

SPECIAL INSTRUCTIONS

1. Trains handling logs must stop and crew must inspect loads and chains before crossing bridge located $2\frac{3}{4}$ 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 before passing to insure proper clearance.

4. Except when extraordinary conditions require, trainmen will not ride on cars containing loads of logs.

5. Two or more engines coupled must not be turned on wye at Bly or Klamath Falls.

Helper engines must not be placed behind wooden underframe cars nor wooden underframe cabooses. Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe 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 $2\frac{3}{4}$ 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," including Air Brake Rules and Regulations, dated December 1, 1951.

Except as otherwise indicated by the Special Instructions contained in this Timetable, employes will also be governed by the Southern Pacific Company's Shasta Division Timetable Special Instructions currently in effect, under caption "All Subdivisions" as far as applicable.

RULE S-72—Westward regular trains are superior to trains of the same class in the opposite direction.

Normal position of switch at West Switchback and switch at East Switchback will be for movement via switchback.

AIR BRAKE RULES

RULE 3—Maintain brake pipe pressure of 80 pounds on freight trains.

RULE 25—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 25.

RULE 33—One operative retainer for the amount of tons shown below must be turned up.

65 tons West Switchback to Sprague River eastward direction.

65 tons West Switchback to Horton westward direction.

The tonnage of any freight train between the West Switchback and Sprague River and between the West Switchback and Horton must not exceed 65 tons per operative brake.

Employes whose duties are concerned with air brake rules and regulations will be governed by Southern Pacific Company's "Air Brake Rules and Regulations Governing Train Handling, Operation and Tests of Air and Dynamic Brakes and Air Signal Apparatus," dated December 1, 1951.

WATCH INSPECTOR

J. C. Renie..... Klamath Falls

H. A. Teal..... Trainmaster

A. L. Shoupe..... Road Foreman of Engines

P. G. Vaughn..... Asst. Road Foreman of Engines

W. R. Petty..... Chief Train Dispatcher

J. C. Slade..... Assistant Superintendent

OREGON, CALIFORNIA AND EASTERN RAILWAY

TIME TABLE No. 6

EFFECTIVE THURSDAY, JANUARY 1, 1953

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY.

J. A. McKINNON
Superintendent

EASTWARD

WESTWARD

Capacity in Car Lengths		SECOND CLASS		Distance from Klamath Falls	TIMETABLE No. 6 Effective January 1, 1953		STATIONS	
		660	658					
Siding	Other Tracks	Leave Daily Except Sunday	Leave Daily Except Sunday					
Yard Limits BKWDOTYP	366	AM 11.30	AM 10.01	0.0	TO-R	KLAMATH FALLS		
14	P	11.41	10.11	3.6		3.6 HAGER		
	10	11.46	10.16	5.2		1.6 PINE GROVE		
	5	AM 11.53	10.23	7.5		2.3 OLENE		
	6	PM 12.10	10.40	12.3		4.8 SWAN LAKE		
31	P	12.19	10.49	15.1		2.8 MOYINA		
	YP	12.30	11.01	17.3		2.2 DAIRY		
25	P	12.53	11.23	25.1		7.8 HORTON		
	P	1.18	11.46	31.7		6.6 WEST SWITCHBACK		
	58	1.28	AM 11.56	33.0		1.3 EAST SWITCHBACK		
62	YP	1.45	PM 12.10	37.8	TO-R	4.8 SPRAGUE RIVER		
25	P	2.25	12.48	50.8		13.0 BEATTY		
	P	2.30 PM	12.50	51.3	R	0.5 SYCAN		
	P		1.15	59.5		8.2 NORTH FORK		
	YP	122	1.25 PM	63.4	R	3.9 BLY		
		Arrive Daily Except Sunday	Arrive Daily Except Sunday					
		3.00	3.24			Time over District		
		17.1	18.6			Average Speed per Hour		

SPEED RESTRICTIONS

TERRITORY	Trains Handling Logs	Trains Not Handling Logs	Engines Backing With or Without Cars
MP 0.0 to MP 27, except:	20 MPH	25 MPH	20 MPH
Bridge MP 2.75	10 MPH	10 MPH	10 MPH
Through Rock Cut MP 13.4	15 MPH	15 MPH	15 MPH
MP 27 to MP 37.8	20 MPH	20 MPH	15 MPH
MP 37.8 to MP 63.4	20 MPH	25 MPH	20 MPH

RATING OF ENGINES

In Units of 2000 Lbs. (Tons)

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	1300	650	2925	2925	925	1650
Mk-2, 4, 5, 6	1400	750	3250	3250	1000	1800
DF-112	2100	1250	4000	4000	1625	2875

Look out for falling rocks in cut at MP 9, between MP 13 and 14, and between MP 17 and 18.