



KLAMATH DIVISION.

TIME TABLE No. 3

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

WEDNESDAY, JUNE 1, 1932.

T. F. DIXON, Superintendent.

J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.

2 WESTWARD.

EASTWARD.

SECOND CLASS				Time Table No. 3				SECOND CLASS			
387				Effective June 1, 1932				386			
Mixed				STATIONS				Mixed			
Daily				SIGN				Daily			
Car Capacity	Stations	Distance from Bend	Time	Telegraph Code	Distance from Bieber	Time	Sign	Distance from Bend	Time	Telegraph Code	Distance from Bieber
			L 7.30am	BK 0	0	BEND	ND	233.56	RWYODNCK	A	3.30pm
BETWEEN BEND DEPOT AND THIRD STREET, TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY, TIME TABLE AND RULES.											
		2.79	BEND YARD		230.77	P					
		3.35	BROOKS SCANLON RT. CROSSING		228.21						
	f 8.50	7.66	LAVA		220.55	P			f 2.37		
	* 8.55	1.73	LAVA JCT.		218.82	PR			* 2.27		
	* 9.20	7.75	SHEVLIN HIXON JCT.		211.07	PR			* 1.57		
	f 9.24	1.81	STEARNS		209.26	P			f 1.45		
	f 9.40	7.32	LA PINE		201.94	P Y			f 1.25		
	f 9.57	7.01	BEAL		194.03	PW			f 12.55		
	f 10.13	6.48	FREMONT		188.45	P			f 12.34		
	f 10.28	6.00	CRESCENT		181.85	P			f 12.11pm		
	f 10.45	8.93	CORRALL		172.02	P			f 11.45		
	A 11.18am	7.70	CHEMULT		165.22	PRDNKX			L 11.18am		
BETWEEN CHEMULT AND BIEBER LINE JCT. TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC RY. TIME TABLE AND RULES.											
		76.12	KLAMATH FALLS (G. N. Depot)		91.54	KRWYOCDN					
	L 2.30pm	2.03	BIEBER LINE JCT.		89.51				A 5.10am		
	2.35	0.69	SOUTH KLAMATH		88.82	PWCX			5.05		
	f 7.32	14.37	MERRILL		74.45	PD			f 4.30		
	f 7.55	8.42	MALIN		65.03	PDW			f 4.10		
		8.69	SOUTHERN PACIFIC RY. CROSSING		58.34	f					
	f 8.15	41	STRONGHOLD		57.98	P			f 3.40		
	f 8.45	12.72	MAMMOTH		45.21	P			f 3.10		
	f 9.10	10.20	GLASS MOUNTAIN		35.01	PW			f 2.40		
	f 9.35	11.64	SCARFACE		23.37	P			f 2.20		
	f 10.00	12.12	LOOKOUT		11.25	PDWY			f 1.55		
	A 10.30am	11.25	BIEBER		0	KRWYOCDNX			L 1.30am		
	7.15		Time Over Subdivision						7.42		
	21.5		Average Speed Per Hour						20.5		

Special Rules.

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

When moving into Sixth Street Passenger Station, Klamath Falls trains must be under absolute control before passing over the two lumber yard crossings used by the Ewauna Box Company. These crossings are used day and night by Mill Company Employees.

Vertical Lift Draw Bridge over Lake Ewauna 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.

Rules 671 to 671 (f), inclusive, amended as follows:

The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signal shall not exceed eight miles per hour.

Conditions may require a further speed restriction for all trains, per special rules, and at draw bridges the speed of trains shall not exceed eight miles per hour.

The letter "I" in column headed "SIGNS" indicates interlocking plant.

Automatic interlocking at:

Stronghold; 0.41 mile east—Sou. Pac. Ry.

SPEED RESTRICTIONS.

Over highway crossing located 2.36 miles East of La Pine, ten (10) miles per hour.

Over automatic interlocked crossing with Southern Pacific .41 miles east of Stronghold not to exceed twenty (20) miles per hour.

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.

MAXIMUM SPEED.

Between	Passenger	Freight
Bend and M. P. 23	50 Miles per hour	35 Miles per hour
M. P. 23 and Chemult	45 Miles per hour	35 Miles per hour
South Klamath and Bieber	35 Miles per hour	35 Miles per hour

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

- Finley Butte Cinder Cone Wye—1/4 mile west La Pine.
- Airport—1.70 miles west of South Klamath, opens west, capacity 6 cars.
- Henley—3.85 miles west of South Klamath, opens west, capacity 7 cars.
- Dehlinger—8.39 miles east of Merrill, opens west, capacity 21 cars.
- Stonebridge—1.89 miles west of Merrill, opens west, capacity 10 cars.
- Adams Point—4.05 miles east of Malin, opens both ends, capacity 45 cars.
- Wye located 2.67 miles east of Mammoth at mile post 42.
- Bieber Stockyards—2.22 miles east of Bieber, opens both ends. Capacity twenty-four (24) cars.

COMPANY SURGEONS.

- 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.
- Dr. F. W. Watta... Local Surgeon... Bieber, Calif.

J. W. CARMAN, Chief Dispatcher.

W. C. SHERMAN, Train Master.

STANDARD INTERLOCKING RULES 601 TO 655, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF THE AUTOMATIC INTERLOCKING PLANTS:

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED." If home signal desired does not indicate "PROCEED" and no smash boards are in use, trainman may flag train over the crossing after making certain that conflicting home signals are in the "STOP" position and no conflicting train movement is evident.

In addition, if smash boards are in use, and as in the "REVERSE" position on the route desired and operation of hand release does not clear the proper home signal, trainman shall signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position. If smash boards on the route desired are not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED," signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position.

TO OPERATE SMASH BOARD MECHANISM BY HAND.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at the crossing. Crank must be inserted in shaft on back of smash board mechanism, after opening small cover locked with a standard switch lock. Crank shall be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved downward to the vertical position. When operation is completed small cover must be locked and crank returned to the "RELEASE" box.



