

# NORTHWESTERN PACIFIC RAILROAD CO.

## TIME-TABLE

# 8

To Take Effect Wednesday, September 16, 1931, at 3:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

EDWARD H. MAGGARD,  
*President and General Manager.*

WM. N. NEFF,  
*General Superintendent*



Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	SECOND CLASS		FIRST CLASS						Distance from San Francisco	Time-Table No. 8	
	202		4	6	224	222	2	64		September 16, 1931	
	Mixed	Leave Daily Ex. Sunday								STATIONS	
			8.30 PM	5.15 PM	2.45 PM	9.15 AM	8.15 AM	7.45 AM	0.0	SAN FRANCISCO	
			9.02 PM	5.47 PM	3.17 PM	9.47 AM	8.47 AM	8.17 AM	6.6	SAUSALITO	
			9.15 PM	5.50 PM	3.20 PM	9.50 AM	8.50 AM	8.20 AM	6.5	TO-R SAUSALITO	
Yard WOITPBK									9.9	ALMONTE	
18 IP									11.5	SOUTH PORTAL	
P									12.2	NORTH PORTAL	
P									12.6	CORTE MADERA (Spur-N)	
IP			9.28	6.05	3.34	10.04	9.04	8.34 AM	13.0	BALTIMORE PARK	
YP			9.30	6.07	3.36	10.06	9.06		14.3	DETOUR	
									14.9	GREEN BRAE (Spur-N&S)	
P									15.7	CALIFORNIA PARK	
Yard WIYPBK			s 9.40	s 6.17	s 3.45	s 10.15	s 9.15		17.0	TO-R SAN RAFAEL	
24 P				6.24					18.7	CERRO	
24 P			9.47	6.27	3.52	10.21	9.23		20.0	GOLF	
P				f		f	f		21.1	GALLINAS (Spur-N)	
37 P			9.50	6.30	3.55	10.24	9.26		21.7	MILLER	
				f	f	f	f		22.0	ST. VINCENT (Spur-N)	
Yard WTOPBK			9.55	s 6.37	f 4.00	f 10.29	s 9.33		24.9	TO IGNACIO	
47 P			f 10.00	f 6.42	f 4.05	f 10.34	s 9.38		27.8	TO NOVATO	
50 WP			10.06	f 6.47	f 4.10	f 10.39	f 9.43		31.8	BURDELL	
62 Yard			10.13	6.54	4.17	10.46	9.50		36.7	HAYSTACK	
Yard WTPBK			s 10.27	s 7.02	s 4.25	s 10.53	s 9.58		38.5	TO PETALUMA	
45 Yard									39.2	PARK SIDING	
				f					41.0	CROWN (Spur-S)	
37			10.32	f 7.07	4.30	10.58	f 10.03		42.0	ELY	
P				f	f	f	s		43.3	PENN GROVE	
64 WP			10.39	f 7.14	f 4.37	s 11.05	f 10.10		46.1	TO COTATI	
23				f	f	f	f		48.7	WILFRED	
29			10.47	f 7.22	f 4.45	f 11.13	f 10.18		51.3	BELLEVUE	
Yard WPBK		10.40 AM	s 10.52	s 7.32	s 4.55	s 11.21	s 10.28		53.8	TO-R SANTA ROSA	
132 Yard YP			11.05	7.34					54.4	WYE SIDING	
Yard WOP		10.50 AM	11.13 PM	f 7.40 PM	s 5.03 PM	s 11.28 AM	f 10.36 AM		58.5	TO FULTON	
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily			

Southward trains are superior to trains of the same class in the opposite direction.

For additional schedules see Interurban Time-Table.

No. 4 stop at stations north of Santa Rosa to discharge passengers boarding train Santa Rosa and south.  
 No. 4 stop on flag at Cotati, Sunday only.

WILLIAM H. MCGOWAN  
 General Manager



SOUTHWARD

SOUTHERN DIVISION

Time-Table No. 8

September 16, 1931

STATIONS	Distance from Willits	FIRST CLASS									SECOND CLASS		
		3 Eureka Express	221 Duncan Mills Passenger	5 Ukiah Passenger	7 Ukiah Passenger	73 Point Reyes Passenger	1 Eureka Passenger	77 Point Reyes Passenger	223 Cazadero Passenger			201 Mixed	
		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday Only	Arrive Sunday Only			Arrive Daily Ex. Sunday	
Ferry SAN FRANCISCO 6.5	139.5	9.05AM	10.32AM	3.32PM	5.02PM	5.32PM	7.32PM	8.02PM	9.40PM				
SAUSALITO	138.0	8.30AM	10.00AM	3.00PM	4.30PM	5.00PM	7.00PM	7.30PM	9.05PM				
TO-R SAUSALITO 3.4	133.0	8.20AM	9.50AM	2.50PM	4.20PM	4.50PM	6.50PM	7.23PM	9.02PM				
ALMONTE 1.6	129.6												
SOUTH PORTAL 0.7 Single Track	128.0												
NORTH PORTAL 0.4	127.3												
CORTE MADERA (Spur-N) 0.4	126.9												
BALTIMORE PARK 1.3	126.5	8.04	9.38	2.34	4.07	4.31PM	6.36	7.09PM	8.48				
DETOUR 0.6	125.2	8.02	9.36	2.32	4.05		6.34		8.46				
GREEN BRAE (Spur-N&S) 0.8	124.6			f	f				f				
CALIFORNIA PARK 1.3	123.8												
TO-R SAN RAFAEL 1.7	122.5	s 7.57	s 9.31	s 2.27	s 4.00		s 6.29		s 8.41				
CERRO 1.3	120.8						6.24						
GOLF 1.1	119.5	7.47	9.23	2.19	3.52		6.21		8.33				
GALLINAS (Spur-N) 0.6	118.4		f	f	f								
MILLER 0.3	117.8	7.43	9.20	f 2.16	f 3.49		6.18		8.30				
ST. VINCENT (Spur-N) 2.9	117.5		f	f	f								
TO IGNAOIO 2.9	114.6	f 7.38	s 9.15	f 2.11	f 3.44		s 6.13		8.25				
TO NOVATO 3.5	111.7	s 7.32	s 9.07	s 2.06	s 3.39		f 6.03		f 8.20				
BURDELL 5.4	108.2	7.26	f 9.02	f 2.01	f 3.34		5.58		8.15				
HAYSTACK 1.8	102.8	7.17	8.55	1.54	3.27		5.51		8.08				
TO PETALUMA 0.7	101.0	s 7.13	s 8.51	s 1.50	s 3.23		s 5.47		s 8.04				
PARK SIDING 1.8	100.3												
CROWN (Spur-S) 1.0	98.5	f											
ELY 1.3	97.5	f 7.03	8.43	1.39	3.17		5.38		7.57				
PENN GROVE 2.8	96.2	f	f	f	f		f		f				
TO COTATI 2.6	93.4	f 6.55	f 8.36	f 1.32	f 3.10		f 5.31		f 7.50				
WILFRED 2.6	90.8	f	f	f	f		f		f				
BELLEVUE 2.5	88.2	f 6.45	f 8.28	f 1.24	f 3.02		f 5.22		f 7.42				
TO-R SANTA ROSA 0.6	85.7	s 6.40	s 8.24	s 1.20	s 2.58		s 5.18		s 7.38			4.55 PM	
WYE SIDING 4.1	85.1								7.34				
TO FULTON	81.0	6.20AM	8.11AM	1.05PM	2.48PM		5.03PM		7.26PM			4.35 PM	
		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday Only	Leave Sunday Only			Leave Daily Ex. Sunday	

Southward trains are superior to trains of the same class in the opposite direction.

For additional schedules see Interurban Time-Table.

No. 221 stop at Green Brae on flag daily except Sunday.



Northward

SOUTHERN DIVISION

Southward

FIRST CLASS

FIRST CLASS

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS			Distance from San Francisco	Time-Table No. 8 September 16, 1931	Distance from Willits	FIRST CLASS			
	4	6	2				3	5	7	1
	Eureka Express Leave Daily	Ukiah Passenger Leave Daily	Eureka Passenger Leave Daily				Eureka Express Arrive Daily	Ukiah Passenger Arrive Daily Ex. Sunday	Ukiah Passenger Arrive Sunday Only	Eureka Passenger Arrive Daily
Yard WOP	11.13PM	7.40PM	10.36AM	58.5	TO FULTON 1.3	81.0	f 6.20AM	f 1.05PM	f 2.48PM	f 5.03PM
35		f	f	59.8	MARK WEST 3.1	79.7		f	f	
16 Yard P	11.19	s 7.48	s 10.44	62.9	TO WINDSOR 3.5	76.6	f 6.13	f 12.58	f 2.41	s 4.56
8 Yard		f		66.4	GRANT 0.6	73.1		f	f	
49 Yard				67.0	BAILHACHE 1.0	72.5				
Yard WTPBK	s 11.31	s 7.59	s 10.53	68.0	TO-R HEALDSBURG 2.2	71.5	s 6.05	s 12.50	s 2.33	s 4.48
		f	f	70.2	CHIQUITA (Spur-S) 1.7	69.3		f	f	f
50 P	11.37	f 8.05	f 10.59	71.9	LYTTON 3.9	67.6	f 5.55	f 12.39	f 2.23	f 4.38
44 Yard P	f 11.44	s 8.12	s 11.06	75.8	TO GEYSERVILLE 3.0	63.7	f 5.49	s 12.33	s 2.17	s 4.32
8 P		f	f	78.8	CHIANTI 2.5	60.7	f	f	f	f
44 P	11.51	f 8.21	f 11.15	81.3	ASTI 3.9	58.2	f 5.39	f 12.23	f 2.08	f 4.23
Yard WOTP	s 11.59	s 8.31	s 11.26	85.2	TO CLOVERDALE 1.9	54.3	s 5.32	s 12.17	s 2.02	s 4.17
31	12.03AM	f 8.35	f 11.30	87.1	PRESTON 2.7	52.4	f 5.20	f 12.10	f 1.55	f 4.10
28 P	12.09	f 8.41	f 11.36	89.8	ECHO 2.0	49.7	f 5.14	f 12.04PM	f 1.49	f 4.04
		f	f	91.8	CUMMISKEY (Spur-N) 0.8	47.7	f	f	f	f
21 P				92.6	THORN 2.7	46.9				
71 P	12.23	f 8.55	f 11.50	95.3	PIETA 1.5	44.2	f 5.00	f 11.50	f 1.35	f 3.50
		f	f	96.8	FOUNTAIN (Spur-N) 3.3	42.7	f	f	f	f
69 YardWP	s 12.35	s 9.07	s 12.02PM	100.1	TO HOPLAND 3.8	39.4	s 4.49	s 11.39	s 1.24	s 3.39
58 P	12.43	f 9.15	f 12.10	103.9	LARGO 2.0	35.6	4.41	f 11.31	f 1.16	f 3.31
22				105.9	HENRY 3.7	33.6				
16	12.52	f 9.24	f 12.19	109.6	EL ROBLE 4.4	29.9	4.32	f 11.22	f 1.07	f 3.22
Yd. WOTPBK	s 1.10	9.31PM	s 12.29	114.0	TO-R UKIAH 8.1	25.5	s 4.25	11.15AM	1.00PM	s 3.15
23 P	1.20		f 12.42	120.1	CALPELLA 2.0	19.4	f 4.10			f 2.55
47 Yard WYP	1.28		f 12.47	122.1	REDWOOD VALLEY 1.9	17.4	f 4.06			f 2.51
33 P	1.33		f 12.52	124.0	LAUGHLIN 3.9	15.5	f 4.02			f 2.47
11 P	1.46		1.04	127.9	HILPASS 3.5	11.6	3.49			2.34
17 YardWP	s 2.05		s 1.24	131.4	RIDGE 8.1	8.1	s 3.37			s 2.22
Yard WYOPBK	2.30AM		f 1.45PM	139.5	TO-R WILLITS	0.0	3.15AM			2.00PM
	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily

Southward trains are superior to trains of the same class in the opposite direction.

No. 4 stop at stations north of Santa Rosa to discharge passengers boarding train Santa Rosa and south.

Northward

SOUTHERN DIVISION

Southward

Northward

SOUTHERN DIVISION

Southward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 8 September 16, 1931	Distance from Willits	Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 8 September 16, 1931	Distance from Sherwood		
								STATIONS	
								Yard WYOPBK	Yard WYOPBK
Yard WTOPBK	6.5	TO-R TIBURON 3.6	131.4	Yard WYOPBK	139.5	TO-R WILLITS 2.7	13.9		
	10.1	REED (Spur-N) 1.3	127.8	22 P	142.2	NORTHWESTERN 1.7	11.2		
	11.4	MEADOWSWEET (Spur-N) 1.5	126.5	13 P	143.9	SHERWOOD JUNCTION 4.6	9.5		
YP	12.7	DETOUR	125.2	W	148.5	ROWES (Spur) 1.1	4.9		
				9	149.6	SYLVAN DALE 2.0	3.8		
				9 W	151.6	EN CIMA 1.8	1.8		
				5 OYP	153.4	SHERWOOD	0.0		



Northward		SOUTHERN DIVISION			Southward		
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS		Distance from San Francisco	Time-Table No. 8 September 16, 1931	Distance from Glen Ellen	FIRST CLASS	
	144 Glen Ellen Passenger	140 Glen Ellen Passenger				141 Glen Ellen Passenger	143 Glen Ellen Passenger
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily
Yard WTOPBK	6.39 PM	9.35 AM	24.9	TO-R	26.3	9.10 AM	6.08 PM
23 P	f 6.46	f 9.42	28.5	IGNACIO 3.6	22.7	f 9.03	f 6.01
24	f 6.51	f 9.47	30.8	BLACK POINT 2.3	20.4	f 8.58	f 5.56
20	f 6.56	f 9.52	33.4	RECLAMATION 2.6	17.8	f 8.53	f 5.51
P	f	f	35.2	SEARS POINT 1.8	16.0	f	f
	f	f	36.7	FAIRVILLE (Spur-N) 1.5	14.5	f	f
13 P	f 7.05	f 10.01	37.8	McGILL (Spur-S) 1.1	13.4	f 8.44	f 5.42
Yard 37 WP	s 7.11	s 10.07	40.4	WINGO 2.6	10.8	s 8.39	s 5.37
			40.5	TO SCHELLVILLE 0.1	10.7		
17 P	s 7.16	s 10.12	42.2	SO. PAC. CROSSING 1.7	9.0	s 8.34	s 5.32
9	f	f	43.5	VINEBURG 1.3	7.7	f	f
Yard 25 P	s 7.23	s 10.19	44.8	BUENA VISTA 1.3	6.4	s 8.28	s 5.26
12	f 7.26	f 10.22	46.1	SONOMA 1.3	5.1	f 8.23	f 5.21
	s 7.28	s 10.24	46.8	VERANO 0.7	4.4	s 8.21	s 5.19
	f 7.30	f 10.26	47.4	BOYES SPRINGS (Spur-S) 0.6	3.8	f 8.19	f 5.17
	f 7.32	f 10.28	47.7	FETTERS SPRINGS (Spur-N) 0.3	3.5	f 8.17	f 5.15
	f	f	48.5	AGUA CALIENTE (Spur-S) 0.8	2.7	f	f
			49.0	WATRISS (No Siding) 0.5	2.2		
8	f 7.36	f 10.32	49.1	SO. PAC. CROSSING 0.1	2.1	f 8.13	f 5.11
9	f	f	49.8	MADRONE 0.7	1.4	f	f
Yard 14 WT	7.42 PM	10.38 AM	51.2	ELDRIDGE 1.4	0.0	8.07 AM	5.05 PM
	Arrive Daily	Arrive Daily		R GLEN ELLEN			
						Leave Daily	Leave Daily

Southward trains are superior to trains of the same class in the opposite direction.

Northward		SOUTHERN DIVISION			Southward		5			
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	SECOND CLASS	FIRST CLASS		Distance from San Francisco	Time-Table No. 8 September 16, 1931	Distance from Cazadero	FIRST CLASS		SECOND CLASS	
		202 Mixed	224 Duncan Mills Passenger				222 Cazadero Passenger	221 Duncan Mills Passenger	203 Cazadero Passenger	201 Mixed
		Leave Daily Ex. Sunday	Leave Daily				Leave Sunday Only	Arrive Daily	Arrive Sunday Only	Arrive Daily Ex. Sunday
Yard WOP	10.55 AM	5.05 PM	11.30 AM	68.5	TO-R	30.2	s 8.09 AM	s 7.24 PM	s 4.22 PM	
10	f 11.02	f 5.09	f 11.34	60.6	FULTON 2.1	28.1	f 8.02	f 7.17	f 4.14	
22 P	f 11.05	f 5.11	f 11.36	61.4	MEACHAM 0.8	27.3	f 7.59	f 7.14	f 4.09	
10	f 11.13	f 5.17	f 11.42	63.9	WOOLSEY 2.5	24.8	f 7.53	f 7.08	f 4.00	
	f 11.19	f 5.22	f 11.47	65.8	TRENTON 1.9	22.9	f 7.48	f 7.03	f 3.54	
11 P	f 11.25	f 5.27	f 11.52	67.5	FORESTVILLE (Spur-S) 1.7	21.2	f 7.43	f 6.58	f 3.47	
	f	f 5.33	f 11.58	69.4	GREEN VALLEY 1.9	19.3	f 7.39	f 6.54	f	
24 P				70.4	HILTON (No Siding) 1.0	18.3				
4	f	f	f	70.9	POCKET 0.5	17.8	f	f	f	
13 WP	f 11.40	s 5.39	s 12.04 PM	72.2	KORBEL 1.3	16.5	s 7.32	s 6.47	f 3.31	
19				73.5	RIONIDO 1.3	15.2				
6 Yard P	s 11.50	s 5.45	s 12.10	73.9	SHELLARD 0.4	14.8	s 7.27	s 6.42	s 3.25	
	f	f 5.48	f 12.13	74.7	TO GUERNEVILLE 0.8	14.0	f 7.22	f 6.36	f	
	f	f	f	75.6	GUERNEWOOD PARK 0.9 No Siding	13.1	f	f	f	
16	f	f 5.57	f 12.22	75.9	MONTESANO (Spur-N) 0.3	12.8	f	f	f	
Yard P	s 12.15 PM	s 6.02	s 12.27	76.9	RUSSIAN RIVER HEIGHTS 1.0	11.8	f 7.14	f 6.27	f	
Yard OYBPBK	s 12.40	6.12 PM	s 12.42	78.2	NORTHWOOD 1.3	10.5	s 7.10	s 6.23	s 3.00	
9	f	f	f 1.05	79.0	MONTE RIO 0.8	9.7	f	f	f	
9 T	1.20 PM		1.19 PM	81.5	VILLA GRANDE (No Siding) 2.5	7.2	7.00 AM	s 6.12	s 2.45	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday Only	86.0	TO-R DUNCAN MILLS 4.5	2.7		f 5.49	f	
				88.7	WATSON 2.7	0.0		5.35 PM	2.00 PM	
					R CAZADERO		Leave Daily	Leave Sunday Only	Leave Daily Ex. Sunday	

Southward trains are superior to trains of the same class in the opposite direction.

Trains must not leave Duncan Mills without a Clearance, except that Clearance need not be obtained when operator is not on duty.

Northward		SOUTHERN DIVISION			Southward							
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco.	Time-Table No. 8 September 16, 1931	Distance from San Quentin.	STATIONS	Distance from San Francisco.	STATIONS						
							Yard WIYPBK	17.0	TO-R	SAN RAFAEL 3.1	3.1	
								20.1		SAN QUENTIN	0.0	

Northward		SOUTHERN DIVISION			Southward							
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 8 September 16, 1931	Distance from Sebastopol	STATIONS	Distance from Sebastopol	STATIONS						
							Yard WPBK	53.8	TO-R	SANTA ROSA 2.4	6.3	
								56.2		KENILWORTH (No Siding) 3.1	3.9	
28	59.3		GRAVENSTEIN 0.8	0.8								
Yard 22 O	60.1		SEBASTOPOL	0.0								

Northward		SOUTHERN DIVISION			Southward							
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco.	Time-Table No. 8 September 16, 1931	Distance from Donahue.	STATIONS	Distance from Donahue.	STATIONS						
							Yard WTPBK	38.5	TO	PETALUMA 5.7	6.5	
								44.2		LAKEVILLE (No Siding) 0.8	0.8	
	45.0		DONAHUE (Spur)	0.0								



Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS																		Distance from San Francisco	Time-Table No. 8		
	September 16, 1931																			STATIONS		
	78	76	74	72	70	68	66	64	62													
	Point Reyes Passenger	Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Lagunitas Passenger													
	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Saturday Only	Leave Saturday Only	Leave Sunday Only	Leave Sunday Only	Leave Daily	Leave Daily Ex. Sunday													
IP								8.34 AM												13.0	BALTIMORE PARK	
P																				13.4	LARKSPUR (Spur-N)	
P																				14.7	KENTFIELD (Spur-N)	
P																				15.5	ROSS (Spur-S)	
Yard WIYP								s 8.44												16.5	SAN ANSELMO	
																				17.2	YOLANDA (No Siding)	
Yard P																				17.9	PASTORI (No Siding)	
Yard P																				18.3	FAIRFAX (Spur-N)	
24																				18.8	MANOR	
P																				21.5	WOODACRE LODGE	
																				23.1	SANGERONIMO	
10 PW																				24.6	FOREST KNOLLS (No Siding)	
																				25.2	LAGUNITAS	
9 P																				27.9	CAMP TAYLOR (No Siding)	
P																				29.0	TAYLORVILLE	
9																				31.2	TICALOMA (Spur-S)	
Yd. WOTPBK																				32.9	GARCIA	
																				36.4	POINT REYES	

Southward trains are superior to trains of the same class in the opposite direction. Exceptions:

- No. 62 is superior to No. 63;
- No. 66 is superior to No. 67;
- No. 70 is superior to No. 69;
- No. 74 is superior to No. 75.

For additional schedules see Interurban Time-Table.

Trains must not leave Fairfax without a Clearance, except that a Clearance need not be obtained when operator is not on duty.

Time-Table No. 8  
September 16, 1931

STATIONS	Distance from San Francisco	STATIONS	Distance from San Francisco
POINT REYES	36.4	POINT REYES	36.4
GARCIA	32.9	GARCIA	32.9
TICALOMA (Spur-S)	31.2	TICALOMA (Spur-S)	31.2
TAYLORVILLE	29.0	TAYLORVILLE	29.0
CAMP TAYLOR (No Siding)	27.9	CAMP TAYLOR (No Siding)	27.9
LAGUNITAS	25.2	LAGUNITAS	25.2
FOREST KNOLLS (No Siding)	24.6	FOREST KNOLLS (No Siding)	24.6
SANGERONIMO	23.1	SANGERONIMO	23.1
WOODACRE LODGE	21.5	WOODACRE LODGE	21.5
MANOR	18.8	MANOR	18.8
FAIRFAX (Spur-N)	18.3	FAIRFAX (Spur-N)	18.3
PASTORI (No Siding)	17.9	PASTORI (No Siding)	17.9
YOLANDA (No Siding)	17.2	YOLANDA (No Siding)	17.2
SAN ANSELMO	16.5	SAN ANSELMO	16.5
ROSS (Spur-S)	15.5	ROSS (Spur-S)	15.5
KENTFIELD (Spur-N)	14.7	KENTFIELD (Spur-N)	14.7
LARKSPUR (Spur-N)	13.4	LARKSPUR (Spur-N)	13.4
BALTIMORE PARK	13.0	BALTIMORE PARK	13.0



SOUTHWARD

SOUTHERN DIVISION

Time-Table No. 8

September 16, 1931

FIRST CLASS

STATIONS	Distance from Point Reyes	FIRST CLASS									
		61	63	65	67	69	71	73	75	77	
		Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Lagunitas Passenger	Lagunitas Passenger	Point Reyes Passenger	Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Sunday Only	Arrive Saturday Only	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only		
BALTIMORE PARK 0.4	23.4							4.31 PM		7.09 PM	
LARKSPUR (Spur-N) 1.3	23.0										
KENTFIELD (Spur-N) 0.8	21.7										
ROSS (Spur-S) 1.0	20.9										
SAN ANSELMO 0.7	19.9							s 4.23		s 7.01	
YOLANDA (No Siding) 0.7	19.2										
PASTORI (No Siding) 0.4	18.5										
TO FAIRFAX (Spur-N) 0.5	18.1										
R MANOR 2.7	17.6	6.25 AM	7.25 AM	10.22 AM	11.20 AM	3.22 PM	3.53 PM	4.15 PM	6.50 PM	s 6.55	
WOODACRE LODGE 1.6	14.9	f 6.15	f 7.15	f 10.12	f 11.10	f 3.12	f 3.43	f 4.05	f 6.40	f 6.45	
TO SAN GERONIMO 1.5	13.3	f 6.11	f 7.11	f 10.08	f 11.06	f 3.08	f 3.38	s 4.00	f 6.36	s 6.40	
FOREST KNOLLS (No Siding) 0.6	11.8	f 6.07	f 7.07	f 10.04	f 11.02	f 3.04	f 3.34	s 3.55	f 6.32	s 6.35	
R LAGUNITAS 2.7	11.2	s 6.05	7.05 AM	s 10.02	11.00 AM	3.02 PM	s 3.32	s 3.53	6.30 PM	s 6.33	
CAMP TAYLOR (No Siding) 1.1	8.5	f		f			f	f		f	
TAYLORVILLE 2.2	7.4	f 5.55		f 9.52			f 3.22	f 3.39		f 6.20	
TOCALOMA (Spur-S) 1.7	5.2	f		f			f	f		f	
GARCIA 3.5	3.5	f 5.44		f 9.41			f 3.11	f 3.25		f 6.05	
TO-R POINT REYES	0.0	5.35 AM		9.32 AM			3.02 PM	3.15 PM		5.55 PM	
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Sunday Only	Leave Saturday Only	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	

Southward trains are superior to trains of the same class in the opposite direction. Exceptions:

For additional schedules see Interurban Time-Table.

- No. 62 is superior to No. 63;
- No. 66 is superior to No. 67;
- No. 70 is superior to No. 69;
- No. 74 is superior to No. 75.

Trains must not leave Point Reyes without a clearance except that clearance need not be obtained when operator is not on duty.  
Passengers on trains terminating at Manor will transfer to connecting electric trains.



Capacity of sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS		Distance from San Francisco	Time-Table No. 8 September 16, 1931		Distance from Eureka	FIRST CLASS	
	2 Eureka Passenger	4 Eureka Express		1 Eureka Passenger	3 Eureka Express			
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily			
Yard WYOPBK	2.10 PM	2.45 AM	139.5	TO-R WILLITS		144.6	f 1.30 PM	2.10 AM
69 P	f 2.18	f 2.53	143.7	4.2 OUTLET		140.4	f 1.19	f 1.59
71 P	f 2.27	f 3.03	148.7	5.0 ARNOLD		135.4	f 1.08	f 1.49
Yard 75 WP	f 2.35	f 3.11	152.5	3.8 LONGVALE		131.6	f 12.59	f 1.40
65 P	f 2.46	f 3.23	158.2	5.7 FARLEY		125.9	f 12.47	f 1.26
48 WP	f 2.53	f 3.30	161.8	3.6 TATU		122.3	f 12.39	f 1.16
59 WOP	s 3.05	s 3.41	166.5	4.7 TO DOS RIOS		117.6	s 12.27	s 1.04
38 P	f 3.15	f 3.51	171.1	4.6 WOODMAN		113.0	f 12.14	f 12.49
48 P	f 3.25	f 4.01	175.5	4.4 NASHMEAD		108.6	f 12.05 PM	f 12.38
81 P	s 3.35	f 4.11	180.0	4.5 SPYROCK		104.1	s 11.55	f 12.28
69 WOP	f 3.45	f 4.20	184.3	4.3 BELL SPRINGS		99.8	f 11.46	f 12.17
27 P	f 3.56	f 4.30	189.3	5.0 RAMSEY		94.8	f 11.35	f 12.05 AM
69 WOTP	s 4.08	f 4.42	194.5	5.2 TO ISLAND MOUNTAIN		89.6	s 11.24	f 11.52
42 WP	f 4.22	f 4.57	200.3	5.8 KEKAWAKA		83.8	f 11.11	f 11.36
25 P			205.5	5.2 GAIN ROCK		78.6		
69 P	s 4.41	s 5.15	209.1	3.6 TO ALDERPOINT		75.0	s 10.54	s 11.16
Yard 69 WOP	s 4.58	s 5.32	216.6	7.5 FORT SEWARD		67.5	s 10.38	s 10.57
55 P	f 5.08	f 5.42	221.5	4.9 BROCK CREEK		62.6	f 10.28	f 10.46
55 P	f 5.16	f 5.50	225.1	3.6 EEL ROCK		59.0	f 10.20	f 10.37
26 P	f 5.26	f 6.00	230.1	5.0 SEQUOIA		54.0	f 10.10	f 10.26
67 WP	f 5.31	f 6.05	232.2	2.1 McCANN		51.9	f 10.06	f 10.21
Yard 71 WYOPBK	s 5.43	s 6.18	237.3	5.1 TO-R SOUTH FORK		46.8	s 9.55	s 10.07
27 P	f 5.52	f 6.27	241.7	4.4 LARABEE		42.4	f 9.43	f 9.53
20 P	s 6.02	s 6.36	245.6	3.9 SHIVELY		38.5	s 9.34	f 9.44
33 WP			247.6	2.0 CAMP NINE		36.5		
32 P	f 6.11	f 6.46	250.0	2.4 ELINOR		34.1	f 9.25	f 9.34
Yard 30 WPK	s 6.22	s 6.58	255.6	5.6 TO SCOTIA		28.5	s 9.13	s 9.22
24 P	6.32	7.09	259.0	3.4 STONE		25.1	9.03	9.11
P	f 6.34	7.11	260.2	1.2 METROPOLITAN (Spur)		23.9	f 9.01	f 9.09
Yard 38 WOPK	s 6.39	s 7.16	262.7	2.5 TO ALTON		21.4	s 8.56	s 9.03
50	f	f	264.5	1.8 ROHNERVILLE		19.6	f	f
24 P	s 6.46	s 7.25	266.1	1.6 FORTUNA		18.0	s 8.49	s 8.54
24 P	s 6.52	s 7.33	268.7	2.6 FERNBRIDGE		15.4	s 8.43	s 8.47
18 P	s 6.58	s 7.39	271.0	2.3 TO LOLETA		13.1	s 8.38	s 8.40
10 P			272.5	1.5 TABLE BLUFF		11.6		
25 P	f 7.05	f 7.46	273.9	1.4 BEATRICE		10.2	f 8.31	f 8.32
Yard WP	f 7.12	f 7.54	277.8	3.9 SOUTH BAY		6.3	f 8.24	f 8.25
			280.8	3.0 B. & E. R. CROSSING		3.3		
27 P	7.19	8.02	282.0	1.2 BUCKSPORT		2.1	8.15	8.15
Yard WYOPBK	7.25 PM	8.10 AM	284.1	2.1 TO-R EUREKA		0.0	8.10 AM	8.10 PM
	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily

Southward trains are superior to trains of the same class in the opposite direction.

No. 4 stops at stations north of Willits to discharge passengers boarding train Santa Rosa and south.

Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations.	SECOND CLASS		Distance from San Francisco	Time-Table No. 8 September 16, 1931		Distance from Trinidad	SECOND CLASS	
	172 Mixed	170 Mixed		171 Mixed	173 Mixed			
	Lv. Monday, Wednesday and Friday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	Ar. Monday, Wednesday and Friday			
Yard WYOPBK		8.40 AM	284.1	TO-R EUREKA	28.2	2.30 PM		
P			286.7	2.6 FRESHWATER JUNCT.	25.6			
25			289.5	2.8 BRAINARD	22.8			
			289.8	0.3 BAYSIDE	22.5			
Yard 16 WYPK	9.30 AM	9.10 AM	291.8	2.0 A. & M. R. CROSSING	20.5			
P			292.5	0.7 TO-R ARCATA	19.8	2.00 PM	1.50 PM	
P			292.9	0.4 A. & M. R. CROSSING	19.4			
21 P			293.6	0.7 NORMAL JUNCTION (Spur-N)	18.7			
			295.2	1.6 KORBLEX	17.1			
			295.8	0.6 A. & M. R. CROSSING	16.5			
Yard 36 WP	f 9.50		297.2	0.2 MINOR JUNCTION (Spur-S)	16.3			
P	f 10.05		299.8	1.2 ESSEX	15.1	f 1.30		
35 P	f 10.15		301.9	2.6 THOMPSONS (Spur-N)	12.5	f 1.15		
Yard WY P	s 10.45		305.4	2.1 FIELDBROOK	10.4	f 1.05		
			305.6	3.5 R LITTLE RIVER JOT.	6.9	s 12.50		
18	f 10.55		306.6	0.2 H. & L. R. R. CO. CROSSING	6.7			
30 P	f 11.05		308.4	1.0 CRANNELL	5.7	f 12.35		
	f 11.10		309.4	1.8 MOONSTONE	3.9	f 12.25		
Yard TP	11.25 AM		312.3	1.0 LUFFENHOLTZ (Spur-S)	2.9	f 12.20		
	Ar. Monday, Wednesday and Friday	Arrive Daily Ex. Sun.		2.9 R TRINIDAD	0.0		12.01 PM	
						Lv. Daily Ex. Sunday	Lv. Monday, Wednesday and Friday	

Southward trains are superior to trains of the same class in the opposite direction, except No. 172 is superior to No. 173.

Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 8 September 16, 1931		Distance from Samoa
		STATIONS		
		TO-R		
Yard 16 WYPK	292.5	ARCATA	8.2	
	296.8	MANILA (Spur-S)	3.9	
	298.7	H. N. R. R. CROSSING	2.0	
18	299.1	CARSONS	1.6	
P	299.8	SAMOA YARD	0.9	
Yard WYP	300.7	SAMOA	0.0	

Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 8 September 16, 1931		Distance from Carlotta
		STATIONS		
		TO		
Yard 38 WOPK	262.7	ALTON	5.0	
Yard P	267.7	CARLOTTA	0.0	



# SPECIAL INSTRUCTIONS

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

Northward trains and trains leaving for Tiburon must obtain clearance at San Rafael.

Engineer in approaching a train-order office, after whistling for station, if train-order signal can be seen, will sound four short blasts of whistle (14-j) for "proceed" signal, and if "proceed" signal is given will acknowledge it by two short blasts of whistle (14-g).

Train Register at Lagunitas; for trains originating or terminating there.

Train Registers at Ignacio and Fulton; for branch trains.

Trains may move between Sausalito and San Rafael, via Detour and via San Anselmo and between San Anselmo and Manor with the current of traffic irrespective of time-table superiority. Freight trains must not delay passenger trains.

Trains moving with the current of traffic may run extra or work extra without train-order authority, except when a train order Form D-S is in effect, but must obtain a clearance before commencement of trip if at an open train-order office.

The movement of Interurban trains must be given preference over other trains.

Movement of trains over single track between Almonte and Mill Valley is governed by automatic block signals. Trains finding such signals at "proceed" may proceed, irrespective of time-table superiority. In case of heavy storms, fogs, or other cause rendering view obscure, trains must proceed with caution.

When necessary to cut off or restore current in power rail, notify Alto Substation. Alto Substation may be called on Company telephone or P. T. & T. telephone Mill Valley 1.

Northward passenger trains must not take water at Steelhead except in emergency. Before stop is made trainmen must know that all vestibule doors are closed.

Train movements through Tunnel No. 27 (Island Mountain) are protected by signals.

Train movements over A. & M. R. R. crossings at M P 292.9 and M P 295.8 are protected by signals. Trains, engines, or cars must not be left standing within limits of preliminary posts.

Train movements over H. N. R. R. crossing at M P 298.7 Samoa Branch are protected by signals.

Automatic block signals must not be depended upon to protect trains. When necessary, trains must be protected by flag.

## MISCELLANEOUS

Before switching over railroad crossings, protection by flagman must be given. Trains will stop at Ridge and southward trains at Laughlin for inspection (Rule 827).

Freight trains with locomotives equipped with 8½" cross compound compressors must not handle in excess of 48 cars, excluding caboose, descending grade Ridge to Redwood Valley, and weight must not exceed average of 100 Ms per operative brake between locomotive tender and caboose. With locomotives equipped with two 9½" compressors, not more than 40 cars, excluding caboose, should be handled. Trains of 30 to 40 cars must not exceed average of 85 Ms per operative brake between locomotive tender and caboose; trains of less than 30 cars must not exceed average of 100 Ms per operative brake between locomotive tender and caboose.

On freight trains descending grade Ridge to Redwood Valley, retaining valves must be turned up leaving Ridge, using high pressure position on double pressure retaining valves on all loaded cars, and not turned down until after stop is made at Laughlin where train must be inspected. Descending grade, Ridge to M P 136, every other retaining valve must be turned up throughout train (Rule 54).

On freight trains descending grade between Laughlin and M P 136 air brakes must be operated by short cycle method (Rule 30).

On passenger trains descending grade Ridge to Laughlin, retaining valves must be turned up throughout train and not turned down until train is stopped for inspection at Laughlin. Air brakes should be operated by short cycle method.

Inspection of freight trains must be made at least each 40 miles run (Rule 827.)

Engines on freight trains of 25 cars or over must be cut off at water or fuel stops. Passenger trains passing station after picking up coaches will stop at station before leaving.

Engines on Passenger trains when coupling to equipment containing passengers will stop 50 feet from cars before coupling.

Except in foggy weather, markers will not be displayed by electric trains by day.

## TUNNEL NO. 1, M P 11.9

Movement of trains on single track will be irrespective of time-table superiority and governed by automatic block signals as follows:

South End: Signal 116, normal position STOP. There is a preliminary beginning at signal 114.

North End: Signal 121, normal position STOP. There is a preliminary beginning at preliminary post 1000 feet north of Signal 121.

Trains will approach these signals with caution.

In case of STOP, having waited five minutes, should signal not change to PROCEED, or should it not change to STOP as train strikes insulated joints at signal and a train cannot be seen or heard within the limits of the block, train may proceed with caution 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. 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 as train strikes insulated joints at signal. Should engineer 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 signal, head brakeman must station himself in engine gangway on side on which signal is located; must observe position of signal and speed of train; must observe whether signal changes from PROCEED to STOP position as train strikes insulated joints at signal; and must advise engineer of such observation.

Circuit breakers are located at north and south portal of tunnel. In case of accident or other emergency requiring shutting off of current in power rail in tunnel section, circuit breakers can be operated by any one of eight push buttons located at lights placed at a lower elevation than other lights on east side of tunnel.

Pressing one of these buttons when lights are burning will open both circuit breakers.

When lights are not burning, current can be shut off only by tripping breakers at both portals by hand.

To restore current, both circuit breakers must be closed by hand.

Northward trains must not exceed 15 miles per hour in passing over switches at either end of tunnel.

## INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

Whistle signals; diverging route; one short, one long, one short (o—o).

When whistle on tower is sounded all engines and trains moving within district controlled by tower must stop and get proper signal from towerman before proceeding.

## SAUSALITO

Limits. South; indicated by signs on signals. North; northward main track, Signal 56, 230 feet north of freight house; southward main track, Signal 47, opposite freight house; Drill track, Signal 48, opposite freight house; limits also indicated by signs on signals.

Train movements in and out of yard will be governed by signals controlled by operator in Tower No. 1.

## BALTIMORE PARK

During the following hours no operator will be on duty:

Midnight to 6.00 A.M. } Daily, except Saturday and Sunday

10.00 P.M. to Midnight }

Midnight to 6.00 A.M. } Saturday

10.00 P.M. to Midnight }

Midnight to 6.30 A.M. } Sunday

10.40 P.M. to Midnight }

Switches will be lined and locked for Sausalito-San Anselmo route, and when signals for Sausalito-San Anselmo route are at STOP, trains will be governed by Rule 663. No train movements can be made to or from Cut Off when operator is not on duty.

## SAN ANSELMO

Yellow light indications on masts of interlocking signal govern movements of southward trains from San Rafael and from Manor routes, when southward main track is occupied or obstructed within interlocking limits. On display of this indication train and engine movements over this section of track must be made with caution.

## LOCATION OF SIDINGS

At the following stations, sidings are located as shown:

Ignacio. On east side of main track; from first switch south of trestle 24-G, this also being first switch south of depot, to south switch.

Santa Rosa. On west side of main track; from south switch to Seventh Street, the second street crossing north of passenger depot.

Fulton. On west side of main track; from first switch north of depot to north switch.

Windsor. On east side of main track.

Geyserville. On east side of main track; from first switch north of depot to north switch.

Ukiah. North Siding. On west side of main track; from first switch north of first street crossing north of depot to north switch.

South Siding. On west side of main track; from south switch to first switch south of depot.

Laughlin. On west side of main track; from switch north of depot to north switch.

Scotia. On west side of main track; from south switch to first switch south of depot.

Fernbridge. On west side of main track; from south switch to first switch north of depot.

South Bay. On west side of main track; from first switch south of depot to first switch north of water tank.

## DRAWBRIDGES INTERLOCKED

M P 20.9	Gallinas.....	Gallinas Slough
M P 28.8	Black Point.....	Petaluma Creek
M P 37.8	Wingo.....	Sonoma Creek
M P 37.2	McNear.....	Petaluma Creek
M P 285.6	Eureka.....	Eureka Slough

## DRAWBRIDGES NOT INTERLOCKED

M P 296.3	Manila.....	Mad River Slough, STOP.
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## RAILROAD CROSSINGS NOT INTERLOCKED

M P 40.5	Schellville, So. Pac., STOP.
M P 49.1	Madrone, So. Pac., STOP.
M P 280.8	Bucksport, B. & E. R. Railroad, STOP.
M P 291.8	Arcata, A. & M. R. Railroad, STOP.
M P 305.6	Little River Jct., H. & L. R. R. Co., STOP.

## LOCATION OF DASH POT SPRING SWITCHES

Mill Valley. Main track-Track No. 1.
Tunnel No. 1. End of double track at each end of tunnel.
Detour. Northward main track-Tiburon main track.
San Rafael. End of double track at Mission Street.
Manor. Both ends of south crossover, known as Crossover "A."

Light Signal, indicating position of switch for facing point movements, is located in advance of switch. Signal at Mission Street is 115 feet distant from switch; signals at other points are from 25 feet to 55 feet from switch.

## LOCATION OF ADDITIONAL TELEPHONES

Waldo
Alto Substation
Lansdale
Tunnel No. 6 M P 88 (North Portal South Portal)
Mile Post 190
Tunnel No. 27 M P 195.2 North Portal
Steelhead
Parrot Creek
Glynn
Nanning Creek
Dinsmore
Eureka Slough Drawbridge M P 285.6

## ADDITIONAL WATER STATIONS

Bothin.....	M P 20.2	Hamann Gulch.....	M P 204.3
Lagunitas.....	M P 25.6	Steel Head.....	M P 211.6
Fraser.....	M P 83.9	Water Tank.....	M P 224.5
Stony Creek.....	M P 169.6	Millford.....	M P 273.3
Water Tank.....	M P 180.3		

## YARD LIMITS

Sausalito, Pine, Waldo, one yard; Bolinas Avenue, San Anselmo, one yard; Fairfax, Manor, one yard; Lagunitas; Point Reyes; Tiburon; B Street, San Rafael, California Park, one yard; Ignacio; Schellville; Sonoma, Sebastiani, Stando, one yard; Glen Ellen; Haystack, McNear, Petaluma, Park Siding, one yard; Santa Rosa, Wye Siding, one yard; Sebastopol; Fulton; Shellard, Guerneville, one yard; Monte Rio; Duncan Mills; Cazadero Redwoods, Stelmo, Miller Retreat, Cazadero, one yard; Windsor; Grant, Bailhache, Healdsburg, Finlayson, Oliveto, one yard; Geyserville, Tosca, Omus, one yard; Cloverdale; Hopland; Asylum, Ukiah, one yard; Redwood Valley; Ridge; Willits; Longvale; Fort Seward; South Fork; Scotia; Alton; South Bay; Eureka, Russ, Bucksport, B. E. R. R. Crossing, one yard; Arcata; Carlotta; Samoa, Carsons, one yard; Essex, Shingle Mill, one yard; Little River Junction; Trinidad.

## TRACKMAN'S CALL

Four long, followed by four short blasts of whistle (— — — — o o o o) is Trackman's Call. This signal may be used when necessary to summon trackmen. It must not be used unnecessarily. Upon hearing this signal, by day or night, trackmen must immediately respond. Foremen must keep their men posted as to this signal.

## SAN ANSELMO

When wye or freight house switch on northward main track, Manor Line, is thrown for siding, wigwag signal at Madrone Avenue, second crossing north of station, will not operate.

If an engine or train is moving northward on northward track, neither switch must be thrown for siding until such engine or train has passed Madrone Avenue.

## MANOR

Northward track between Signal B-186 and north switch is known as Track No. 1. Southward track between Signal B-186 and north switch is known as Track No. 2. First crossover south of Signal B-187 is known as Crossover "A."

Second crossover south of Signal B-187 is known as Crossover "B."

Signal B-186 located on northward track 2500 feet north of Signal B-182 governs northward train movements to Signal B-187 on Track No. 1 or through Crossover "A" to Track No. 2.

Signal B-186 is normally at stop and will clear when train is on preliminary, if no train on either Track No. 1 or 2 or Crossover "A" or "B" between this signal and Signal B-187.

Signal B-187 located 400 feet south of Station on Track No. 2, governs southward train movements on Tracks 1 and 2 and through Crossover "A" and "B" to Signal B-186.

Trains must approach these signals with caution. If signal at stop, trains may proceed with caution and under protection of flagman.

Train movements on Tracks 1 and 2, between Signal B-187 and north switch must be made with caution.



**MANOR—Continued**

Normal position of switches, Crossover "A."  
 South switch for crossover.  
 North switch for Track No. 2.  
 Normal position of switches, Crossover "B."  
 South switch for Track No. 2.  
 North switch for Track No. 1.

Electric trains will use Track No. 2 making station stop.  
 Northward steam trains will use Track No. 1.  
 Southward steam trains will use Track No. 1 to north switch Crossover "B."

**TIBURON**

Between 7:00 p. m. and 6:00 a. m., southward freight trains must stop at water tank and wait for signal from yardman. If, after waiting five minutes, signal is not received train may proceed into yard under protection of flag.

Train and engine movements on siding over highway crossing M P 7 26, 449 feet north of water tank, must be protected by flagman. Engines or cars must not be left on this siding within 100 feet of crossing.

Locomotives or cars must not be moved on the old schooner wharf (first wharf west of freight slip), and the new schooner wharf (second wharf west of freight slip), except that cars may be placed on the westerly track on the new schooner wharf for a distance of 150 feet from north end of wharf.

**DETOUR**

Train movements Tiburon route to northward main track are governed by automatic block signal located 300 feet south of junction switch. Trains must approach signal with caution.

Southward trains desiring to use crossover must stop before reaching signal No. 143. When north switch is lined for crossover, the upper arm of signal No. 143 should indicate STOP. When both switches are lined for crossover, lower arm of signal No. 143 should indicate PROCEED. If both switches are lined for crossover and lower arm of signal No. 143 does not indicate PROCEED, train must wait not less than 5 minutes and may then proceed under protection of flag.

Normal position junction switch is for northward main track.

**SAN RAFAEL**

Double track extends to Mission Street. Normal position of switch is for southward track.

Wigwag signals at the following street crossings are controlled and operated by towerman in Tower No. 5:

- Irwin Street, at south end of freight house.
- Toll Road, second crossing south of passenger depot.
- Third Street, first crossing south of passenger depot.
- Mission Street, third crossing north of passenger depot.

No train or engine movements must be made upon or over any of these crossings when wigwag signal is not in operation, except when movement is preceded by flagman.

Southward steam passenger trains when making stop at passenger station will block Third Street crossing with engine.

Derails located on Cheda Spur 436 feet north of switch and on Grady Spur 530 feet north of switch are connected with flood lights which illuminate track and highway. These derails must be kept on rail and locked except when movements are being made over crossing.

**IGNACIO**

Junction switch main track and Glen Ellen line is located opposite station.

**WINGO**

Normal position junction switch is for Glen Ellen line.

**PETALUMA**

Switching moves must not be made upon or over streets named below, 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, trainmen 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 south of freight depot.
- Copeland Street. First street west of freight depot.
- Washington Street. First street north of freight depot.

No switch or other movement, by crews switching 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**

Junction switch main track and Cazadero line is located opposite station.

**REDWOOD VALLEY AND RIDGE**

Telephone Semaphore Signal: Two standard semaphore blades and electric lamps for night indications.

Electric lighting for night indications controlled by track circuit. Illuminated only when main track circuit occupied 1000 feet either side of signals.

The normal position is "PROCEED."

When signal indicates "STOP" Conductor (or engineer in case of light engine), will immediately communicate with Dispatcher by phone.

**SPEED RESTRICTIONS**

Trains must not exceed the following maximum speeds (shown in miles per hour.)

	Between	Passenger	Freight
Sausalito and Willits via Detour.....		50	30
Willits and Eureka.....		40	25
Almonte and Mill Valley.....		45	25
Baltimore Park and Manor.....		50	30
Manor and Point Reyes.....		30	25
San Anselmo and San Rafael.....		50	30

except that maximum speeds shown below must not be exceeded.

Page	BETWEEN	Passenger	Freight
2-3	Through Tunnel No. 1, M P 11.9.....	25	25
2-3	Corte Madera, road crossing north of station platforms..	20	20
2-3	Greenbrae, bridge and trestle approaches, M P 14.6.....	25	25
2-3	San Rafael, within city limits.....	10	10
2-3	Cerro and M P 19.6.....	35	25
2-3	Gallinas Drawbridge, M P 20.9.....	25	25
2-3	Petaluma Drawbridge, M P 37.2.....	6	6
2-3	Petaluma, within city limits.....	10	10
2-3	North switch Cotati—South switch Wilfred.....	35	..
2-3	Santa Rosa, within city limits.....	10	10
4	Tiburon and Detour.....	25	20
4	Hilarita, highway crossing, M P 7.9.....	10	10
4	Healdsburg, within city limits.....	10	10
4	Cloverdale, within city limits.....	10	10
4	M P 87.6 and Fountain.....	25	20
4	Fountain and El Roble {Curves.....	35	25
	{Tangent.....	45	25
4	Ukiah, within city limits.....	10	10
4	M P 118 and M P 120.....	..	25
4	Redwood Valley and Laughlin.....	35	..
4	Redwood Valley and M P 136.7 (Ascending grade).....	..	18
4	Redwood Valley and M P 136.7 (Descending grade).....	..	15
4	Laughlin and M P 136.7 (Ascending grade).....	22	..
4	Laughlin and M P 136.7 (Descending grade).....	18	..
4	M P 136.7 and Willits.....	45	..
5	Ignacio and Glen Ellen.....	35	..
5	Ignacio and Eldridge.....	..	20
5	Black Point Drawbridge, M P 28.8.....	10	10
5	Wingo Drawbridge, M P 37.8.....	10	10
5	Eldridge and Glen Ellen.....	..	15
5	Sonoma, within city limits.....	10	10
5	Santa Rosa and Sebastopol.....	12	12
4	Willits and Sherwood Junction.....	20	20
4	Sherwood Junction and Sherwood.....	12	12
2-3-6-7	Baltimore Park, interlocking switches.....	12	12
6-7	Larkspur, road crossing north of station platforms.....	20	20
6-7	Kentfield, road crossing south of station platforms.....	20	20
6-7	Ross, road crossing north of station platforms.....	10	10
6-7	Manor and Woodacre Lodge (Descending grade).....	18	15
6-7	Lagunitas and Point Reyes.....	25	20
5	San Quentin Branch.....	12	12
5	Donohue Branch.....	6	6
5	Fulton and Guerneville.....	30	20
5	Guerneville and Duncan Mills.....	20	15
5	Duncan Mills and Cazadero.....	12	12
8	Scotia Bluff, M P 256.3-M P 258.0.....	15	15
8	Elk River, Bulkhead.....	20	20
8	Holmes Eureka Bucksport Mill Yard crossing at Gregg Street.....	30	20
8	"A" and "L" Streets, Eureka.....	10	10
8	"L" Street, Eureka and south end Eureka Slough Drawbridge.....	18	18
8	Eureka Slough Drawbridge, M P 285.6. Logging trains 6; other trains, 10.		
8	Eureka and Arcata.....	25	20
8	Arcata and Trinidad.....	20	20
8	Fieldbrook and Trinidad, curves and trestles.....	15	15
8	Arcata and Samoa.....	15	15
8	Mad River Slough Drawbridge, M P 296.3. Logging trains, 6; other trains, 10.		
8	Alton and Carlotta {Curves.....	15	15
	{Tangent.....	20	20

The speeds shown are maximum speeds allowed on straight track. Good judgment and care must be used on sharp curves and trains must be moved at lower speeds as may be necessary.

Crossings protected by automatic interlocking; 20 miles per hour.

Trains moving steam shovels, ditchers, cranes, spreaders, pile drivers, and derricks, must not exceed 25 miles per hour.

Through crossovers and turnouts; 10 miles per hour, except that trains and engines must not exceed 25 miles per hour through switch of Pacific Lumber Co.'s connection, north end Scotia yard.

Trains approach road crossing north end of depot at Vineburg with caution.

Maximum speed of engines running backwards: between Laughlin and MP 136.7, 12 miles per hour; other locations, 20 miles per hour, except where slower speeds are specified.

Trains handling cars loaded with logs must not exceed 10 miles per hour through Tunnels 38 (MP 243.7), and 39 (MP 247.0).

Between M P 271.76, 1000 feet south of south portal tunnel No. 40, and M P 272.52, 1000 feet north of north portal tunnel No. 40, trains must not exceed the following speeds:

Passenger.....20 miles per hour

Freight.....15 miles per hour

Trains handling logs.....10 miles per hour



ADDITIONAL SIDINGS, SPURS AND FLAG STOPS

Location	Mile Post	Switch Connection	Car Capacity	Flag Stop for Passengers	Location	Mile Post	Switch Connection	Car Capacity	Flag Stop for Passengers
<b>SAUSALITO TO EUREKA</b>					<b>IGNACIO TO GLEN ELLEN</b>				
Waldo.....	8.4	North	77	1-2-3-6-7-221 222-223-224	Homefarm.....	26.9	South	7	All Trains
Alto Substation.....	10.7	North	24		Rose.....	29.5	South	8	All Trains
Alto.....	11.0	North	16		Greenwood.....	31.4	South	8	
Chapman.....	12.3	.....	5		Quarries.....	36.0	.....	..	
Corte Madera.....	12.6	North	5		Batto.....	42.6	South	9	
Glen Park.....	18.1	.....	..		Bonilla.....	43.1	South	4	
San Antonio.....	33.1	.....	..		Stando.....	43.9	North	4	
McNear.....	37.1	South	58		Sebastiani.....	44.3	South	30	
Finlayson.....	69.1	Siding	24						
Oliveto.....	69.2	South	7						
Simi.....	70.5	Siding	10						
Nervo.....	73.9	South	4						
Tosca.....	76.5	South	6						
Omus.....	77.0	South	10						
Icaria.....	82.9	South	9						
McCray.....	86.5	.....	..	1-2-3-5-6-7					
Clemhorst.....	108.8	South	3						
Asylum.....	113.2	Siding	18						
Holzhauser.....	122.0	South	6						
Lahm.....	133.7	South	5						
Maple.....	145.3	South	6	1-2-3-4					
Ali.....	146.7	North	6						
Peterson.....	148.8	South	4						
Carbon.....	157.2	South	4	1-2					
Indian Springs.....	168.0	.....	..	1-2					
Deer Lodge.....	169.0	South	2	1-2					
Camp Rest.....	174.4	.....	..	1-2					
Richards.....	187.4	.....	..	1-2-3-4					
Steelhead.....	211.6	Siding	6	1-2-3-4					
Bolt.....	222.9	South	4						
Ladera.....	224.0	South	3						
Smith.....	227.1	South	2						
Tanoak.....	228.3	South	4	1-2-3-4					
Morani.....	229.6	South	1						
Hammond.....	234.8	South	8						
Camp Grant.....	235.5	South	18						
Perrott Creek.....	238.5	North	..	1-2					
Bryan.....	243.1	.....	..	1-2-3-4					
Perbrow.....	252.5	Siding	4						
Glynn.....	254.0	Siding	40						
Nanning Creek.....	257.0	South	2	1-2					
Rio Dell.....	258.7	.....	..	1-2					
Canyon Park.....	259.8	.....	..	1-2 (Sun. only)					
Dinsmore.....	261.0	Siding	26						
Newburg.....	265.6	Siding	26						
Palmer Creek.....	267.4	Siding	8						
Worswick.....	268.2	North	30						
Zerus.....	275.0	South	3						
B. & E. R. Connection.....	280.9	North	5						
Associated Oil Company.....	281.3	South	20						
Press.....	281.7	North	10						
Standard Oil Company.....	281.8	South	9						
Holmes Eureka Lumber Co.....	282.0	North	13						
Russ.....	282.5	Siding	3						
<b>BALTIMORE PARK TO POINT REYES</b>					<b>WILLITS TO SHERWOOD</b>				
Escalle.....	14.0	South	8		Woodpecker.....	145.1	South	4	
Lansdale.....	17.6	.....	..		Walkers.....	148.1	Siding	6	
Roys.....	19.7	North	3	All Trains	Russel.....	150.9	North	6	
Bothin.....	20.5	.....	..	All Trains	Johnson.....	152.4	South	4	
Woodacre.....	22.0	.....	..	All Trains	Yew.....	152.9	Wye	43	
Meadoway.....	24.11	.....	..	All Trains					
Bottini.....	25.8	.....	..	All Trains					
Camp Berkeley.....	26.6	.....	..	All Trains					
Jewell.....	29.8	North	2	All Trains					
North Bend.....	34.2	.....	..	All Trains					
					<b>EUREKA TO TRINIDAD</b>				
					McCloskey.....	296.4	North	3	
					Englehart.....	296.7	South	8	
					Shingle Mill.....	297.7	South	7	
					Dairy.....	299.0	South	6	
					Culbert.....	311.3	South	20	



LOCOMOTIVE TONNAGE RATING IN Ms BACK OF TENDER

CLASSIFICATION	ENGINE	Boiler Pressure	TIBURON and SAN RAFAEL	SAN RAFAEL 4th Street to GOLF	SAN RAFAEL Irwin St. to GOLF	PETALUMA to HEALDSBURG	HEALDSBURG to CLOVERDALE	CLOVERDALE to REDWOOD VALLEY	REDWOOD VALLEY to RIDGE	WILLITS to RIDGE	REDWOOD VALLEY to GOLF	GOLF to SAN RAFAEL	SAN RAFAEL and SAN ANSELMO	DETOUR and SAUSALITO	WILLITS to LOLETA	LOLETA to BEATRICE	BEATRICE to EUREKA	EUREKA to BEATRICE	BEATRICE to LOLETA	LOLETA to WILLITS
E 59-16/24-54	9-10	140	Ms. 825	Ms. 380	Ms. 400	Ms. 1350	Ms. 1100	Ms. 825	Ms.	Ms.	Ms. 1700	Ms. 510	Ms. 395	Ms. 660	Ms. 1690	Ms. 1140	Ms. 1690	Ms. 1690	Ms. 790	Ms. 1140
E 62-16/24-58	14	150	800	390	410	1245	1040	800	.....	.....	1770	550	360	600	1770	1180	1770	1770	820	1180
E 63-17/24-55	17	140	865	420	450	1360	1140	865	.....	.....	1880	580	473	700	1850	1350	1850	1850	875	1350
E 61-18/24-51	19	165	1125	610	640	1670	1440	1125	.....	.....	2540	810	625	890	2530	1700	2520	2520	1200	1700
E 69-18/24-79	21-22-23	180	1000	540	570	1600	1375	1000	.....	.....	2470	750	550	825	2450	1640	2450	2450	1130	1640
E 63-19/26-105	51 to 54	200	1750	840	900	2750	2270	1750	500	880	3670	1150	1000	1400	3720	2460	3720	3720	1720	2460
T 57-18/24-92	103	170	1450	650	690	2250	1890	1450	400	835	3350	890	830	1130	3320	1900	3320	3320	1330	1900
T 57-18/24-98	104	180	1535	720	760	2385	2000	1535	425	870	3350	960	880	1195	3320	2040	3320	3320	1430	2040
T 57-19/26-108	105-108	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3650	2200	3650	3650	1750	2480
T 57-19/26-110	107-108	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3650	2200	3650	3650	1750	2480
T 57-19/26-105	109-110	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3650	2200	3650	3650	1750	2480
T 57-19/26-110	111 to 114	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3650	2200	3650	3650	1750	2480
T 63-20/28-130	130 to 133	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 63-20/28-130	134 to 135	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 57-21/26-142	136 to 143	190	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 57-21/26-142	144	190	2000	1080	1160	3200	2720	2000	660	1130	4500	1885	1100	1680	4580	2800	4580	4580	2500	3120
T 57-21/26-142	171-172	190	2000	1080	1160	3200	2720	2000	660	1130	4500	1885	1100	1680	4580	2800	4580	4580	2500	3120
T 63-21/28-141	173	200	2210	1140	1220	3535	3005	2210	700	1190	4830	2025	1100	1680	4600	3120	4600	4600	2440	3250
T 63-21/28-142	179	190	2095	1050	1110	3351	2815	2095	630	1100	4950	2010	1340	2045	4620	3050	4620	4620	2140	3050
T 57-21/26-148	180 to 184	200	2630	1190	1280	3950	3348	2630	730	1250	4900	2210	1340	2045	5040	3250	5040	5040	2900	3500
M 63-20/28-126	300-301	190	1830	900	950	2900	2390	1830	575	970	3880	1680	1020	1450	3870	2600	3870	3870	1830	2600
M 57-18/24-93	353-354	175	1400	720	780	2220	1820	1440	450	750	2980	970	800	1180	2940	1990	2940	2940	1400	1990

Allowance for Empty and Underloaded Cars.....Ms..... } Less than 40 Ms..... }  
 } 40 to 50 Ms..... }

MAXIMUM LOCOMOTIVE WEIGHTS AND CAR LOADING PERMISSIBLE OVER DISTRICTS SHOWN

District	LOCOMOTIVE		Gross Carload Pounds	District	LOCOMOTIVE		Gross Carload Pounds
	Number	Type			Number	Type	
Sausalito to Eureka	Any N. W. P. Locomotive		169,000	San Quentin Branch	114	T-57-19/26-110	169,000
Almonte to Mill Valley				Willits to Sherwood	108	T-57-19/26-110	136,000
Baltimore Park to Manor and San Rafael via San Anselmo				Eureka to Arcata	142	T-63-20/28-135	169,000
Tiburon to Detour				(Any H. L. Co. Locomotive)			
Ignacio to Schellville				114	T-57-19/26-110	169,000	
Schellville to Glen Ellen				114	T-57-19/26-110	103,000	
Donahue Branch				114	T-57-19/26-110	169,000	
Santa Rosa to Sebastopol	114	T-57-19/26-110	169,000				
Fulton to Cazadero	114	T-57-19/26-110	169,000				
Manor to Point Reyes	114	T-57-19/26-110	169,000	Alton to Carlotta	143	T-63-20/28-135	169,000

CLEARANCE LIMITS FOR CAR LOADING

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"	12'		
Sausalito and Corte Madera	HEIGHT	15' 8"	15' 8"	15' 8"	15' 1"	14' 7"	14' 4"	14' 1"	13' 10"	13' 6"	13' 3"	15' 8"	12'
Manor and Point Reyes	HEIGHT	18' 9"	18' 4"	17' 6"	16' 11"	16' 5"	16' 3"	16'	15' 10"	15' 7"	15' 5"	18' 9"	12'
Tiburon and Cerro	HEIGHT	19' 10"	18' 11"	18' 1"	17' 3"	16' 8"	16' 4"	16'	15' 8"	15' 2"	14' 10"	19' 10"	12'
Cerro and Ignacio	HEIGHT	22'	22'	22'	22'	21' 9"	21' 6"	21' 3"	21'	20' 10"	20' 8"	22'	12'
Ignacio and Petaluma	HEIGHT	20' 6"	20' 6"	20' 6"	19' 9"	19' 3"	19' 1"	18' 10"	18' 7"	18' 4"	18' 2"	20' 6"	12'
Ignacio and Glen Ellen	HEIGHT	22'	22'	21' 11"	21' 1"	20' 7"	20' 4"	20'	19' 9"	19' 6"	19' 2"	22'	12'
Fulton and Monte Rio	HEIGHT	18' 10"	18' 10"	18' 6"	18' 2"	17' 9"	17' 6"	17' 3"	16' 11"	16' 7"	16'	18' 10"	12'
Fulton and Preston	HEIGHT	20' 3"	20' 3"	19' 10"	19' 3"	18' 10"	18' 9"	18' 6"	18' 4"	18' 1"	17' 11"	20' 3"	12'
Preston and Willits	HEIGHT	16'	15' 6"	15' 2"	14' 8"	14' 2"	13' 11"	13'	12' 3"	11' 3"	10' 8"	16'	12'
Willits and Shively	HEIGHT	19' 10"	19' 10"	19' 4"	18' 6"	18' 2"	17' 10"	17' 6"	17' 3"	16' 10"	16' 7"	19' 10"	12'
Shively and Loleta	HEIGHT	18' 5"	18' 3"	17' 6"	17'	16' 7"	16' 5"	16' 3"	16' 1"	15' 10"	15' 3"	18' 5"	12'
Loleta and Eureka	HEIGHT	16' 2"	15' 9"	15' 1"	14' 7"	14' 3"	14'	13' 8"	12' 9"	11' 9"		16' 2"	11' 6"
Eureka and Trinidad	HEIGHT	21' 5"	21' 5"	21' 5"	21' 5"	21'	20' 7"	20' 3"	19' 9"	19' 7"	19'	21' 5"	12'
Arcata and Samoa	HEIGHT	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	12'

Clearances are figured with side clearances 6 inches margin (each side) overhead clearance 6 inches margin.

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

Restrictions for cars with outside truss rods, when moving in interurban electric territory—(San Rafael, Mill Valley, Sausalito, Manor and points between)—owing to danger of contact with power rail supplying electric current:

22 inches or over outside gauge of rail must be 14 inches above rail.



**WEIGHT OF PASSENGER CARS**

CLASS	NUMBERS	WOOD	STEEL
Baggage.....	602	40,000	.....
".....	604-606	42,000	.....
".....	608-609	79,100	.....
".....	611	34,700	.....
".....	613-615	84,300	.....
".....	675-680	.....	93,800
Baggage and Passenger.....	178-181	42,000	.....
Business.....	04	99,000	.....
Chair.....	05	111,000	.....
Coach.....	550-553	.....	105,800
".....	30-31	48,600	.....
".....	37-38	41,000	.....
".....	50-64	56,500	.....
".....	65-68	58,900	.....
".....	70-81	86,000	.....
".....	122-126	46,000	.....
".....	210-218	.....	73,400
".....	400-402	.....	101,900
".....	403-405	.....	104,300
".....	450-458	.....	102,600
".....	459-469	.....	104,300
Mail and Express.....	603	46,000	.....
".....	607	73,500	.....
".....	610	82,300	.....
".....	616-617	87,000	.....
".....	640-645	.....	100,600
Rail Cars—Gas Electric.....	*900	.....	108,000
".....	901-902	.....	153,400
".....	903-904	.....	171,700

\*Steel Underframe.

**SOUTHERN PACIFIC AND PULLMAN**

Class	All Steel	Steel Under-frame	Wood
Baggage 60 ft.....	93,070	.....	.....
Baggage 66 ft.....	127,610	.....	.....
Baggage 70 ft.....	122,620	.....	.....
Baggage.....	.....	87,120	81,120
Baggage (Dynamo).....	98,730	.....	.....
Baggage and Mail 60 ft.....	103,620	.....	.....
Baggage and Mail 69 ft.....	124,760	.....	.....
Baggage and Mail 70 ft.....	129,140	.....	.....
Baggage and Mail.....	.....	103,590	99,200
Baggage and Passenger.....	108,675	112,640	76,320
Express, Horse.....	133,050	.....	81,033
Postal.....	112,120	.....	.....
Postal Storage 40 ft.....	74,530	.....	.....
Postal Storage 60 ft.....	105,120	.....	.....
Club.....	146,210	122,300	.....
Official.....	170,700	155,370	109,370
Chair.....	100,620	.....	84,740
Coaches 60 ft.....	98,130	.....	.....
Coaches 70 ft.....	137,640	.....	.....
Coaches 72 ft.....	139,660	.....	.....
Coaches 73 ft.....	148,040	.....	.....
Coaches 72 ft., Interurban.....	120,000	.....	.....
Coaches.....	.....	.....	81,210
All-Day Lunch, Chair.....	105,970	.....	.....
All-Day Lunch, Coach.....	103,875	.....	.....
Cafe-Coach.....	.....	.....	117,200
Diner 70 ft.....	.....	135,930	131,040
Diner 72 ft.....	155,330	146,930	134,530
Diner 77 ft.....	157,240	165,530	.....
Diner 79 ft.....	169,100	.....	.....
Cafe-Observation.....	148,950	.....	128,550
Observation.....	.....	141,870	121,300
Pullman Observation.....	163,600	153,000	.....
Pullman Parlor.....	155,600	147,500	.....
Pullman Standard Sleeper.....	164,600	144,000	.....
Pullman Tourist.....	140,600	133,000	.....

R. D. SHUGRUE,  
Chief Train Dispatcher,  
Sausalito, Cal.

J. L. HALEY,  
Trainmaster,  
Sausalito, Cal.

J. F. LAUX,  
Trainmaster,  
Santa Rosa, Cal.

Train Dispatchers  
W. P. VANNOY  
W. M. BALDOCK  
C. S. MAHAFFEY  
I. P. BLACK  
Sausalito, Cal.

G. H. McMULLIN,  
Assistant Superintendent,  
Eureka, Cal.

**HOSPITAL DEPARTMENT**

NAME	TITLE	LOCATION
Dr. W. B. Coffey.....	Chief Surgeon and Manager	S. P. Bldg., 65 Market St., San Francisco.
Dr. O. E. Eklund.....	Division Surgeon.....	Medical Bldg., 909 Hyde St. San Francisco (GRaystone 0274).
Dr. Henry Abraham.....	Physician.....	Oakland.
Dr. O. D. Hamlin.....	Emergency Surgeon.....	San Leandro.
Dr. L. Michael.....	Emergency Surgeon.....	Tiburon and San Anselmo.
Dr. C. W. Clark.....	District Surgeon.....	San Anselmo.
Dr. O. W. Jones.....	Emergency Surgeon.....	Sausalito.
Dr. C. F. Larson.....	Emergency Surgeon.....	Sausalito.
Dr. W. H. Sullivan.....	District Surgeon.....	Mill Valley.
Dr. J. J. Spottiswood.....	Emergency Surgeon.....	Mill Valley.
Dr. G. M. Landrock.....	Emergency Surgeon.....	Point Reyes.
Dr. F. M. Cannon.....	Emergency Surgeon.....	San Rafael.
Dr. J. H. Kuser.....	District Surgeon.....	San Rafael.
Dr. C. A. DeLancey.....	Emergency Surgeon.....	San Rafael.
Dr. Harry O. Hund.....	Emergency Surgeon.....	San Rafael.
Dr. L. L. Stanley.....	Emergency Surgeon.....	Sonoma.
Dr. E. J. Finnerty.....	Emergency Surgeon.....	Eldridge.
Dr. F. O. Butler.....	Emergency Surgeon.....	Petaluma.
Dr. G. R. Hubbell.....	District Surgeon.....	Petaluma.
Dr. H. S. Rogers.....	Emergency Surgeon.....	Petaluma.
Dr. A. R. Graham.....	Emergency Surgeon.....	Petaluma.
Dr. S. S. Bogle.....	District Surgeon.....	Santa Rosa.
Dr. P. A. Meneray.....	Emergency Surgeon.....	Santa Rosa.
Dr. A. M. Thomson.....	Emergency Surgeon.....	Santa Rosa.
Dr. Geo. W. Burgess.....	District Surgeon.....	Guerneville.
Dr. C. W. Weaver.....	Emergency Surgeon.....	Healdsburg.
Dr. J. W. Seawell.....	Emergency Surgeon.....	Healdsburg.
Dr. F. E. Sohler.....	District Surgeon.....	Healdsburg.
Dr. H. O. Cleland.....	District Surgeon.....	Ukiah.
Dr. S. L. Rea.....	Emergency Surgeon.....	Ukiah.
Dr. Raymond Babcock.....	District Surgeon.....	Willits.
Dr. C. C. Cottrell.....	Emergency Surgeon.....	Scotia.
Dr. H. W. Comfort.....	Emergency Surgeon.....	Fortuna.
Dr. J. F. Walsh.....	District Surgeon.....	Eureka.
Dr. J. A. Lane.....	Emergency Surgeon.....	Eureka.
Dr. H. G. Gross.....	Surgeon (eye, ear, nose, throat)	Eureka.
Dr. E. L. Walsh.....	Dentist.....	Eureka.
Dr. G. W. McKinnon.....	Emergency Surgeon.....	Arcata.

HOSPITALS: Southern Pacific General Hospital, Baker and Fell Streets, San Francisco. Phone, FTillmore 8781.

St. Joseph Hospital..... Eureka  
Emergency Hospitals..... San Rafael, Petaluma, Santa Rosa and Willits.

NOTE:—Emergency Surgeons should be summoned only for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of District Surgeon.

**TIME INSPECTORS**

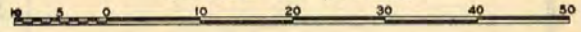
NAME	Location
S. A. Pope, Manager Time Service.....	65 Market St., San Francisco.
I. S. Preston.....	210 Phelan Bldg., San Francisco.
H. Bullard, Traveling Inspector.....	1788 Seventh St., Oakland.
E. L. Stevens.....	Sausalito.
O. Johnson.....	San Rafael.
A. H. Ross.....	Petaluma.
John Hood Co.....	Santa Rosa.
J. P. Joseph.....	Ukiah.
A. B. Guslander.....	Willits.
Ernest Mueller.....	Eureka.
J. C. Tario.....	Eureka.



# MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

RMH

SCALE IN MILES



**SAUSALITO AND ADJACENT TERRITORY**  
SCALE IN MILES  
0 1 2 3 4 5 6 7 8 9 10