

SPECIAL INSTRUCTIONS

1. Impaired side clearance exists on both sides of track at MP 4.1 west of Hager where "telltale" has been installed for protection against over-width or shifted loads onto bridge at MP 2.75. Trains handling logs must stop before crossing bridge at MP 2.75 except when engineer has received positive information from trainman that telltale is not damaged. If stop is made because proceed information was not received, loads of logs must be inspected before train proceeds. Bridge at MP 2.75 is not standard clearance on side. Height 22 feet.
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. Transportation Department Employees will be governed by the Consolidated Code of Operating Rules and General Instructions effective June 1, 1967, 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, Cascade Division time-table Special Instructions currently in effect, under caption "All Subdivisions" as far as applicable.
6. Normal position of switch at West Switchback and switch at East Switchback will be for movement via switchback.

Retaining valves will be used on descending grades as follows:

With no dynamic brake in operation, one retaining valve for each 65 tons in train West Switchback to Sprague River eastward and West Switchback to Horton westward.

Trains in both directions must make air brake test before leaving West Switchback.

Maximum tonnage per operative brake is as follows:

West Switchback to Sprague River.....65 tons

West Switchback to Horton.....65 tons

V. W. BICE, Asst. Superintendent

S. H. SNELL, Chief Dispatcher

A. T. WALKER, Master Mechanic

D. D. DAHL, Trainmaster

OREGON, CALIFORNIA AND EASTERN RAILWAY

TIME TABLE No. 10

EFFECTIVE AT 12:01 A. M.

PACIFIC STANDARD TIME

Monday, January 1, 1968

E. F. OVIATT, Superintendent

Printed in U.S.A.

Car Capacity		SECOND CLASS		Time Table No. 10 Effective January 1, 1968	Distance from Bly	SIGNS
Sidings	Other Tracks	660	658			
		Daily	Daily			
				STATIONS		
		Except Sunday	Except Sunday			
		11.30Am	10.01Am	..... KLAMATH FALLS	63.1	PTY
14		11.41	10.11	..... 3.4 HAGER	59.7	P
	5	11.53	10.23	..... 3.9 OLENE	55.8	
31		12.19Pm	10.49	..... 7.5 MOYINA	48.3	
	40	12.30	11.01	..... 2.4 DAIRY	45.9	PT
	3	12.53	11.23	..... 7.7 HORTON	38.2	P
	58	1.18	11.46	..... 6.5 WEST SWITCHBACK	31.7	P
	58	1.28	11.56	..... 1.2 EAST SWITCHBACK	30.5	
62		1.45	12.10Pm	..... 4.9 SPRAGUE RIVER	25.6	P
25		2.25	12.48	..... 13.1 BEATTY	12.5	Y
		2.30Pm	12.50	..... 0.4 SYCAN	12.1	RY
	122		1.25Pm	..... 12.1 BLY	0.0	RY

SPEED RESTRICTIONS

TERRITORY	Trains Handling Logs	Trains Not Handling Logs	Engines Backing With or Without Cars
MP 0.0 to MP 3.5.....	20	25	20
MP 3.5 to MP 30, except.....	20	30	20
MP 9 to MP 10.....	20	20	20
Through rock cut MP 13.4.....	15	15	15
MP 16.8 to MP 17.8.....	20	20	20
MP 30 to MP 35.....	20	20	20
MP 35 to MP 51, except.....	20	30	20
Through turnouts at Sprague River.....	15	15	15
MP 51 to MP 64.3.....	20	25	20

RATING OF ENGINES IN TONS

NOMINAL CLASS	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
GN GP-9.....	1650	1050	4000	4000	1350	2400
GN SD-9.....	2100	1300	5200	5200	1675	2900

Look out for falling rocks in cut at MP 9, between MP 13 and MP 14, and between MP 17 and MP 18.