

OREGON TRUNK RAILWAY

TIME TABLE No. 34

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

SUNDAY, APRIL 23, 1922

SUPERSEDING TIME TABLE No. 33 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

E. E. LILLIE, Supt. Car Service

A. J. DAVIDSON, General Manager

WESTWARD

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS		Car Capacity		TIME TABLE No. 34 IN EFFECT APRIL 23, 1922	STATIONS	Distance from Fallbridge	Water, Oil, Wyes, Turn Tables and Scales	FIRST CLASS		SECOND CLASS		THIRD CLASS			
311	309	81		103		35	Pasing Tracks	Other Tracks					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							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	Tuesday Thursday Saturday		Daily		Daily							Daily		Daily Ex. Sunday	Monday Wednesday Friday				
L 12.30 AM				L 8.00 PM		L 7.00 AM	Yard		D	0.0	BEND	ND	156.5	W.Y.O.	A 7.00 PM		A 7.35 AM		A 11.00 PM	
1.00				f 8.13		s 7.16	59			7.4	DESCUTES		149.1		s 6.30		f 7.16		10.25	
1.40				s 8.31		s 7.32	59	59	D	16.5	REDMOND	RD	140.0	W	s 6.05		s 6.35		9.50	
1.50				s 8.35		s 7.37		18	D	19.2	PRINEVILLE JUNCTION	JN	137.3		s 5.57		s 6.22		9.38	
2.05				f 8.40		s 7.42	59			22.0	TERREBONNE		134.5		s 5.48		f 6.10		9.26	
2.40				f 8.53		f 7.54	59	27	P	29.5	OPAL CITY		127.0	W	f 5.32		f 5.45		8.53	
3.10				s 9.07		s 8.05	59	45		36.6	CULVER	CU	119.9		s 5.16		s 5.25		8.20	
A 3.30 AM	L 7.00 AM			s 9.20		A 8.15 AM	Yard		DN	41.3	METOLIUS	MS	115.2	T.W.C.	L 5.05 PM		s 5.10	A 4.00 PM	L 8.00 PM	
	7.25			s 9.35			58	74		45.5	MADRAS	RS	111.0				s 4.55		3.30	
	8.00			f 9.55			59	9		51.6	FELTON		104.9	W			f 4.35		2.50	
	8.25			f 10.10				33		55.8	VANORA		100.7				f 4.27		2.20	
	8.50			s 10.30			69	25		60.7	MECCA		95.8	W			s 4.07		1.50	
	9.25			f 10.55				25		67.7	COLLEMAN		88.8				f 3.45		1.20	
	9.40	L 8.15 AM		s 11.05		L 9.12 AM			P	70.7	SOUTH JUNCTION		85.8		A 3.50 PM		s 3.37		1.05	
	9.50	8.22		f 11.10						72.5	JERSEY		84.0	W			f 3.32		12.55	
	10.05	8.34		f 11.23		f 9.23	59			76.2	KASKELA		80.3		f 3.37		f 3.20		12.40	
	10.25	A 8.50 AM		s 11.39		A 9.32 AM			D	81.1	NORTH JUNCTION	JN	75.4		L 3.25 PM		s 3.06		12.15	
	10.30			f 11.45			59			82.9	NATHAN		73.6	W			f 3.01		12.10 PM	
	11.00			f 12.05 AM						89.0	FRIEDA		67.5				f 2.42		11.40	
	11.15			f 12.15			59			92.7	NENA		63.8	W			f 2.30		11.25	
	11.50			12.38			59			101.1	CAMERAI		55.4				s 2.05		10.50	
	12.01 PM			s 12.40				21	D	101.8	MAUPIN	AU	54.7				s 2.03		10.40	
	12.15			f 12.50				25		105.7	TUSKAN		50.8	W			f 1.52		10.25	
	12.30			f 12.59			58			108.8	SHERAR		47.7				f 1.42		10.10	
	1.01			f 1.20			58			116.6	OAKBROOK		39.9	W			f 1.20		9.35	
	1.40			f 1.55			59		P	125.9	SINAMOX		30.6				f 12.52		9.01	
	1.59			f 2.10			59			130.1	DIKE		26.4	W			f 12.40		8.45	
	2.35			f 2.42						138.5	LOCKIT		18.0				f 12.17 AM		8.10	
	3.05			f 3.05			61			144.9	KLOAN		11.6				f 11.55		7.45	
	3.30			f 3.25			60	7		150.8	MOODY		5.7				f 11.36		7.20	
	3.40			f 3.35						154.1	CELILO	No Siding	2.4				f 11.27		7.10	
	3.50			3.39						155.6	CELILO WYE		0.9				11.24		7.05	
A 4.00 PM				A 3.45 AM			Yard		DN	156.5	FALLBRIDGE	BC	0.0	W.C.T. Y.O.		L 11.20 PM		L 7.00 AM		
311	309	81		103		35								36		102		308	310	82
Daily Ex. Monday	Tuesday Thursday Saturday	Tuesday Thursday Saturday		Daily		Daily								Daily		Daily		Monday Wednesday Friday	Daily Ex. Sunday	Monday Wednesday Friday
3.00 13.8	9.00 12.8	.35 17.3		7.45 20.2		1.35 82.7					Time Over District, Average Speed Per Hour.			2.10 23.9		8.15 19.0		9.00 12.8	3.00 13.8	0.45 13.8

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

SPECIAL RULES

8

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD 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.
- No. 3 When an order is put out to a train at a station directing them to meet an opposing train at that station, and the order contains the clause: "—gets this order at meeting point," the train receiving the order at the meeting point will hold the main track, and the other train must take the siding.

- No. 4 **REGISTERING STATIONS:**
Fallbridge, North Junction, South Junction, Metolius, Bend.

- No. 5 **STANDARD CLOCKS AND BULLETIN BOARDS:**
Fallbridge, Metolius, Bend.

- No. 6 **YARDS:**
Fallbridge: Yard limit board located 2000 ft. east of O.-W. R. & N. connection at Celilo.
Metolius: West yard limit board 2600 ft. west of west yard switch; east yard limit board 5830 ft. east of east yard switch.
Bend: West yard limit board 1989 ft. west of west passing track switch.

- No. 7 **DERAIL SWITCHES:**
Sherar.....200 feet from headblock of switch at west end passing track.
Maupin...200 feet from headblock of switch at west end industry track.
Cambrai...200 feet from headblock of switch at west end passing track.
Vanora.....200 feet from headblock of switch at west end industry 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.
Madras....200 feet from headblock of switch of Standard Oil spur.
Metolius...200 feet from headblock of switch at west end drill track.
Prineville Connection...200 feet east of head block.
Redmond...200 feet from headblock of switch at each end wareh'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.
Bend.....1000 feet from headblock of switch of mill spur.
Bend.....200 feet from headblock of switch of Standard Oil spur.
Bend.....200 feet from headblock of switch at west end of Stock Yard Siding

- No. 8 **SPEED RESTRICTIONS**
Maximum speed of passenger trains at any point must not exceed 35 miles per hour and freight trains must not exceed 25 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 **REDUCED SPEED ON CURVES**
Following is location of curves of 8° or over. All trains must reduce speed on them to 15 miles per hour.

11°	Curve 3000 feet east mile post 23.
10°	" " at mile post 24.1
8°	" " " " 27.0
8°	" " " " 30.4
10°	" " " " 61.9
12° 30"	" " " " 67.8
8°	" " " " 77.8
8°	" " " " 78.0
8°	" " " " 78.8
Shoofly Curves at mile post 91.2	

L. H. JAMES, Dispatcher
L. S. NELSON, Dispatcher
E. B. ARTHUR, Dispatcher
R. E. WHITE, Dispatcher

- 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 Oregon Trunk Ry.
- No. 12 Junction switch on Celilo Bridge will be set and locked for east leg of "Y." The east and west switches of wye will be set and locked for the wye.
- No. 13 Nos. 103 and 102 will stop on flag at Irvine's Ranch, three-quarters of a mile north of Coleman.
- No. 14 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. 15 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. Employees will use care and avoid risk of injury while working on spurs or sidings protected with "Impaired Clearance" sign.
- No. 16 All eastward 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. 17 All westward trains will come to a full stop between 200 and 400 feet from South Junction, and know the way is clear before proceeding.

Draw Bridges

- No. 18 Draw bridge located over Celilo Canal, mile post 1.4 East of Fallbridge.

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 CABOOSSES

	Ruling Grade	CLASS OF ENGINE				
		C 1 600 to 609	D 1 100 to 109	F 1 S Superheat 450 to 464	N 1 350 to 352	N 2 355 to 364
Fallbridge to Mecca.....	.6	691	1100	1164	883	1200
Mecca to Metolius.....	1.3	505	800	879	673	950
Metolius to Bend.....	1.0	660	1181	1114	848	1200
Bend to Metolius.....	.5	1078	1791	1764	1329	2009
Metolius to Fallbridge.....	.0	2818	4468	4424	3308	4600

COMPANY'S SURGEONS

Dr. E. B. McDaniel, Chief Surgeon....Portland
Dr. J. F. Hosch, Local Surgeon.....Redmond
Dr. R. W. Hendershott, Local Surgeon....Bend
Dr. W. F. Shorts, Local Surgeon.....Fallbridge

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

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.....	584 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

JUNCTIONS

NAME	Miles from Fallbridge	Switch at
Spokane, Portland & Seattle Ry...	0.0	
Ore.-Wash. Ry. & Nav. Co.....	1.5	
Ore.-Wash. Ry. & Nav. Co.....	75.4	
Ore.-Wash. Ry. & Nav. Co.....	85.8	
Ore.-Wash. Ry. & Nav. Co.....	115.2	
Prineville City Railway.....	137.3	

WATCH INSPECTORS

A. L. Haman, Chief Time Inspector....St. Paul, Minn.
M. H. Symons.....Bend, Ore.

S. A. GAGNON, Night Chief Dispatcher
R. C. SCOFFERN, Chief Dispatcher
J. E. CHARLAND, Trainmaster

