

Sunday, October 31, 1965

D. D. HOAG, Superintendent.

C. M. RASMUSSEN, General Manager.

H. J. SURLS, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Bend	Time Table No. 19 Effective October 31, 1965 STATIONS	Telegraph Calls	Distance from South Klamath	SIGNS	SECOND CLASS					
	Siding	Other Tracks	153		155							156	154	Daily	Daily		
			Daily	Daily	Daily	Daily											
14152	Yard		L 5.30Pm	L 5.30Am			BEND	★	D	144.74	BDNKOP RVWXYZ	A 7.44Am	A 11.25Pm				

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

14154	77	69	5.34	5.34	2.79	2.79 BEND YARD	141.95	P	7.41	11.22		
14165	91	14	5.55	5.55	13.01	10.22 LAVA 17.99	131.73	P	7.28	11.09		
14183	150		6.16	6.16	31.00	20.71 LAPINE	113.74	P	7.06	10.47		
14203	150		6.41	6.41	51.71	20.71 CRESCENT	93.03	P	6.41	10.21		
14220	108	47	A 7.05Pm	A 7.05Am	68.34	16.63 CHEMULT	MU 76.40	DNJ KPRVXY	L 6.19Am	L 10.00Pm		

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

14296	Yard				144.05	75.71 BIEBER LINE JCT.	0.69	J BDNKOP RVWXYZ				
			1.35 43.4	1.35 43.4	144.74	0.69 SOUTH KLAMATH				1.25 48.2	1.25 48.2	
Time Over Subdivision Average Speed Per Hour												

WESTWARD

SECOND SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from South Klamath	Time Table No. 19 Effective October 31, 1965 STATIONS	Telegraph Calls	Distance from Bieber	SIGNS	SECOND CLASS					
	Siding	Other Tracks	153		155							156	154	Daily	Daily		
			Daily	Daily	Daily	Daily											
14296	Yard	625	L 3.00Am	L 4.00Pm			SOUTH KLAMATH	★	K	88.80	BDNKOP RVWXYZ	A 3.50Pm	A 8.50Pm				
14311	69	68	3.17	4.17	14.37	14.37 MERRILL	MR 74.43	DP	3.33	8.33							
14320	100	130	3.29	4.29	23.79	9.42 MALIN	MA 65.01	DP	3.21	8.21							
14327	85	43	3.38	4.38	30.89	7.10 STRONGHOLD		P	3.12	8.12							
14340	100	12	3.54	4.54	43.61	12.72 MAMMOTH		P	2.56	7.56							
14350	135	14	4.06	5.06	53.80	10.19 KEPHART		P	2.44	7.44							
14362	100	0	4.21	5.21	65.44	11.64 SCARFACE		P	2.29	7.29							
14374	135	104	4.36	5.36	77.56	12.11 LOOKOUT			2.14	7.14							
14385	Yard		A 4.50Am	A 5.50Pm	88.80	11.24 BIEBER	★	B	PW BDNK PRVWXY	L 2.00Pm	L 7.00Pm						
Time Over Subdivision Average Speed Per Hour																	
			1.50 48.4	1.50 48.4						1.50 48.4	1.50 48.4						

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.

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 95039, 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)

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 switcher engines are equipped with alignment control couplers: 227 thru 230; 550 thru 599 (lock blocks); 600 thru 699; 700 thru 734; 900 thru 915; 2000 thru 2035; 2500 thru 2523 and 3000 thru 3040.

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, 2509 thru 2523 and 3026 thru 3040.
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, passenger car or another unprotected car containing commodities which might be subject to damage.

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 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. 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.
7. 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, Bulova Accutron Railroad Model, Bulova Model 23J, Hamilton 505 electric.

8. 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.
9. Employees are prohibited from riding or walking on the roof of any moving car, except when absolutely necessary in the passing of signals, and then only when they place themselves near the middle of the car.
10. Supplementing Rules 7(A) and 12 of the Consolidated Code of Operating Rules. When movement being made is controlled by hand, flag or lantern signals, the employes involved will give or relay such signals directly to the engineer.
When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which such signals are given must be regarded as a stop signal, except when movement is under control of a trainman on the leading car that is equipped with back-up air brake hose or pipe.

11. MANUAL BLOCK SYSTEM.

When notified by train order, a Manual Block System will be in effect on this division between the stations designated in the train order and during the time designated in the train order.

Maximum permissible speed for trains is 60 MPH when the Manual Block System is in effect.

Trains must comply with all other speed restrictions required by rule, special instructions or bulletins, and observe speed signs.

A train must not enter into a block when the Manual Block System is in effect unless Clearance Form A is received, properly filled out, including information relative to the condition of the block whether (clear) or (occupied).

Permission may be given by train order only to make a visual check of the arrival of an opposing train, the following will be inserted on the line containing the D-97 information:

"After (train) arrives at (station) block clear to (station)."

A wire failure clearance cannot be accepted when Manual Block operation is in effect.

When the Manual Block System is in effect and the block is occupied, proceed in accordance with the instructions as contained in the train orders.

Speed signs governing movements when Manual Block System Rules are in effect are white numerals on a black background and are located in the top position on the post.

Speed signs governing movements when Manual Block System Rules are not in effect are black numerals on a white background and are in the bottom position on the post.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Bend and Chemult.....	49 MPH
Bend and Chemult—When using Manual Block	60 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
So. Klamath and Bieber—When using Manual Block....	60 MPH

2. AUTOMATIC INTERLOCKINGS.

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

Klamath Falls Terminal.

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.

Business Tracks not shown as stations on Time Table

Name and Subdivision	Station No.	LOCATION	Cars	Sw.
First				
Beal.....	14190	5.92 mi. w. Lapine.....	22	W
Second				
Henley.....	14300	3.85 mi. w. So. Klam.....	26	E&W
Dehlinger.....	14303	6.95 mi. w. So. Klam.....	24	E&W
Stonebridge.....	14312	1.89 mi. w. Merrill.....	27	E&W
Adams Point.....	14316	5.94 mi. w. Merrill.....	46	E&W
Dalton.....	14325	4.92 mi. w. Malin.....	60	E&W
Hannchen.....	14332	4.52 mi. w. Stronghold.....	21	W
Kandra.....	14333	5.22 mi. w. Stronghold.....	42	E&W
Tionesta.....	14346	6.10 mi. w. Mammoth.....	40	E&W
Hollenbeck.....	14359	3.00 mi. e. Scarface.....	46	E&W

SPEED TABLE

Time Per Mile			Time Per Mile		
Min.	Sec.	Miles Per Hour	Min.	Sec.	Miles Per Hour
		46	1	18	46.2
		47	1	20	45.0
		48	1	22	43.9
		49	1	24	42.9
		50	1	26	41.9
		51	1	28	40.9
		52	1	30	40.0
		53	1	33	38.7
		54	1	36	37.5
		55	1	39	36.4
		56	1	42	35.3
		57	1	45	34.3
		58	1	50	32.7
		59	1	55	31.3
1	—	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	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	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0