

## 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. Two or more engines coupled must not be turned on wye at Bly or Klamath Falls.

Helper engines must not be placed behind wooden underframe cars nor wooden underframe cabooses. Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe 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 Southern Pacific Company's "Rules and Regulations of the Transportation Department," including Air Brake Rules and Regulations, dated December 1, 1951.

Except as otherwise indicated by the Special Instructions contained in this Timetable, employees will also be governed by the Southern Pacific Company's Shasta Division Timetable Special Instructions currently in effect, under caption "All Subdivisions" as far as applicable.

RULE S-72—Westward regular trains are superior to trains of the same class in the opposite direction.

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

### AIR BRAKE RULES

RULE 3—Maintain brake pipe pressure of 80 pounds on freight trains.

RULE 25—Rear end test must be made on all trains immediately before leaving West Switchback in either direction. Rear end test on freight trains at any point between Klamath Falls and Bly will be made in accordance with paragraph (b) of Rule 25.

RULE 33—One operative retainer for the amount of tons shown below must be turned up.

65 tons West Switchback to Sprague River eastward direction.

65 tons West Switchback to Horton westward direction.

The tonnage of any freight train between the West Switchback and Sprague River and between the West Switchback and Horton must not exceed 65 tons per operative brake.

Employees whose duties are concerned with air brake rules and regulations will be governed by Southern Pacific Company's "Air Brake Rules and Regulations Governing Train Handling, Operation and Tests of Air and Dynamic Brakes and Air Signal Apparatus," dated December 1, 1951.

### WATCH INSPECTOR

J. C. Renie..... Klamath Falls

C. E. Alward..... Trainmaster

A. L. Shoupe..... Road Foreman of Engines

P. G. Vaughn..... Asst. Road Foreman of Engines

W. R. Petty..... Chief Train Dispatcher

J. C. Slade..... Assistant Superintendent

# OREGON, CALIFORNIA AND EASTERN RAILWAY

# TIME TABLE No. 7

EFFECTIVE SUNDAY, MARCH 18, 1956

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY.

A. W. KILBORN  
Superintendent

