OREGON TRUNK RAILWAY

TIME TABLE No. 13

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

SUNDAY, FEBRUARY 9TH, 1913

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

F. A. BRAINERD

TRAINMASTER

VANCOUVER

J. P. ROGERS
SUPERINTENDENT
VANCOUVER

J. RUSSELL

GENERAL SUPERINTENDENT
PORTLANI

		NORT	H BOUN	D											SOUTH BOUND		
THIRD CLASS SECOND CLASS FIRST CLASS					100	suc		TIME TABLE No. 13		Turn	FIRST CLASS		SECOND CLASS	THIRD CLASS			
305	81				35	101	Capacity Sidings	Telegraph Stations	Distance from Bend	IN EFFECT FEBRUARY 9, 1913	Distance from Fallbridge	Water, Oil, Wyes, Tur Tables and Scales	102	36		82	304
Local Freight	OW. R. & N. Local Freight	生品			O. W. R. & N. Passenger	Passenger	Car Ca Sid	legrap	Distan			ables a	Passenger	OW. R. & N. Passenger		OW. R. & N. Local Freight	The second secon
Mondays, Wednesdays, Fridays	Tuesdays, Thursdays, Saturdays	The T			Daily	Daily		Ĭ,		STATIONS		Wat	Daily	Daily		Mondays, Wednesdays, Fridays	Tnesdays, Thursdays, Saturdays
L 6.30 AM						L 8.30 AM	Yard	DN	41,3	METOLIUSMS	115.2	W. F. Y.	A9 5.50 PM				A 5.35 PM
6.45						s 8.40	65	D	45,5	MADRAS RS	111.0		s 5.38				5.05
7.10						1 8.54	65	1	51,6	PELTON	104.9	w.	f 5.21				4.30
7.27						f 9.04	65		55,8	VANORA	100.7		f 5.09				4.07
7.45	0.00					s 9.15	Yard	D	60.7	MECCAC	95.8	W. Y.	s 4.55				3.43
8.12						1 9.32	30		67.7	COLEMAN.	88.8		1 4.39				3.07
8.25	L 8.35 AM				L 9.25 AM	s 9.38		D	70,7	SOUTH JUNCTION H	85,8	J.	s 4.32	A 4.45 PM		A 3.10 PM	2.50
8.32	8.45	office of			f 9.29	1 9.42	65		72,5	JERSEY	84.0	W.,	f 4.28	1 4.38		3.03	2.40
8.47	9.10			ANTON DE	f 9.38	1 9.52	65	HE W	76,8	KASKELA	80.2	(40)	1 4.18	1 4.29		2.45	2.17
9.06	A 9.35 AM				A 9.49 AM	s 10.02	W.B.	D	81,1	NORTH JUNCTIONJC	75.4	1.	* 4.08	L 4.20 PM		L 2.25 PM	1.50
9.13				August 19	1 8	f 10.07	65		82,9	NATHAN	73.6	W.	1 4.04	章 章 章			1.38
9.38		101 THE 1	NA TO			f 10.20	W. V. A		89.0	6.1 FRIEDA	67.5	100	f 8.50				1.02
9.52						1 10.29	65		92.7	3.7 NENA	63.8	W.	f 3.42				12.40 PM
10.26		12 N B				s 10.48	65	D	101.1	MAUPIN AU	55.4		s 3.22				11.50
10.45						1 10.58	30		105.7	TUSKAN	50.8	W.	f 3.12				11.22
101		2.5				304.205 1 11.05	65	D	108,8	3.1 SHERAR Q	47.7		1 .3.05				101
11.38		1000				1 11.23	65		116,6	OAKBROOK.	39.9	w.	1 2.46				10.20
12.20 PM			W. C. F. C. F. C.	8/6	A 24.0	1 11.44	65	D	125.9	9.3 SINAMOX SX	30.6	OB	1 2.25	MATIOT			9.32
12.37	Î			155		f 11.53	65		130,1	4.2 DIKE	26,4	w.	1 2.15				9.12
1.12						1 12.12 PM	65		138,5	LOCKIT	18.0		1 1.55				8.30
102	C Sugar					f 12.26	65		144,9	6.4 KLOAN	11.6	W.	f 1.40				7.58
2.10						f 12.38	65		150,8	5.9 MOODY	5.7		f 1.27				7.30
2.10							0.0		155.3	CELILO WYE	1.2						
A 2.40 PM						A 12,55 PM	Yard	DN	156,5	FALLBRIDGEBC	0.0	W. F. T.	L 1,10PM	- 45 - 45 E FA FA	2 2 4 2	1	L 7.00 AM
Z.201m			10 0	THE RES	100	12,00PM					19		19.5	- 個 首 4 8 8	1 2 7 2	Segra TE	
				10 T	100				10/6/3		2 P			DA E LOW	1807		
			128 11	13.8	12.13	2 9 6	7		0 0	图 在日 八层 新司 电影 田			18 W	20 10 10 20	大學 大學	State of the	
															SERVER SERVER		
305	81				35	101							102	36		82	304
Mondays,	Tuesdays, Thursdays,													Daily		Mondays, Wednesdays,	Tuesdays, Thursdays, Saturdays
Wednesdays, Fridays	Thursdays, Saturdays				Daily	Daily						-	Daily			Fridays	
8,10 14,1	1.00 10.40		12 3 1 1 1 1	V.1	0.25 25.00	4.25 26.1	15/0	1 7	0	Time Over District, Average Speed Per Hour.	3	BA	24,40	0.25 25.00		1.00 10.40	10,35 10,86

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

Junction switches with O.-W. R. & N. Co. 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".

Nos. 101 and 102 will stop on flag at Irvine's Ranch, three-quarters of a mile north of Coleman.

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 Fallbridge, Mecca and Metolius.

NUPERINTER DENT

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.

Speed of all trains should be kept under such control as to enable engineers to stop within range of their vision. This so as to avoid trouble liable to occur from slides and washouts.

YEN COUNTER

500	NORTH BOUND							SOUTH BOUND												
TH	THIRD CLASS			CLASS	FIRST CLASS			Suc	Я	TIME TABLE No. 13		Turn	FIRST CLASS		SECOND CLASS		THIRD CLASS			
	307		A Shathanal Coler I		a es	108	pacity		tance from	IN EFFECT FEBRUARY 9, 1913	dg	Wyes, Tu	104			mode to	Artoki keli	306	10/1	
	0.	regon Trunk W. R. & N. ocal Freight	nk N. ht		Life et	Oregon Tru OW. R. & Passenger	Sar Ca	legraph	Distar	Part Sol Standard Has Entloyed	Distar	rables a	Oregon Trunk OW. R. & N. Passenger		acaramat.	harring to	Marie police	Oregon Trunk O. W. R. & N. Local Freight	1075 1 mls	
	1 8 9 1	Daily Ex. Sunday		0.00		Daily	erroe	ř	ions	STATIONS	bens I	Wat	Daily			bools to	Hen South	Daily Ex. Saturday	.oid	
	t t	12.05 AM	(CE the Country C	matikasis Na	manda dun	L 6.45 A	M Yard	D	0.0	BEND ND	156.5	WY	A 8.15 PM			Athant, Ju	47777 944	A 10.30 PM	1.0 May 1	
		12.45	to the state of	no soligna	niednel.	s 7.03	65	D	7.		149.1	A DO	s 7.55			SALUM SE	steps North	9.45	1875 C	
	TO THE REAL PROPERTY.	1.35	TOTAL STREET	to jour	to delife	8 7.24	65	D	16.5	REDMOND,RD	140.0	W	s 7.30					8.50		
		2.00	District Telephone	Hades often	403 BDAD A	s 7.36	65		22.0		134.4		s 7.15			260070.050	NAMES OF THE	8.20		To to like
	Contract into	2.40	of the state of the	ASSESSED A	position.	f 7.53	65		29,5		. 127.0	W	f 6.53					7.35		
	T Sto City	3.15	THE WAR ASSET	use lastinos	april sality	s 8.09	65	D	36.6		119.9	dya	s 6.35		Name and the	E Tana was	A DAY WE SENT	6.58		
	A A	3.40 AM	my polymay h	estem tul	1616 x51	A 8.22 A	M Yard	DN	41.8		115.2	WF	L 6.20 PM					L 6.30 PM		
	AL TOMAS	1 10 10 1	a star than	total or q	testi ani					3170	Marke 44									
	Tel Se es	307		nd face of the Lewister bell to me	TOTAL STATE	103							104					306		
	E	Daily Ex. Sunday	end in the	Marin days a	es vis. N	Daily							Daily			571.56		Daily Ex. Saturday		
	107-00	3.35 11.45	Mind street and	traditional desired	Part 97.55	1.37 28.22				Time Over District, Average Speed Per Hour,			1.55 21.55					4.00 10 25		

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

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

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Yard Limit Boards are placed at Metolius and Bend.

Speed of all trains should be kept under such control as to enable engineers to stop within range of their vision. This so as to avoid trouble liable to occur from slides and washouts.

LOCATION OF TUNNELS

- No. 3...........0.4 Miles North of Frieda
- No. 4. 0.6 Miles South of North Junction
- No. 5 _____1.7 Miles South of Mecca
- No. 6 2.4 Miles North of Madras
- No. 7 2.1 Miles North of Madras

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 305, 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. F. Barteau, Local Surgeon, Fallbridge Dr. J. R. Pemberton, " 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		-		-	200	Station
Maupin	-		-			Station
Metolius	-	-	-			Station
Bend						Station

H. M. HUSTON, Chief Dispatcher