

NORTHWESTERN PACIFIC RAILROAD CO.

TIME-TABLE

14

To Take Effect Saturday, September 15, 1934, at 3:01 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. | FIRST CLASS | | | | | | | Distance from San Francisco | Time-Table No. 14 | Distance from Willits | FIRST CLASS | | | | | | SECOND CLASS | |
|---|-------------------------|------------------------|----------------|-----------------|---------------------------|------------------------|------------------------|-----------------------------|-------------------|-----------------------|--------------------|----------------|----------------------|------------------------|-------------------|------------------|------------------------|------------------------|
| | 202 | | 4 | 6 | 10 | 224 | 222 | | 2 | | September 15, 1934 | 3 | 9 | 5 | 7 | 1 | 225 | 201 |
| | Mixed | Leave Daily Ex. Sunday | Eureka Express | Ukiah Passenger | Santa Rosa Passenger | Duncan Mills Passenger | Duncan Mills Passenger | | Eureka Passenger | | STATIONS | Eureka Express | Santa Rosa Passenger | Ukiah Passenger | Ukiah Passenger | Eureka Passenger | Duncan Mills Passenger | Mixed |
| | | | 8.30 PM | 5.15 PM | 2.45 PM | 2.45 PM | 8.45 AM | 7.45 AM | 0.0 | SAN FRANCISCO | 139.5 | 9.05 AM | 10.32 AM | 3.32 PM | 5.02 PM | 7.32 PM | 9.37 PM | |
| | | | 9.02 PM | 5.47 PM | 3.17 PM | 3.17 PM | 9.17 AM | 8.17 AM | 6.5 | SAUSALITO | 133.0 | 8.30 AM | 10.00 AM | 3.00 PM | 4.30 PM | 7.00 PM | 9.05 PM | |
| Yard | | | 9.15 PM | 5.53 PM | 3.20 PM | 3.20 PM | 9.20 AM | 8.20 AM | 6.5 | TO-R SAUSALITO | 133.0 | 8.20 AM | 9.50 AM | 2.50 PM | 4.20 PM | 6.50 PM | 8.55 PM | |
| WOITPBK | | | | | | | | | 6.5 | ALMONTE | 129.6 | | | | | | | |
| 18 IP | | | | | | | | | 9.9 | SOUTH PORTAL | 128.0 | | | | | | | |
| P | | | | | | | | | 11.6 | NORTH PORTAL | 127.3 | | | | | | | |
| P | | | | | | | | | 12.2 | CORTE MADERA (Spur-S) | 126.9 | | | | | | | |
| | | | | | | | | | 12.6 | BALTIMORE PARK | 126.5 | 8.05 | 9.33 | 2.36 | 4.07 | 6.34 | 8.39 | |
| IP | | | 9.28 | 6.10 | 3.34 | 3.34 | 9.34 | 8.34 | 13.0 | DETOUR | 125.2 | 8.03 | 9.31 | 2.34 | 4.05 | 6.32 | 8.37 | |
| YP | | | 9.30 | 6.12 | 3.36 | 3.36 | 9.36 | 8.36 | 14.3 | GREEN BRAE (Spur-S) | 124.6 | | | f | f | f | f | |
| | | | | | | | | | 14.9 | CALIFORNIA PARK | 123.8 | | | f | f | f | | |
| P | | | | | | | | | 15.7 | TO-R SAN RAFAEL | 122.5 | s 7.58 | s 9.26 | s 2.29 | s 4.00 | s 6.23 | s 8.32 | |
| WIYPBK | | | s 9.40 | s 6.23 | s 3.45 | s 3.45 | s 9.45 | s 8.45 | 17.0 | CERRO | 120.8 | | | | | | | |
| 24 P | | | | | | | | | 18.7 | GOLF | 119.5 | 7.49 | 9.18 | 2.21 | 3.52 | 6.16 | 8.24 | |
| 24 P | | | 9.47 | 6.30 | 3.52 | 3.52 | 9.51 | 8.51 | 20.0 | GALLINAS (Spur-N) | 118.4 | f | f | f | f | | | |
| P | | | | f | f | f | f | f | 21.1 | MILLER | 117.8 | 7.46 | 9.15 | f 2.18 | f 3.49 | 6.13 | 8.21 | |
| 37 P | | | 9.50 | 6.33 | 3.55 | 3.55 | f 9.54 | 8.54 | 21.7 | ST. VINCENT (Spur-N) | 117.5 | | f | f | f | | | |
| | | | | f | f | f | f | f | 22.0 | IGNACIO | 114.6 | f 7.41 | s 9.07 | f 2.13 | f 3.44 | s 6.08 | 8.16 | |
| 20 WYOPBK | | | 9.55 | s 6.40 | f 4.01 | f 4.01 | f 10.02 | s 9.07 | 24.9 | NOVATO | 111.7 | s 7.36 | s 9.02 | s 2.08 | s 3.39 | f 5.58 | f 8.11 | |
| 47 P | | | f 10.00 | f 6.45 | f 4.06 | f 4.06 | f 10.07 | s 9.12 | 27.8 | BURDELL | 108.2 | 7.30 | f 8.56 | f 2.02 | f 3.33 | 5.53 | f 8.05 | |
| 50 WP | | | 10.06 | f 6.51 | f 4.12 | f 4.12 | f 10.13 | f 9.17 | 31.3 | HAYSTACK | 102.8 | 7.22 | 8.48 | 1.54 | 3.25 | 5.45 | 7.57 | |
| 62 Yard | | | 10.14 | 6.59 | 4.20 | 4.20 | 10.21 | 9.25 | 36.7 | PETALUMA | 101.0 | s 7.18 | s 8.44 | s 1.50 | s 3.21 | s 5.41 | s 7.53 | |
| 116 WTPBK | | | s 10.27 | s 7.06 | s 4.28 | s 4.28 | s 10.28 | s 9.34 | 38.5 | PARK SIDING | 100.3 | | | | | | | |
| 45 | | | | f | | | f | | 39.2 | CROWN (Spur-S) | 98.5 | f | | f | f | | | |
| | | | | | | | | | 41.0 | ELY | 97.5 | f 7.07 | 8.36 | f 1.38 | f 3.14 | 5.31 | 7.45 | |
| 37 | | | 10.32 | f 7.11 | f 4.33 | 4.33 | f 10.33 | f 9.39 | 42.0 | PENN GROVE | 96.2 | f | f | f | f | f | f | |
| P | | | | f | f | f | f | s | 43.3 | COTATI | 93.4 | f 6.59 | f 8.28 | f 1.30 | f 3.06 | f 5.23 | f 7.37 | |
| 64 WP | | | f 10.39 | f 7.19 | f 4.41 | f 4.41 | s 10.41 | f 9.47 | 46.1 | WILFRED | 90.8 | f | f | f | f | f | f | |
| 23 | | | | f | f | f | f | f | 48.7 | BELLEVUE | 88.2 | f 6.50 | f 8.19 | f 1.21 | f 2.57 | f 5.14 | f 7.28 | |
| 29 | | | 10.47 | f 7.28 | f 4.50 | f 4.50 | f 10.50 | f 9.56 | 51.3 | TO-R SANTA ROSA | 85.7 | s 6.45 | 8.15 AM | s 1.17 | s 2.53 | s 5.10 | s 7.24 | 4.45 PM |
| 76 WPBK | 10.15 AM | | s 10.52 | s 7.36 | s 4.55 | s 5.00 | s 10.58 | s 10.05 | 53.8 | WYE SIDING | 85.1 | | | | | 5.04 | | |
| 132 YP | | | 11.05 | | 5.04 PM | 5.04 | | | 54.4 | FULTON | 81.0 | 6.32 AM | | 1.05 PM | 2.43 PM | 4.58 PM | 7.12 PM | 4.30 PM |
| 18 WOP | 10.30 AM | | 11.13 PM | f 7.44 PM | | s 5.12 PM | s 11.06 AM | f 10.13 AM | 58.5 | | | | | | | | | |
| | Arrive Daily Ex. Sunday | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Saturday | Arrive Saturday Only | Arrive Sunday Only | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Sunday Only | Leave Daily | Leave Sunday Only | Leave Daily Ex. Sunday |

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. 9 stop on flag at California Park and Green Brae daily except Sunday.

| Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations. | FIRST CLASS | | | Distance from San Francisco | Time-Table No. 14 September 15, 1934 | 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 |
| 18 WOP | | | | 58.5 | TO FULTON 1.3 | 81.0 | f 6.32AM | f 1.05PM | f 2.43PM | f 4.58PM |
| 35 | | | | 59.8 | MARK WEST 3.1 | 79.7 | | f | f | |
| 16 P | | | | 62.9 | WINDSOR 3.5 | 76.6 | f 6.25 | f 12.58 | f 2.36 | s 4.51 |
| 8 | | | | 66.4 | GRANT 0.6 | 73.1 | | f | f | |
| 49 | | | | 67.0 | BAILHACHE 1.0 | 72.5 | | | | |
| 44 WTPK | | | | 68.0 | TO HEALDSBURG 2.2 | 71.5 | s 6.17 | s 12.50 | s 2.28 | s 4.43 |
| | | | | 70.2 | CHIQUITA (Spur-S) 1.7 | 69.3 | | f | f | f |
| 50 P | | | | 71.9 | LYTTON 3.9 | 67.6 | f 6.07 | f 12.40 | f 2.19 | f 4.33 |
| 44 P | | | | 75.8 | TO GEYSERVILLE 3.0 | 63.7 | f 6.00 | s 12.34 | s 2.13 | s 4.27 |
| 8 P | | | | 78.8 | CHIANTI 2.5 | 60.7 | f | f | f | f |
| 44 P | | | | 81.3 | ASTI 3.9 | 58.2 | f 5.51 | f 12.25 | f 2.04 | f 4.18 |
| 68 WOTP | | | | 85.2 | TO CLOVERDALE 1.9 | 54.3 | s 5.45 | s 12.19 | s 1.58 | s 4.12 |
| 31 | | | | 87.1 | PRESTON 2.7 | 52.4 | f 5.33 | f 12.13 | f 1.52 | f 4.05 |
| 28 P | | | | 89.8 | ECHO 2.0 | 49.7 | f 5.27 | f 12.07PM | f 1.46 | f 3.59 |
| | | | | 91.8 | CUMMISKEY (Spur-N) 0.8 | 47.7 | f | f | f | f |
| 21 P | | | | 92.6 | THORN 2.7 | 46.9 | | | | |
| 71 P | | | | 95.3 | PIETA 1.5 | 44.2 | f 5.13 | f 11.53 | f 1.35 | f 3.45 |
| | | | | 96.8 | FOUNTAIN (Spur-N) 3.3 | 42.7 | f | f | f | f |
| 60 WP | | | | 100.1 | TO HOPLAND 3.8 | 39.4 | s 5.02 | s 11.42 | s 1.24 | s 3.34 |
| 58 P | | | | 103.9 | LARGO 2.0 | 35.6 | f 4.54 | f 11.32 | f 1.16 | f 3.26 |
| 22 | | | | 105.9 | HENRY 3.7 | 33.6 | | | | |
| 16 | | | | 109.6 | EL ROBLE 4.4 | 29.9 | f 4.45 | f 11.22 | f 1.07 | f 3.17 |
| 57 WOTPBK | | | | 114.0 | TO-R UKIAH 6.1 | 25.5 | s 4.38 | 11.15AM | 1.00PM | s 3.10 |
| 23 P | | | | 120.1 | CALPELLA 2.0 | 19.4 | f 4.21 | | | f 2.50 |
| 47 WYP | | | | 122.1 | REDWOOD VALLEY 1.9 | 17.4 | f 4.17 | | | f 2.46 |
| 33 P | | | | 124.0 | LAUGHLIN 3.9 | 15.5 | f 4.13 | | | f 2.42 |
| 11 P | | | | 127.9 | HILPASS 3.5 | 11.6 | 4.00 | | | 2.29 |
| 17 WP | | | | 131.4 | RIDGE 8.1 | 8.1 | s 3.48 | | | s 2.17 |
| Yard WYOPBK | | | | 139.5 | TO-R WILLITS | 0.0 | 3.25AM | | | 1.55PM |
| | | | | | | | Leave Daily | Leave Daily Ex. Sunday | Leave Sunday Only | Leave Daily |

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

| Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations. | SOUTHERN DIVISION | | | Distance from San Francisco | Time-Table No. 14 September 15, 1934 | Distance from Manor | SOUTHERN DIVISION | | | |
|---|-----------------------------|-----------------------|-----------------------------|-----------------------------|---|---------------------------|-----------------------------|---------------------|----------|--|
| | Northward | Southward | STATIONS | | | | Northward | Southward | STATIONS | |
| | Distance from San Francisco | Distance from Willits | STATIONS | | | | Distance from San Francisco | Distance from Manor | STATIONS | |
| Yard WTOPBK | 6.5 | 131.4 | TO-R TIBURON 3.6 | 13.0 | 5.8 | BALTIMORE PARK 1.7 | | | | |
| | 10.1 | 127.8 | REED (Spur-N) 1.3 | 14.7 | 4.1 | KENTFIELD (Spur-N) 1.8 | | | | |
| | 11.4 | 126.5 | MEADOWSWEET (Spur-N) 1.3 | 16.5 | 2.3 | SAN ANSELMO 1.9 | | | | |
| YP | 12.7 | 125.2 | DETOUR | 18.3 | 0.5 | FAIRFAX (Spur-N) 0.5 | | | | |
| | | | | 18.8 | 0.0 | MANOR | | | | |

| Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations. | FIRST CLASS | | Distance from San Francisco | Time-Table No. 14 September 15, 1934 | Distances from Los Guilicos | FIRST CLASS | |
|---|-------------------|-------------------|-----------------------------|---|-----------------------------|-------------------|-------------------|
| | 142 | 140 | | | | 141 | 143 |
| | Kenwood Passenger | Kenwood Passenger | | | | Kenwood Passenger | Kenwood Passenger |
| | Leave Daily | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily |
| 20 WYOPBK | 6.41 PM | 9.12 AM | 24.9 | TO-R IGNACIO 3.6 | 33.0 | s 8.56 AM | s 6.01 PM |
| 23 P | f 6.49 | f 9.20 | 28.5 | BLACK POINT 2.3 | 29.4 | f 8.49 | f 5.54 |
| 24 | f 6.54 | f 9.25 | 30.8 | RECLAMATION 2.6 | 27.1 | f 8.44 | f 5.49 |
| 20 | f 7.00 | f 9.31 | 33.4 | SEARS POINT 1.8 | 24.5 | f 8.38 | f 5.43 |
| P | f | f | 35.2 | FAIRVILLE (Spur-N) 1.5 | 22.7 | f | f |
| | f | f | 36.7 | McGILL (Spur-S) 1.1 | 21.2 | f | f |
| 13 P | f 7.10 | f 9.41 | 37.8 | WINGO 2.6 | 20.1 | f 8.28 | f 5.33 |
| 37 YWP | s 7.17 | s 9.48 | 40.4 | TO-R SCHELLVILLE 1.8 | 17.5 | s 8.22 | s 5.27 |
| 17 P | s 7.22 | s 9.53 | 42.2 | VINEBURG 1.3 | 15.7 | s 8.17 | s 5.22 |
| 9 | f | f | 43.5 | BUENA VISTA 1.3 | 14.4 | f | f |
| 25 P | s 7.29 | s 10.00 | 44.8 | SONOMA 1.3 | 13.1 | s 8.11 | s 5.16 |
| 12 | f 7.32 | f 10.03 | 46.1 | VERANO 0.7 | 11.8 | f 8.06 | f 5.11 |
| | s 7.34 | s 10.05 | 46.8 | BOYES SPRINGS (Spur-S) 0.6 | 11.1 | s 8.04 | s 5.09 |
| | f 7.36 | f 10.07 | 47.4 | FETTERS SPRINGS (Spur-N) 0.3 | 10.5 | f 8.02 | f 5.07 |
| | f 7.38 | f 10.09 | 47.7 | AGUA CALIENTE (Spur-S) 0.8 | 10.2 | f 8.00 | f 5.05 |
| | f | f | 48.5 | WATRISS (No Siding) 0.6 | 9.4 | f | f |
| 11 | f 7.41 | f 10.12 | 49.1 | YULUPA 0.7 | 8.8 | f 7.57 | f 5.02 |
| 5 | f | f | 49.8 | ELDRIDGE 1.5 | 8.1 | f | f |
| 11 | s 7.48 | s 10.19 | 51.3 | GLEN ELLEN 0.6 | 6.6 | s 7.51 | s 4.56 |
| 2 | f | f | 51.9 | WARFIELD 1.4 | 6.0 | f | f |
| 2 | f 7.54 | f 10.25 | 53.3 | BELTANE 1.6 | 4.6 | f 7.45 | f 4.50 |
| 2 | f | f | 55.0 | WILDWOOD 0.7 | 2.9 | f | f |
| 21 PTW | 7.59 PM | 10.30 AM | 55.7 | TO-R KENWOOD 1.5 | 2.2 | 7.40 AM | 4.45 PM |
| | | | 57.2 | LAWNDALE (Spur-S) 0.7 | 0.7 | | |
| 2 | | | 57.9 | LOS GUILICOS | 0.0 | | |
| | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily |

| 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. 14 September 15, 1934 | Distance from Duncan Mills | FIRST CLASS | | SECOND CLASS | |
|---|-------------------------|------------------------|------------------------|------------------------|----------------------------------|---|----------------------------|------------------------|--|--------------|--|
| | 202 | 224 | 222 | 225 | | | | 201 | | | |
| | Mixed | Duncan Mills Passenger | Duncan Mills Passenger | Duncan Mills Passenger | | | | Mixed | | | |
| | Leave Daily Ex. Sunday | Leave Saturday Only | Leave Sunday Only | Arrive Sunday Only | Arrive Daily Ex. Sunday | | | | | | |
| 18 WOP | 10.35 AM | 5.14 PM | 11.08 AM | 58.5 | TO-R FULTON 2.1 | 23.0 | s 7.10 PM | s 4.15 PM | | | |
| 10 | f 10.42 | f 5.18 | f 11.12 | 60.6 | MEACHAM 0.8 | 20.9 | f 7.05 | f 4.09 | | | |
| 22 P | f 10.45 | f 5.20 | f 11.14 | 61.4 | WOOLSEY 2.5 | 20.1 | f 7.02 | f 4.04 | | | |
| 10 | f 10.53 | f 5.26 | f 11.20 | 63.9 | TRENTON 1.9 | 17.6 | f 6.56 | f 3.55 | | | |
| | f 10.59 | f 5.31 | f 11.25 | 65.8 | FORESTVILLE (Spur-S) 1.7 | 15.7 | f 6.51 | f 3.49 | | | |
| 11 P | f 11.05 | f 5.36 | f 11.30 | 67.5 | GREEN VALLEY 1.9 | 14.0 | f 6.46 | f 3.42 | | | |
| | f | f 5.42 | f 11.36 | 69.4 | HILTON (No Siding) 1.0 | 12.1 | f 6.42 | f | | | |
| 24 P | | | | 70.4 | POCKET 0.5 | 11.1 | | | | | |
| 4 | f | f | f | 70.9 | KORBEL 1.3 | 10.6 | f | f | | | |
| 13 WP | f 11.20 | s 5.48 | s 11.42 | 72.2 | RIONIDO 1.3 | 9.3 | s 6.35 | f 3.26 | | | |
| 19 | | | | 73.5 | SHELLARD 0.4 | 8.0 | | | | | |
| 6 P | s 11.30 | s 5.55 | s 11.49 | 73.9 | TO GUERNEVILLE 0.8 | 7.8 | s 6.30 | s 3.20 | | | |
| | f | f 5.58 | f 11.52 | 74.7 | GUERNEWOOD PARK 0.9 No Siding | 6.8 | f 6.24 | f | | | |
| | f | f | f | 75.6 | MONTESANO 0.3 | 5.9 | f | f | | | |
| | f | f | f | 75.9 | RUSSIAN RIVER HEIGHTS 1.0 | 5.6 | f | f | | | |
| 16 | f | f 6.07 | f 12.01 PM | 76.9 | NORTHWOOD 1.3 | 4.6 | f 6.15 | f | | | |
| P | s 11.55 | s 6.12 | s 12.06 | 78.2 | MONTE RIO 0.8 | 3.3 | s 6.11 | s 2.55 | | | |
| | f | f | f | 79.0 | VILLA GRANDE (No Siding) 2.5 | 2.5 | f | f | | | |
| 10 OYPBK | 12.10 PM | 6.22 PM | 12.16 PM | 81.5 | TO-R DUNCAN MILLS | 0.0 | 6.00 PM | 2.40 PM | | | |
| | Arrive Daily Ex. Sunday | Arrive Saturday Only | Arrive Sunday Only | | | | Leave Sunday Only | Leave Daily Ex. Sunday | | | |

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

| Northward | | NORTHERN 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. 14 September 15, 1934 | Distance from Eureka | FIRST CLASS | |
| | 2 | 4 | | | | 1 | 3 |
| | Eureka Passenger | Eureka Express | | | | Eureka Passenger | Eureka Express |
| Yard WYOPBK | Leave Daily | Leave Daily | | | Arrive Daily | Arrive Daily | |
| | 1.45 PM | 2.45 AM | 139.5 | TO-R WILLITS | 144.6 | f 1.20 PM | 2.10 AM |
| 69 P | f 1.53 | f 2.53 | 143.7 | 4.2 OUTLET | 140.4 | f 1.09 | f 1.59 |
| 71 P | f 2.02 | f 3.03 | 148.7 | 5.0 ARNOLD | 135.4 | f 12.58 | f 1.49 |
| 75 WP | f 2.10 | f 3.11 | 152.5 | 3.8 LONGVALE | 131.6 | f 12.49 | f 1.40 |
| 57 P | f 2.21 | f 3.23 | 158.2 | 5.7 FARLEY | 125.9 | f 12.37 | f 1.26 |
| 48 WP | f 2.28 | f 3.30 | 161.8 | 3.6 TATU | 122.3 | f 12.29 | f 1.16 |
| 59 WOP | s 2.40 | s 3.41 | 166.5 | 4.7 TO DOS RIOS | 117.6 | s 12.17 | s 1.04 |
| 32 P | f 2.50 | f 3.51 | 171.1 | 4.6 WOODMAN | 113.0 | f 12.04 PM | f 12.49 |
| 48 P | f 3.00 | f 4.01 | 175.5 | 4.4 NASHMEAD | 108.6 | f 11.55 | f 12.38 |
| 81 P | s 3.10 | f 4.11 | 180.0 | 4.5 SPYROCK | 104.1 | s 11.45 | f 12.28 |
| 69 WOP | f 3.20 | f 4.20 | 184.3 | 4.3 BELL SPRINGS | 99.8 | f 11.36 | f 12.17 |
| 27 P | f 3.31 | f 4.30 | 189.3 | 5.0 RAMSEY | 94.8 | f 11.25 | f 12.05 AM |
| 69 WOTP | s 3.43 | f 4.42 | 194.5 | 5.2 ISLAND MOUNTAIN | 89.6 | s 11.14 | f 11.52 |
| 42 WP | f 3.57 | f 4.57 | 200.3 | 5.8 KEKAWAKA | 83.8 | f 11.01 | f 11.36 |
| 25 | | | 205.5 | 5.2 CAIN ROOK | 78.6 | | |
| 69 P | s 4.16 | s 5.15 | 209.1 | 3.6 TO ALDERPOINT | 75.0 | s 10.44 | s 11.16 |
| 69 WOP | s 4.33 | s 5.32 | 216.6 | 7.5 FORT SEWARD | 67.5 | s 10.28 | s 10.57 |
| 55 P | f 4.43 | f 5.42 | 221.5 | 4.9 BROCK CREEK | 62.6 | f 10.18 | f 10.46 |
| 55 P | f 4.51 | f 5.50 | 225.1 | 3.6 EEL ROCK | 59.0 | f 10.10 | f 10.37 |
| 26 P | f 5.01 | f 6.00 | 230.1 | 5.0 SEQUOIA | 54.0 | f 10.00 | f 10.26 |
| 67 WP | f 5.06 | f 6.05 | 232.2 | 2.1 McCANN | 51.9 | f 9.56 | f 10.21 |
| 71 WYOPBK | s 5.18 | s 6.18 | 237.3 | 5.1 TO-R SOUTH FORK | 46.8 | s 9.45 | s 10.07 |
| 30 P | f 5.27 | f 6.27 | 241.7 | 4.4 LARABEE | 42.4 | f 9.33 | f 9.53 |
| 20 P | s 5.37 | s 6.37 | 245.6 | 3.9 SHIVELY | 38.5 | s 9.24 | f 9.44 |
| 33 WP | | | 247.6 | 2.0 CAMP NINE | 36.5 | | |
| 31 P | f 5.46 | f 6.46 | 250.0 | 2.4 ELINOR | 34.1 | f 9.15 | f 9.34 |
| 26 WPK | s 5.57 | s 6.57 | 255.6 | 5.6 TO SOOTIA | 28.5 | s 9.03 | s 9.22 |
| 24 P | 6.07 | 7.07 | 259.0 | 3.4 STONE | 25.1 | 8.53 | 9.11 |
| P | f 6.09 | 7.09 | 260.2 | 1.2 METROPOLITAN (Spur) | 23.9 | f 8.51 | f 9.09 |
| 38 WOP | s 6.14 | s 7.14 | 262.7 | 2.5 ALTON | 21.4 | s 8.46 | s 9.03 |
| 50 | f | f | 264.5 | 1.8 ROHNERVILLE | 19.6 | f | f |
| 24 P | s 6.21 | s 7.21 | 266.1 | 1.6 TO FORTUNA | 18.0 | s 8.39 | s 8.54 |
| 24 P | s 6.27 | s 7.27 | 268.7 | 2.6 TO FERNBRIDGE | 15.4 | s 8.33 | s 8.47 |
| 18 P | s 6.33 | s 7.33 | 271.0 | 2.3 TO LOLETA | 13.1 | s 8.28 | s 8.40 |
| 10 P | | | 272.5 | 1.5 TABLE BLUFF | 11.6 | | |
| 25 P | f 6.40 | f 7.40 | 273.9 | 1.4 BEATRICE | 10.2 | f 8.21 | f 8.32 |
| 20 WP | f 6.47 | f 7.47 | 277.8 | 3.9 SOUTH BAY | 6.3 | f 8.14 | f 8.25 |
| | | | 280.8 | 3.0 B. & E. R. CROSSING | 3.3 | | |
| 27 P | 6.54 | 7.54 | 282.0 | 1.2 BUCKSPORT | 2.1 | 8.05 | 8.15 |
| Yard WYOPBK | 7.00 PM | 8.00 AM | 284.1 | 2.1 TO-R EUREKA | 0.0 | 8.00 AM | 8.10 PM |
| | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily |

Trains must not leave Eureka without a clearance.

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

| Northward | | NORTHERN DIVISION | | | Southward 5 | |
|--|-----------------------------|---|-----------------------|--------------------------|-------------|--|
| Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations. | Distance from San Francisco | Time-Table No. 14 September 15, 1934 | Distance from Korblex | STATIONS | | |
| | | | | TO-R | | |
| | | | | | | |
| Yard WYOPBK | 284.1 | | 11.1 | EUREKA | | |
| P | 286.7 | | 8.5 | FRESHWATER JUNCT. | | |
| 25 | 289.5 | | 5.7 | BRAINARD | | |
| | 291.8 | | 3.4 | A. & M. R. CROSSING | | |
| 16 WYPK | 292.5 | TO-R | 2.7 | ARCATA | | |
| P | 292.9 | | 2.3 | A. & M. R. CROSSING | | |
| | 293.6 | | 1.6 | NORMAL JUNCTION (Spur-N) | | |
| 21 P | 295.2 | | 0.0 | KORBLEX | | |

| Northward | | NORTHERN DIVISION | | | Southward | |
|--|-----------------------------|---|---------------------|-----------------|-----------|--|
| Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations. | Distance from San Francisco | Time-Table No. 14 September 15, 1934 | Distance from Samoa | STATIONS | | |
| | | | | TO-R | | |
| | | | | | | |
| 16 WYPK | 292.5 | | 8.2 | ARCATA | | |
| | 296.8 | | 3.9 | MANILA (Spur-S) | | |
| 18 | 299.1 | | 1.6 | CARSONS | | |
| P | 299.8 | | 0.9 | SAMOA YARD | | |
| WY | 300.7 | | 0.0 | SAMOA | | |

| Northward | | NORTHERN DIVISION | | | Southward | |
|--|-----------------------------|---|------------------------|----------|-----------|--|
| Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations. | Distance from San Francisco | Time-Table No. 14 September 15, 1934 | Distance from Carlotta | STATIONS | | |
| | | | | ALTON | CARLOTTA | |
| | | | | | | |
| 38 WOP | 262.7 | | 5.0 | ALTON | | |
| P | 267.7 | | 0.0 | CARLOTTA | | |

SPECIAL INSTRUCTIONS

Employees whose duties are prescribed by Rules and Regulations of the Transportation Department, effective June 15, 1930, must each obtain a book containing these Rules and Regulations.

EXCEPT AS OTHERWISE PROVIDED, SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

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.

At San Rafael northward trains and trains leaving for Tiburon must obtain clearance.

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 Registers at Ignacio and Fulton; for branch trains.

Southern Pacific transportation Rules and Regulations govern operation of trains between Schellville and Napa Junction and in Napa Junction Yard.

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. 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 $8\frac{1}{2}$ " 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 $9\frac{1}{2}$ " 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.

In accordance with Rules and Regulations Governing Care and Operation of Air Brake and Signal Apparatus, the following will govern:

Trains descending grade, Ridge to Laughlin, retaining valves will be turned up before leaving Ridge, and must not be turned down until after stop is made at Laughlin.

Freight trains, Ridge to M P 136, retaining valves must be turned up before leaving Ridge, and must not be turned down until train has reached M P 136.

When retaining valves are turned down while train is in motion, speed of train must not exceed 10 miles per hour. If, in judgment of conductor, it is necessary to stop train to turn down retaining valves, train will be stopped.

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, 881 feet north of tower; southward main track, Signal 47, 670 feet north of tower; Drill track, Signal 48, 670 feet north of tower; limits also indicated by signs on signals.

No operator on duty: 1:25 A. M. to 5:50 A. M., daily except Sunday.
1:25 A. M. to 6:15 A. M., Sunday.

Switches will be lined track 8 to southward main track, Rule 663 will govern movement through interlocking.

ALMONTE

No operator on duty: 1:35 A. M. to 5:45 A. M., daily except Sunday.
1:35 A. M. to 6:15 A. M., Sunday.

Switches will be lined for Sausalito-Baltimore Park route, Rule 663 will govern movements through interlocking.

BALTIMORE PARK

No operator on duty: Midnight to 6:00 A. M. Daily, except Saturday and 10:00 P. M. to Midnight/Sunday.

Midnight to 6:00 A. M. } Saturday

10:00 P. M. to Midnight } Saturday

Midnight to 6:30 A. M. } Sunday

10:30 P. M. to Midnight } Sunday

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

No operator on duty: 2:15 A. M. to 5:00 A. M., daily except Sunday.
2:15 A. M. to 5:30 A. M., Sunday.

Switches will be lined for San Anselmo-San Rafael route, Rule 663 will govern movements through interlocking.

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 |

RAILROAD CROSSINGS NOT INTERLOCKED

| | |
|-----------|-----------------------------------|
| M P 40.5 | Schellville, STOP. |
| M P 49.1 | Yulupa, Spur Track, STOP. |
| M P 53.3 | Santa Rosa, P. & S. R. RR. |
| M P 280.8 | B. & E. R. RR., STOP. |
| M P 282.2 | B. & E. R. RR., Spur Track, STOP. |
| M P 291.8 | Arcata, A. & M. R. RR., STOP. |
| M P 292.9 | Arcata, A. & M. R. RR., 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. North end 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 | Hamann Gulch M P 204.3 |
| Alto Substation | Steelhead |
| *Corte Madera | Perrott Creek |
| *Ross | Glynn |
| Lansdale | Nanning Creek |
| De Witt | Dinsmore |
| Mill Post 190 | Palmer Creek |
| Tunnel No. 27 M P 195.2 North Portal | Eureka Slough Drawbridge M P 285.6 |
| *P. T. & T. telephone | |

ADDITIONAL WATER STATIONS

| | | | | | |
|--------------|-------|-----------|------------|-------|-----------|
| Stony Creek | ..... | M P 169.6 | Steel Head | ..... | M P 211.6 |
| Water Tank | ..... | M P 180.3 | Water Tank | ..... | M P 224.5 |
| Hamann Gulch | ..... | M P 204.3 | | | |

YARD LIMITS

Sausalito, Pine, Waldo, one yard; Bolinas Avenue, San Anselmo, one yard; Fairfax, Manor, one yard; Tiburon; B Street, San Rafael, California Park, one yard; Ignacio; Schellville; Sonoma, Sebastiani, Stando, one yard; Kenwood, Lawndale, Los Guilicos, one yard; Haystack, McNear, Petaluma, Park Siding, one yard; Santa Rosa, Wye Siding, one yard; Fulton; Shellard, Guerneville, one yard; Monte Rio; Duncan Mills; Grant, Bailhache, Healdsburg, Finlayson, Oliveto, one yard; Geyserville, Tosca, Omus, one yard; Asti; 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, Samoa Yard, Carsons, one yard.

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.

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.

Trains must use Track No. 2 making station stop.

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 Los Guilicos line is located opposite station.

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 showing 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 passenger depot.
- Copeland Street. First street west of passenger depot.
- Washington Street. First street north of passenger 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 Duncan Mills 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 |
| San Anselmo and San Rafael..... | 50 | 30 |

except that maximum speeds shown in next column must not be exceeded.

SPEED RESTRICTIONS—Continued

| Page | BETWEEN | Passenger | Freight |
|------|--|-----------|---------|
| 2 | Through Tunnel No. 1, M P 11.9..... | 25 | 25 |
| 2 | Corte Madera, road crossing north of station platforms.. | 20 | 20 |
| 2 | Greenbrae, bridge and trestle approaches, M P 14.6..... | 25 | 25 |
| 2 | San Rafael, within city limits..... | 10 | 10 |
| 2 | Cerro and M P 19.6..... | 35 | 25 |
| 2 | Gallinas Drawbridge, M P 20.9..... | 25 | 25 |
| 2 | Petaluma Drawbridge, M P 37.2..... | 6 | 6 |
| 2 | Petaluma, within city limits..... | 10 | 10 |
| 2 | North switch Cotati—South switch Wilfred..... | 35 | .. |
| 2 | Santa Rosa, within city limits..... | 10 | 10 |
| 3 | Larkspur, road crossing north of station platforms..... | 20 | 20 |
| 3 | Kentfield, road crossing south of station platforms..... | 20 | 20 |
| 3 | Ross, road crossing north of station platforms..... | 10 | 10 |
| 3 | Tiburon and Detour..... | 25 | 20 |
| 3 | Hilarita, highway crossing, M P 7.9..... | 10 | 10 |
| 3 | Healdsburg, within city limits..... | 10 | 10 |
| 3 | Cloverdale, within city limits..... | 10 | 10 |
| 3 | M P 87.6 and Fountain..... | 25 | 20 |
| 3 | Fountain and El Roble {Curves..... | 35 | 25 |
| | {Tangent..... | 45 | 25 |
| 3 | Ukiah, within city limits..... | 10 | 10 |
| 3 | M P 118 and M P 120..... | .. | 25 |
| 3 | Redwood Valley and Laughlin..... | 35 | .. |
| 3 | Redwood Valley and M P 136.7 (Ascending grade)..... | .. | 18 |
| 3 | Redwood Valley and M P 136.7 (Descending grade)..... | .. | 15 |
| 3 | Laughlin and M P 136.7 (Ascending grade)..... | 22 | .. |
| 3 | Laughlin and M P 136.7 (Descending grade)..... | 18 | .. |
| 3 | M P 136.7 and Willits..... | 45 | .. |
| 4 | Ignacio and Yulupa..... | 35 | 20 |
| 4 | Black Point Drawbridge, M P 28.8..... | 10 | 10 |
| 4 | Wingo Drawbridge, M P 37.8..... | 10 | 10 |
| 4 | Yulupa and Los Guilicos..... | 25 | 25 |
| 4 | Sonoma, within city limits..... | 10 | 10 |
| 4 | Fulton and Guerneville..... | 30 | 20 |
| 4 | Guerneville and Duncan Mills..... | 20 | 15 |
| 5 | Scotia Bluff, M P 256.3-MP 258.0..... | 15 | 15 |
| 5 | Elk River, Bulkhead..... | 20 | 20 |
| 5 | Holmes Eureka Bucksport Mill Yard crossing at Gregg Street..... | 30 | 20 |
| 5 | "A" and "L" Streets, Eureka..... | 10 | 10 |
| 5 | "L" Street, Eureka and south end Eureka Slough Drawbridge..... | 18 | 18 |
| 5 | Eureka Slough Drawbridge, M P 285.6. Logging trains 6; other trains, 10. | .. | .. |
| 5 | Eureka and Arcata..... | 25 | 20 |
| 5 | Arcata and Korblex..... | 20 | 20 |
| 5 | Arcata and Samoa..... | 15 | 15 |
| 5 | 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.

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 |

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. O. D. Hamlin..... | Emergency Surgeon..... | Oakland. |
| Dr. L. Michael..... | Emergency Surgeon..... | San Leandro. |
| Dr. C. W. Clark..... | District Surgeon..... | Tiburon and San Anselmo. |
| Dr. O. W. Jones..... | Emergency Surgeon..... | San Anselmo. |
| Dr. C. F. Larson..... | District Surgeon..... | Sausalito. |
| Dr. Roy R. Robertson..... | Associate District Surgeon.. | Sausalito. |
| Dr. J. J. Spottiswood..... | Emergency Surgeon..... | Mill Valley. |
| Dr. G. M. Landrock..... | Emergency Surgeon..... | Mill Valley. |
| Dr. F. M. Cannon..... | Emergency Surgeon..... | Point Reyes. |
| Dr. Harry O. Hund..... | District Surgeon..... | San Rafael. |
| Dr. C. A. DeLancey..... | Emergency Surgeon..... | San Rafael. |
| Dr. L. L. Stanley..... | Emergency Surgeon..... | San Rafael. |
| Dr. E. J. Finnerty..... | Emergency Surgeon..... | Sonoma. |
| Dr. F. O. Butler..... | Emergency Surgeon..... | Eldridge. |
| Dr. A. M. Tunnell..... | District Surgeon..... | Novato. |
| Dr. H. S. Rogers..... | District 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. J. W. Seawell..... | Emergency Surgeon..... | Healdsburg. |
| Dr. F. E. Sohler..... | District Surgeon..... | Healdsburg. |
| Dr. Donovan C. Oakleaf..... | District Surgeon..... | Cloverdale. |
| 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. B. Cooper..... | District Surgeon..... | Arcata. |

HOSPITALS: Southern Pacific General Hospital, Baker and Fell Streets, San Francisco. Phone, Fillmore 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. |
| E. L. Stevens..... | Sausalito. |
| C. R. Ellis..... | Sausalito. |
| M. B. Gardner..... | San Rafael. |
| A. H. Ross..... | Petaluma. |
| John Hood Co..... | Santa Rosa. |
| P. H. Joseph..... | Ukiah. |
| A. B. Guslander..... | Willits. |
| Ernest Mueller..... | Eureka. |
| J. C. Tario..... | Eureka. |

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS

| Location | Mile Post | Switch Connection | Car Capacity | Flag Stop for Passengers |
|----------------------------|-----------|-------------------|--------------|--|
| SAUSALITO TO EUREKA | | | | |
| Waldo | 8.4 | North | 77 | |
| Alto Substation | 10.7 | North | 24 | |
| Alto | 11.0 | North | 16 | |
| Chapman | 12.3 | | | |
| Corte Madera | 12.6 | North | 5 | |
| Glen Park | 18.1 | | | |
| De Witt | 23.5 | South | 100 | All Trains 1-2-3-5-6-7 9-10-222 224-225 |
| San Antonio | 33.1 | | | |
| McNear | 37.1 | South | 58 | |
| Finlayson | 69.1 | Siding | 24 | |
| Olivet | 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 | |
| Rocal | 98.7 | North | 5 | |
| 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 |
| Sarnas | 163.9 | South | 2 | 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 | 227.7 | South | 2 | 1-2 |
| 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 |
| Canyon Park | 259.8 | | | 1-2 (Sun. only) |
| Dinsmore | 261.0 | Siding | 36 | |
| 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 | |

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS—Continued

| Location | Mile Post | Switch Connection | Car Capacity | Flag Stop for Passengers |
|--------------------------------|-----------|-------------------|--------------|--------------------------|
| BALTIMORE PARK TO MANOR | | | | |
| Escalle | 14.0 | South | 8 | |
| Larkspur | 13.4 | North | 8 | |
| Ross | 15.5 | South | 5 | |
| Yolanda | 17.2 | | | |
| Lansdale | 17.6 | | | |
| Pastori | 17.9 | | | |
| IGNACIO TO LOS GUILICOS | | | | |
| Homefarm | 26.9 | South | 7 | All Trains |
| Rose | 29.5 | South | 8 | |
| Greenwood | 31.4 | South | 8 | |
| Quarries | 36.0 | | | All Trains |
| Batto | 42.6 | South | 9 | |
| Bonilla | 43.1 | South | 4 | |
| Stando | 43.9 | North | 4 | |
| Sebastiani | 44.3 | South | 30 | |
| Pagani | 50.6 | North | 4 | |
| FULTON TO DUNCAN MILLS | | | | |
| Elpa | 64.1 | North | 3 | |
| Mirabel | 66.4 | South | 34 | All Trains |
| Dell | 66.7 | | | All Trains |
| Hacienda | 68.7 | Siding | 9 | All Trains |
| Odd Fellow | 69.9 | | | All Trains |
| Vacation Beach | 75.2 | | | All Trains |
| Bohemia | 77.6 | South | 73 | All Trains |
| Fern Cove | 78.7 | | | All Trains |
| Sheridan | 79.9 | | | All Trains |
| Moscow | 80.7 | South | 5 | All Trains |

WEIGHT OF PASSENGER CARS

| CLASS | NUMBERS | WOOD | STEEL |
|------------------------|----------|---------|---------|
| Baggage | 606 | 42,000 | |
| " | 608-609 | 79,100 | |
| " | 613-615 | 84,300 | |
| " | *625-626 | | 90,000 |
| " | 675-680 | | 93,800 |
| Baggage and Passenger | 180 | 42,000 | |
| Business | 04 | 99,000 | |
| " | 05 | 114,000 | |
| Chair | 550-553 | | 105,800 |
| Coach | | | |
| " | 53-61 | 56,500 | |
| " | 65-67 | 58,900 | |
| " | 70-81 | 86,000 | |
| " | 210-218 | | 73,400 |
| " | 400-402 | | 101,900 |
| " | 403-405 | | 104,300 |
| " | 450-458 | | 102,600 |
| " | 459-469 | | 104,300 |
| Mail and Express | | | |
| " | 616-617 | 87,000 | |
| " | 640-645 | | 100,600 |
| Rail Cars—Gas Electric | *900 | | 110,680 |
| " | 901-902 | | 158,400 |
| " | 903-904 | | 173,820 |

*Steel Underframe.

SOUTHERN PACIFIC AND PULLMAN

| Class | All Steel | Steel Underframe | 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 | | 81,210 |
| Coaches | | | |
| All-Day Lunch, Chair | 105,970 | | |
| All-Day Lunch, Coach | 103,875 | | |
| Cafe-Coach | | 138,600 | |
| 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 | 164,600 | 153,000 | |
| Pullman Parlor | 155,600 | 147,500 | |
| Pullman Standard Sleeper | 164,600 | 144,000 | |
| Pullman Tourist | 140,600 | 133,000 | |

MAXIMUM LOCOMOTIVE WEIGHTS AND CAR LOADING PERMISSIBLE OVER DISTRICTS SHOWN

| | LOCOMOTIVE | | Gross Carload Pounds | | LOCOMOTIVE | | Gross Carload Pounds |
|--|-------------------------|----------------|----------------------|-----------------------------|----------------------------|----------------|----------------------|
| | Number | Type | | | Number | Type | |
| Sausalito to Eureka | Any N. W. P. Locomotive | | 169,000 | Eureka to Arcata | 142 | T-63-20/28-135 | 169,000 |
| Almonte to Mill Valley | | | | | (Any H. L. Co. Locomotive) | | |
| Baltimore Park to Manor and San Rafael via San Anselmo | | | | | 114 | T-57-19/26-110 | 169,000 |
| Tiburon to Detour | | | | Arcata to Samoa and Korblex | (Any H. L. Co. Locomotive) | | |
| Ignacio to Schellville | | | | Alton to Carlotta | 143 | T-63-20/28-135 | 169,000 |
| Schellville to Los Guilicos | 114 | T-57-19/26-110 | 169,000 | | | | |
| Fulton to Duncan Mills | 114 | T-57-19/26-110 | 169,000 | | | | |

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 |
|--|------------|-----------------|------------------------|-------------------------------|------------------------------|------------------------|--------------------------|------------------------------|-------------------------|------------------|------------------------|--------------------|----------------------------|----------------------|-------------------|--------------------|--------------------|--------------------|--------------------|-------------------|
| | | | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. | Ms. |
| E 50-16/24-54 | 9-10 | 140 | 825 | 380 | 400 | 1350 | 1100 | 825 | ..... | ..... | 1700 | 510 | 395 | 660 | 1690 | 1140 | 1690 | 1690 | 790 | 1140 |
| E 61-18/24-61 | 14 | 150 | 800 | 390 | 410 | 1245 | 1040 | 800 | ..... | ..... | 1770 | 550 | 380 | 600 | 1770 | 1180 | 1770 | 1770 | 820 | 1180 |
| E 61-18/24-61 | 19-20 | 165 | 1125 | 610 | 640 | 1670 | 1440 | 1125 | ..... | ..... | 2540 | 810 | 625 | 890 | 2520 | 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 | ..... | ..... | 3670 | 1150 | 1000 | 1400 | 3720 | 2460 | 3720 | 3720 | 1720 | 2460 |
| T 57-18/24-92 | 103 | 170 | 1450 | 650 | 690 | 2250 | 1890 | 1450 | ..... | ..... | 2850 | 890 | 830 | 1130 | 2820 | 1900 | 2820 | 2820 | 1330 | 1900 |
| T 57-18/24-92 | 104 | 180 | 1535 | 720 | 780 | 2385 | 2000 | 1535 | ..... | ..... | 2950 | 960 | 880 | 1195 | 3020 | 2040 | 3020 | 3020 | 1430 | 2040 |
| T 57-19/26-110 | 107-108 | 180 | 1750 | 890 | 930 | 2750 | 2270 | 1750 | ..... | ..... | 3660 | 1475 | 1000 | 1400 | 3650 | 2200 | 3650 | 3650 | 1750 | 2480 |
| T 57-19/26-110 | 109-110 | 180 | 1750 | 890 | 930 | 2750 | 2270 | 1750 | ..... | ..... | 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 | ..... | ..... | 3660 | 1475 | 1000 | 1400 | 3630 | 2200 | 3630 | 3630 | 1730 | 2480 |
| T 63-20/28-130 | 130 to 133 | 200 | 2000 | 1000 | 1070 | 3200 | 2720 | 2000 | ..... | ..... | 4400 | 1735 | 1100 | 1680 | 4300 | 2600 | 4300 | 4300 | 2300 | 2900 |
| T 63-20/28-130 | 134-135 | 200 | 2000 | 1000 | 1070 | 3200 | 2720 | 2000 | ..... | ..... | 4400 | 1735 | 1100 | 1680 | 4300 | 2600 | 4300 | 4300 | 2300 | 2900 |
| T 63-20/28-130 | 136 to 143 | 200 | 2000 | 1000 | 1070 | 3200 | 2720 | 2000 | ..... | ..... | 4400 | 1735 | 1100 | 1680 | 4300 | 2600 | 4300 | 4300 | 2300 | 2900 |
| T 57-21/28-142 | 170 | 190 | 2000 | 1080 | 1160 | 3200 | 2720 | 2000 | ..... | ..... | 4500 | 1885 | 1100 | 1680 | 4580 | 2800 | 4580 | 4580 | 2500 | 3120 |
| T 57-21/28-142 | 171-172 | 190 | 2000 | 1080 | 1160 | 3200 | 2720 | 2000 | ..... | ..... | 4500 | 1885 | 1100 | 1680 | 4580 | 3120 | 4580 | 4580 | 2500 | 3120 |
| T 57-21/28-142 | 173 | 200 | 2210 | 1140 | 1220 | 3535 | 3005 | 2210 | ..... | ..... | 4830 | 1925 | 1215 | 1855 | 4800 | 3250 | 4800 | 4800 | 2240 | 3250 |
| T 57-21/28-142 | 174 | 200 | 2000 | 1080 | 1160 | 3200 | 2720 | 2000 | ..... | ..... | 4500 | 1885 | 1100 | 1680 | 4520 | 3050 | 4520 | 4520 | 2140 | 3050 |
| T 57-21/28-142 | 175 | 200 | 2000 | 1080 | 1160 | 3200 | 2720 | 2000 | ..... | ..... | 4500 | 1885 | 1100 | 1680 | 4520 | 3050 | 4520 | 4520 | 2140 | 3050 |
| T 57-21/28-142 | 176 | 200 | 2000 | 1080 | 1160 | 3200 | 2720 | 2000 | ..... | ..... | 4500 | 1885 | 1100 | 1680 | 4520 | 3050 | 4520 | 4520 | 2140 | 3050 |
| T 57-21/28-142 | 177 | 200 | 2000 | 1080 | 1160 | 3200 | 2720 | 2000 | ..... | ..... | 4500 | 1885 | 1100 | 1680 | 4520 | 3050 | 4520 | 4520 | 2140 | 3050 |
| T 57-21/28-142 | 178 | 200 | 2000 | 1080 | 1160 | 3200 | 2720 | 2000 | ..... | ..... | 4500 | 1885 | 1100 | 1680 | 4520 | 3050 | 4520 | 4520 | 2140 | 3050 |
| T 57-21/28-142 | 179 | 200 | 2000 | 1080 | 1160 | 3200 | 2720 | 2000 | ..... | ..... | 4500 | 1885 | 1100 | 1680 | 4520 | 3050 | 4520 | 4520 | 2140 | 3050 |
| T 57-21/28-142 | 180 to 184 | 200 | 2000 | 1080 | 1160 | 3200 | 2720 | 2000 | ..... | ..... | 4500 | 1885 | 1100 | 1680 | 4520 | 3050 | 4520 | 4520 | 2140 | 3050 |
| M 63-20/28-126 | 300-301 | 190 | 1830 | 900 | 950 | 2900 | 2390 | 1830 | ..... | ..... | 3880 | 1240 | 1020 | 1450 | 3870 | 2600 | 3870 | 3870 | 1830 | 2600 |
| M 57-18/24-93 | 353-354 | 175 | 1400 | 720 | 780 | 2220 | 1820 | 1440 | ..... | ..... | 2980 | 970 | 800 | 1180 | 2940 | 1990 | 2940 | 2940 | 1400 | 1990 |
| Allowance for Empty and Underloaded Cars.....Ms..... | | | Less than 40 Ms..... | 6 Ms. | 3 Ms. | 3 Ms. | 6 Ms. | 6 Ms. | 3 Ms. | 3 Ms. | 6 Ms. | 3 Ms. | 6 Ms. | 6 Ms. | 6 Ms. | 6 Ms. | 6 Ms. | 6 Ms. | 3 Ms. | 6 Ms. |
| | | | 40 to 50 Ms..... | 3 Ms. | 0 | 0 | 3 Ms. | 3 Ms. | 0 | 0 | 3 Ms. | 0 | 3 Ms. | 3 Ms. | 3 Ms. | 3 Ms. | 3 Ms. | 3 Ms. | 0 | 3 Ms. |

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' |
| 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 Los Guilicos..... | 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' |
| Preston 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 Korblex..... | 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' |

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 |

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

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.

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

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

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

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

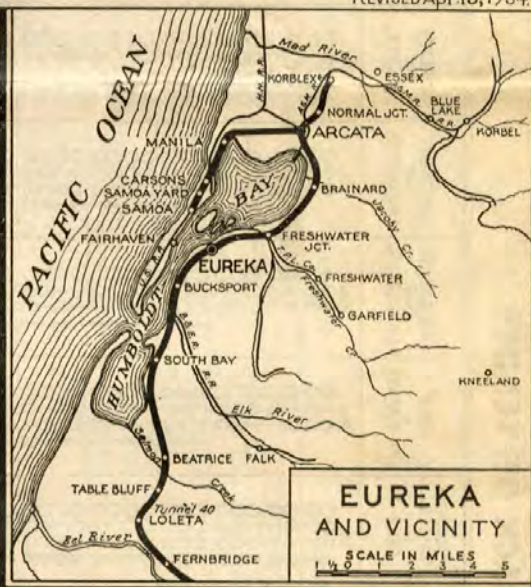
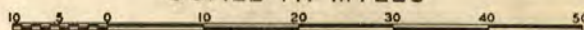
G. H. McMULLIN,
Assistant Superintendent,
Eureka, Cal.

MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

RMH

SCALE IN MILES

Revised Apr. 15, 1934.



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