SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

FOR THE

SHASTA DIVISION

To Take Effect Saturday, November 1, 1924, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

R. L. RUBY.
Superintendent of Transportation.

EASTWARD — GERBER SUBDIVISION

Time Table No. 33

November 1, 1924

Capacity of sidings in car lengths	SECOND CLASS 222 Portland Manifest	FIRST CLASS 14 Puget Sound Express	56 Sacramento Dunsmuir Passenger	16 Oregon Express	54 Oregonian	12 The Shasta	Distance from San Francisco via Marysville	STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term. Yd. WFYPBK	5.40AM	2.45PM	2.30PM	6.50AM	6.30AM	1.20AM	213.8	TO-R GERBER
			s	f			215.8	PROBERTA (2.0, 3.1)
58W 47E P	6.10	2.55	f 2.45	6.59	6.43	**1.30**	218.9	RAWSON (4.5)
63-57 WP	6.35	s 3.07	s 2.57	s 7.15	6.54	1.37	223.4	TO RED BLUFF (5.5)
73 P	6.55	3.19	f 3.09	7.28	7.06	**1.52**	228.9	BLUNT (3.3)
21							232.2	IVREA (Spur) (1.4)
65 P	7.05	**3.30**	s **3.20**	f 7.40	7.18	2.02	233.6	HOOKER (6.8)
76 WP	**7.25** / **8.45**	**3.42**	s **3.32**	s **7.52**	**7.35**	2.11	240.4	TO COTTONWOOD (3.8)
76 P	8.55	3.49	3.39	**8.00**	**7.41**	2.16	244.2	OULP (2.9)
71 P	9.01	s 3.57	s 3.47	s **8.19**	7.47	2.20	247.1	TO ANDERSON (2.1)
22			f				249.2	ANDERSON BRICK YARD (4.3)
66 P	9.14	4.08	f 3.58	f 8.31	**8.05**	2.29	253.5	GIRVAN (4.7)
60-86 WPK	9.29	s 4.24	s 4.14	s 8.48	8.16	2.37	258.2	TO-R REDDING (2.8)
18			f	f			261.0	MIDDLE CREEK (Spur) (2.9)
67 P	9.43	4.36	f 4.26	f 9.00	8.30	2.47	263.9	KESWICK (2.0)
P			f	f			265.9	CENTRAL MINE (1.3)
			s	s			267.2	TO MATHESON (0.8)
54 WP	9.56	4.49	f 4.39	9.10	8.40	2.55	268.0	MOTION (3.0)
84 P	10.06	4.57	f 4.47	f 9.20	8.49	3.02	271.0	CORAM (4.7)
88 P	**10.22**	**5.09**	s **4.59**	s 9.35	9.01	**3.13**	275.7	TO KENNET (2.6)
60 P	10.31	5.15	f 5.05	s **9.44**	9.07	**3.19**	278.3	TO PITT (1.9)
86 YWPF	10.37	5.21	f 5.11	f 9.51	**9.15**	3.29	280.2	MORLEY (3.6)
47 P	10.49	5.30	f 5.20	10.02	9.25	3.38	283.8	ELMORE (3.8)
86 P	**11.12**	5.40	f 5.30	f 10.14	9.36	**3.48**	287.6	TO POLLOCK (2.9)
4			f	f			290.5	ANTLER (Spur) (0.6)
77 P	11.27	5.50	f 5.40	10.25	9.45	3.55	291.1	SMITHSON (5.6)
66 WP	**11.50AM**	6.10	s 6.00	s **10.46**	10.02	4.07	296.7	TO DELTA (3.5)
89 P	12.03PM	6.19	s 6.09	s 10.57	10.13	4.16	300.2	TO LAMOINE (3.8)
74 P	12.16	6.28	f 6.18	f 11.08	**10.25**	4.26	304.0	GIBSON (2.0)
73 P	12.28	**6.38**	f **6.28**	**11.15**	10.34	4.32	306.0	FISHER (3.4)
73 WP	12.45	6.51	f 6.41	f 11.27	**10.44**	4.42	309.4	TO SIMS (2.4)
8			f	f			311.8	FLUME (Spur) (1.3)
84 P	1.02	7.00	f 6.50	f 11.37	10.52	4.53	313.1	CONANT (2.2)
55 P	1.12	7.07	s 6.57	s 11.47	11.00	4.58	315.3	TO CASTELLA (0.8)
34							316.1	DIRIGO (2.2)
89 P	1.23	7.16	f 7.06	f 11.56AM	11.09	**5.11**	318.3	CASTLE CRAG (2.9)
76 P	1.32	7.24	f 7.14	12.03PM	11.14	5.20	321.2	NUTGLADE (0.9)
Term Yd. WFTPBK	**1.40PM**	s 7.30PM	s 7.20PM	s 12.10PM	s 11.20AM	s 5.25AM	322.1	TO-R DUNSMUR
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(108.3)
	(8.00)	(4.45)	(4.50)	(5.20)	(4.50)	(4.05)		.....Time over District.
	13.54	22.80	22.40	20.31	22 40	26.52		.....Average speed per hour.

Block Signals

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Trains	At		Passengers to or from
56	Draper	MP 238.3	Any Station
56	Scholes	MP 295.0	Any Station
56	Eagle Point	MP 302.8	Any Station
56	Chromite	MP 307.3	Any Station
56	Sweetbrier	MP 314.8	Any Station
16 and 56	Castle Rock	MP 316.4	Any Station
14	Any Station		Stations West of Gerber

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

Block Signals

STATIONS	Distance from Dunsmuir	FIRST CLASS 11 The Shasta	15 Southern California Express	55 Dunsmuir Sacramento Passenger	13 Portland San Francisco Express	53 Oregonian	SECOND CLASS 239 Freight	221 Portland Manifest	237 Local Freight	241 Freight	235 Local Freight	217 Freight	219 Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily
TO-R GERBER — 2.0	108.3	s **5.40**AM	s 9.45AM	s 2.05PM	s 11.15PM	s 2.30AM	6.25AM	10.20AM		4.35PM	5.40PM	8.10PM	1.50AM
PROBERTA — 3.1	106.3			f									
RAWSON — 4.5	103.2	5.30	9.32	f 1.50	11.00	2.15	**6.10**	10.05		4.20	5.25	7.52	**1.30**
TO RED BLUFF — 5.5	98.7	5.21	s 9.20	s 1.40	s 10.48	2.05	6.00	9.50		4.05	5.10	7.42	1.07
BLUNT — 3.3	93.2	5.08	9.03	f 1.27	10.34	**1.52**	5.45	9.30		3.50	4.40	7.27	12.52
IVREA (Spur) — 1.4	89.9												
HOOKER — 6.8	88.5	4.56	8.51	f 1.16	10.22	1.42	5.30	9.10		**3.30** **3.15**	4.20	7.11	12.37
TO COTTONWOOD — 3.8	81.7	4.43	s **8.34**	s 1.05	s 10.05	1.29	5.10	**8.45**		2.47	**3.42** **3.27**	6.51	12.17
CULP — 2.9	77.9	4.36	**8.24**	12.57	9.53	1.22	4.55	**8.24** **7.36**		2.39	3.10	6.43	12.09
TO ANDERSON — 2.1	75.0	4.32	s **8.19**	s 12.52	s 9.46	1.16	4.48	7.15		2.32	3.00	6.36	12.02AM
ANDERSON BRICK YARD — 4.3	72.9			f									
GIRVAN — 4.7	68.6	4.21	**8.05**	f 12.40	f 9.28	1.06	4.34	6.55		2.18	2.40	6.22	11.48PM
TO-R REDDING — 2.8	63.9	4.13	s 7.55	s 12.30	s 9.16	12.55	4.24	6.40	11.55AM	2.08	2.20PM	6.12	11.38
MIDDLE CREEK (Spur) — 2.9	61.1			f									
KESWICK — 2.0	58.2	3.56	f 7.40	f 12.16	f 8.55	12.40	4.06	6.15	11.25	1.50		5.54	11.20
CENTRAL MINE — 1.3	56.2			f									
TO MATHESON — 0.8	54.9		s	s	s								
MOTION — 3.0	54.1	3.45	7.29	f 12.04PM	8.43	12.29	3.48	5.50	11.01	1.33		5.37	11.02
CORAM — 4.7	51.1	**3.38**	f 7.21	f 11.56AM	f 8.33	12.21	**3.38**	5.30	10.45	1.23		5.27	10.52
TO KENNET — 2.6	46.4	3.27	s 7.11	s 11.45	s 8.20	12.09	**3.13**	5.05	**10.22**	1.02		**5.09** **4.54**	10.36
TO PITT — 1.9	43.8	**3.19**	s 7.01	f 11.37	f 8.07	12.01AM	2.55	4.50	**9.44**	12.53		4.20	10.27
MORLEY — 3.6	41.9	3.14	6.55	f 11.31	f 8.01	11.54PM	2.48	4.35	**9.15**	12.46		4.13	10.20
ELMORE — 3.8	38.3	3.06	6.45	f 11.22	7.50	11.44	2.36	4.15	8.58	12.34		4.01	10.08
TO POLLOCK — 2.9	34.5	2.57	6.35	f **11.12**	f 7.38	11.32	2.23	**3.48**	8.45	12.21		3.48	9.48
ANTLER (Spur) — 0.6	31.6			f	f								
SMITHSON — 5.6	31.0	2.48	6.25	f 11.02	7.27	11.22	2.11	3.01	8.30	12.09PM		3.36	9.36
TO DELTA — 3.5	25.4	**2.36**	s 6.12	s **10.46**	s 7.10	11.05	1.48	**2.36**	8.10	**11.50**AM		3.13	9.13
TO LAMOINE — 3.8	21.9	2.27	s 6.02	s 10.36	s 6.58	10.55	1.36	2.16	7.45	11.38		3.01	9.01
GIBSON — 2.0	18.1	2.17	5.52	f **10.25**	f 6.46	10.44	1.23	2.02	7.30	11.25		2.48	8.48
FISHER — 3.4	16.1	2.12	5.46	f 10.18	**6.38** **6.28**	10.36	1.16	1.53	7.20	**11.15**		2.41	8.41
TO SIMS — 2.4	12.7	2.03	5.39	f 10.08	f 6.14	10.25	1.04	1.37	7.05	**10.44**		2.29	8.29
FLUME (Spur) — 1.3	10.3			f									
CONANT — 2.2	9.0	1.54	5.28	f 9.57	f 6.03	10.14	12.51	1.20	6.50	10.21		2.16	8.16
TO CASTELLA — 0.8	6.8	1.49	f 5.21	s 9.51	s 5.56	10.06	12.43	1.10	6.40	10.13		2.08	8.08
DIRIGO — 2.2	6.0												
CASTLE CRAG — 2.8	3.7	1.41	**5.11**	f 9.41	f 5.46	9.57	12.33	12.56	6.20	10.03		1.58	7.58
NUTGLADE — 0.9	0.9	1.35	5.05	f 9.35	5.40	9.51	12.25	12.45	6.10	9.55		1.50	7.50
TO-R DUNSMUIR	0.0	1.30AM	5.00AM	9.30AM	5.35PM	9.45PM	12.15AM	12.30AM	6.00AM	9.45AM		**1.40**PM	7.40PM
(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily
Time over District		(4.10)	(4.45)	(4.35)	(5.40)	(4.45)	(6.10)	(9.50)	(5.55)	(6.50)	(3.20)	(6.30)	(6.10)
Average speed per hour		25.99	22.80	23.62	19.11	22.80	17.56	11.01	10.80	15.85	13.30	16.66	17.56

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At		Passengers To or From
13	Castle Rock	MP 316.4	Any Station
55	Castle Rock	MP 316.4	Any Station
55	Sweetbriar	MP 314.8	Any Station
55	Chromite	MP 307.3	Any Station
55	Eagle Point	MP 302.8	Any Station
55	Scholes	MP 293.0	Any Station
55	Draper	MP 288.3	Any Station

EASTWARD — DUNSMUIR SUBDIVISION — WESTWARD

Time Table No. 33

November 1, 1924

Capacity of sidings in car lengths		SECOND CLASS 222 Portland Manifest	FIRST CLASS 14 Puget Sound Express	16 Oregon Express	54 Oregonian	12 The Shasta	Distance from San Francisco Via Marysville	Block Signals	STATIONS	Distance from Ashland	FIRST CLASS 13 Portland San Francisco Express	53 Oregonian	11 The Shasta	15 Southern California Express	SECOND CLASS 217 Freight	219 Freight	221 Portland Manifest	239 Freight	241 Freight
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yd. WFTPBK		4.15PM	7.45PM	12.25PM	11.30AM	5.33AM	322.1		TO-R DUNSMUIR 3.3	107.0	s 5.20PM	s 9.35PM	s 1.25AM	s 4.45AM	10.15AM	4.15PM	7.40PM	10.10PM	7.10AM
P			f	s 12.36 12.41	s 11.40 11.45		325.4		† TO SHASTA SPRINGS 0.7	103.7	s 5.04 4.59			f 4.32					
77 P		4.57	8.01	12.47	11.51	5.46	326.1		SMALL 1.5	103.0	4.57	9.22	1.08	4.30	9.57	3.55	7.26	9.54	6.55
25 P		5.10	8.06	f12.53	11.56AM	5.51	327.6		CANTARA 3.8	101.5	f 4.52	9.17	1.03	4.25	9.51	3.47	7.21	9.46	6.47
64 P		5.25	8.22	f 1.10	12.12PM	6.06	331.4		MOTT 2.1	97.7	f 4.37	9.04	12.51	4.11	9.31	3.27	7.01	9.26	6.27
62 P		5.38	8.30	f 1.19	12.20	**6.13**	333.5		AZALEA 1.6	95.6	f 4.29	8.58	12.45	4.04	9.17	3.13	6.47	9.12	**6.13**
							335.1		PIONEER (Spur) 0.3	94.0									
							335.4		BARNARD (Spur) 1.3	93.7									
118 YWP		6.35	s **8.51**	s 1.38	12.32	6.25	336.7		TO SISSON 2.4	92.4	s 4.20	**8.51**	12.37	s 3.57	9.05	3.01	**6.35**	**8.51 8.42**	5.51
33 P		6.50	8.59	f 1.44	12.38	6.31	339.1		UPTON 3.2	90.0	f 4.10	8.45	12.30	3.50	8.57	2.50	6.27	8.31	5.41
55 YP		7.05	9.08	f 1.53	12.47	6.39	342.3		TO DEETZ 3.5	86.8	f 4.03	8.38	12.22	3.44	8.45	2.35	6.15	8.20	5.30
57 P		7.17	9.18	f **2.01**	12.57	6.49	345.8		IGERNA 2.6	83.8	f 3.53	8.26	12.11	3.33	8.20	**2.01**	5.55	7.55	5.01
59 77 WFYPBK		**7.39**	s 9.27	s 2.22	1.05	6.56	348.4		TO-R WEED 5.0	80.7	s 3.33	8.16	12.01AM	s 3.17	8.05	1.41	5.40	**7.39**	4.41
53 WYP		**8.01**	f 9.39	s 2.37	**1.18**	7.09	353.4		TO EDGEWOOD 3.7	75.7	s 3.16	**8.01**	11.45PM	s 3.02	7.40	**1.18**	5.20	7.15	4.18
77 P		8.20	9.46	2.44	1.25	**7.17**	357.1		METCALF 3.9	72.0	3.06	7.50	11.37	2.52	**7.17**	1.02	4.55	6.50	4.02
75 P		8.35	s 9.54	s **2.59**	1.32	7.23	361.0		TO GAZELLE 8.1	68.1	s **2.59**	7.40	11.31	s 2.45	6.50	12.52	4.40	6.35	3.52
74 P		8.55	f10.08	s 3.15	1.44	7.36	369.1		TO GRENADA 6.4	60.0	s 2.43	7.26	11.19	f 2.31	6.25	12.27	4.20	6.10	3.27
70 WPK		9.10	s10.23	s 3.30	1.58	7.48	375.5		TO-R MONTAGUE 5.2	53.6	s 2.29	7.13	11.09	s 2.20	6.00	12.02PM	4.01	5.45	3.02
71 YP		9.25	10.35	f **3.40**	**2.15**	7.57	380.7		SNOWDON 5.5	48.4	f **2.15**	7.01	11.00	2.10	5.40	11.42AM	**3.40**	5.25	2.42
57 P		9.45	f **10.47**	s 3.52	2.28	8.09	386.2		AGER 2.2	42.9	f 2.00	6.47	**10.47**	1.57	5.19	11.21	3.00	5.04	2.21
24 P		9.53	10.53	f 3.58	**2.34**	8.14	388.4		THRALL 2.1	40.7	f 1.52	6.41	10.36	1.50	5.04	11.06	**2.34**	4.49	2.06
45 WP		10.01	10.59	f 4.04	2.40	8.20	390.5		KLAMATHON 2.6	38.6	f 1.46	6.36	10.29	1.44	4.52	10.54	2.05	4.37	1.54
Yd. WFYPBK		**10.17 11.24**	s **11.14**	s **4.20**	s 2.53	s 8.35	393.1		TO-R HORNBROOK 2.5	36.0	s **1.39**	s 6.31	s **10.22**	s **1.38**	4.40	10.42	**1.50 12.50**	**4.20**	**1.38**
73 P		11.40PM	11.24	4.29	3.02	8.43	395.6		PILOT 1.9	33.5	f 1.25	6.17	10.10	1.25	3.31	9.33	12.39	3.19	12.33
72 P		**12.25AM**	11.33	f 4.38	**3.11**	8.51	397.5		ZULEKA 4.3	31.6	f 1.19	6.11	10.05	1.20	3.23	9.25	12.30	**3.11**	**12.25AM**
54 P		**1.07**	s **11.51**	s 4.54	3.25	**9.03**	401.8		TO HILT 1.0	27.3	s 1.07	5.58	9.52	s **1.07**	3.01	**9.03**	12.10	2.44	**11.51PM**
22		1.15	11.53	f 4.56	3.27	9.05	402.8		COLE 0.8	26.3	f 1.02	5.56	9.50	1.04	2.56	8.46	12.06	2.40	11.40
78 WP		1.25	11.55PM	4.58	3.29	9.07	403.6		ORCAL 3.8	25.5	1.00	5.54	9.48	1.02	2.51	8.41	12 01PM	2.36	11.36
62 P		1.55	12.11AM	5.18	3.45	9.20	407.4		GREGORY 2.6	21.7	12.49	5.43	9.38	12.51	2.35	8.25	11.44AM	2.20	11.20
73 P		**2.15**	12.23	**5.35**	3.54	9.28	410.0		WHITE POINT 2.2	19.1	12.42	**5.35**	9.31	12.44	**2.15**	8.04	11.23	1.59	10.59
101 TP		2.45	s **12.37**	s 5.50	4.07	9.40	**412.2**		TO-R SISKIYOU 1.9	16.9	s 12.35	5.28	9.24	s **12.37**	1.53	7.43	11.13	1.38	10.38
65 P		3.05	12.46	5.57	4.12	9.46	414.1		VIADUCT 1.5	15.0	12.23	5.16	9.13	12.23	1.43	7.33	10.46	1.28	10.28
23 P		3.20	12.52	6.02	4.16	9.50	415.6		WALL CREEK 1.3	13.5	12.17	5.09	9.08	12.17	1.33	7.23	10.35	1.18	10.18
75 P		3.35	12.58	6.07	4.21	9.54	416.9		FOLIAGE 2.4	12.2	12.11	5.03	9.03	12.11	1.23	7.13	10.25	1.08	10.08
60 WP		4.01	s **1.10**	s 6.19	4.29	**10.05**	419.3		TO STEINMAN 3.6	9.8	f12.02PM	4.52	8.55	f12.03AM	**1.10**	7.01	**10.05**	12.56	9.56
76 P		4.26	f 1.20	f 6.29	**4.40**	10.15	422.9		MISTLETOE 2.6	6.2	f11.47AM	**4.40**	8.43	11.51PM	12.42	6.42	9.20	12.37	9.37
76 P		4.45	f 1.29	6.38	4.52	10.24	425.5		CLAWSON 3.6	3.6	f11.38	4.26	8.34	11.43	12.30	6.30	9.05	12.25	9.25
Term. Yd. WFTPBK		5.10AM	s 1.40AM	s 6.50PM	s 5.05PM	s 10.35AM	429.1		TO-R ASHLAND	0.0	11.30AM	4.15PM	8.25PM	11.35PM	12.15AM	6.15AM	8.50AM	12.10PM	9.10PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(12.55) 8.41	(5.55) 18.08	(6.25) 16.67	(5.35) 19.16	(5.02) 21.26	Time over District / Average speed per hour				(5.50) 18.34	(5.20) 20.06	(5.00) 21.40	(5.10) 20.71	(10.00) 10.70	(10.00) 10.70	(10.50) 9.88	(10.00) 10.70	(10.00) 10.70

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

†The schedule time of First Class trains at Shasta Springs applies at the Mineral Spring.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Passengers to or From
13 and 16	Upper Soda Springs MP 323.1	Any Station
13 and 16	Shasta Retreat MP 323.8	Any Station
13 and 16	Gregory Section House MP 407.0	Any Station

Train	At	Passengers to or From
13, 14 and 16	Colestin MP 409.1	Any Station
15	Shasta Retreat MP 323.8	Any Station
53	Weed	From Ashland or beyond

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers to or Beyond
53	Sisson	Davis
53	Weed	Davis
53	Montague	Davis

EASTWARD — WEED SUBDIVISION — WESTWARD

Time Table No. 33

November 1, 1924

Capacity of Sidings in Car Lengths	SECOND CLASS 228 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 140 Weed Kirk Passenger Leave Daily	Distance from San Francisco Via Marysville	STATIONS	Distance from Klamath Falls	FIRST CLASS 139 Kirk Weed Passenger Arrive Daily	SECOND CLASS 227 Local Freight Arrive Daily Ex. Sunday
Term. Yard WYPFBK	9.00AM	3.50PM	348.4	TO-R WEED	85.8	s 1.40PM	4.45PM
				3.3			
11	9.15	f	351.7	EVANS (Spur)	82.5	f	4.27
				2.2			
29	9.25	f **4.07**	353.9	GEAGAN	80.3	f 1.19	**4.07**
				4.6			
11	9.45	f 4.22	358.5	HOEY	75.7	f 1.06	3.25
				2.1			
36 P	9.55	f 4.30	360.6	DELANEY	73.6	f 12.08	3.10
				5.3			
30	10.30	f 4.50	365.9	MORRISON	68.3	f 12.45	2.45
				0.6			
YP			366.5	MORRISON WYE	67.2	f	
				2.7			
44 YP	10.50	f 5.00	369.2	PINELAND (No Siding)	65.0	f 12.35	2.30
				4.1			
55 WP	11.20	s 5.12	373.3	TO GRASS LAKE	60.9	s 12.25	2.10
				4.6			
62	11.40AM	f 5.20	377.9	ERICKSON	56.3	f 12.17	1.35
				4.1			
64 P	**12.10PM**	f 5.27	382.0	PENOYAR	52.2	f **12.10**	1.20
				3.3			
YPW	12.25	s 5.32	385.3	TO LEAF (No Siding)	48.9	s 12.04PM	1.10
				1.3			
68 P	**1.00**	s 5.35	386.6	TO BRAY	47.6	s 11.59AM	**1.00**
				4.2			
64	1.15	f 5.42	390.8	KEGG	43.4	f 11.51	12.40
				4.0			
63	1.30	f 5.48	394.8	JEROME	39.4	f 11.44	12.25
				4.0			
65 WP	1.50	s 5.54	398.8	MT. HEBRON	35.4	s 11.37	12.10PM
				2.6			
63 P	2.05	s 5.58	401.4	TO MACDOEL	32.8	s 11.32	11.50AM
				1.6			
63	2.15	f 6.01	403.0	SOMERSET	31.2	f 11.29	11.45
				4.4			
62	2.30	f 6.08	407.4	MAY	26.8	f 11.22	11.34
				4.4			
64 P	2.50	s 6.15	411.8	TO DORRIS	22.4	s **11.15**	**11.15**
				4.5			
63 P	3.10	f 6.24	416.3	CALOR	17.9	f 11.06	10.20
				2.0			
		f	418.3	IVAN (Spur)	15.9	f	
				2.1			
64 W	3.20	f 6.32	420.4	WORDEN	13.8	f 10.58	10.05
				2.8			
62-30	3.30	f 6.38	423.2	ADY	11.0	f 10.52	9.55
				3.6			
70 P	3.45	f 6.45	426.8	MIDLAND	7.4	s 10.45	9.40
				4.0			
63	4.00	f 6.52	430.8	TEXUM	3.4	f 10.38	9.25
				3.4			
				K. F. M. Ry. Crossing			
Term. Yard WFYPBK	4.20PM	s 7.00PM	434.2	TO-R KLAMATH FALLS	0.0	10.30AM	9.15AM
	Arrive Daily Ex. Sunday	Arrive Daily		(85.8)		Leave Daily	Leave Daily Ex. Sunday
	(7.20) (11.70)	(3.10) 27.05		Time over District / Average speed per hour		(3.10) 27.05	(7.30) 11.44

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

Telephones between stations: MP 359½.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At		Passengers to or from
139 and 140	Mt. Hebron Watertank	MP 398.0	Any Station
139 and 140	Setzer	MP 432.2	Any Station

WEED SUBDIVISION

EASTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 234 Mixed Leave Daily Ex. Sunday	SECOND CLASS 232 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 140 Weed Kirk Passenger Leave Daily	Distance from San Francisco Via Marysville	STATIONS	Distance from Skookum
					Time Table No. 33 November 1, 1924	
Term. Yd WFYPBK		8.10AM	7.20PM	434.2	TO-R KLAMATH FALLS	77.7
					2.4	
64 P		8.20	f 7.28	436.6	CHELSEA	75.3
					2.1	
68 P		8.30	f 7.33	438.7	WOCUS	73.2
					4.3	
64 P		9.00	s 7.43	443.0	TO ALGOMA	68.9
					4.6	
64 P		9.15	f 7.51	447.6	OUXY	64.3
					3.5	
			f	451.1	HARRIMAN LODGE (No Siding)	60.8
					1.1	
64 P		**9.35**	s 8.01	452.2	MODOC POINT	59.7
					4.3	
69 P		**9.50**	f 8.11	456.5	LOBERT	55.4
					4.9	
64 WYP		10.15	s 8.21	461.4	TO CHILOQUIN	50.5
					1.3	
			f	462.7	PINE RIDGE (Spur)	49.2
					3.1	
66 P		10.30	f 8.38	465.8	MEVA	46.1
					2.6	
			f	468.4	LUMBERTON	43.5
					1.5	
71 P		10.48	f 8.48	469.9	SPRAGUE	42.0
					4.0	
10			f	473.9	MARTIN (Spur)	38.0
					1.0	
Yd.YP	11.30AM	11.10AM	s 9.00PM	474.9	TO-R KIRK	37.0
					4.3	
100	f 11.41			479.2	FUEGO	32.7
					4.4	
100	f 11.52AM			483.6	BIGMARSH	28.3
					4.5	
100	f 12.04PM			488.1	LENZ	23.8
					4.8	
100	f 12.16			492.9	BAHA	19.0
					4.4	
100	f 12.27			497.3	PUMICE	14.6
					5.5	
100	f 12.40			502.8	LONROTH	9.1
					5.2	
100	f 12.52			508.0	KNOTT	3.9
					3.9	
TermYd WFYP	s 1.00PM			511.9	TO-R SKOOKUM	0.0
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			Leave Daily
	(1.30) 24.66	(3.00) 13.56	(1.40) 24.40		Time over District / Average speed per hour	(1.40) 24.40

WESTWARD

FIRST CLASS 139 Kirk Weed Passenger Arrive Daily	SECOND CLASS 231 Mixed Arrive Daily Ex. Sunday	SECOND CLASS 233 Local Freight Arrive Daily Ex. Sunday
s 10.15		11.50AM
f 10.07		11.30
f 10.02		11.15
s 9.52		10.55
f 9.44		10.25
f		
s **9.35**		10.10
f 9.25		**9.50**
s 9.15		9.35
s		
f 8.58		9.20
f		
f 8.48		9.05
f		
8.35AM	s 8.00AM	8.50AM
	f 7.49	
	f 7.38	
	f 7.26	
	f 7.14	
	f 7.02	
	f 6.50	
	f 6.38	
	6.30AM	
Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
(1.40) 24.40	(1.30) 24.66	(3.00) 13.56

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Passengers To or From
139 and 140	Mile Post 446½	Any Station
139 and 140	Pelican MP 437	Any Station

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

San Francisco, 65 Market St., S. A. Pope, Supervisor Time Service.

Sacramento, Cal.,1008 K St.,H. T. Harger
Red Bluff, Cal. .....G. C. Wilkins
Redding, Cal. .....F. R. Dobrowsky
Dunsmuir, Cal. ....Carlquist & Nunamaker
Weed, Cal. .....Joseph Chenis
Klamath Falls, Ore. .....A. F. Glover
Ashland, Ore. .....W. H. Hodkinson

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (B). At the following stations, only trains originating and terminating will register:

Redding,
Montague.

At Weed trains of Dunsmuir Subdivision register only for information of trains originating and terminating. Nos. 11, 12, 53, 54, 217, 219, 221, 222, 239 and 241 register by ticket.

RULE 83 (C). Extra trains register at Klamath Falls.

RULE 83 (D). Trains must obtain a clearance card before leaving:

Hornbrook,
Redding.

RULE 93. Gerber: From a point 1,200 feet east of east switch Proberta to a point 80 feet east of east switch to house track Tehama.

Dunsmuir: Between a point 1,000 feet west of west switch Castle Crag to a point 2,600 feet east of east switch Small.

Weed: From a point 2,480 feet west of west switch to a point 4,991 feet east of east switch Dunsmuir Subdivision to a point 1,257 feet east of east log pond switch Weed Subdivision.

Ashland: From a point 814 feet west of west switch to a point 1,500 feet east of east switch.

Klamath Falls: From a point 1,000 feet west of west switch Texum to a point 1,185 feet east of east switch Chelsea.

Kirk: From a point 4,500 feet west of west switch to a point 2,900 feet east of east switch.

Yard Limits are defined by yard limit boards at the following stations:

REDDING MONTAGUE HORNBROOK SKOOKUM

RULE 221. That portion reading "Train-order office hours will be shown in the time table" is canceled.

When a train-order signal indicates proceed in both directions by day and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts are painted white at the top, black at the base and stand about six feet high.

Overlap posts affecting eastward trains are located:
Nutglade—2347 feet west of Signal 3210.
White Point—1,000 feet west of Signal 4104.
Viaduct—Fouling point at west end siding.
Wall Creek—Fouling point west switch.

Overlap posts affecting westward trains are located:
Wall Creek—Fouling point west switch.

When distant signal 4145 at east switch Viaduct indicates caution, westward trains must be prepared to stop before reaching fouling point at west end of siding.

RULE 867. Passenger trains descending grade will stop four minutes at Steinman, and freight trains descending grade will stop as indicated below, where trainmen will make careful inspection of all cars in train:

Steinman	10 minutes
Gregory	10 minutes
Mile Post 359½ (Weed Sub-division)	5 minutes
Morrison	10 minutes
Weed or Edgewood	5 minutes
Mott or Azalea	5 minutes

When train is delayed at White Point or Foliage ten minutes, and inspection is made at such points, it will not be necessary to make further stop at next station, as above shown.

Light engines on descending grade will stop sufficient time at regular freight train inspection stations for inspection of engine and to permit heat of tires to equalize.

RULE 873.
DESCENDING LONG GRADES:

This applies between Edgewood and Delta
Snowdon and Ashland
Grass Lake and Weed

RULE 875. Running air brake tests must be made:

Snowdon—Eastward passenger trains.
Deetz—Eastward passenger trains.
Black Butte Summit—Westward passenger trains.

RULE 876. Standing air brake tests must be made:

Siskiyou, Grass Lake	All trains.
Hornbrook	Eastward trains.
Deetz or Sisson	All freight trains.
Weed	Trains of Weed Subdivision.

Rule 20 of Rules and Regulations governing care and operation of air brake and air signal apparatus will apply when helper engines are coupled to, or detached from, head end of train between terminals.

RULE 887. Eastward trains with one engine may take water at Redding, Motion, Morley, Delta, Sims, Cantara and Sisson without cutting off engine, providing stop can be made at water column without using automatic air. This will also apply to westward trains with one engine at Worden, Mt. Hebron and Grass Lake.

On eastward two-engine trains, where helper engine is located back in train, leading engine may take water at Delta and Sims without cutting off, providing, steam stop can be made.

Helper engine coupled in middle or rear of train must be cut off from forward portion before taking water, and where head engines can not handle forward portion without assistance of helper, latter must not be cut off until forward portion has been shoved beyond water tank.

Leading and helper engines must not be cut off from head and rear portion of train at the same time at Steinman when taking water. When leading engine is coupled to train, after taking water, Engineman will place automatic brake valve on lap, then sound one long whistle signal. Helper Engineman will then make fifteen-pound reduction of brake pipe pressure. Leading Engineman noting fall of brake-pipe pressure will release brakes and after brake pipe has been charged, helper engine may then be cut off. Trainmen will not cut off helper engine until advised by helper Engineman that brake pipe has been recharged.

AUTOMATIC BLOCK SYSTEM

Trains stopped by Signal 2134, 2141 or 2149 at Gerber, 3218, 3222 or 3223 at Dunsmuir, and 3928 and 3935 Hornbrook, may then proceed with caution, not exceeding 6 miles per hour.

Route blade on Signal 4112 at west end of Tunnel No. 13 is normally in stop position and may be passed, providing top arm is in proceed position and train is to enter Siskiyou on main track.

When west switch of siding at Siskiyou is lined for siding and siding is not occupied between west switch and point 60 feet west of cross-over switch, and main track is not occupied between Signal 4112 and fouling point of cross-over to turntable track, top arm of Signal 4112 will indicate stop and route blade will indicate proceed, permitting train to pass Signal 4112 and take siding, providing train is required to take siding.

When a westward train is holding main track at Siskiyou to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

When necessary to send flagman through tunnel 13 train must wait until flagman calls on telephone from opposite end of tunnel and advises that track is clear for train to proceed.

Trains occupying siding or other tracks at Sisson, Upton and Deetz must not open switch nor foul main track, except under flag protection, when light is displayed in outgoing light signal unless train to be met has just passed.

If light signal displays no indication account snow in hood, snow must be removed.

When leaving Automatic Block signal territory which ends at Metcalf, Snowdon and MP 427.5 East of Clawson, fusee must be left at or near Switch Metcalf and Snowdon and MP 427.5 east of Clawson.

USE OF RETAINERS

PASSENGER TRAINS

From Siskiyou to Ashland: All retainers will be used except that accessible retainers will be turned down after passing Yard Limit Board, Ashland, and from Siskiyou to Orcal and before passing over Bailey Hill until the water tank stop is made at Hornbrook, except that retainers on head end cars must be used from Siskiyou to Hornbrook and if stop is made at Hilt, they should be turned down momentarily.

Accessible retainers to be used Black Butte Summit to Edgewood.

Pineland to Mile Post 359½.

From Azalea to East Switch, Dunsmuir accessible retainers to be used, except that if stop is made at Shasta Springs or west, retainers may be released.

In operating retainers, they should be turned up commencing at head end, and when turned down, commencing at rear end of train.

FREIGHT TRAINS

Freight trains will use all retainers descending grade between Ashland and Hornbrook, Grass Lake and Mile Post 359½.

Sufficient retainers to control train will be used on descending grade between Edgewood and Dunsmuir, Snowdon and west switch at Hornbrook, Kirk and Pine Ridge, Mile Post 359½ and Weed. Not less than fifty per cent of retainers must be used between Edgewood and Dunsmuir.

On eastward freight trains of loads and empties with empties on rear, turn up every other retainer on empty cars between Black Butte and Edgewood and Snowdon and Thrall.

Eastward trains will make stop at Edgewood to permit brakemen to turn down retainers and if stop is made between Thrall and Hornbrook, retainers must be turned down.

Trains of 45 to 55 cars 10 retainers Dunsmuir to Gibson.

Trains of 55 to 65 cars 20 retainers Dunsmuir to Gibson, and 10 retainers Gibson to Morley, 65 to 75 cars 30 retainers from Dunsmuir to Gibson and 15 retainers Gibson to Morley.

Retainers to be turned up on head end of train. If, in the judgment of Engineman, more retainers are necessary, he will notify train crew who will turn up enough retainers to keep slack from running out while brakes are being released.

MISCELLANEOUS

1. Should air brakes become inoperative from any cause, train must be immediately secured with hand brakes and neither engine nor cars moved until brakes are made operative. Chief Train Dispatcher must be advised immediately of the trouble and if enginemen cannot make repairs another engine must be called for. A train overtaking a train having a disabled air compressor must be properly secured with hand brakes. Engine will then be cut off and coupled to rear of the non-air train, brake pipe charged to standard pressure and air test made from front end of engine having defective air compressor. Disabled train with air brakes operative throughout will then be moved to nearest siding at a safe rate of speed, not exceeding six miles per hour on descending grades, and sufficient hand brakes must be set to effectively control slack action. If brakes on engines with defective air compressor are inoperative, Engineman will place reverse lever in opposite motion to which train is to be moved, and set hand brake on engine tender if moving in forward direction, before disabled train is moved. Enginemen and conductors must have thorough understanding as to what is to be done and trainmen must be so stationed on the train as to be able to effectively pass signals.

2. Siding at Redding includes both old and new siding.

3. Instructions for Setting Hand Brakes at Dunsmuir.

Passenger Trains	Two brakes on East End. Three brakes on West End.
Freight Trains	Three brakes on East End. Ten brakes East of Overhead Bridge. Seven brakes on West End.

4. Light engines arriving at Dunsmuir from east, and at Ashland from west, desiring to enter roundhouse lead will sound whistle signal as follows: o —— o o.

5. Siding at Weed is located east of station building on opposite side of main track.

6. Trains on Weed Subdivision will recall flagman at Weed as follows:
From east —— —— —— —— —— ——.
From west —— —— —— ——o.

7. Switch at stem of wye at Weed is initial switch for Weed Subdivision trains.

8. No movement of trains, engines or cars must be made on old siding in front of telegraph office Weed while a train is moving on main track.

9. Freight trains occupying siding Sims to be met or passed by passenger train which is scheduled to stop must cut opening opposite station, when possible.

10. When there are sections of a first-class schedule, second or following sections must not pass cross-over switch leading into Ashland Yard until signal is received from yardmen.

11. Not less than five hand brakes must be set on head end of eastward and on rear of westward trains after having stopped in Ashland Yard.

12. Westward first-class trains will not pass fouling point at first lead switch, west end of Dunsmuir, without a proceed signal from yardmen.

13. No. 8 Track Nutglade will be used as siding; inside switches must be lined for this track.

14. Mallet and 2-10-2 type engines must not be operated over the following switches. If any cars are to be set out or picked up on these tracks, sufficient cars from the train must be coupled to engine while doing the work.

Red Bluff	Pioneer Fruit Spur.
Redding	Hoefer's and Redding Lumber Co. Spurs.
Keswick	Iron Mountain R. R. Co. tracks.
Gibson	Spur.
Dirigo	Industry Tracks.
Shasta Springs	Industry Track.
Pioneer	Industry Tracks.
Barnard	Industry Tracks.
Deetz	Stem of Wye to Black Butte Quarry.
Weed	Shed Spur.

Engines must not use track of California Oregon Power Co. at Thrall, nor cross-over to S. V. & E. Ry. or S. V. & E. Ry. storage track east of owner's post at Pitt.

15. On arrival at Siskiyou, on westward trains, hand brakes must be set ahead of helper engine before cutting off and on rear portion of train when backing down to cut out helper. On eastward trains, hand brakes to be set on head end to assist Engineman to hold train while cutting out helper.

Helper enginemen on passenger trains will close cut-out cock between reducing valve and signal valve in air signal line, allowing signal system to be charged from road engine.

16. Steam heat must be shut off and valve opened on rear of train at station one mile board approaching terminals or any other Station where engine is to be detached, or where a cut is to be made between engine attached to train and rear car for any purpose.

17. Westward passenger trains making station stop at Steinman will stop with rear end west of the east switch.

18. Automatic street crossing signals do not protect crossings against movements on auxiliary tracks or reverse movements on main track. Trainmen must protect crossings while such movements are being made.

19. Outfit cars must not be left in front of warehouses, storehouses or other buildings.

21. Not more than one 2-10-2 engine must be placed on head end of freight trains, nor more than two Consolidations, or one Mikado and one Consolidation, except between Deetz and Igerna on eastward trains, two engines may be placed on head end. 2-10-2 type Engines must not be coupled ahead of 2200 or 2900 type Engines when tonnage behind 2200 or 2900 is in excess of rating as shown in time table.

25. When necessary to occupy Iron Mountain Railroad Company's tracks at Keswick or McCloud River Railroad Company's tracks at Sisson, including the west leg of wye at Sisson, it must be under protection of flag. Trackage arrangements with McCloud River Railroad Company prohibit this company's trains or engines using their main track from clearance with interchange track east end of yard to point opposite station building.

26. Engines on all except passenger trains must be detached when taking oil.

27. The following rules will govern the handling of a passenger train which has parted from any cause on grades between Dunsmuir and Ashland, Hoey and Grass Lake: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes must be set on detached portion, starting at rear and head end, turning up retainers on all cars as hand brakes are being set. Air brakes must immediately be fully charged on detached portion by using air hose carried in baggage car for that purpose. If for any reason detached portion cannot be recharged immediately, or if necessary to leave rear portion standing, rear truck of detached portion must be chained to the rail in such manner as to derail cars should they start. Attempt must not be made to couple to detached portion until brake pipe has been fully charged and chain removed. After the train has been coupled, air must be applied from Engine before hand brakes and retainers are released.

28. The tonnage of any freight train descending grade Siskiyou and Ashland, Siskiyou and Hornbrook, Grass Lake and Weed, must not exceed 90Ms per operative brake, nor 120Ms per operative brake between Edgewood and Dunsmuir.

29. Freight cars must not be left on coach track, Redding, when track is occupied by passenger cars.

30. Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.

SCALES

36. Track scales at following stations are private scales: Kennet and Matheson.

WATER SUPPLY BETWEEN STATIONS

37. Three-quarter mile east of Cantara, one-quarter mile east of Grenada.

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 50 MILES PER HOUR.
SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 30 MILES PER HOUR.

Trains with freight equipment fulfilling first class schedules will not exceed maximum speed allowed freight trains.

Trains must not exceed the speed in miles per hour shown below. This does not authorize exceeding other speed restrictions specified.

Page	BETWEEN	Passenger	Freight	LIGHT ENGINES	
				Running Forward	Running Backward
2-3	Gerber and Redding	50	30	30	25
2-3	Redding and one mile east of Middle Creek	40	30	30	25
2-3	One mile east of Middle Creek and Dunsmuir	28	18	25	15
4	Dunsmuir and Azalea	25	18	25	15
4	Azalea and Deetz	30	18	25	15
4	Deetz and Edgewood	25	18	25	15
4	Edgewood and Snowdon	50	30	30	20
4	Snowdon and Ager	30	18	25	15
4	Ager and Thrall	25	18	25	15
4	Thrall and Hornbrook	30	18	25	15
4	Hornbrook and Hilt	25	15	20	10
4	Hilt and Cole	30	20	20	10
4	Cole and Clawson	25	15	20	10
4	Clawson and Ashland	30	18	20	10
5	Weed and Delaney	28	18	20	10
5	Delaney and Morrison	25	15	20	10
5	Morrison and Grass Lake	28	18	20	10
5	Grass Lake and Worden	50	30	30	20
5	Worden and Klamath Falls	40	30	30	20
6	Klamath Falls and Kirk	35	25	25	15
6	Kirk-Skookum	50	30	25	20

Passenger trains must not exceed forty miles an hour on curves Grass Lake to Worden.

Mikado and Consolidation type engines must not exceed 45 miles per hour, F-1 type 40 miles per hour, and F-4 type 30 miles per hour.

F-4 type must not exceed 20 miles per hour Middle Creek to Edgewood and Snowdon to Clawson.

Mallet type engines must not exceed 20 miles per hour.

Yard engines must not exceed 20 miles per hour on tangent and 15 miles per hour on curves.

Trains handling logs must not exceed 20 miles per hour and must reduce speed to 6 miles per hour through tunnels and over bridges, and must stop and conductor know by inspection that loads of logs are safe before passing through tunnels or over bridges.

Relief trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

2-10-2 class engines must not exceed 6 miles per hour backing through cross-overs or turn-outs.

Speed must be reduced to 10 miles per hour when delivering ice or bundles of papers.

GERBER SUBDIVISION

By ordinance, the rate of speed of trains is limited to 8 miles per hour within the city limits of Redding and Red Bluff.

Engines moving westward on siding Lamoine must not exceed 8 miles per hour over spur switch at east end.

2-10-2 type engines running light must not exceed 25 miles per hour between one mile east of Middle Creek and Gerber.

DUNSMUIR SUBDIVISION

No. 54 will reduce speed to 15 miles per hour over the two road crossings west of station building, Weed.

Eastward trains must not exceed 15 miles per hour over Switch Barnard and 10 miles per hour when making switching moves.

Two or more engines coupled must not be moved through cross-over located just west of Weed station building. 2-10-2 or Mallet type engines must not be moved westward through this cross-over. Engines using cross-over must not exceed four miles per hour.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed 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	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED

All Engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Engines	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 lbs.
MC-2	4002 to 4016	53	42760 lbs.
MC-4	4017 to 4028	53	43130 lbs.
MC-6	4029 to 4043	53	43230 lbs.
MC-6	4044 to 4048	53	42680 lbs.
MK-2	3200 to 3203, 3205, 3206, 3210, 3211	49	46140 lbs.
MK-4	3216 to 3230, 3232 to 3235	49	45560 lbs.
MM-2	4200 to 4211	56	46300 lbs.
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 lbs.
T-6	2197, 2208	45	24110 lbs.
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 lbs.
TW-2	2946, 2948 to 2953	43	25860 lbs.
TW-4	2926 to 2931	44	26000 lbs.

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of Enginemen and must in no way conflict with instructions governing speed of trains.

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	BETWEEN		Structure	Height	Crossing
258.5	Redding		St. Bridge	21′ 3″	S. P. Tracks
269.6	Motion	Coram	Tunnel No. 1	22′ 0″	
276.6	Kennet	Pitt	Tunnel No. 2	17′ 5½″	
278.9	Pitt	Morley	Tunnel No. 3	18′ 2″	
285.7	Elmore	Antler	Tunnel No. 4	17′ 11″	
286.3	Elmore	Antler	Tunnel No. 5	17′ 2½″	
286.4	Elmore	Antler	Bridge No. 3	21′ 9¼″	Sacramento River
288.9	Pollock	Antler	Tunnel No. 6	21′ 2″	
295.6	Smithson	Delta	Tunnel No. 7	18′ 2½″	
299.8	Delta	Lamoine	Tunnel No. 8	18′ 00″	
301.8	Lamoine	Gibson	Bridge No. 6	21′ 8⅝″	Sacramento River
302.2	Lamoine	Gibson	Bridge No. 7	21′ 9″	Sacramento River
305.3	Gibson	Sims	Bridge No. 8	21′ 9″	Sacramento River
305.4	Gibson	Sims	Tunnel No. 9	17′ 8″	
306.7	Gibson	Sims	Bridge No. 9	21′ 9″	Sacramento River
307.0	Gibson	Sims	Tunnel No. 10	18′ 1″	
308.6	Gibson	Sims	Bridge No. 10	21′ 9″	Sacramento River
308.9	Gibson	Sims	Bridge No. 11	21′ 9″	Sacramento River
310.3	Sims	Flume	Bridge No. 12	21′ 10″	Sacramento River
310.4	Sims	Flume	Tunnel No. 11	18′ 1½″	
310.6	Sims	Flume	Bridge No. 13	21′ 9″	Sacramento River
315.8	Castella	Dirigo	Bridge No. 1	21′ 10″	Castle Creek
317.6	Castle Rock	Castle Crag	Bridge No. 14	21′ 9″	Sacramento River
317.8	Castle Rock	Castle Crag	Bridge No. 15	21′ 9″	Sacramento River
325.0	Shasta Retreat	Shasta Springs	Bridge No. 16	21′ 00″	Sacramento River
327.2	Small	Cantara	Bridge No. 17	21′ 9″	Sacramento River
329.4	Cantara	Mott	Tunnel No. 12	19′ 00″	
390.9	Klamathon	Hornbrook	Bridge	21′ 8″	Klamath River
411.3	White Point	Siskiyou	Tunnel No. 13	18′ 00″	
414.6	Viaduct	Wall Creek	Tunnel No. 14	18′ 3″	
415.2	Viaduct	Wall Creek	Tunnel No. 15	18′ 6″	
419.9	Steinman	Mistletoe	Tunnel No. 16	18′ 4″	
		WEED SUB-DIVISION			
412.5	Dorris	Calor	Tunnel No. 1	21′ 4″	
414.7	Dorris	Calor	Tunnel No. 2	21′ 4″	
431.8	Texum	Klamath Falls	Highway Bridge	21′ 11″	S. P. Tracks
460.7	Lobert	Chiloquin	Bridge	21′ 10″	Sprague River

Steinman, Cantara and Sims water tanks, impaired side clearance.

Employes are warned that it is dangerous to stand erect on top of cars or to ride on sides of cars while passing these points and that they must protect themselves from injury.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	
Baggage—(Dynamo)		101,000	
Baggage and Mail 60′		97,000	92,000
Baggage and Mail	75,000	122,000	
Baggage and Passenger	65,000		
Buffet		131,000	122,000
Buffet—(Dynamo)		146,000	
Business	108,000	179,000	136,000
Chair	84,000	98,000	
Coaches	75,000	95,000	
Dining	131,000	146,000	138,000
Express, Horse	79,000		
Express Refrs. (A. R. E) Nos. 40 to 154			78,000
" " " Nos. 155 to 224			89,000
" " " Nos. 500 to 506			110,000
" " " Nos. 1101 to 1175			85,000
" " (GN RR)	70,000		
" " (NP RR)	60,000		74,000
" " P. F. E. x 500—to 799		83,000	
Observation	120,000	144,000	128,000
Postal 40′		72,000	
Postal 60′		111,000	
Pullman Observation	124,000	148,000	142,000
Pullman Parlor	115,000	149,000	142,000
Pullman Standard Sleepers	125,000	152,000	145,000
Pullman Standard Sleepers—Fort & Cape Series		156,000	
Pullman Tourist	94,000		133,000
Tea and Silk	48,000		

RATING OF LOCOMOTIVES

(In M's of 1000 Pounds Back of Tender)

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Ashland and Hornbrook	Dunsmuir and Edgewood	Snowden to Edgewood, Edgewood to Hornbrook, Gerber to Dunsmuir	Hornbrook to Snowden	Dunsmuir to Gerber	Dunsmuir to Gerber	Gerber to Red Bluff
				Single	Single	Single	Single	Single	(Double Hooker Hill)	
E-5	E-69 18/24 69	1383, 1386, 1387, 1389, 1390, 1392 to 1394, 1396, 1397, 1401	165	200	360	760	510	1410	1560	
E-24	E-69 18/26 73	1459 to 1463	165	240	420	850	580	1550	1710	2210
T-1	T-63 20/26 112	2235 to 2273	180	410	680	1320	910	2360	2600	
T-23	T-63 21/28 144	2301 to 2308, 2310	200	560	900	1730	1210	3100	3410	3800
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	210	700	1100	2120	1480	3770	4140	
T-28	T-63 22/28 160	2311 to 2352 (Saturated)	200	610	980	1900	1320	3400	3740	
C-9	C-57 22/30 194-S	2513 to 2599, 2752 to 2830 (Superheated)	210	800	1260	2380	1670	4190	4610	
C-10	C-57 22/30 194-S	2831 to 2857 (Superheated)								
C-9	C-57 22/30 187	2513 to 2599, 2752 to 2830 (Saturated)	200	690	1100	2100	1470	3720	4090	
C-10	C-57 22/30 187	2831 to 2857 (Saturated)								
C-2	C-57 22/34 172-S	2600 to 2611 (Superheated)	190	710	1120	2130	1490	3760	4130	
C-2	C-57 22/34 172	2600 to 2611 (Saturated)	185	670	1070	2040	1430	3610	3970	
C-4	C-57 22/34 183-S	2612 to 2623 (Superheated)	190	700	1110	2120	1480	3750	4120	5000
C-4	C-57 22/34 176	2612 to 2623 (Saturated)	185	660	1060	2030	1420	3600	3960	
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	810	1260	2380	1680	4200	4610	
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated)								
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)								
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	690	1100	2100	1470	3730	4100	
C-5	C-57 22/30 178	2680 to 2693 (Saturated)								
C-8	C-57 22/30 184	2698 to 2751 (Saturated)								
TW-1	TW-54 22/26 147	2900, 2904, 2905, 2908, 2911 to 2913 (Saturated)	200	580	930	1790	1250	3180	3500	
MK-2	MK-57 23¾/30 206-S	3200 to 3215 (Superheated)	210	930	1470	2780	1950	4910	5400	
MK-4	MK-57 23¾/30 206-S	3216 to 3236 (Superheated)	200	860	1370	2620	1830	4640	5100	6000
MK-5	MK-63 26/28 210-S	3237 to 3271 (Superheated)	200	950	1500	2840	2000	5040	5540	
MK-6										
MC-2	MC-57 $\frac{26}{30}\frac{40}{}$ 394	4000 to 4016 (Saturated)	200	1590	2530	4830	3380	8600	9450	
MC-4	MC-57 $\frac{26}{30}\frac{40}{}$ 398	4017 to 4028 (Saturated)								
MC-6	MC-57 $\frac{26}{30}\frac{40}{}$ 401-S	4029 to 4048 (Superheated)								
P-5	P-77 22/28 141-S	2438 to 2452 (Superheated)	200	....	....	....	....	2840	3140	
F-1	F-63 27½/32 273-S	3600 to 3652 (Superheated)	200	1160	1830	3150	2430	6100	6700	
F-4	F-63 29½/32 306-S	3668 to 3717 (Superheated)	200	1250	2000	3700	2600	6960	7650	
MM-2	MM-63 $\frac{25}{28}\frac{28}{}$ 320	4200 to 4211	200	1130	1830	3510	2450	....	....	
T-13	T-57 **18–24** 66	2109	145	270	440	870	600	....	....	
T-25	T-69 **20–28** 134	2274 to 2281	200	....	....	1400	....	2540	2800	
T-2	T-63 **19–24** 105	2221 to 2234	160	250	440	910	610	1680	1850	
TW-4	TW-56 **20–30** 114	2926	160	450	710	1380	960	2450	2700	
TW-4	TW-56 **20–30** 122	2927, 2929								
TW-8	TW-54 **21–32** 155	2914 to 2923 (Saturated)	160	550	900	1750	1210	3130	3450	
Allowance for Empty and Underloaded Cars		Under 40 M's		3	3	3	3	3	3	3
		Over 40 M's		0	0	0	0	0	0	0

RULING GRADES

District	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Gerber to Dunsmuir	1.27	10°	1.27
Middle Creek to Gerber	0.80	2°	0.87
Dunsmuir to Edgewood	2.2	14°	2.2
Snowden to Edgewood	1.00	10°	1.00
Edgewood to Hornbrook	1.00	10°	1.00
Hornbrook to Ashland	3.3	14°	3.3
Hornbrook to Snowden	1.8	10°	1.8

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco	Dr. F. K. Ainsworth	Chief Surgeon and Manager.
Dunsmuir	Dr. D. H. Horner	District Surgeon.
Dunsmuir	Dr. E. J. Cornish	District Surgeon.
Sisson	Dr. Paul Wright	District Surgeon.
Weed	Dr. W. E. Tebbe	District Surgeon.
Weed	Dr. C. W. Nutting	District Surgeon.
Montague	Dr. G. W. Dwinnell	District Surgeon.
Montague	Dr. Chas. Pius	District Surgeon.
Hornbrook	Dr. Irving L. Ward	District Surgeon.
Hilt	Dr. F. B. Lucas	District Surgeon.
Ashland	Dr. F. G. Swendenburg	District Surgeon.
Ashland	Dr. E. A. Woods	Assistant District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Red Bluff	Dr. W. Gavey	District Surgeon.
Anderson	Dr. G. E. Flora	District Surgeon.
Redding	Dr. C. E. Reed	District Surgeon.
Redding	Dr. C. A. Mueller	Assistant District Surgeon.
Kennet	Dr. J. E. Metcalf	District Surgeon.
Dorris	Dr. D. C. Strong	District Surgeon.
Klamath Falls	Dr. E. D. Johnson	District Surgeon.
Klamath Falls	Dr. H. L. Stewart	Assistant District Surgeon.

SPECIAL INSTRUCTIONS—Concluded.

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO, CAL.
S. P. HOSPITAL.....SACRAMENTO, CAL.

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

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of the Company Surgeon.

Any officer of the Company is authorized to call Company Surgeon to attend the injured.

When tramps or other trespassers are injured on the Company's lines they should be turned over to friends or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

LOCATION OF STRETCHERS

GERBER	KENNET	SISSON	MONTAGUE	ASHLAND
REDDING	DUNSMUIR	WEED	HORNBROOK	KLAMATH FALLS

MILEAGE

MAIN LINES

Gerber to Cal.-Ore. State Line	C. P. Ry.	190.66	
Cal.-Ore. State Line to Ashland	O. & C. R. R.	27.61	
Total Main Line			218.27

BRANCH

Klamath Falls	C. P. Ry.	Weed to Skookum	164.38
Total Shasta Division			382.65

TRAINMASTERS

J. J. SULLIVAN.....Dunsmuir, Cal.
H. A. SPRAGUE.....Dunsmuir, Cal.
H. G. McCARTHY.....Ashland, Ore.
L. BRADFORD, Asst. Trainmaster, Klamath Falls, Ore.

CHIEF TRAIN DISPATCHER

M. A. WALLACE.....Dunsmuir, Cal.

ASSISTANT CHIEF TRAIN DISPATCHERS

T. F. CUSTER.....Dunsmuir, Cal.
P. B. BELL.....Dunsmuir, Cal.

ROAD FOREMAN OF ENGINES

W. C. DAVIS, Dunsmuir, Cal.

J. W. FITZGERALD,
Superintendent.

H. A. CULP,
Assistant Superintendent.

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MAP OF THE SHASTA DIVISION

SOUTHERN PACIFIC COMPANY

May, 1919.

J.F.M.

SCALE OF MILES

0 5 10 20 30 40

Revised, 4-16-23.