

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

## SHASTA DIVISION

# 49



To Take Effect Sunday, September 28, 1941, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only

L. B. McDONALD,  
General Manager.

C. F. DONNATIN,  
Assistant General Manager.

W. B. KIRKLAND,  
Superintendent of Transportation.

E. F. NASSOY,  
Superintendent.





Capacity of Sidings in Car Lengths	SECOND CLASS				FIRST CLASS				Distance from San Francisco via Marysville	Time Table No. 49 September 28, 1941	Distance from Crescent Lake	FIRST CLASS				THIRD CLASS			
	636	634	386	632	16	20	12	24				23	17	15	19	621	623	387	625
	Freight	Freight	G. N. Ry. Time Freight	Freight	West Coast	Klamath	Beaver	Cascade				Cascade	Oregonian	West Coast	Klamath	Freight	Freight	G. N. Ry. Time Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	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			
Klamath Falls yd BKW OTYP	4.40 PM	8.30 AM	12.45 AM	12.30 AM	10.10 PM	11.10 AM	6.30 AM	4.35 AM	429.5	TO-R KLAMATH FALLS 2.4	99.1	s 2.15 AM	s 7.05 AM	s 7.55 AM	s 7.00 PM	3.40 AM	11.05 AM	2.20 PM	7.50 PM
57 P	4.50	8.40	12.53	12.40	10.15	11.15	6.35	4.40	481.9	CHELSEA 2.2	96.7	2.10	7.00	7.49	6.55	3.32	10.56	2.14	7.43
102 P	4.55	8.45	12.58	12.45	10.20	11.20	6.40	4.45	484.1	WOCUS 4.8	94.5	2.06	6.56	7.42	6.50	3.27	10.51	2.09	7.38
106 P	5.03	8.53	1.06	12.53	10.28	11.27	<b>6.49</b>	4.52	488.9	TO ALGOMA 3.7	89.7	2.00	<b>6.49</b>	7.35	s 6.42	3.18	10.42	2.00	7.29
57 P	5.10	9.00	1.13	1.00	10.34	11.32	7.00	4.57	442.6	OUXY 4.6	86.0	1.55	6.42	7.30	6.36	3.11	10.35	1.52	7.22
102 P	5.17	9.07	1.20	1.07	10.40	11.37	7.09	5.03	447.2	TO MODOC POINT 4.6	81.4	1.50	6.36	7.24	s 6.30	3.04	10.28	1.45	7.15
103 P	5.24	9.14	1.27	1.14	10.46	11.43	<b>7.17</b>	5.09	451.8	LOBERT 4.0	76.8	1.45	6.30	<b>7.17</b>	6.23	2.57	10.21	1.38	7.08
Yd Limits 159 KWYP	5.33	9.23	<b>1.39</b>	1.23	s 10.55	s 11.55	7.27	5.16	456.7	TO CHILOQUIN 1.8	71.9	<b>1.39</b>	s 6.23	s 7.09	s 6.15	2.49	10.13	1.30	7.00
182 P	5.35	9.25	1.47	1.25	10.58	11.58 AM	7.29	5.18	458.0	PINE RIDGE 3.1	70.6	1.37	6.18	7.02	6.09	2.36	10.01	1.17	6.48
57 P	5.43	9.33	1.55	<b>1.33</b>	11.04	12.04 PM	7.35	5.24	461.1	BRAYMILL 4.2	67.5	<b>1.33</b>	6.14	6.58	6.05	2.30	9.55	1.11	6.42
97 P	<b>6.00</b>	<b>9.48</b>	<b>2.23</b>	1.48	11.10	12.11	7.42	5.31	465.3	OALIMUS 5.0	63.8	1.28	6.09	6.53	<b>6.00</b>	<b>2.23</b>	<b>9.48</b>	1.04	6.35
Yard Limits 113 WYP	6.13	10.01	2.36	2.01	f 11.17	12.18	7.48	5.37	470.3	TO KIRK 4.9	58.8	1.22	6.03	6.47	f 5.53	2.15	9.37	12.56	6.27
95 P	<b>6.20</b>	10.08	2.43	<b>2.08</b>	11.23	12.23	7.53	5.43	474.5	FUEGO 4.1	54.1	1.17	5.57	6.42	5.47	<b>2.08</b>	9.30	12.49	<b>6.20</b>
95 P	6.27	10.15	2.50	2.15	11.28	12.29	7.58	<b>5.51</b>	478.6	TO OHINCHALO 4.6	50.0	1.12	<b>5.51</b>	6.37	5.42	1.56	9.23	12.42	6.06
96 WP	6.35	10.23	2.58	2.23	11.33	<b>12.35</b>	8.03	5.57	483.4	LENZ 4.8	45.2	1.07	5.44	6.32	5.36	1.49	9.16	<b>12.35</b>	5.59
95 P	6.44	10.32	3.07	2.32	11.39	12.41	8.08	6.02	488.2	MAZAMA 4.4	40.4	1.02	5.39	6.26	5.30	1.41	9.08	12.26	5.51
75 P	6.51	10.39	3.14	2.39	11.44	12.47	8.13	6.07	492.6	YAMSAY 5.4	36.0	12.57	5.34	6.20	5.25	1.33	9.00	12.18	5.43
95 P	6.59	10.48	3.22	2.48	11.50	12.54	8.19	<b>6.13</b>	498.0	DIAMOND LAKE 5.8	30.6	12.51	5.28	<b>6.13</b>	5.18	1.24	8.51	12.08 PM	5.34
95 BKP	7.07	10.56	3.30 AM	2.56	f 11.58 PM	s 1.02	8.28	6.19	503.3	TO-R CHEMULT 8.9	25.3	12.45	s 5.22	s 6.02	s 5.11	1.15	8.42	11.55 AM	5.25
96 P	7.14	11.03		3.03	12.05 AM	1.08	<b>8.34</b>	6.24	507.2	PAUNINA 7.6	21.4	12.40	5.16	5.53	5.04	1.07	<b>8.34</b>		5.17
96 P	7.26	11.15		3.15	12.15	f 1.19	8.43	6.33	514.8	MOWICH 4.7	18.8	12.31	5.08	5.44	f 4.55	12.55	8.16		5.05
95 P	7.34	11.23		3.23	<b>12.26</b>	1.26	8.49	6.39	519.5	KOTAN 4.5	9.1	<b>12.26</b>	5.02	5.38	4.48	12.47	8.08		4.57
96 P	7.41	11.30		3.30	<b>12.39</b>	f 1.35	8.56	6.46	524.0	UMLI 4.6	4.6	12.21	4.56	5.32	f 4.42	<b>12.39</b>	8.00		4.49
Yard Limits 40 BKWOYP	7.50 PM	11.40 AM		3.40 AM	s 12.50 AM	s 1.45 PM	s 9.05 AM	s 6.55 AM	528.6	TO-R CRESCENT LAKE (99.1)	0.0	12.15 AM	4.50 AM	5.25 AM	4.35 PM	12.25 AM	7.50 AM		4.40 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.10) 31.29	(3.10) 31.29	(2.45) 26.83	(3.10) 31.29	(2.40) 37.16	(2.35) 38.36	(2.35) 38.36	(2.20) 42.47		.....Time over District.....		(2.00) 49.55	(2.15) 44.04	(2.30) 39.64	(2.25) 41.69	(3.15) 30.49	(3.15) 30.49	(2.25) 30.54	(3.10) 31.29
										.....Average Speed per Hour.....									

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
16	Algoma Modoc Point		Eugene	Klamath Falls
12	Chiloquin Chemult		Eugene	Davis
12	Modoc Point	Discharge		Davis
19	Paunina Diamond Lake Mazama	Receive Monday		
19	Chinchalo Fuego	Receive Saturday		
19	Lenz		Klamath Falls	Eugene
15	Modoc Point Algoma Modoc Point	Discharge		Eugene
20	Kirk Chinchalo Mazama		Eugene	Gerber
20	Lenz		Eugene	Klamath Falls

Additional Stations:  
Gilechrist.....M.P. 513.2

**RULE 5.** At Klamath Falls schedule time and train orders of first-class trains apply at Passenger Station. Schedule time of No. 386 and No. 387 apply at train-order office.

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.

No. 16 stop, if necessary, at Algoma and Modoc Point for U. S. Mail or newspapers.

EASTWARD				BLACK BUTTE SUBDIVISION				WESTWARD			
Capacity of Siding in Car Lengths	THIRD CLASS		FIRST CLASS		Distance from San Francisco via Marysville	Time Table No. 49 September 28, 1941	Distance from Ashland	FIRST CLASS		THIRD CLASS	
	602		8					7		601	
	Freight		Shasta					Shasta		Freight	
Leave Daily			Leave Daily				Arrive Daily		Arrive Daily		
<b>STATIONS</b>											
E105 Yd. Lmt. W114 WYP	7.30 AM	6.51 AM		845.2	TO-R BLACK BUTTE 1.8	85.1	s	10.09 PM	7.30 PM		
Spur 4				347.0 345.8	IGERNA 2.6	83.3					
Yard Limits 53 BKWYP	8.00	s 7.10		348.4	TO-R WEED 5.0	80.7	s	9.50	7.05		
44 WYP	8.32	s 7.24		353.4	EDGEWOOD 7.6	75.7	s	9.37	6.45		
67 P	8.47	s 7.40		361.0	TO GAZELLE 8.1	68.1	s	9.19	6.24		
80 P	9.02	s 7.52		369.1	TO GRENADA 3.4	60.0	s	9.04	6.10		
Yard Limits 62 P	9.15	s 8.13		375.5	TO-R MONTAGUE 5.2	53.6	s	8.50	5.56		
63 YP	9.25	f 8.22		380.7	SNOWDON 5.5	48.4	f	8.36	5.46		
51 P	9.41	f 8.34		386.2	AGER 2.2	42.9	f	8.24	5.29		
				388.4	THRALL 4.7	40.7					
Yard Limits 73 BKWYP	10.10	s 8.58		393.1	TO-R HORN BROOK 4.4	36.0	s	8.07	5.07		
P				397.5	ZULEKA 4.3	31.6					
48 P	10.50	s 9.25		401.8	TO HILT 1.0	27.3	s	7.43	4.32		
				402.8	COLE 4.6	26.3					
57 P	11.15	f 9.40		407.4	GREGORY 4.8	21.7	f	7.29	4.15		
34 TP	11.40 AM	s 9.55		412.2	SISKIYOU 3.4	16.9	s	7.15	3.40		
P				415.6	WALL CREEK 3.7	13.5					
55 WP	12.20 PM	10.16		419.3	STEINMAN 3.6	9.8		6.54	3.10		
68 P	12.35	f 10.25		422.9	MISTLETOE 6.2	6.2	f	6.45	2.55		
Ashland Yard BKWOTP	1.00 PM	s 10.40 AM		429.1	TO-R ASHLAND	0.0		6.30 PM	2.30 PM		
	Arrive Daily	Arrive Daily			(85.1)		Leave Daily		Leave Daily		
	(5.30) 15.47	(3.49) 22.29			.....Time over District..... .....Average Speed per Hour.....		(3.39) 23.31		(5.00) 17.02		

**RULE 5.** At Black Butte schedule time and train orders of trains going to the Siskiyou line apply at east switch eastward siding, from the Siskiyou line at 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 under provisions of Rule 93, between their initial switch and train order office, but must not pass east water column going east or a point opposite west of house track switch 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.

**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		Any Station	Any Station

EASTWARD				MERRILL SUBDIVISION				WESTWARD 5			
Capacity of Siding in Car Lengths	SECOND CLASS		604		Distance from San Francisco	Time Table No. 49 September 28, 1941	Distance from Klamath Falls	SECOND CLASS		603	
	Freight		Freight					Freight			
	Leave Daily		Leave Daily					Arrive Daily			
<b>STATIONS</b>											
Yard Limits { BKW OYP 61 P		10.15 AM		457.3 458.3	TO-R ALTURAS 1.6	97.5		7.35 PM			
72 P		10.20		459.9	JUNIPER 10.7	95.9		7.25			
72 P		10.45		470.6	FLETCHER 7.1	85.2		7.00			
75 WYP		11.00		477.7	TO OANBY 7.7	78.1		6.40			
75 YP		11.25		485.4	AMBROSE 4.4	70.4		6.05			
72 P		11.35		489.8	BOLES 3.8	66.0		5.25			
Yard Limits 81 WP		11.45 AM		493.6	HACKAMORE 7.2	62.2		5.10			
73 P		12.05 PM		500.8	MEARES 5.3	55.0		4.40			
105 WYP		12.20		506.1	TO PEREZ 9.3	49.7		4.10			
73 P		12.55		515.4	CORNELL 8.9	40.4		3.40			
73 WP		1.15		524.3	STRONGHOLD 1.1	31.5		3.15			
I				525.4	Great Northern Ry. Crossing 4.3	30.4					
31 P		1.55		529.7	TO TULE LAKE 3.5	26.1		3.05			
97 P		2.04		533.2	HATFIELD 4.7	22.6		2.57			
73 P		2.45		537.9	TO MERRILL 9.2	17.9		2.45			
73 P		3.05		547.1	STUKEL 8.7	8.7		2.23			
Klamath Falls Yard BKWOTYP		3.30 PM		555.8	TO-R KLAMATH FALLS	0.0		2.00 PM			
		Arrive Daily			(97.5)			Leave Daily			
		(5.15) 18.57			.....Time over District..... .....Average Speed per Hour.....			(5.35) 17.46			

**Additional Stations:**

Spring Lake..... M.P. 550.3	Malone..... M.P. 536.0
Gem..... M.P. 548.1	Tuber..... M.P. 527.7
Hosley..... M.P. 543.8	Homestead..... M.P. 525.6
Lost River..... M.P. 541.0	Copic..... M.P. 520.3

EASTWARD				MERRILL SUBDIVISION				WESTWARD			
Capacity of Siding in Car Lengths	Lakeview Branch		604		Distance from San Francisco	Time Table No. 49 September 28, 1941	Distance from Lakeview	603		602	
	Freight		Freight					Freight			
	Leave Daily		Leave Daily					Arrive Daily			
<b>STATIONS</b>											
Yard Limits { P		458.3 456.8			TO-R ALTURAS 2.9	55.5					
		459.7			MATTES 7.2	52.6					
Spur 6		466.9			SURPRISE 11.7	45.4					
21-P		478.6			DAVIS CREEK 2.7	33.7					
Spur 24		481.3			GARRET 9.9	31.0					
20-P		491.2			TO WILLOW RANCH 3.9	21.1					
Spur 2		495.1			JOFFRE 2.7	17.2					
See Note 15-P		497.8			FAIRPORT 5.7	14.5					
Spur 1		503.5			SNELLING 8.8	8.8					
Yard Limits BKWYP		512.3			TO-R LAKEVIEW	0.0					
					(55.5)						
					.....Time over District..... .....Average Speed per Hour.....						

Siding at Fairport located 1525 feet East of Station.

**RULE 2.** Watch Inspectors:

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.  
 Red Bluff... G. C. Wilkins & Son Weed..... W. Martineau  
 Redding..... F. R. Dobrowsky Ashland..... F. Slade Songer  
 Dunsmuir..... H. E. Voorhies Klamath Falls..... F. W. Bertram  
 Dunsmuir..... Marion Dayley Alturas..... Wm. Mayben

**RULE 4.** Designated Holidays:

New Year's Day, January 1st.  
 Washington's Birthday, February 22nd.  
 Decoration Day, May 30th.  
 Independence Day, July 4th.  
 Labor Day, First Monday in September.  
 Thanksgiving Day, Last Thursday in November.  
 Christmas Day, December 25th.

**RULE 14.** Light engines arriving Dunsmuir from east, desiring to enter roundhouse lead, will sound whistle signal, “o ——— o o.”

**RULE 14 (d).** As specified below, \_\_\_\_\_ o, will be indication that flagman may return from west as prescribed by Rule 99. Siskiyou Line trains to recall flagman between Junction Switch Black Butte and Weed, and Modoc Line trains to recall flagman between Stukel and Klamath Falls.

**RULE 14 (e).** As specified below, \_\_\_\_\_ will be indication that flagman may return from east as prescribed by Rule 99.

Siskiyou Line trains to recall flagman between Junction Switch Black Butte and Weed, and Modoc Line trains to recall flagman between Stukel and Klamath Falls.

**RULE 14 (k).** Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

**RULE 17.** Night signals will be displayed through tunnels.

Mars Signal Light on engines so equipped shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

**RULE 17 (C).** For identification purposes, headlight may be dimmed when passing the head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

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

**RULE 83 (A).** At the following stations, only the trains indicated will register:

Black Butte—Regular trains and trains originating and terminating.  
 Dunsmuir Psgr. Station } Trains originating and terminating.  
 Chemult

Dunsmuir Yard—Two train registers will be maintained, one for the Redding and one for the Black Butte subdivisions.

Registration arrival of westward first-class trains and departure of eastward regular trains originating at Dunsmuir (psgr station) will be transmitted by telephone by the operator at Dunsmuir (psgr station) to the operator at Dunsmuir Yard, who must enter same on the Black Butte subdivision register. Operators will use care in proper transmission and entry, which must be verified by the operator at Dunsmuir Yard repeating the registration to operator at Dunsmuir (psgr station).

**RULE 83 (B).** At open train-order offices, trains may register by ticket as follows:

Crescent Lake—Nos. 17 and 23.  
 Klamath Falls—Westward Great Northern R. R. trains.  
 Black Butte—Regular trains.

Dunsmuir Yard—First-class trains and eastward trains terminating at Dunsmuir Yard and tied up at Dunsmuir (psgr station).

**RULE 83 (C).** Regular trains appearing on Black Butte subdivision register at Dunsmuir Yard need not be again checked at Dunsmuir (psgr station).

**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 in which the provisions of Rule 93 will apply are established at the following points:

East	West
M.P. 216.08	Gerber..... M.P. 211.84
M.P. 224.63	Red Bluff..... M.P. 222.04
M.P. 259.23	Redding..... M.P. 256.10
M.P. 326.60	Dunsmuir Yard..... M.P. 317.91
M.P. 347.70	Black Butte..... M.P. 342.63
M.P. 346.50	Siskiyou Line
M.P. 395.46	Mt. Hebron..... M.P. 392.15
M.P. 432.43	Klamath Falls..... M.P. 425.67
	Modoc Line..... M.P. 552.04
M.P. 459.24	Chiloquin..... M.P. 455.10
M.P. 471.62	Kirk..... M.P. 469.08
M.P. 530.16	Crescent Lake..... M.P. 526.60
M.P. 350.08	Weed..... M.P. 345.64
M.P. 376.34	Montague..... M.P. 374.66
M.P. 394.80	Hornbrook..... M.P. 392.26
M.P. 430.79	Ashland..... M.P. 427.08
M.P. 460.90	Alturas..... M.P. 454.87
M.P. 460.19	Alturas, Lake View Line
M.P. 495.22	Hackamore..... M.P. 492.33
M.P. 513.05	Lakeview..... M.P. 510.63

Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

**Klamath Falls—**Movements of Great Northern R. R. trains and engines between initial switch east end of yard and Junction switch of Great Northern R. R. will be directed by yardmaster.

**Dunsmuir Yard—**Westward trains, except first-class, must not pass switch located at Signal 3225, east end of Dunsmuir or switch located at Signal 3213, just east of yard office, Dunsmuir Yard, unless proceed signal from yardman received, green flag by day or green light by night. Eastward trains, except first-class, must not pass switch located at Signal 3202, west end of Dunsmuir Yard unless letter “M” is displayed in Take Siding Indicator located on mast of Signal 3198, or proceed signal from yardman received, green flag by day or green light by night.

**RULE 102.** Following instructions govern handling of a passenger train which has parted on grade between Black Butte and Ashland: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes 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 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 train has been coupled, air must be applied from engine before hand brakes and retainers are released.

**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.

**RULE 104.** The normal position of switches at end of double track and junctions will be as follows:

Black Butte..... Junction switch 1700 feet west of east water column, for Cascade line.

Klamath Falls..... Great Northern R. R. Junction switch M.P. 428.4—2773 feet east of west switch of yard, for Southern Pacific main track.  
 Cascade line and Modoc line Junction switch 1000 feet west of M.P. 428, for Cascade line. Modoc line main track parallels south side of Cascade line main track from a point at Cascade line M.P. 427.023 and Modoc line M.P. 553.2 to Cascade line M.P. 427.786.

Chemult..... Junction switch Great Northern R. R. in siding 130 feet east of west switch, for Southern Pacific track.

Alturas..... Junction switch of Lakeview line and Modoc line main track 480 feet west of M.P. 458 for Modoc line.

**RULE 105.** Following tracks are designated for use as sidings:

Spur located one mile east of east switch Hackamore on north side of track. Capacity 30 cars. Trailing switch for westward trains. Engines must not go beyond derail.

Weed—Siding located east of station building on opposite side of main track.

Black Butte—Eastward siding is the track located on north side of main track extending from west end of yard to connection with Siskiyou Line main track, 200 feet east of east water column. Westward siding is the track located on north side of main track from east end of yard to connection with Siskiyou Line main track 780 feet east of east water column. Eastward trains required to take siding will use Eastward siding, and westward trains required to take siding will use Westward siding unless otherwise instructed. Operators will restore switches to normal position for trains leaving the sidings at train-order office and Siskiyou main track located between Eastward and Westward sidings.

Grass Lake—Westward freight trains taking siding, stop east of west switch house track. East and west house track switches normally lined for legs of wye.

Siskiyou—When a westward train is holding main track 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. Westward trains receiving an order to meet an opposing train on track known as turntable lead at Siskiyou (this track is on south side of main track used by helper engines moving to and from turntable) must not pass Signal 4125 until it is known that opposing train has passed Signal 4112 at west end of tunnel 13. Eastward trains or engines will leave turntable lead at east switch located 200 feet west of Signal 4124.

**RULE 221.**

First-class trains will not obtain clearance at Dunsmuir Yard. Eastward trains originating at Dunsmuir Yard need not obtain clearance at Dunsmuir (psgr station).

Light will be displayed in train-order signal at Willow Ranch only when train orders are to be delivered.

**RULE 824.**

**INSTRUCTIONS FOR SETTING HAND BRAKES AT:  
DUNSMUIR AND DUNSMUIR YARD**

- Passenger Trains..... {Two brakes on east end.  
Three brakes on west end.
- Freight Trains..... {Ten brakes on west end.  
Ten brakes in center of train.  
Five brakes on east end.

**ASHLAND**

- Passenger Trains..... Two brakes on east end.
- Freight Trains..... {Five brakes on east end.  
Five brakes on west end.

**KLAMATH FALLS**

- Passenger Trains..... {Two brakes on west end.  
Two brakes on east end.
- Freight Trains..... {Five brakes on west end.  
Five brakes on east end.

Hand brakes on freight trains must be set with the assistance of a brake club after train has stopped. Any employee releasing any of these brakes, must set as many others to replace them.

Engines must not be cut off freight trains at Dunsmuir, Dunsmuir Yard, Klamath Falls or Ashland until sufficient hand brakes are set to secure train and yard air must not be coupled into train until engine is cut off.

On arrival at Siskiyou, on westward trains, sufficient hand brakes must be set to hold rear of train before cutting off helper engine, and on rear portion of train when backing down to cut out helper.

Westward freight trains cutting all helpers at Siskiyou will take siding and use braking power track to run around rear portion of train. Cars must not be left standing on main track with engine detached.

**RULE 825.** Outfit cars must not be left next to oil or gasoline loading or unloading locations; warehouses; storehouses; lumber yards; or other buildings.

House track at Bray, new team track Redding and passenger siding Grass Lake must be left clear for meeting or passing of trains.

**RULE 829.**

Trains using siding at Glade will afford a two-hundred-foot clearance east of road crossing approximately seven car lengths west of east switch.

**RULE 834.** Tank cars or open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when lading projects above sides and end walls of car, must not be placed in train next to cab of AC class engines. Does not apply to trains consisting entirely of logs.

**RULE 837.** Tracks must not be shoved nor coupled up without a definite knowledge that cars will not be shoved to foul lead or other track.

On descending grades, cars must not be shoved without knowing that the end of cars of cut are adequately secured with hand brakes.

Before shoving tracks, cars should be stretched and it must be known that all cars are coupled before commencing shove.

**RULE 862.** Trainmen arriving Gerber on first-class trains will remain on duty and protect their train until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved.

**RULE 869.** Freight brakemen must be on top of train descending steep grades between Edgewood and Black Butte, Snowdon and Ashland, Grass Lake and Delta, Ambrose and Canby.

On freight trains between Black Butte and Edgewood, Snowdon and Ashland, Grass Lake and Redding, member of train crew will observe track from rear of caboose so train may be stopped in event of derailment. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

**RULE 883.** Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

**AUTOMATIC BLOCK SYSTEM**

**RULE 509.** When making a reverse movement on main track after movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

Block signals in addition to those included within the brackets shown on schedule pages are as follows:

Westward trains required to take siding at Redding, unless otherwise instructed, will stop clear of Signal 25878A and request operator by telephone to line switches.

Trains or engines stopped by Signals 2134 or 2141 at Gerber; 3208, 3209 or 3210 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 4288, 4293 or 4297 at Ashland; 4292, 4293 or 4295 at Klamath Falls, may proceed with caution, not exceeding 12 MPH.

Routing arm in proceed position on Signal 4112 west of Siskiyou, authorizes train to proceed and enter siding.

The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits a special protective device. When these signals indicate "stop", in addition to complying with Rule 509, careful inspection must be made of track or structure as indicated below, and it must be known that it is safe for passage of train before proceeding.

Eastward Trains Signals	GERBER-DUNSMUIR	Westward Trains Signals
P-2240	Spring switch.....	P-2249
P-3014	Slide detector fence at M.P. 302.7 between Gibson and Lamoine.....	P-3031

**DUNSMUIR-KLAMATH FALLS**

P-3294 Rock detector fence east of Tunnel 12 M.P. 329 1/2.... P-3299

**KLAMATH FALLS-CRESCENT LAKE**

P-4430 2400 feet of track protected by rock detector fence... P-4453

Light signals and switch indicators governing movements from Great Northern R. R. connections and Modoc Line main track to Cascade Line main track are located as follows:

- Junction of Great Northern R. R. to Modoc Line (Signal 4276).
- Junction of Modoc Line to Cascade Line (Signal 4280).
- Junction of Great Northern R. R. to Cascade Line (Signals 4284-4283).

Normal indication of these signals "stop." Proceed indication will be displayed after switches and derails are lined for movement and block unoccupied. Should these signals fail to indicate "proceed" after switches are lined wait four minutes for time element relay to function, which will be effective when approach circuit to junction switch is occupied. After operation of time element relay, if signals fail to indicate "proceed," Rules 509 and 99 apply.

Normal position of Signal 5031, governing movement from Great Northern R. R. connection at Chemult, and Signal 5025, governing movement from interchange track Chemult, "stop." Proceed indication will be displayed after switches and derails are lined for movement if block clear. Should these signals fail to indicate "proceed" after switches are lined, Rules 509 and 99 apply.

Signal 3218 at Dunsmuir governs movement from work track through crossover and on main track to Signal 3222. Dwarf light Signal 3214 at derail east end of drill track Dunsmuir yard governs movement from drill track to work track and will indicate "proceed" only when both derail and switch to work track are lined for movement to main track and block clear. Signal 3222 at Dunsmuir governing eastward trains is located on left side of main track.

**RULE 509 (e).** When necessary to send flagman through tunnel 13, at Siskiyou, train must wait until flagman calls on telephone from opposite end of tunnel.

**RULE 512 (A).** Where switch indicators and dwarf signals are used, movements to main track will be as follows: If indicator indicates "block unoccupied," switches may be lined. When first switch or derail is lined, signal will indicate "stop." When second switch or derail is lined, signal will indicate "proceed" if block is unoccupied. When signal indicates "stop" after proper lineup has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

**RULE 516.** Overlap posts are located at:  
**Eastward Trains:**

Red Bluff—300 feet west of east switch. Eastward trains holding main track at Red Bluff will cause westward signal at west end of Glade siding to indicate "stop" when they pass onto the preliminary overlap extending 1300 feet west of Red Bluff station. This preliminary overlap is cut off after time interval and signal at Glade will, after remaining in stop position two and one-half minutes, change to "proceed" providing eastward train at Red Bluff remains west of permanent overlap post.

Dunsmuir Yard—515 feet west of Signal 3210.

- Mott —Left side of track near middle of siding.
- Leaf —Fouling point west switch.
- Texum —Near middle of siding.

**Westward Trains:**

- Pine Ridge—Near middle of siding.
- Ady —Opposite clearance point east end of siding.
- Somerset —Near middle of siding.

**SPRING SWITCHES**

Spring Switches are identified by target on switch stand bearing the letters "SS."

When a block signal in advance of a facing point spring switch indicates "stop", careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, 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 or boosters started while engine is standing on or passing over such switches.

Spring switches are located at the following points, and the indicated speed must not be exceeded while trains are passing over them.

Glade—Facing point lock trailing from siding to main track eastward normally lined for main track. Speed restricted to 15 MPH.

**INTERLOCKING**

**Redding Remote Control**—Crossover switches east end siding controlled by operator at train-order office.

Trains passing interlocking signals as provided by Rule 663 (b) will be preceded by flagman through interlocking limits.

When instructed to operate switches by hand, be governed by sign on relay housing opposite west switch of cross-over.

**AUTOMATIC INTERLOCKING**

**Stronghold**—Crossing Great Northern R. R. one-half mile east of Stronghold.

Speed of trains must not exceed 30 MPH between home signal and crossing.

When trains are stopped by signals governing the use of automatic interlocking plants, flagman must be sent to crossing to operate clock-work time release. Release must not be operated when trains are between home signals or seen approaching on intersecting line.

After release has been operated, a red indicator light should be displayed over release and home signal should indicate "proceed" or red indicator on home signal must be displayed. Trains may then proceed.

If red indicator lights are not displayed, trains may proceed over crossing as provided by Rule 663.

Instructions for operating clock-work time release are posted on door of box.

## TAKE SIDING INDICATORS

## RULES 705 to 708.

**Dunsmuir Yard**—Located on mast of distant Signal 3198 west of west switch.

**Mount Shasta**—Located on mast of Signal D 3360 west of Mount Shasta.

## TRAIN INSPECTION

Trains containing carload shipments of T.N.T., bombs, loaded projectiles, and other such articles of a highly sensitive nature should be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65 per cent of its marked capacity.

Page Location

All Freight trains, and light engines not equipped with tire coolers except Mallets, on descending grades will stop 10 minutes between switches at the following stations, to permit wheels to cool. Trainmen will make careful inspection of all cars and engines inspect engines.

5 Steinman.....

5 Gregory.....

5 Hilt.....Exception—five minutes.

5 Weed or Edgewood

3 Mott or Azalea...Exception—five minutes.

3 Andesite.....Freight trains that have stopped at Cougar not less than 5 mins., may go to Bolam for inspection without stopping at Andesite, in which event, must make 10 min. stop at Bolam.

5 Canby.....

5 Hackamore....When using retainers.

AC Class engines running light on descending grade stop sufficient length of time to inspect engine.

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, except when conditions favorable, eastward freight trains may run Klamath Falls to Lenz, and Kirk to Crescent Lake, westward freight trains Crescent Lake to Kirk and Klamath Falls to Grass Lake, if, in the judgment of conductor and engineer no stops are necessary.

At points where freight trains stop for inspection, they will do so between switches to permit light engines to pass.

Trains handling logs must stop and inspection made by crew of load and chains before entering Klamath Falls yard, passing through tunnels and over Sprague River bridge west of Chiloquin, Dry Canyon viaduct between Hotlum and Bolam, Klamath River bridge west of Hornbrook, and all crossings except 2nd, 4th, 5th, 14th, 15th, 17th and 18th over Sacramento River.

Between sunset and sunrise, two Dietz lanterns must be placed on rear of caboose and trainmen must observe track for fallen logs.

When a train handling logs takes siding to meet a train or to allow a train to pass, train must be thoroughly inspected to insure proper clearance for safe passage of trains, and no move made until expected train has been met or passed.

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

## AIR BRAKE RULES

**RULE 3.** Maintain brake pipe pressure of 80 pounds on freight and mixed trains.

**RULE 16.** Trainmen will wait until passenger trains are made up at Gerber before coupling steam and air hose.

## RULE 24.

Page Location Rear end test on trains must be made immediately prior to leaving:

5	Siskiyou.....	All trains.
3	Grass Lake.....	Westward freight trains.
5	Hornbrook.....	Eastward trains.
3-5	Black Butte....	Siskiyou Line freight trains.
5	Ambrose.....	Westward freight trains.

## FREIGHT TRAINS

**RULE 33.** One operative retainer for the amount of Ms shown below must be turned up:

Page	Ms per Operative Brake	TERRITORY
2	250	Dunsmuir Yard to Gibson.
3	100	Azalea to Dunsmuir Yard.
3	150	Grass Lake to Azalea.
5	100	Black Butte to Edgewood. Ambrose to Canby.
5	150	Snowdon to Hornbrook.
5	90	Siskiyou to Ashland.
5	90	Siskiyou to Hornbrook.

## RULE 39.

Page Location Running test on passenger trains must be made at:

5	Snowdon.....	Eastward trains.
3-5	Black Butte....	Siskiyou Line trains.
3	Grass Lake.....	Westward trains.
5	Ambrose.....	Westward trains.

## RULE 46.

## PASSENGER TRAINS

Page	Number of Retainers	TERRITORY
3	Accessible	Azalea to east switch Dunsmuir.
3	.....	Shasta Springs or west, if stop is made, retainers may be turned down.
5	All	Siskiyou to Ashland.
5	All	Siskiyou to M.P. 403.6.
5	All	M.P. 400 to Hornbrook.
5	Accessible	Black Butte to Edgewood.
5	Accessible	Ambrose to Canby.
5	.....	M.P. 403.6 to M.P. 400, retainers on head end cars must be left turned up, but should be turned down momentarily if stop is made at Hilt.
5	Accessible	Ashland, will be turned down after passing yard limit board.

Whenever passenger equipment is handled on freight trains and a plug test is made, considerable time must elapse before brake pipe pressure will build up sufficiently to release the brakes on passenger equipment.

Conductor will advise engineman when they have such passenger equipment on the rear of train so he may allow a sufficient length of time for brakes to release before attempting to start train.

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

If tonnage exceeds amount of Ms specified for each retainer, trains may be handled between Azalea and Dunsmuir Yard, Black Butte and Edgewood, Ambrose and Canby, up to 120 Ms, and between Ashland and Hornbrook up to 100 Ms per operative retainer.

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

Retainers must be turned down momentarily ascending grade M.P. 403.6 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.

Freight trains consisting of not more than 60 cars and not more than 65 Ms per operative brake may be handled Snowdon to Hornbrook and Grass Lake to Azalea with no retainers provided engineman can properly control speed of train and charge brake pipe to standard pressure between applications. If necessary to use retainers to control speed of train, engineman will instruct train crew number of retainers required.

The tonnage of any freight train between Hornbrook and Ashland must not exceed 100 Ms per operative brake when handled on descending grade by AM, F or SP class 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 Mount Shasta and Dunsmuir, Black Butte and Edgewood, and between Ambrose and Canby must not exceed 120 Ms per operative brake.

## MISCELLANEOUS

**1** Water columns at stations listed below are equipped with locking devices which hold column (when not in use) parallel to track.

Mount Shasta, Black Butte, Grass Lake, Bray, Mt. Hebron, Pine Ridge, Kirk, Lenz, Stronghold, Perez, Hackamore, Canby, Alturas, Lakeview.

After taking water, firemen must push column around until locking device engages, which will be known by fact that column cannot then be moved in either direction unless it is unlocked by engaging tank hook in unlocking lever located just above outer end of column spout.

Engines of freight trains on descending grades of one per cent or over, must be detached to take water. Engines of freight trains, except eastward at Morley, must be detached to take oil.

Do not take water at east tank Morley except when necessary to take siding.

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

Take water only in emergency at following points:

Stronghold, Hackamore and Orcal tank.

Water supply—Cantara—Three-fourths mile east.

Grenada—One-fourth mile east.

Klamathon Tank—M.P. 390.5.

Whittier Tank—M.P. 485.8 Lakeview Line.

Orcal Tank—M.P. 403.6 Siskiyou Line.

When a blue signal or an authorized sign is displayed at one or both ends of an engine, indicating that workmen are under or about it, or engine has been spotted to take oil or water, reverse lever must be placed in center, throttle valve closed, cylinder cocks opened and independent air brakes applied.

Leading and helper engines must not 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.





SPECIAL INSTRUCTIONS

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

Table with 2 columns: Location (Red Bluff, Redding, Chiloquin), MPH (25, 25, 25)

Table with 4 columns: Page, Class of Engine, Station-Territory-Structure, MPH. Lists various engine classes and their permitted speeds on different tracks and crossings.

SPEED RESTRICTIONS SPEED TABLE

Table with 10 columns: SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MIN. SEC. Shows speed restrictions for various mileages.

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Following engines are cross counter-balanced and are permitted a maximum speed of 75 MPH.

GS-1, 2, 3. Mt 1, 2, 3, 4, 5.

P-7, 8, 10, 12; 2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129.

Following engines are cross counter-balanced and are permitted a maximum speed of 55 MPH when handling passenger trains.

F-1, 3, 4, 5; 3619, 3625, 3627, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3682, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

AC-4, 5; 4100, 4101, 4102, 4103, 4104, 4105, 4107, 4108, 4109, 4110, 4111, 4112, 4113, 4114, 4115, 4116, 4117, 4118, 4119, 4120, 4121, 4122, 4123, 4124 4125.

AC-7, 8.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

Engines operated coupled tender to tender must not exceed speed permitted engines running backward.

(UNLESS OTHERWISE FURTHER RESTRICTED BY TIME-TABLE, SLOW BOARDS OR TRAIN-ORDER)

Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:

- On tangent main tracks... 35
except S.P.M.W. 4044... 25
On tangent branch tracks... 25
On all curves—5 MPH less than speed authorized...

Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):

- On tangent main tracks... 20
On curves and on branch tracks... 15
Trains handling locomotive cranes with boom in place, either end forward...

Trains handling steel pile-drivers may make maximum freight train speed.

- Trains handling relief outfit with steam derrick:
On tangent main tracks... 35
On tangent branch tracks... 25
On all curves—5 MPH less than speed authorized...

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

- When pilot removed... 20 MPH
When main rod only removed... 30 MPH
When side rods only removed... 30 MPH
When both main and side rods removed... 20 MPH
When hauled in train, all rods on... 30 MPH
SP 1, 2 and 3 when inside main rod removed... 30 MPH
S and SE engines, and all other classes of engines when not equipped with engine trucks... 20 MPH
When all weight has been removed from any one pair drivers, speed must not exceed 20 MPH.

When all weight has been removed from one wheel of any pair drivers, speed must not exceed 30 MPH.

Blocking of leading drivers of an engine, in order to redistribute weight, should not be attempted as this may cause derailment.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains. Speed of trains handling such cars restricted to 40 MPH.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Trains consisting of engine and caboose only, may operate at speed of 25 MPH between Middle Creek and Mount Shasta.

Trains consisting of engine, flanger and caboose may operate at maximum allowable speed of freight trains. In curve territory where maximum speed of passenger trains is 30 MPH flangers will be permitted to operate at same speed.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Table with 5 columns: M.P., BETWEEN, Structure, Height, Crossing. Lists mileposts and structures such as bridges, tunnels, and overpasses along the route.

Tracks adjacent to P. F. E. icing platforms at Klamath Falls and Ashland have side clearance of less than 7 ft. 8 in.

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

LIST OF SURGEONS

Table with 3 columns: LOCATION, NAME, TITLE. Lists surgeons and their titles at various locations like San Francisco, Mt. Shasta, Weed, etc.

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.

HOSPITALS

GENERAL.....SAN FRANCISCO

EMERGENCY.....GERBER

RATING OF ENGINES
In Ms of 1000 lbs. Back of Tender

Table with 17 columns: 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, Black Butte to Grass Lake, Mt. Hebron to Dunsmuir, Grass Lake to Klamath Falls, Klamath Falls to Crescent Lake, Perez to Canby, Canby to Perez, Klamath Falls and Perez, Canby and Alturas. Includes rows for T-28, C-9, TW-8, Mk-2, Mk-5, Mk-10, F-3, F-4, F-5, AM-2, AC-1, AC-4, AC-5, AC-6, AC-7, AC-8, Mt-1, GS-1, GS-2, and Allowance for Empty and Underloaded Cars.

TRAINMASTERS

H. A. SPRAGUE ..... KLAMATH FALLS, ORE.
J. A. MCKINNON ..... ALTURAS, CAL.
J. B. STARBUCK ..... DUNSMUIR, CAL.
R. R. BADGLEY ..... DUNSMUIR, CAL.

CHIEF TRAIN DISPATCHERS

A. J. LEBOURVEAU... Chief Train Dispatcher... DUNSMUIR, CAL.
P. B. BELL..... Assistant Chief Train Dispatcher... DUNSMUIR, CAL.
W. J. MANLEY..... Assistant Chief Train Dispatcher... DUNSMUIR, CAL.

ROAD FOREMEN OF ENGINES

S. M. HARRINGTON ..... DUNSMUIR, CAL.
J. E. PETERSON..... DUNSMUIR, CAL.

T. F. CUSTER, Assistant Superintendent, Dunsmuir, Cal.

MILEAGE

Main Line
Gerber to California-Oregon State Line..... C. P. Ry..... 191.572
California-Oregon State Line to Ashland..... S. P. Co..... 27.598
Black Butte to Crescent Lake..... C. P. Ry..... 181.773
Paola to Klamath Falls..... C. P. Ry..... 97.654
TOTAL MAIN LINE..... 498.597
Branches
Lakeview..... N. C. O. Ry..... Alturas to Lakeview..... 56.163
TOTAL..... 554.760

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Table with 5 columns: CLASS, NOT AIR-CONDITIONED (All-Steel, Steel Underframe), AIR-CONDITIONED (All-Steel Cooling Season, All-Steel Heating Season). Rows include Baggage, Baggage & Mail, Express Refr., Postal, Assembly Club, Official, Chair, Coaches, Diner, Lounge, Observation, Pullman, and Tourist.

\*Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS—Air-Conditioned—Steam Ejector System.

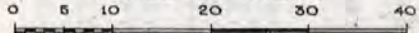
# MAP OF THE SHASTA DIVISION

## SOUTHERN PACIFIC COMPANY

AUGUST 5, 1926.

J.F.M.

SCALE OF MILES



Revised Sept. 1941

