

SPECIAL INSTRUCTIONS

- 1 Trains handling logs must stop and crew must inspect loads and chains before crossing bridge located $2\frac{1}{4}$ miles east of Klamath Falls.
- 2 While moving, trainmen must observe track from rear of caboose for indications of derailment or fallen logs. Between sunset and sunrise two Dietz lanterns must be placed on rear of caboose to assist in this inspection.
- 3 When trains handling logs are required to meet or pass other trains, thorough inspection must be made to insure proper clearance.
- 4 Except when extraordinary conditions require, trainmen will not ride on cars containing loads of logs.
- 5 Helper engines must not be placed behind wooden underframe cars or cabooses. Engines weighing more than 210,000 pounds on the drivers must not be placed behind cabooses.
- 6 During dry season use sprinklers on engines so equipped when passing over bridges. If engines not so equipped, and it is possible to do so, tire coolers should be operated on bridges.
- 7 Bridge $2\frac{1}{4}$ miles east of Klamath Falls is not standard clearance on side. Height 22 feet.
- 8 Transportation Department employes will be governed by Southern Pacific Company's "Rules and Regulations of the Transportation Department" dated February 15, 1943.

AIR BRAKE RULES

RULE No. 3—Maintain brake pipe pressure of 80 pounds on freight trains.

RULE No. 24—Rear end test must be made on all trains immediately before leaving West Switchback in either direction. Rear end test on freight trains at any point between Klamath Falls and Bly will be made in accordance with paragraph (b) of Rule 24.

Employes whose duties are concerned with air brake rules and regulations will be governed by "Air Brake Rules and Regulations Governing Train Handling, Operation and Tests of Air Brake and Signal Apparatus" dated February 1, 1939.

WATCH INSPECTOR

F. W. Burtram Klamath Falls

H. C. Chase Trainmaster

S. M. Harrington Road Foreman of Engines

W. J. Manley Chief Dispatcher

S. L. Dolan Assistant Superintendent

OREGON, CALIFORNIA AND EASTERN RAILWAY

TIME TABLE No. 3

TO TAKE EFFECT 12:01 A. M.

Sunday, August 1, 1943

PACIFIC STANDARD TIME

For the government and information of employes only.

S. P. R. R.

G. H. KILBORN, Superintendent

Capacity in Car Lengths		SECOND CLASS			Distance from Klamath Falls	TIME TABLE No. 3		THIRD CLASS		
Siding	Other Tracks	2		Effective August 1, 1943		1				
		Freight				STATIONS		Ar. Daily Ex. Sun.		
		Lv. Daily	Ex. Sun.							
Yd. Lmts. BKWOTP	366	11.30 AM		0.0	TO-R	KLAMATH FALLS		9.55 PM		
11 P	6	11.40		3.6		HAGER	3.6	9.40		
	10	11.46		5.2		PINE GROVE	1.6	9.30		
	5	11.53 AM		7.5		OLENE	2.3	9.22		
	12	12.08 PM		12.3		SWAN LAKE	4.8	9.07		
31 WP		12.18		15.1		MOYINA	2.8	8.55		
YP	35	12.25		17.3		DAIRY	2.2	8.45		
	31	12.37		21.3		HILDEBRAND	4.0	8.30		
Yd. Lmts. 21 P		12.49		25.1		HORTON	3.8	8.15		
P	58	1.10		31.7		WEST SWITCHBACK	6.6	7.50		
	58	1.20		33.0		EAST SWITCHBACK	1.3	7.35		
Yd. Lmts. 62 WYP	100	1.50		37.8	TO	SPRAGUE RIVER	4.8	7.00		
Yd. Lmts. 32 P	26	2.30		50.8		BEATTY	13.0	6.15		
P		2.32		51.3		SYCAN	0.5	6.13		
	25	3.00		59.5		NORTH FORK	8.2	5.40		
Yd. Lmts. BWYP	122	3.15 PM		63.4	TO-R	BLY	3.9	5.15 PM		
		Ar. Daily Ex. Sunday						Lv. Daily Ex. Sunday		
		3.45						4.40		
		16.9						13.5		
					 Time over District				
					 Average Speed per Hour				

SPEED RESTRICTIONS

TERRITORY	Trains Handling Logs	Trains Not Handling Logs	Engines Backing With or Without Cars
M.P. 0.0 to M.P. 21.5	20 MPH	25 MPH	20 MPH
M.P. 21.5 to M.P. 37.8	20 MPH	20 MPH	15 MPH
M.P. 37.8 to M.P. 63.4	20 MPH	25 MPH	20 MPH

RATING OF ENGINES

In M's of 1000 Pounds Back of Tender

NOMINAL CLASS	EASTWARD			WESTWARD		
	Klamath Falls to Horton	Horton to West Switchback	West Switchback to Bly	Bly to Sprague River	Sprague River to West Switchback	West Switchback to Klamath Falls
C-5, 8, 9, 10	2400	1200	5850	5850	1650	2900
Mk-2, 4, 5, 6	2800	1300	6500	6500	1950	3300
AC-1, 2, 3	4750	2500	11000	11000	3350	6000