

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE FOR THE SHASTA DIVISION

46



To Take Effect Tuesday, September 15, 1931, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

F. L. BURCKHALTER,
General Manager.

R. L. RUBY,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

J. W. FITZGERALD,
Superintendent.

EASTWARD

REDDING SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS			FIRST CLASS			Distance from San Francisco via Marysville	Time Table No. 46 September 15, 1931	Distance from Dunsmuir	FIRST CLASS			THIRD CLASS					
	216			18	16	8				7	15	17	201	239	203	205		
	Freight			Cascade	West Coast	Shasta				Shasta	West Coast	Cascade	Freight	Local Freight	Freight	Freight		
	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. WOYPBK	6.10 AM			11.29 PM	2.35 PM	1.50 AM	213.8	TO-R GERBER 2.0	108.3	s 4.05 AM	s 12.43 PM	s 1.35 PM		5.40 AM	10.25 AM	5.30 PM	11.50 PM	
85-46 P	6.20			11.37	2.45	1.59	215.8	PROBERTA 3.1	106.3									
49-49 WP	6.30			11.44	s 2.55	s 2.09	218.9	RAWSON 4.5	103.2	3.55	12.33	1.26		5.27	10.10	5.16	11.37	
81 P	6.40			11.51	f 3.04	2.20	223.4	TO RED BLUFF 5.5	98.7	s 3.49	s 12.24	1.20		5.19	10.00	5.08	11.21	
Spur 20							228.9	BLUNT 3.3	93.2	3.39	f 12.13	1.12		5.09	9.40	4.58	11.11	
80 P	6.50			11.57 PM	f 3.13	f 2.29	232.2	IVREA 1.4	89.9									
74 WP	7.02			12.05 AM	f 3.23	s 2.38	233.6	HOOKER 6.8	88.5	f 3.31	f 12.03 PM	1.05		4.54	9.25	4.43	10.56	
76 P	7.09			12.10	3.29	2.43	240.4	TO COTTONWOOD 3.8	81.7	s 3.21	s 11.51 AM	12.56		4.43	9.10	4.30	10.43	
70 P	7.14			12.14	f 3.36	s 2.50	244.2	OULP 2.9	77.9	3.15	11.43	12.51		4.36	8.55	4.23	10.36	
91 P	7.25			12.22	f 3.45	f 3.00	247.1	TO ANDERSON 6.4	75.0	s 3.11	s 11.37	12.47		4.30	8.45	4.17	10.30	
77-80 WPK 1	7.35			12.29	s 3.55	s 3.12	253.5	GIRVAN 4.7	68.6	f 3.00	f 11.27	12.39		4.19	8.30	4.06	10.19	
63 P	7.47			12.40	f 4.09	3.24	258.2	TO REDDING 5.7	63.9	s 2.49	s 11.19	12.33		4.09	8.20 AM	3.55	10.09	
P							263.9	KESWICK 3.3	58.2	2.36	f 11.03	12.22		3.51		3.23	9.52	
49 WP	7.57			12.49	4.19	3.34	267.2	TO MATHESON 0.8	54.9		s							
81 P	8.05			12.56	f 4.26	3.41	268.0	MOTION 3.0	54.1	2.25	10.53	12.13		3.34		3.10	9.38	
85 P	8.17			1.06	f 4.38	3.52	271.0	CORAM 4.7	51.1	2.18	f 10.46	12.06 PM		3.25		3.01	9.29	
57 P	8.24			1.12	f 4.44	3.59	275.7	TO KENNET 2.6	46.4	2.07	s 10.34	11.56 AM		3.10		2.47	9.15	
83 YWFO	8.29			1.17	f 4.49	4.04	278.3	PITT 1.9	43.8	2.00	f 10.27	11.50		3.02		2.39	9.07	
45 P	8.38			1.26	f 4.57	4.13	280.2	MORLEY 3.6	41.9	1.55	f 10.22	11.45		2.56		2.33	9.01	
82 P	8.48			1.36	f 5.06	4.23	283.8	ELMORE 3.8	38.3	1.46	f 10.14	11.37		2.45		2.22	8.50	
75 P	8.57			1.45	5.14	4.32	287.6	POLLOCK 3.5	34.5	1.36	f 10.05	11.28		2.45		2.22	8.50	
81 WP	9.18			2.00	s 5.34	4.49	291.1	SMITHSON 5.6	31.0	1.24	9.56	11.20		2.33		2.10	8.38	
40 P	9.34			2.08	f 5.43	4.58	296.7	TO DELTA 3.5	25.4	1.11	f 9.44	11.08		2.22		1.59	8.27	
71 P	9.46			2.17	f 5.53	5.08	300.2	LAMOINE 3.8	21.9	1.03	f 9.34	10.59		2.00		1.37	8.05	
72 P	9.52			2.22	f 5.58	5.14	304.0	GIBSON 2.0	18.1	12.54	f 9.25	10.50		1.41		1.26	7.54	
70 WP	10.03			2.30	f 6.08	5.24	306.0	FISHER 3.4	16.1	12.49	f 9.20	10.45		1.29		1.14	7.42	
81 P	10.15			2.39	f 6.17	5.33	309.4	SIMS 3.7	12.7	12.41	f 9.12	10.37		1.23		1.08	7.36	
56 P	10.24			2.44	f 6.25	5.42	313.1	CONANT 2.2	9.0	12.33	f 9.04	10.29		1.12		12.57	7.25	
86 P	10.36			2.52	f 6.34	5.51	315.8	TO CASTELLA 3.0	6.8	12.28	f 8.59	10.24		1.00		12.45	7.13	
Term Yard PBK	10.45 AM			2.59	6.41	5.58	318.3	CASTLE ORAG 2.9	3.8	12.21	f 8.51	10.17		12.53		12.38	7.06	
Term Yd. WOTPBK				s 3.04 AM	s 6.45 PM	s 6.02 AM	321.2	DUNSMUIR YARD 0.9	0.9	12.14	8.44	10.10		12.41		12.29	6.57	
	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	322.1	(TO-R DUNSMUIR (Pass Sta.)) (108.3)	0.0	12.10 AM	8.40 AM	10.05 AM		12.30 AM		12.20 PM	6.45 PM	
										Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	

(4.35)	(3.35)	(4.10)	(4.12)	..... Time over District.....	(3.55)	(4.03)	(3.30)	(5.10)	(2.05)	(5.10)	(5.05)
23.43	30.22	25.99	25.78	..... Average speed per hour.....	27.67	26.74	30.94	20.78	21.31	20.78	21.12

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
15 & 16	Central Mine MP 265.9	Receive and Discharge	Any Station	Any Station	
15 & 16	Antler MP 290.5	Receive and Discharge	Any Station	Any Station	
15 & 16	Flume MP 311.8	Receive and Discharge	Any Station	Any Station	
15 & 16	Sweet Briar MP 314.8	Receive and Discharge	Any Station	Any Station	
15 & 16	Castle Rock MP 316.4	Receive and Discharge	Any Station	Any Station	

Additional Stations

- Jessup Industrial Track M. P. 249.2
- Middle Creek Spur M. P. 261.0
- Central Mine M. P. 265.9
- Antler Spur M. P. 290.5
- Flume Spur M. P. 311.8

EASTWARD

KIRK SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS				FIRST CLASS			Distance from San Francisco Via Marysville	Time Table No. 46 September 15, 1931	Distance from Crescent Lake	FIRST CLASS			SECOND CLASS		THIRD CLASS			
		386 G. N. Ry. Freight	220 Freight		16 West Coast	6 Klamath	18 Cascade					15 West Coast	17 Cascade	5 Klamath	207 Freight	387 G. N. Ry. Freight	209 Freight	225 Local Freight Logger	211 Freight
	Term. Yd. WOTYPBK	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
		8.15 AM	3.00 AM		10.35 PM	10.27 AM	6.25 AM	429.5	TO-R KLAMATH FALLS	98.9	s 4.55 AM	s 7.00 AM	s 7.40 PM		9.35 AM	2.30 PM	5.05 PM	8.25 PM	1.20 AM
63 P		8.21	3.09		10.40	f 10.32	6.30	431.9	CHELSEA	96.5	4.50	6.55	f 7.32		9.25	2.21	4.57	8.17	1.10
66 P		8.27	3.15		10.44	f 10.36	6.34	434.1	WOCUS	94.4	4.45	6.48	f 7.26		9.18	2.15	4.50	8.10	1.03
110 P		8.37	3.27		10.49	s 10.44	6.42	438.9	TO ALGOMA	89.5	4.40	6.42	s 7.19		9.09	2.05	4.40	7.55	12.53
62 P		8.44	3.37		10.55	f 10.49	6.46	442.6	OUXY	85.8	4.35	6.37	f 7.14		9.01	1.55	4.32	7.32	12.45
82 P		8.53	3.49		11.02	s 10.58	6.52	447.2	TO MODOC POINT	81.2	4.28	6.31	s 7.07		8.53	1.45	4.23	7.17	12.36
67 P		9.02	4.01		11.08	f 11.05	6.58	451.8	LOBERT	76.6	4.22	6.25	f 7.00		8.43	1.35	4.13	7.05	12.26
170 WYPK		9.11	4.16		f 11.15	s 11.15	7.04	456.7	TO OHIOQUIN	71.7	f 4.16	6.19	s 6.51		8.33	1.25	4.03	6.51	12.16
87 P		9.15	4.24		11.19	f 11.21	7.06	458.0	TO PINE RIDGE	70.4	4.11	6.17	f 6.46		8.18	1.17	3.53	6.32	12.06
62 P		9.22	4.33		11.23	f 11.26	7.10	461.1	BRAYMILL	67.3	4.07	6.13	f 6.41		8.12	1.10	3.48	6.20	12.01 AM
85 P		9.32	4.44		11.29	f 11.32	7.15	465.3	CALIMUS	63.1	4.02	6.08	f 6.34		8.01	1.00	3.40	6.05	11.53 PM
Spur 18								469.1	MARTIN	59.3			f						
122-69 WYP		9.42	5.00		11.36	f 11.42	7.21	470.3	TO KIRK	58.1	3.56	6.02	f 6.27		7.43	12.49	3.25	5.55	11.36
102 P		9.52	5.11		11.42	f 11.48	7.26	474.5	FUEGO	53.9	3.51	5.57	f 6.20		7.26	12.40	3.17	5.40	11.10
102 P		10.02	5.22		11.48	f 11.54 AM	7.31	478.8	TO CHINCHALO	49.6	3.45	5.51	f 6.14		7.13	12.31	3.09	5.25	10.53
102 WP		10.12	5.46		11.53	f 12.01 PM	7.36	483.4	LENZ	45.0	3.39	5.46	f 6.08		7.05	12.22	3.01	5.10	10.43
102 P		10.22	5.56		11.59 PM	f 12.07	7.41	488.2	MAZAMA	40.2	3.33	5.41	f 6.02		6.52	12.07 PM	2.46	4.55	10.33
102 P		10.32	6.06		12.06 AM	f 12.13	7.46	492.6	YAMSAY	35.8	3.27	5.36	f 5.56		6.45	11.44 AM	2.38	4.41	10.25
102 P		10.43	6.16		12.14	f 12.19	7.53	498.0	DIAMOND LAKE	30.4	3.20	5.29	f 5.49		6.35	11.32	2.28	4.24	10.15
102 PBK		11.05 AM	6.25		12.20	s 12.29	7.59	503.3	TO-R CHEMULT	25.1	3.14	5.23	s 5.42		6.25	11.20 AM	2.18	4.08	10.05
102 YP			6.40		12.24	f 12.35	8.04	507.2	PAUNINA	21.2	3.09	5.18	f 5.35		6.16		2.03	3.55	9.55
102 P			6.55		12.34	f 12.45	8.14	514.8	MOWICH	13.6	2.59	5.08	f 5.25		6.02		1.49	3.40	9.40
102 P			7.05		12.40	f 12.53	8.20	519.5	KOTAN	8.9	2.53	5.02	f 5.18		5.54		1.30	3.25	9.30
102 P			7.20		12.46	f 12.59	8.26	524.0	UMLI	4.4	2.47	4.56	f 5.12		5.45		1.15	3.15	9.20
Term. Yd. WOYPBK			7.35 AM		s 12.52 AM	s 1.05 PM	s 8.32 AM	528.4	TO-R CRESCENT LAKE	0.0	2.40 AM	4.50 AM	5.05 PM		5.30 AM		1.05 PM	3.00 PM	9.05 PM
		(2.50) 26.04	(4.35) 21.57		(2.17) 41.76	(2.38) 37.53	(2.07) 46.72		Time over District.....	(2.15) 43.95	(2.10) 45.64	(2.35) 28.25		(4.05) 24.22	(3.10) 23.30	(4.00) 24.72	(5.25) 18.25	(4.15) 23.27	

The schedule time of Nos. 386 and 387 at Klamath Falls applies at Great Northern Junction Switch. Mile post 428.4.
 The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station.

At Crescent Lake Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
6	Any Station	Receive and Discharge		
17	Chiloquin	Receive and Discharge	Berkeley, Oakland and San Francisco	Portland
18	Chiloquin	Receive and Discharge	Portland	Berkeley, Oakland and San Francisco

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS				FIRST CLASS				Distance from San Francisco Via Marysville	Time Table No. 46		FIRST CLASS				THIRD CLASS					
	224				8					Distance from Ashland	September 15, 1931		7				233		223		
	Freight				Shasta						STATIONS		Shasta				Local Freight Logger		Freight		
				Leave Daily				Leave Daily				Arrive Daily				Arrive Daily	Ex. Sunday	Arrive Daily			
M-27 E-32 W-113 WYP				9.20 PM				7.30 AM	345.0	TO-R BLACK BUTTE	85.3	s 10.39 PM				2.20 AM		2.40 PM			
55 P				9.27				f 7.37	347.0 345.8	IGERNA	83.3	f 10.32				2.10		2.25			
56-109 WOYPKB				9.37				s 7.44	348.4	TO-R WEED	80.7	s 10.23				2.00 AM		2.00			
50 WYP				10.10				s 7.57	353.4	TO EDGEWOOD	75.7	s 10.10						1.26			
73 P				10.19				8.04	357.1	METCALF	72.0	10.01						12.55			
71 P				10.29				s 8.12	361.0	TO GAZELLE	68.1	s 9.53						12.40			
61 P				10.49				s 8.24	369.1	TO GRENADA	60.0	s 9.40						12.15 PM			
66 PK				11.03				s 8.38	375.5	TO MONTAGUE	53.6	s 9.28						11.50 AM			
63 YP				11.23				f 8.50	380.7	SNOWDON	48.4	f 9.15						11.10			
55 P				11.38				f 9.01	386.2	AGER	42.9	f 9.04						10.50			
24 P				11.48				f 9.07	388.4	THRALL	40.7	f 8.58						10.35			
44 WP				11.58 PM				f 9.13	390.5	KLAMATHON	38.6	f 8.52						10.20			
79 Yard WOYPK				12.30 AM				s 9.28	393.1	TO HORN BROOK	36.0	s 8.45						10.00			
67 P				12.40				9.36	395.6	PILOT	33.5	f 8.33						9.36			
70 P				12.48				f 9.44	397.5	ZULEKA	31.6	f 8.28						9.00			
51 P				1.05				s 9.58	401.8	TO HILT	27.3	s 8.15						8.00			
22				1.10				10.00	402.8	COLE	26.3	8.13						7.30			
76 WP				1.15				10.02	403.6	ORCAL	25.5	8.11						7.25			
60 P				1.30				f 10.16	407.4	GREGORY	21.7	f 8.01						7.08			
69 P				1.42				10.24	410.0	WHITE POINT	19.1	7.53						6.47			
101 TP				2.00				s 10.34	412.2	TO SISKIYOU	16.9	s 7.44						6.35			
62 P				2.15				10.40	414.1	VIADUCT	15.0	7.34						6.22			
25 P				2.30				10.45	415.6	WALL OREEK	13.5	7.29						6.12			
71 P				2.40				10.50	416.9	FOLIAGE	12.2	7.24						6.02			
59 WP				3.00				s 11.00	419.3	STEINMAN	9.8	f 7.17						5.50			
73 P				3.15				f 11.09	422.9	MISTLETOE	6.2	f 7.07						5.30			
71 P				3.30				11.17	425.5	CLAWSON	3.6	6.58						5.15			
Term. Yd. WOTPBK				4.00 AM				s 11.27 AM	429.1	TO-R ASHLAND	0.0	6.50 PM						5.00 AM			
				Arrive Daily				Arrive Daily		(85.3)		Leave Daily				Leave Daily	Ex. Sunday	Leave Daily			

(6.40)
12.79

(3.57)
21.59

..... Time Over District.....
..... Average Speed per hour.....

(3.49)
22.34

(0.20)
13.80

(9.40)
8.82

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

At Ashland Shasta Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water supply one quarter mile east of Grenada.

ADDITIONAL FLAG STOPS TO RECEIVE AND DISCHARGE PASSENGERS				
Train	At	Receive and Discharge	To (or Beyond)	From (or Beyond)
7 and 8	Colestin MP 409	Receive and Discharge	Any Station	Any Station

MERRILL SUBDIVISION

Capacity of Sidings and Spurs in Car Lengths	EASTWARD			Distance from San Francisco	Time Table No. 46 September 15, 1931	Distance from Klamath Falls	WESTWARD		
	SECOND CLASS	FIRST CLASS	STATIONS				FIRST CLASS	SECOND CLASS	
	260	22					21	259	261
	Northwest Special	Motor					Motor	Oregon Special	Manifest
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily					
Term. Yd. WOYPBK		1.50 PM	457.9	TO-R ALTURAS YARD	97.9	1.50 PM			
P		s 1.55 2.15	458.8	R ALTURAS	98.8	s 1.35 1.25			
Term. Yd. WOYPBK	3.30 PM	2.20	457.9	TO-R ALTURAS YARD	97.9	1.21	8.00 PM	5.45 AM	
66 cars	3.37	f 2.25	459.9	JUNIPER	95.9	f 1.16	7.53	5.38	
76 P	4.00	f 2.41	470.6	FLETCHER	85.2	f 12.59	7.25	5.10	
81 WYP	4.30	s 2.52	477.7	TO GHENT	78.1	s 12.48	7.05	4.35	
79 YP	5.30	f 3.11	485.4	AMBROSE	70.4	f 12.29	6.25	4.05	
77 P	6.00	f 3.18	489.8	BOLES	66.0	f 12.22	6.00	3.45	
85 WYOP	6.35	s 3.24	493.6	TO HACKAMORE	62.2	s 12.16	5.40	3.25	
77 P	6.55	f 3.35	500.8	MEARES	55.0	f 12.05 PM	4.43	3.00	
84 WYP	7.20	f 3.44	506.1	PEREZ	49.7	f 11.56 AM	4.20	2.30	
No Siding	7.30	f 3.49	508.9	DRY LAKE	46.9	f 11.51	4.12	2.22	
77 P	7.50	f 3.59	515.4	CORNELL	40.4	f 11.41	3.59	1.50	
77 WP	8.15	f 4.12	524.3	STRONGHOLD	31.5	f 11.27	3.25	1.25	
No Siding			525.4	Great Northern Ry. Crossing	30.4				
No Siding	8.26	f 4.21	529.7	TULE LAKE	26.1	f 11.19	3.15	1.05	
No Siding	8.33	f 4.26	533.2	HATFIELD	22.6	f 11.14	3.08	12.58	
No Siding	8.38	f 4.31	536.0	MALONE	19.8	f 11.09	3.02	12.52	
77 P	8.45	s 4.34	537.9	TO MERRILL	17.9	s 11.05	2.55	12.45	
77 P	9.15	f 4.48	547.1	STUKEL	8.7	f 10.50	2.30	12.15 AM	
Term. Yd. WOYTPBK	10.00 PM	s 5.05 PM	555.8	TO-R KLAMATH FALLS	0.0	10.30 AM	2.00 PM	11.45 PM	
	Arrive Daily	Arrive Daily		(98.8)		Leave Daily	Leave Daily	Leave Daily	

(6.30) 15.06 (3.15) 30.40 Time over District..... (3.20) 29.64 (6.00) 16.31 (6.00) 16.31
Average speed per hour.....

Nos. 21 and 22 will obtain clearance at Alturas Yard before proceeding to Alturas Station.

The schedule time and train orders of Nos. 21 and 22 at Alturas Yard applies at junction switch, Lake View Branch.

NO. 21 WILL HEAD AROUND WYE ALTURAS YARD AND BACK TO ALTURAS PASSENGER STATION.
 NO. 22 WILL BACK UP FROM ALTURAS PASSENGER STATION AND HEAD AROUND WYE AT ALTURAS YARD.

MERRILL SUBDIVISION

Capacity of Sidings and Spurs in Car Lengths	EASTWARD			Distance from San Francisco	Time Table No. 46 September 15, 1931	Distance from Lakeview	WESTWARD		
	SECOND CLASS	STATIONS	35						
	36		Mixed						
	Mixed		Arrive Daily Except Sun.						
P		2.10 PM	457.8	R ALTURAS	54.5	s 11.05 AM			
		f	459.7	MATTES	52.6	f			
Spur 6		f	466.9	SURPRISE	45.4	f			
26-P		s 3.00	478.6	TO DAVIS CREEK	33.7	s 9.50			
Spur 24		f	481.3	GARRET	31.0	f			
10-P		s 3.30	491.2	TO WILLOW RANCH	21.1	s 9.10			
Spur 2		f	495.1	JOFFRE	17.2	f			
8-P		s 4.20	497.8	FAIRPORT	14.5	s 8.40			
23		f	498.1	NEW PINE OREEK	14.2	f			
Spur 1		f	503.5	SNELLING	8.8	f			
Term. Yd. WYPBK		s 5.30 PM	512.3	TO-R LAKEVIEW	0.0	8.00 AM			
		Arrive Daily Except Sun.		(34.5)		Leave Daily Ex. Sunday			

(3.20) 16.35 Time over District..... (3.05) 17.67
Average speed per hour.....

Additional Water Supply { Whittier Tank MP 485.8
 Ramers MP 487.5

RULE 2. The following are designated Watch Inspectors:

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

Sacramento, Cal., 1022 K St., H. T. Harger	Weed, Cal.,	Jos. Chenis
Red Bluff, Cal.,	G. C. Wilkins	Klamath Falls, Ore.,
Redding, Cal.,	F. R. Dobrowsky	Ashland, Ore.,
Dunsmuir, Cal.,	John Evans	Alturas, Cal.,
Portland, Ore., Wm. H. Saxton, 245 Washington Street.		Wm. Mayben

Following whistle signals will be used by Siskiyou line trains to recall flag between Junction Switch at Black Butte and Weed, and by Modoc Line trains between Stukel and Klamath Falls.

RULE 14 (d). From West, four long, one short.

RULE 14 (e). From East, six long.

Rule S-72. Westward trains are superior to trains of the same class in the opposite direction.

RUL 83 (A). Only No. 7 and trains originating and terminating register at Weed.

RULE 83 (B). Trains except those originating or terminating register by ticket at

Chemult	Mt. Hebron
Grass Lake	Black Butte

Westward G. N. Ry. trains register by ticket at Klamath Falls.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

Gerber	Black Butte	Ashland	Crescent Lake
Red Bluff	Weed	Mt. Hebron	Alturas
Redding	Montague	Klamath Falls	Hackamore
Dunsmuir	Hornbrook	Kirk	Lakeview

Nos. 21 and 22 will use Cascade Line main track between Modoc Line junction switch and passenger station Klamath Falls under the direction of Yardmaster, and will proceed with caution.

Movements of Great Northern Railway trains and engines at Klamath Falls between initial switch east end of yard and Junction switches of Great Northern Railway, will be directed by Yardmaster.

Movement of engines and trains between Alturas Yard and Alturas will be directed by yardmaster, when yardmaster on duty.

RAILROAD CROSSINGS INTERLOCKED

RULE 98. Great Northern Railway one-half mile east of east switch Stronghold.

RULE 206 (A). Clearance dated at Dunsmuir will authorize second class and inferior trains at Dunsmuir Yard.

RULE 104. BLACK BUTTE

The normal position of Junction Switch (1200 feet west of Train Order Office) is for Cascade Line.

Track extending from connection at east end of east leg of wye to east end of yard will be known as EAST siding. Track extending from west end of yard to connection with Siskiyou Line main track, 1000 feet east of Train Order Office, will be known as WEST siding. Track extending from connection at east end of east leg of wye to connection with Siskiyou Line main track, 800 feet east of east water column, will be known as MIDDLE siding.

Trains moving in either direction between WEST and MIDDLE sidings must protect against overdue Siskiyou Line first class trains in accordance with Rule 99.

Helper engines may use that portion of Siskiyou Line main track between Junction switch and a point 200 feet east of wye switch, except when a first class train is due.

Siskiyou Line trains, except first class, must approach and move between a point 200 feet east of wye switch and junction switch prepared to stop, expecting to find engines turning on wye or trains or engines moving in either direction between WEST and MIDDLE sidings.

The normal position of switch on Siskiyou Line main track 443 feet east of Junction switch is for track leading to WEST siding.

CHEMULT

Junction Switch of Great Northern Railway located in siding 130 feet east of west switch at Chemult. Normal position of Junction Switch is for Southern Pacific track.

KLAMATH FALLS

Junction switch of Great Northern Railway is located at Mile Post 428.4, 2773 feet east of west switch of yard. Normal position of switch is for Southern Pacific main track.

Modoc Line main track parallels south side of Cascade Line main track at Klamath Falls, from a point at Cascade Line Mile Post 427.023 and Modoc Line Mile Post 553.2 to Cascade Line Mile Post 427.786. Junction switch of Modoc Line and Cascade Line at Klamath Falls is 1000 feet west of Mile Post 428. Normal position of junction switch is for Cascade Line.

ALTURAS YARD

Junction switch of Lakeview Branch and Modoc Line main track at Alturas Yard is 480 feet west of Mile Post 458. Normal position of junction switch is for Modoc Line.

RULE 220. Third paragraph of rule will be complied with by Nos. 223 and 224 at Montague.

RULE 221. Light will not be displayed in train order signals on Lakeview Branch at Davis Creek and Willow Ranch except when train orders are to be delivered.

Trains obtain a clearance before leaving Redding.

No. 36 obtain clearance before leaving Alturas.

RULE 516. Overlap posts affecting trains are located:

Eastward Trains:—Dunsmuir Yard—515 feet west of signal 3210.

White Point—1000 feet west of signal 4104.

Viaduct—Fouling point west end of siding.

Wall Creek—Fouling point west switch.

Leaf—Fouling point west switch.

Texum—Near middle of yard.

Westward Trains:—Wall Creek—Fouling point west switch.

Pine Ridge—Near middle of yard.

Somerset—Middle of yard.

USE OF RETAINERS

Passenger Trains

Siskiyou to Ashland.....	All retainers.
Siskiyou to Orcal.....	All retainers.
Milepost 400 to Hornbrook.....	All retainers.
Black Butte to Edgewood.....	Accessible retainers.
Azalea to east switch Dunsmuir.....	Accessible retainers.
Ambrose to Ghent.....	Accessible retainers.

Retainers on head end cars must be left turned up from Orcal to Mile Post 400, but should be turned down momentarily if stop is made at Hilt.

Accessible retainers will be turned down after passing Yard Limit sign at Ashland.

Retainers may be turned down if stop is made at Shasta Springs or west.

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

Freight Trains

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

Retainers will be turned up solid on head end of train in such number, depending upon the total weight of train, one operative retainer for the amount of M's shown as follows:

Siskiyou to Ashland.....	} One (1) retainer for each 90 M's.
Siskiyou to Hornbrook.....	
Azalea to Dunsmuir Yard.....	} One (1) retainer for each 120 M's.
Black Butte to Edgewood.....	
Ambrose to Ghent.....	
Snowdon to Hornbrook.....	} One (1) retainer for each 200 M's.
Grass Lake to Azalea.....	
Dunsmuir Yard to Gibson.....	One (1) retainer for each 400 M's.

Example: A train consisting of 80 cars 7,000 M's Grass Lake to Azalea requires 35 retainers and from Azalea to Dunsmuir Yard 58 retainers turned up solid on head end.

Sufficient retainers will be turned up, in the judgment of the engineer, to properly control trains of logs descending grade between Kirk and Chiloquin.

Retainers must be turned down momentarily ascending grade Orcal to Hilt. Retainers must be turned down if stop is made between Thrall and Hornbrook. The maximum retaining pressure must be used from Siskiyou to Ashland and Siskiyou to Hornbrook on loaded cars, except refrigerators, equipped with the 10-20 and 15-30 pound retainers.

Additional retainers will be turned up or down on instructions of engineer if in his judgment it is necessary.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

TRAIN AND AIR INSPECTION

RULE 827. Passenger trains descending grade will stop four minutes at Steinman and freight trains descending grade will stop as indicated below for inspection of and for heat of wheels to equalize.

Steinman or Foliage.....	10 minutes
Gregory or White Point.....	10 minutes
Orcal or Hilt.....	5 minutes
Weed or Edgewood.....	10 minutes
Mott or Azalea.....	5 minutes
Cougar or Andesite (except Weed Leaf Logger).....	10 minutes
Bolam (If stop not made at Andesite).....	5 minutes
Ghent.....	10 minutes

In addition to the designated stops for inspection no freight train will make a continuous run of more than fifty miles without a stop for inspection.

Trains handling logs must stop and inspection made by crew of load and chains before passing through tunnels and over Sprague River Bridge west of Chiloquin, Dry Canyon Viaduct between Hotlum and Bolam, Klamath River Bridge east of Klamathon, and all crossings except 2nd, 4th, 15th and 18th, over Sacramento River, except local freight trains between Ashland and Hornbrook when handling few cars of logs loaded in gondola cars.

Two Dietz lanterns must be placed on rear of caboose after dark so that crew may observe track from rear door of caboose in order to enable them to detect any logs which may have fallen from train.

Where trains handling logs take siding for a passenger train, train must be inspected to see that proper clearance exists to insure safe movement for passenger train and no movement of the train attempted until the passenger train has passed.

Light engines descending grade between Hornbrook and Ashland, stop sufficient time at established freight train inspection stations for inspection of engine and to permit heat of tires to equalize.

Running air brake test must be made:

Snowdon.....	Eastward passenger trains.
Black Butte.....	Siskiyou Line passenger trains.
Grass Lake.....	Westward passenger trains.
Ambrose.....	Westward passenger trains.

Standing air brake test must be made:

Siskiyou.....	All trains.
Grass Lake.....	Westward freight trains.
Hornbrook.....	Eastward trains.
Black Butte.....	Siskiyou line freight trains.
Ambrose.....	Westward freight trains.

Eastward trains which have made standing air brake test at Mt. Shasta or Deets need not do so at Black Butte.

The tonnage of any freight train between Hornbrook and Ashland must not exceed 100 Ms per operative brake when handled on descending grade by AC, Mallet, 2-10-2 or SP type engines. When other class engine used 90 Ms per operative brake will govern. Westward trains must not be moved out of Ashland in excess of this tonnage per operative brake. The tonnage of any freight train descending grade between Mt. Shasta and Dunsmuir, and between Ambrose and Ghent, must not exceed 120 Ms per operative brake.

SPECIAL INSTRUCTIONS—Continued.

STRUCTURES LESS THAN STANDARD CLEARANCE

M.P.	BETWEEN		Structure	Height	Crossing
276.6	Kennet	Pitt	Tunnel No. 2	17' 5 1/2"	
278.9	Pitt	Morley	Tunnel No. 3	18' 2"	
286.4	Elmore	Antler	Bridge No. 3	21' 9 1/4"	Sacramento River
288.9	Pollock	Antler	Tunnel No. 6	21' 2"	
295.6	Smithson	Delta	Tunnel No. 7	18' 2 1/2"	
299.8	Delta	Lamoine	Tunnel No. 8	18' 00"	
301.8	Lamoine	Gibson	Bridge No. 6	21' 8 3/8"	Sacramento River
302.2	Lamoine	Gibson	Bridge No. 7	21' 9"	Sacramento River
305.3	Gibson	Fisher	Bridge No. 8	21' 9"	Sacramento River
305.4	Gibson	Fisher	Tunnel No. 9	17' 8"	
306.7	Fisher	Sims	Bridge No. 9	21' 9"	Sacramento River
307.0	Fisher	Sims	Tunnel No. 10	18' 1"	
308.6	Fisher	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
310.6	Sims	Flume	Bridge No. 13	21' 9"	Sacramento River
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"	
407.8	Dorris	Calor	Tunnel No. 1	21' 4"	
410.0	Dorris	Calor	Tunnel No. 2	21' 4"	
427.1	Texum	Klamath Falls	Highway Bridge	21' 11"	S. P. Tracks
456.0	Lobert	Chiloquin	Bridge	21' 10"	Sprague River

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

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Dunsmuir	Dr. E. J. Cornish	District Surgeon
Dunsmuir	Dr. A. H. Newton	District Surgeon
Mt. Shasta	Dr. Paul Wright	District Surgeon
Weed	Dr. H. L. Vidricksen	District Surgeon
Montague	Dr. G. W. Dwinnell	District Surgeon
Montague	Dr. Chas. Pius	District Surgeon
Hornbrook	Dr. F. B. Lucas	District Surgeon
Hilt	Dr. Jos. Langer	District Surgeon
Ashland	Dr. F. G. Swedenburg	District Surgeon
Ashland	Dr. E. A. Woods	Assistant District Surgeon
Gerber	Dr. F. J. Bailey	District Surgeon
Red Bluff	Dr. F. L. Doane	District Surgeon
Cottonwood	Dr. R. G. Frey	District Surgeon
Anderson	Dr. G. E. Flora	District Surgeon
Redding	Dr. C. A. Mueller	District Surgeon
Redding	Dr. C. D. Sewall	Acting District Surgeon
Dorris	Dr. Paul Baron	District Surgeon
Klamath Falls	Dr. E. D. Johnson	Division Surgeon
Klamath Falls	Dr. Chas. V. Rugh	Assistant District Surgeon
Klamath Falls	Dr. Ralph W. Stearns	Oculist and Aurist
Klamath Falls	Dr. R. W. Oldenburg	Asst. District Surgeon
Chiloquin	Dr. B. E. Peden	District Surgeon
Alturas	Dr. John Stiles	District Surgeon
Lake View	Dr. C. E. Leithead	District Surgeon

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.

LOCATION OF STRETCHERS

GERBER KENNET MT. SHASTA MONTAGUE ASHLAND
 REDDING DUNSMUIR WEED HORN BROOK KLAMATH FALLS

DUNSMUIR YARD ALTURAS ALTURAS YARD CRESCENT LAKE

(Three brakes on West End.
 Ten brakes on West End.
 Ten brakes in center of train.
 Five brakes on east end.

LAND
 Two brakes on east end.
 Five brakes on east end.
 Five brakes on west end.

TH FALLS
 Two brakes on west end.
 Two brakes on east end.
 Five brakes on west end.
 Five brakes on east end.

set with the assistance of a brake club after any of these brakes, must set as many
 trains at Dunsmuir, Dunsmuir Yard, Klamath
 brakes are set to secure train and yard air
 is cut off.

SUBDIVISION

be used by eastward trains and is first track with WESTWARD siding at water column. ward trains and is second track from main d bridge.

ers must not be operated over the following d up on these tracks, sufficient cars from the g the work.

Fruit Spur.
 and Sterling Lumber Co. Spurs.
 e Spur and Bridge.

l Tracks.
 l Tracks north side of main track.
 S. V. & E. Ry. or S. V. & E. Ry. storage

will not enter west end Dunsmuir Yard and lass, will not pass signal 3213 at signal shop l signal from yardman.

TE SUBDIVISION

ndling of a passenger train which has parted uir, Ashland and Grass Lake: On ascending must be closed at opening, and immediately ortion starting at rear and head end, turning e being set. Air brakes must immediately be ng air hose carried in baggage car for that on cannot be recharged immediately, or if g, rear truck of detached portion must be ail cars should they start. Attempt must not l brake pipe has been fully charged and chain air must be applied from engine before hand

ers must not be operated over the following d up on these tracks, sufficient cars from the g the work.

Wye to Black Butte Quarry.

r.
 following Industrial Tracks:
 ond signal just east of Road Crossing.

remain at Small or Mott.

Rear brakemen on freight trains de calf, Snowdon-Ashland, Grass Lake and caboose that trains may be stopped in rear of caboose will be used at night t trains fourth brakeman will be station man will ride cupola of caboose to wat with other assignment of brakemen by absence of brakeman in cupola, Condu watch train.

Freight trains taking siding at Gra permit engine movement around wye. Grass Lake, will be normally lined for l siding Grass Lake, Eastward freight tr out helper through connection east of e

On arrival at Siskiyou, on westwa helper engine before cutting off and o cut out helper.

Siding at Weed is located east of s Light engines arriving at Dunsmuir will sound whistle signal as follows: "S

At Ashland eastward freight train over to No. 3 track. Westward freight double to No. 2 track.

During the hours no yard engine is will head their trains in and out of Ash their train and handle their engines to

Westward passenger trains making end west of the east switch.

KIRK

Engines heavier than 210 M's on dr between Klamath Falls and Kirk, excep may operate over the following:

Algoma
 Modoc Point

MERRILL

At Alturas Yard, trainmen will p take charge of engine at enginehouse an is not on duty.

Track scale at Matheson is private

SPEED

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51
8	7.30	22	2.43
10	6	23	2.36
12	5	24	2.30
15	4	25	2.24
16	3.45	26	2.18
17	3.31	27	2.13
18	3.20	28	2.8
19	3.9	29	2.4
20	3	30	2

SPEED R

MAXIMUM SPEED OF ANY PASSENGER TRAIN M ON TANGENT TRACK BETWEEN MILE POST 2 CRESCENT LAKE, THE MAXIMUM SPEED MU

[Scanner's Note: clipped page]

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	Snowdon to Edgewood	Hornbrook to Snowdon	Gerber to Dunsmuir	Dunsmuir to Gerber	Dunsmuir to Gerber	Black Butte to Grass Lake	Mt. Hebron to Dunsmuir	Grass Lake to Klamath Falls	Klamath Falls to Crescent Lake	Klamath Falls to Alturas	Alturas to Klamath Falls
				Single	Dunsmuir to Black Butte	Edgewood to Hornbrook	Single	Single	Single	Double Hooker Hill	Single	Single	Single	Single	Single	
T-1	T-63 20/26 112	2235 to 2273	180	410	680	1320	910	1320	2360	2600	1050	1600	3250	1850	1550	660
T-26	T-69 21/28 152-S	2283 to 2300	200	.....	800	.....	.....	.....	.....	.....	1350	2000	4100	2350	.....	.....
T-23	T-63 21/28 148-S	2301 to 2310	210	590	1010	1930	1350	1930	3430	3780	.....	.....	.....	.....	.....	.....
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	700	1100	2120	1480	2120	3770	4140	1750	2600	5250	3050	2450	1050
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	800	1260	2380	1670	2380	4190	4610	1950	2950	5850	3400	2750	1200
C-9, 10	C-57 22/30 194-S															
C-8	C-57 22/30 192-S															
C-5	C-57 22/30 187-S															
C-5	C-57 22/30 185-S															
C-5	C-57 22/30 180															
C-5	C-57 22/30 178															
MK-2, 4	MK-57 23 1/2/30 206-S	3200 to 3240	210	930	1470	2780	1950	2780	4910	5400	.....	.....	.....	.....	.....	.....
MK-2, 4	MK-57 23 1/2/30 206-SF	3241 to 3277	210	970	1550	2950	2050	2950	5300	5800	.....	.....	.....	.....	.....	.....
MK-5, 6	MK-63 26/28 210-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
F-1	F-63 27 1/2/32 273-S	3600 to 3652	200	1160	1800	3300	2430	3300	6100	6700	2800	4300	8000	4950	.....	.....
F-4, 5	F-63 29 1/2/32 306/B-61-SF	3668 to 3763	200	1250	2000	3930	2600	3700	6960	7650	3200	4900	8000	5650	4850	2150
F-5	F-63 29 1/2/32 306/B-62-SF	3764 to 3768														
F-6	F-63 29 1/2/32 314/B-61-SF	3769														
AC-1, 2, 3	AC-57 22-22/30 441-SF	4000 to 4048	210	1350	2200	4830	2900	4300	8000	.....	3350	5550	8000	6400	5200	2350
MC-2	MC-57 22-40/30 394	4000 to 4016	200	1350	2200	4830	2900	4300	8000	.....	3350	5550	8000	6400	5200	2350
MC-4	MC-57 22-40/30 398	4017 to 4028														
MC-4	MC-57 22-40/30 401-S	4029 to 4043														
MC-6	MC-57 22-40/30 395-S	4044 to 4048														
MM-2	MM-63 22-22/28 320-SF	4201 to 4211	200	1130	1650	3510	2450	3250	6270	6890	2600	4400	8000	5050	.....	.....
AM-2	AM-63 22-22/28 320-SF	4200 to 4211	210													
MT-1,3,4,5	MT-73 28/30 246/B-60-SF	4300 to 4376	210	1000	1660	3340	2310	3240	6220	6850	2500	3850	7800	4500	.....	.....
SP-1	SP-63 22-22/28 316/B-60-SF	5000 to 5015	225	1440	2300	4750	3140	4350	8000	.....	3650	5400	8000	6250	5550	2450
SP-2, 3	SP-63 22-22/28 317/B-61-SF	5016 to 5048														
Allowance for Empty and Underloaded Cars			Less than 40 M's	3	3	3	3	3	6	6	3	3	6	6	3	3
			40 M's to 50 M's	0	0	0	0	0	3	3	0	0	3	3	0	0
			More than 50 M's	0	0	0	0	0	0	0	0	0	0	0	0	0

SHASTA DIVISION:		Main Lines.	
Gerber to Calif.-Ore. State Line	C. P. Ry.	191.60	
Calif.-Ore. State Line to Ashland	S. P. Co.	27.60	
Black Butte to Odell Lake	C. P. Ry.	187.87	
Paola to Klamath Falls	N-C-O Ry.	2.31	
	C. P. Ry.	95.41	97.72
Total Main Lines		504.79	
Branches.			
Lakeview	N-C-O Ry.	56.12	
Total Shasta Division		560.91	

TRAINMASTERS

H. G. McCARTHY.....Dunsmuir, Cal.
 H. A. SPRAGUE.....Klamath Falls, Ore.
 J. J. SULLIVAN.....Dunsmuir, Cal.
 G. W. ROSE, Asst. Trainmaster....Crescent Lake, Ore.

CHIEF TRAIN DISPATCHER

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

ASSISTANT CHIEF TRAIN DISPATCHER

P. B. BELL.....Dunsmuir, Cal.

ROAD FOREMAN OF ENGINES

W. C. DAVIS, Dunsmuir, Cal.

T. J. FOLEY,
Assistant Superintendent.

MAP OF THE SHASTA DIVISION

SOUTHERN PACIFIC COMPANY

AUGUST 5, 1926
JFM

SCALE OF MILES

