



## KLAMATH DIVISION.

# TIME TABLE No. 2

EFFECTIVE 12:01 A. M.  
PACIFIC TIME

## SUNDAY, JUNE 29, 1930.

T. F. DIXON, Superintendent.

W. R. SMITH, General Superintendent.  
J. B. SMITH, General Superintendent Transportation.

J. H. O'NEILL, General Manager.



<b>SECOND CLASS</b>		Car Capacity	<b>Time Table No. 2</b>				<b>SECOND CLASS</b>		
<b>387</b>			<b>Effective June 29, 1930.</b>				<b>386</b>		
Mixed		Stidings Other Tracks	Station Numbers	Distance from Bond	STATIONS	Telegraph Calls	Distance from Klamath Falls	SIGNS	Mixed
Daily									Daily
L 7.45Am		BK 0	0		BEND O. T. DEPOT	ND	147.04	RWYODNCK	A 2.50Pm

**BETWEEN OREGON TRUNK DEPOT AND GREAT NORTHERN JCT. TRAINS WILL BE GOVERNED BY OREGON TRUNK RY. TIME TABLES AND RULES.**

L 7.50Am		BK 2	1.32		GREAT NORTHERN JCT...		145.72		A 2.43Pm
7.51			1.68		S. H. MILL SPUR.....	JC	145.36	PR	2.42
7.52	140		1.98		BEND YARD.....		145.06	PX	2.41
f 8.30	30	BK 12	11.97		KATALO.....		135.07	PW	f 2.05
8.40	21	BK 14	14.18		BENHAM FALLS.....		132.86		1.55
f 8.50	26	BK 16	16.45		LAVA.....		130.59	P	f 1.45
f 9.15	22	BK 23	23.14		WANOGA.....		123.90	PY	f 1.22
s 9.20			25.07		SHEVLIN HIXON SPUR No. 5		121.97	PR	s 1.17
f 9.24	41	BK 27	26.92		STEARNS.....		120.12	P	f 1.12
f 9.40	12	BK 34	34.21		LA PINE.....		112.83	P	f 12.54
f 9.57	42	BK 41	41.22		BEAL.....		105.82	PW	f 12.36
f 10.13	12	BK 48	47.60		FREMONT.....		99.44	P	f 12.19
f 10.28	41	BK 55	54.62		CRESCENT.....		92.42	P	f 12.01Pm
f 10.45	26	BK 63	62.91		CORRALL.....		84.13	P	f 11.40
A 11.18Am	41	BK 71	70.86		CHEMULT.....	MU	76.18	PRDNKX	L 11.18Am

**Special Rules.**

**Westward trains are superior to eastward trains of the same class.**  
 Third class and extra trains may run ahead of second class trains, but must arrange to let them pass without delay when overtaken.  
 Trains displaying signals will stop at all registering stations, and the conductor will register in person.  
 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, Junction switches at Shevlin Hixon Mill Spur Bend and Great Northern Junction on the Deschutes Bridge at Bend must be set for Great Northern main track.  
 When backing 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.

**DRAW BRIDGE.**

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.

**SPEED RESTRICTIONS.**

**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.**  
 Between Bend and Shevlin-Hixon Spur No. 5, maximum speed twenty (20) miles per hour.  
 Between Shevlin-Hixon Spur No. 5 and Chemult, maximum speed thirty (30) miles per hour.  
 Over highway crossing located 2.12 miles East of La Pine, ten (10) miles per hour.

**LOCATION OF SPURS.**

Shevlin-Hixon Spur Number 1... .03 miles west of Benham Falls, opens West.

**DERAILS.**

Shevlin-Hixon Spur Number 5.  
 Chemult.  
 Klamath Falls Southern Pacific Connection.

**COMPANY SURGEON.**

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.

**J. W. CARMAN, Chief Dispatcher.**

**THEORETICAL FIRST CLASS LOCOMOTIVE TONNAGE RATINGS.**  
 BASED ON TRAINS AVERAGING 50 TONS PER CAR.

CLASS LOCOMOTIVE	R-2	R-1		Q-2		Q-1	N-2	O-7	O-6	O-5	O-4	O-3 and O-1	Add For Booster
		2023-2043	2030-2033	30x32	29x32								
RATING													
Ruling Grade	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
0.2%	15540	14470	13550	9090	8440	9740	11200	8000	7530	5600	7220	6710	1300
0.3%	12200	11350	10620	7120	6600	7640	8760	6250	5900	4380	5660	5260	1000
0.4%	10000	9310	8710	5840	5410	6270	7180	5110	4820	3600	4630	4310	850
0.5%	8460	7870	7350	4930	4560	5300	6060	4310	4080	3030	3910	3640	750
0.6%	7310	6800	6340	4250	3930	4560	5230	3710	3510	2610	3370	3140	650
0.65%	6840	6360	5930	3970	3670	4260	4890	3470	3280	2440	3150	2940	600
0.7%	6420	5970	5570	3730	3450	4000	4590	3250	3080	2280	2960	2760	550
0.8%	5720	5310	4950	3310	3060	3550	4080	2880	2730	2030	2620	2450	500
1.0%	4660	4320	4020	2700	2490	2900	3320	2340	2220	1640	2130	2000	400
1.1%	4270	3940	3670	2450	2250	2640	3030	2130	2020	1500	1940	1820	400
1.8%	2570	2370	2200	1460	1330	1580	1810	1250	1200	880	1150	1080	250
2.0%	2290	2110	1950	1300	1190	1400	1610	1110	1060	780	1020	960	200
2.2%	2060	1900	1740	1160	1050	1260	1440	1000	940	700	910	860	200

Above are ratings for districts with long continuous grades. For districts with short pieces of maximum grade ratings should be increased 10%.  
 Make 10% reduction, when temperature 5° to 25° above.  
 " 20% " " " 5° above to 10° below.  
 " 30% " " " 10° below or colder.