

OREGON TRUNK RAILWAY

TIME TABLE No. 51

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

SUNDAY, NOVEMBER 9, 1930

SUPERSEDING TIME TABLE NO. 50 AND ALL SUPPLEMENTS THERETO
THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY

G. E. VOTAW, Superintendent

B. L. SPERRY, Supt. Car Service

A. J. DAVIDSON, General Manager

WESTWARD

EASTWARD

THIRD CLASS				SECOND CLASS		FIRST CLASS			Car Capacity		TIME TABLE No. 51 IN EFFECT NOV. 9, 1930	STATIONS	Distance from Wahman	Water, Oil, Wyes, Turn Tables and Scales	FIRST CLASS			SECOND CLASS		THIRD CLASS			
313	311			103	29	27									102	30					314	310	
O.-W. R. & N. Time Freight	Oregon Trunk Thru Freight	Leave Daily	Leave Daily Ex. Monday	Oregon Trunk Mixed	O.-W. R. & N. Passenger	O.-W. R. & N. Passenger	Sidings	Other Tracks	Distance from Bend	DN					Oregon Trunk Mixed	O.-W. R. & N. Passenger					O.-W. R. & N. Time Freight	Oregon Trunk Thru Freight	
Leave Daily	Leave Daily Ex. Monday			Leave Daily	Leave Daily Ex. Sunday	Leave Sun. Only					Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily Ex. Monday					
1.15AM	1.00AM			8.55PM	102 7.45AM	6.26AM	Yard		0.0	DN	BEND	ND	151.5	WYO	29 7.40AM	7.25PM			6.10AM	7.10AM			
1.43	1.23			f 9.15	s 8.00	s 6.40	54		7.4	P	DESCHUTES		144.1		f 7.25	s 7.08			5.45	27 6.40			
2.20	1.51			s 9.40	s 8.18	s 6.58	54	70	16.5	D	REDMOND	RD	135.0	W	s 6.58	s 6.48			5.15	6.08			
2.30	1.58			s 9.47	s 8.23	s 7.05		18	19.2	D	PRINEVILLE JUNCTION	XN	132.3		s 6.50	s 6.42			5.06	5.59			
2.40	2.07			s 9.55	s 8.28	s 7.14	54		22.0	P	TERREBONNE		129.5		f 6.40	s 6.35			4.56	5.50			
3.08	2.30			f 10.15	f 8.43	f 7.37	54	27	29.5	P	OPAL CITY		122.0	W	f 6.16	f 6.17			4.30	5.28			
3.33	2.51			s 10.33	s 8.56	s 7.55	54	45	36.6	D	CULVER	CU	114.9		s 5.54	s 6.02			4.07	5.08			
3.50AM	3.05AM			s 10.46PM	s 9.05AM	s 8.15AM	Yard		41.3	DN	METOLIUS	MS	110.2	T.W.C.	s 5.40AM	s 5.50PM			3.50AM	4.55AM			

BETWEEN SOUTH JUNCTION AND METOLIUS TRAINS WILL BE GOVERNED BY O.-W. R. & N. CO. TIME TABLE AND RULES

5.40AM	5.10AM			s 11.52PM	s 10.00AM	s 9.20AM			65.7	P	SOUTH JUNCTION		85.8		s 4.15AM	s 4.45PM			2.35AM	3.15AM
5.47	5.16			f 11.57	f 10.05	f 9.25			67.5		JERSEY		84.0		f 4.10	f 4.41			2.29	3.10
5.57	5.26			f 12.05AM	f 10.13	f 9.33	54	32	71.2	P	KASKELA		80.3		f 3.58	f 4.34			2.18	3.01
6.10AM	5.41			s 12.19	s 10.25AM	s 9.45AM			76.1	DN	NORTH JUNCTION	JN	75.4		s 3.44	s 4.25PM			2.05AM	2.49
	5.47			f 12.25			54		77.9	P	NATHAN		73.6	W	f 3.39					2.44
	6.05			f 12.44					84.0		FRIEDA		67.5		f 3.20					2.29
	6.16			f 12.55			54		87.7	P	NEHA		63.8	W	f 3.09					2.19
	6.41			1.20			54		96.1		CAMBRAI		55.4		2.44					2.00
	6.43			s 1.23				32	96.8	D	MAUPIN	AU	54.7		s 2.41					1.58
	6.55			f 1.33				25	100.7		TUSKAN		50.8	W	f 2.29					1.48
	7.04			f 1.41			54		103.8	P	SHERAR		47.7		f 2.20					1.41
	7.32			f 2.00			54		111.6	P	OAKBROOK		39.9	W	f 2.00					1.20
	7.59			f 2.20			54		120.9		SINAMOX		30.6		f 1.37					12.59
	8.11			f 2.31			54		125.1	P	DIKE		26.4	W	f 1.27					12.50
	8.36			f 2.58			55		133.5		LOCKET		18.0		f 1.10					12.30
	8.54			f 3.17			56		139.9	P	KLOAN		11.6		f 12.56					12.15
	9.12			f 3.35			55		145.8	P	MOODY		5.7		f 12.43					12.01AM
	9.25			3.47					150.6		CELILO WYE		0.9		12.33					11.50
	9.30AM			s 3.55AM			Yard		151.5	DN	WISHRAM	BC	0.0	W.C.T.Y.O.	12.30AM					11.45PM
Arrive Daily	Arrive Daily Ex. Monday			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sun. Only									Leave Daily	Leave Daily			Leave Daily	Leave Daily Ex. Sunday
4.55 15.5	8.30 17.8			7.00 21.6	2.40 28.6	3.20 22.8				Time Over District. Average Speed Per Hour.				7.10 21.1	3.00 25.4			4.05 18.6	7.25 20.4	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. Exceptions: No. 103 is superior to No. 102.

Derail in main line 713 feet west of west end depot at Bend is open except when thrown for trains to pass.

Nos. 102 and 103 will stop on flag at Fitz, 120 feet east of M. P. 65.

SPECIAL RULES

- 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.

REGISTERING STATIONS:

No. 4 Wishram, North Junction, South Junction, Metolius, Bend.

No. 5 **STANDARD CLOCKS AND BULLETIN BOARDS:**
Wishram, Bend.

YARDS:

No. 6 Wishram: Yard limit board located 2000 ft. east of O.-W. R. & N. connection at Celilo.
Maupin: Yard limits, 2400 ft. west of west industry track switch at Maupin to 2500 ft. east of east passing track switch at Cambrai.
North Junction: Yard limits, 4000 ft. east of Junction switch to 3500 ft. west of Junction switch.
Culver: From yard limit boards 1500 ft. distant from passing track switches.
Prineville Jct.: " " " " " " " "
Redmond: " " " " " " " "
Metolius: West yard limit board 2600 ft. west of west yard switch on O.-W. R. & N.; east yard limit board 5830 ft. east of east yard switch.
Bend: West yard limit board 1989 ft. west of west passing track switch.

DERAIL SWITCHES:

No. 7 Sherar200 feet from headblock of switch at west end passing track.
Maupin200 feet from headblock of switch at west end industry track.
Cambrai200 feet from headblock of switch at west end passing track.
Metolius200 feet from headblock of switch at west end drill track.
Prineville Connection200 feet east of headblock.
Redmond200 feet from headblock of switch at each end wareh'se track.
BendIn main line 200 feet east of west passing track switch.
Bend200 feet from headblock of switch at west end of passing track.
Bend200 feet from headblock of switch at west end wareh'se track.
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. 8 Maximum speed of passenger trains at any point must not exceed 35 miles per hour. Freight trains must not exceed 25 miles per hour between Wishram and South Junction and 25 miles per hour between Metolius and Bend, except that stock trains in same districts may make a speed of not to exceed 30 miles per hour. Work trains handling work equipment only may run not to exceed 25 miles per hour between Wishram and South Junction. Trains will not exceed a speed of twenty miles per hour over Crooked River Bridge, 4.2 miles east of Opal City.

REDUCED SPEED ON CURVES:

No. 9 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

No. 10 Junction switch with O.-W. R. & N. Co. at North Junction will be set and locked for the Oregon Trunk Railway.

No. 11 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. 12 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. 13 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 provided 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.

No. 14 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.

Draw Bridges

No. 15 Draw bridge located over Celilo Canal, mile post 1.4 East of Wishram.

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 CABOOSES

	Ruling Grade	CLASS OF ENGINE					
		C 1	D 1	N 1	N 2	N 4	N 6
		600	100	350	355 to 365	303 & 305	325 & 326
		to	to	to	N 7	N 5	F 1 S
		609	109	352	335 to 337	315	450 to 464
Wishram to South Jct..	.6	691	1100	883	1200	1003	1164
South Jct. to Metolius..	1.5	505	650	673	732	610	700
Metolius to Bend.....	1.0	660	900	848	1200	805	1114
Bend to Metolius.....	.5	1078	1800	1329	2100	1612	2200
Metolius to Wishram...	.0	2818	4468	3308	4600	4200	4500

COMPANY'S SURGEONS

Dr. Jas. C. Zan, Chief Surgeon Portland
Dr. John C. Adams, Assistant Surgeon, Portland
Dr. R. F. Jones, Local Surgeon Redmond
Dr. R. W. Hendershott, Local Surgeon Bend
Dr. W. F. Shorts, Local Surgeon Wishram

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:

Wishram 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

JUNCTIONS

NAME	Miles from Wishram	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.....	110.2	
Prineville City Railway.....	132.3	

WATCH INSPECTORS

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

E. B. ARTHUR, Ass't Chief Dispatcher
E. M. HERRING, Ass't Chief Dispatcher
R. C. SCOFFERN, Chief Dispatcher
J. E. CHARLAND, Trainmaster

L. H. JAMES, Dispatcher
W. F. KENNEY, Dispatcher
L. S. NELSON, Dispatcher
R. E. WHITE, Dispatcher

