



KLAMATH DIVISION.

TIME TABLE No. 2

**EFFECTIVE 12:01 A. M.
PACIFIC TIME**

SUNDAY, JUNE 29, 1930.

T. F. DIXON, Superintendent.

**W. R. SMITH, General Superintendent.
J. B. SMITH, General Superintendent Transportation.**

J. H. O'NEILL, General Manager.

WESTWARD.

EASTWARD.

| | | | | | | | | |
|---------------------|--|--------------|---|-----------------|---------------------|-----------------|------------------------------|-------|
| SECOND CLASS | | Car Capacity | Time Table No. 2 Effective June 29, 1938. | | | | SECOND CLASS | |
| 387 | | | 386 | | | | | |
| Mixed | | Sliding | Other Tracks | Station Numbers | Distances from Bend | Telegraph Calls | Distances from Klamath Falls | SIGNS |
| Daily | | | | | | | | |

BETWEEN OREGON TRUNK DEPOT AND GREAT NORTHERN JCT. TRAINS WILL BE GOVERNED BY OREGON TRUNK RY. TIME TABLES AND RULES.

| | | | | | | | | |
|-----------|-----|-------|-------|--------------------------|----|--------|----------|-----------|
| L 7:45am | | BK 0 | 0 | BEND O. T. DEPOT | ND | 147.04 | RWYODNCK | A 2:50pm |
| L 7:50am | | BK 2 | 1.32 | GREAT NORTHERN JCT. ... | | 145.72 | | A 2:43pm |
| 7:51 | | | 1.68 | S. H. MILL SPUR ... | JC | 145.30 | PR | 2:42 |
| 7:52 | 140 | | 1.98 | BEND YARD ... | | 145.00 | PX | 2:41 |
| f 8:30 | 80 | BK 12 | 11.97 | KATALO ... | | 135.07 | PW | f 2:05 |
| 8:40 | 21 | BK 14 | 14.18 | BENHAM FALLS ... | | 132.86 | | 1:55 |
| f 8:50 | 26 | BK 16 | 16.43 | LAVA ... | | 130.56 | P | f 1:45 |
| f 9:15 | 22 | BK 23 | 23.14 | WANOGA ... | | 123.90 | PY | f 1:22 |
| * 9:20 | | | 25.07 | SHEVLIN HIXON SPUR No. 5 | | 121.97 | PR | * 1:17 |
| f 9:24 | 41 | BK 27 | 26.92 | STEARNS ... | | 120.12 | P | f 1:12 |
| f 9:40 | 12 | BK 34 | 34.21 | LA PINE ... | | 112.83 | P | f 12:54 |
| f 9:57 | 42 | BK 41 | 41.22 | BEAL ... | | 105.82 | PW | f 12:36 |
| f 10:13 | 12 | BK 48 | 47.00 | FREMONT ... | | 99.44 | P | f 12:19 |
| f 10:28 | 41 | BK 55 | 54.62 | CRESCENT ... | | 92.42 | P | f 12:01pm |
| f 10:45 | 26 | BK 63 | 62.91 | CORRALL ... | | 84.13 | P | f 11:40 |
| A 11:18am | 41 | BK 71 | 70.86 | CHEMULT ... | MU | 76.18 | PRDNCK | L 11:18am |

BETWEEN KLAMATH FALLS AND CHEMULT TRAINS WILL BE GOVERNED BY SO. PAC. RY. TIME TABLES AND RULES.

| | | | | | | | | |
|----------|-----|--------|--------|------------------------|----|---|--------|----------|
| A 2:35pm | 230 | BK 147 | 147.04 | KLAMATH FALLS ... | DS | 0 | KRWYOD | L 8:10am |
| 6:30 | | | | Time Over Subdivision | | | | 6:40 |
| 21.5 | | | | Average Speed per Hour | | | | 22.0 |

THEORETICAL FIRST CLASS LOCOMOTIVE TONNAGE RATINGS.
BASED ON TRAINS AVERAGING 50 TONS PER CAR.

| CLASS LOCOMOTIVE | R-2 | R-1 | | Q-2 | | Q-1 | N-2 | O-7 | O-6 | O-5 | O-4 | O-3 and O-1 | Add For Booster |
|------------------|-------|-----------|-----------|-------|-------|------|-------|------|------|------|------|-------------|-----------------|
| | | 2023-2043 | 2030-2033 | 30x32 | 29x32 | | | | | | | | |
| RATING | | | | | | | | | | | | | |
| Rating Grade | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons |
| 0.2% | 15540 | 14470 | 13550 | 9090 | 8440 | 9740 | 11200 | 8000 | 7530 | 5600 | 7220 | 6710 | 1300 |
| 0.3% | 12200 | 11350 | 10620 | 7120 | 6600 | 7640 | 8760 | 6250 | 5900 | 4380 | 5660 | 5200 | 1000 |
| 0.4% | 10900 | 9310 | 8710 | 5840 | 5410 | 6270 | 7180 | 5110 | 4820 | 3600 | 4630 | 4310 | 850 |
| 0.5% | 8460 | 7870 | 7350 | 4930 | 4560 | 5300 | 6060 | 4310 | 4080 | 3030 | 3910 | 3640 | 750 |
| 0.6% | 7310 | 6800 | 6340 | 4250 | 3930 | 4560 | 5230 | 3710 | 3510 | 2610 | 3370 | 3140 | 650 |
| 0.65% | 6840 | 6360 | 5930 | 3970 | 3670 | 4260 | 4890 | 3470 | 3280 | 2440 | 3150 | 2940 | 600 |
| 0.7% | 6420 | 5970 | 5570 | 3730 | 3450 | 4000 | 4590 | 3250 | 3080 | 2280 | 2960 | 2760 | 550 |
| 0.8% | 5720 | 5310 | 4950 | 3310 | 3060 | 3550 | 4080 | 2880 | 2730 | 2030 | 2620 | 2450 | 500 |
| 1.0% | 4600 | 4320 | 4020 | 2700 | 2490 | 2900 | 3320 | 2340 | 2220 | 1640 | 2130 | 2000 | 400 |
| 1.1% | 4270 | 3940 | 3670 | 2450 | 2250 | 2640 | 3030 | 2130 | 2020 | 1500 | 1940 | 1820 | 400 |
| 1.8% | 2570 | 2370 | 2200 | 1460 | 1330 | 1580 | 1810 | 1250 | 1200 | 880 | 1150 | 1080 | 250 |
| 2.0% | 2290 | 2110 | 1950 | 1300 | 1190 | 1400 | 1610 | 1110 | 1060 | 780 | 1020 | 960 | 200 |
| 2.2% | 2060 | 1900 | 1740 | 1160 | 1050 | 1260 | 1440 | 1000 | 940 | 700 | 910 | 860 | 200 |

Above are ratings for districts with long continuous grades. For districts with short pieces of maximum grade ratings should be increased 10%.
 Make 10% reduction, when temperature 5° to 25° above.
 " 20% " " " 5° above to 10° below.
 " 30% " " " 10° below or colder.

Special Rules.

Westward trains are superior to eastward trains of the same class.
 Third class and extra trains may run ahead of second class trains, but must arrange to let them pass without delay when overtaken.
 Trains displaying signals will stop at all registering stations, and the conductor will register in person.
 Switch leading from Southern Pacific Railway main track to Great Northern Whiteline Freight Yard and passenger station Sixth Street, Klamath Falls, located 6300 feet west of Southern Pacific Railway Passenger Station, Junction switches at Shevlin Hixon Mill Spur Bend and Great Northern Junction on the Deschutes Bridge at Bend must be set for Great Northern main track.
 When backing into Sixth Street Passenger Station, Klamath Falls trains must be under absolute control before passing over the two lumber yard crossings used by the Ewsuna Box Company. These crossings are used day and night by Mill Company Employees.

DRAW BRIDGE.

Vertical Lift Draw Bridge over Lake Ewsuna at Klamath Falls located 2578 feet from Great Northern Railway Connection with Southern Pacific Railway Main track, and 2115 feet from east switch of Great Northern Freight Yard.
 All trains must come to full stop before crossing Draw Span, and be governed by Train Signal Light indications which are located at each end of Draw Span. Yellow Light indicates that Draw Span is in safe position for rail traffic. Red Light that Draw Span is in open position for navigation.
 If Draw Span is not in position for rail traffic or when Signal Lights are inoperative, do not attempt to use Draw Span unless authorized by Superintendent.

SPEED RESTRICTIONS.

All trains will be handled under control and without regard to making schedule time at all points where slides or falling rock are likely to be encountered.
 Between Bend and Shevlin-Hixon Spur No. 5, maximum speed twenty (20) miles per hour.
 Between Shevlin-Hixon Spur No. 5 and Chemult, maximum speed thirty (30) miles per hour.
 Over highway crossing located 2.12 miles East of La Pine, ten (10) miles per hour.

LOCATION OF SPURS.

Shevlin-Hixon Spur Number 1.... .03 miles west of Benham Falls, opens West.

DERAILS.

Shevlin-Hixon Spur Number 5.
 Chemult.
 Klamath Falls Southern Pacific Connection.

COMPANY SURGEON.

Dr. Roscoe C. Webb.... Chief Surgeon..... 1849 Medical Arts Bldg., Minneapolis, Minn.
 Dr. Ed. Lamb..... Division Surgeon..... Klamath Falls, Ore.
 Dr. Paul Woerner..... Local Surgeon..... Bend, Ore.

J. W. CARMAN, Chief Dispatcher.