

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

NORTHWESTERN PACIFIC RAILROAD

TIME TABLE

FOR THE

SOUTHERN DIVISION

To Take Effect Monday, December 2, 1918, at 2:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

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

The Management reserves the right to vary from this time table when necessary.

W. S. PALMER,
General Manager.

J. K. BRASSILL,
Superintendent.

FIRST CLASS

Time Table No. 1 December 2, 1918		Distance from Willits Via Sausalito	61	5	141	221	3	63	19	145	223	9	1											Telegraph Office Hours	
STATIONS			Point Reyes Passenger	Santa Rosa Passenger	Glen Ellen Passenger	Duncan Mills Passenger	Ukiah Passenger	Point Reyes Passenger	Healdsburg Passenger	Glen Ellen Passenger	Duncan Mills Passenger	Cazadero Passenger	Eureka Passenger												
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily												
Sausalito Ferry	DN SAN FRANCISCO	139.5		9.05AM	9.35AM			11.35AM	5.05PM	5.05PM	6.05PM	7.05PM	7.05PM	7.35PM											
	DN SAUSALITO	138.0		8.33	9.03			11.03	4.33	4.33	5.33	6.33	6.33	7.03											
Automatic Block	DNR SAUSALITO	138.0	7.38AM	8.23AM	8.50AM			10.53AM	4.23PM	4.24PM	5.23PM	6.20PM	6.23PM	6.50PM											24 hours
	R ALMONTE	129.6																							
	WEST PORTAL	128.0																							
	EAST PORTAL	127.3																							
	BALTIMORE PARK	126.5	7.18AM	8.09	8.29			10.39	4.03PM	4.11	5.09	5.59	6.03PM	6.34											
	DETOUR	125.2		8.07	8.27			10.37		4.09	5.07	5.57		6.32											
	GREEN BRAE	124.6									f														
	SCHUETZEN	123.8								f	f														
	DNR SAN RAFAEL	122.5		s 8.00	s 8.20			s 10.30		s 4.02	s 5.00	s 5.50		s 6.25											24 hours
	CERRO	120.8																							
	GOLF	119.5		7.53	8.12			10.22		3.55	4.50	5.42		6.18											
	GALLINAS (Spur)	118.4			f					f	f														
	MILLER	117.8		7.49	f 8.07			10.18		f 3.50	f 4.45	5.38		6.14											
	ST. VINCENT (Spur)	117.5			f					f	f														
	DNR IGNACIO	114.6		s 7.43	8.00AM			s 10.13		s 3.44	4.37PM	s 5.31		s 6.08											24 hours
	D NOVATO	111.7		s 7.36				s 10.06		s 3.37		s 5.24		6.01											7.00 AM to 6.20 PM
	BURDELL	108.2		f 7.29				f 9.59		f 3.30		f 5.15		5.54											
	HAYSTACK	102.8		7.18				9.48		3.19		5.04		5.44											
JUNCTION	101.9																								
D PETALUMA	101.0		s 7.14				s 9.44		s 3.15		s 5.00		s 5.40											6.45 AM to 10.30 PM	
PARK SIDING	100.3																								
CROWN (Spur)	98.5								f		f														
ELY	97.5		f 7.04				s 9.35		f 3.02		4.47		5.31												
PENN GROVE	96.2		s 7.02				s 9.33		s 3.00		s 4.45														
D COTATI	93.4		s 6.56				s 9.25		s 2.53		s 4.37		5.22											7.30 AM to 6.30 PM	
WILFRED	90.8		f 6.50				f 9.18		f 2.47		f 4.30		5.17												
BELLEVUE	88.2		f 6.45				f 9.13		f 2.42		f 4.25		5.12												
DNR SANTA ROSA	85.7		6.40AM		8.45AM		s 9.08		s 2.37		s 4.20		s 5.07											24 hours	
WYE SIDING	85.1																								
DR FULTON	81.0				8.37AM		8.53AM		2.25PM		4.05PM		4.53PM											7.30 AM to 6.00 PM	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily												

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

No. 1 will stop at all stations west of Healdsburg to discharge passengers boarding train east of Healdsburg.
 No. 3 will stop at Green Brae to discharge passengers boarding train east of San Rafael.
 No. 19 will not stop at Schuetzen and Green Brae on Saturday and Sunday.
 No. 145 will not stop at Schuetzen and Green Brae on Sunday.

SPEED RESTRICTIONS.

Passenger Trains.. Sausalito-Ignacio..... 45 miles per hour.
 Ignacio-Fulton..... 50 miles per hour.
 Freight Trains.... Sausalito-Fulton..... 35 miles per hour except
 on special order.

Capacity of passing sidings in car lengths, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS			SECOND CLASS	FIRST CLASS			Distance from San Francisco Via Sausalito	Time Table No. 1 December 2, 1918	Distance from Willits Via Sausalito	FIRST CLASS			SECOND CLASS	THIRD CLASS	Telegraph Office Hours		
		34 Ukiah Freight	32 Eureka Freight		4 Ukiah Passenger	18 Healdsburg Passenger	2 Eureka Passenger					3 Ukiah Passenger	19 Healdsburg Passenger	1 Eureka Passenger			31 Eureka Freight	33 Ukiah Freight
		Leave Daily EX. SUNDAY	Leave Daily EX. MONDAY		Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
Yard WFTO		10.45AM	2.20AM		2.45PM	10.45AM	7.45AM	0.0	DN SAN FRANCISCO	139.5	11.35AM	5.05PM	7.35PM					
		10.50	2.25		f 5.32PM	f 1.20PM	10.08AM	58.5	DR FULTON	81.0	s 8.51AM	s 2.23PM	4.53PM		7.30 AM to 6.00 PM			
17		11.15	2.35		s 5.41	s 1.29	s 10.16	62.9	D MARK WEST	79.7	f	f		10.28	2.53			
		11.25AM			f	f		66.4	D WINDSOR	76.6	s 8.42	s 2.15	s 4.46		8.00 AM to 6.00 PM			
51								67.0	GRANT	73.1	f	f						
Yard WT		12.20PM	2.55		s 5.54	1.40PM	s 10.28	68.0	DR BAILHACHE	72.5								
					f			70.2	DR HEALDSBURG	71.5	s 8.31	2.05PM	s 4.36	10.11	2.05 1.05			
53		12.45	3.05		s 6.02		s 10.35	71.9	CHIQUITA (Spur)	69.3	f				8.00 AM to 6.30 PM			
46		1.10	3.15		s 6.09		s 10.43	75.8	D LYTTON	67.6	s 8.20		s 4.25	9.51	12.45			
					f			78.8	D GEYSERVILLE	63.7	s 8.13		s 4.18	9.41	12.20PM			
46		1.45	3.29		f 6.19		f 10.53	81.3	CHIANTI (Spur)	60.7	f				7.45 AM to 6.15 PM			
Yard WFT		2.15	3.40		s 6.27		s 11.03	85.2	ASTI	58.2	f 8.02		f 4.07	9.26	11.35AM			
33		2.25	3.45		f 6.31		f 11.07	87.1	D CLOVERDALE	54.3	s 7.55		s 4.00	9.16	11.10 10.50			
30		2.35	3.53		f 6.36		f 11.12	89.8	PRESTON	52.4	f 7.48		f 3.53	9.01	10.43			
					f		f	91.8	ECHO	49.7	f 7.42		f 3.47	8.54	10.28			
22								92.6	CUMMISKEY (Spur)	47.7	f		f					
38		2.55	4.08		f 6.48		f 11.24	95.3	THORN	46.9								
					f		f	96.8	PIETA	44.2	f 7.30		f 3.35	8.39	10.05			
31 W		3.24	4.20		s 7.01		s 11.37	100.1	FOUNTAIN (Spur)	42.7	f		f					
61		3.50	4.30		f 7.10		f 11.46	103.9	D HOPLAND	39.4	s 7.19		s 3.24	8.26	9.50			
23								105.9	LARGO	35.6	f 7.10		f 3.15	8.16	9.25			
		4.15	4.45		f 7.23		f 11.59AM	109.6	HENRY	33.6								
Yard WFT		4.30PM	5.20		7.31PM		s 12.17PM	114.0	EL ROBLE	29.9	f 6.58		f 3.03	8.01	9.10			
24			5.40				f 12.29	120.1	DR UKIAH	25.5	6.50AM		s 2.55	7.50	9.00AM			
49 WP			6.05				f 12.33	122.0	CALPELLA	19.4			f 2.39	7.15	6.30 AM to 10.00PM			
34 P			6.20				f 12.38	124.0	REDWOOD VALLEY	17.5			f 2.34	7.10				
12							12.51	127.9	LAUGHLIN	15.5			f 2.29	7.00				
18 WP			7.15				s 1.12	131.4	HILPASS	11.6			2.14					
Terminal Yard WFTO P			7.50AM				f 1.35PM	139.5	RIDGEWOOD	8.1			s 2.02	6.25				
		Arrive Daily EX. SUNDAY	Arrive Daily EX. MONDAY		Arrive Daily	Arrive Daily	Arrive Daily		DNR WILLITS	0.0			1.35PM	5.45PM	24 hours			
											Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY			

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

All trains must get clearance card before leaving Willits.
No. 1 will stop at all stations west of Healdsburg to discharge passengers boarding train east of Healdsburg.

SPEED RESTRICTIONS.

Passenger Trains
 Fulton—M. P. 87.6.....50 miles per hour.
 M. P. 87.6—El Roble:
 Curves.....35 miles per hour.
 Tangent.....50 miles per hour.
 El Roble—Redwood Valley.....50 miles per hour.
 Redwood Valley—Laughlin.....35 miles per hour.
 Laughlin—M. P. 136.7.....18 miles per hour.
 M. P. 136.7—Willits.....50 miles per hour.

Freight Trains
 Fulton—Laughlin.....35 miles per hour.
 Laughlin—M. P. 136.7.....15 miles per hour.
 M. P. 136.7—Willits.....35 miles per hour.

Capacity of passenger sidings in car length, and location of Seales, Fuel, Water and Turning Stations.	THIRD CLASS					SECOND CLASS			Distance from San Francisco Via Sausalito	Time Table No. 1 December 2, 1918.		Distance from Willits Via Tiburon	SECOND CLASS		THIRD CLASS			Telegraph Office Hours		
		34 Ukiah Freight	36 Santa Rosa Freight	32 Eureka Freight	82 San Rafael Local	80 San Rafael Local					31 Eureka Freight		83 San Rafael Local		33 Ukiah Freight	35 Santa Rosa Freight				
		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily					Arrive Daily EX. MONDAY		Arrive Daily		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY				
Terminal Yard WFTO								0.0	DN	SAN FRANCISCO	137.9									
W		11.59PM	10.35PM		4.30PM	7.00AM	6.5	DNR	TIBURON 1.0	131.4	2.10AM	5.40PM		11.25PM			24 hours			
					f 4.33	f 7.03	7.5		HILARITA 2.6	130.4		f 5.38								
		12.10AM	10.44		f 4.40	f 7.10	10.1		REED 1.3	127.8	1.58	f 5.32		11.15						
Y					f 4.45	f 7.15	11.4		SAN CLEMENTE (Spur) 1.3	126.5		f 5.28								
Y		12.21	10.55		4.52	7.22	12.7		DETOUR	125.2	1.50	5.23		11.05						
Y		12.21	10.55		4.52	7.22	14.3		DETOUR 0.6	125.2	1.50	5.23		11.05						
P		12.25	11.00		s 4.55	s 7.25	14.9		GREEN BRAE 0.8	124.6	1.48	s 5.20		11.00						
					f 4.58	f 7.28	15.7		SCHUETZEN 1.3	123.8		f 5.17								
Yard WIYP		12.40	11.15		5.00PM	7.30AM	17.0		DNR SAN RAFAEL 1.7	122.5	1.35	5.15PM		10.50			24 hours			
26 P							18.7		CERRO 1.3	120.8										
26 P		12.50	11.27				20.0		GOLF 1.1	119.5	1.15			10.12						
P							21.1		GALLINAS (Spur) 0.6	118.4										
39 P		1.10	11.35				21.7		MILLER 0.3	117.8	1.10			10.06						
							22.0		ST. VINCENT (Spur) 2.9	117.5										
Yard WFTOP		1.40	11.50				24.9		DNR IGNACIO 2.9	114.6	12.55			9.55			24 hours			
49 W		1.55	11.59PM				27.8		D NOVATO 3.5	111.7	12.26			9.10			7.00 AM to 6.20 PM			
85 W		2.15	12.16AM				31.3		BURDELL 5.4	108.2	12.16AM			8.51						
35		2.33	12.35				36.7		HAYSTACK 0.9	102.8	11.59PM			8.36						
							37.6		JUNCTION 0.9	101.9										
Yard WT		4.40	12.55				38.5		D PETALUMA 0.7	101.0	11.53			8.30			6.45 AM to 10.30 PM			
47							39.2		PARK SIDING 1.8	100.3										
							41.0		CROWN (Spur) 1.0	98.5										
40		4.52	1.05				42.0		ELY 1.3	97.5	11.38			6.49						
		5.15					43.3		PENN GROVE 2.8	96.2				6.25						
67 W		5.35	1.16				46.1		D COTATI 2.6	93.4	11.29			6.05			7.30 AM to 6.30 PM			
25		5.50	1.23				48.7		WILFRED 2.6	90.8	11.23			5.45						
31		6.10	1.30				51.3		BELLEVUE 2.5	88.2	11.16			5.35						
Interchange Yard WY		10.20AM	6.25AM	2.05			53.8		DNR SANTA ROSA 0.6	85.7	11.10		3.25PM	5.22PM			24 hours			
142							54.4		WYE SIDING 4.1	85.1										
Yard WFTO		10.30AM	2.15AM				58.5		DR FULTON	81.0	10.36PM		3.13PM				7.30 AM to 6.00 PM			
		Arrive Daily EX. SUNDAY	Arrive Daily EX. MONDAY	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily					Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY						

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

SPEED RESTRICTIONS.

- Passenger Trains. Tiburon-Detour.....25 miles per hour.
- Detour-Ignacio45 miles per hour.
- Ignacio-Fulton.....50 miles per hour.
- Freight Trains Tiburon-Detour.....20 miles per hour.
- Detour-Fulton35 miles per hour except on special order.

Capacity of passing sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS			Distance from San Francisco Via Narrow Gauge	Distance from San Francisco Via Sausalito	Time Table No. 1 December 2, 1918	Distance from Duncan Mills Via Sausalito.	FIRST CLASS			Telegraph Office Hours
	224	8	222					221	9	223	
	Duncan Mills Passenger	Cazadero Passenger	Duncan Mills Passenger					Duncan Mills Passenger	Cazadero Passenger	Duncan Mills Passenger	
						STATIONS					
					0.0	DN SAN FRANCISCO	81.5	11.35AM	7.05PM	7.05PM	
Yard WFTO					58.5	DR FULTON 2.1	23.0	s 8.35AM		s 4.02PM	7.30 AM to 6.00 PM
					60.6	MEACHAM 0.8	20.9	f 8.30		f 3.57	
23					61.4	WOOLSEY 2.5	20.1	f 8.27		f 3.54	
					63.9	TRENTON 1.9	17.6	f 8.20		f 3.47	
					65.8	FORESTVILLE (Spur) 1.7	15.7	f 8.15		f 3.42	
					67.5	GREEN VALLEY 1.9	14.0	f 8.10		f 3.37	
					69.4	HILTON (Spur) 1.0	12.1	f 8.05		f 3.32	
26					70.4	POCKET 0.5	11.1				
					70.9	KORBEL 1.3	10.6	f 8.02		f 3.29	
W					72.2	RIONIDO 1.7	9.3	s 7.57		s 3.24	
20					73.9	D GUERNEVILLE 0.8	7.6	s 7.52		s 3.19	7.30 AM to 6.30 PM
					74.7	GUERNEWOOD PARK 0.9 No Siding	6.8	f		f	
					75.6	MONTESANO (Spur) 0.3	5.9	f		f	
					75.9	RUSSIAN RIVER HEIGHTS 1.0 (Spur)	5.6	f		f	
17					76.9	RIO CAMPO 1.3	4.6	f 7.38		f 3.05	
					78.8	DR MONTE RIO 0.8	3.3	s 7.35	s 2.20PM	s 3.02	7.00 AM to 7.00 PM
					74.6	MESA GRANDE (Spur) 2.5	2.5	f	f	f	
Yard WFTY					81.5	DR DUNCAN MILLS 3.7	0.0	7.25AM	s 2.09	2.52PM	7.00 AM to 7.00 PM
					80.8	KIDD CREEK 3.5			f 1.55		
7 T					84.3	DR CAZADERO			1.42PM		8.00 AM to 6.00 PM
								Leave Daily	Leave Daily	Leave Daily	

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

Freight Service between Duncan Mills and Cazadero performed by Extras only.
 Freight trains between Duncan Mills and Cazadero will carry passengers.
 All trains must get clearance card before leaving Cazadero and Duncan Mills when operator is on duty.
 Junction Switch at Monte Rio will be set normally for Guerneville Route.

SPEED RESTRICTIONS.

Guerneville Branch—
 Passenger Trains... Fulton-Guerneville... 35 miles per hour.
 Guerneville-Duncan Mills... 25 miles per hour.
 Freight Trains... Fulton-Guerneville... 25 miles per hour.
 Guerneville-Duncan Mills... 20 miles per hour.
 Engines and trains must not exceed speed of 4 miles per hour over Russian River Bridge at Duncan Mills.

Eastward	FROM SAN FRANCISCO—DONAHUE BRANCH—TOWARD SAN FRANCISCO.		Westward
Capacity of passing sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco Via Sausalito	Time Table No. 1 December 2, 1918	
		STATIONS	
		JUNCTION 4.8	5.6
		LAKEVILLE (No Siding) 0.8	0.8
	43.2	DONAHUE (Spur) 0.0	0.0
	NOTE.—Service on Donahue Branch will be handled by extras.		

Eastward	FROM SAN FRANCISCO—SAN QUENTIN BRANCH—TOWARD SAN FRANCISCO.		Westward
Capacity of passing sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco Via Sausalito.	Time Table No. 1 December 2, 1918	
		STATIONS	
		DNR SAN RAFAEL 3.1	3.1
		SAN QUENTIN	0.0
Yard WIYP	17.0		
	20.1		
	NOTE.—Service on San Quentin Branch will be handled by extras.		

Donahue Branch-Trains must not exceed 12 miles per hour.

San Quentin Branch-Trains must not exceed 12 miles per hour.
 Westward trains are superior to trains of the same class in the opposite direction (Rule 72).

Eastward.

FROM SAN FRANCISCO.

Capacity of passing sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 1 December 2, 1918.		
			40				64	10			8	62
			Occidental Freight				Point Reyes Passenger	Camp Meeker Passenger			Cazadero Passenger	Point Reyes Passenger
			Leave Daily EX. SUNDAY				Leave Daily	Leave SATURDAY ONLY			Leave Daily	Leave SUNDAY ONLY
Terminal Yard WFIT						5.45PM	2.45PM	8.15AM	7.15AM	0.0	DN SAN FRANCISCO 6.5	
						6.20PM	3.21PM	8.50AM	7.51AM	6.5	DNR SAUSALITO	

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

Card	W	F	Tu	We	Th	Fr	Sa	Su	Arrive Daily	Arrive SATURDAY ONLY	Arrive Daily	Arrive SUNDAY ONLY	Distance from San Francisco	Station		
									12.34 PM		s 6.49 PM	s 3.50 PM	s 9.20 AM	s 8.20 AM	16.5	DR SAN ANSELMO 0.7
SEE CURRENT INTERURBAN TIME TABLE GOVERNING MOVEMENT OF TRAINS BETWEEN SAN ANSELMO AND MANOR.																
										6.57	3.57	9.27	8.27	17.2	YOLANDA (No Siding) 0.7	
P										s 6.59	s 3.59	s 9.29	s 8.29	17.9	PASTORI (No Siding) 0.4	
36										f 7.10	f 4.11	f 9.40	f 8.40	18.3	FAIRFAX 0.5	
														18.8	DR MANOR 2.7	
										f 1.00	f 4.11	f 9.40	f 8.40	21.5	WOODACRE LODGE 0.5	
										f	f	f	f	22.0	WOODACRE 1.1	
										s 1.10	s 4.17	s 9.46	s 8.46	23.1	D SAN GERONIMO 2.1	
W										s 1.25	s 4.26	s 9.53	s 8.53	25.2	LAGUNITAS 2.7	
														27.9	CAMP TAYLOR (No Siding) 1.1	
15										f 1.39	f 4.40	f 10.06	f 9.07	29.0	TAYLORVILLE 2.2	
										f 1.46	f 4.49	f 10.13	f 9.14	31.2	TOCALOMA (Spur) 1.7	
15										f 1.52	f 4.59	f 10.18	f 9.20	32.9	GARCIA 3.5	
ard WFT										2.07	7.57 PM	s 5.11	s 10.30	36.4	DR POINT REYES 4.1	
34										2.21		f 5.23	f 10.42	40.5	MILLERTON 4.9	
W										2.35		s 5.36	s 10.55	45.4	D MARSHALL (Spur) 4.0	
25										2.47		f 5.48	f 11.07	49.4	HAMLET 3.7	
23	F									3.05		s 6.00	s 11.20	53.1	D TOMALES 2.1	
W										3.15		s 6.07	s 11.27	55.2	FALLON (Spur) 1.6	
18										3.31		f 6.12	f 11.32	56.8	CLARK SUMMIT 2.7	
										3.48		s 6.20	s 11.40	59.6	D VALLEY FORD 2.7	
										3.57		s 6.28	s 11.47	62.2	BODEGA ROAD 1.5	
30	W									4.03		s 6.33	s 11.52 AM	63.7	FREESTONE 3.9	
56	TO									4.20 PM		s 6.45	s 12.04 PM	67.6	DR OCCIDENTAL 1.4	
												6.50 PM	s 12.09	69.0	R CAMP MEEKER (Spur) 3.4	
W													f	72.4	TYRONE (No Siding) 1.4	
													s 12.26 PM	73.8	DR MONTE RIO	

SEE PAGE 7 GOVERNING MOVEMENT OF TRAINS BETWEEN MONTE RIO AND CAZADERO.

Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SATURDAY ONLY	Arrive Daily	Arrive SUNDAY ONLY
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On single track westward trains are superior to trains of the same class in the opposite direction, (Rule 72).

SPEED RESTRICTIONS.

Passenger trains must not exceed 35 miles per hour.
 Freight trains must not exceed 30 miles per hour.
 Passenger and Freight trains must not exceed 20 miles per hour between MP 60.4 and MP 63, between switches at Freestone, between MP 64.5 and MP 64.6, and between Tyrone and Duncan Mills.
 Passenger trains must not exceed 18 miles per hour and Freight trains 15 miles per hour, descending grades Occidental to Tyrone, Occidental to Freestone, and Mailliard to Manor.
 Freight and Passenger trains must reduce speed around sharp curves.
 Narrow-gauge trains must not exceed 25 miles per hour between Baltimore Park and Sausalito, account one high rail.
 Junction Switch at Monte Rio will be set normally for Guerneville Route.

No. 37 will carry passengers, Occidental to Manor.
 No. 40 will carry passengers Point Reyes to Occidental.

ALL TRAINS must get clearance card before leaving Cazadero and Duncan Mills during office hours.

NOTES—Water tank at Bothin located 1.3 miles west of Woodacre Lodge. Tank at Lagunitas located 0.4 mile east of station. Tank at Marshall 0.6 mile west of station. Tank at Fallon 0.6 mile west of station. Tank at Sheridan 0.3 mile west of station.

SAN FRANCISCO AND MONTE RIO—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 1 December 2, 1918	Distance from Cazadero	FIRST CLASS											THIRD CLASS		Telegraph Office Hours
		61	63	9									37		
		Point Reyes Passenger	Point Reyes Passenger	Cazadero Passenger									Occidental Freight		
STATIONS		Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily									Arrive Daily EX. SUNDAY		
DN SAN FRANCISCO 6.5	84.3		5.05PM	7.05PM											
DNR SAUSALITO	77.8	7.38AM	4.23PM	6.23PM										24 hours	

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

Auto. Block	Station	Distance	Train No. 61			Train No. 63			Train No. 9			Arrive	Depart	
			s	f	s	s	f	s	s	f	s			
DR	SAN ANSELMO 0.7	67.8	s 7.10	s 3.56	s 5.56							11.37AM	7.00 AM to 9.35 PM	
	YOLANDA (No Siding) 0.7	67.1	SEE CURRENT INTERURBAN TIME TABLE GOVERNING MOVEMENT OF TRAINS BETWEEN SAN ANSELMO AND MANOR.											
	PASTORI (No Siding) 0.4	66.4												
	FAIRFAX 0.5	66.0	7.02	3.50	5.50									
DR	MANOR 2.7	65.5	s 7.00 6.52	s 3.48	s 5.49							11.27		
	WOODACRE LODGE 0.5	62.8	f 6.42	f 3.38	f 5.39							11.09		
	WOODACRE 1.1	62.3	f	f	f									
D	SAN GERONIMO 2.1	61.2	s 6.37	s 3.33	s 5.34							11.00	8.00 AM to 6.00 PM	
	LAGUNITAS 2.7	59.1	s 6.30	s 3.26	s 5.26							10.50		
	CAMP TAYLOR (No Siding) 1.1	56.4	f	f	f									
	TAYLORVILLE 2.2	55.3	f 6.17	f 3.12	f 5.12							10.37		
	TOCALOMA (Spur) 1.7	53.1	f 6.10	f 3.05	f 5.05							10.25		
	GARCIA 3.5	51.4	f 6.04	f 2.59	f 4.59							10.18		
DR	POINT REYES 4.1	47.9	5.55AM	2.50PM	s 4.50							9.50	8.00 AM to 6.00 PM	
	MILLERTON 4.9	43.8			f 4.31							9.28		
D	MARSHALL (Spur) 4.0	38.9			s 4.15							9.12	8.00 AM to 6.00 PM	
	HAMLET 3.7	34.9			f 4.00							8.57		
D	TOMALES 2.1	31.2			s 3.47							8.45	8.00 AM to 6.00 PM	
	FALLON (Spur) 1.6	29.1			s 3.37							8.34		
	CLARK SUMMIT 2.7	27.5			f 3.31							8.24		
D	VALLEY FORD 2.7	24.8			s 3.23							8.15	8.00 AM to 6.00 PM	
	BODEGA ROAD 1.5	22.1			s 3.12							8.04		
	FREESTONE 3.9	20.6			s 3.07							7.56		
DR	OCCIDENTAL 1.4	16.7			s 2.52							7.40AM	7.00 AM to 5.00 PM	
R	CAMP MEEKER (Spur) 3.4	15.3			s 2.45									
	TYRONE (No Siding) 1.4	11.9			f									
DR	MONTE RIO	10.5			2.22PM								7.00AM to 7.00PM	

SEE PAGE 7 GOVERNING MOVEMENTS OF TRAINS BETWEEN MONTE RIO AND CAZADERO.

Leave Daily	Leave SUNDAY ONLY	Leave Daily											Leave Daily EX. SUNDAY
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On single track westward trains are superior to trains of the same class in the opposite direction (Rule 72).

Passengers for points west of Manor on Train No. 61, will transfer to Train No. 615 at Manor.

No. 37 will carry passengers Occidental to Manor.

No. 40 will carry passengers Point Reyes to Occidental.

ALL TRAINS must get clearance card before leaving Cazadero and Duncan Mills during office hours.

NOTES—Water tank at Bothin located 1.3 miles west of Woodacre. Tank at Lagunitas located 0.4 mile east of station.

Tank at Marshall 0.6 mile west of station. Tank at Fallon 0.6 mile west of station. Tank at Sheridan 0.3 mile west of station.

SPEED RESTRICTIONS.

Passenger trains must not exceed 35 miles per hour.

Freight trains must not exceed 30 miles per hour.

Passenger and Freight trains must not exceed 20 miles per hour between MP 60.4 and MP 63, between switches at Freestone, between MP 64.5 and MP 64.6 and between Tyrone and Duncan Mills.

Passenger trains must not exceed 18 miles per hour and Freight trains 15 miles per hour, descending grades Occidental to Tyrone, Occidental to Freestone, and Mailliard to Manor.

Freight and Passenger trains must reduce speed around sharp curves.

Narrow-gauge trains must not exceed 25 miles per hour between Baltimore Park and Sausalito, account one high rail.

Junction Switch at Monte Rio will be set normally for Guerneville Route.

SPECIAL RULES

When a section of double track is singled by form D-S, westward trains are superior to trains of the same class in the opposite direction.

Extra trains may pass or run ahead of third class trains without train order to do so.

When the route "Via Cut Off" is shown in a train order, the double track, 1.3 miles in length, between Baltimore Park and Detour, is referred to.

Movement of all trains between Sausalito, San Rafael via Detour, and San Rafael via San Anselmo, on double track, with current of traffic, will be governed by automatic signals, and will be irrespective of time table superiority, except that freight and extra trains must use every endeavor to avoid delay to the movement of passenger trains, interurban 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 SAN ANSELMO STATION AND WEST END OF DOUBLE TRACK TOWARD WEST END, BETWEEN B STREET AND WEST END AND BETWEEN DETOUR AND GREEN BRAE will be governed by automatic signals. Trains finding such signals at "proceed" may move over these sections of track irrespective of time table superiority except when in receipt of train order restricting such privilege and specifying manner of movement.

Extra caution must be exercised by all train and enginemen moving over single track between San Anselmo station and west end of double track toward West End, between B Street and West End and between 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 irrespective of time table superiority when automatic signals governing movement over this single track are at "proceed."

Operation of all trains in the automatic block signal limits between end of double track at Laurel Avenue (San Anselmo) and Manor, will be as defined in Book of Rules on pages 100 to 103, inclusive.

Operation of all trains in the automatic block-signal limits between San Rafael and Ignacio will be as defined in Book of Rules on pages 100 to 103, inclusive. When a train finds a signal at stop, flagman must go ahead immediately. Train may follow flagman after waiting three minutes, and must be flagged through the block or until next signal is seen to be clear. Engineers will whistle out flag ahead when a signal is found at danger, and also whistle out flag to rear; and trainmen and enginemen must not assume that block signals protect rear of their train. Inferior trains must clear superior trains in these block-signal limits as required by rule, but trains may follow one another through the blocks without waiting interval of ten minutes.

Should automatic signals on double track be found at "stop," train must come to a 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 "stop," train will wait three minutes and may then follow flagman, proceeding slowly until 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 Rule 99.

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.

On Engines equipped with device for dimming electric headlights, where necessary, headlight must be dimmed approaching and passing through yards and other stations, and approaching and meeting steam trains on double track. Light must be restored to full power immediately necessity for dimming it has ceased; also when there is need of full power light.

TRAIN MOVEMENTS BETWEEN ALMONTE AND MILL VALLEY

Towerman at Almonte will keep a block register or train sheet of all trains to and from Mill Valley. During office hours at Mill Valley from 7.00 a.m. to 6.30 p.m. the Agent will call up Towerman at Almonte and immediately report arrival of all trains, and will receive from the Towerman a Clearance on Form 2643 for westward train. Agent will show on Clearance, time and date received and number of train due to leave. Such Clearance must be made in triplicate, two copies to be given to Conductor—one for himself and one for Motorman, third copy to be retained in Agent's file. Conductors of trains arriving at Mill Valley before or after office hours will immediately call up Towerman to report arrival and secure Clearance for return. Conductor must drop triplicate of Clearance in box provided for that purpose. Conductors of trains originating at Mill Valley with tie-up equipment must secure Clearance before departure.

After Towerman at Almonte has given Clearance to a train leaving Mill Valley he must not give signal or line switches for an opposing train to pass from double track to the Mill Valley single track without first having received authority from Dispatcher to do so. All trains, scheduled or extra, bound for Mill Valley will be held at Almonte by Towerman awaiting Dispatcher's orders or instructions, if the westward Mill Valley train for which Clearance has been given has not arrived at Almonte.

Extra Steam trains going towards Mill Valley which may be occupying the east or westward double track at Almonte account of insufficient time to reach Mill Valley against an opposing train, may be permitted by Towerman to enter single track to the siding known as Junction Siding on Mill Valley branch. When moving from double track to single track such steam trains must do so under flag and must not move from the siding without first having secured Clearance from the Towerman giving them right to proceed to Mill Valley.

TUNNELS NO. 1 AND NO. 3.

Movement of trains on single track at Tunnel No. 1 between Alto and Chapman, and Tunnel No. 3 between Green Brae and Schuetzen, is governed by automatic block signals located near each end of tunnel, and regardless of time table superiority.

Tunnel No. 1. West End: Normal position of signal is "Proceed." There is no preliminary. East End: Normal position of signal is "Stop." There is a preliminary. Electric switch, the use of which is hereinafter described, is located in box on pole at each end of tunnel.

Tunnel No. 3. West End: Normal position of signal is "Stop." There is a preliminary. East End: Normal position of signal is "Proceed." There is no preliminary.

All trains approaching tunnel will approach automatic block signal governing movement at and through tunnel, under control, and, except such trains as are hereinafter excepted, will stop before reaching the signal. After so stopping, train may proceed when signal is in "Proceed" position, and when signal changes to "Stop" position as train strikes insulated joints at the signal.

After having waited three minutes, should signal not change to "Proceed" position or should signal not change to "Stop" position as train strikes insulated joints at signal, and a train cannot be seen or heard within the limits of the block, train may proceed under control and under protection of flagman.

Approaching signal, Conductor must observe position of signal and speed of train. On passenger trains Conductor will station himself near forward end of train, on car platform and at end of car in which trainmen's air brake valve is located.

After stopping, when signal is at "Proceed," Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal. Conductor and engineman must observe whether signal changes from "Proceed" to "Stop" position as train strikes insulated joints at signal. Should engineman not be able to observe whether signal changes, he will require fireman to observe it and to notify him whether it changes. When signal so changes, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal.

On freight trains, approaching the signal, head brakeman must station himself in gangway on engine on side on which signal is located, and must observe position of signal and speed of train; must call engineer's attention to requirement that train stop, should there be any doubt as to stop being made, and must observe whether signal changes from "Proceed" to "Stop" position as train strikes insulated joints at signal; and will give engineer such notice as situation may require.

Eastward trains will not exceed speed of 10 miles per hour in passing over switches at each end of Tunnel No. 1. Westward trains will not exceed speed of 15 miles per hour at end of double track at each end of Tunnel No. 3.

If signals are at "Proceed," freight trains and heavy steam passenger trains need not stop at Tunnel No. 3, and freight trains, when it would cause them to double, and heavy steam passenger trains, except narrow gauge trains, need not stop at Tunnel No. 1. When trains do not stop, they will approach signal under control and forward end of train will not pass signal at speed in excess of 10 miles per hour.

Narrow gauge trains approaching Tunnel No. 1, before passing signal, must throw electric switch, when signal is at "Proceed," thereby setting signals at both ends of tunnel at "Stop." After train is into clear on double track at distant end of tunnel, electric switch at that end of tunnel must be thrown, thereby releasing signals.

LOCATION OF END OF THIRD RUNNING RAIL.

San Anselmo. Narrow gauge rail. 151 feet east of east switch on San Rafael line.
Manor. Broad gauge rail. 2256 feet east of east switch at Manor.
Monte Rio. Broad gauge rail. 508 feet west of west switch on narrow gauge.
Duncan Mills. Broad gauge rail. 796 feet east of east wye switch on Cazadero line. Narrow gauge rail. 1025 feet east of east switch on Markham Branch.

DASH POT SPRING SWITCHES.

Dash pot spring switches are located as follows:

- Ends of double track at either end of Tunnel No. 1.
- End of double track Green Brae.
- End of double track at Detour.
- Ends of double track between B Street and West End.
- End of double track between West End and San Anselmo.
- End of double track at Laurel Avenue.
- East and West ends of siding at Fairfax.
- West end of siding at Manor.

MISCELLANEOUS.

Before switching over railroad crossings at grade, protection by flagman must be given. Public crossings over which switching, in making, or breaking up trains, or doing extensive station work is being performed, must be given similar protection, provisions of Rule 759 being also carefully observed.

Inspection of freight trains as per Rule 820 must be made at least each 30 miles run. Engines on freight trains of 25 cars or over must be cut off at water or fuel stops. On grades over one per cent, see Rule 761.

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.

The time-table authority of schedule trains originating or ending at any intermediate station is hereby extended to include main track between switches of siding ten minutes before leaving and ten minutes after arriving time of such trains, but Rule 99 must be complied with.

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

When a train or a portion of a train executes a movement from main track to a siding, the train must pull into clear before stopping.

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.

Trains must not exceed 10 miles per hour in moving over road crossing at Ross Station.

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, steam trains reducing speed to six miles per hour while crossing the drawbridge. If signal is found to be at "stop" train must come to a 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 "stop."

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 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.

SPEED RESTRICTIONS.

Speed restrictions as provided in foot-notes on time table are not to be construed as permitting any train to be handled at an unsafe rate of speed around curves. Engineers must use judgment in rounding curves and handle train at a moderate rate of speed. The speed as shown for the different territories is the maximum allowable on straight track, and light curves where safe.

YARD LIMITS.

Tiburon, San Rafael, San Anselmo, Manor, Ignacio, Schellville, Petaluma, Santa Rosa, Fulton, Healdsburg, Geyserville, Cloverdale, Ukiah, Willits, Monte Rio, Duncan Mills, Point Reyes. (Rules 93, D-93.)
At other stations trains and engines occupying main track must be protected per Rule 99.

SIGNALS.

Signal No. A-184, located at east end of Fairfax, will stand normally at stop position and will clear when train is on the preliminary, if no train is in the single track section between Fairfax and Manor.

Signal No. A-181, located at west end of Fairfax, will stand normally at stop position and will clear when train is on preliminary, if there is no train in the single track section between Fairfax and Laurel Avenue.

Signal No. B-182, at "E" Street, will stand normally at stop position and will clear when eastward train is on preliminary, if there is no train in single track section between "E" Street and "B" Street.

Signal No. 147, located at Green Brae, will stand normally at stop position and will clear when train is on preliminary and no train in block section between Green Brae and Detour.

SIGNALS AT INTERLOCKING PLANTS.

At all interlocking plants when enginemen or motormen desire to use superior route, they will give one long blast of whistle; and when desiring to use inferior route will give one long and one short blast of the whistle as a signal to Towerman handling movement. In the event that signals are inoperative, towerman may give hand signals in accordance with rules.

SAUSALITO.

Movement of trains in and out of Sausalito Yard will be governed by signals controlled by Operators in Tower No. 1.

Electric switch lock is installed on the hand-throw switch lever at entrance to narrow gauge cross-over from west-bound track to east-bound track east of Johnson Street. This locks switch handle so that it cannot be thrown except when lower board of Signal No. 56, which covers movement of trains into narrow gauge track in the interlocking limits, is clear. Small light signal is located 100 feet east of this narrow gauge switch on the west-bound track, which will stand normally at "Clear," and indicates "Stop" only when narrow gauge switch is set for the cross-over. Narrow gauge switch cannot be thrown until towerman has made line-up and given a clear lower board on signal No. 56. Narrow gauge switch on east-bound track must not be thrown until after switch from west-bound track is lined.

In event that outgoing train is unable to proceed from the pier after having been given the board, engineer will give one short, one long, one short and one long blasts of the whistle (thus:— — —) to indicate to towerman that he cannot accept the board.

ALMONTE.

Operator in Tower No. 2 at Almonte controls movement of trains through junction switches at that point.

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. 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.

All trains will reduce speed to twelve (12) miles per hour over switches, through interlocking limits, at Baltimore Park.

SAN ANSELMO.

Movement of trains over junction switch in front of station, and over cross-over, is governed by signals controlled by Operator in Tower No. 4.

Single-arm interlocking signal located west of station governs movement of eastward trains into station. Double-arm interlocking signal located at east end of station governs movement of trains to Manor and San Rafael lines. Manor line is superior route.

FAIRFAX.

Main line and passing track will be used as double track. Eastward trains will use main line or right-hand track and westward trains will use passing track or right-hand track, both movements being governed by signals at each end of this double track. Spring switches need not be lined by trainmen unless reverse movement is desired.

MANOR.

Electric trains will stop and start from passing track at station. Rigid switch at east end of siding will be set normally for main track. All steam trains will use main track. Spring switch at west end of siding will be set normally for siding. Trainmen on eastward trains desiring to use main track will line this switch. Switch need not be lined for westward trains.

TIBURON.

During hours 7:00 p. m. to 6:00 a. m., westward freight trains entering Tiburon will stop at Hilarita water tank and call for signal from yardman to enter yard. If, after waiting five minutes, signal is not received train proceed into yard under flag.

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.

Spring switch west end double track will be set normally for eastward track.

SAN RAFAEL.

Main line double track extends to Mission Street. Switch at this point will be handled by switch-tender daily from 7.45 a. m. to 12.01 p. m., and from 3.15 p. m. to 6.45 p. m. Between 12.01 p. m. and 3.15 p. m., this switch will be handled by trainmen. Normal position of this switch will be for westward track. From 6.45 p. m. to 7.45 a. m. westward track between Mission Street and freight house will be used as single track. All cross-over switches inside the interlocking limits at this point will be controlled and operated by towerman in Tower No. 5, interlocking signals being connected therewith. All other switches connecting with main line tracks will be handled by trainmen.

GALLINAS AND ST. VINCENT.

Trains standing on spur will be governed by position of small indicator signal at switch before going out on main line, and crew will not throw switch to come out on main line unless signal stands at "clear." "Clear" is indicated when arm is in vertical position; "stop" when in horizontal position.

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.

WINGO.

Normal position for the junction switch at Wingo will be for the Glen Ellen line.

PETALUMA.

Switching moves must not be made upon or over streets named below in the town of Petaluma, without protection of flagman. Under no circumstances must cars be kicked or a 'drop' or 'run' be made upon or over these streets, and in showing car or cars upon or over such streets, trainman must be stationed at brake on top of lead car approaching and passing upon or over all streets:

ADAMS STREET, also known as East D Street; first street west (toward San Francisco) of freight depot.

COPELAND STREET. First street north of freight depot.

WASHINGTON STREET. First street east of freight depot.

No switch or other movement, by switching crews, should be made upon or over Adams or Washington Streets from 15 minutes before arrival of passenger trains to 5 minutes after departure of such trains.

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.

DUNCAN MILLS.

The two "Y" switches west of depot at Duncan Mills are lined for standard-gauge track, and the switch at east leg of "Y" is lined for narrow-gauge. All concerned will be governed accordingly.

All steam trains will secure clearance card before leaving San Rafael, with the exception of westward steam trains via San Anselmo and Sausalito via Detour. Towermen at Almonte will register for all trains passing that station. Registers at Ukiah, Point Reyes, Occidental and Camp Meeker are to be used only for trains originating or terminating at such stations. Standard clocks are located at Tiburon, San Rafael, Ignacio, Petaluma, Santa Rosa, Ukiah, Willits, Sausalito, San Anselmo, Pt. Reyes and Duncan Mills.

MAIN LINE TO WILLITS.

GLEN PARK (Flag Stop for Nos. 18, 19, 141 and 146 only)—1.1 miles east of San Rafael.
FORBES (Flag Stop for Nos. 18, 19, 141 and 146 only)—0.4 mile west of Golf Siding.
SAN ANTONIO (Flag Stop, for Nos. 5, 6, 18, 19, 222, 223)—1.8 miles east of Burdell.
CRUSHER (Spur 1257 ft.)—1.6 miles west of Petaluma.
McNEAR (Spur 603 ft.)—1.4 miles west of Petaluma.
FINLAYSON (Spur 1276 ft.)—1.1 miles east of Healdsburg.
OLIVETO (Spur 305 ft.)—1.2 miles east of Healdsburg.
SIMI (Siding 536 ft.)—0.3 mile east of Chiquita.
NERVO (Spur 191 ft.)—1.9 miles west of Geyserville.
TOSCA (Spur 148 ft.)—0.7 mile east of Geyserville.
OMUS (Spur 464 ft.)—1.2 miles east of Geyserville.
ICARIA (Spur 406 ft.)—1.6 miles east of Asti.
McCRAY (Flag Stop)—1.3 miles east of Cloverdale.
ASYLUM (Siding 878 ft.)—0.8 mile west of Ukiah.
LAHM (Spur 232 ft.)—2.3 miles east of Ridgewood.

SHERWOOD BRANCH.

SPUR 9 (Spur 569 ft.)—0.38 mile east of Sherwood Junction.
WOODPECKER (Spur 150 ft.)—1.21 miles east of Sherwood Junction.
WALKERS (Siding 267 ft.)—0.5 mile west of Rowes.
RUSSEL (Spur 270 ft.)—1.22 miles east of Sylvan Dale.
JOHNSON (Spur 217 ft.)—0.57 mile east of En Cima.
YEW (Spur and Wye 1,153 ft.)—0.56 mile west of Sherwood.
WYNNER (Spur 211 ft.)—0.54 miles east of Sherwood.

SIDINGS, SPURS AND FLAG STOPS.**SONOMA VALLEY BRANCH.**

HOMEFARM (Spur 334 ft.)—1.6 miles west of Black Point.
ROSE (Spur 219 ft.)—1.0 mile east of Black Point.
GREENWOOD (Spur 390 ft.)—0.6 mile east of Reclamation.
QUARRIES (Spur 820 ft., Flag Stop)—0.7 mile west of McGill.
BATTO (Spur 395 ft.)—0.4 mile east of Vineburg.
STANDO (Spur 180 ft.)—0.4 mile east of Buena Vista.
SEBASTIANI (Spur 779 ft.)—0.5 mile west of Sonoma.
PAGANI (Spur 136 ft.)—0.7 mile west of Glen Ellen.

DONAHUE BRANCH.

CAMPBELL (Spur 89 ft.)—1.1 miles east of Junction.
ROTTA (Spur 90 ft.)—0.8 miles west of Lakeville.

SEBASTOPOL BRANCH.

OSBORNE (Flag Stop)—1.4 miles east of Santa Rosa.
WRIGHT (Flag Stop)—3.2 miles east of Santa Rosa.
LLANO (Flag Stop)—4.8 miles east of Santa Rosa.

GUERNEVILLE BRANCH.

MIRABEL (Flag Stop)—0.6 mile east of Forestville.
COSMO (Siding 423 ft., Flag Stop)—0.7 mile west of Hilton.
GRAYSTONE (Flag Stop)—0.4 mile west of Montesano.
BOHEMIA (Spur 3,221 ft., Flag Stop)—0.7 mile east of Rio Campo.

MAIN LINE TO CAZADERO.

POWER HOUSE (Spur 1,086 ft.)—0.3 mile west of Alto.
BOYS (Spur 230 ft., Flag Stop)—0.9 mile east of Manor.
ROTHIN (Flag Stop)—1.0 mile west of Woodacre Lodge.
MAILLIARD (Spur 177 ft.)—0.1 mile west of Woodacre Lodge.
ALDERNEY (Spur 150 ft., Flag Stop)—0.2 mile east of Woodacre.
FOREST KNOLLS (Flag Stop)—0.7 mile west of Lagunitas.
PEDRINI (Spur 680 ft.)—0.2 mile west of Lagunitas.
CAMP BERKELEY (Flag Stop)—1.4 miles east of Lagunitas.
IRVING (Flag Stop)—0.7 mile west of Camp Taylor.
JEWELL (Spur 140 ft., Flag Stop)—0.8 mile east of Taylorville.
NORTH BEND (Flag Stop)—1.3 miles east of Garcia.
BIVALVE (Spur 220 ft., Flag Stop)—2.6 miles east of Pt. Reyes.
MARCONI (Spur 291 ft., Flag Stop)—1.5 miles west of Marshall.
CYPRESS GROVE (Flag Stop)—0.6 mile east of Marshall.
McDONALD (Spur 115 ft., Flag Stop)—2.0 miles east of Marshall.
BLAKE'S LANDING (Flag Stop)—1.3 miles west of Hamlet.
CAMP PISTOLESI (Flag Stop)—1.8 miles east of Hamlet.
OCHRE (Flag Stop)—1.0 mile east of Camp Meeker.
CASCADE (Flag Stop)—0.5 mile east of Monte Rio.
SHERIDAN (Flag Stop)—0.9 mile east of Mesa Grande.
MOSCOW (Spur 160 ft., Flag Stop)—0.8 mile west of Duncan Mills.
MARKHAM BRANCH (Std. Gauge, 2.8 miles)—At Duncan Mills.
LATON (Spur 1.1 miles long)—At Markham.
CASINI (Spur 274 ft., Flag Stop)—1.1 miles east of Duncan Mills.
AUSTIN CREEK (Flag Stop)—1.4 miles east of Duncan Mills.
FRASER (Flag Stop and Water Tank)—1.4 miles west of Kidd Creek.
WATSON (Spur 490 ft., Flag Stop)—0.8 mile east of Kidd Creek.
MAGNESIA (Spur 434 ft., Flag Stop)—1.6 miles east of Kidd Creek.
CAZADERO REDWOODS (Spur 297 ft., Flag Stop)—0.8 mile west of Cazadero.
MILLER RETREAT (Flag Stop)—0.4 mile west of Cazadero.

TONNAGE OF PASSENGER CARS.

(Standard Gauge)				(Narrow Gauge)				Southern Pacific and Pullman			
	NUMBERS	WOOD—LBS.	STEEL—LBS.		NUMBERS	WOOD—LBS.	STEEL—LBS.		Wood Lbs.	Steel Lbs.	Steel Underframe Lbs.
Baggage	600	24,000		Baggage	813	27,000		Baggage	79,000	90,000	
"	601	36,000		"	815-816	27,500		Baggage (Dynamo)		105,000	
"	602	40,000		"	817	27,000		Baggage and Mail 60 ft.		90,000	
"	604-606	42,000		Baggage and Passenger	801	27,000		Baggage and Mail 69 ft.	77,000	121,000	93,000
"	608-609	79,100		"	802	28,500		Baggage and Passenger	61,000		
"	613-615	84,000		"	803	29,000		Buffet		130,000	122,000
"	675-680		93,000	"	804	23,200		Buffet (Dynamo)		146,000	
Baggage and Passenger	176	40,500		"	805	26,700		Business	107,000	178,000	135,000
"	177-181	42,000		Business	01	27,500		Chair	86,000	98,000	
"	182-183	56,300		"	02	32,000		Coaches	80,000	95,000	
Business	184	40,800		Coach	701	21,700		Dining	128,000	147,000	135,000
"	03	75,200		"	702	28,000		Horse Express	81,000		
"	02	99,000		"	704	21,700		Observation	122,000	145,000	131,000
Chair	550-553		105,800	"	705	22,500		Postal (40 feet)		77,000	
Coach	3-29	41,000		"	706	27,000		Postal (60 feet)		110,000	
"	30-33	48,600		"	707-710	28,500		Pullman Observation	124,500	151,000	127,000
"	34-43	41,000		"	711-712	29,000		Pullman Parlor	115,000	146,000	
"	44-68	56,500		"	713-714	30,500		Pullman Standard Sleeper	125,000	153,000	145,000
"	70-81	86,000		"	715	21,700		Pullman Tourist Sleepers	94,000		133,000
"	110-112	54,400		"	716-717	30,500					
"	113-115	36,500		"	718	21,700					
"	120-125	40,000		"	719	29,500					
"	400-402		101,900	"	720-724	32,000					
"	403-405		104,300	"	727	35,500					
"	450-458		102,400	"	728-729	25,500					
"	459-469		104,300	"	730	21,700					
Mail and Express	603	40,000		"	731	25,900					
"	607	73,500		"	732	24,900					
"	610	82,300		"	733	21,700					
"	611	34,700		Mail and Express	811	29,000					
"	616-617	87,000		"	812	31,500					
"	640-645		99,200	Picnic	844-846	13,000					

LIMIT OF CAR LOADING TO CLEAR TUNNELS.

BETWEEN	HEIGHT ABOVE TOP OF RAIL AT WIDTHS STATED										MAXIMUM HEIGHT	MAXIMUM WIDTH
	WIDTH	3'	5'	7'	8' 6"	9' 6"	10'	10' 6"	11'	11' 6"		
Tiburon, Sausalito and Ignacio	HEIGHT	16'	16'	15'	14'	13' 3"	12' 10"	12' 6"	11' 10"		16'	11'
Cloverdale and Willits	HEIGHT	17'	16' 10"	16'	15'	14' 9"	14' 6"	14' 3"	14'	13' 9"	17'	11' 6"
Point Reyes and Monte Rio	HEIGHT		12' 6"	11'	10'						12' 6"	11'

Limit of Load Weight above Marked Capacity 10%

MAXIMUM LOCOMOTIVE WEIGHTS AND CAR LOADING PERMISSIBLE OVER THE DISTRICTS SHOWN.

DISTRICT	LOCOMOTIVE		Gross Carload: Pounds	DISTRICT	LOCOMOTIVE		Gross Carload: Pounds
	Number	Type			Number	Type	
Tiburon to Willits	114	T-57-19/26-110	161,000	Fulton to Duncan Mills	114	T-57-19/26-110	161,000
Sausalito to Detour				102	T-55-18/24-78	100,000	
Sonoma Valley Branch				114	T-57-19/26-110	161,000	
Donahue Branch				114	T-57-19/26-110	161,000	
Sebastopol Branch	114	T-57-19/26-110	161,000	Sherwood Branch and Ten Mile Extension	108 251	T-57-19/26-105 Shay 40 13 1/2/15-201	100,000

RAILROAD SURGEONS

NAME	Location	NAME	Location
Dr. A. Miles Taylor, Chief Surgeon	803 Head Bldg., Post St. and Grant Av. (Phone Sutter 1359)	Dr. F. Scott, Emergency Surgeon	Tiburon.
Dr. O. E. Eklund, Assistant Surgeon		Dr. D. A. Marsan, Emergency Surgeon	Tiburon.
Dr. Jas. A. Black, Oculist		Dr. J. H. Kuser, Division Surgeon	San Rafael.
Dr. Ralph Barnard, Oculist		Dr. W. F. Jones, Local Surgeon	San Rafael.
Dr. C. W. Benjamin, Dentist		Dr. G. G. Vanderlip, Local Dentist	San Rafael.
Dr. Walter Hill, Resident Physician	St. Luke's Hospital, San Francisco	Dr. E. G. Bennett, Local Surgeon	Petaluma.
Dr. W. F. Southard, Oculist	701 Phelan Bldg., San Francisco.	Dr. A. Anderson, Emergency Surgeon	Petaluma
Dr. C. O. Southard, Oculist		Dr. S. S. Bogle, Division Surgeon	Santa Rosa.
Dr. Ethan H. Smith, Orthopedic Surgeon		Dr. J. H. Shaw, Division Surgeon	Santa Rosa.
Dr. J. Henry Barbat, Consulting Surgeon		Dr. P. A. Meneray, Emergency Surgeon	Santa Rosa.
Dr. A. W. Morton, Consulting Surgeon		Dr. C. W. Weaver, Local Surgeon	Healdsburg
Dr. H. Abraham, Assistant Physician	San Francisco.		
Dr. Fred W. Lux, Consulting Physician	San Francisco.		

TIME INSPECTORS

NAME	Location	NAME	Location
Dr. F. E. Sohler, Emergency Surgeon	Geyserville.	Webb C. Ball, General Time Inspector	San Francisco
Dr. C. S. Shipley, Emergency Surgeon	Cloverdale.	H. Bullard, Traveling Inspector	Oakland
Dr. Geo. A. Stout, Local Surgeon	Ukiah.	T. Lundy	San Francisco
Dr. S. L. Rea, Emergency Surgeon	Ukiah.	E. L. Stevens	Sausalito
Dr. F. G. Gunn, Division Surgeon	Willits.	H. P. Proctor	San Rafael
Dr. A. M. Thompson, Emergency Surgeon	Sonoma.	A. H. Ross	Petaluma
Dr. W. H. Sullivan, Local Surgeon	Sausalito.	John Hood Co.	Santa Rosa
Dr. J. J. Spottiswood, Emergency Surgeon	Mill Valley.	Joseph Jewelry Co.	Ukiah
Dr. O. W. Jones, Emergency Surgeon	San Anselmo.	C. Guslander & Son	Willits
Dr. S. P. Cavanaugh, Emergency Surgeon	Point Reyes.		
Dr. A. R. Graham, Emergency Surgeon	Tomas.		

HOSPITALS: General Hospital.....St. Luke's Hospital, San Francisco. 27th and Valencia Streets. Phone, Mission 8600
 Emergency Hospitals.....San Rafael, Petaluma, Santa Rosa and Willits.
 NOTE:—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or Local Surgeon.

TONNAGE RATING---STANDARD GAUGE ENGINES IN Ms.

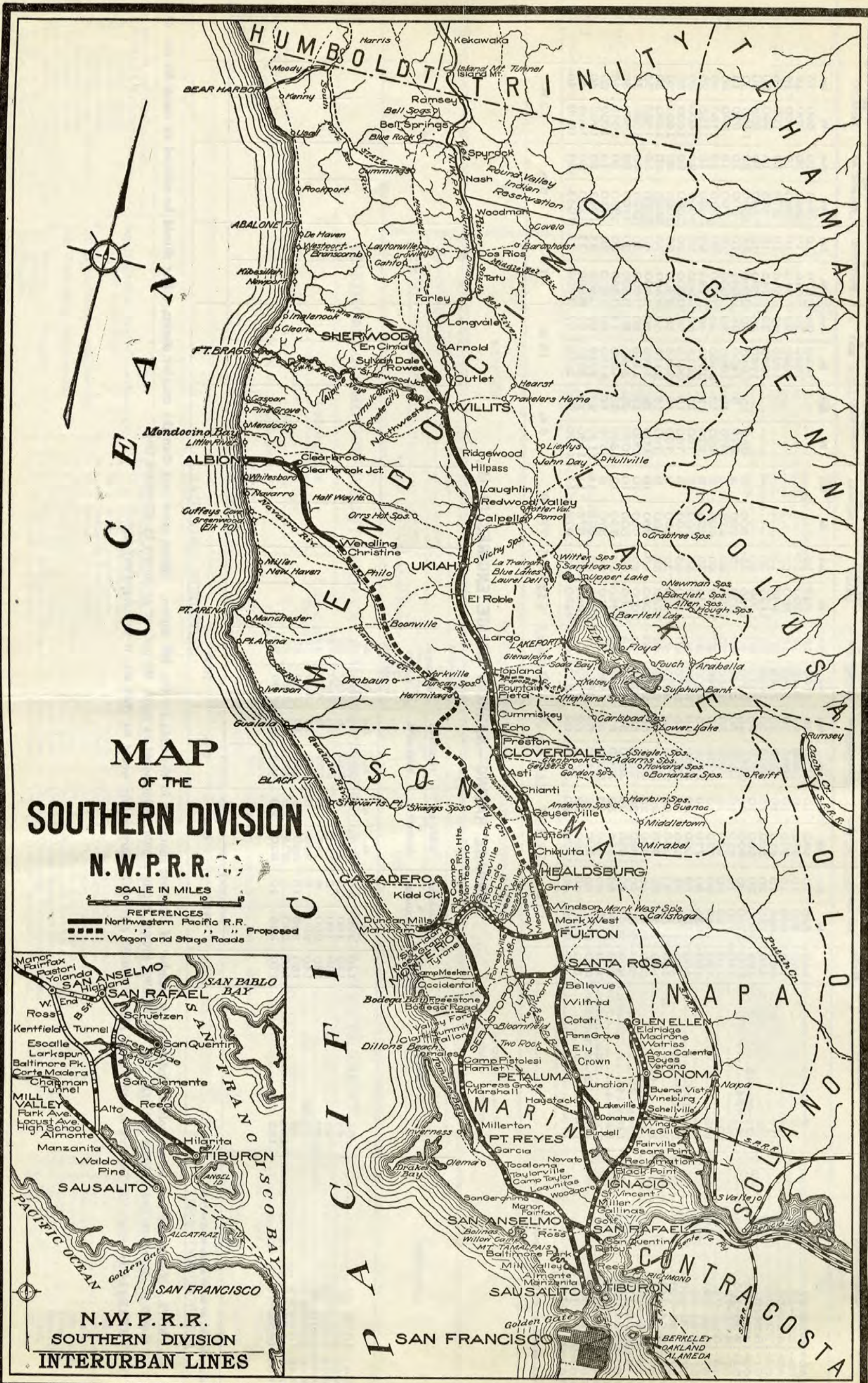
CLASSIFICATION	ENGINES	Boiler Pressure	TIBURON and SAN RAFAEL		SAN RAFAEL to GOLF		PETALUMA to HEALDSBURG		HEALDSBURG to CLOVERDALE		CLOVERDALE to REDWOOD VALLEY		REDWOOD VALLEY to RIDGEWOOD		WILLITS to RIDGEWOOD		REDWOOD VALLEY to GOLF		GOLF to SAN RAFAEL		SAN RAFAEL and SAN ANSELMO		DETOUR and SAUSALITO	
			Ms.	Cars	Ms.	Cars	Ms.	Cars	Ms.	Cars	Ms.	Cars	Ms.	Cars	Ms.	Cars	Ms.	Cars	Ms.	Cars	Ms.	Cars	Ms.	Cars
E 59-16/24-47	9-10	140	825	15	430	10	1850	20	1100	15	825	15					1410	25	570	10	395	10	660	15
E 63-16/24-45	12	140	800	15	370	10	1245	20	1040	15	800	15					1360	20	510	10	360	10	600	15
E 62-16/24-58	14	145	800	15	370	10	1245	20	1040	15	800	15					1360	20	510	10	360	10	600	15
E 63-17/24-55	17	140	865	15	415	10	1360	25	1140	20	865	15					1490	25	585	10	473	10	700	15
E 61-18/24-61	20	165	1125	20	560	15	1670	30	1440	25	1125	20					1865	30	745	15	625	15	890	20
E 69-18/24-79	21-22-23	180	1000	20	500	10	1600	25	1375	20	1000	20					1760	30	690	15	550	10	825	20
E 63-19/26-105	51 to 54	200	1750	35	900	20	2750	45	2270	40	1750	35	500	8	750	15	2915	50	1300	25	1000	20	1400	30
T 57-16/24-78	101	140	850	15	410	10	1300	20	1140	20	850	15	200	4	370	8	1490	25	585	10	500	10	670	15
T 55-18/24-78	102	140	1125	20	560	15	1700	25	1450	25	1125	20	275	5	475	10	1865	30	800	15	700	15	890	20
T 57-18/24-92	103	170	1450	30	725	15	2250	35	1890	30	1450	30	400	6	635	12	2400	40	1070	20	830	15	1130	25
T 57-18/24-92	104	180	1635	30	770	15	2385	35	2000	30	1535	30	425	6	670	12	2540	40	1135	20	880	15	1195	25
T 57-19/26-108	105-106	180	1750	35	900	20	2750	45	2270	40	1750	35	500	8	750	15	2915	50	1300	25	1000	20	1400	30
T 57-19/26-105	107-109-110	180	1750	35	900	20	2750	45	2270	40	1750	35	500	8	750	15	2915	50	1300	25	1000	20	1400	30
T 57-19/26-110	108	180	1750	35	900	20	2750	45	2270	40	1750	35	500	8	750	15	2915	50	1300	25	1000	20	1400	30
T 57-19/26-110	111 to 114	180	1750	35	900	20	2750	45	2270	40	1750	35	500	8	750	15	2915	50	1300	25	1000	20	1400	30
T 63-20/28-130	130 to 133	200	2000	40	1080	25	3200	55	2720	48	2000	40	600	10	1000	18	3495	60	1600	30	1100	25	1680	36
T 63-20/28-132	134 to 135	200	2000	40	1080	25	3200	55	2720	48	2000	40	600	10	1000	18	3495	60	1600	30	1100	25	1680	36
T 63-20/28-135	136 to 141	200	2000	40	1080	25	3200	55	2720	48	2000	40	600	10	1000	18	3495	60	1600	30	1100	25	1680	36
T 57-21/28-148	180-181	200	2630	56	1315	30	3900	67	3315	58	2630	56	730	12	1300	23	4260	73	1950	36	1340	30	2045	44
S 47-17/22-84	201	160	1300	25	650	15	2000	30	1630	25	1300	25	370	6	575	10	2130	35	800	20	750	15	1000	20
T 57-21/26-140	170 to 172	200	2260	45	1220	28	3616	62	3073	54	2260	45	678	11	1130	20	3949	67	1808	33	1243	28	1898	40
T 63-21/28-135	178	190	2260	45	1220	28	3616	62	3073	54	2260	45	678	11	1130	20	3949	67	1808	33	1243	28	1898	40
T 63-21/28-140	179	190	2260	45	1220	28	3616	62	3073	54	2260	45	678	11	1130	20	3949	67	1808	33	1243	28	1898	40
Allowance in Ms. per Car for variable length of Train			13 Ms.		6 Ms.		15 Ms.		14 Ms.		13 Ms.		4 Ms.		6 Ms.		16 Ms.		7 Ms.		6 Ms.		10 Ms.	

TONNAGE RATING---NARROW GAUGE ENGINES IN Ms.

CLASSIFICATION	ENGINES	Boiler Pressure	SAN ANSELMO to WOODACRE		MONTE RIO to OCCIDENTAL		FREESTONE to OCCIDENTAL		LAGUNITAS to WOODACRE HAWLEY and OCCIDENTAL	
			Ms.	Cars	Ms.	Cars	Ms.	Cars	Ms.	Cars
E 47-13/18-34	84	140	190	5	175	5	285	9	440	14
E 52-14/18-32	85	140	160	5	150	4	250	8	390	12
E 52-14/18-32	86	135	160	5	150	4	250	8	390	12
E 49-14/18-32	87	135	200	6	185	5	295	9	450	14
E 48-15/20-53	90-91	140	280	8	265	8	415	13	620	19
E 48-16/20-54	92	150	335	10	320	9	490	15	730	23
T 50-16/20-59	144	142	290	8	275	8	430	13	645	20
T 55-16/22-61	145	170	335	10	320	9	495	15	750	23
Allowance in Ms. per Car for variable length of Train			5 Ms.		6 Ms.		5 Ms.		10 Ms.	

NOTE.—Number of cars in car column indicates the number of cars that should be in the train for the Ms shown. When more cars than the number shown, rating should be reduced as many Ms per car as shown in allowance line. When less cars than the number shown, rating should be increased as many Ms per car as shown in allowance line.

EXAMPLES:—Eng. 105 Tiburon to San Rafael 1750 Ms in 35 cars; if 36 cars, rating would be 1740 Ms; if 34 cars, 1760 Ms.



MAP
OF THE
SOUTHERN DIVISION
N.W.P.R.R.

SCALE IN MILES
0 5 10

REFERENCES
 — Northwestern Pacific R.R.
 - - - Proposed
 ····· Wagon and Stage Roads



N.W.P.R.R.
SOUTHERN DIVISION
INTERURBAN LINES