

## SPECIAL INSTRUCTIONS

1. Trains handling logs must stop and crew must inspect loads and chains before crossing bridge located  $2\frac{3}{4}$  miles east of Klamath Falls.
2. While moving, trainmen must observe track from rear of caboose for indications of derailment or fallen logs. Between sunset and sunrise two Dietz lanterns must be placed on rear of caboose to assist in this inspection.
3. When trains handling logs are required to meet or pass other trains, thorough inspection must be made before passing to insure proper clearance.
4. Except when extraordinary conditions require, trainmen will not ride on cars containing loads of logs.
5. Helper engines must not be placed behind wooden underframe cars or cabooses. Engines larger than MK-2, 4, 5, 6, M-3 and N-2 must not be placed behind cabooses.
6. During dry season use sprinklers on engines so equipped when passing over bridges. If engines not so equipped, and it is possible to do so, tire coolers should be operated on bridges.
7. Bridge  $2\frac{3}{4}$  miles east of Klamath Falls is not standard clearance on side. Height 22 feet.
8. Transportation Department Employees will be governed by the Consolidated Code of Operating Rules and General Instructions, effective December 1, 1945, of the Great Northern Railway Company.

Except as otherwise indicated by the Special Instructions contained in this time-table, they will also be governed by the Great Northern, Klamath Division time-table Special Instructions No. 3, effective Sunday, February 23, 1947 under Caption ALL SUB-DIVISIONS as far as applicable.

Normal position of switch at West Switchback and switch at East Switchback will be for movement via switchback.

## AIR BRAKE RULES

Employees whose duties are concerned with air brake rules and regulations will be governed by Great Northern Railway Company's "Rules and Regulations Governing the Care and Operation of Air Brakes and Signal Equipment", **except under** Rule 14-H Maintain brake pipe pressure of 80 pounds on freight trains.

Rule 44-C Rear end test must be made on all trains immediately before leaving West Switchback in either direction. Where visibility does not permit transmission of signals between the lead engine and the rear of train, or at any point that the Superintendent may designate, the engineer must charge the brake system to not less than ten pounds below standard pressure, make a reduction of ten pounds, and as soon as the brake valve exhaust closes, signal the trainmen by one sound of the steam whistle, in accordance with Transportation Rule 14-A. The angle cock at the rear of the train must then be opened gradually and with care to avoid emergency action, allowing only enough air to escape to cause the brake pipe gauge hand on the engine to indicate. When the engineer notes the brake pipe pressure falling, as indicated by the gauge, he must signal the trainmen by two sounds of the steam whistle, in accordance with Transportation Rule 14-B; the angle cock must then be closed. When the brake pipe pressure has stopped falling, the engineer must release the brakes in accordance with air brake rules.

One operative retainer for the amount of tons shown below must be turned up.

65 tons West Switchback to Sprague River Eastward.

65 tons West Switchback to Horton Westward. Tonnage between West Switchback and Sprague River and between West Switchback and Horton must not exceed 65 tons per operative brake.

## Watch Inspector

F. W. Bertram..... Klamath Falls

W. L. Solga..... Trainmaster  
R. S. Olson..... Asst. Trainmaster  
W. C. Preston..... Chief Dispatcher

# OREGON, CALIFORNIA AND EASTERN RAILWAY

---

# TIME TABLE No. 5

## Thursday, January 1, 1948

EFFECTIVE AT 12:01 A. M.

PACIFIC TIME

---

For the government and information of employes only.

---

F. V. PERCIVAL, Superintendent

2 EASTWARD

WESTWARD

| Car Capacity |              | SECOND CLASS  |               |       |                                                 | Distance from Klamath Falls | Time Table No. 5          |          | Telegraph Calls | SIGNS |
|--------------|--------------|---------------|---------------|-------|-------------------------------------------------|-----------------------------|---------------------------|----------|-----------------|-------|
| Sidings      | Other Tracks | 392           | 394           | Daily | Daily                                           |                             | Effective January 1, 1948 | STATIONS |                 |       |
|              |              | Except Sunday | Except Sunday |       |                                                 |                             |                           |          |                 |       |
| 14           | 366          | 10.01 AM      | 11.30 AM      | 0.77  | KLAMATH FALLS                                   | DSK                         | BDKNOPR<br>VWXYZ<br>P     |          |                 |       |
|              |              | 10.11         | 11.41         | 4.36  | HAGER                                           |                             |                           |          |                 |       |
|              | 10           | 10.16         | 11.46         | 6.00  | PINE GROVE                                      |                             |                           |          |                 |       |
|              | 5            | 10.23         | 11.53         | 8.47  | OLENE                                           |                             |                           |          |                 |       |
|              | 12           | 10.40         | 12.10         | 13.07 | SWAN LAKE                                       |                             |                           |          |                 |       |
| 31           |              | 10.49         | 12.19         | 15.90 | MOYINA                                          |                             | WP                        |          |                 |       |
|              | 40           | 11.01         | 12.30         | 18.12 | DAIRY                                           |                             | YP                        |          |                 |       |
|              | 31           | 11.12         | 12.42         | 22.12 | HILDEBRAND                                      |                             |                           |          |                 |       |
| 29           |              | 11.23         | 12.53         | 25.90 | HORTON                                          |                             | XP                        |          |                 |       |
|              | 20           | 11.43         | 1.15          | 31.55 | SQUAW VALLEY                                    |                             |                           |          |                 |       |
|              | 58           | 11.46         | 1.18          | 32.50 | WEST SWITCHBACK                                 |                             | P                         |          |                 |       |
|              | 58           | 11.56         | 1.28          | 33.73 | EAST SWITCHBACK                                 |                             |                           |          |                 |       |
| 62           | 100          | 12.10         | 1.45          | 38.55 | SPRAGUE RIVER                                   | SR                          | DRPVWXY                   |          |                 |       |
| 12           | 26           | 12.48         | 2.25          | 51.52 | BEATTY                                          |                             | XP                        |          |                 |       |
|              |              | 12.50         | 2.30 PM       | 52.02 | SYCAN                                           |                             | RPVX                      |          |                 |       |
|              | 25           | 1.15          |               | 60.23 | NORTHFORK                                       |                             | P                         |          |                 |       |
|              | 122          | 1.25 PM       |               | 64.16 | BLY                                             |                             | RPVWXY                    |          |                 |       |
|              |              | 3.24<br>18.5  | 3.00<br>17.1  |       | Time over Subdivision<br>Average speed per hour |                             |                           |          |                 |       |

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

MAXIMUM SPEED FOR TRAINS

| TERRITORY               | Trains Handling Logs | Trains Not Handling Logs | Engines Backing with or Without Cars |
|-------------------------|----------------------|--------------------------|--------------------------------------|
| MP 0.0 to MP 27.....    | 20 MPH               | 25 MPH                   | 20 MPH                               |
| MP 27 to MP 37.8.....   | 20 MPH               | 20 MPH                   | 15 MPH                               |
| MP 37.8 to MP 63.4..... | 20 MPH               | 25 MPH                   | 20 MPH                               |

SPEED RESTRICTIONS

All trains

ENGINE RESTRICTIONS ON INDUSTRY TRACKS

Bridge at MP 2.75.....  
Through Rock Cut MP 13.4.....

10 MPH  
10 MPH

Engines must not go on Chevrolet Spur O.C.&E. Yard Klamath Falls account light rail.

RATING OF ENGINES IN TONS

|                    | Eastward                |                           |                        | Westward             |                                  |                                  |
|--------------------|-------------------------|---------------------------|------------------------|----------------------|----------------------------------|----------------------------------|
|                    | Klamath Falls to Horton | Horton to West Switchback | West Switchback to Bly | Bly to Sprague River | Sprague River to West Switchback | West Switchback to Klamath Falls |
| <b>SP</b>          |                         |                           |                        |                      |                                  |                                  |
| C-5, 8, 9, 10..... | 1300                    | 650                       | 2925                   | 2925                 | 925                              | 1650                             |
| MK-2, 4, 5, 6..... | 1400                    | 750                       | 3250                   | 3250                 | 1000                             | 1800                             |
| AC-1, 2, 3.....    | 2600                    | 1250                      | 5500                   | 5500                 | 1850                             | 3300                             |
| <b>GN</b>          |                         |                           |                        |                      |                                  |                                  |
| F-5, F-8, H-6..... | 1100                    | 550                       | 2800                   | 2600                 | 800                              | 1500                             |
| O-1.....           | 1800                    | 960                       | 3500                   | 4000                 | 1080                             | 2000                             |
| M-2.....           | 2600                    | 1250                      | 5000                   | 5000                 | 1700                             | 3000                             |
| N-3.....           | 2900                    | 1400                      | 5500                   | 5500                 | 2000                             | 4000                             |