

OREGON TRUNK RAILWAY

TIME TABLE No. 16

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

WEDNESDAY. DECEMBER 10. 1913

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY

F. A. BRAINERD

TRAINMASTER
VANCOUVER

J. P. ROGERS

SUPERINTENDENT
VANCOUVER

J. RUSSELL

GENERAL SUPERINTENDENT
PORTLAND

NORTH BOUND											SOUTH BOUND											
THIRD CLASS			SECOND CLASS		FIRST CLASS		Car Capacity of Sidings	Telegraph Stations	Distance from Bend	TIME TABLE No. 16 IN EFFECT DECEMBER 10, 1913			Distance from Fallbridge	Water, Oil, Wyes, Turn Tables and Scales	FIRST CLASS			SECOND CLASS		THIRD CLASS		
	305	81				35				103		104			36				82	304		
	Local Freight	O.-W. R. & N. Local Freight				O.-W. R. & N. Passenger				Passenger		Passenger			O.-W. R. & N. Passenger				O.-W. R. & N. Local Freight	Local Freight		
	Mondays, Wednesdays, Fridays	Tuesdays, Thursdays, Saturdays				Daily	Daily							Daily	Daily			Mondays, Wednesdays, Fridays	Tuesdays, Thursdays, Sundays			
	L 6.30 AM						L 10.20 PM	Yard	DN	41.8	METOLIUS	MS	115.2	W. F. Y.	A 6.13 AM				A 5.35 PM			
	s 6.45						s 10.30	65	D	45.5	MADRAS	RS	111.0		s 6.00				s 5.05			
	f 7.10						f 10.46	65		51.6	PELTON		104.9	W.	f 5.42				f 4.30			
	f 7.27						f 10.56	65		55.8	VANORA		100.7		f 5.30				f 4.07			
	s 7.45						s 11.08	65	D	60.7	MECCA	MC	95.8	W. Y.	s 5.17				s 3.43			
	f 8.12						f 11.26	30		67.7	COLEMAN		88.8		f 4.57				f 3.07			
	s 8.25	L 8.15 AM					L 9.52 AM		D	70.7	SOUTH JUNCTION	JD	85.8	J.	s 4.48	A 4.45 PM			A 2.00 PM	s 2.50		
	f 8.32	8.22					f 9.57	65		72.5	JERSEY		84.0	W.	f 4.44	f 4.38			1.52	f 2.40		
	f 8.47	8.34					f 10.06	65		76.3	KASKELA		80.2		f 4.33	f 4.29			1.35	f 2.17		
	s 9.06	A 8.50 AM					A 10.16 AM		D	81.1	NORTH JUNCTION	JN	75.4	J.	s 4.20	L 4.20 PM			L 1.15 PM	s 1.50		
	f 9.13						f 12.04 AM	65		82.9	NATHAN		73.6	W.	f 4.15				f 1.38			
	f 9.38						f 12.19			89.0	FRIEDA		67.5		f 3.58				f 1.02			
	f 9.52						f 12.28	65		92.7	NENA		63.8	W.	f 3.48				f 12.40 PM			
	f 10.26						s 12.49	65	D	101.1	MAUPIN	AU	55.4		s 3.26				f 11.50			
	f 10.45						f 1.01	30		105.7	TUSKAN		50.8	W.	f 3.13				f 11.22			
	f 11.00						f 1.08	65	N	108.8	SHERAR	Q	47.7		f 3.03				f 11.05			
	f 11.38						f 1.27	65		116.4	OAKBROOK		39.9	W.	f 2.42				f 10.20			
	f 12.15 PM						f 1.50	65	N	125.9	SINAMOX	SN	30.6		f 2.15				f 9.32			
	f 12.33						f 2.05	65		130.1	DIKE		26.4	W.	f 2.05				f 9.12			
	f 1.12						f 2.26	65		138.5	LOCKIT		18.0		f 1.44				f 8.30			
	f 1.40						f 2.40	65		144.9	KLOAN		11.6	W.	f 1.30				f 7.58			
	f 2.10						f 2.53	65		150.8	MOODY		5.7		f 1.17				f 7.30			
	f 2.25						f 3.01			154.1	CELILO	No Siding	2.4		f 1.07				f 7.15			
							3.05			156.3	CELILO WYE		1.2		f 1.03							
	A 2.40 PM						A 3.10 AM	Yard	DN	156.5	FALLBRIDGE	BC	0.0	W. F. T.	L 1.00 AM				L 7.00 AM			

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

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

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

Nos. 103 and 104 will stop on flag at Irvine's Ranch, three-quarters of a millenorth of Coleman.

Nos. 305 and 304 will carry passengers, stopping caboose at platform where necessary.

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.

Hayes derail switches located as follows: 200 feet from head block of switch at north end of passing track: Moody, Lockit, South Junction, Vanora, Madras. South end passing track Sherar. North end industry track: Maupin, Pelton; north end house track Madras; north end drill track 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.

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. 1.....1.5 Miles North of Moody
No. 2.....3.3 Miles North of Sherar
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 Bend are terminals for trains 103 and 104.
Fallbridge and Metolius are terminals for trains 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 35 and
36, 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. C. J. Laffin, " " Mecca	
Dr. U. C. Coe " " Bend	

Surgeons will attend, when called upon officially, to all cases of accident occurring to employees 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

R. E. WHITE, Chief Dispatcher