

NORTHWESTERN PACIFIC RAILROAD CO.

TIME-TABLE

19

To Take Effect Thursday, February 1, 1940, at 2:49 A. M.

UNION PACIFIC RAILROAD CO.
RECEIVED
FEB 3 - 1940
OFFICE OF SUPERINTENDENT
POCATELLO, IDAHO

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

EDWARD H. MAGGARD,
President and General Manager.

H. R. GERNREICH,
Superintendent.

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. 19 February 1, 1940		Distance from Willits	FIRST CLASS	
	4	2		3	1			
	Eureka Express Leave Daily	Eureka Passenger Leave Daily		Eureka Express Arrive Daily	Eureka Passenger Arrive Daily			
	8.30 PM	7.20 AM	0.0	STATIONS				
	9.02 PM	7.52 AM	6.6	SAN FRANCISCO 0.6		139.5	8.43 AM	6.32 PM
	9.15 PM	8.00 AM	6.5	SAUSALITO		133.0	8.08 AM	6.00 PM
Yard WOITPBK			6.5	TO-R SAUSALITO 3.4		133.0	7.50 AM	5.50 PM
16 IP			9.9	ALMONTE 1.6		129.6		
P			11.6	SOUTH PORTAL 0.7		128.0		
P			12.2	NORTH PORTAL 0.4		127.3		
5 *P			12.6	CORTEMADERA (Spur-N) 0.4		126.9		
IP	9.28	8.14	18.0	BALTIMORE PARK 1.3		126.6	7.34	5.34
YP	9.30	8.16	14.8	DETOUR 2.7		126.2	7.32	5.32
WIYPBK	s 9.40	s 8.25	17.0	TO-R SAN RAFAEL 1.7		122.5	s 7.27	s 5.26
22 P			18.7	CERRO 1.3		120.8		
22 P	9.47	8.32	20.0	GOLF 1.1		119.6	7.17	5.14
31 P		f	21.1	GALLINAS (Spur-N) 0.6		118.4	f	f
33 P	9.50	f 8.35	21.7	MILLER 0.3		117.8	f 7.14	f 5.11
29		f	22.0	ST. VINCENT (Spur-N) 2.9		117.5	f	f
78 WYOPK	9.55	f 8.40	24.9	TO IGNACIO 2.9		114.6	f 7.08	f 5.06
42 P	s 10.00	f 8.48	27.8	TO NOVATO 3.5		111.7	s 7.03	f 5.01
49 WP	10.06	f 8.54	31.3	BURDELL 5.4		108.2	f 6.57	f 4.54
54	10.14	9.02	36.7	HAYSTACK 1.8		102.8	6.49	4.46
108 WPK	s 10.27	s 9.11	38.5	TO PETALUMA 0.7		101.0	s 6.44	s 4.42
41			39.2	PARK SIDING 1.8		100.3		
9		f	41.0	CROWN (Spur-S) 1.0		98.6	f	f
34	10.32	f 9.16	42.0	ELY 1.3		97.5	f 6.32	f 4.27
		f	43.3	PENN GROVE 2.8		96.2	f	f
58 WP	10.39	f 9.24	46.1	COTATI 2.6		93.4	f 6.24	f 4.20
21		f	48.7	WILFRED 2.6		90.8	f	f
26	10.47	f 9.33	51.3	BELLEVUE 2.5		88.2	f 6.14	f 4.11
74 WPBK	s 10.52 PM	s 9.37 AM	53.8	TO-R SANTA ROSA		85.7	6.10 AM	4.07 PM
	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily

*P. T. & T. Telephone

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. 19 February 1, 1940		Distance from Willits	FIRST CLASS	
	4	2		3	1			
	Eureka Express Leave Daily	Eureka Passenger Leave Daily		Eureka Express Arrive Daily	Eureka Passenger Arrive Daily			
74 WPBK	11.05 PM	9.43 AM	53.8	STATIONS		85.7	s 6.00 AM	s 4.03 PM
121 YP			54.4	TO-R SANTA ROSA 0.6		85.1		
58 WP	11.13	f 9.51	58.5	WYE SIDING 4.1		81.0	f 5.51	f 3.54
31		f	59.8	FULTON 1.3		79.7	f	f
14 P	11.19	s 9.59	62.9	MARK WEST 3.1		76.6	f 5.44	s 3.47
8		f	66.4	WINDSOR 3.5		73.1		f
44			67.0	GRANT 0.6		72.5		
37 WTPK	s 11.27	s 10.11	68.0	BAILHACHE 1.0		71.5	s 5.35	s 3.38
45 P	11.33	f 10.18	71.9	TO HEALDSBURG 3.9		67.6	f 5.25	f 3.27
40 P	11.39	s 10.25	75.8	LYTTON 3.9		63.7	s 5.18	s 3.22
8 P		f	78.8	TO GEYSERVILLE 3.0		60.7	f	f
40 P	11.46	f 10.34	81.3	CHIANTI 2.5		58.2	f 5.08	f 3.13
67 WOTP	11.52	s 10.43	85.2	ASTI 3.9		54.8	s 5.02	s 3.06
28	11.56	f 10.47	87.1	TO CLOVERDALE 1.9		52.4	f 4.54	f 3.00
25 P	12.02 AM	f 10.52	89.8	PRESTON 2.7		49.7	f 4.48	f 2.55
19 P			92.6	ECHO 2.8		46.9		
65 P	12.14	f 11.03	95.3	THORN 2.7		44.2	f 4.36	f 2.43
64 WP	12.24	s 11.13	100.1	PIETA 4.8		39.4	s 4.26	s 2.34
53 P	12.30	f 11.20	103.9	TO HOPLAND 3.8		35.6	f 4.17	f 2.26
20			105.9	LARGO 2.0		33.6		
14	12.40	f 11.29	109.6	HENRY 3.7		29.9	f 4.07	f 2.17
49 WOTPBK	s 12.55	s 11.39	114.0	EL ROBLE 4.4		25.5	s 4.00	s 2.10
23 P	1.05	f 11.49	120.1	TO UKIAH 6.1		19.4	f 3.45	f 1.53
44 WYP	1.13	f 11.54	122.1	CALPELLA 2.0		17.4	f 3.41	f 1.50
29 P	1.17	f 11.59	124.0	REDWOOD VALLEY 1.9		15.5	f 3.36	f 1.46
9 P	1.29	12.11 PM	127.9	LAUGHLIN 3.9		11.6	3.23	1.33
15 TWP	1.42	f 12.24	131.4	HILPASS 3.5		8.1	s 3.11	s 1.21
Yard WYOPBK	2.05 AM	f 12.50 PM	139.5	RIDGE 8.1		0.0	2.50 AM	1.00 PM
	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily

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. 19 February 1, 1940		Distance from Willits
		STATIONS		
		TO-R		
Yard WTOPBK	6.6	TIBURON 3.6	131.4	
14	10.1	REED (Spur-N) 1.3	127.8	
7	11.4	MEADOWSWEET (Spur-N) 1.3	126.6	
YP	12.7	DETOUR	125.2	

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. 19 February 1, 1940		Distance from Manor
		STATIONS		
		TO-R		
IP	13.0	BALTIMORE PARK 1.7	5.8	
5 *P	14.7	KENTFIELD (Spur-N) 1.3	4.1	
IYP	16.5	SAN ANSELMO 1.9	2.3	
6 P	18.3	FAIRFAX (Spur-N) 0.5	0.5	
P	18.8	MANOR	0.0	

For additional schedules see Interurban Time-Table.

No. 4 stop on flag at any station to receive and discharge revenue passengers.

Saturdays, Sundays, Holidays and days preceding holidays No. 4 stop on flag at any station to receive and discharge non-revenue passengers.

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. 19 February 1, 1940		Distance from Los Guilicos	
		STATIONS			
		78 WYOPBK	24.9			TO IGNACIO 3.6	33.0
21 P	28.5	BLACK POINT 2.3	29.4		
21	30.8	RECLAMATION 2.6	27.1		
17	33.4	SEARS POINT 1.8	24.5		
9 P	35.2	FAIRVILLE (Spur-N) 5.2	22.7		
33 YWP	40.4	TO SOHELLVILLE 4.4	17.5		
23 P	44.8	SONOMA 10.9	13.1		
21 TW	55.7	KENWOOD 2.2	2.2		
3	57.9	LOS GUILICOS	0.0		

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. 19 February 1, 1940		Distance from Korblex	
		STATIONS			
		Yard WYOPBK	284.1			TO-R EUREKA 2.6	11.1
P	286.7	FRESHWATER JUNCT. 2.8	8.5		
23	289.5	BRAINARD 2.3	5.7		
	291.8	A. & M. R. CROSSING 0.7	3.4		
13 WYPK	292.5	TO-R AROATA 0.4	2.7		
P	292.9	A. & M. R. CROSSING 2.3	2.3		
20 P	295.2	KORBLEX	0.0		

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. 19 February 1, 1940		Distance from Samoa	
		STATIONS			
		13 WYPK	292.5			TO-R AROATA 6.6	8.2
24	299.1	CARSONS 0.7	1.6		
P	299.8	SAMOA YARD 0.9	0.9		
7 WY	300.7	SAMOA	0.0		

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. 19 February 1, 1940		Distance from Carlotta	
		STATIONS			
		32 WOP	262.7			ALTON 5.0	5.0
P	267.7	CARLOTTA	0.0		

Northward		NORTHERN DIVISION		Southward	
FIRST CLASS		FIRST CLASS		FIRST CLASS	
Capacity of sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 19 February 1, 1940		Distance from Eureka	
		STATIONS			
		Yard WYOPBK	139.5			TO-R WILLITS 4.2	144.6	112.40 PM	2.15 AM
59 P	143.7	OUTLET 5.0	140.4	f 12.29	f 2.04
61 P	148.7	ARNOLD 3.8	135.4	f 12.18	f 1.53
66 WP	152.5	LONGVALE 5.7	131.6	f 12.09 PM	f 1.44
49 P	158.2	FARLEY 3.6	125.9	f 11.57	f 1.30
45 WP	161.8	TATU 4.7	122.3	f 11.49	f 1.19
52 WOP	166.5	TO DOS RIOS 4.6	117.6	s 11.39	s 1.07
88 P	171.1	WOODMAN 4.4	113.0	f 11.25	f 12.52
44 P	175.5	NASHMEAD 4.5	108.6	f 11.16	f 12.42
70 P	180.0	SPYROCK 4.3	104.1	s 11.06	f 12.32
60 WOP	184.3	BELL SPRINGS 5.0	99.8	f 10.57	f 12.22
27 P	189.3	RAMSEY 5.2	94.8	f 10.47	f 12.10 AM
60 WOTP	194.5	TO ISLAND MOUNTAIN 5.8	89.6	s 10.36	f 11.57
36 WP	200.8	KEKAWAKA 5.2	83.8	f 10.23	f 11.41
23 P	205.5	CAIN ROOK 3.6	78.6	f	f
60 P	209.1	TO ALDERPOINT 7.5	75.0	s 10.04	s 11.21
59 WOP	216.6	FORT SEWARD 4.9	67.5	s 9.48	f 11.02
47 P	221.5	BROCK CREEK 3.6	62.6	f 9.37	f 10.51
48 P	225.1	EEL ROCK 5.0	59.0	f 9.29	f 10.42
22 P	230.1	SEQUOIA 2.1	54.0	f 9.19	f 10.31
58 WP	232.2	McCANN 5.1	51.9	f 9.15	f 10.27
62 WYOPBK	237.3	TO-R SOUTH FORK 4.4	46.8	s 9.05	s 10.15
27 P	241.7	LARABEE 3.9	42.4	f 8.55	f 10.05
17 P	245.6	SHIVELY 2.0	38.5	s 8.47	f 9.56
28 WP	247.6	CAMP NINE 2.4	36.5	f	f
30 P	250.0	ELINOR 5.6	34.1	f 8.37	f 9.47
26 PK	255.6	TO SCOTIA 3.4	28.5	s 8.26	s 9.37
24 P	259.0	STONE 1.2	25.1	f 8.15	f 9.24
	260.2	METROPOLITAN 2.5	23.9	f	
32 WOP	262.7	ALTON 1.3	21.4	s 8.09	s 9.17
45 P	264.5	ROHNERVILLE 1.6	19.6	f	
23 P	268.1	TO FORTUNA 2.6	18.0	s 8.03	s 9.10
21 P	268.7	TO FERNBRIDGE 2.3	15.4	s 7.58	s 9.04
18 P	271.0	TO LOLETA 1.5	13.1	s 7.53	s 8.58
10 P	272.5	TABLE BLUFF (Spur-S) 1.4	11.6	f	
25 P	273.9	BEATRICE 3.9	10.2	f 7.47	f 8.51
33 WP	277.8	SOUTH BAY 3.0	6.3	f 7.41	f 8.44
	280.8	B. & E. R. CROSSING 1.2	3.3		
26 P	282.0	BUCKSPORT 2.1	2.1		8.35
Yard WYOPBK	284.1	TO-R EUREKA	0.0	7.30 AM	8.30 PM
	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily

No. 4 stop on flag at any station to receive and discharge revenue passengers. Saturdays, Sundays, Holidays and days preceding holidays No. 4 stop on flag at any station to receive and discharge non-revenue passengers.

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.

RULE 2. Designated Watch Inspectors:

S. A. Pope, Manager Time Service.....65 Market Street, San Francisco
I. S. Preston.....210 Phelan Bldg., San Francisco
G. F. Davidson, Traveling Watch Inspector.....
C. R. Ellis.....Sausalito
W. F. Rohrer.....San Rafael
A. H. Ross.....Petaluma
L. M. Britton.....Santa Rosa
P. H. Joseph.....Ukiah
A. B. Guslander.....Willits
Ernest Mueller.....Eureka
J. C. Tario.....Eureka
W. J. Thomas.....Eureka

A Standard Clock is located at Sausalito Shops.

RULE 4. Designated Holidays:

New Year's Day.
Washington's Birthday.
Decoration Day.
Independence Day.
Labor Day.
Thanksgiving Day.
Christmas Day.

When a holiday falls on Sunday, the following Monday is recognized as the holiday.

RULE 5. At the following stations, sidings are located as shown:

Ignacio. On east side of main track; from south switch to north crossover 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 south switch to north switch of scale track.
Windsor. On east side of main track.
Geyserville. On east side of main track; from first switch north of depot to north switch.
Ukiah. South Siding. On west side of main track; from south switch to first switch north of depot.
North Siding. On west side of main track; from first switch north of first street crossing 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.

RULE 10 (J). Signs, oval in shape, govern maximum speeds of trains on curves requiring slower movement than speeds specified by time-table. The higher number is that for passenger trains, the lower for all other trains, and but one number is for all trains.

Sign is located one-half mile in advance of curve. Speed shown must not be exceeded from one-half mile beyond this sign to one-half mile before reaching sign of same kind on opposite side of track. One set of signs may govern speed on one curve or two or more curves and intervening tangents.

Speeds indicated are the maximum speeds permitted. Slower speeds must be run when otherwise provided for and when conditions make a slower speed necessary.

RULE 14. 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.

RULE 19. Except in foggy weather, markers will not be displayed by Interurban trains by day.

RULE 21 (C). Passenger engines to handle trains from Sausalito, Willits or Eureka may display indicators before leaving roundhouse.

Indicators of engines on trains arriving Sausalito, Willits or Eureka may be displayed until engine reaches roundhouse, but must be removed immediately after arrival at roundhouse.

RULE 21 (D). Will not apply to Southern Pacific engines.

RULE D-71. 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 avoid delaying passenger trains.

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

RULE 72. 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, fog, or other cause rendering view obscure, trains must proceed with caution.

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 post 1000 feet north of signal 121.

Trains will approach these signals with caution.
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 trains 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.

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 under protection of flagman.

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.

RULE S-72. Southward trains are superior to trains of the same class in the opposite direction.

RULE 83 (E). A train when authorized by train order, may check the register against an extra train, and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals".

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals".

RULE 93. Yard limits are established at the following stations:

Sausalito includes Pine and Waldo	Cloverdale
San Anselmo includes Bolinas Ave.	Hopland
Manor includes Fairfax	Ukiah includes Asylum
Tiburon	Redwood Valley
San Rafael includes B Street and California Park	Ridge
Ignacio	Willits
Schellville	South Fork
Petaluma includes Haystack, McNear and Park Siding	Scotia Alton
Santa Rosa includes Wye Siding	Fernbridge
Fulton	Beatrice
Healdsburg includes Grant, Bailhache, Finlayson and Oliveto	South Bay
Geyserville includes Tosca and Omus	Eureka includes B. & E. R. R. crossing Bucksport and Russ
Asti	Arcata
	Samoa includes Carsons and Samoa Yard
	Carlotta

RULE D-97 (A). Will apply on double track between Sausalito and San Rafael via Detour and via San Anselmo and between San Anselmo and Manor and on single track between Almonte and Mill Valley.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

M.P. 40.5	Schellville, S. P. R. R.
M.P. 53.3	Santa Rosa, P. & S. R. R. R.
M.P. 280.8	B. & E. R. R. R., STOP.
M.P. 282.2	B. & E. R. R. R., Holmes Eureka Log Dump track, STOP.
M.P. 291.8	Arcata, A. & M. R. R. R.
M.P. 292.9	Arcata, A. & M. R. R. R.

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

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

At Tiburon 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.

At 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.

At Petaluma switching movements 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 such streets, trainmen must be stationed at brake on top of leading car approaching and passing 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.

Before switching over railroad crossings, protection by flagman must be given.

RULE 221. 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).

RULE 221 (A). At San Rafael northward trains and trains leaving for Tiburon must obtain a clearance.

Trains must not leave Eureka without a clearance.

RULE 509. 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 flagman.

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 crossovers "A" and "B" to Signal B-186.

Trains must approach these signals with caution. If signal at stop, after stopping trains may proceed with caution.

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 for making station stop.

DETOUR

Train movements Tiburon line to northward main track are governed by automatic block signal (C-126), 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 flagman.

Normal position of junction switch is for northward main track.

OIL BUFFER SPRING SWITCHES

When making trailing point movement and train is stopped on switch a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used while passing over these switches.

Switches are located as follows:

Mill Valley, Main track—Track No. 1.

Tunnel No. 1. End of double track at each end of tunnel.

Detour. Northward main track—Tiburon line.

San Rafael. End of double track at Mission Street.

Manor. North end crossover "A".

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

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 signal: 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.

TOWER No. 1, 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: 12:15 A.M. to 5:50 A.M. daily except Sunday and holidays. 12:15 A.M. to 6:15 A.M. Sunday and holidays.

Switches will be lined track 9 to southward main track. Rule 663 will govern movements through interlocking.

TOWER No. 2, ALMONTE

Continuous service.

TOWER No. 3, BALTIMORE PARK

No operator on duty: Midnight to 6:20 A.M. } Daily except Sunday
10:20 P.M. to Midnight } and holidays
Midnight to 7:20 A.M. }
9:20 A.M. to 5:25 P.M. } Sunday and holidays
9:45 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 Detour route when operator is not on duty.

Before going off duty operators will assure themselves that all overdue trains via Detour route have passed.

TOWER No. 4, SAN ANSELMO

No operator on duty: 12:50 A.M. to 5:00 A.M. daily except Sunday and holidays. 12:50 A.M. to 5:45 A.M. Sunday and holidays

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

Yellow signals on masts of interlocking signals govern southward movements from San Rafael and Manor routes when southward main track is occupied or obstructed within interlocking limits. On proceed indication of these signals movements may be made with caution.

TOWER No. 5, SAN RAFAEL

Continuous service.

Wigwag signals at the following street crossings are controlled and operated by towerman:

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

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

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

IGNACIO

Junction switch main track and Los Guilecos 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, illuminate 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 train dispatcher by telephone.

TRAIN AND AIR INSPECTION

On freight trains, when conditions are favorable and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop, except that a distance of 70 miles must not be exceeded between inspections (Rule 827).

AIR BRAKE RULE 20. Attention is directed to Safety Appliance Act which requires that whenever any train is operated with power or train brakes, not less than 85 per cent of cars of such train shall have their brakes used and operated by engineer of engine drawing such train; and all power-brake cars in every such train which are associated together with 85 per cent, shall have their brakes so used and operated.

AIR BRAKE RULE 23. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train shall be made as follows:

After train is made up and engine attached and train has been charged to standard pressure, engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brake must be reported on form 2809, and such cars assembled and switched to rear of train, next ahead of caboose before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 23 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 23 must be complied with before departure.

Rule 23 must be observed to determine by rolling inspection that each brake releases properly.

AIR BRAKE RULE 24. Rear end air test must be made by southward trains and northward freight trains at Ridge.

AIR BRAKE RULE 33. Southward trains and northward freight trains will stop at Ridge for inspection (Rule 827).

Freight trains descending grade Ridge to Redwood Valley must not exceed average of 110 Ms per operative brake; retaining valves will be turned up before leaving Ridge and must be turned down when stop is made at Redwood Valley.

Passenger trains descending grade Ridge to Laughlin; retaining valves will be turned up before leaving Ridge and must be turned down when train reaches Laughlin.

Freight trains, Ridge to M.P. 136: retaining valves must be turned up before leaving Ridge and must be turned down when train reaches M.P. 136.

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

AIR BRAKE RULE 39. Running air brake test must be made by passenger trains at Ridge.

In making running air brake test trainmen use communicating signal 16 (h) instead of hand or lamp signals.

MISCELLANEOUS

Trains between Sausalito and San Rafael will operate via Detour unless otherwise specified.

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.

Engines larger than 114 Class will not clear umbrella sheds on tracks 3, 4, 5 and 6, Sausalito.

170 and 180 class engines and Southern Pacific engines are not permitted on wharf at Sausalito.

Engines are not permitted on Beet Spur at Ignacio. Engines heavier than 114 Class are not permitted on spur track at McGill.

Engines are not permitted on Carsons siding, Samoa line. Passenger trains passing station after picking up will stop at station before leaving.

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

Engines on freight trains of 30 cars or over must be cut off at water or fuel stops. No helper engine will be placed behind wooden underframe cars or cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

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 below and in next column must not be exceeded.

Page	BETWEEN	Passenger	Fr.
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	Santa Rosa, within city limits*.....	10	10
2	Baltimore Park, through switches to or from Detour....	10	10
2	Larkspur, road crossing north of station platforms*.....	20	20
2	Kentfield, road crossing south of station platforms*.....	20	20

SPEED RESTRICTIONS—Continued

Page	BETWEEN	Passenger	Fr.
2	Ross, road crossing north of station platforms*.....	10	10
2	Bolinas Ave., Road Crossing south of station platforms*.....	10	10
2	Tiburon and Detour.....	25	20
2	Hilarita, highway crossing, M.P. 7.9.....	10	10
2	Healdsburg, within city limits*.....	10	10
2	Cloverdale, within city limits*.....	10	10
2	M.P. 87.6 and Fountain {Curves.....	30	20
	{Tangent.....	40	25
2	Fountain and El Roble {Curves.....	35	25
	{Tangent.....	45	25
2	Ukiah, within city limits*.....	10	10
2	M.P. 118 and M.P. 120.....	..	25
2	Redwood Valley and Laughlin.....	35	..
2	Redwood Valley and M.P. 136.7 (Ascending grade).....	..	18
2	Redwood Valley and M.P. 136.7 (Descending grade).....	..	15
2	Laughlin and M.P. 136.7 (Ascending grade).....	22	..
2	Laughlin and M.P. 136.7 (Descending grade).....	18	..
2	M.P. 136.7 and Willits.....	45	..
3	Ignacio and Yulupa.....	35	20
3	Black Point Drawbridge, M.P. 28.8.....	10	10
3	Black Point Drawbridge trestle approaches.....	15	15
3	Wingo Drawbridge, M.P. 37.8.....	10	10
3	Yulupa and Los Guilecos.....	25	25
3	Sonoma, within city limits*.....	10	10
3	North portal Tunnel 27 and 1000 feet north thereof.....	25	15
3	M.P. 196 and M.P. 196 pole 4.....	18	15
3	Willits and M.P. 231.5—Curves.....	30	20
3	M.P. 231.5 and M.P. 240—Curves.....	35	20
3	M.P. 240 and M.P. 256.3—Curves.....	30	20
3	M.P. 258 and Eureka—Curves.....	35	20
3	Scotia Bluff, M.P. 256.3-M.P. 258.0.....	15	15
3	Elk River, Bulkhead.....	20	20
3	Holmes Eureka Bucksport Mill Yard crossing at Gregg Street.....	30	20
3	"A" and "L" Streets, Eureka*.....	10	10
3	"L" Street, Eureka and south end Eureka Slough Drawbridge*.....	18	18
3	Eureka Slough Drawbridge, M. P. 285.6.....	6	6
3	Eureka and Arcata.....	25	20
3	Arcata and Korblex.....	20	20
3	A&MR R. R. Crossing M. P. 291.8.....	10	10
3	A&MR R. R. Crossing M. P. 292.9.....	10	10
3	Arcata and Samoa.....	15	15
3	Alton and Carlotta {Curves.....	15	15
	{Tangent.....	20	20

*Maximum speeds fixed by city ordinance.

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.

Maximum speed of disabled engines hauled in train or running under own steam must not exceed 20 miles per hour.

Through crossovers and turnouts: 10 miles per hour, except that northward trains must not exceed 15 miles per hour in passing over switches at either end of tunnel No. 1, M.P. 11.9, and trains and engines must not exceed 25 miles per hour through switch of Pacific Lumber Co.'s connection north end Scotia yard.

Trains must approach and pass over drawbridge at Wingo with caution maintaining lookout for pedestrians and vehicles.

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

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

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

Trains loaded with logs must not exceed a maximum speed of 20 miles per hour between Eureka and Scotia; 15 miles per hour between Alton and Carlotta and north of Eureka, except that at the following locations a maximum speed of 10 miles per hour must not be exceeded:

Tunnel No. 38.....	M.P. 243.7
Tunnel No. 39.....	M.P. 247.0
Van Duzen Bridge.....	M.P. 261.8
Tunnel No. 40.....	M.P. 271.9

Maximum speeds for freight trains apply to log trains having no cars loaded with logs.

Continued on following page

SPEED RESTRICTIONS—Continued

Speeds shown are the maximum speeds permitted. Slower speeds must be run when otherwise provided for and when conditions make a slower speed advisable.

It is particularly important in the movement of log trains before reaching tunnel No. 40, at M.P. 271.9, and in passing through this tunnel that every precaution be taken against moving an improper load, logs being displaced or falling from car, derailment or an accident of any nature because of the character of construction of the tunnel and its limited clearance.

Northward trains hauling cars loaded with logs must be inspected at Carlotta, Alton, Fernbridge and Eureka. Doubling trains will double from Loleta and must be inspected at that point instead of Fernbridge. Southward trains must be inspected at Freshwater Jet. and Eureka, and doubling trains will double from Beatrice and must be inspected at that point. When trains do not double they will be inspected at South Bay, where stop will be made for this purpose.

Rear car on train and on cut in doubling must be equipped with Conductor's valve or tail hose.

Trainmen and enginemen must maintain sharp lookout over train and stop train if necessary to do so.

Special attention must be given to inspection of loads and chocks. If there is any doubt as to whether a load will move safely it must not be moved, and if it is in train it must be set out.

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS

Location	Mile Post	Switch Connection	Car Capacity	Flag Stop for Passengers
SAUSALITO TO KORBLEX				
Waldo	8.4	North	69	All Trains 1-2-3
Alto Substation	10.7	North	22	
Alto	11.0	North	14	
Chapman	12.3	.....	..
Green Brae	14.0	South	4	
California Park	15.7	.....	..
De Witt	23.5	South	110	
San Antonio	33.1	.....	..
McNear	37.1	South	54	
Finlayson	69.1	Siding	13	
Oliveto	69.2	South	6	1-2-3
Chiquita	70.2	South	8	
Simi	70.5	Siding	10	
Nervo	73.9	South	3	
Tosca	76.5	South	5	
Omus	77.0	South	9	
McCray	86.5	.....	..
Cummiskey	91.8	North	7	
Fountain	96.8	North	10	
Clemhorst	108.8	South	3	
Asylum	113.2	Siding	17	1-2-3
Holzhauser	122.0	South	6	
Lahm	133.7	South	4	
Maple	145.3	South	5	
Ali	146.7	North	5	
Peterson	148.8	South	3	
Sarnas	163.9	South	2	
Indian Springs	168.0	.....	..
Deer Lodge	169.0	South	2	
Camp Rest	174.4	.....	..
Golden Spike	206.4	.....	..
Steelhead	211.6	Siding	6	1-2-3
Tanoak	228.3	South	4	
Perrott Creek	238.5	North	..	
Larabee Ranch	242.4	.....	..
Bryan	243.1	.....	..
Glynn	254.0	Siding	37	
Spur Track	256.7	North	8	
Nanning Creek	257.0	South	2	
Canyon Park	259.8	.....	..
Dinsmore	261.0	Siding	36	
Newberg	265.6	Siding	24	1-2 (Sun. only)
Palmer Creek	267.4	Siding	7	
Worswick	268.2	North	27	
Zerus	275.0	South	3	
B. & E. R. Connection	280.9	North	4	
Associated Oil Company	281.3	South	18	

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS—Continued

Location	Mile Post	Switch Connection	Car Capacity	Flag Stop for Passengers
Press	281.7	North	16	
Standard Oil Company	281.8	South	10	
Holmes Eureka Lumber Co.	282.0	North	8	
Russ	282.5	Siding	3	
Normal Junction	293.6	North	18	
BALTIMORE PARK TO MANOR				
Larkspur	13.4	North	8	
Escalle	14.0	.....	..
Ross	15.5	South	5	
Yolanda	17.2	.....	..
Lansdale	17.6	.....	..
Pastori	17.9	.....	..
IGNACIO TO LOS GUILICOS				
Greenwood	31.4	South	8	
McGill	36.7	South	21	
Wingo	37.8	Siding	13	
Vineburg	42.2	Siding	16	
Batto	42.6	South	7	
Bonilla	43.1	South	3	
Buena Vista	43.5	Siding	7	
Stando	43.9	North	3	
Sebastiani	44.3	South	26	
Verano	46.1	Siding	10	
Boyes Springs	46.8	South	3	
Fetters Springs	47.4	North	2	
Agua Caliente	47.7	South	7	
Watriss	48.5	.....	..
Yulupa	49.1	Siding	11	
Eldridge	49.8	Siding	6	
Pagani	50.6	North	4	
Glen Ellen	51.3	Siding	11	
Warfield	51.9	Siding	3	
Beltane	53.3	Siding	3	
Wildwood	55.0	Siding	3	
Lawndale	57.2	South	8	

HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION
Dr. C. A. Walker	Chief Surgeon & Manager	General Hospital, 1400 Fell St., San Francisco
Dr. O. E. Eklund	Division Surgeon	Medical Bldg., 909 Hyde St., San Francisco (GRaystone 0274)
Dr. O. D. Hamlin	District Surgeon	San Leandro
Dr. C. F. Larson	District Surgeon	Sausalito
Dr. R. R. Robertson	Associate District Surgeon	Sausalito
Dr. L. Michael	Emergency Surgeon	Tiburon and San Anselmo
Dr. G. M. Landrock	Acting District Surgeon	Sausalito
Dr. C. W. Clark	District Surgeon	San Anselmo
Dr. O. W. Jones	District Surgeon	San Anselmo
Dr. Leo J. McMahon	Dental Surgeon	San Anselmo
Dr. D. C. Fowler	District Surgeon	Mill Valley
Dr. H. O. Hund	District Surgeon	San Rafael
Dr. C. A. DeLancey	District Surgeon	San Rafael
Dr. L. L. Stanley	District Surgeon	San Rafael
Dr. E. J. Finnerty	District Surgeon	Sonoma
Dr. F. O. Butler	District Surgeon	Eldridge
Dr. R. J. Weseman	District Surgeon	Novato
Dr. H. S. Rogers	District Surgeon	Petaluma
Dr. H. L. Lorentzen	Associate District Surgeon	Petaluma
Dr. F. H. Phillips	Dental Surgeon	Petaluma
Dr. S. S. Bogle	District Surgeon	Petaluma
Dr. Elmer T. Noall	Assistant District Surgeon	Santa Rosa
Dr. E. T. McMannis	Dental Surgeon	Santa Rosa
Dr. B. B. Bachelder	District Surgeon	Santa Rosa
Dr. G. W. Burgess	District Surgeon	Sebastopol
Dr. F. E. Sohler	District Surgeon	Guerneville
Dr. K. J. Dunlavy	Associate District Surgeon	Healdsburg
Dr. F. E. Sohler, Jr.	District Surgeon	Healdsburg
Dr. H. O. Cleland	District Surgeon	Cloverdale
Dr. S. L. Rea	District Surgeon	Ukiah
Dr. Raymond Babcock	District Surgeon	Ukiah
Dr. Rupert Hauser	District Surgeon	Willits
Dr. H. W. Comfort	District Surgeon	Fortuna
Dr. J. F. Walsh	District Surgeon	Eureka
Dr. J. A. Lane	District Surgeon	Eureka
Dr. W. W. Dolfini	Oculist and Aurist	Eureka
Dr. E. L. Walsh	Dental Surgeon	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.

WEIGHT OF PASSENGER CARS

CLASS	NUMBERS	WOOD	STEEL
Baggage	608	85,000	.....
"	*613-615	.....	91,900
"	*625-626	.....	86,400
"	675-680	.....	96,400
Business	04	104,000	.....
"	*05	.....	112,900
Chair	550-553	.....	107,200
Coach	.....	.....	.....
"	53-61	56,500	.....
"	65-67	58,400	.....
"	70-81	83,500	.....
"	450-457	.....	102,600
"	459-467	.....	104,300
Mail and Express	.....	.....	.....
"	616-617	88,800	.....
"	640-645	.....	103,200
"	903-904	.....	173,820
Rail Cars—Gas Electric	.....	.....	.....

*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	78,320
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	109,870
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	108,875	.....	.....
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-Parlor	148,950	.....	128,550
Observation	154,800	.....	.....
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	.....

ADDITIONAL WATER STATIONS

Stony Creek	M.P. 169.6	Steelhead	M.P. 211.6
Hamann Gulch	M.P. 204.3	Water Tank	M.P. 224.5

LOCATION OF ADDITIONAL TELEPHONES

Shop Switch, Sausalito	Black Point Drawbridge
Waldo	Petaluma Drawbridge
Alto Substation	South End Petaluma Yard
*Ross	Sebastopol Ave., Santa Rosa
*Bolinas Avenue	Third Street, Santa Rosa
Lansdale	Ukiah Freight House
Highland	Slide, M.P. 190.25
*West End	North Portal Tunnel 27, M.P. 195.2
*B Street	Slide, M.P. 201
*Locust Avenue	Hamann Gulch, M.P. 204.3
*High School	Steelhead
*Baltimore Park	Perrott Creek
California Park	Glynn
DeWitt	Nanning Creek
Ignacio Wye	Dinsmore
Wingo	North Switch, Scotia
Vineburg	Palmer Creek
Fulton (Scale house)	Eureka Slough Drawbridge M.P. 285.6
*P. T. and T. Telephone	.....

ADDITIONAL FUEL STATIONS

Santa Rosa—emergency only.

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.
E 69-18/24-79.....	23.....	180	1000	540	570	1600	1375	1000	315	450	2470	750	550	825	2450	1640	2450	2450	1130	1640
T 57-19/26-110.....	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.....	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3650	2200	3650	3650	1750	2480
T 57-19/26-110.....	111-114.....	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3650	2200	3650	3650	1750	2480
T 63-20/28-132.....	134-135.....	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 63-20/28-135.....	136-143.....	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 67-21/28-142.....	170.....	190	2000	1080	1160	3200	2720	2000	660	1130	4500	1885	1100	1680	4580	2800	4580	4580	2500	3120
T 63-20/28-132.....	171-172.....	190	2000	1080	1160	3200	2720	2000	660	1130	4500	1885	1100	1680	4580	2800	4580	4580	2500	3120
T 63-20/28-135.....	173.....	200	2210	1140	1220	3200	2720	2000	700	1190	4830	1925	1215	1835	4800	3250	4800	4800	2340	2950
T 63-20/28-141.....	174.....	200	2210	1140	1220	3200	2720	2000	700	1190	4830	1925	1215	1835	4800	3250	4800	4800	2340	2950
T 67-21/28-142.....	175.....	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 67-21/28-148.....	180-184.....	200	2630	1190	1280	3900	3315	2630	730	1250	4900	2200	1340	2045	5040	3250	5040	5040	2900	3600
P 68-24/26-157.....	SP 3100-3109	180	2210	1140	1220	3535	3005	2210	660	1190	4830	1925	1215	1855	4800	3250	4800	4800	2240	2850
C 57-22/30-194.....	SP 2514-2819	210	3261	1475	1587	4836	4110	3261	905	1550	6076	2728	1661	2535	6250	4030	6250	6250	3596	4340
Allowance for Empty and Underloaded Cars..... Ms.....	Less than 40 Ms..... 40 to 50 Ms.....		6 Ms. 3 Ms.	3 Ms. 0	3 Ms. 0	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	3 Ms. 0	3 Ms. 0	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.

CLEARANCE LIMITS FOR CAR LOADING

BETWEEN	WIDTH	HEIGHT ABOVE TOP OF RAIL AT WIDTHS STATED										MAXIMUM HEIGHT	MAXIMUM WIDTH
		2' 6"	5'	7'	8' 6"	9' 6"	10'	10' 6"	11'	11' 6"	12'		
Sausalito and Corte Madera.....	HEIGHT	15' 5"	15' 5"	15' 4"	14' 7"	14' 2"	13' 11"	13' 6"	12' 11"	12' 3"	11' 3"	15' 5"	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 Thorn.....	HEIGHT	20' 3"	20' 3"	19' 10"	19' 3"	18' 10"	18' 9"	18' 6"	18' 4"	18' 1"	17' 11"	20' 3"	12'
Thorn and Willits.....	HEIGHT	16'	15' 8"	15' 6"	14' 10"	14' 1"	13' 7"	13'	12' 8"	12' 3"	11' 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' 4"	14' 11"	14' 5"	14' 1"	13' 10"	13' 2"	12' 6"	11' 9"	8' 0"	16' 2"	12' 0"
Eureka and Korblex.....	HEIGHT	22'	22'	22'	22'	21' 10"	21' 7"	21' 3"	21'	20' 9"	20' 6"	22'	12'
Arcata and Samoa.....	HEIGHT	22'	22'	22'	22'	22'	22'	22'	22'	22'	22'	22'	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.

MAXIMUM LOCOMOTIVE WEIGHTS AND CAR LOADING PERMISSIBLE OVER DISTRICTS SHOWN

DISTRICT	LOCOMOTIVE	Gross Carload Pounds
Sausalito to Willits.....	Any Locomotive	169,000
Tiburon to Detour.....		
Ignacio to Sonoma.....		
Almonte to Mill Valley.....	NWP Locomotives	169,000
Baltimore Park to Manor and San Rafael via San Anselmo.....		
Sonoma to Los Guilicos.....	114	169,000
Willits to Eureka.....	Any Locomotive	169,000
Eureka to Arcata.....		142
Alton to Carlotta.....		170
Arcata to Samoa and Korblex.....		142

P. G. MATSON,
Chief Train Dispatcher,
Sausalito, Cal.

Train Dispatchers
W. M. BALDOCK
C. S. MAHAFFEY
W. V. HARDESTY
G. E. NIVISON
Sausalito, Cal.

R. D. SHUGRUE,
Trainmaster,
Sausalito, Cal.

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

A. C. HENNINGSEN,
Acting Trainmaster,
Eureka, Cal.

MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

RMH

SCALE IN MILES



PACIFIC OCEAN

PACIFIC OCEAN

PACIFIC OCEAN

