

**Company Surgeons.**

Dr. Roscoe C. Webb, Chief Surgeon, 1849 Medical Arts Bldg.,  
Minneapolis, Minn.  
Dr. H. M. Wynne, Asst. Chief Surgeon, 1849 Medical Arts  
Bldg., Minneapolis, Minn.  
Dr. J. G. Cunningham, Asst. Chief Surgeon.....Spokane, Wash.  
Dr. F. A. Kiehle, Ophthalmic Surgeon.....Portland, Ore.  
Dr. E. D. Lamb, Division Surgeon.....Klamath Falls, Ore.  
Dr. J. Martin Adams, Local Surgeon.....Klamath Falls, Ore.  
Dr. C. J. Rademacher, Local Surgeon.....Bend, Ore.  
Dr. R. W. Hemingway, Local Surgeon.....Bend, Ore.  
Dr. S. W. Cartwright, Local Surgeon.....Bieber, Calif.  
Dr. Ralph M. Dodson.....Portland, Ore.  
Dr. G. N. Pease.....Portland, Ore.

E. R. JOYCE, Chief Dispatcher.  
C. W. SHERMAN, Train Master.



**KLAMATH  
DIVISION  
TIME  
TABLE  
5**

**EFFECTIVE 12:01 A. M.**

**PACIFIC TIME**

**Sunday, April 10, 1938.**

**J. E. BRAWLEY, Superintendent.**

**R. A. McCANDLESS, General Manager.**

**J. B. SMITH, General Superintendent Transportation.**

## 2 WESTWARD

## FIRST SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		THIRD CLASS			Distance from Bend	Time Table No. 5 Effective April 10, 1938.		Telegraph Calls	Distance from South Klamath.	SIGNS	SECOND CLASS		
	Siding	Other Tracks			387								386	
BK 0					Mixed Daily	0			ND	144.74	RDNW COPKX	A 5.30Am		

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

BK 3	96			8.20Am	2.79	2.79	BEND YARD	141.95	PWC YX	5.20Am			
					5.35	2.56	BROOKS SCANLON RY. CROSSING	139.39					
BK 13	69	14		f 9.05	13.01	7.66	LAVA	131.73	P	f 5.00			
BK 15				9.10	14.74	1.73	LAVA JCT.	130.00	P	4.56			
BK 24	37			f 9.30	24.30	9.56	STEARNS	120.44	P	f 4.35			
BK 32	11			f 9.46	31.62	7.32	LA PINE	113.12	PY	f 4.20			
BK 39	38			f 10.08	38.63	7.01	BEAL	106.11	PW	f 4.05			
BK 45	10			f 10.23	45.11	6.48	FREMONT	99.63	P	f 3.51			
BK 52	37			f 10.38	51.71	6.60	CRESCENT	93.03	P	f 3.37			
BK 61	21			f 10.58	60.64	8.93	CORRAL	84.10	P RDN PKX	f 3.18			
BK 68	37			A 11.18Am	68.34	7.70	CHEMULT	MU 76.40		L 3.01Am			

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

BK144	468				144.46	76.12	KLAMATH FALLS (G. N. Depot)	DS 2.72	RDNW YOKX				
BK143.5				2.30	144.05	2.03	BEIBER LINE JCT.	0.69	RNW CYPX	12.05			
BK145	83	198		A 2.35Pm	144.74	0.69	SOUTH KLAMATH	.0		L 12.01Am			
				7.05 20.4			Time Over Subdivision Average Speed Per Hour			5.29 26.4			

## Special Rules.

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

Switch leading from the Southern Pacific Railway main track to Great Northern Railway Whiteline freight yard and passenger station Sixth Street, Klamath Falls, located 6300 feet west of Southern Pacific Railway passenger station.

When moving into Sixth Street Passenger Station, Klamath Falls, trains must be prepared to stop before passing over the two lumber yard crossings used by the Ewauna Box Company. These crossings are used day and night by Mill Company employes.

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 Yard. All trains must come to a 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.

A set of mechanical gates are in service at the crossing of the Brooks-Scanlon Lumber Company and the Great Northern Railway tracks 2.56 miles west of Bend Yard, gates normally set against the Great Northern Railway trains, and clear for the Brooks-Scanlon Lumber Co.'s trains. When Great Northern Railway trains are to be moved over the crossing, trains must be stopped as provided for in rule 98 (a), and, if no trains on Brooks-Scanlon Lumber Co.'s tracks are seen to be approaching, trainmen will unlock north gate and swing gate across Brooks-Scanlon Lumber Co.'s tracks and fasten with switch lock. Gates are pipe connected so that clearing the north gate will also clear the south gate and set gates against the Brooks-Scanlon Lumber Co.'s trains in both directions. When trains have passed over the crossing, gates must be returned to their normal position across Great Northern Railway Co.'s tracks and locked with standard switch lock.

	Maximum Speed	
Between	Passenger	Freight
Bend and M. P. 23	50 miles per hour.	35 miles per hour.
M. P. 23 and Chemult	45 miles per hour.	35 miles per hour.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		THIRD CLASS				Distance from South Klamath	Time Table No. 5 Effective April 10, 1938.		Telegraph Calls	Distance from Bieber	SIGNS	SECOND CLASS				
	Siding	Other Tracks				387							386				
						Mixed							Mixed				
						Daily	STATIONS						Daily				
BK145	83	198				L 7.00 <sup>pm</sup>	.0				88.80	RNWC YPX	A 10.30 <sup>pm</sup>				
BK159	69	39				f 7.25	14.37			MR	74.43	PD	f 10.05				
BK 164		46				f 7.35	19.74				69.06	P	f 9.55				
BK169		55				f 7.45	23.79			MA	65.01	PDW	f 9.48				
							30.48				58.32	I					
BK176	69	24				f 8.00	30.89				57.91	P	f 9.33				
BK 181		23				8.11	36.11				52.69	P	9.24				
BK188	70	12				f 8.25	43.61				45.19	P	f 9.11				
BK 194		40				8.39	49.71				39.09	P	9.00				
BK199	69	14				f 8.50	53.80				35.00	PW	f 8.50				
BK210	69	0				f 9.25	65.44				23.36	P	f 8.30				
BK222	69	94				f 10.00	77.56			KO	11.24	DWPY RDNWC	f 8.00				
BK234		319				A 10.30 <sup>pm</sup>	88.80			BR	.0	OPYKX	L 7.30 <sup>pm</sup>				
						3.30							3.00				
						25.4							29.6				
								Time Over Subdivision									
								Average Speed Per Hour									

### Special Rules.

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

#### Maximum Speed.

Between Passenger Freight  
South Klamath and Bieber.....45 miles per hour. 35 miles per hour.

## SPECIAL RULES.

All trains will be handled under restricted speed and without regard to making schedule time at all points where slides or falling rock are likely to be encountered.

Trains handling steam derrick, steel pile drivers or ditchers must not exceed a speed of 25 miles per hour at any point and 15 miles per hour over track with a curvature of 6 degrees or over. Booms to be in trailing position.

Trains handling logs will not exceed a speed of 25 miles per hour.

Automatic interlocking at:

Stronghold—0.41 mile east of, with Sou. Pac. Ry.

### Special Rules Governing Operation Interlocking Plants.

Rules 671 to 671-F, inclusive, amended as follows:

The speed of trains through the approach and home signal zones of an interlocking plant shall not exceed 30 miles per hour.

Trains moving against current of traffic on double track through interlocking plants or where governed by dwarf signals shall not exceed 8 miles per hour. Conditions may require a further speed restriction for all trains per special rules, and at draw bridges the speed of trains shall not exceed 8 miles per hour. The letter "I" in column headed "SIGNS" indicates interlocking plant.

### Standard Interlocking Rules 601 to 685, Inclusive, Supplemented by the Following Shall Govern in the Use of the Automatic Interlocking Plants:

If a train is stopped by a Home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron box marked "G. N. Release" and locked with standard switch lock.

Turn knob to the right until stopped, then let go and allow clockwork mechanism to run down. This will require about three (3) minutes and under ordinary conditions Home signal should then change from "Stop" to "Proceed". If this operation of release does not change the home signal from "Stop" to "Proceed," a repeater red indicator light located on Home signal mast, and a red pilot lamp in release box should then light up, indicating that Home signals on the intersecting line are in the "Stop" position and tracks between Home signals are unoccupied.

Train after receiving repeater red indicator light at Home signal may proceed over the crossing.

If red pilot light in release box and repeater red indicator light on signal mast fail to light up, train may proceed over crossing after protecting in both directions on intersecting line. Release box must be properly closed and locked after operation is completed.

**Business Tracks Not Shown As Stations On Time Table.**

NAME	LOCATION	Capacity Cars
<b>First Subdivision</b>		
Shevlin-Hixon Spur .....	2.57 miles east of La Pine ....	
La Pine Wye .....	0.34 mile west La Pine .....	
<b>Second Subdivision</b>		
Airport .....	1.70 miles west So. Klamath .....	6
Henley .....	3.85 miles west So. Klamath .....	23
Dehlinger .....	8.39 miles east Merrill .....	20
Stonebridge .....	1.89 miles west Merrill .....	10
Jacobs .....	0.23 mile east of Malin .....	9
Kalina .....	1.00 mile west Malin .....	10
Dalton .....	2.18 miles east Stronghold....	10
Suty .....	2.15 miles west Stronghold....	10
Liskey .....	4.00 miles west Stronghold....	11
Wye .....	2.67 miles east Mammoth at M. P. 42	
Red River Lbr. Co. ....	5.46 miles west of Scarface....	2
Davis Creek Lbr. Co. ....	3.10 miles west of Lookout....	23
Bieber Stock Yards .....	2.22 miles east Bieber .....	24
Caldwell Lumber Co.....	1.53 miles east Bieber .....	13