

# NORTHWESTERN PACIFIC RAILROAD CO.

## TIME-TABLE

# 20

**To Take Effect Sunday, November 23, 1941, at 2:15 A. M.**

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

C. A. VEALE,  
Vice President and General Manager

Northward

SOUTHERN DIVISION

Southward

SANTA ROSA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS		Distance from San Francisco	Time-Table No. 20 November 23, 1941		Distance from Santa Rosa	FIRST CLASS	
	4	2		3	1			
	Eureka Express Leave Daily	Eureka Passenger Leave Daily		Eureka Express Arrive Daily	Eureka Passenger Arrive Daily			
Yard WTOPBK	8.45 PM	8.10 AM	6.5	TO-R TIBURON 3.6	45.7	s 7.55 AM	s 6.15 PM	
13	8.55	8.20	10.1	REED (Spur-N) 1.3	42.1	7.45	6.05	
6			11.4	MEADOWSWEET (Spur-N) 1.3	40.8			
YP	9.00	8.25	12.7	DETOUR 2.7	39.5	7.40	6.00	
WYPBK Yard Limits	s 9.05 9.30	s 8.30 8.40	14.3	TO-R SAN RAFAEL } Double Track 1.7	36.8	s 7.25 6.55	s 5.45 5.25	
20 P	9.34	8.44	18.7	CERRRO 2.4	35.1	6.52	5.22	
28 P		f	21.1	GALLINAS (Spur-N) 0.6	32.7		f	
30 P	9.40	f 8.49	21.7	MILLER 0.3	32.1	6.46	f 5.17	
26		f	22.0	ST. VINCENT (Spur-N) 2.9	31.8		f	
71 WYOPK Yard Limits	9.45	f 8.54	24.9	TO IGNACIO 2.9	28.9	f 6.40	f 5.10	
38 P	s 9.50	f 9.00	27.8	TO NOVATO 3.5	26.0	s 6.33	f 5.04	
44 P	9.56	f 9.06	31.3	BURDELL 5.4	22.5	6.25	f 4.56	
40	10.04	9.13	36.7	HAYSTACK 1.8	17.1	6.15	4.47	
98 WPK	s 10.20	s 9.20	38.5	TO PETALUMA 0.7	15.3	s 6.10	s 4.42	
37			39.2	PARK SIDING 1.8	14.6			
8		f	41.0	CROWN (Spur-S) 1.0	12.8		f	
31	10.27	f 9.26	42.0	ELY 1.3	11.8	6.00	f 4.28	
		f	43.3	PENN GROVE 2.8	10.5	f	f	
52 WP	10.34	f 9.33	46.1	COTATI 2.6	7.7	f 5.52	f 4.21	
19		f	48.7	WILFRED 2.6	5.1		f	
23	10.42	f 9.40	51.3	BELLEVUE 2.5	2.5	5.42	f 4.11	
WPK Yard Limits	s 10.47 PM	s 9.44 AM	53.8	TO-R SANTA ROSA	0.0	5.37 AM	4.07 PM	
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	

Saturdays, Sundays, Holidays and days preceding holidays No. 3 and No. 4 stop on flag at any station to receive and discharge passengers.

No. 3 and No. 1 will turn their trains at Detour.

Passengers to and from San Francisco will use Pacific Greyhound Lines between San Rafael and San Francisco.

Junction switch main track and Schellville Branch is located opposite station Ignacio.

Northward

SOUTHERN DIVISION

Southward

SANTA ROSA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Time-Table No. 20 November 23, 1941		Distance from San Francisco	SAUSALITO BRANCH		Distance from Detour
	STATIONS					
	TO-R	SAUSALITO				
			0.0	SAN FRANCISCO 6.5	14.3	
			6.5	SAUSALITO	7.8	
Yard WTOPBK			6.5	TO-R SAUSALITO 3.4	7.8	
14			9.9	ALMONTE 1.6	4.4	
			11.5	SOUTH PORTAL 0.7	2.8	
			12.2	NORTH PORTAL 0.4	2.1	
5			12.6	CORTEMADERA (Spur-N) 0.4	1.7	
			18.0	BALTIMORE PARK 1.3	1.3	
YP			14.8	DETOUR	0.0	

Northward

SOUTHERN DIVISION

Southward

SANTA ROSA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Time-Table No. 20 November 23, 1941		Distance from San Francisco	SCHELLVILLE BRANCH		Distance from Glen Ellen
	STATIONS					
	TO	SCHELLVILLE				
Yard Limits 71 WYOPBK			24.9	TO IGNACIO 3.6	26.4	
19 P			28.5	BLACK POINT 2.3	22.8	
19			30.8	RECLAMATION 2.6	20.5	
15			33.4	SEARS POINT 1.8	17.9	
8 P			35.2	FAIRVILLE (Spur-N) 5.2	16.1	
Yard Limits 30 YWP			40.4	TO SCHELLVILLE 4.4	10.9	
20 P			44.8	SONOMA 6.5	6.5	
11			51.3	GLEN ELLEN	0.0	

Northward		SOUTHERN DIVISION		Southward	
SANTA ROSA SUBDIVISION					
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 20 November 23, 1941 MILL VALLEY BRANCH		Distance from Mill Valley	
		STATIONS			
14		9.9	ALMONTE	1.8	
P		11.7	MILL VALLEY	0.0	

Northward		SOUTHERN DIVISION		Southward	
SANTA ROSA SUBDIVISION					
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco via San Anselmo	Time-Table No. 20 November 23, 1941 SAN ANSELMO BRANCH		Distance from San Rafael	
		STATIONS			
P		16.5	SAN ANSELMO	2.5	
Yard Limits WYPBK		19.0	TO-R SAN RAFAEL	0.0	

Northward		SOUTHERN DIVISION		Southward	
SANTA ROSA SUBDIVISION					
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco via Sausalito	Time-Table No. 20 November 23, 1941 MANOR BRANCH		Distance from Manor	
		STATIONS			
4		13.0	BALTIMORE PARK	5.8	
P		14.7	KENTFIELD (Spur-N)	4.1	
Yard Limits		16.5	SAN ANSELMO	2.3	
14		18.3	FAIRFAX	0.5	
Yard Limits WYOPBK		18.8	MANOR	0.0	

Northward		SOUTHERN DIVISION		Southward				
WILLITS SUBDIVISION								
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	FIRST CLASS		Distance from Willits	FIRST CLASS			
		4 Eureka Express Leave Daily	2 Eureka Passenger Leave Daily			3 Eureka Express Arrive Daily	1 Eureka Passenger Arrive Daily	
Yard Limits WPK		11.01 PM	9.50 AM	53.8	TO-R SANTA ROSA	85.7	s 5.27 AM	s 4.03 PM
109 YP				54.4	WYE SIDING	85.1		
53 WP		11.09	f 9.58	58.5	FULTON	81.0	5.18	f 3.54
28			f	59.8	MARK WEST	79.7		f
13 P		11.15	s 10.04	62.9	WINDSOR	76.6	5.11	s 3.47
Yard Limits			f	66.4	GRANT	73.1		f
7				67.0	BAILHACHE	72.5		
40		f 11.23	s 10.15	68.0	HEALDSBURG	71.5	s 5.02	s 3.38
33 WTPK				71.9	LYTTON	67.6	f 4.51	f 3.29
45 P		11.30	f 10.22	75.8	GEYSERVILLE	63.7	f 4.44	s 3.23
Yard Limits		11.36	s 10.30	78.8	CHIANTI	60.7		f
36 P			f	81.3	ASTI	58.2	f 4.34	f 3.14
7				85.2	CLOVERDALE	54.3	f 4.27	s 3.07
Yard Limits		11.43	s 10.39	87.1	PRESTON	52.4	4.20	f 3.02
61 WOP		11.49	s 10.48	89.8	ECHO	49.7	4.15	f 2.57
Yard Limits		11.53	f 10.52	92.6	THORN	46.9		
25		11.59 PM	f 10.57	95.3	PIETA	44.2	4.01	f 2.43
22 P				100.1	HOPLAND	39.4	s 3.51	s 2.34
17 P		12.13 AM	f 11.11	103.9	LARGO	35.6	3.42	f 2.26
59 P		12.23	s 11.21	105.9	HENRY	33.6		
Yard Limits		12.29	f 11.28	109.6	EL ROBLE	29.9	3.32	f 2.17
58 WP				114.0	UKIAH	25.5	s 3.25	s 2.10
48 P		12.40	f 11.37	120.1	CALPELLA	19.4	3.10	f 1.53
18		s 12.59	s 11.46	122.1	REDWOOD VALLEY	17.4	3.06	f 1.50
13				124.0	LAUGHLIN	15.5	3.01	f 1.46
44 WOTPBK		1.09	f 11.56 AM	127.9	HILPASS	11.6	2.48	1.33
Yard Limits		1.17	f 12.01 PM	131.4	RIDGE	8.1	s 2.36	s 1.21
40 WYP		1.22	f 12.06	139.5	WILLITS	0.0	2.15 AM	1.00 PM
26 P		1.34	12.18				Leave Daily	Leave Daily
8 P		1.47	f 12.31					
Yard Limits		s 2.10 AM	s 12.55 PM					
14 TWP		Arrive Daily	Arrive Daily					
Yard Limits WYOPBK								

Saturdays, Sundays, Holidays and days preceding holidays No. 3 and No. 4 stop on flag at any station to receive and discharge passengers.

¶No. 1 and No. 2 stop at Willits 20 minutes for meals.

NORTHERN DIVISION  
SOUTH FORK SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS		Distance from San Francisco	Time-Table No. 20 November 23, 1941	STATIONS	Distance from South Fork	FIRST CLASS	
	2	4					1	3
	Eureka Passenger Leave Daily	Eureka Express Leave Daily					Eureka Passenger Arrive Daily	Eureka Express Arrive Daily
Yard Limits WYOPBK	1.15 PM	2.25 AM	139.5	TO-R WILLITS 4.2	97.8	12.40 PM	1.45 AM	
53 P	f 1.23	2.33	143.7	OUTLET 5.0	93.6	f 12.31	f 1.34	
55 P	f 1.32	2.42	148.7	ARNOLD 3.8	88.6	f 12.20	f 1.23	
60 WP	f 1.40	2.50	152.5	LONGVALE 5.7	84.8	f 12.11 PM	f 1.14	
44 P	f 1.51	3.00	158.2	FARLEY 3.6	79.1	f 11.59 AM	f 1.00	
41 WP	f 1.58	3.07	161.8	TATU 4.7	75.5	f 11.51	f 12.52	
47 WOP	s 2.09	s 3.17	166.5	TO DOS RIOS 4.6	70.8	s 11.41	s 12.40	
35 P	f 2.18	3.26	171.1	WOODMAN 4.4	66.2	f 11.27	f 12.23	
41 P	f 2.27	3.35	175.5	NASHMEAD 4.5	61.8	f 11.17	f 12.15	
63 P	f 2.37	3.45	180.0	SPYROCK 4.3	57.3	s 11.06	f 12.03 AM	
54 WOP	f 2.47	3.55	184.3	BELL SPRINGS 5.0	53.0	f 10.57	f 11.55 PM	
24 P	f 2.59	4.07	189.3	RAMSEY 5.2	48.0	f 10.46	f 11.43	
54 WOTP	s 3.12	f 4.20	194.5	TO ISLAND MOUNTAIN 5.8	42.8	s 10.35	f 11.31	
32 WP	f 3.27	4.35	200.3	KEKAWAKA 5.2	37.0	f 10.21	f 11.14	
21 P	f		205.5	CAIN ROCK 3.6	31.8	f	f	
54 P	s 3.47	s 4.55	209.1	TO ALDERPOINT 7.5	28.2	s 10.01	s 10.54	
53 WOP	s 4.02	f 5.10	216.6	FORT SEWARD 4.9	20.7	s 9.47	f 10.35	
42 P	f 4.12	5.20	221.5	BROOK CREEK 3.6	15.8	f 9.34	f 10.24	
43 P	f 4.20	5.28	225.1	EEL ROCK 5.0	12.2	f 9.26	f 10.15	
21 P	f 4.30	5.38	230.1	SEQUOIA 2.1	7.2	f 9.16	f 10.05	
52 WP	f 4.35	5.42	232.2	MCCANN 5.1	5.1	f 9.12	f 10.01	
Yard Limits WYOPBK	s 4.44 PM	s 5.51 AM	237.3	TO-R SOUTH FORK	0.0	9.02 AM	9.50 PM	
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	

NORTHERN DIVISION  
EUREKA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST-CLASS		Distance from San Francisco	Time-Table No. 20 November 23, 1941	STATIONS	Distance from Eureka	FIRST-CLASS	
	2	4					1	3
	Eureka Passenger Leave Daily	Eureka Express Leave Daily					Eureka Passenger Arrive Daily	Eureka Express Arrive Daily
Yard Limits WYOPBK	4.47 PM	5.54 AM	237.3	TO-R SOUTH FORK 4.4	46.8	s 9.00 AM	s 9.48 PM	
24 P	f 4.57	6.03	241.7	LARABEE 3.9	42.4	f 8.51	f 9.39	
15 P	s 5.07	6.11	245.6	SHIVELY 2.0	38.6	s 8.43	f 9.30	
25 WP	f		247.6	CAMP NINE 2.4	36.5	f	f	
27 P	f 5.16	6.19	250.0	ELINOR 5.6	34.1	f 8.33	f 9.21	
Yard Limits 23 PKW	s 5.27	s 6.33	255.6	TO SCOTIA 3.4	28.5	s 8.21	s 9.10	
21 P	f 5.41	6.47	259.0	STONE 2.0	25.1	f 8.07	f 8.55	
36 P	f		261.0	DINSMORE 1.7	23.1	f		
Yard Limits 29 WP	s 5.48	6.54	262.7	ALTON 1.8	21.4	s 8.00	f 8.48	
41 P	f		264.5	ROHNERVILLE 1.6	19.6	f		
21 P	s 5.55	s 7.01	266.1	TO FORTUNA 2.6	18.0	s 7.53	s 8.41	
Yard Limits 19 P	s 6.02	s 7.07	268.7	TO FERNBRIDGE 2.3	15.4	s 7.47	s 8.35	
16 P	s 6.08	f 7.13	271.0	TO LOLETA 1.5	13.1	s 7.41	s 8.29	
9 P	f		272.5	TABLE BLUFF (Spur-S) 1.4	11.6	f		
23 P	f 6.15	7.20	273.9	BEATRICE 3.9	10.2	f 7.36	f 8.22	
Yard Limits 30 WP	f 6.24	7.28	277.8	SOUTH BAY 3.0	6.3	f 7.28	f 8.15	
			280.8	B. & E. R. CROSSING 1.2	3.3			
Yard Limits 23 P	6.34	7.38	282.0	BUCKSPORT 2.1	2.1	7.19	8.04	
WYO PBK	s 6.40 PM	s 7.45 AM	284.1	TO-R EUREKA	0.0	7.15 AM	8.00 PM	
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	

\*No. 1 and No. 2 stop at Willits 20 minutes for meals.

Saturdays, Sundays, Holidays and days preceding holidays No. 3 and No. 4 stop on flag at any station to receive and discharge passengers.

No. 4 stop at any station between Dos Rios and Eureka to discharge revenue passengers boarding train at Ukiah and South.

NORTHERN DIVISION  
EUREKA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS		Distance from San Francisco	Time-Table No. 20 November 23, 1941	STATIONS	Distance from Samoa
	2	4				
	Eureka Passenger Leave Daily	Eureka Express Leave Daily				
Yard Limits WYOPBK			284.1	TO-R EUREKA 5.4	16.6	
21			289.5	BRAINARD 2.3	11.2	
			291.8	A. & M. R. CROSSING 0.7	8.9	
Yard Limits WYPK			292.5	TO-R ARCATA 6.6	8.2	
Yard Limits 22			299.1	CARSONS 0.7	1.6	
P			299.8	SAMOA YARD 0.9	0.9	
6 WY			300.7	SAMOA	0.0	

NORTHERN DIVISION  
EUREKA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS		Distance from San Francisco	Time-Table No. 20 November 23, 1941	STATIONS	Distance from Carlotta
	2	4				
	Eureka Passenger Leave Daily	Eureka Express Leave Daily				
Yard Limits 29 WP			262.7	ALTON 5.0	5.0	
Yard Limits P			267.7	CARLOTTA	0.0	

# SPECIAL INSTRUCTIONS

Employes 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	Sausalito
C. R. Ellis	San Rafael
W. F. Rohrer	Petaluma
A. H. Ross	Santa Rosa
L. M. Britton	Ukiah
P. H. Joseph	Willits
A. B. Guslander	Eureka
Ernest Mueller	Eureka
J. C. Tario	Eureka
W. J. Thomas	Eureka

### 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.
- 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. On west side of main track; from south switch to first switch north of depot.
- 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 21 (C).** Passenger engines to handle trains from Tiburon, Willits or Eureka may display indicators before leaving roundhouse.

Indicators of engines on trains arriving Tiburon, 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 S-72.** Southward trains are superior to trains of the same class in the opposite direction.

**RULE 83 (E).** A train may check the register against an extra when authorized by train order in the following form: "... may check register at ... against Extra ... on Order No. ....". A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra ... register at ... on Order No. ...." will register, and place this order number and date in column captioned "Signals."

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

Sausalito includes Waldo	Cloverdale
San Anselmo	Hopland
Manor includes Fairfax	Ukiah includes Asylum
Tiburon	Redwood Valley
San Rafael	Ridge
Ignacio	Willits

Schellville  
 Petaluma includes Haystack,  
 McNear and Park Siding  
 Santa Rosa includes Wye Siding  
 Fulton  
 Healdsburg includes Grant,  
 Bailhache, Finlayson and Oliveto  
 Geyserville includes Tosca and Omus  
 Asti

South Fork  
 Scotia Alton  
 Fernbridge  
 South Bay  
 Eureka includes B. & E. R. R. R. crossing  
 Bucksport and Russ  
 Arcata  
 Samoa includes Carsons and Samoa Yard  
 Carlotta

### 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. 230.8	B. & E. R. R. R., STOP.
M.P. 232.2	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. 235.6	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.

No train, engine, motor or car must be operated over 13th Street crossing Santa Rosa or Toll Road crossing San Rafael-San Anselmo route, unless vehicular traffic is protected by member of train crew or other competent railroad employe acting as flagman.

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:

- 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).

Trains must not leave Arcata, Eureka or San Rafael 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.

### 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:

- Detour. South Wye switch to main track Tiburon Line.
- South Wye Switch to Sausalito Branch.
- San Rafael. End of double track at Mission Street.

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.

### SAN RAFAEL

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

Derrails 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 and derrails must be kept on rail and locked except when movements are being made over crossing. And no train, engine, motor or car shall be operated over these crossings except with caution and under control, movement to be protected by member of train crew acting as flagman.

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

### 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. Also northward freight trains at Redwood Valley.

**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

- Engines are not permitted on spur Fairville Schellville Branch.
- Engines are not permitted on Beet Spur at Ignacio.
- Engines heavier than 114 Class are not permitted on spur track at McGill and Wingo.
- Engines are not permitted on siding at Cain Rock.
- Engines are not permitted on Carsons siding, Samoa Branch.
- 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
Tiburon and Detour	35	20
Detour and Willits	50	30
Willits and Eureka	40	25
Almonte and Mill Valley	35	25
Baltimore Park and Manor	35	30
San Anselmo and San Rafael	35	30
Sausalito and Detour	35	30

except that maximum speeds shown on following page must not be exceeded.



LOCOMOTIVE TONNAGE RATING IN Ms BACK OF TENDER

CLASSIFICATION	ENGINE	Boiler Pressure	TIBURON and SAN RAFAEL	SAN RAFAEL 4th Street to MILLER	SAN RAFAEL Irwin St. to MILLER	PETALUMA to HEALDSBURG	HEALDSBURG to CLOVERDALE	CLOVERDALE to REDWOOD VALLEY	REDWOOD VALLEY to RIDGE	WILLITS to RIDGE	REDWOOD VALLEY to MILLER	MILLER to SAN RAFAEL	SAN RAFAEL and SAN ANSELMO	DETOUR and SAUSALITO	WILLITS to LOLETA	LOLETA to BEATRICE	BEATRICE to EUREKA	EUREKA to BEATRICE	BEATRICE to LOLETA	LOLETA to WILLITS
E 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 57-19/26-110	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	3630	2200	3630	3630	1730	2460
T 63-20/28-135-s	139-143	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 63-20/28-135-s	170-172	190	2000	1080	1160	3200	2720	2000	680	1130	4500	1885	1100	1680	4580	2800	4580	4580	2500	3120
T 63-21/28-141-s	178	200	2210	1140	1220	3535	3005	2210	700	1190	4830	1925	1215	1855	4800	3250	4800	4800	2240	3250
T 63-20/28-142-s	179	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 57-21/28-148-s	180-184	200	2630	1190	1280	3900	3315	2630	730	1250	4900	2200	1340	2045	5040	3250	5040	5040	2900	3500
P 68-24/26-157-s	SP 3104-3108	180	2210	1140	1220	3535	3005	2210	660	1190	4830	1925	1215	1855	4800	3250	4800	4800	2240	3250
C 57-22/30-194-s	SP 2514-2819	210	3261	1475	1587	4838	4110	3261	905	1550	6076	2728	1661	2535	6250	4030	6250	6250	3750	4550
T 63-22/28-162-s	SP 2318-2339	210	2761	1250	1344	4095	3480	2762	767	1313	5145	2310	1407	2147	5292	3413	5292	5292	3045	3675
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	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'			
	HEIGHT	15' 3"	15' 3"	15' 3"	14' 7"	14' 2"	13' 11"	13' 6"	12' 11"	12' 3"	11' 3"			
Sausalito and Corte Madera	HEIGHT	15' 3"	15' 3"	15' 3"	14' 7"	14' 2"	13' 11"	13' 6"	12' 11"	12' 3"	11' 3"	15' 3"	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'	

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

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 Chair	06	.....	124,800
Coach	550-553	.....	107,200
"	76	83,500	.....
"	450-457	.....	102,600
"	459-467	.....	104,300
Mail and Express	.....	.....	.....
"	616-617	88,800	.....
"	640-645	.....	103,200
Rail Cars-Gas Electric	11	.....	177,000
"	7	.....	173,000

\*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 (Dynamo)	98,730	.....	.....
Baggage and Mail 60 ft.	103,620	.....	.....
Baggage and Mail 69 ft.	124,760	.....	.....
Baggage and Mail 70 ft.	129,140	.....	.....
Baggage and Mail	.....	103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express, Horse	133,050	.....	81,033
Postal	112,120	.....	.....
Postal Storage 40 ft.	74,530	.....	.....
Postal Storage 60 ft.	105,120	.....	.....
Club	146,210	122,300	.....
Official	170,700	155,370	109,370
Chair	100,620	.....	84,740
Coaches 60 ft.	98,130	.....	.....
Coaches 70 ft.	137,640	.....	.....
Coaches 72 ft.	139,660	.....	.....
Coaches 73 ft.	148,040	.....	.....
Coaches 72 ft., Interurban	120,000	.....	.....
Coaches	.....	.....	81,210
All-Day Lunch, Chair	105,970	.....	.....
All-Day Lunch, Coach	103,875	.....	.....
Cafe-Coach	.....	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	157,280	.....	.....
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	.....

Train Dispatchers

W. P. VANNOY                      W. M. BALDOCK  
 W. V. HARDESTY                  G. E. NIVISON  
 Sausalito, Cal.

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

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

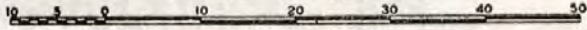
J. F. LAUX,  
 Trainmaster,  
 Santa Rosa, Cal.

A. C. HENNINGSSEN,  
 Trainmaster and Road Foreman of Engines,  
 Eureka, Cal.

# MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

RMH

SCALE IN MILES



### SAUSALITO AND ADJACENT TERRITORY

SCALE IN MILES

