

OREGON TRUNK RAILWAY

TIME TABLE No. 22

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

FRIDAY, JUNE 1, 1917

**SUPERSEDING TIME TABLE No. 21 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY**

R. C. WEGNER, Superintendent

H. M. HUSTON, Supt. Car Service

A. J. DAVIDSON, General Superintendent

WEST BOUND

EAST BOUND

THIRD CLASS				SECOND CLASS		FIRST CLASS		Car Capacity		Telegraph Stations	Distance from Bend	TIME TABLE No. 22		Distance from Fallbridge	Water, Oil, Wyes, Turn Tables and Scales	FIRST CLASS		SECOND CLASS		THIRD CLASS		
311	309	81		103		35	Passing Tracks	Other Tracks	IN EFFECT JUNE 1, 1917			36				102		308	310	82		
Oregon Trunk O.-W. R. & N. Local Freight	Oregon Trunk Local Freight	O.-W. R. & N. Local Freight		Oregon Trunk Mixed		O.-W. R. & N. Passenger			STATIONS			O.-W. R. & N. Passenger				Oregon Trunk Mixed		Oregon Trunk Local Freight	Oregon Trunk O.-W. R. & N. Local Freight	O.-W. R. & N. Local Freight		
Daily Ex. Monday	Tuesday Thursday Saturday	Sunday Wednesday Friday		Daily		Daily						Daily		Daily		Monday Wednesday Friday	Daily Ex. Sunday	Tuesday Thursday Saturday				
L 1.00 AM				L 9.00 PM		L 7.35 AM	Yard		D	0.0	BEND ND	156.5	W. Y. O.	A 7.35 PM		A 7.20 AM		A 8.45 PM				
1.30				s 9.17		s 7.48	59			7.4	DESCUTES	149.1		s 7.17		s 6.55		8.10				
2.10				s 9.38		s 8.07	59	40	D	16.5	REDMOND RD	140.0	W	s 6.56		s 6.23		7.27				
2.35				s 9.50		s 8.18	59			22.0	TERREBONNE	134.5		s 6.43		s 6.05		7.03				
3.05				f 10.08		f 8.31	59	27	P	29.5	OPAL CITY	127.0	I W	f 6.27		f 5.37		6.27				
3.35				s 10.24		s 8.44	59	45		36.6	CULVER CU	119.9		s 6.11		s 5.13		5.45				
A 4.00 AM	L 7.00 AM			s 10.35		A 8.55 AM	Yard		DN	41.3	METOLIS MS	115.2	T. W. F. J.	L 6.00 PM		s 4.55		A 4.00 PM	L 5.25 PM			
	7.25			s 10.46			58	70		45.5	MADRAS RS	111.0				s 4.35		3.30				
	7.53			f 11.04			59	9		51.6	PELTON	104.9	W.			f 4.12		2.50				
	8.10			f 11.17			59	25		55.8	VANORA	100.7				f 3.58		2.22				
	8.31			s 11.30			69	60	D	60.7	MECCA MC	95.8	W.			s 3.43		1.50				
	9.00			f 11.51				26		67.7	COLEMAN	88.8				f 3.20		1.18				
	9.13	L 8.15 AM		s 11.59		L 9.52 AM	42		P	70.7	SOUTH JUNCTION	85.8	J.	A 4.45 PM		s 3.10		1.05		A 2.00 PM		
	9.22	8.22		f 12.04 AM		f 9.57	59	13		72.5	JERSEY	84.0		f 4.38		f 3.04		12.56		1.52		
	9.38	8.34		f 12.15		f 10.06	59			76.2	KASKELA	80.3		f 4.29		f 2.52		12.38		1.35		
	10.00	A 8.50 AM		s 12.30		A 10.16 AM			D	81.1	NORTH JUNCTION JN	75.4	J.	L 4.20 PM		s 2.36		12.17		L 1.15 PM		
	10.08			f 12.35			59	8		82.9	NATHAN	73.6	W.			f 2.30		12.09 PM				
	10.37			f 12.54						89.0	FRIEDA	67.5				f 2.09		11.41				
	10.54			f 1.05			59			92.7	NENA	63.8				f 1.57		11.25				
	11.40			s 1.30			59	20	D	101.1	MAUPIN AU	55.4				s 1.30		10.50				
	12.02 PM			f 1.43				25		105.7	TUSKAN	50.8	W.			f 1.16		10.28				
	12.20			f 1.52			58	27	D	108.8	SHERAR Q	47.7				f 1.06		10.12				
	12.55			f 2.12			58	18		116.5	OAKBROOK	39.9				f 12.44		9.35				
	1.38			f 2.37			59	18	P	125.9	SINAMOX	30.6				f 12.16		8.58				
	1.57			f 2.48			59			130.1	DIKE	26.4	W.			f 12.05 AM		8.43				
	2.35			f 3.10			59			138.5	LOCKIT	18.0				f 11.39		8.10				
	3.05			f 3.28			61			144.9	KLOAN	11.6	W.			f 11.19		7.45				
	3.30			f 3.43			60	9		150.8	MOODY	5.7				f 11.01		7.22				
	3.40			f 3.52						154.1	CELILO No Siding	2.4	J.			f 10.53		7.10				
	3.50			3.56						155.6	CELILO WYE	0.9				10.49		7.05				
	A 4.00 PM			A 4.00 AM			Yard		DN	156.5	FALLBRIDGE BC	0.0	W. F. T. V. O.			L 10.45 PM		L 7.00 AM				
311	309	81		103		35										36		102		308	310	82
Daily Ex. Monday	Tuesday Thursday Saturday	Sunday Wednesday Friday		Daily		Daily										Daily		Daily		Monday Wednesday Friday	Daily Ex. Sunday	Tuesday Thursday Saturday
3.00 13.8	9.00 12.8	3.35 17.3		7.00 22.4		1.44 30.4					Time Over District, Average Speed Per Hour.					2.00 25.8		8.35 18.2		9.00 12.8	3.20 12.5	0.45 13.8

SPECIAL RULES

EAST BOUND TRAINS ARE SUPERIOR TO WEST BOUND TRAINS OF THE SAME CLASS

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.

Fallbridge for Trains 102, 308.
North Junction for Trains 36, 82.
Metolius for Trains 309, 310.
Bend for Trains 35, 103, 311.
South Junction for Train 81.

Terminal Stations.

Fallbridge for Trains 103, 309.
North Junction for Trains 35, 81.
South Junction for Train 82.
Metolius for Trains 308, 311.
Bend for Trains 36, 102, 310.

- No. 3 Unless some form of block signals are used, passenger trains in same direction must keep at least fifteen minutes and other trains ten minutes apart except in closing up at stations and operators must space passenger trains fifteen minutes and other 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.
Lockit . . . 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 Jct. . . 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.
Pelton . . . 250 feet from headblock of switch at west end passing 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 102 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.
- No. 16 All trainmen and others interested are hereby warned that the majority of cattle guards on Oregon Trunk Railway are closer to tracks than the required standard of the Public Service Commission of Oregon.

Draw Bridges

- No. 17 Draw bridge located over Celilo Canal, mile post 1.4 East of Fallbridge.
- No. 18 Before crossing the track of a railroad or passing thereon, and before crossing any drawbridge (except when an interlocking system is in use), every train, engine, motor, hand car or speeder, must be brought to a stop at a distance of not less than two hundred feet, nor more than eight hundred feet from such crossing, switch or drawbridge. Enginemen of trains, engines or motors must not proceed until a whistle signal as provided by Rule 15 (m) has been given and track plainly seen to be clear.

No. 19

CLEARANCE TABLE

	Height above Top of Rail.										
	1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	8 ft. Wide	9 ft. Wide	10 ft. Wide	11 ft. Wide
Oregon Trunk Ry. . .	21'	21'	21'	21'	21'	21'	21'	20'6"	19'10"	19'5"	18'9"

Conductors must be absolutely positive that loads do not exceed these dimensions, and must not move cars of greater dimensions without instructions from Superintendent.

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

	Ruling Grade	CLASS OF ENGINE								
		C 1	D 1	D 2	D 3	D 4	F 1	N 1	N 2	N 3
		600 to 609	100 to 109	150 to 151	152 to 157	153 to 155	450 to 464	350 to 352	355 to 364	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'S SURGEONS

Dr. E. B. McDaniel, Chief Surgeon Portland
Dr. J. F. Hosch, Local Surgeon Redmond
Dr. U. C. Coe, Local Surgeon 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.

C. A. HUDSON, Dispatcher
E. B. ARTHUR, Dispatcher
F. C. BARRETT, Dispatcher

R. E. WHITE, Chief Dispatcher
J. E. CHARLAND, Trainmaster

