OREGON TRUNK RAILWAY

TIME TABLE No. 49

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

TUESDAY, JUNE 11, 1929

SUPERSEDING TIME TABLE NO. 48 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

TIME TABLE No. 49

IN EFFECT JUNE 11, 1929

WESTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS				Car Capacity		Telegraph Stations	Distance from Bend	STATIONS	Distance from Wishram	Water, Oil, Wyes, Turn Tables and Scales
309	313	311					103	29							
Oregon Trunk Local Freight	O.-W. R. & N. Time Freight	Oregon Trunk Thru Freight					Oregon Trunk Passenger	O.-W. R. & N. Passenger	Passing Tracks	Other Tracks					
Leave Tues.,Thur. & Sat.	Leave Daily	Leave Daily Ex. Monday					Leave Daily	Leave Daily							
9.00AM	1.15AM	1.00AM					8.55PM	102 7.25AM	Yard		DN	0.0	BEND — ND	151.5	WYO
													7.4		
9.30	1.43	1.25					f 9.15	s 7.40	59			7.4	P DESCHUTES	144.1	
													9.1		
10.05	2.20	1.55					s 9.40	s 7.58	59	70	D	16.5	REDMOND — RD	135.0	W
													2.7		
10.15	2.30	2.05					s 9.47	s 8.03		18	D	19.2	PRINEVILLE JUNCTION — XN	132.3	
													2.8		
10.25	2.40	2.15					s 9.55	s 8.08	59			22.0	P TERREBONNE	129.5	
													7.5		
10.55	3.08	2.39					f10.15	f 8.23	59	27		29.5	P OPAL CITY	122.0	W
													7.1		
11.20	3.33	3.00					s10.33	s 8.36	59	45	D	36.6	CULVER — CU	114.9	
													4.7		
11.40AM	314 3.50AM	3.15AM					s10.45PM	s 8.45AM	Yard		DN	41.3	METOLIUS — MS	110.2	T. W. C.
													24.4		

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

1.35PM	5.55AM	4.50AM					s11.52PM	s 9.40AM				65.7	P SOUTH JUNCTION	85.8	
													1.8		
1.42	6.02	4.57					f11.57	f 9.45				67.5	JERSEY	84.0	
													3.7		
1.56	6.12	5.08					f12.05AM	f 9.53	59	32		71.2	P KASKELA	80.3	
													4.9		
2.13	6.25AM	5.23					s12.17	s10.05AM			DN	76.1	NORTH JUNCTION — JN	75.4	
													1.8		
2.20		5.28					f12.22		59			77.9	P NATHAN	73.6	W.
													6.1		
2.43		5.47					f12.37					84.0	FRIEDA	67.5	
													3.7		
2.56		5.59					f12.47		59			87.7	P NENA	63.8	W.
													8.4		
3.27		6.25					1.08		59			96.1	CAMBRAI	55.4	
													0.7		
3.31		6.27					s 1.10			32	D	96.8	MAUPIN — AU	54.7	
													3.9		
3.43		6.38					310 f 1.21			25		100.7	TUSKAN	50.8	W.
													3.1		
3.55		6.48					f 1.32		58			103.8	P SHERAR	47.7	
													7.8		
4.24		7.12					102 f 1.57		58			111.6	P OAKBROOK	39.9	W.
													9.3		
4.58		7.40					f 2.25		59			120.9	SINAMOX	30.6	
													4.2		
5.13		7.53					f 2.35		59			125.1	P DIKE	26.4	W.
													8.4		
5.45		8.20					f 3.00			9		133.5	LOCKIT — No Siding	18.0	
													6.4		
6.08		308 8.40					f 3.18		61			139.9	P KLOAN	11.6	
													5.9		
6.30		9.05					f 3.35		60			145.8	P MOODY	5.7	
													4.8		
6.55		9.25					3.47					150.6	CELILO WYE	0.9	
													0.9		
7.00PM		9.30AM					s 3.55AM		Yard		DN	151.5	WISHRAM — BC	0.0	W.C.T.Y.O.
Arrive Tues.,Thur. & Sat.	Arrive Daily	Arrive Daily Ex. Monday					Arrive Daily	Arrive Daily							
10.00 15.2	5.10 14.7	8.30 17.8					7.00 21.6	2.40 28.5					Time Over District. Average Speed Per Hour.		

EASTWARD

FIRST CLASS				SECOND CLASS		THIRD CLASS		
102	30					314	310	308
Oregon Trunk Mixed	O.-W. R. & N. Passenger					O.-W. R. & N. Time Freight	Oregon Trunk Thru Freight	Oregon Trunk Local Freight
Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily Ex.Monday	Arrive Mon., Wed. Friday
29 s 7.25AM	s 7.25PM					6.10AM	7.00AM	6.25PM
f 6.58	s 7.08					5.45	6.30	5.50
s 6.27	s 6.48					5.15	6.00	5.15
s 6.12	s 6.42					5.06	5.50	4.55
f 6.03	s 6.35					4.56	5.40	4.45
f 5.45	f 6.17					4.30	5.12	4.15
s 5.27	s 6.02					4.07	4.48	3.47
s 5.15AM	s 5.50PM					313 3.50AM	4.30AM	3.30 2.45PM
s 3.45AM	s 4.45PM					2.35AM	2.45AM	12.45PM
f 3.40	f 4.41					2.29	2.40	12.40
f 3.32	f 4.34					2.18	2.31	12.27
s 3.21	4.25PM					2.05AM	2.20	12.10
f 3.17							2.15	12.05PM
f 3.02							2.00	11.45
f 2.53							1.50	11.32
2.35							1.31	11.07
s 2.33							1.29	11.02
f 2.23							103 1.21	10.50
f 2.15							1.12	10.40
103 f 1.57							12.50	10.15
f 1.35							12.22	9.45
f 1.25							12.12AM	9.30
f 1.04							11.55	9.02
f12.43							11.35	311 8.40
f12.34							11.17	8.15
12.23							11.05	7.50
12.20AM							11.00PM	7.45AM
Leave Daily	Leave Daily					Leave Daily	Leave Daily Ex.Sunday	Leave Mon., Wed., Friday
7.05 21.4	3.00 25.4					4.05 18.6	8.00 18.9	10.40 14.2

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.

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:**

Wishram, North Junction, South Junction, Metolius, Bend.

No. 5 **STANDARD CLOCKS AND BULLETIN BOARDS:**

Wishram, Bend.

No. 6 **YARDS:**

Wishram: Yard limit board located 2000 ft. east of O.-W. R. & N. connection at Celilo.
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.

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.
Metolius...200 feet from headblock of switch at west end drill track.
Prineville Connection....200 feet east of headblock.
Redmond...200 feet from headblock of switch at each end wareh'se track.
Bend.....In main line 200 feet east of west passing track switch.
Bend.....200 feet from headblock 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. 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.

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

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.

No. 16 **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 1 600 to 609	D 1 100 to 109	N 1 350 to 352	N 2 355 to 365 N 7 335 to 337	N 4 303 & 305 N 5 315	N 6 325 & 326 F 1 S 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.

L. H. JAMES, Dispatcher
W. F. KENNEY, Dispatcher
F. X. ADAMS, Dispatcher
R. E. WHITE, Dispatcher

E. B. ARTHUR, Ass't Chief Dispatcher
S. A. GAGNON, Ass't Chief Dispatcher
R. C. SCOFFERN, Chief Dispatcher
J. E. CHARLAND, Trainmaster