

NORTHWESTERN PACIFIC RAILROAD CO.

TIME TABLE

FOR THE

SOUTHERN DIVISION

To Take Effect Saturday, May 28, 1921, 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,
President and General Manager.

G. H. McMULLIN,
Superintendent.

410
34
34
20
10

Capacity of Passing Sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS																		Distance from San Francisco Via Sausalito	Time Table No. 35	
	4	74	8	72	146	6	62	224	70	10	68	222	60	142	2	66	140	220		May 28, 1921	
	Eureka Passenger	Point Reyes Passenger	Healdsburg Passenger	Lagunitas Passenger	Glen Ellen Passenger	Ukiah Passenger	Camp Meeker Passenger	Duncan Mills Passenger	Point Reyes Passenger	Santa Rosa Passenger	Point Reyes Passenger	Duncan Mills Passenger	Cazadero Passenger	Glen Ellen Passenger	Eureka Passenger	Point Reyes Passenger	Glen Ellen Passenger	Duncan Mills Passenger		STATIONS	
Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily Ex. SUNDAY	Leave Daily	Leave Daily	Leave SATURDAY ONLY	Leave Daily	Leave Daily Ex. SUNDAY	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	DN SAN FRANCISCO		
	8.45PM	5.45PM	5.45PM	4.45PM	4.15PM	3.15PM	2.45PM	1.45PM	10.45AM	10.45AM	9.15AM	8.45AM	8.15AM	8.15AM	7.45AM	7.15AM	7.15AM	6.45AM	0.0	DN SAUSALITO	
	9.17	6.17	6.17	5.17	4.47	3.47	3.17	2.17	11.17	11.17	9.47	9.17	8.47	8.47	8.17	7.47	7.47	7.17	6.5	DN SAUSALITO	
Terminal Yard WFITP	9.20PM	6.21PM	6.20PM	5.20PM	4.50PM	3.50PM	3.20PM	2.20PM	11.21AM	11.20AM	9.50AM	9.20AM	8.51AM	8.50AM	8.20AM	7.51AM	7.50AM	7.25AM	6.5	DNR SAUSALITO	
18 IP																			9.9	3.4	
																			11.5	1.6	
																			12.2	0.7	
																			13.0	0.8	
IP	9.35	6.38PM	6.35	5.38PM	5.05	4.05	3.38PM	2.35	11.38AM	11.35	10.08AM	9.35	9.08AM	9.05	8.35	8.08AM	8.05	7.40	13.0	0.8	
YP	9.37		6.37		5.07	4.07		2.37		11.37		9.37		9.07	8.37		8.07	7.42	14.3	1.3	
P										f				f					14.9	0.6	
										f				f					15.7	0.8	
Yard WIYP	s 9.50		s 6.50		s 5.17	s 4.17		s 2.50		s 11.47		s 9.49		s 9.24	s 8.50		s 8.15	s 7.55	17.0	1.3	
24 P					5.25	4.25													18.7	1.7	
24 P	9.57		6.57		5.27	4.27		2.57		11.53		9.56		9.31	8.57		8.22	8.02	20.0	1.3	
P					f					f				f			f	f	21.1	1.1	
37 P	10.01		7.01		f 5.32	4.31		3.01		11.57AM		10.00		f 9.36	9.00		f 8.25	f 8.06	21.7	0.6	
					f	f				f				f				f	22.0	0.3	
Yard WFTOP	s 10.07		s 7.07		s 5.38PM	s 4.38		s 3.07		s 12.05PM		s 10.08		s 9.43AM	s 9.07		s 8.32AM	s 8.13	24.9	2.9	
47 W	f 10.13		s 7.14			s 4.45		s 3.14		s 12.12		s 10.15			9.13			s 8.20	27.8	2.9	
33 W	10.19		f 7.20			f 4.55		3.23		f 12.18		f 10.21			9.19			f 8.27	31.3	3.5	
33	10.29		7.30			5.05		3.33		12.29		10.31			9.28			8.42	36.7	5.4	
Yard WT	s 10.35		s 7.37			s 5.13		s 3.39		s 12.36		s 10.38			s 9.35			s 8.50	38.5	1.8	
45												10.41							39.2	0.7	
						f				f								f	41.0	1.8	
38	10.41		f 7.45			f 5.21		3.46		f 12.44		10.46			9.41			f 8.58	42.0	1.0	
			s 7.48			s 5.24		s 3.49		s 12.47		s 10.49						s 9.01	43.3	1.3	
64 W	10.48		s 7.55			s 5.34		s 3.55		s 12.53		s 10.55			9.48			s 9.07	46.1	2.8	
23			f 8.00			f				f 12.57		f						f 9.12	48.7	2.6	
28	10.57		f 8.05			f 5.44		4.07		f 1.02		f 11.04			9.57			f 9.17	51.3	2.6	
Interchange Yard WYP	s 11.05		s 8.14			s 5.53		s 4.15		1.07PM		s 11.12			s 10.05			s 9.27	53.8	2.5	
134 P															10.07				54.4	0.6	
Yard WFOP	s 11.13PM		s 8.22PM			s 6.01PM		s 4.23PM				s 11.20AM			s 10.13AM			s 9.35AM	58.5	4.1	
	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily Ex. SUNDAY	Arrive Daily	Arrive Daily	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily Ex. SUNDAY	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY			

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

SPEED RESTRICTIONS.

Passenger Trains..Sausalito-Fulton45 miles per hour.
 Freight Trains.....Sausalito-Fulton35 miles per hour.

Nos. 142 and 10 will not stop at Green Brae and Schuetzen on Sunday.
 No. 4 will stop at all stations east of Santa Rosa to discharge passengers boarding train Santa Rosa and West.

DN SAN FRANCISCO	0.0	Sausalito
DN SAUSALITO	6.5	
DNR SAUSALITO	3.4	Double Track
ALMONTE	1.6	
WEST PORTAL	0.7	Single Track
EAST PORTAL	0.8	
BALTIMORE PARK	1.3	Double Track
DETOUR	0.6	
GREEN BRAE	0.8	Double Track
SCHUETZEN	1.3	
DNR SAN RAFAEL	1.7	Automatic Block
CERRO	1.3	
GOLF	1.1	
GALLINAS (Spur)	0.6	
MILLER	0.3	
ST. VINCENT (Spur)	2.9	
DNR IGNACIO	2.9	
NOVATO	3.5	
BURDELL	5.4	
HAYSTACK	1.8	
DN PETALUMA	0.7	
PARK SIDING	1.8	
CROWN (Spur)	1.0	
ELY	1.3	
PENN GROVE	2.8	
COTATI	2.6	
WILFRED	2.6	
BELLEVUE	2.5	
DNR SANTA ROSA	0.6	
WYE SIDING	4.1	
DR FULTON		

TOWARD SAN FRANCISCO.

Time Table No. 35 May 28, 1921		Distance from Willits Via Sausalito	FIRST CLASS																		
STATIONS			65 Lagunitas Passenger	67 Point Reyes Passenger	3 Eureka Passenger	141 Glen Ellen Passenger	221 Duncan Mills Passenger	7 Healdsburg Passenger	69 Point Reyes Passenger	5 Ukiah Passenger	71 Point Reyes Passenger	145 Glen Ellen Passenger	223 Duncan Mills Passenger	61 Casadero Passenger	1 Eureka Passenger	73 Point Reyes Passenger	147 Glen Ellen Passenger	225 Duncan Mills Passenger	9 Santa Rosa Passenger	11 Santa Rosa Passenger	
		Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY		
Sausalito Ferry	DN SAN FRANCISCO	139.5	8.35AM	8.35AM	9.05AM	9.57AM	10.35AM	12.35PM	3.35PM	5.05PM	5.05PM	5.35PM	6.35PM	7.05PM	7.35PM	8.05PM	8.35PM	9.05PM	9.52PM	11.22PM	
	DN SAUSALITO	133.0	8.03	8.03	8.33	9.25	10.03	12.03	3.03	4.33	4.33	5.03	6.03	6.33	7.03	7.33	8.03	8.33	9.20	10.50	
Automatic Block	DNR SAUSALITO	133.0	7.53AM	7.53AM	8.15AM	9.20AM	9.50AM	11.53AM	2.53PM	4.20PM	4.23PM	4.53PM	5.53PM	6.23PM	6.53PM	7.23PM	7.53PM	8.30PM	9.15PM	10.46PM	
	ALMONTE	129.6																			
	WEST PORTAL	128.0																			
	EAST PORTAL	127.3																			
	BALTIMORE PARK	126.5	7.37AM	7.37AM	7.59	9.01	9.33	11.39	2.37PM	4.05	4.07PM	4.39	5.39	6.09PM	6.40	7.08PM	7.39	8.18	9.02	10.33	
	DETOUR	125.2			7.57	8.59	9.31	11.37		4.03		4.37	5.37		6.38		7.37	8.16	9.00	10.31	
	GREEN BRAE (Spur)	124.6								f		f									
	SCHUETZEN	123.8								f		f									
	DNR SAN RAFAEL	122.5			s 7.50	s 8.50	s 9.24	s 11.30		s 3.56		s 4.30	s 5.30		s 6.32		s 7.30	s 8.09	s 8.53	s 10.24	
	CERRO	120.8										4.25	5.25								
	GOLF	119.5			7.41	8.41	9.16	11.23		3.48		4.23	5.22		6.24		7.21	8.01	8.45	10.16	
	GALLINAS (Spur)	118.4			f	f				f		f	f								
	MILLER	117.8			f 7.37	8.37	9.12	11.18		f 3.43		4.18	f 5.16		6.20		7.17	7.57	8.41	10.12	
	ST. VINCENT (Spur)	117.5			f		f	f		f		f									
	DNR IGNACIO	114.6			s 7.30	8.32AM	s 9.07	s 11.12		s 3.37		4.12PM	s 5.10		s 6.15		7.12PM	7.52	s 8.36	s 10.07	
	D NOVATO	111.7			s 7.21		s 8.59	s 11.06		s 3.30			s 5.04		6.09			s 7.46	s 8.30	s 9.59	
	BURDELL	108.2			f 7.11		f 8.52	f 10.59		f 3.23			f 4.55		6.03			7.40	8.24	9.52	
HAYSTACK	102.8			7.01		8.42	10.49		3.14			4.45		5.54			7.30	8.15	9.42		
DN PETALUMA	101.0			s 6.57		s 8.38	s 10.45		s 3.10			s 4.41		s 5.50			s 7.26	s 8.11	s 9.38		
PARK SIDING	100.3						10.41														
CROWN (Spur)	98.5			f					f			f									
ELY	97.5			f 6.46		f 8.27	f 10.36		f 3.01			4.28		5.41			7.17	8.03	9.30		
PENN GROVE	96.2			s 6.44		s 8.25	s 10.34		s 2.59			s 4.26					7.15	s 8.01	s 9.28		
D COTATI	93.4			s 6.38		s 8.19	s 10.28		s 2.53			s 4.19		5.34			7.08	s 7.55	s 9.22		
WILFRED	90.8			f 6.32		f 8.12	f 10.22		f 2.47			f 4.12						f	f		
BELLEVUE	88.2			f 6.27		f 8.07	f 10.17		f 2.42			f 4.07		5.25			6.55	f 7.45	f 9.12		
DNR SANTA ROSA	85.7			s 6.22		s 8.02	s 10.12		s 2.38			s 4.02		s 5.21			s 6.50	7.40PM	9.07PM		
WYE SIDING	85.1						10.07														
DR FULTON	81.0			6.10AM		7.50AM	10.00AM		2.27PM			3.50PM		5.11PM			6.35PM				
			Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY		

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. 7 will stop at Green Brae to discharge passengers boarding train east of San Rafael.

No. 5 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-Fulton.....45 miles per hour.
Freight Trains.... Sausalito-Fulton.....35 miles per hour.

Capacity of passing siding 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. 35 May 28, 1921				Distance from Willits Via Sausalito	FIRST CLASS				SECOND CLASS		THIRD CLASS	
	34 Ukiah Freight		32 Eureka Freight		4 Eureka Passenger		8 Healdsburg Passenger		6 Ukiah Passenger		2 Eureka Passenger			3 Eureka Passenger		7 Healdsburg Passenger			5 Ukiah Passenger		1 Eureka Passenger		31 Eureka Freight		33 Ukiah Freight	
	Leave Daily EX. SUNDAY	Leave Daily EX. MONDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY		
				8.45PM	5.45PM	3.15PM	7.45AM	0.0	DN SAN FRANCISCO	139.5	9.05AM	12.35PM	5.05PM	7.35PM												
Yard WFOP	10.50AM	2.10AM	11.15PM	8.24PM	6.03PM	10.15AM	58.5	DR FULTON	81.0	s 6.08AM	s 9.58AM	s 2.25PM	5.11PM								10.45PM		3.00PM			
35	10.55	2.15		f	f		59.8	MARK WEST	79.7	f	f	f											2.55			
16	11.20	2.25	11.22	s 8.33	s 6.11	s 10.22	62.9	D WINDSOR	76.6	s 6.00	s 9.50	s 2.18	s 5.04								10.35		2.45			
	11.30AM			f	f		66.4	GRANT	72.1	f	f	f														
49							67.0	BAILHACHE	72.5																	
Yard WT	12.35PM	2.45	s 11.32	8.45PM	s 6.22	s 10.32	68.0	DR HEALDSBURG	71.5	s 5.50	9.40AM	s 2.08	s 4.54								10.20		2.08	12.35		
					f		70.2	CHIQUITA (Spur)	69.3																	
50	1.00	2.55	11.38		s 6.29	s 10.39	71.9	LYTTON	67.6	f 5.39		s 1.58	s 4.44								10.03		12.15PM			
44	1.20	3.05	f 11.45		s 6.37	s 10.47	75.8	D GEYSERVILLE	63.7	s 5.33		s 1.51	s 4.37								9.52		11.55AM			
					f		78.8	CHIANTI (Spur)	60.7			f														
44	1.40	3.19	11.54PM		f 6.47	f 10.56	81.3	ASTI	58.2	f 5.22		f 1.40	f 4.26								9.37		11.30			
Yard WFT	2.15	3.30	s 12.04AM		s 6.57	s 11.06	85.2	D CLOVERDALE	54.3	s 5.15		s 1.33	s 4.19								9.27		11.06			
31	2.25	3.35	12.08		f 7.02	f 11.10	87.1	PRESTON	52.4	f 5.08		f 1.26	f 4.13								9.17		10.35			
28	2.35	3.43	12.14		f 7.08	f 11.15	89.8	ECHO	49.7	f 5.02		f 1.20	f 4.07								9.10		10.20			
					f	f	91.8	CUMMISKEY (Spur)	47.7	f		f	f													
21							92.6	THORN	46.9																	
36	2.55	3.58	12.27		f 7.20	f 11.27	95.3	PIETA	44.2	f 4.50		f 1.08	f 3.55								8.55		9.55			
					f	f	96.8	FOUNTAIN (Spur)	42.7	f		f	f													
30 W	3.45	4.10	f 12.38		s 7.34	s 11.40	100.1	D HOPLAND	39.4	f 4.39		s 12.58	s 3.45								8.42		9.40			
58	4.00	4.30	12.47		f 7.43	f 11.49AM	103.9	LARGO	35.6	f 4.30		f 12.49	f 3.36								8.32		9.15			
22							105.9	HENRY	33.6																	
16	4.25	4.45	1.00		f 7.56	f 12.02PM	109.6	EL ROBLE	29.9	f 4.18		f 12.37	f 3.24								8.17		9.00			
Yard WFTP	4.40PM	5.20	s 1.13		8.05PM	s 12.15	114.0	DNR UKIAH	25.5	s 4.10		12.30PM	s 3.17								8.05		8.50AM			
23		5.40	1.26			f 12.28	120.1	CALPELLA	19.4	3.55		f 3.05									7.10					
49 WYP		6.05	1.31			f 12.32	122.1	BASIL	17.4	3.51		f 3.01									7.05					
33 P		6.20	1.36			f 12.37	124.0	LAUGHLIN	15.5	3.47		f 2.57									6.55					
11			1.48			12.49	127.9	HILPASS	11.6	3.34		2.44														
17 WP		7.15	s 2.06			s 1.06	131.4	RIDGEWOOD	8.1	s 3.22		s 2.32									6.20					
Terminal Yard WFO P		7.50AM	2.30AM			f 1.30PM	139.5	DNR WILLITS	0.0	3.00AM		2.10PM									5.40PM					
	Arrive Daily EX. SUNDAY	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	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).

SPEED RESTRICTIONS.

Passenger Trains

- Fulton—M. P. 87.6.....45 miles per hour.
- M. P. 87.6—El Roble:
 - Curves.....35 miles per hour.
 - Tangent.....45 miles per hour.
- El Roble—Basil.....45 miles per hour.
- Basil—Laughlin.....35 miles per hour.
- Laughlin—Ridgewood (Ascending grade).....22 miles per hour.
- Laughlin—M. P. 136.7 (Descending grade).....18 miles per hour.
- M. P. 136.7—Willits.....45 miles per hour.

Freight Trains

- Fulton—Laughlin.....35 miles per hour.
- Laughlin—Ridgewood (Ascending grade).....18 miles per hour.
- Laughlin—M. P. 136.7 (Descending grade).....15 miles per hour.
- M. P. 136.7—Willits.....35 miles per hour.

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.
 No. 4 will stop at all stations east of Santa Rosa to discharge passengers boarding train Santa Rosa and west.

Capacity of passing siding in car length, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS			Distance from San Francisco Via Sausalito	Time Table No. 35 May 28, 1921	Distance from Tiburon Via Tiburon	SECOND CLASS			THIRD CLASS					
			34 Ukiah Freight	36 Santa Rosa Freight			32 Eureka Freight						31 Eureka Freight			33 Ukiah Freight	35 Santa Rosa Freight		
			Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY			Leave Daily EX. SUNDAY						Arrive Daily EX. MONDAY			Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		
Terminal Yard WFTOP							0.0	DN	SAN FRANCISCO	137.9									
W			11.59PM			10.35PM	6.5	DNR	TIBURON	131.4	2.35AM			11.50PM					
							7.5		1.0 HILARITA	130.4									
			12.10AM			10.44	10.1		2.6 REED (Spur)	127.8	2.25			11.40					
YP							11.4		1.3 SAN CLEMENTE (Spur)	126.5									
YP			12.21			10.55	12.7		DETOUR	125.2	2.15			11.30					
P							14.3		DETOUR 0.6	125.2	2.15			11.30					
							14.9		0.8 GREEN BRAE (Spur)	124.6	2.13			11.25					
Yard WIYP			12.40			11.15	15.7		1.3 SCHUETZEN	123.8									
24 P							17.0		1.7 DNR SAN RAFAEL	122.5	2.00			11.15					
24 P			12.50			11.27	18.7		1.3 CERRO	120.8									
P							20.0		1.1 GOLF	119.5	1.40			10.25					
37 P			1.05			11.35	21.1		0.6 GALLINAS (Spur)	118.4									
							21.7		0.3 MILLER	117.8	1.35			10.18					
Yard WFTOP			1.25			11.50	22.0		2.9 ST. VINCENT (Spur)	117.5									
47 W			1.55			11.58PM	24.9		DNR IGNACIO	114.6	1.25			10.07					
33 W			2.15			12.08AM	27.8		3.5 D NOVATO	111.7	12.48			9.10					
33			2.33			12.23	31.3		5.4 BURDELL	108.2	12.38			8.51					
Yard WT			4.25			12.43	36.7		1.8 HAYSTACK	102.8	12.23			8.36					
45							38.5		0.7 DN PETALUMA	101.0	12.10AM			8.30 7.20					
							39.2		1.8 PARK SIDING	100.3									
38			4.37			12.53	41.0		1.0 CROWN (Spur)	98.5									
							42.0		1.3 ELY	97.5	11.48PM			7.10					
64 W			5.00			1.04	43.3		2.8 PENN GROVE	96.2				7.05					
23			5.35			1.11	46.1		2.6 D COTATI	93.4	11.39			6.45					
28			5.55			1.18	48.7		2.6 WILFRED	90.8	11.33			6.25					
Interchange Yard WYP			10.25AM	6.10AM		1.55	51.3		2.5 BELLEVUE	88.2	11.26			6.10					
124 P							53.8		DNR SANTA ROSA	85.7	11.05		3.25PM	6.00PM					
Yard WFOP			10.35AM			2.05AM	54.4		0.6 WYE SIDING	85.1									
			Arrive Daily EX. SUNDAY	Arrive Daily EX. MONDAY		Arrive Daily EX. MONDAY	58.5		4.1 DR FULTON	81.0	10.48PM		3.15PM						
											Leave Daily EX. SUNDAY		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-Fulton 45 miles per hour.
- Freight Trains . . . Tiburon-Detour 20 miles per hour.
- Detour-Fulton 35 miles per hour.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, and Turning Stations.	FIRST CLASS						Distance from San Francisco Via Sausalito	Time Table No. 35 May 28, 1921	Distance from Glen Ellen Via Sausalito	FIRST CLASS		
				146	142	140				141	145	147
				Glen Ellen Passenger	Glen Ellen Passenger	Glen Ellen Passenger				Glen Ellen Passenger	Glen Ellen Passenger	Glen Ellen Passenger
				Leave Daily	Leave Daily	Leave SUNDAY ONLY		STATIONS	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	
				4.15PM	8.15AM	7.15AM	0.0	DN SAN FRANCISCO	9.57AM	5.35PM	8.35PM	
Yard WFTOP				5.40PM	9.45AM	8.35AM	24.9	DNR IGNACIO	s 8.30AM	s 4.10PM	s 7.10PM	
23 P				f 5.47	f 9.52	f 8.42	28.5	3.6 BLACK POINT	f 8.23	f 4.03	f 7.03	
24 P				f 5.53	f 9.58	f 8.48	30.8	2.3 RECLAMATION	f 8.17	f 3.57	f 6.57	
20 P				f 5.59	f 10.04	f 8.54	33.4	2.6 SEARS' POINT	f 8.11	f 3.51	f 6.51	
P				f	f	f	35.2	1.8 FAIRVILLE (Spur)	f	f	f	
				f	f	f	36.7	1.5 MCGILL (Spur)	f	f	f	
15 P				f 6.09	f 10.14	f 9.04	37.8	1.1 WINGO	f 8.01	f 3.41	f 6.41	
Interchange 37 WP				s 6.16	s 10.21	s 9.11	40.4	2.6 D SCHELLVILLE	s 7.54	s 3.34	s 6.34	
				s 6.21	s 10.26	s 9.16	42.2	1.8 VINEBURG	s 7.49	s 3.29	s 6.29	
9				f 6.24	f	f	43.5	1.3 BUENA VISTA	f	f	f 6.24	
25				s 6.28	s 10.33	s 9.23	44.8	1.3 SONOMA	s 7.42	s 3.22	s 6.22	
12				f 6.33	f 10.38	f 9.28	46.1	1.3 VERANO	f 7.36	f 3.16	f 6.16	
				s 6.36	s 10.41	s 9.31	46.8	0.7 BOYES SPRINGS (Spur)	s 7.34	s 3.14	s 6.14	
				s 6.38	s 10.43	s 9.33	47.4	0.6 FETTERS SPRINGS (Spur)	s 7.32	s 3.12	s 6.12	
				f 6.40	f 10.45	f 9.35	47.7	0.3 AGUA CALIENTE (Spur)	f 7.30	f 3.10	f 6.10	
				f	f	f	48.5	0.8 WATRIS (No Siding)	f	f	f	
8				f 6.45	f 10.50	f 9.40	49.1	0.6 MADRONE	f 7.25	f 3.05	f 6.05	
9				f	f	f	49.8	0.7 ELDRIDGE	f	f	f	
14 WT				6.50PM	10.55AM	9.45AM	51.2	1.4 R GLEN ELLEN	7.20AM	3.00PM	6.00PM	
				Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY			Leave Daily	Leave Daily	Leave SUNDAY ONLY	

SPEED RESTRICTIONS.

Passenger Trains..Ignacio-Glen Ellen.....35 miles per hour.
Freight Trains...Ignacio-Glen Ellen.....25 miles per hour.

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

Freight service between Ignacio and Glen Ellen performed by extras.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, and Turning Stations.	Eastward FROM SAN FRANCISCO—SEBASTOPOL BRANCH: Santa Rosa and Sebastopol—TOWARD SAN FRANCISCO						Distance from Sebastopol Via Sausalito
	Time Table No. 35 May 28, 1921						
	STATIONS						
			0.0	DN SAN FRANCISCO		60.1	
Interchange Yard WYP			53.8	DNR SANTA ROSA		6.8	
			56.2	2.4 KENILWORTH (No Siding)		3.9	
Interchange 18			59.3	3.1 GRAVENSTEIN		0.8	
22 FT			60.1	0.3 SEBASTOPOL		0.0	
				NOTE—Service on Sebastopol Branch will be handled by extras.			

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, and Turning Stations.	Eastward FROM SAN FRANCISCO—SHERWOOD BRANCH: Willits and Sherwood—TOWARD SAN FRANCISCO						Distance from Sherwood Via Sausalito
	Time Table No. 35 May 28, 1921						
	STATIONS						
			0.0	DN SAN FRANCISCO		153.5	
Terminal Yard WYOP			139.6	DNR WILLITS		14.0	
22 P			142.2	2.7 NORTHWESTERN		11.3	
13 P			143.9	1.7 SHERWOOD JUNCTION		9.6	
WP			148.6	4.7 ROWES (Spur)		5.0	
9			149.7	1.1 SYLVAN DALE		3.9	
9 W			151.8	2.1 EN CLIMA		1.8	
5 FYP			153.5	1.8 SHERWOOD		0.0	
				NOTE—Service on Sherwood Branch will be handled by extras.			

SPEED RESTRICTIONS.

Sebastopol Branch—Trains must not exceed 20 miles per hour.

SPEED RESTRICTIONS.

Sherwood Branch—All trains use 12 minutes between Willits and Sherwood Junction; 45 minutes Sherwood Junction and Sherwood.

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. 35 May 28, 1921	Distance from Duncan Mills Via Sausalito.	FIRST CLASS						
	224	60	222	220					221	61	223	225			
	Duncan Mills Passenger	Cazadero Passenger	Duncan Mills Passenger	Duncan Mills Passenger					Duncan Mills Passenger	Cazadero Passenger	Duncan Mills Passenger	Duncan Mills Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY				Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY				
	1.45PM	8.15AM	8.45AM	6.45AM		0.0	DN SAN FRANCISCO	81.5	10.35AM	7.05PM	6.35PM	9.05PM			
Yard WFOP	4.25PM		11.22AM	9.38AM		58.5	DR FULTON	23.0	s 7.48AM		s 3.48PM	s 6.32PM			
10	f 4.29		f 11.26	f 9.43		60.6	MEACHAM	20.9	f 7.43		f 3.43	f 6.27			
22	f 4.31		f 11.28	f 9.45		61.4	WOOLSEY	20.1	f 7.40		f 3.40	f 6.24			
	f 4.37		f 11.34	f 9.51		63.9	TRENTON	17.6	f 7.33		f 3.32	f 6.16			
	f 4.42		f 11.39	f 9.56		65.8	FORESTVILLE (Spur)	15.7	f 7.28		f 3.26	f 6.10			
	f 4.47		f 11.44	f 10.01		67.5	GREEN VALLEY	14.0	f 7.23		f 3.21	f 6.05			
P	f 4.52		f 11.49	f 10.06		69.4	HILTON	12.1	f 7.18		f 3.15	f 5.59			
24 P						70.4	POCKET	11.1							
	f		f	f		70.9	KORBEL	10.6	f		f	f			
WP	s 4.59		s 11.56AM	s 10.13		72.2	RIONIDO	9.3	s 7.10		s 3.05	s 5.49			
19 P	s 5.05		s 12.04PM	s 10.21		73.9	D GUERNEVILLE	7.6	s 7.05		s 3.00	s 5.42			
	f		f	f		74.7	GUERNEWOOD PARK	6.8	f		f	f			
	f		f	f		75.6	MONTESANO (Spur)	5.9	f		f	f			
	f		f	f		75.9	RUSSIAN RIVER HEIGHTS	5.6	f		f	f			
16	f 5.20		f 12.22	f 10.39		76.9	RIO CAMPO	4.6	f 6.51		f 2.42	f 5.20			
P	s 5.25	12.39PM	s 12.29	s 10.46	73.8	78.2	DR MONTE RIO	3.3	s 6.48	s 2.14PM	s 2.38	s 5.16			
	f	f	f	f	74.6	79.0	VILLA GRANDE (Spur)	2.5	f	f	f	f			
Yard WFY	5.35PM	s 12.49 12.55	12.39PM	10.58AM	77.1	81.5	DR DUNCAN MILLS	0.0	6.38AM	s 2.03	2.24PM	5.02PM			
		f 1.09			80.8		KIDD CREEK			f 1.49					
9 T		1.22PM			84.3		DR CAZADERO			1.37PM					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY					Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY			

Westward trains are superior to trains of the same class in the opposite direction (Rule 72). Except No. 60 is superior to No. 61. Passenger Trains... Fulton-Guerneville... 35 miles per hour. Guerneville-Duncan Mills... 25 miles per hour. Duncan Mills-Cazadero... 35 miles per hour. Freight Trains... Fulton-Guerneville... 25 miles per hour. Guerneville-Duncan Mills... 20 miles per hour. Duncan Mills-Cazadero... 30 miles per hour.

Freight Service between Fulton and Cazadero performed by Extras.
 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.

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. 35 May 28, 1921		Distance from Donahue.	
		STATIONS			
		DN PETALUMA	6.5		
Yard WT	38.5	LAKEVILLE (No Siding)	0.8	NOTE.—Service on Donahue Branch will be handled by extras.	
	44.2	DONAHUE (Spur)	0.0		
	45.0				

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.	FIRST CLASS		Distance from San Quentin.	SECOND CLASS
		Time Table No. 35 May 28, 1921			
		STATIONS			
Yard WIYP	17.0	DNR SAN RAFAEL	3.1	NOTE.—Service on San Quentin Branch will be handled by extras.	
	20.1	SAN QUENTIN	0.0		

Donahue Branch-Trains must not exceed 6 miles per hour.

San Quentin Branch Trains must not exceed 12 miles per hour.

SAN FRANCISCO AND MONTE RIO—TOWARD SAN FRANCISCO.

Westward.

Time Table No. 35 May 28, 1921	Distance from Cazadero	FIRST CLASS										THIRD CLASS				
		63	65	67	69	71	61	73	75					37		
		Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Point Reyes Passenger	Point Reyes Passenger	Cazadero Passenger	Point Reyes Passenger	Lagunitas Passenger					Occidental Freight		
STATIONS	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY					Arrive Daily EX. SUNDAY			
DN SAN FRANCISCO 6.5	84.3	7.35AM	8.35AM	8.35AM	3.35PM	5.05PM	7.05PM	8.05PM								
DNR SAUSALITO	77.8		7.53AM	7.53AM	2.53PM	4.23PM	6.23PM	7.23PM								

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

Auto. Block	Station	Dist.	SEE CURRENT INTERURBAN TIME TABLE GOVERNING MOVEMENT OF TRAINS BETWEEN SAN ANSELMO AND MANOR.														
			63	65	67	69	71	61	73	75							
D	SAN ANSELMO	67.8	s 7.28AM	s 7.28AM	s 2.29PM	s 3.59PM	s 5.59PM	s 6.59PM									
	YOLANDA (No Siding)	67.1															
	PASTORI (No Siding)	66.4															
	FAIRFAX (Spur)	66.0															
DR	MANOR	65.5	6.21AM	s 7.20	s 7.20	s 2.21	s 3.51	s 5.51	s 6.51	6.51PM							
	WOODACRE LODGE	62.8	f 6.12	f 7.10	f 7.10	f 2.10	f 3.40	f 5.41	f 6.41	f 6.42							
	WOODACRE	62.3	f	f	f	f	f	f	f	f							
D	SAN GERONIMO	61.2	s 6.07	s 7.05	s 7.05	s 2.05	s 3.35	s 5.36	s 6.36	s 6.37							
R	LAGUNITAS	59.1	s 6.00	6.58AM	s 6.58	s 1.58	s 3.28	s 5.26	s 6.29	6.30PM							
	CAMP TAYLOR (No Siding)	56.4	f		f	f	f	f	f								
	TAYLORVILLE	55.3	f 5.47		f 6.45	f 1.45	f 3.15	f 5.11	f 6.16								
	TOCALOMA (Spur)	53.1	f		f	f	f	f	f								
	GARCIA	51.4	f 5.36		f 6.34	f 1.34	f 3.04	f 4.58	f 6.05								
DR	POINT REYES	47.9	5.27AM		6.25AM	1.25PM	2.55PM	s 4.49	5.56PM								9.35AM
	MILLERTON	43.8						f 4.22									9.15
D	MARSHALL (Spur)	38.9						s 4.06									8.57
	HAMLET	34.9						f 3.51									8.42
D	TOMALES	31.2						s 3.39									8.30
	FALLON (Spur)	29.1						s 3.29									8.17
	CLARK SUMMIT	27.5						f 3.23									8.09
D	VALLEY FORD	24.8						s 3.15									8.00
	BODEGA ROAD	22.1						s 3.04									7.45
	FREESTONE	20.6						s 2.59									7.36
DR	OCCIDENTAL	16.7						s 2.44									7.20AM
R	CAMP MEEKER (Spur)	15.3						s 2.37									
	TYRONE (No Siding)	11.9						f									
DR	MONTE RIO	10.5						2.16PM									

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

	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY									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). Exceptions { No. 64 is Superior to No. 65.
No. 72 is Superior to No. 75.
No. 60 is Superior to No. 61.

SPEED RESTRICTIONS.

ALL TRAINS must get clearance card before leaving Cazadero and Duncan Mills when operator is on duty.

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.

Freight service between San Anselmo and Point Reyes, from Point Reyes to Occidental and between Occidental and Camp Meeker performed by extras.

No 37 will carry passengers.

Passengers on train No. 63 will transfer to train No. 611 at Manor.

Passenger trains must not exceed 35 miles per hour.

Freight trains must not exceed 30 miles per hour.

All 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.

All Trains must reduce speed around sharp curves.

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.

Trainmen and enginemen will be governed by the position of the train order signal at telegraph stations, during all hours of the day and night. When any station train order signal is fastened at "proceed" position in both directions by day and in addition the light shows "proceed" by night, it indicates that no operator is on duty, and trainmen and enginemen will be governed accordingly.

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 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.

Movement of all trains OVER SINGLE TRACK BETWEEN ALMONTE AND MILL VALLEY, BETWEEN LAUREL AVENUE AND FAIRFAX, BETWEEN FAIRFAX AND MANOR, BETWEEN SAN ANSELMO AND WEST END OF DOUBLE TRACK TOWARD WEST END STATION, BETWEEN B STREET AND WEST END STATION, 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 trainmen and enginemen moving over single track between Almonte and Mill Valley, between Laurel Avenue and Fairfax, between Fairfax and Manor, between San Anselmo and west end of double track toward West End station, between B Street and West End station and between Detour and Green Brae; in case of heavy storms, fogs, or other cause, rendering view obscure, trains must move only under control, or under the protection of flagman.

Trains moving from Tiburon route 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 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 at proceed. Engineers will whistle out flag ahead when a signal is found at stop, 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 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 stop, wait three minutes and may then follow flagman, proceeding slowly until next signal is seen to be at proceed.

Trainmen must not depend upon automatic block signals to protect their trains, but whenever necessary must see that train is protected 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.

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, irrespective 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.

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.

Trains approaching tunnel will approach automatic block signal governing movement at and through tunnel, under control, and except such trains as are herein-after 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 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, 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.

LOCATION OF END OF THIRD RUNNING RAIL.

Point Reyes.	Broad gauge rail, 909 feet east of east switch. Narrow gauge rail, 555 feet west of west switch.
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 route. Narrow gauge rail. 1025 feet east of east switch on Markham route.

DASH POT SPRING SWITCHES.

Dash pot spring switches are located as follows:

- Main track to track No. 1 Mill Valley.
- 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 Station.
- End of double track between West End Station and San Anselmo.
- End of double track at Laurel Avenue.
- East and West ends of double track 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.

Freight trains must not handle in excess of 36 cars, including caboose, descending grade Ridgewood and Laughlin

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 lookout 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.

DRAWBRIDGES.

Signals mechanically interlocked with drawbridges having been installed, if such signals are seen to be at proceed, 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 stop; when necessary send flagman ahead to ascertain cause.

During heavy storms, foggy weather, or when view is obscure, trains must approach signals under sufficient control to enable proper stop to be made if signal is 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 must be displayed 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 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.

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.

YARD LIMITS.

Tiburon, San Rafael, San Anselmo, 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 double track Fairfax, will be normally at stop and will clear when train is on the preliminary, if no train in the single track section between Fairfax and Manor.

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

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

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

SIGNALS AT INTERLOCKING PLANTS.

Movements governed by short-arm or dwarf signals must be made under control, (speed not to exceed 6 miles per hour) and position of switches observed, as such signals govern movements of various interlocking sections.

At all interlocking plants when enginemen 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.

In event that train is unable to proceed, 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 signal and towerman will then give signal to next train in regular order.

ALMONTE.

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

BALTIMORE PARK.

Junction switches between tracks, Sausalito-San Anselmo and Sausalito-Detour routes 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 control, expecting it to be at stop. Derailer is operated in conjunction with this signal.

Detour route is superior.

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 routes.

Manor route is superior.

FAIRFAX.

Spring switch east end double track will be set normally for westward track. Spring switch west end double track will be set normally for eastbound track.

MANOR.

Electric trains will stop and start from siding 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 leg of Y, with Tiburon route will be set normally for main track, Sausalito route. Automatic signals interlocked therewith will indicate "proceed" for Sausalito route, and at "stop" for Tiburon route. 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.

Double track extends to Mission Street. Switch at this point will be handled by switch-tender daily from 7.45 a.m. to 12.15 p.m., and from 1.15 p.m. to 6.45 p.m. Between 12.15 p.m. and 1.15 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 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 will be handled by trainmen.

GALLINAS AND ST. VINCENT.

Trains standing on spur will be governed by indicator signal at switch before going out on main track, switch must not be opened unless signal stands at "proceed." "Proceed" 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 route and Sonoma Valley Route 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 route between cut-off opposite the depot and the connection at the east end. If trains meet at this point, westward trains should be given preference for the station stop. The switch in main track west end of cut-off, opposite depot, will be handled by Agent for all passenger trains, and all westward freights running over the Sonoma Valley route. Enginemen on trains to or from the Sonoma Valley route 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 route.

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 shoving 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 route by agent.

DUNCAN MILLS.

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

Steam trains will secure clearance card before leaving San Rafael, with the exception of westward steam trains via San Anselmo and Baltimore Park via Detour. Registers at Lagunitas, Occidental and Camp Meeker are for trains originating or terminating at such stations. Standard clocks are located at Tiburon, San Rafael, Ignacio, Petaluma, Santa Rosa, Ukiah, Willits, Sausalito, Point Reyes and Duncan Mills.

SIDINGS, SPURS AND FLAG STOPS.

MAIN LINE TO WILLITS.

GLEN PARK (Flag Stop for Nos. 5, 10, 141 and 146)—1.1 miles east of San Rafael.

FORBES (Flag Stop for Nos. 5, 10, 141, and 146)—0.4 miles west of Golf Siding.

SAN ANTONIO (Flag Stop, for Nos. 3, 5, 6, 8, 10, 220, 222, 223)—1.8 miles east of Burdell.

CRUSHER (Spur 1257 ft.)—1.6 miles west of Petaluma.

McNEAR (Spur 1,467 ft.)—1.4 miles west of Petaluma.

SUCRATE (Spur 627 ft.)—0.9 miles west of Wilfred.

FINLAYSON (Spur 1276 ft.)—1.1 miles east of Healdsburg.

OLIVETO (Spur 348 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 290 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.

CLEMHORST (Spur 161 ft.)—0.8 miles west of El Roble.

ASYLUM (Siding 878 ft.)—0.8 mile west of Ukiah.

LAHM (Spur 232 ft.)—2.3 miles east of Ridgewood.

SHERWOOD BRANCH.

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 1,892 ft.)—0.56 mile west of Sherwood.

SHERWOOD EXTENSION (11.42 miles)—East of Sherwood.

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 1278 ft.)—0.5 mile west of Sonoma.

PAGANI (Spur 136 ft.)—0.7 mile west of Glen Ellen.

DONAHUE BRANCH.

CAMPBELL (Spur 89 ft.)—2.1 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 (Spur 1350 ft., 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.

WALDO (Spur 2928 ft.)—1.9 miles east of Sausalito.

POWER HOUSE (Spur 1,086 ft.)—0.8 mile east of Almonte.

ALTO (Spur 728 ft.)—1.1 miles east of Almonte.

CORTE MADERA (Spur 292 ft.)—0.5 mile west of Baltimore Park.

LARKSPUR (Spur 815 ft.)—0.3 mile east of Baltimore Park.

ESCALLE (Spur 382 ft.)—0.9 mile east of Baltimore Park.

KENTFIELD (Spur 305 ft.)—1.8 miles west of San Anselmo.

ROSS (Spur 286 ft.)—1.0 west of San Anselmo.

ROYS (Spur 230 ft., Flag Stop)—0.9 mile east of Manor.

BOTHIN (Flag Stop)—1.0 mile west of Woodacre Lodge.

FOREST KNOLLS (Flag Stop)—0.7 mile west of Lagunitas.

CAMP BERKELEY (Flag Stop)—1.4 miles east of Lagunitas.

JEWELL (Spur 91 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.

FERN COVE (Flag Stop)—0.5 mile east of Monte Rio.

SHERIDAN (Flag Stop)—0.9 mile east of Villa 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 1.2 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	.....			
".....	601	36,000	.....	".....	815-816	27,500	.....			
".....	602	40,000	.....	".....	817	30,000	.....			
".....	604-606	42,000	.....	Baggage and Passenger.....	802	28,500	.....			
".....	608-609	79,100	.....	".....	803	29,000	.....			
".....	613-615	84,000	.....	".....	804	23,200	.....			
".....	675-680	.....	93,000	".....	805	26,700	.....			
Baggage and Passenger.....	176	40,500	.....	Coach.....	701	21,700	.....			
".....	177-181	42,000	.....	".....	702	28,000	.....			
".....	182-183	56,300	.....	".....	704	21,700	.....			
".....	184	40,800	.....	".....	705	22,500	.....			
Business.....	03	75,200	.....	".....	713-714	30,500	.....			
".....	04	99,000	.....	".....	716-717	30,500	.....			
Chair.....	550-553	.....	105,800	".....	718	21,700	.....			
Coach.....	3-29	41,000	.....	".....	719	29,500	.....			
".....	30-33	48,600	.....	".....	720-724	32,000	.....			
".....	34-43	41,000	.....	".....	727	35,500	.....			
".....	44-68	56,500	.....	".....	728-729	25,500	.....			
".....	70-81	86,000	.....	".....	730	21,700	.....			
".....	110-112	54,400	.....	".....	731	25,900	.....			
".....	113-115	36,500	.....	".....	732	24,900	.....			
".....	120-125	40,000	.....	".....	733	21,700	.....			
".....	400-402	.....	101,900	Mail and Express.....	811	29,000	.....			
".....	403-405	.....	104,300	".....	812	31,500	.....			
".....	450-458	.....	102,400								
".....	459-469	.....	104,300								
Mail and Express.....	603	40,000	.....							
".....	607	73,500	.....							
".....	610	82,300	.....							
".....	611	34,700	.....							
".....	616-617	87,000	.....							
".....	640-645	.....	99,200								

LIMIT OF CAR LOADING TO CLEAR TUNNELS.

BETWEEN	HEIGHT ABOVE TOP OF RAIL AT WIDTHS STATED										MAXIMUM HEIGHT	MAXIMUM WIDTH
	WIDTH	2' 6"	5'	7'	8' 6"	9' 6"	10'	10' 6"	11'	11' 6"		
Detour and San Rafael.....	HEIGHT	16' 6"	16' 6"	16'	14' 9"	13' 9"	13' 3"	13'	12' 3"	12'	16' 6"	11' 6"
Sausalito and Corte Madera.....	HEIGHT	15' 6"	15' 6"	15' 6"	15'	14' 6"	14'	13' 9"	13' 9"	13' 3"	15' 6"	11' 6"
Manor and Point Reyes.....	HEIGHT	17'	17'	17'	16' 9"	16' 3"	16'	15' 9"	15' 9"	15' 6"	17'	11' 6"
Point Reyes and Monte Rio.....	HEIGHT		16' 6"	11'	10'						12' 6"	8' 6"
Cloverdale and Willits.....	HEIGHT	16' 9"	16' 6"	15' 6"	15'	14' 9"	14' 6"	14' 3"	13' 3"	12'	16' 9"	11' 6"
Shively and Loleta.....	HEIGHT	17'	17'	17'	16' 9"	16' 6"	16' 3"	16'	16'	15' 9"	17'	11' 6"
Loleta and Eureka.....	HEIGHT	16' 6"	16' 3"	15' 3"	15'	14' 3"	13' 9"	13'	12' 3"	11'	16' 6"	11' 6"
Eureka and Arcata.....	HEIGHT	14' 9"	14' 9"	14' 9"	14' 9"	14' 9"	14' 9"	14' 9"	14' 9"	14' 9"	14' 9"	11' 6"

Limit of Load Weight above Marked Capacity.....10%

POWER RAIL CLEARANCE.

BETWEEN SAUSALITO AND MILL VALLEY, SAN RAFAEL, MANOR AND DETOUR.

- 22 inches outside gauge of rail must be 14 inches above rail.
- 24 inches outside gauge of rail must be 15 inches above rail.
- 30 inches outside gauge of rail must be 18 inches above rail.

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.....	Any N. W. P. Locomotive.....		161,000	Duncan Mills to Markham.....	102	T-55-18/24-78	100,000		
Sausalito to Detour.....				Manor to Point Reyes.....	114	T-57-19/26-110	161,000		
Sonoma Valley Branch.....		114		T-57-19/26-110	161,000	Sausalito, Mill Valley, San Anselmo, San Rafael, Manor, San Quentin.....	114	T-57-19/26-110	161,000
Donahue Branch.....		114		T-57-19/26-110	100,000		108	T-57-19/26-105	100,000
Sebastopol Branch.....		114		T-57-19/26-110	161,000	Sherwood Branch and Ten Mile Extension.....	251	Shay 40 13 1/2/15-201	100,000
Fulton to Duncan Mills.....	114	T-57-19/26-110	161,000						

RAILROAD SURGEONS

NAME	Location	NAME	Location
Dr. A. Miles Taylor, Chief Surgeon.....	Howard Bldg., Post St. and Grant Av. (Phone Sutter 1359).	Dr. W. F. Jones, District Surgeon.....	San Rafael.
Dr. O. E. Eklund, Chief Assistant Surgeon.....		Dr. Rafael G. Dufficy, Emergency Surgeon.....	San Rafael.
Dr. Eugene H. Lynch, Assistant Physician.....		Dr. G. G. Vanderlip, Dentist.....	San Rafael.
Dr. Jas. A. Black, Oculist.....		Dr. E. G. Bennett, District Surgeon.....	Petaluma.
Dr. C. W. Benjamin, Dentist.....		Dr. A. Anderson, Emergency Surgeon.....	Petaluma.
Dr. Walter Hill, Resident Physician.....	St. Luke's Hospital, San Francisco.	Dr. F. H. Phillips, Local Dentist.....	Santa Rosa.
Dr. W. F. Southard, Oculist.....		Dr. S. S. Bogle, Division Surgeon.....	Santa Rosa.
Dr. C. O. Southard, Oculist.....	701 Phelan Bldg., San Francisco.	Dr. J. H. Shaw, District Surgeon.....	Santa Rosa.
Dr. Ethan H. Smith, Orthopedic Surgeon.....		Dr. P. A. Meneray, Emergency Surgeon.....	Santa Rosa.
Dr. A. W. Morton, Consulting Surgeon.....	Butler Building, San Francisco.	Dr. V. Hoffer, Dentist.....	Santa Rosa.
Dr. Fred W. Lux, Consulting Surgeon.....		Dr. Waid J. Stone, District Surgeon.....	Healdsburg.
Dr. W. P. Willard, Consulting Surgeon.....	Medical Building, San Francisco.	D. C. W. Weaver, Emergency Surgeon.....	Healdsburg.
Dr. F. Scott, Emergency Surgeon.....		Dr. F. E. Sohler, Emergency Surgeon.....	Healdsburg.
Dr. J. H. Kuser, Division Surgeon.....	Belvedere.	Dr. A. C. Huntley, Emergency Surgeon.....	Geyserville.
	San Rafael.		

TIME INSPECTORS

NAME	Location	NAME	Location
Dr. W. C. Shipley, Emergency Surgeon.....	Cloverdale.	Webb C. Ball General Time Inspector.....	San Francisco
Dr. Geo. W. Stout, Local Surgeon.....	Ukiah.	John Hood Co., Traveling Inspectors.....	Santa Rosa
Dr. S. L. Rea, Emergency Surgeon.....	Ukiah.	E. L. Stevens.....	Sausalito
Dr. Ernest C. Griner, Division Surgeon.....	Willits.	H. P. Proctor.....	San Rafael
Dr. Raymond Babcock, Local Surgeon.....	Willits.	A. H. Ross.....	Petaluma
Dr. A. M. Thompson, District Surgeon.....	Sonoma.	J. H. Martensen.....	Ukiah
Dr. F. O. Butler, Emergency Surgeon.....	Eldridge.	C. Guslander & Son.....	Willits
Dr. C. F. Larson, District Surgeon.....	Sausalito.		
Dr. W. H. Sullivan, Emergency Surgeon.....	Sausalito.		
Dr. J. J. Spottiswood, Emergency Surgeon.....	Mill Valley.		
Dr. S. P. Cavanaugh, Emergency Surgeon.....	Point Reyes.		
Dr. A. R. Graham, Emergency Surgeon.....	Tomales.		
Dr. C. J. Schmelz, District Surgeon.....	Guerneville		

HOSPITALS: General Hospital.....St. Luke's Hospital, San Francisco. 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 BASIL		BASIL to RIDGEWOOD		WILLITS to RIDGEWOOD		BASIL 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	Ms.	Cars
E 59-16/24-54	9-10	140	825	15	480	10	1350	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	150	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 57-16/24-73	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	1535	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 57-19/26-110	107-108	180	1750	35	900	20	2750	45	2270	40	1750	35	500	8	750	15	2915	50	1300	25	1000	20	1400	30
T 57-19/26-105	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	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	185	2000	40	1080	25	3200	55	2720	48	2000	40	600	10	1000	18	3495	60	1600	30	1100	25	1680	36
T 63-21/28-135	178	190	2095	42	1131	26	3351	57	2848	50	2095	42	628	10	1047	18	3670	63	1675	31	1152	26	1759	37
T 63-21/28-140	179	190	2095	42	1131	26	3351	57	2848	50	2095	42	628	10	1047	18	3670	63	1675	31	1152	26	1759	37
Allowance in Ms. per Car for variable length of Train			13 Ms.		6 Ms.		15 Ms.		14 Ms.		18 Ms.		4 Ms.		6 Ms.		16 Ms.		7 Ms.		6 Ms.		10 Ms.	

TONNAGE RATING---NARROW GAUGE ENGINES IN Ms.

CLASSIFICATION	ENGINES	Boiler Pressure	MONTE RIO to OCCIDENTAL		FREESTONE to OCCIDENTAL		HAMLET to FREESTONE															
			Ms.	Cars	Ms.	Cars	Ms.	Cars														
E 52-14/18-32	85	140	150	4	250	8	390	12														
E 48-15/20-53	90-91	140	265	8	415	13	620	19														
E 48-16/20-54	92	150	320	9	490	15	730	23														
T 50-16/20-59	144	142	275	8	430	13	645	20														
T 55-16/22-61	145	170	320	9	495	15	750	23														
Allowance in Ms. per Car for variable length of Train			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 1737 Ms; if 34 cars, 1763 Ms.

WM. MOLLEN, Chief Train Dispatcher

Train Dispatchers

J. F. SWEET
 W. H. VAUGHAN
 R. D. SHUGRUE
 D. S. MORGAN } SAUSALITO, CAL.

J. L. HALEY,
 Trainmaster.

