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OREGON TRUNK RAILWAY

TIME TABLE No. 19

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

SUNDAY, MARCH 26, 1916

SUPERSEDING TIME TABLE No. 18 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

C. A. VERMILLION, Supt. Car Service

C. O. JENKS, General Manager

SPECIAL RULES

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EASTBOUND TRAINS ARE SUPERIOR TO WESTBOUND TRAINS OF THE SAME CLASS

- No. 1 Special rules supersede rules and regulations of transportation department.
- No. 2 Trains will date from time due to leave Initial Stations.

Initial Stations	Terminal Stations
Fallbridge for Trains 104, 308.	Fallbridge for Trains 103, 309.
North Junction for Trains 36, 82.	North Junction for Trains 35, 81.
Metolius for Train 306.	South Junction for Train 82.
Bend for Trains 35, 103, 307, 309.	Metolius for Train 307.
South Junction for Train 81.	Bend for Trains 36, 104, 306, 308

- No. 3 Unless some form of block signals are used trains in same direction must keep at least ten minutes apart except in closing up at stations and operators must space trains ten minutes apart using the train order signal for that purpose. They must show on clearance card the time train will be allowed to depart. Conductors and engineers must respect the time marked on clearance card, approaching all stations where the view is obscured at a rate of speed that will enable them to stop should an emergency arise.

REGISTERING STATIONS:

- No. 4 Fallbridge, North Junction, South Junction, Metolius, Bend.

STANDARD CLOCKS AND BULLETIN BOARDS:

- No. 5 Fallbridge, Metolius, Bend.

YARDS:

- No. 6 Fallbridge, Metolius, Bend.

DERAIL SWITCHES:

- No. 7 Moody . . . 200 feet from headblock of switch at west end passing track.
- Locket . . . 200 feet from headblock of switch at west end passing track.
- Sherar . . . 200 feet from headblock of switch at west end passing track.
- Maupin . . . 200 feet from headblock of switch at west end industry track.
- South Jet. . 200 feet from headblock of switch at west end passing track.
- Vanora . . . 200 feet from headblock of switch at west end passing track.
- Pelton . . . 200 feet from headblock of switch at west end industry track.
- Madras . . . 200 feet from headblock of switch at west end house track.
- Madras . . . 200 feet from headblock of switch at west end industry track.
- Metolius . . 200 feet from headblock of switch at west end drill track.
- Redmond . . 200 feet from headblock of switch at each end wareh'se track.
- Bend 200 feet from headblock of switch at west end wareh'se track.
- Bend 1000 feet from headblock of switch of mill spur.
- Bend 200 feet from headblock of switch of Standard Oil spur.

SPEED RESTRICTIONS

- No. 8 Maximum speed of passenger trains at any point must not exceed 40 miles per hour and freight trains must not exceed 30 miles per hour. 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.
- No. 9 All eastbound trains will come to a full stop between 200 feet and 400 feet from North Junction, and know the way is clear before proceeding.
- No. 10 All westbound trains will come to a full stop between 200 and 400 feet from South Junction, and know the way is clear before proceeding.
- No. 11 Trains will not exceed a speed of twenty miles per hour over Crooked River bridge, 4.2 miles east of Opal City.
- No. 12 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.
- No. 13 Junction switch on Celilo Bridge will be set and locked for west leg of "Y." The east and west switches of wye will be set and locked for track that parallels S. P. & S. main line.
- No. 14 Nos. 103 and 104 will stop on flag at Irvine's Ranch, three-quarters of a mile north of Coleman.
- No. 15 Junction Switch with O-W. R. & N. Co. is located at mile post 1.5 East of Fallbridge.

Draw Bridges

- No. 16 Draw bridge located over Celilo canal, mile post 1.4 East of Fallbridge.

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSSES

	Ruling Grade	CLASS OF ENGINE								
		C 1 600 to 609	D 1 100 to 109	D 2 150 to 151	D 3 152 to 158	D 4 153 to 155	F 1 450 to 464	N 1 350 to 352	N 2 355 to 364	N 3 370
Fallbridge to Mecca.....	.6	691	1181	751	828	822	1164	883	1334	1094
Mecca to Metolius	1.3	505	891	554	621	622	879	673	1014	837
Metolius to Bend.....	1.0	660	1181	714	793	787	1114	848	1279	1047
Bend to Metolius.....	.5	1078	1791	1154	1263	1242	1764	1329	2009	1640
Metolius to Fallbridge ..	.0	2818	4468	2924	3213	3107	4424	3308	4600	4032

COMPANY SURGEONS

Dr. E. B. McDaniel, Chief Surgeon, Portland	
Dr. F. Barteau, Local Surgeon, Fallbridge	
Dr. J. F. Hosch, " " Redmond	
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

LOCATION AND LENGTH OF TUNNELS

No.	LOCATION	Length
1	1.4 Miles West of Moody	782 feet
2	3.4 Miles West of Sherar	800 feet
3	0.4 Miles West of Frieda	519 feet
4	0.6 Miles East of North Junction	543 feet
5	1.6 Miles East of Mecca	453 feet
6	2.1 Miles West of Madras	490 feet
7	2.0 Miles West of Madras	480 feet

WATCH INSPECTORS

A. L. Haman, Chief Time Inspector	St. Paul, Minn.
A. & C. Feldenheimer	Portland and Fallbridge
M. H. Symons	Bend, Ore.

F. C. BARRETT, Dispatcher.
B. L. SPERRY, Dispatcher.
H. M. HUSTON, Dispatcher.

R. E. WHITE, Asst. Chief Dispatcher.
A. KASE, Chief Dispatcher.

F. C. WAGER, Trainmaster and Traveling Engineer.
J. GRANT, Trainmaster and Traveling Engineer.
P. McKAY, Asst. Superintendent.

