



KLAMATH DIVISION

TIME TABLE 7

EFFECTIVE 12:01 A. M.

PACIFIC TIME

Sunday April 13, 1941.

J. M. BUDD, Superintendent.

R. A. McCANDLESS, General Manager.

J. B. SMITH, General Superintendent Transportation.

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. F. A. Kiehle, Ophthalmic Surgeon.....Portland, Ore.
Dr. E. D. Lamb, Division Surgeon.....Klamath Falls, Ore.

Local Surgeons.

Dr. C. J. RademacherBend, Ore.
Dr. R. W. HemingwayBend, Ore.
Dr. L. C. MosherBieber, Calif.
Dr. Marvin NersethChiloquin, Ore.
Dr. C. V. RughKlamath Falls, Ore.
Dr. Ralph M. DodsonPortland, Ore.
Dr. G. N. Pease.....Portland, Ore.
Dr. T. M. JoycePortland, Ore.

E. R. JOYCE, Chief Dispatcher.
R. R. MANION, Train Master.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS				Distance from Bend	Time Table No. 7 Effective April 13, 1941.			Telegraph Calls	Distance from South Klamath	SIGNS	SECOND CLASS					
	Siding	Other Tracks				387		STATIONS						386					
						Time Freight Daily								Time Freight Daily					
BK 0						L 6.50Am					ND	144.74	BDNKO PRWX Y	A	5.30Am				
BETWEEN BEND DEPOT AND THIRD STREET, TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY, TIME TABLE AND RULES.																			
BK 3	Yard	358				7.50Am	2.79	2.79	BEND YARD			141.95	BUPW XY		5.20Am				
							5.35	2.56	BROOKS SCANLON RY. CROSSING.			139.39	I						
BK 13	69	14				f 8.50	13.01	7.66	LAVA			131.73	P	f 5.00					
BK 15						8.55	14.74	1.73	LAVA JCT.			130.00	PJ	4.56					
BK 24	100					f 9.15	24.30	9.58	STEARNS			120.44	P	f 4.35					
BK 32		11				f 9.35	31.62	7.32	LA PINE			113.12		f 4.20					
						9.36	31.96	0.34	LA PINE WYE			112.78	PY	4.19					
BK 39	107	24				f 9.55	38.63	6.67	BEAL			106.11	PW	f 4.05					
						10.08	44.24	5.61	SUMMIT JCT.			100.50	PJY	3.53					
BK 45		10				f 10.10	45.11	.87	FREMONT			99.63		f 3.51					
BK 52	77					f 10.25	51.71	6.80	CRESCENT			93.03	P	f 3.37					
BK 68	100					A 11.18Am	68.34	16.83	CHEMULT			MU 76.40	DNJKP RXY	L 3.01Am					
BETWEEN CHEMULT AND BIEBER LINE JCT., TRAINS WILL BE GOVERNED BY SOUTHERN PACIFIC RY. TIME TABLE AND RULES.																			
BK144	Yard	468					144.46	76.12	KLAMATH FALLS (G. N. Depot)			DS 2.72	DNK WX						
						2.30Pm	144.05	2.03	BIEBER LINE JCT.			0.69	J BKNOP RWXY		12.05Am				
BK145	Yard	281				A 2.35Pm	144.74	0.69	SOUTH KLAMATH			SK		L 12.01Am					
						7.45 18.6			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.

Engines must not go beyond clearance point on Shevlin Hixon spur 2.57 miles east of La Pine.

	Maximum Speed	
Between	Passenger	Freight
Bend and Chemult.....	50 miles per hour.	45 miles per hour.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS				Distance from South Klamath	Time Table No. 7		Telegraph Calls	Distance from Bieber	SIGNS	SECOND CLASS				
	Siding	Other Tracks	389		387			Effective April 13, 1941.					386	Mixed	Daily	Mixed	Daily
			Mixed	Sunday Only	Mixed	Daily Except Sun.		STATIONS									
BK145	Yard	281	L	5.00PM	L	7.00PM	.....	SOUTH KLAMATH	SK	38.80	BKNOP RWXY	A	10.30PM	.....	.....	.....
BK149	.....	25	.....	5.07	.....	7.07	3.85	HENLEY	.....	84.95	.....	.....	10.23	.....	.....	.....
BK152	.....	20	.....	5.11	.....	7.11	6.95	DEHLINGER	.....	82.82	P	.....	10.19	.....	.....	.....
BK159	69	39	f	5.25	f	7.25	14.37	MERRILL	MR	74.43	DP	f	10.05	.....	.....	.....
BK161	.....	12	.....	5.28	.....	7.28	16.26	STONEBRIDGE	.....	72.54	.....	.....	10.01	.....	.....	.....
BK164	.....	46	f	5.35	f	7.35	19.74	ADAMS POINT	.....	69.06	P	f	9.55	.....	.....	.....
BK169	100	64	f	5.45	f	7.45	23.79	MALIN	MA	65.01	DPWX	f	9.48	.....	.....	.....
BK173	.....	40	.....	5.55	.....	7.55	28.71	DALTON	.....	60.09	.....	.....	9.38	.....	.....	.....
BK176	69	24	f	6.00	f	8.00	30.89	SOUTHERN PACIFIC RY. CROSSING	.....	58.32	I	.....	.....	.....	.....	.....
BK181	.....	23	.....	6.11	.....	8.11	36.11	STRONGHOLD	.....	57.91	P	f	9.33	.....	.....	.....
BK188	70	12	f	6.25	f	8.25	43.61	KANDRA	.....	52.69	P	.....	9.24	.....	.....	.....
BK191	.....	270	.....	6.35	.....	8.35	47.33	MAMMOTH	.....	45.19	P	f	9.11	.....	.....	.....
BK194	.....	40	.....	6.39	.....	8.39	49.71	AINSHEA BUTTE	.....	41.47	PY	.....	9.04	.....	.....	.....
BK199	69	14	f	6.50	f	8.50	53.80	TIONESTA	.....	39.09	P	.....	9.00	.....	.....	.....
BK210	69	0	f	7.25	f	9.25	65.44	KEPHART	.....	35.00	P	f	8.50	.....	.....	.....
BK222	69	94	f	8.00	f	10.00	77.56	SCARFACE	.....	23.36	P	f	8.30	.....	.....	.....
BK234	Yard	319	A	8.30PM	A	10.30PM	88.80	LOOKOUT	KO	11.24	DPWY BDNKOP RWXY	L	8.00	.....	.....	.....
				3.30		3.30		BIEBER	BR	.....	.....	.....	7.30PM	.....	.....	.....
				25.4		25.4		Time Over Subdivision					3.00				
								Average Speed Per Hour					29.8				

Special Rules.

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

Engines heavier than class O-1 must not use industry tracks at Tionesta.

Maximum Speed.

Between	Passenger	Freight
South Klamath and Bieber	.....50 miles per hour.	45 miles per hour.

SPECIAL RULES.

Maximum Speed for Locomotives.

Class	Maximum Speed for Locomotives.
F-8, G-3	40 MPH.
O-1, O-3, O-4, O-5, O-6, O-7, O-8.....	45 MPH.
Q-1, Q-2, N-2, N-3, R-1, R-2, Z-6.....	45 MPH.
Engines without side rods and then only in case of emergency	10 MPH.
Dead engines in train with side rods.....	40 MPH.
Engines backing up	20 MPH.
Trains with steam derricks, pile drivers or ditchers. (Boom must be trailing).....	25 MPH.
Trains handling logs	25 MPH.

Trains handling logs must stop and make inspection before crossing truss or drawbridges. While trains are in motion, the rear brakeman must keep close watch of the track to see that logs have not rolled off and lie too close to the tracks. Trains handling logs must not pull by standing or moving passenger trains unless absolutely necessary.

Q-1 engines not permitted on industry tracks on First or Second subdivisions.

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.

Supplementing Rule 672: If smash boards or semaphore type signals are not in use, trainmen before giving hand signals in accordance with rule 672 shall place a burning red fusee at each home signal in conflicting routes. If smash boards or semaphore type signals are in use and may be plainly seen to be in their NORMAL position set against train movements on conflicting routes, the placing of fusees will not be required.

Automatic interlocking at:

Bend Yard—2.56 miles west of, with Brooks-Scanlon Ry.
Stronghold—0.41 mile east of, with Sou. Pac. Ry.

Business Tracks Not Shown As Stations On Time Table.

NAME	LOCATION	Capacity Cars
First Subdivision		
Shevlin-Hixon Spur	2.57 miles east of La Pine	30
Second Subdivision		
Airport	1.70 miles west So. Klamath	6
McKendree	2.42 miles west of Dehlinger..	14
Kalina	1.00 mile west Malin	10
Suty	2.15 miles west Stronghold....	10
Liskey	4.00 miles west Stronghold....	11
Davis Creek Lbr. Co. X.....	3.10 miles west of Lookout....	23
Bieber Stock Yards X.....	2.22 miles east Bieber	24
Caldwell Lumber Co. X.....	1.53 miles east Bieber	13

OREGON

CALIFORNIA