

NORTHWESTERN PACIFIC RAILROAD CO.

TIME TABLE

FOR THE

SOUTHERN DIVISION

To Take Effect Wednesday, September 15, 1909, at 2:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.

The Company reserves the right to vary from this time-table at pleasure.

W. S. PALMER,
General Manager.

W. J. HUNTER,
Superintendent.

TOWARD SAN FRANCISCO—MAIN LINE: San Francisco, Sausalito and Santa Rosa.

Minimum running time between stations for freight trains.		Time Table No. 7 September 15, 1909		Distance from Willits Via Sausalito	FIRST CLASS											Telegraph Office Hours	
					5	141	65	3	19	143	7	471	1	17			
STATIONS		Santa Rosa Passenger	Glen Ellen Passenger	S. P. Calistoga Passenger	Ukiah Passenger	Santa Rosa Passenger	Glen Ellen Passenger	Cazadero Passenger	Guerneville Passenger	Willits Passenger	Cazadero Passenger						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Sunday only						
Sausalito Ferry	DN SAN FRANCISCO	138.98	8.35AM	9.35AM	10.35AM	11.05AM	4.35PM	6.05PM	7.05PM	7.05PM	7.35PM	7.35PM					
	DN SAUSALITO	132.98	8.03	9.03	10.03	10.33	4.03	5.33	6.33	6.33	7.03	7.03					
Automatic Block	DNR SAUSALITO	132.98	7.55AM	8.56AM	9.57AM	10.26AM	3.56PM	5.26PM	6.21PM	6.26PM	6.56PM	6.55PM					24 hours
	DNR MILL VALLEY JCT	129.47															
	WEST PORTAL	127.93															
	EAST PORTAL	127.31															
	P BALTIMORE PARK	126.54	7.43	8.45	9.46	10.15	3.45	5.15	6.08PM	6.15	6.45	6.43PM					
	DETOUR	125.14	7.40	8.42	9.43	10.12	3.42	5.12		6.12	6.42						
	DETOUR	125.14	7.40	8.42	9.43	10.12	3.42	5.12		6.12	6.42						
	P GREEN BRAE	124.62	7.38	8.40	9.41	10.10	3.40	5.10		6.10	6.40						
	SCHUBTZEN	123.74	7.36	8.38	9.39	10.08	3.38	5.08		6.08	6.38						
	DNR SAN RAFAEL	122.54	s 7.34	s 8.36	s 9.37	s 10.06	s 3.36	s 5.06		s 6.06	s 6.36						24 hours
	GOLF	119.54	7.25	8.26	9.31	9.58	3.26	4.53		5.58	6.29						
	GALLINAS (Spur)	118.43	7.23	f 8.23	9.29	f 9.55	f 3.24	f 4.50		5.53	6.26						
	MILLER	117.85	7.22	f 8.21	9.28	f 9.54	f 3.23	f 4.48		5.51	6.25						
	ST. VINCENT	117.49	7.21	f 8.19	9.27	f 9.53	f 3.22	f 4.46		f 5.50	6.24						
	DNR IGNACIO	114.65	s 7.16	8.12AM	9.23AM	s 9.47	s 3.16	Foot-note 4.40PM		s 5.44	s 6.19						24 hours
D NOVATO	111.67	s 7.09			s 9.40	s 3.09			s 5.36	s 6.12						7.00 AM to 7.00 PM	
BURDELL	108.24	f 7.00			f 9.33	f 3.02			f 5.28	6.05							
HAYSTACK	102.84	6.52			9.25	2.54			5.19	5.57							
JUNGTION	101.87	6.50				2.52			5.17	5.55							
DR PETALUMA	100.97	s 6.48			s 9.20	s 2.50			s 5.12	s 5.53						6.30 AM to 7.30 PM	
CORONA (Spur)	98.45	f 6.38			9.10	f 2.40			f 5.05	5.44							
ELY	97.26	f 6.36			9.08	f 2.38			f 5.03	5.42							
PENN GROVE	96.22	s 6.34			s 9.06	s 2.36			s 5.01	s 5.40							
D COTATI	93.42	s 6.28			s 9.00	s 2.30			s 4.55	s 5.34						6.30 AM to 7.30 PM	
WILFRED	90.71	f 6.23			8.55	f 2.25			f 4.50	5.29							
BELLEVUE	88.19	f 6.18			8.50	f 2.20			f 4.45	5.25							
DR SANTA ROSA	85.76	6.13AM			8.45AM	2.15PM			4.40PM	5.20PM						6.00 AM to 7.45 PM	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Sunday only					

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

FOOT NOTES:—No. 143 will take siding at Ignacio and wait at west end of passing track until 4:43 P. M. for No. 4.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS											Distance from San Francisco Via Tiburon	Time Table No. 7		Minimum running time between stations for passenger trains.
	134	232	434	34	82	80	Tiburon Boat	Tiburon Boat	Tiburon Boat	Tiburon Boat	Tiburon Boat	Tiburon Boat	September 15, 1909		STATIONS				
	Glen Ellen Freight	Donahue Mixed	Guerneville Freight	Willits Freight	San Rafael Local	San Rafael Local	Tiburon Boat	Tiburon Boat	Tiburon Boat	Tiburon Boat	Tiburon Boat	Tiburon Boat	Leave Daily	Leave Daily			STATIONS		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday only	Leave Sunday only	Leave Daily	Leave Daily							
Terminal Yard WFTO	9.45PM			1.30AM									0.00	DN SAN FRANCISCO	Tiburon Ferry				
1,975 W	9.49			1.35									6.50	DN TIBURON					
677	9.54			1.45									6.50	DNR TIBURON	1				
400	9.58			1.50									7.51	HILARITA					
Y	10.03			2.00									10.04	REED	3				
Y	10.03			2.00									11.39	SAN CLEMENTE (Spur)					
255	10.07			2.15									12.73	DETOUR	2				
1,633	10.10			2.20									12.73	DETOUR					
5,148 WY	10.20			3.00									13.25	P GREEN BRAE	1				
1,083	10.35			3.25									14.13	SCHUETZEN					
1,640	10.40			3.35									15.33	DNR SAN RAFAEL	5				
753	10.42			3.37									18.33	GOLF					
531	10.44			3.40									19.44	GALLINAS (Spur)	2				
3,166 WTOF	10.54PM			4.05									20.02	MILLER					
3,099 W				4.25									20.38	ST. VINCENT	1				
1,062 W				4.40									23.22	DNR IGNACIO					
1,482				4.55									26.20	D NOVATO	4				
		4.55PM		5.05									29.63	BURDELL					
13,582 WT		4.57PM	11.00AM	5.15 6.10									35.03	HAYSTACK	7				
226			11.10	6.20									36.00	JUNCTION					
1,636			11.15	6.36									36.90	DR PETALUMA	1				
1,351			11.35	6.50									39.42	CORONA (Spur)					
4,966			11.55AM	7.10									40.61	ELY	2				
1,797			12.05PM	7.20									41.65	PENN GROVE					
1,894			12.15	7.30									44.45	D COTATI	3				
16,351 WT			12.25PM	7.40AM									47.16	WILFRED					
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Sunday only	Arrive Daily	Arrive Daily	52.11	DR SANTA ROSA	3				

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

SAN FRANCISCO TO TIBURON VIA SAUSALITO (Steamer Only).

	Leave Sunday only	Leave Saturday Only	Leave Daily Ex. Sunday		
	12.01AM	12.45PM	11.45AM	0.00	SAN FRANCISCO
	12.32	1.17	12.17PM	6.00	SAUSALITO
	12.35	1.20	12.20	6.00	SAUSALITO
	12.50AM	1.35PM	12.35PM	8.00	TIBURON

TOWARD SAN FRANCISCO—MAIN LINE: San Francisco, Tiburon and Santa Rosa.

Minimum running time between stations for freight trains	Time Table No. 7 September 15, 1909		Distance from Willits Via Tiburon	SECOND CLASS										THIRD CLASS				Telegraph Office Hours		
	STATIONS			Tiburon Boat	81 San Rafael Local	Tiburon Boat	Tiburon Boat	Tiburon Boat	Tiburon Boat	Tiburon Boat	83 San Rafael Local					433 Guerneville Freight	231 Donahue Mixed		133 Glen Ellen Freight	33 Willits Freight
	Arrive Daily	Arrive Daily		Arrive Sunday only	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	Tiburon Ferry	DN SAN FRANCISCO 6.50	137.87	7.17 AM	8.47 AM	10.47 AM	12.12 PM	3.17 PM	5.17 PM	7.17 PM										
		DN TIBURON	131.37	6.45 AM	8.15	10.15 AM	11.40 AM	2.45 PM	4.45 PM	6.45 PM										
3		DNR TIBURON 1.01	131.37		7.52 AM						5.52 PM						9.00 PM	12.01 AM	24 hours	
5		HILARITA 2.53	130.36		f 7.49						f 5.49						8.54	11.53 PM		
4		REED 1.35	127.83		f 7.44						f 5.44						8.48	11.46		
3		SAN CLEMENTE (Spur) 1.34	126.48		f 7.40						f 5.40						8.42	11.40		
		DETOUR	125.14		7.37						5.37						8.38	11.34		
2		DETOUR 0.52	125.14		7.37						5.37						8.38	11.34		
2	P	GREEN BRAE 0.88	124.62		s 7.34						s 5.34						8.35	11.30		
3		SCHUETZEN 1.20	123.74		f 7.32						f 5.32						8.33	11.25		
10	DNR	SAN RAFAEL 3.00	122.54		7.30 AM						5.30 PM						8.30	11.20	24 hours	
2		GOLF 1.11	119.54														8.05	10.35		
1		GALLINAS (Spur) 0.58	118.43														7.59	10.25		
1		MILLER 0.36	117.85														7.57	10.15		
6		ST. VINCENT 2.84	117.49														7.55	10.10		
7	DNR	IGNACIO 2.98	114.65														7.45 PM	10.00	24 hours	
8	D	NOVATO 3.43	111.67															8.50	7.00 AM to 7.00 PM	
11		BURDELL 5.40	108.24															8.20		
3		HAYSTACK 0.97	102.84															8.08		
2		JUNCTION 0.90	101.87															8.04		
5	DR	PETALUMA 2.52	100.97											3.50 PM	4.10 PM		8.00	6.37	6.30 AM to 7.30 PM	
2		CORONA (Spur) 1.19	98.45											3.40			6.30			
2		ELY 1.04	97.26											3.35			6.27			
7		PENN GROVE 2.80	96.22											3.30			6.24			
5	D	COTATI 2.71	93.42											3.05			6.14		6.30 AM to 7.30 PM	
6		WILFRED 2.52	90.71											2.50			6.04			
6		BELLEVUE 2.43	88.19											2.40			5.55			
	DR	SANTA ROSA	85.76											2.30 PM			5.47 PM		6.00 AM to 7.45 PM	
				Leave Daily	Leave Daily	Leave Sunday only	Leave Sunday only	Leave Daily	Leave Daily	Leave Sunday only	Leave Daily			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			

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TIBURON TO SAN FRANCISCO VIA SAUSALITO (Steamer Only).

		Arrive Daily Ex. Sunday	Arrive Saturday only	Arrive Daily Ex. Sunday	Arrive Sunday only
SAN FRANCISCO 6.00	8.00	1.35 PM	2.35 PM	7.05 PM	
SAUSALITO	2.00	1.03	2.03	6.33	
SAUSALITO 2.00	2.00	12.55	1.55	6.30	1.05 AM
TIBURON	0.00	12.40 PM	1.40 PM	6.15 PM	12.55 AM

Length of sidings in feet, and location of Scales, Fuel, Water, & Turning Stations.	FIRST CLASS								Minimum running time between stations for passenger trains.	Distance from San Francisco Via Tiburon	Time Table No. 7	Distance from Willits Via Sausalito	Minimum running time between stations for freight trains.	FIRST CLASS						THIRD CLASS		Telegraph Office Hours
	THIRD CLASS		FIRST CLASS								STATIONS			FIRST CLASS						THIRD CLASS		
	434 Guerneville Freight	34 * Willits Freight	4 Ukiah Passenger	404 Guerneville Passenger	470 Guerneville Passenger	2 Willits Passenger	402 Guerneville Passenger	472 Guerneville Local			September 15, 1909			403 Guerneville Passenger	3 Ukiah Passenger	471 Guerneville Passenger	401 Guerneville Passenger	1 Willits Passenger	479 Guerneville Local	33 * Willits Freight	433 Guerneville Freight	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	STATIONS	Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday						
		3.15PM	3.15PM	8.45AM	7.45AM	7.45AM		DN SAN FRANCISCO	11.05AM	11.05AM	7.05PM	7.35PM	7.35PM									
16,351 WT	1.00PM	9.10AM	5.55PM	5.45PM	11.20AM	10.05AM	9.00AM	52.11 DR SANTA ROSA	8.30AM	8.40AM	4.35PM	5.05PM	5.15PM	5.30PM	4.15PM	1.30PM						
6,590 WTOF	1.15PM	9.30	s 6.03	s 5.52PM	s 11.27AM	s 10.12	s 10.02AM	s 9.07AM	5	56.88 DR FULTON	8.23AM	s 8.33	4.28PM	4.58PM	s 5.08	5.23PM	4.00	1.15PM				
1,522		9.40	f 6.06			f 10.14		4	58.22 MARK WEST		f 8.27		f 5.05		3.30							
2,511		10.00	s 6.13			s 10.20		4	61.24 D WINDSOR		s 8.21		s 4.59		3.15		7.15 AM to 6.45 PM					
356		10.10	f 6.19			f 10.28		4	64.76 GRANT		f 8.13		f 4.51		2.55							
10,668 W		10.20	s 6.25			s 10.34		3	66.34 D HEALDSBURG		s 8.10		s 4.47		2.45		7.00 AM to 6.45 PM					
307		11.30	f 6.30			f 10.40		3	68.61 CHIQUITA (Spur)		f 8.03		f 4.39		1.45							
784		11.40AM	s 6.33			s 10.43		2	70.22 D LYTTON		s 7.59		s 4.36		1.40		7.00 AM to 6.45 PM					
3,842		12.20PM	s 6.42			s 10.51		5	74.16 D GEYSERVILLE		s 7.52		s 4.29		1.15		7.00 AM to 7.00 PM					
141		12.30	f 6.47			f 10.55		4	77.13 CHIANTI (Spur)		f 7.46		f 4.23		12.51							
4,498		12.45	s 6.53			s 11.00		3	79.62 ASTI		s 7.41		s 4.18		12.45							
7,032 WTF		1.15	s 7.00			s 11.10		5	83.54 D CLOVERDALE		s 7.35		s 4.12		12.25PM		7.00 AM to 7.30 PM					
1,390		1.30	s 7.05			s 11.15		3	85.46 PRESTON		s 7.23		s 4.03		11.35AM							
1,258		1.45	f 7.13			f 11.23		5	88.19 ECHO		f 7.16		f 3.56		11.23							
277		2.00	f 7.18			f 11.28		4	90.12 CUMMISKEY (Spur)		f 7.11		f 3.51		11.02							
2,221		2.15	s 7.27			s 11.37		6	93.68 PIETA		s 7.03		s 3.43		10.50							
574		2.25	f 7.31			f 11.41		3	95.15 FOUNTAIN		f 7.00		f 3.40		10.39							
1,334 W		2.50	s 7.38			s 11.48		4	98.42 D HOPLAND		s 6.52		s 3.32		10.30		6.40 AM to 7.40 PM					
2,862		3.23	f 7.47			f 11.57AM		5	102.20 LARGO		f 6.43		f 3.23		9.59							
745		3.40	f 8.00			f 12.10PM		8	107.91 EL ROBLES		f 6.33		f 3.13		9.42							
10,711 WTF		4.00	8.10PM			s 12.20		5	112.32 DR UKIAH		6.25AM		s 3.05		9.30	9.05	6.00 AM to 8.15 PM					
1,156		4.15				f 12.29		8	118.40 CALPELLA				f 2.53		8.52							
1,482 W		4.25				f 12.33		3	120.40 REDWOOD VALLEY				f 2.49		8.45							
450		4.35				f 12.38		4	122.43 LAUGHLIN				f 2.45		8.35							
2,167 WT		5.30				s 1.10		25	129.76 RIDGEWOOD				s 2.15		8.00							
13,882 OWYF		6.00PM				f 1.35PM		20	137.87 DR WILLITS				1.50PM		7.30AM		6.30 AM to 6.30 PM					
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only		Leave Daily	Leave Daily	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					

*Nos. 33 and 34 will carry passengers between Ukiah and Willits.

Length of sidings in feet, and location of Scales, Fuel, Water, & Turning Stations.	SECOND CLASS						Minimum running time between stations for passenger trains.	Distance from San Francisco Via Tiburon	Time Table No. 7	Distance from Sherwood Via Sausalito	Minimum running time between stations for freight trains.	SECOND CLASS						Telegraph Office Hours
	SECOND CLASS								STATIONS			SECOND CLASS						
	502 Mixed								September 15, 1909			501 Mixed						
						Leave Daily		STATIONS										
						7.45AM		0.00 DN SAN FRANCISCO										
13,882 OWYF						2.15PM		137.87 DR WILLITS									6.30 AM to 6.30 PM	
6,724 W						s 2.25		140.63 NORTHWESTERN										
						s 2.33		142.29 RP SHERWOOD JUNCTION										
2,025 W						f 3.00		146.74 ROWES (Spur)										
						f 3.06		147.78 SYLVAN DALE										
420						f 3.14		149.90 EN CIMA										
376 W								151.62 P SHERWOOD									7.00 AM to 6.00 PM	
1,854						3.22PM												
						Arrive Daily												

All trains must get clearance cards before leaving Willits, when operator is on duty.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Eastward.

FROM SAN FRANCISCO—SONOMA VALLEY BRANCH: Ignacio, Wingo and Glen Ellen.—TOWARD SAN FRANCISCO.

Westward. 7

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				FIRST CLASS				Minimum running time between stations for passenger trains	Distance from San Francisco Via Tiburon	Time Table No. 7 Sept. 15, 1909				Distance from Glen Ellen Via Sausalito	Minimum running time between stations for freight trains	FIRST CLASS				THIRD CLASS		Telegraph Office Hours
	134 Glen Ellen Freight		144 Glen Ellen Passenger		66 S. P. Calistoga Passenger		140 Glen Ellen Passenger				STATIONS		141 Glen Ellen Passenger				65 S. P. Calistoga Passenger		143 Glen Ellen Passenger		133 Glen Ellen Freight		
	Leave Daily	Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday		
			4.45PM		3.45PM		8.15AM		0.00	DN SAN FRANCISCO	50.69		9.35AM		10.35AM		6.05PM						
3,166 WTFO	11.30PM		6.12PM		5.03PM		9.45AM	5	23.22	DNR IGNACIO 3.63	26.36	10	s 8.07AM		s 9.22AM		Foot-note s 4.30PM			7.05PM	24 hours		
2,109	11.43		f 6.19		5.09		f 9.53	5	26.85	BLACK POINT 2.37	22.73	8	f 8.01		9.16		f 4.20			6.51			
1,743	11.53PM		f 6.25		5.14		f 10.00	4	29.22	RECLAMATION 2.56	20.36	6	f 7.55		9.12		f 4.13			6.40			
1,000	12.03AM		f 6.32		5.18		f 10.09	3	31.78	SEARS' POINT 1.85	17.80	4	f 7.49		9.09		f 4.07			6.32			
416	12.10		f 6.36		5.21		f 10.16	2	33.63	FAIRVILLE (Spur) 1.51	15.95	4	f 7.44		9.05		f 4.02			6.11			
1,078	12.20		f 6.39		5.23		f 10.20	2	35.14	MCGILL (Spur) 1.06	14.44	4	f 7.38		9.02		f 3.56			6.05			
617	12.23		s 6.41		s 5.25PM		s 10.22	2	36.20	R WINGO 2.61	13.38	3	s 7.36		9.00AM		s 3.54			6.00			
3,398 W	12.50		s 6.47				s 10.29	5	38.81	D S. P. Crossing SCHELLVILLE 1.84	10.77	7	s 7.30				s 3.48			5.50			
197	1.05		s 6.52				s 10.34	3	40.65	VINEBURG 1.20	8.93	5	s 7.25				s 3.43			5.10			
401	1.11		f 6.55				f 10.37	2	41.85	BUENA VISTA 1.33	7.73	5	f 7.22				f 3.40			5.00			
1,681 W	1.25		s 6.59				s 10.44	2	43.18	SONOMA 1.04	6.40	4	s 7.18				s 3.36			4.55			
377	1.31		f 7.03				f 10.48	2	44.22	VERANO 1.00	5.36	2	f 7.13				f 3.30			4.37			
333	1.35		f 7.06				f 10.51	2	45.22	BOYES (Spur) 0.87	4.36	2	f 7.11				f 3.27			4.35			
378	1.39		f 7.08				f 10.54	2	46.09	AGUA CALIENTE (Spur) 0.76	3.49	2	f 7.09				f 3.24			4.32			
	1.42		f 7.10				f 10.56	1	46.85	WATRIS (No Siding) 0.63	2.73	2	f 7.07				f 3.22			4.27			
375	1.45		f 7.12				f 10.58	1	47.48	S. P. Crossing MADRONE 0.74	2.10	2	f 7.05				f 3.20			4.23			
363	1.49		f 7.16				f 11.00	1	48.22	ELDRIDGE (Spur) 1.36	1.36	2	f 7.03				f 3.18			4.20			
1,365 WT	1.55AM		7.20PM				11.05AM	2	49.58	GLEN ELLEN	0.00	4	7.00AM				3.15PM			4.15PM			
	Arrive Daily Ex. Sunday		Arrive Daily		Arrive Daily		Arrive Daily						Leave Daily		Leave Daily		Leave Daily			Leave Daily Ex. Sunday			

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

FOOT-NOTE:—No. 143 will take siding at Ignacio and wait at west end of passing track until 4:43 P. M. for No. 4.

All trains will register at Wingo.

Eastward.

FROM SAN FRANCISCO—SEBASTOPOL BRANCH: Santa Rosa and Sebastopol.—TOWARD SAN FRANCISCO.

Westward.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS				Minimum running time between stations for passenger trains	Distance from San Francisco Via Tiburon	Time Table No. 7 Sept. 15, 1909				Distance from Sebastopol Via Sausalito	Minimum running time between stations for freight trains	FIRST CLASS				Telegraph Office Hours
	304 Mixed		302 Mixed				STATIONS		303 Mixed				371 Passenger		301 Mixed		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		
					0.00	DN SAN FRANCISCO	59.54		11.05AM		7.05PM		7.35PM				
16,351 WT			5.55PM		52.11	DR SANTA ROSA 2.40	6.32	5	7.50AM		4.25PM		5.10PM			6.00 a. m. to 7.45 p. m.	
			f 6.01		54.51	KENILWORTH (No Siding) 3.02	3.92	5	f 7.44		f 4.19		f 5.04				
3,590 TF			6.10PM		58.43	SEBASTOPOL	0.00	10	7.35AM		4.10PM		4.55PM				
			Arrive Daily						Leave Daily		Leave Sunday only		Leave Daily Ex. Sunday				

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Engine running Sebastopol Trains has right of track between Sebastopol and Santa Rosa 10.30 A. M. to 4.55 P. M., daily except Sunday.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS							FIRST CLASS							Minimum running time between stations for passenger trains	Distance from San Francisco Via Tiburon	Time Table No. 7		Distance from River Landing Via Sausalito	Minimum running time between stations for freight trains	FIRST CLASS							THIRD CLASS	Telegraph Office Hours
	434							404									403							433					
	Freight							Passenger									Passenger							Freight					
Leave Daily Ex. Sunday	Leave Daily						Leave Daily Ex. Sunday	Leave Daily						Arrive Daily	Arrive Daily						Arrive Daily Ex. Sunday								
		3.15PM	8.45AM		7.45AM			0.00	DN	SAN FRANCISCO	76.57		11.05AM				7.05PM	7.35PM											
6,590WTF0	1.45PM	6.05PM	11.33AM		10.15AM	9.12AM		56.88	DR	FULTON	18.58		s 8.18AM				s 4.23PM	s 4.53PM	s 5.18PM	12.55PM									
454	1.55	f 6.12	f 11.39		f 10.21	f 9.18	4	58.91		MEACHAM	16.55	5	f 8.12				f 4.18	f 4.47	f 5.12	12.45									
448	2.00	f 6.15	f 11.43		f 10.25	f 9.21	2	59.83		WOOLSEY	15.63	3	f 8.09				f 4.15	f 4.42	f 5.09	12.40									
490	2.15	f 6.23	f 11.48		f 10.30	f 9.27	5	62.27		TRENTON	13.19	7	f 8.02				f 4.10	f 4.37	f 5.02	12.30									
685	2.25	s 6.30	s 11.53		s 10.35	s 9.32	4	64.18		FORESTVILLE (Spur)	11.28	6	s 7.56				s 4.05	s 4.32	s 4.56	12.20									
497	2.35	f 6.36	f 11.58AM		f 10.40	f 9.37	3	65.85		GREEN VALLEY	9.61	5	f 7.51				f 4.00	f 4.27	f 4.51	12.10PM									
1,217	2.45	f 6.41	f 12.03PM		f 10.45	f 9.43	3	67.78		HILTON (Spur)	7.68	4	f 7.46				f 3.55	f 4.22	f 4.46	12.00 M									
201 W	2.55	f 6.46	f 12.08		f 10.50	f 9.48	3	69.23		KORBEL	6.23	4	f 7.42				f 3.50	f 4.17	f 4.42	11.50AM									
345 W	3.05	s 6.53	s 12.13	2.50PM	s 10.55	s 9.53	3	70.57	R	EAGLE NEST	4.89	4	s 7.37		2.40PM		s 3.45	s 4.12	s 4.37	11.43									
1,532 T	3.15PM	s 7.00	s 12.18	s 2.57	s 11.00	s 9.59	3	72.18		GUERNEVILLE	3.28	4	s 7.32	10.45AM	12.08PM	2.35PM	s 3.40	s 4.07	s 4.32	11.35AM									
		f 7.05	f 12.25	f 3.02	f 11.05	f 10.04	4	73.05		GUERNEWOOD PARK	2.41	6	f 7.22	f 10.40	f 12.03PM		f 3.30	f 4.00	f 4.22										
145		f 7.13	f 12.33	f 3.10	f 11.13	f 10.12	5	73.93		MONTESANO (Spur)	1.53	6	f 7.14	f 10.33	f 11.55AM		f 3.22	f 3.53	f 4.14										
136		f 7.15	f 12.35	f 3.12	f 11.15	f 10.14	1	74.23		RUSSIAN RIVER HEIGHTS	1.23	2	f 7.12	f 10.31	f 11.53		f 3.20	f 3.51	f 4.12										
463 Y		s 7.20	s 12.40	s 3.17	s 11.20	s 10.19	2	75.18		RIO CAMPO	0.28	3	s 7.09	s 10.28	s 11.48		s 3.17	s 3.48	s 4.09										
		7.25PM	12.45PM	3.20PM	11.25AM	10.22AM	1	75.46		RIVER LANDING	0.00	2	7.07AM	10.25AM	11.45AM		3.15PM	3.45PM	4.07PM										
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only							Leave Daily	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday										

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Engine running Nos. 403 and 404 will have right of track Guerneville to River Landing 6:45 A.M. to 7:07 A.M. and River Landing to Guerneville 7:25 P.M. to 8:00 P.M.

Eastward FROM SAN FRANCISCO—DONAHUE BRANCH—TOWARD SAN FRANCISCO.										Westward FROM SAN FRANCISCO—SAN QUENTIN BRANCH—TOWARD SAN FRANCISCO.																								
Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS					Minimum running time between stations for passenger trains	Distance from San Francisco Via Tiburon.	Time Table No. 7					Distance from Donahue.	Minimum running time between stations for freight trains	SECOND CLASS					Minimum Time	Distance from San Francisco Via Tiburon	Time Table No. 7					Distance from San Quentin	Minimum Time	SECOND CLASS					Telegraph Office Hours
	234							233							92							90												
	Donahue Passenger and Freight							Donahue Passenger and Freight							Passenger							Passenger												
Leave Daily Ex. Sunday	Leave Daily				Leave Daily Ex. Sunday	Leave Daily				Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily	Leave Daily				Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily								
	4.13PM					15	36.00	JUNCTION					5.56	15	4.55PM					10	15.33	SAN RAFAEL					3.31	10	10.37AM	3.37PM				24 hours
	s 4.30					2	40.75	LAKEVILLE (No Siding)					0.81	2	s 4.38						18.64	SAN QUENTIN					0.00		10.27AM	3.27PM				
224	4.33PM						41.56	DONAHUE (Spur)					0.00		4.35PM														Leave Daily	Leave Daily				
	Arrive Daily Ex. Sunday	Arrive Daily						Arrive Daily Ex. Sunday							Arrive Daily Ex. Sunday	Arrive Daily						Arrive Daily							Leave Daily	Leave Daily				

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

FOOT-NOTE—Nos. 232 and 231 will protect against all trains of superior class between Junction and west switch of passing track at Petaluma and use such track in and out of terminal.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	FIRST CLASS								Minimum running time between stations for passenger trains.	Distance from San Francisco.	Time Table No. 7 September 15, 1909		Distance from Cazadero.	Minimum running time between stations for freight trains.	FIRST CLASS				Telegraph Office Hours	
											8	7			17					
											Cazadero Passenger	Cazadero Passenger			Cazadero Passenger					
											STATIONS									
											DN SAN FRANCISCO 6.00	83.83			7.05PM	7.35PM				
Terminal Yard WTF											DNR SAUSALITO	77.83			6.25PM	6.55PM		24 hours		

DOUBLE TRACK AND AUTOMATIC SIGNALS—SAN ANSELMO TO SAUSALITO. (See Special Rule.)

Train No.	Day	Direction	Time	Station	Distance from San Francisco	Distance from Cazadero	Time	Station	Distance from San Francisco	Distance from Cazadero	Time	Notes
3,385	YW	s	9.18AM	SAN ANSELMO	15.97	67.86	6.00PM	SAUSALITO	83.83	77.83	6.25PM	
		f		YOLANDA (No Siding)	16.66	67.17						
		f		PASTORI (No Siding)	17.39	66.44						
680		f	9.23	FAIRFAX	17.74	66.09	5.52				6.22	
650		f	9.29	PACHECO	18.60	65.23	5.48				6.20	
1,150		f	9.40	WHITESHILL	21.20	62.63	5.41				6.11	
960		s	9.44	SAN GERONIMO	22.64	61.19	5.38				6.08	7.00 AM to 7.00 PM
610	W	f	9.49	LAGUNITAS	24.79	59.04	5.32				6.03	
		f		SHAFTER (Spur)	25.41	58.42						
		f	9.56	CAMP TAYLOR (No Siding)	27.40	56.43	5.19				5.52	
518		f	9.59	TAYLORVILLE	28.48	55.35	5.13				5.45	
240		f	10.06	TOCALOMA (Spur)	30.71	53.12	5.08				5.40	
1,818		f	10.12	GARCIA	32.43	51.40	5.02				5.35	
2,260	W	s	10.24	POINT REYES	35.91	47.92	4.53				5.25	7.00 AM to 7.00 PM
948		f	10.36	MILLERTON	40.04	43.79	4.28				5.08	
1,144	W	s	10.49	MARSHALL (Spur)	44.91	38.92	4.15				4.45	7.00 AM to 6.00 PM
680		f	11.00	HAMLET	48.89	34.94	4.02				4.41	
3,283	F	s	11.18	TOMALES	52.54	31.29	3.51				4.30	7.00 AM to 6.00 PM
760	W	s	11.23	FALLON (Spur)	54.70	29.13	3.42				4.20	
551		f	11.30	CLARK SUMMIT	56.29	27.54	3.37				4.15	
431		s	11.36	VALLEY FORD	58.99	24.84	3.30				4.05	7.00 AM to 6.00 PM
180		s	11.43	BODEGA ROAD	61.69	22.14	3.20				3.55	
980	W	s	11.48AM	FREESTONE	63.20	20.63	3.16				3.51	
3,399	O	s	12.03PM	OCCIDENTAL	67.07	16.76	3.04				3.39	7.00 AM to 6.00 PM
270		s	12.08	CAMP MEEKER (Spur)	68.49	15.34	2.57				3.32	
1,492	W	f	12.23	TYRONE	71.87	11.96	2.42				3.17	
527		s	12.29	MONTE RIO	73.26	10.57	2.37				3.12	7.00 AM to 6.00 PM
280		f	12.32	MESA GRANDE (Spur)	74.15	9.68	2.33				3.08	
2,845	FY	s	12.40 12.50	DUNCAN MILLS	76.57	7.26	2.26				3.01	7.00 AM to 6.00 PM
660		f	1.02	KIDD CREEK	80.28	3.55	2.12				2.47	
1,590	T		1.15PM	CAZADERO	83.83	0.00	2.00PM				2.35PM	7.00 AM to 6.00 PM
			Arrive Daily				Leave Daily Ex. Sunday				Leave Sunday only	

On single track westward trains are superior to trains of the same class in the opposite direction (See Rule 72), except as per foot-notes below.

FOOT-NOTES:—No. 917 (Suburban Time Table) will wait on siding at Fairfax until 9.32 A. M. for No. 8. No. 7 will wait at Fairfax until 5.57 P. M. for No. 940, (Suburban Time Table.) No. 17 will wait at Fairfax until 6.27 P. M. for No. 942, (Suburban Time Table.)

ALL TRAINS must get clearance card before leaving Cazadero and Duncan Mills when operator is on duty. NOTES.—Water tank at Bothin located 1.32 miles west of Whiteshill. Tank at Lagunitas located 0.25 mile east of station. Tank at Marshall 0.50 mile west of station. Tanks at Fallon and Sheridan located 0.25 mile west of station.

SPECIAL RULES.

Movement of all trains between Sausalito and San Anselmo and Baltimore Park and San Rafael via Detour, on double track, with current of traffic, will be governed by automatic signals, and will be irrespective of time table of train order rights, except that freight and extra trains must use every endeavor to avoid delay to the movement of passenger trains, suburban trains being given preference.

Trains running on double track must use right-hand track and move with the current of traffic, unless otherwise authorized by train order and under full protection.

Movement of all trains OVER SINGLE TRACK BETWEEN EAST SWITCH BALTIMORE PARK AND WEST SWITCH GREEN BRAE will be governed by Automatic Signals. Trains finding such signals at "Proceed" may move over this section of track irrespective of time table or classification rights excepting when in receipt of train order restricting such privilege and specifying manner of movement. Should a train using this piece of single track be held at Detour by automatic signal set by opposing train the eastward train will take siding on west branch of wye.

Extra caution must be exercised by all train and enginemen moving over single track between Baltimore Park, Detour and Green Brae; in case of heavy storms, fogs, or other cause, rendering view obscure, trains must move only under full control, or under the protection of flagman.

Trains moving from Tiburon Line may use single track between Detour and Green Brae and Detour and Baltimore Park irrespective of time table rights when automatic signals governing movement over these respective pieces of signal track are at "Proceed."

Should automatic signals on double track be found at danger, train must come to a full stop, and may then proceed cautiously until the next signal is seen to be clear, moving only under control, with ability to stop within range of vision, flagman being invariably sent ahead in stormy or foggy weather, or if view is obscure from any cause. On single track, if signal is found at danger, train will wait five minutes and may then follow flagman, proceeding slowly until the next signal is seen to be clear.

Trainmen must not depend upon automatic block signals to protect their trains, but whenever necessary must see that train is protected by flag, torpedoes, or fuses, as per the standard flagging rules.

Trains must use caution in passing a train receiving or discharging passengers at a station, and must never pass between such train and a platform at which passengers are being received or discharged.

Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

SAUSALITO.

Movement of trains in and out of Sausalito Yard will be governed by signals controlled by operators in Tower No. 1. If signals are inoperative and hand signal necessary, Towerman, after noting that switches are promptly lined up, may give hand signal, which should neither be given nor obeyed unless green flag or green lantern is used.

MILL VALLEY JUNCTION.

Trains going to Mill Valley, when approaching Mill Valley Junction, will give one long and one short blast of the whistle (thus — —) as a signal to Towermen in interlocking Tower No. 2, who will operate all switches and signals at this point, train movement to be governed by such signals. If inoperative, Towerman may give hand signal, which should neither be given nor obeyed unless green flag or green lantern is used.

TUNNEL No. 1.

(Between Alto and Chapman.)

Movement of trains on single track through Tunnel No. 1, Sausalito-San Anselmo line, will be governed by automatic signals at West and East Portal, irrespective of time table or train order rights. If signal indicates "stop," trains must stop, wait three minutes, and if signal does not clear, flagman should be sent ahead to protect the movement through the tunnel. Enginemen and motormen must use extreme care and closely watch automatic signals until head end of train has passed such signals. Trains must reduce speed to ten miles per hour in leaving or entering double track at either end of Tunnel No. 1.

SAN ANSELMO.

All trains will approach San Anselmo under control. Disk signals at either end of the station will govern movement into single track opposite depot. Switch

at east end of double track will be opened and closed by Station Agent. All other switches connecting with main line tracks leading east from San Anselmo will be handled by trainmen, and must, after being used, be set for the main track of the Sausalito and San Rafael line.

BALTIMORE PARK.

Junction switches between tracks, Sausalito-San Anselmo and Sausalito-Detour lines and signals connected therewith, will be controlled and manipulated by operator in Interlocking Tower No. 3, train movements to be governed by such signals. Trains going to or coming from Detour on approaching Tower No. 3 will give one long and one short blast of the whistle (thus — —) to attract attention of the operator. Westward trains from Detour will approach this signal under full control, expecting it to be set against them, as derailer is operated in conjunction with this signal. If signals are inoperative, towerman may give hand signals which should neither be given nor obeyed unless green flag or green lantern is used. The right-hand track at Baltimore Park running towards Detour will be used as eastward main line. Track signals are so arranged, and should be respected accordingly.

DETOUR.

Junction switch, east branch of Y, with Tiburon line will be set normally for main track, Sausalito route. Automatic signals interlocked therewith will stand at "Proceed" for Sausalito route, and at "Stop" for Tiburon line. All trains using Sausalito route must reduce speed in passing through junction switch.

GREEN BRAE.

Junction switch west end double track will be set normally for eastward trains. Westward trains will give one long and one short blast of the whistle (thus — —) to attract attention of the switchtender, who will handle this switch from 7 a. m. to 7 p. m. In the absence of switchtender this switch will be handled by trainmen, and must, after being used, be set for eastward track.

SAN RAFAEL.

Main line cross-over switches to and from double track will be controlled and manipulated by switchtender stationed at that point. Train movements will be governed through these switches by interlocking signals connected therewith. Trains approaching these signals will give one long and one short blast of whistle (thus — —) to attract attention of switchtender, who will handle these switches and signals. If signals are inoperative switchtender may give hand signal which should neither be given or obeyed unless green flag or green lantern is used. All other switches connecting with main line tracks will be handled by trainmen.

TIBURON.

Regular meeting point for all trains will be opposite the Storehouse. The four main line ground thrown switches at this point will not be locked, and enginemen of passenger trains must use extreme care to note position of same, and that main line is clear, unless signal governing movement by these switches is given by yard man.

West-bound regular freight trains will not pass east end of scale track at Hilarita water tank until proper signal is given by yard men. Extra freights will head in on scale track and run to the regular meeting point opposite Storehouse.

IGNACIO.

The limits of Ignacio Yard will include the track connecting main line and Sonoma Valley Branch at the east end of the station. Trains meeting at Ignacio may consider passing track as extending to the easterly limits of the yard protecting against trains on the Sonoma Valley line between cut-off opposite the depot and the connection at the east end. If main line trains meet at this point, west-bound trains should be given preference for the station stop. The switch in main line west end of cut-off, opposite depot, will be handled by Agent for all passenger trains, and all west-bound freights running over the Sonoma Valley line. Enginemen on trains to or from the Sonoma Valley line will blow two long and three short blasts of the whistle as a signal for Agent to open switch and manipulate station semaphore, providing track is clear. The lower arm on station semaphore will govern movement of east-bound trains diverging to the Sonoma Valley line.

WINGO.

Normal position for the junction switch at Wingo will be for the Glen Ellen line. Enginemen on Southern Pacific trains to or from Napa Valley line, when approaching junction, should blow two long and three short blasts of the whistle as a signal for Drawbridge Tender, who will handle junction switch from 7:00 a. m. to 6:00 p. m. From 6:00 p. m. to 7:00 a. m. train crews will handle the switch and be responsible for the position of same. All west-bound trains from the Glen Ellen or Napa Valley lines must carefully check register.

FULTON.

Enginemen on Guerneville Branch passenger trains will blow two long and three short blasts of the whistle on approaching Fulton station, as signal for agent to open the cutoff switches. After the switches are used they must be set and locked for main line by agent.

YARDS.

Within "yard-limits" as defined by sign-boards at Tiburon, San Rafael, Petaluma, Santa Rosa, Healdsburg, Ukiah and Willits, the provisions of Rule 93 reading:

"Within yard-limits the main track may be used, protecting against first-class trains. Second-class and extra trains must move within yard-limits prepared to stop, unless the main track is seen or known to be clear."

will be strictly applicable.

At all other stations with or without "Yard-limit" signs, trains or engines occupying main track must be fully protected as per Rule 99.

Particular attention is called to public crossings when switching. Flagman must be stationed at crossings when shifting and making up trains in all yards where there are public crossings, as provided in Rule 346.

Regular trains when late, and all irregular trains and engines will look out for themselves against local trains using the main line in front of passenger depots. Local trains must clear the main line for approaching trains to pass, if the latter will not delay the local train from leaving on schedule time.

PASSING TRACKS.

Passing tracks are designated by the letter "P" painted on switch stand, and they will be used by all trains for meeting and passing, whether by train order or time table meet, unless otherwise specified in train order.

If an inferior train having train order meet has to pass station to reach passing track, superior train will wait at passing track before making station stop.

When an inferior train by class, without a train order, has to pass station to reach passing track against superior train, the inferior train must clear leaving time of superior train at that station ten minutes.

When a train that is to hold the main track at meeting point arrives first, it will be the duty of the conductor of that train to promptly set switch so that train to be met can take siding with the least possible delay.

Passenger trains passing station after picking up coaches will stop at station before leaving.

Passenger trains must reduce speed around obscure curves.

Engineers of all extra trains and all regular trains when late will sound the whistle frequently as a warning to trackmen and bridgemen, and must keep a sharp lookout at all times for such men.

Speed of all trains must not exceed 10 miles per hour through city limits of San Rafael, Petaluma, Santa Rosa, Healdsburg, Cloverdale, Ukiah and Sonoma.

DRAWBRIDGES.

Semaphore signals mechanically interlocked with drawbridges having been installed, if such signals are seen to be in the clear position, trains may proceed without stopping, reducing speed to six miles per hour while crossing the drawbridge. If signal is found to be at "danger" train must come to full stop, sending flagman ahead to ascertain cause.

During heavy storms, foggy weather, or when view is obscure, trains must approach signals defining position of drawbridge under sufficient control to enable proper stop to be made if signal is found at "danger."

TRACKMAN'S CALL.

Four long blasts of the whistle, followed by four short blasts, is Trackman's Call. Trackmen, upon hearing this signal by day or night, will immediately proceed to answer it, and engineers will use same only for calling trackmen when assistance is needed, such as when stock is on track, or anything that requires the immediate attention of track force. Engineers must understand that this is for cases of necessity, and must not be used otherwise. If necessary, in using this signal, trains will come to a stop to notify the first section gang they meet that their assistance is needed.

Trackmen will keep their men familiar with this.

FLAGGING TRAINS.

Extra care must be exercised in flagging trains between Tiburon, Sausalito and Ignacio, Cloverdale and Pieta.

Between the points named, a red light, burning, must be carried on the rear platform of all passenger trains so as to be immediately available for use of flagman.

Between Sausalito and Ignacio, flagmen on first sections of trains must not leave their position at rear of train except for purpose of flagging.

When first section is stopped between these points, enginemen must whistle out flag, and if following section is due within five minutes, need not wait for such flagman, who will be picked up by second section and taken to either Sausalito, San Rafael or Ignacio, where first section will wait for such flagman.

MAIN LINE TO WILLITS.

GLEN PARK (Flag Stop for Nos. 18, 19, 141 and 144 only)—1.1 miles east of San Rafael.
FORBES (Flag Stop for Nos. 18, 19, 141 and 144 only)—0.4 mile west of Golf Siding.
SAN ANTONIO (Flag Stop, except for Nos. 1 and 2)—2.2 miles east of Burdell.
McNEAR SPUR (603 ft.)—1.44 miles west of Petaluma.
FINLAYSON SPUR (579 ft.)—1.05 miles east of Healdsburg.
OLIVETO SPUR (314 ft.)—1.11 miles east of Healdsburg.
SIMI SPUR (491 ft.)—0.31 mile east of Chiquita.
GADDINI SPUR (560 ft.)—0.85 mile west of Lytton.
OMUS SPUR (223 ft.)—1.12 miles east of Geyserville.
ICARIA SPUR (434 ft.)—1.53 miles east of Asti.
McCRAY (Flag Stop)—1 mile east of Cloverdale.
THORN SIDING (1,141 ft.) 0.73 mile east of Cumiskey.
HENRY SIDING (992 ft.)—1.96 miles east of Largo.
CLEMHORST SPUR (204 ft.)—0.83 mile west of El Robles.
ASYLUM SIDING (878 ft.)—0.81 mile west of Ukiah.

SIDINGS, SPURS AND FLAG STOPS.

SONOMA VALLEY BRANCH.

HOMEFARM SPUR (349 ft.)—1.59 miles west of Black Point.
ROSE SPUR (196 ft.)—1 mile east of Black Point.
GREENWOOD SPUR (195 ft.)—0.64 miles east of Reclamation.
QUARRIES SPUR (708 ft., Flag Stop)—0.50 mile west of McGill.
BATTO SPUR (364 ft.)—0.50 mile east of Vineburg.
MILANI SPUR (797 ft.)—0.53 mile west of Sonoma.

DONAHUE BRANCH.

CAMPBELL SPUR (81 ft.)—2.1 miles west of Junction.

SEBASTOPOL BRANCH.

OSBORNE (Flag Stop)—1.41 miles east of Santa Rosa.
WRIGHT (Flag Stop)—3.16 miles east of Santa Rosa.
LLANO (Flag Stop)—4.85 miles east of Santa Rosa.

GUERNEVILLE BRANCH.

MIRABEL (Flag Stop)—0.83 mile east of Forestville.
COSMO SIDING (474 ft., Flag Stop)—0.62 mile west of Hilton.
POCKET SIDING (1,077 ft.)—0.44 mile west of Korbel.
RIVERSIDE RESORT (Flag Stop)—0.5 mile west of Guerneville.
GRAYSTONE (Flag Stop)—0.25 mile west of Montesano.

MAIN LINE TO CAZADERO.

ROYS (Spur, 450 ft.; Flag Stop)—0.52 mile east of Pacheco.
BOTHIN (Flag Stop)—1.14 miles west of Whiteshill.
MAILLIARD (Flag Stop)—0.30 mile west of Whiteshill.
ALDERNEY (Spur, 150 ft., Flag Stop)—0.42 mile east of Whiteshill.
CAMP BERKELEY (Flag Stop)—0.36 mile east of Shafter
IRVING (Flag Stop)—0.68 mile west of Camp Taylor.
JEWELL (Flag Stop)—0.97 mile east of Taylorville.
NORTH BEND (Flag Stop)—1.34 miles east of Garcia.
FISHERMAN (Flag Stop)—1.53 miles west of Marshall.
CYPRESS GROVE (Flag Stop)—0.61 mile east of Marshall.
McDONALD (Spur, 88 ft.; Flag Stop)—1.88 miles east of Marshall.
PIERCE (Flag Stop)—0.25 mile west of Hamlet.
CAMP PISTOLESI (Flag Stop)—1.75 miles east of Hamlet.
HORSE SHOE BEND (304 ft.)—1.85 miles west of Occidental.
OCHRE (Spur, 110 ft.; Flag Stop)—0.99 mile east of Camp Meeker.
CASCADE (Flag Stop)—0.50 mile east of Monte Rio.
SHERIDAN (Flag Stop)—0.94 mile east of Mesa Grande.
MOSCOW (Spur, 555 ft., Flag Stop)—0.89 mile west of Duncan Mills.
CASINI (Spur, 230 ft., Flag Stop)—1.13 miles east of Duncan Mills.
AUSTIN CREEK (Flag Stop)—1.42 miles east of Duncan Mills.
FERNDALE (Flag Stop and Water Tank)—1.35 miles west of Kidd Creek.
WATSON (Spur, 496 ft., Flag Stop)—0.87 mile east of Kidd Creek.
CAZADERO REDWOODS (Flag Stop)—0.82 mile west of Cazadero.

LIMIT OF CAR LOADING TO PASS TUNNELS BETWEEN TIBURON AND WILLITS.

HEIGHT ABOVE RAIL		WIDTH		HEIGHT ABOVE RAIL		WIDTH	
10'	0"	12'	0"	14'	0"	9'	0"
11'	0"	12'	0"	15'	0"	7'	0"
12'	0"	11'	0"	16'	0"	6'	0"
13'	0"	10'	6"				

Intermediate heights in proportion.

BETWEEN SAUSALITO AND SAN ANSELMO.

HEIGHT ABOVE RAIL		WIDTH	
10'	0"	12'	0"
11'	0"	12'	0"
12'	0"	10'	9"
13'	0"	9'	6"
14'	0"	8'	0"
15'	0"	6'	0"

Intermediate heights in proportion.

BETWEEN SAN ANSELMO AND CAZADERO.

HEIGHT ABOVE RAIL		WIDTH	
10'	0"	8'	6"
11'	0"	7'	3"
12'	0"	6'	0"
12'	6"	5'	0"

Intermediate heights in proportion.

Trains must not run between stations in less time than that shown by figures in column giving minimum time between stations.

Towermen at Mill Valley Junction will register for all trains passing that station.

Register at Fairfax, Eagle Nest and Sherwood Junction must be kept locked in place provided.

Standard Clocks are located at Tiburon, San Rafael, Ignacio, Petaluma, Santa Rosa, Ukiah, Willits, Sausalito, Pt. Reyes, Duncan Mills and Cazadero.

COMPANY SURGEONS—SOUTHERN DIVISION.

NAME.	Location.	NAME.	Location.	NAME.	Location.
Dr. A. Miles Taylor, Chief Surgeon.....	Phelan Bldg., San Francisco	Dr. J. W. Jesse, Emergency Surgeon.....	Santa Rosa.	Dr. E. J. Ruddock, Emergency Surgeon....	Guerneville.
Dr. Jos. L. Butler, Asst. and Res. Physician.	Phelan Bldg., San Francisco	Dr. Max Stone, Emergency Surgeon.....	Healdsburg.	Dr. R. B. Williams, Division Surgeon.....	Sausalito.
Dr. E. H. Smith, Assistant.....	Phelan Bldg., San Francisco	Dr. F. E. Sohler, Emergency Surgeon.....	Geyserville.	Dr. J. J. Spottiswood, Emergency Surgeon..	Mill Valley.
Dr. Chas. E. French, Assistant.....	Phelan Bldg., San Francisco	Dr. C. E. Grant, Emergency Surgeon.....	Cloverdale.	Dr. J. Mills, Emergency Surgeon.....	Larkspur.
Dr. W. F. Southard, Oculist.....	Phelan Bldg., San Francisco	Dr. W. Sullivan, Emergency Surgeon.....	Hopland.	Dr. S. P. Cavanaugh, Emergency Surgeon...	Point Reyes.
Dr. F. Scott, Emergency Surgeon.....	Tiburon.	Dr. J. L. Bond, Emergency Surgeon.....	Ukiah.	Dr. A. C. Winn, Emergency Surgeon.....	Tomales.
Dr. W. F. Jones, Division Surgeon.....	San Rafael.	Dr. S. L. Rea, Emergency Surgeon.....	Ukiah.	Dr. R. Borland, Emergency Surgeon.....	Tomales.
Dr. W. J. Wickman, Emergency Surgeon..	San Rafael	Dr. G. A. Woelfel, Emergency Surgeon....	Willits.	Dr. R. A. Forrest, Emergency Surgeon.....	Occidental.
Dr. J. H. Kuser, Emergency Surgeon.....	Novato.	Dr. W. L. Blodgett, Emergency Surgeon....	Willits.	Dr. H. C. Warren, Emergency Surgeon.....	Duncan Mills.
Dr. H. S. Gossage, Emergency Surgeon.....	Petaluma.	Dr. F. T. Gunn, Division Surgeon.....	Willits		
Dr. A. Anderson, Emergency Surgeon.....	Petaluma.	Dr. A. M. Thompson, Emergency Surgeon...	Sonoma.		
Dr. S. S. Bogle, Division Surgeon.....	Santa Rosa.	Dr. J. K. Maddux, Emergency Surgeon.....	Sebastopol.		

HOSPITALS: General Hospital..... 1178 Eddy St., San Francisco.

Emergency Hospitals..... San Rafael, Petaluma, Santa Rosa and Willits.

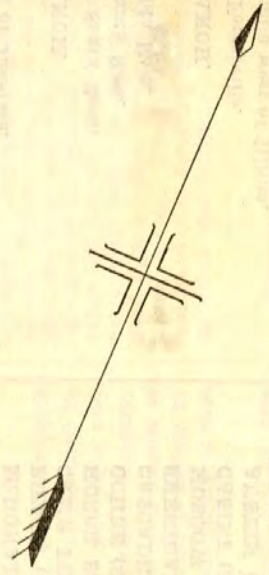
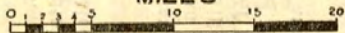
HUGH WILSON,
Division Trainmaster.

G. H. McMULLIN,
Chief Dispatcher.

MAP
OF THE
**SOUTHERN DIVISION
NORTHWESTERN PACIFIC
R. R. Co.**

JANUARY-1908

MILES



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