## OREGON TRUNK RAILWAY

# TIME TABLE No. 24

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

## SUNDAY, DECEMBER 30, 1917

SUPERSEDING TIME TABLE No. 23 AND ALL SUPPLEMENTS THERETO THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

		WES1	r Bound											EAST I	BOUND		
THIRD	CLASS		SECOND CLASS	FIRST C	LASS	Car Ca	pacity	Siroi	п	TIME TABLE No. 24	*	, Turu	FIRST CLASS	SECOND CLASS		THIRD CLASS	
311	309	81	108		35	acks	acks	oh Stations	tance from Bend		fro	, Wyes, Turi	36	102	308	310	82
Oregon Trunk OW. R. & N. Local Freight	Oregon Trunk Local Freight	OW. R. & N. Local Freight	Oregon Trunk Mixed	0.· 1	W.R.&N. Passenger	ing Tr	Other Tr	Telegraph	Distar	IN EFFECT DEC. 30, 1917	Distance Fallbric	Water, Oil, Tables ar	OW. R. & N. Passenger	Oregon Trunk Mixed	Oregon Trunk Local Freight	O -W. R. & N. Local Freight	
Daily Ex. Monday	Tuesday Thursday Saturday	Sunday Wednesday Friday	Daily		Daily	Pass	o	Ţ	733	STATIONS		Wat	Daily	Daily	Monday Wednesday Friday	Daily Ex. Sunday	Tuesday Thursday Saturday
L 1.00 AM			L 8.00 PM	L	7.35 AM	Yard		D	0.0	BEND ND	156.5	WYO	A 7.05 PM	A 7,20 AM		A 11.30 PM	
1.30			s 8.16	s	7.48	59			7.4	DESCHUTES	149.1		s 6.50	s 6.55		10.50	
2.10			s 8.33	s	8.07	59	54	D	16.5	REDMONDRD	140.0	w	s 6.35	s 6.23		10.10	
2.35			s 8.52	s	8.18	59			22.0	TERREBONNE	131.5		s 6.25	s 6.05		9.45	
3.05			f 9.12	f	8.31	59	27	P	29.5	OPAL CITY	127.0	, w	f 6.13	1 5.37		9.12	
3.35			s 9.28	s	8.44	59	45		36.6		119.9		s 5.55	s 5.13		8.47	
A 4.00 AN	L 7.00 AM		s 9.40	A	8.55 AM	Yard		D N	41.3	METOLIUSMS	115.2	T.W. F. J.	L 5.45 PM	* 4.55	A 4.00 PM	L 8.30 PM	
	7.25		s 9.50			58	70		45.5	MADRASRS	111.0			s 4.35	3.30		
,	7.53		f 10.11		4	59	9		51.6	PELTON	104.9	w.		f 4.12	2.50		
	8.10		f 10.24		0-W. R.	59	25		55,8	VANORA	100.7		* *	1 3.58	2.22		
	8.31		s 10.42		VIA 0-	69	25	D	60,7	4.9 —MECCA	95.8	w.	0 Y	s 3.43	1.50		
	9.00		f 11.05		>		26		67.7	COLEMAN	. 88.8			f 3.20	1.18		
	9.13	L 8.15 AM	s 11.14	ı	9.52 AM	42		P	70.7	SOUTH JUNCTION	. 85,8	J.	A 4.30 PM	s 3.10	1.05		A 2.00 PM
	9.22	8.22	f 11.20	f	9.57	59			72,5	JERSEY	84.0	-	1 4.23	1 3.04	12.56		1.52
	9.38	8.34	f 11.33	f	10.06	59			76.2	XASKELA	80-3		1 4.14	r 2.52	12.38		1.35
	10.00	A 8.50 AM	s 11.49	A	10.16 AM			D	81,1	NORTH JUNCTIONJN	75.4	J.	L 4.05 PM	s 2.36	12.17		L 1.15 PM
	10.08		f 11.55			59			82,9	NATHAN	. 73.6	w.		1 2.30	12.09 PM		
	10.37		f 12.17 AM						89.0	FRIEDA	67.5			f 2.09	11.41		
	10.54		f 12.30	-		59			92.7	3.7 ————————————————————————————————————	63.8			t 1.57	11.25		
	11.40		s 1.00			59	20	D	101,1	MAUPIN AT	J 55.4			s 1.30	10.50		
	12.02 PM		f 1.17				25		105,7	TUSKAN	50.8	w.		f 1,17	10.28		
	12.20		f 1.27			58	27	D	108,8	3.1 SHERAR	47.7			1.06	10.12		
	12.55		f 1.52			58			116,6	OAKBROOK	39.9			f 12.44	9.35		
	1.38		f 2.22			59		P	125,9	9.3 SINAMOX	30.6			f 12.16	8.58		
-	1.57		f 2.35			59			130,1	01KE	26 4	w.		f 12.05 AM	8.43		
	2.35		f 3.02			59			138,5	LOCKIT	18.0			f 11.39	8.10		
	3.05		f 3.22			61			144.9	KLOAN	11.6	w.		f 11.19	7.45		
	3.30		f 3.40			60	9		150,8	5.9 MOODY	5.7			f 11.01	7.22		
	3.40		f 3.50						154 - 1	3.3 No Sidin	g 2.4	J.		f 10.53	7.10		
	3.50		3.55						155.6	CELILO WYE	09			10 49	7.05		
	A 4.00 PM		A 4.00 AM			Yard		DN	156,5	FALLBRIDGE B	C 0.0	W. F. T. Y. 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	.35 17.3	8 00 19 6		1.44 30 <sub>4</sub> 4					Time Over District, Average Speed Per Hour,			1.45 29.5	8.35 ¶ 18.2	9 00 12 8	3.00 13.8	0 45 13 8

### SPECIAL RULES

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

#### SPECIAL RULES

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

#### REGISTERING STATIONS:

No.3 Fallbridge, North Junction, South Junction, Metolius, Bend.

#### STANDARD CLOCKS AND BULLETIN BOARDS:

No. 4 Fallbridge, Metolius, Bend.

#### YARDS:

No. 5 Fallbridge, Metolius, Bend.

#### DERAIL SWITCHES:

NT.	c	Moody 200 feet from headblock of switch at west end passing track.
NO.	U	Toolsit 200 feet from headblock of switch at west end passing track.
		Sherar 200 feet from headblock of switch at west end passing track.
		Maupin200 feet from headblock of switch at west end industry track.
		South Jct200 feet from headblock of switch at west end passing track.
		Vanora200 feet from headblock of switch at west end passing track.
		Vanora200 feet from headblock of switch at west end industry track
		Pelton200 feet from headblock of switch at west end industry track.
		Pelton 250 feet from headblock of switch at west end passing track.
		Modros 200 feet from headblock of switch at west end nouse track.
		Modras 200 feet from headblock of switch at west end industry track.
		Metolius 200 feet from headblock of switch at west end drill track.
		Dringville Connection 200 feet east of head block.
		Redmond 200 feet from headblock of switch at each end waren'se track.
		Bend 200 feet from head block of switch at west end of passing
		track.
		Bend 200 feet from headblock of switch at west end wareh'se track.
		Bend200 feet from headblock of switch of mill spur
		Bend1000 feet from headblock of switch of mill spur.
		Bend200 feet from headblock of switch of Standard Oil spur.
		Bend200 feet from headblock of switch at west end of Stock Yard
		· · Siding

#### SPEED RESTRICTIONS

No. 7 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. 8 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. 9 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. 10 Trains will not exceed a speed of twenty miles per hour over Crooked River Bridge, 4.2 miles east of Opal City.
- No. 11 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. 12 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. 13 Nos. 103 and 102 will stop on flag at Irvine's Ranch, three-quarters of a mile north of Coleman.
- No. 14 Junction Switch with O.-W. R. & N. Co. is located at mile post 1.5 East of Fallbridge.
- No. 15 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.
- No. 16 Sign reading "Impaired Clearance" placed on switch stand at entrance of spur or siding indicates that there are platforms or structures located alongside same which do not provide minimum horizontal clearance, prescribed by Public Service Commission of Oregon. Employes will use care and avoid risk of injury while working on spurs or sidings protected with impaired clearance sign.

#### 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.

#### CLEADANCE TARLE

No. 19	OLEARANOE 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'		19'10"						

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 CABOOSES

	Ruling Grade				CLASS	OF EN	GINE			
		C 1 600 to 609	D 1 100 to 109	D 2 150 to 151	D 3 152 157 158	D 4 153 to 153	F 1 450 to 464	N 1 350 to 352	N 2 355 to 361	N 8 370
Fallbridge to Mecca Mecca to Metolius Bend to Metolius Metolius to Fallbridge	.6 1.3 1.0 .5	691 505 660 1078 2818	1181 891 1181 1791 4468	751 554 714 1154 2924	828 621 793 1263 3213	822 622 787 1242 3107	1164 879 1114 1764 4424	883 673 848 1329 3308	1334 1014 1279 2009 4600	1094 837 1047 1640 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									è		•	.Station
Bend	4/											.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
1 2 3 4 5 6 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

