

SPEED TABLE

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
	46	78.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	—	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

Business Tracks not shown as stations on Time Table

Name and Subdivision	Station No.	LOCATION	Cars	Sw.
First				
Beal.....	14190	6.37 mi. w. Lapine.....	27	West
Second				
Henley.....	14300	3.43 mi. w. So. Klam....	25	Both
Dehlinger.....	14303	6.61 mi. w. So. Klam....	24	Both
Stonebridge...	14312	1.77 mi. w. Merrill.....	28	Both
Adams Point..	14316	5.37 mi. w. Merrill.....	46	Both
Dalton.....	14325	4.65 mi. w. Malin.....	60	Both
Hannchen.....	14332	4.71 mi. w. Stronghold..	21	West
Kandra.....	14333	5.41 mi. w. Stronghold..	42	Both
Tionesta.....	14346	6.05 mi. w. Mammoth...	39	Both
Hollenbeck....	14359	3.38 mi. e. Scarface.....	44	Both

COMPANY SURGEONS

- *Dr. Abbott Skinner, Chief Medical Officer.....St. Paul, Minn.
- *Dr. Hugo F. Schroeckenstein,
Asst. to the Chief Medical Officer.....St. Paul, Minn.
- *Dr. W. A. Bartlett.....Klamath Falls, Ore.
- *Dr. J. A. Rogers.....Klamath Falls, Ore.
- *Dr. C. J. Rademacher.....Bend, Ore.
- Dr. J. C. Vandever.....Bend, Ore.
- *Dr. A. O. Meier.....Bieber, Cal.

*Designates also Examining Surgeon.

S. H. Snell, Chief Dispatcher.
D. D. Dahl, Trainmaster.
A. T. Walker, Master Mechanic.

GREAT NORTHERN RAILWAY COMPANY

KLAMATH DIVISION

TIME TABLE 20

EFFECTIVE 12:01 A. M.

Pacific Standard Time

Thursday, June 1, 1967

T. W. MACKENROTH, Superintendent.

C. M. RASMUSSEN, General Manager.

H. J. SURLES, General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Bend	Time Table No. 20 Effective June 1, 1967 STATIONS	Telegraph Calls	Distance from South Klamath	SIGNS	SECOND CLASS					
	Siding	Other Tracks	153		155							156	154	Daily	Daily	Daily	Daily
			Daily	Daily	Daily	Daily											
14152	Yard				5.30Pm	5.30/m		D	145.01	BCFKPQ RTWYZ	A	7.44Am	A	11.25Pm			

BETWEEN BEND DEPOT AND THIRD STREET, TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY, TIME TABLE AND RULES.

14154	87	76			5.34	5.34	2.81		142.20	PYJ		7.41	11.22		
14185	168	15			5.52	5.52	13.11		131.90	P		7.28	11.09		
14183	153	23			6.16	6.16	32.00		113.51	P		7.05	10.46		
14203	152	8			6.41	6.41 ¹⁵⁶	51.71		93.30	P		6.41	10.21		
14220	105	30			A 7.05Pm	A 7.05Am	68.58		76.43	MU	JKOPRTYQ	6.19Am	10.00Pm		

BETWEEN CHEMULT AND BIEBER LINE JCT., TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC RY. TIME TABLE AND RULES.

14296	Yard						144.05		0.96	J BCFKP QRTWYZ					
					1.35 43.31	1.35 43.31	145.01					1.25 48.40	1.25 48.40		

WESTWARD

SECOND SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from South Klamath	Time Table No. 20 Effective June 1, 1967 STATIONS	Telegraph Calls	Distance from Bieber	SIGNS	SECOND CLASS					
	Siding	Other Tracks	153		155							156	154	Daily	Daily	Daily	Daily
			Daily	Daily	Daily	Daily											
14296	Yard	981			3.00Am	4.00Pm		K	88.53	BCFKP QRTWYZ	A	3.50Pm	A	8.50Pm			
14311	67	63			3.17	4.17	14.10	MR	74.43	OP		3.33	8.33				
14320	97	142			3.29	4.29	23.52	MA	65.01	OP		3.21	8.21				
14327	85	39			3.38	4.38	30.67		57.86	PA		3.12	8.12				
14340	97	12			3.54	4.54	43.34		45.19	P		2.56	7.56				
14350	131	14			4.06	5.06	53.63		34.90	P		2.44	7.44				
14362	97	0			4.21	5.21	65.52		23.01	P		2.29	7.29				
14374	132	111			4.36	5.36	77.28		11.25			2.14	7.14				
14385	Yard				A 4.50Am	A 5.50Pm	88.53	B		PW BCKP QRTWY		2.00Pm	7.00Pm				
					1.50 48.29	1.50 48.29						1.50 48.29	1.50 48.29				

Westward trains are superior to eastward trains of the same class on the first and second subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGE 3.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL

The following speed limits apply to trains and engines operating under the conditions outlined.

50 MPH—Diesel engines light or with caboose only.

30 MPH—Trains handling, not in actual service, but on their own wheels, derricks, pile drivers, ditchers, cranes, shovels, Jordan spreaders, wedge plows, or scale test car on main lines;

When handling ore cars in series 80000 through 95039, air dump cars X-2000 through X-2096, X-7000 through X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs on flat cars, except cars equipped with permanent steel side stakes.

15 MPH—Trains or engines thru all turnouts.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight or mixed trains. Diesel engines 1 through 195 are not equipped with alignment control couplers and when in tow in freight or mixed trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine. Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road engines. Engines 550 through 599 must have coupler alignment control lock blocks in "Down" position when such units are used in multiple operation.

When towing diesel engines dead in trains, the following speeds must not be exceeded.

MAXIMUM SPEED	ENGINE NUMBER
50 MPH.....	1 thru 195.
79 MPH.....	320 thru 333, 400 thru 417, 500 thru 512, 679, 680, 2500 thru 2529, and 3026 thru 3040.
65 MPH.....	All other diesel units.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car, passenger car or another unprotected car containing commodities which might be subject to damage.

3(a). Trains handling flat cars loaded with logs, except cars equipped with permanent steel side stakes will not exceed 10 MPH over through-truss bridges, or through tunnels.

Thorough inspection of all cars of logs in train must be made at appropriate locations when train is stopped for meeting trains and other purposes, making certain train and lading are in safe condition before proceeding. Extra stops enroute will be made for this purpose when in the judgment of the conductor it is necessary. Members of the crew must maintain a watch for logs that may have rolled off cars and if a track is fouled, take prompt action to protect trains.

On single track, trains handling logs must be at stop when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for log train to pull by other train at reduced speed.

4. Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.

5. Rule 14 of the Consolidated Code of Operating Rules is modified by the following instructions on trackage of the Great Northern Railway Company:

In the absence of a red signal two miles beyond the yellow-red flag train or engine must STOP and not proceed until a proceed signal given with a yellow flag or a yellow light is received, or verbal permission is received.

6. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.

7. Regarding Rule 2 of the Consolidated Code of Operating Rules. The approved type wrist watches are Elgin, B. W. Raymond model, 13/0 size, 23 jewels, Ball Official Standard 1604B, 13/0 Ligne, 21 jewels; Bulova Accutron Railroad Model; Bulova Model 23J; Hamilton 505 electric.

8. MANUAL BLOCK SYSTEM.

When notified by train order, a Manual Block System will be in effect on this division between the stations designated in the train order and during the time designated in the train order.

Maximum permissible speed for trains is 60 MPH when the Manual Block System is in effect.

Trains must comply with all other speed restrictions required by rule, special instructions or bulletins, and observe speed signs.

A train must not enter into a block when the Manual Block System is in effect unless Clearance Form A is received, properly filled out, including information relative to the condition of the block whether (clear) or (occupied).

Permission may be given to make a visual check of the arrival of an opposing train, the following will be inserted on the line containing the 97(A) information:

"After (train) arrives at (station) block clear to (station)."

A wire failure clearance cannot be accepted when Manual Block operation is in effect.

When the Manual Block System is in effect and the block is occupied, proceed in accordance with the instructions as contained in the train orders.

Speed signs governing movements when Manual Block System Rules are in effect are white numerals on a black background and are located in the top position on the post.

Speed signs governing movements when Manual Block System Rules are not in effect are black numerals on a white background and are in the bottom position on the post.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Bend and Chemult.....	49 MPH
Bend and Chemult—When using Manual Block	60 MPH

2. TRAIN REGISTER EXCEPTIONS.

Chemult, all trains register by ticket.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
South Klamath and Bieber.....	49 MPH
So. Klamath and Bieber—When using Manual Block....	60 MPH

2. AUTOMATIC INTERLOCKINGS.

Stronghold, 0.41 miles east of.....S. P. Ry. crossing

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