OREGON TRUNK RAILWAY COMPANY

CONSTRUCTION TIME TABLE No. 11

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.

SUNDAY, APRIL 14, 1912

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

F. A. BRAINERD
TRAINMASTER
MOODY

J. P. ROGERS
SUPERINTENDENT
VANCOUVER

J. RUSSELL

GENERAL SUPERINTENDENT
PORTLAND

			NORT	H BOUNI	D											SOUTH BOUND		
THIRD CLASS			SECOND CLASS		F	FIRST CLASS			suo	=	CONSTRUCTION		Turn	FIRST CLASS		SECOND CLASS	THIRD CLA	
305		81	81			85	101	Capacity c	h Statio	ance fron Bend	TIME TABLE No. 11	Distance from Fallbridge	Water, Oil, Wyes, Tu Tables and Scales	102	36		82	304
		0W. R. & N. Local Freight				O. W. R. & N. Passenger	Passenger	Car Ca Sid	Telegraph	Distar	IN EFFECT APRIL 14, 1912		ables s	Passenger	OW. R. & N. Passenger		OW. R. & N, Local Freight	Local Freight
y	Mondays, Vednesdays, Fridays	Tuesdays, Thursdays, Saturdays			V	Daily	Daily		. I		STATIONS		Wat	Daily	Daily		Mondays, Wednesdays, Fridays	Tnesdays, Thursdays, Saturdays
L 6.30 AM				I¶ 8.3		MA 08.8 PJ	Yard	DN	41,8	41.8 METOLIUSMS		W. F. Y.	A¶ 5.50 PM				A 6.30 PM	
	6.45						s 8.40	65	D	45,5	MADRASRS	111.0		s 5.40				5.40
	7.10						f 8.54	65		51,6	PELTON	104.9	w.	f 5.24				4.45
	7.27						f 9.04	65		55,8	VANORA	100.7		f 5.13				4.20
	7.45						s 9.15	Yard	D	60.7	MECCAC	95.8	W. Y.	s 5.00				3.50
	8.12						1 9.32	30		67.7	COLEMAN	88.8		f 4.43				3.10
	8.25	L 8.35 AM				L 9.48 AM	9.38		D	70.7	SOUTH JUNCTIONH	85,8	J.	s 4.35	A 4.45 PM		A 4.00 PM	2.50
	8.32	8.45				f 9.52	f 9.42	65		72,5	JERSEY	84.0	w.	f 4.28	f 4.38		3.50	2.40
	8.47	9.10				f 10.02	f 9.52	65		76,8	KASKELA	80.2		f 4.19	t 4.29		3.25	2.17
	9.06	A 9.35 AM				A 10.12 AM	s 10.02		D	81,1	NORTH JUNCTIONJC	75.4	J.	* 4.10	L 4.20 PM		L 3.00 PM	1.50
	9.13						f 10.07	65		82,9	- 8.1 - NATHAN	73.6	w.	f 4.05				1.38
	9.38						f 10.20			89.0		67.5		f 3.51				1.02
	9.52						f 10.29	65		92.7	3.7 ————————————————————————————————————	63.8	w.	f 3.42				12.40 PM
	10.26						s 10.48	65	D	101.1	MAUPINAU	55.4		s 3.23				11.50
	10.45						i 10.58	80		105.7	TUSKAN	50.8	w.	f 3.12				11.22
	101						304-305 f 11.05	65	D	108,8	SHERAR Q	47.7	-	f 3.05				101
	11.38						f 11.23	65		116,6	7.8 — — — — — — — — — — — — — — — — — — —	39.9	w.	f 2.46				10.20
	12.20 PM						f 11.44	65	D	125,9	9.3SINAMOXSX	80.6		f 2.25				9.32
	12.37	Î					f 11.53	65		130,1		26,4	w.	f 2.15				9.12
	1.12						f 12.12 PM	65		188,5	B.4 LOCKIT	18.0		t 1.55				8.30
	102						f 12.26	65		144,9	6.4	11.6	W.	305 f 1.40			-	7.58
	2.10						s 12.38	Yard	DN	150,8	5.9 MOODYMO	5.7	W. F. T.	s 1.27				7.80
										155.8	CELILO WYE	1.2						
A	2.40 PM						A 12.55 PM	Yard	DN	156,5	FALLBRIDGEBC	0.0	W. F. T.	L 1.10 PM				L 7.00 AM
				-														
	305	81				85	101							102	36		82	304
v	Mondays, Vednesdays, Fridays	Tuesdays, Thursdays, Satnrdays				Daily	Daily							Daily	Daily		Mondays, Wednesdays, Fridays	Tuesdays, Thursdays, Saturdays
	8.10 14.1	1.00 10.40				0.25 25,00	4.25 26.1				Time Over District, Average Speed Per Hour,			4.40 24.44	0.25 25.00		1.00 10.40	11,30 10,0

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS

Junction switches with O.-W. R. & N. Ry. at North Junction, South Junction and Metolius will be set and locked for the Oregon Trunk Railway.

Junction switches on Celilo Bridge will be set and locked for east leg of "Y".

All South bound trains will come to a full stop between 200 feet and 400 feet from North Junction, and know the way is clear before proceeding.

Yard Limit Boards are placed at Failbridge, Mecca and Metolius.

All North bound trains will come to a full stop between 200 feet and 400 feet from South Junction, and know the way is clear before proceeding.

	NORTH BOU	ND								SOUTH BOUND		
THIRD CLASS	SECOND CLASS FIRST CLASS			suo	п	CONSTRUCTION	я	Turn	FIRST CLASS	SECOND CLASS	THIRD CLASS	
307 Oregon Trunk OW.R. & N. Local Freight Daily Ex. Sunday	-	Oregon Trunk OW. R. & N. Passenger Daily	Car Capacity o	Car Capacity of Sidings Sidings Telegraph Station	Distance fron Bend	TIME TABLE No. 11 IN EFFECT APRIL 14, 1912 STATIONS	Distance fron Fallbridge	Water, Oil, Wyes, Tu Tables and Scales	Oregon Trunk OW.R. & N. Passenger Daily		Oregon Trunk O. W. R. & N. Local Freight Daily Ex. Saturday	
L 2.00 AM	Ì	L 6.30 AM	Yard	DN	0.0	BENDND	156.5	WY	A 8.15 PM		A 12.30 AM	
2.43		s 6.53	65	D	7.4	DESCHUTESCH			s 7.55		11.42	
3.36		s 7.21	65	D N	16.5	REDMOND,RD		w	s 7.30		10.45	
4.07		s 7.37	65		22.0	TERREBONNE	134.4		s 7.15		9.45	
4.51		f 8.00	65		29.5	OPAL CITY	127.0	WY	f 6.53		9.00	
5.30		s 8.13	65	D	36.6	CULVERCU	119.9		s 6.35		8.25	
A 6.00 AM		A 8.22 AM	Yard	DN	41.3	MS	115.2	WF	L 6.20 PM		L 8.00 PM	
307		103							104		306	
Daily Ex. Sunday		Daily							Daily	· ·	Daily Ex. Saturday	
4.00 10.00		1.52 22.48				Time Over District. Average Speed Per Hour.			1.55 21.55		4.5 10.0	

SOUTH BOUND TRAINS ARE SUPERIOR TO NORTH BOUND TRAINS OF THE SAME CLASS.

Junction switches with 0.-W. R. & N. at Metolius will be set and locked for the Oregon Trunk Railway.

Yard Limit Boards are placed at Metolius and Bend.

LOCATION OF TUNNELS

WATCH INSPECTORS

A & C. Feldenheimer, Portland and Fallbridge

SPECIAL RULES

- (1) Trains will be governed by Pacific standard time.
- (2) Trains will date from time due to leave terminals.

Fallbridge and Metolius are terminals for traing 101, 102, 304 and 805, North Junction and South Junction are terminals for O.-W. R. & N. trains 35, 36, 81 and 82. Metolius and Bend are terminals for trains 103 and 104, 307 and 306.

(3) REGISTERING STATIONS:

Fallbridge Metolius
North Junction Bend
South Junction

(4) STANDARD CLOCKS AND BULLETIN BOARDS:

Fallbridge Metolius
North Junction Bend
South Junction

COMPANY SURGEONS

Dr. E. B. McDaniel, Chief Surgeon, Portland
Dr. A. H. Gieschen, Local Surgeon, Fallbridge
Dr. H. B. Haile " Madras
Dr. Arthur Gale " Metolius
Dr. U. C. Coe " Bend

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Hospital Fund will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Hospital Fund after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at hospitals with which the Company has made arrangements. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

STRETCHERS ARE LOCATED AT FOLLOWING POINTS:

Fallbridge	-	-	_	-	-	Station
Maupin		-	_	-	-	Station
Metolius	-	-	-	-	-	Station
Bend -	-	-	-	-	-	Station

A. KASE, Chief Dispatcher