SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SHASTA DIVISION

50

To Take Effect Sunday, June 7, 1942, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only

C. F. DONNATIN,
General Manager.

J. W. CORBETT,
Assistant General Manager.

W. B. KIRKLAND,
General Superintendent of Transportation.

E. F. NASSOIY,
Superintendent.

REDDING SUBDIVISION

EASTWARD

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 622 Freight Leave Daily	SECOND CLASS 620 Freight Leave Daily	SECOND CLASS 618 Freight Leave Daily	FIRST CLASS 12 Beaver Leave Daily	FIRST CLASS 24 Cascade Leave Daily	FIRST CLASS 16 West Coast Leave Daily	FIRST CLASS 20 Klamath Leave Daily	Distance from San Francisco via Marysville	Time Table No. 50 June 7, 1942 STATIONS	Distance from Dunsmuir	FIRST CLASS 23 Cascade Arrive Daily	FIRST CLASS 17 Oregonian Arrive Daily	FIRST CLASS 15 West Coast Arrive Daily	FIRST CLASS 19 Klamath Arrive Daily	THIRD CLASS 637 Freight Arrive Daily	THIRD CLASS 639 Freight Arrive Daily	THIRD CLASS 641 Freight Arrive Daily
Gerber yard BKW OYP	4.15PM	8.00AM	12.25AM	11.25PM	9.42PM	2.10PM	**3.20**AM	213.8	TO-R GERBER	101.4	s 8.50AM	s 2.42PM	s 3.20PM	s **3.20**AM	10.05AM	6.00PM	2.10AM
								215.8	2.0 PROBERTA	99.4							
102 P	4.27	8.13	12.38	11.34	9.52	2.18	3.28	218.9	3.1 RAWSON	96.3	8.40	2.33	3.11	3.11	9.55	5.48	2.01
Yard Limits 54 P	4.36	8.24	12.48	s 11.41	9.58	s **2.26**	s 3.40	223.4	4.5 TO RED BLUFF	91.8	8.33	s **2.26**	s 3.04	s 3.03	9.47	5.40	1.53
98 P	4.38	**8.31**	12.50	11.44	10.00	2.30	3.42	224.5	1.1 GLADE	90.7	**8.31**	2.17	2.57	2.51	9.45	5.38	1.51
101 P	4.49	8.42	1.01	11.50	10.06	2.37	3.48	228.9	4.4 BLUNT	86.3	8.24	2.11	2.51	2.45	9.38	5.31	1.44
108 P	5.00	8.53	1.13	11.56PM	10.12	**2.45**	3.54	233.6	4.7 HOOKER	81.6	8.17	2.04	**2.45**	2.38	9.30	5.23	1.36
97 WP	**5.12**	9.05	**1.25**	12.06AM	10.19	2.55	s 4.05	240.4	6.8 TO COTTONWOOD	74.8	8.08	1.55	s 2.35	2.29	9.19	**5.12**	**1.25**
106 P	5.19	**9.13**	1.31	12.12	10.24	3.01	4.10	244.2	3.8 CULP	71.0	8.02	1.49	2.22	2.22	**9.13**	5.04	1.14
102 P	5.26	9.18	1.37	12.16	10.28	3.08	s 4.15	247.1	2.9 TO ANDERSON	68.1	7.57	1.44	s 2.17	2.17	9.08	4.59	1.09
106 P	5.36	9.28	1.46	12.24	10.36	3.17	4.24	253.5	6.4 GIRVAN	61.7	7.49	1.35	2.06	2.07	8.58	4.49	12.59
Yard Limits 91 BKWIP 105	5.45	9.40	**1.57**	s 12.37	10.45	s 3.32	s 4.55	258.2	4.7 TO REDDING	57.0	f 7.39	s 1.25	s 1.57	s **1.57**	8.50	4.40	12.50AM
102 WOYP								263.0	4.8 SILVERTHORN	52.2							
102 P						s 3.47	s 5.10	266.3	3.3 CENTRAL VALLEY	48.9		s 1.07	f 1.39	s 1.37			
102 P								270.4	4.1 McCOLL	44.8							
90 P								273.2	2.8 PITBRIDGE	42.0							
102 P								277.6	4.4 O'BRIEN	37.6							
102 P								281.2	3.6 MEAD	34.0							
106 WYP								285.7	4.5 LAKEHEAD	29.5							
110 WP	7.15	11.05	3.25	1.31	11.39	f 4.32	s 5.55	289.8 296.7	4.1 TO DELTA	25.4	6.49	12.25	f 12.57	12.55	7.35	3.20	11.30PM
111 P	7.26	11.16	3.36	1.41	11.51PM	4.42	6.05	300.2	3.5 LAMOINE	21.9	6.40	12.14	12.49	12.46	7.24	3.07	11.16
105 P	7.36	11.26	3.46	1.51	12.01AM	4.52	6.15	304.0	3.8 GIBSON	18.1	6.30	12.03PM	12.40	12.36	7.12	2.55	11.04
67 P	7.43	11.33	3.53	1.57	12.07	4.59	**6.25**	306.0	2.0 FISHER	16.1	**6.25**	11.58AM	12.35	12.30	7.06	2.49	10.58
110 WP	7.54	**11.49**AM	4.04	2.06	**12.20**	5.10	6.34	309.4	3.4 TO SIMS	12.7	6.16	**11.49**	12.27	**12.20**	6.55	2.38	10.47
114 P	8.06	12.05PM	4.16	2.15	12.28	5.20	**6.43**	313.1	3.7 CONANT	9.0	6.08	11.41	12.19	12.11	**6.43**	2.26	10.35
53 P	8.13	**12.14**	4.23	2.21	12.33	5.26	f 6.50	315.3	2.2 CASTELLA	6.8	6.03	11.36	f **12.14**	12.06AM	6.34	2.19	10.28
Dunsmuir yard 106 P	8.21	12.22	4.31	2.28	12.40	5.34	6.58	318.3	3.0 CASTLE CRAG	3.8	5.56	11.29	12.06PM	11.59PM	6.25	2.10	10.19
BKP	8.30PM	12.30PM	4.40AM	2.35	12.46	5.41	7.05	321.2	2.9 TO-R DUNSMUIR YARD	0.9	5.49	11.20	11.59AM	11.50	6.15AM	2.00PM	10.10PM
BKW OTP				s 2.40AM	s 12.50AM	s 5.50PM	s 7.10AM	322.1	0.9 TO-R DUNSMUIR (Psgr. Sta.)	0.0	5.45AM	11.15AM	11.55AM	11.45PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(101.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.15) 23.86	(4.30) 22.53	(4.15) 23.86	(3.15) 31.20	(3.08) 32.36	(3.40) 27.61	(3.50) 26.43		Time over District / Average Speed per Hour		(3.05) 32.89	(3.27) 29.39	(3.25) 29.68	(3.35) 28.29	(3.50) 26.43	(4.00) 25.12	(4.00) 25.12

A. B. S. — Centralized Traffic Control

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
20	Any Station	Receive	Black Butte	
16	Cottonwood		Klamath Falls	Gerber
24	Anderson		Eugene	Davis
	Redding			

Additional Stations: Dirigo.....M. P. 316.1

No. 16 stop, if necessary, at Anderson, Lamoine and Lakehead to dispatch parcel post.

Time Table No. 50
June 7, 1942

Capacity of Sidings in Car Lengths		THIRD CLASS 624 Freight	SECOND CLASS 630 Freight	SECOND CLASS 628 Freight	SECOND CLASS 626 Freight	FIRST CLASS 16 West Coast	FIRST CLASS 20 Klamath	FIRST CLASS 12 Beaver	FIRST CLASS 24 Cascade	Distance from San Francisco via Marysville	STATIONS	Distance from Klamath Falls	FIRST CLASS 23 Cascade	FIRST CLASS 17 Oregonian	FIRST CLASS 15 West Coast	FIRST CLASS 19 Klamath	THIRD CLASS 647 Freight	THIRD CLASS 623 Freight	THIRD CLASS 643 Freight	THIRD CLASS 645 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
Dunsmuir yard	BKP	3.30 PM	4.00 PM	8.00 AM	12.05 AM					321.2	TO-R DUNSMUIR YARD	108.0					4.00 AM	6.50 AM	1.40 PM	7.55 PM
	BKW OTP	3.35	4.05	8.05	12.10	6.05 PM	7.30 AM	3.00 AM	1.05 AM	322.1	0.9 TO-R DUNSMUIR (Pass Sta)	107.1	s 5.30 AM	s 11.00 AM	s 11.40 AM	s 11.30 PM				
	P									325.4	3.3 SHASTA SPRINGS	108.8								
	116 P	3.50	4.20	8.17	12.25	6.15	7.40	3.10	1.15	326.1	0.7 SMALL	108.1	5.19	10.48	11.28	11.18	3.42	6.30	1.20	7.36
	25 Spur P									327.6	1.5 CANTARA	101.6								
	108 P	4.10	4.40	8.37	12.45	6.30	7.55	**3.24**	1.29	331.4	3.8 TO MOTT	97.8	5.04	10.32	11.12	11.01	**3.24**	6.12	1.03	7.19
	120 P	4.17	4.47	8.44	12.52	6.35	8.00	3.29	1.34	333.5	2.1 AZALEA	95.7	4.59	10.27	11.07	10.56	3.01	6.03	12.55	7.11
	101 WYP	4.30 5.30	**5.05**	8.57	1.10	s 6.50	s 8.13	3.36	1.41	336.7	3.2 TO MOUNT SHASTA	92.5	4.52	s 10.19	s 10.59	s 10.47	2.51	5.53	12.45	7.01
	118 P	5.37	5.10	9.02	1.15	**6.54**	8.17	3.39	1.44	339.1	2.4 UPTON	90.1	4.49	10.12	10.52	10.38	2.45	5.47	12.40	**6.54**
	123 P	5.43	5.15	9.07	1.20	6.58	8.21	3.43	1.48	342.0 342.8	2.9 DEETZ	87.2	4.45	10.08	10.48	10.33	2.39	5.41	12.34	6.48
	R-105 Yd. Lmt. W 104 WYP	5.50 PM	5.34	9.25	1.40	7.06	8.29	3.51	1.55	345.2	2.9 TO-R BLACK BUTTE	84.8	4.38	10.00	10.40	10.24	2.28	5.30 AM	12.24	6.38
	107 P		5.52	**9.44**	**1.59**	7.20	8.42	4.01	**2.08**	352.2	7.0 HOTLUM	77.8	4.26	**9.44**	10.26	10.09	**2.08** **1.50**		12.04 PM	6.18
	106 P		**6.03**	9.56	2.11	7.29	8.51	**4.18**	2.16	357.2	5.0 BOLAM	72.8	**4.18**	9.36	10.18	f 10.00	1.40		11.52 AM	**6.03**
	107 P		6.12	**10.13**	**2.21**	7.35	8.57	4.26	**2.21**	360.7	3.5 ANDESITE	68.8	4.13	9.30	**10.13**	9.53	1.30		11.42	5.49
	111 P		6.22	10.23	2.31	7.42	9.05	4.33	2.26	364.8	4.1 COUGAR	64.7	4.08	9.23	10.08	9.46	1.16		11.31	5.35
	118 WYP		6.35	10.36	2.44	f 7.54	**9.16**	4.43	2.35	368.5	3.7 TO GRASS LAKE	61.0	4.03	**9.16**	10.03	f 9.41	1.01		11.18	5.20
	96 P		6.43	10.44	2.52	8.01	9.25	4.50	2.42	373.1	4.6 ERICKSON	56.4	3.56	9.09	9.55	9.31	12.46		11.06	5.00
	109 P		6.50	**10.51**	2.59	8.07	9.31	4.55	2.48	377.2	4.1 PENOYAR	52.3	3.49	9.02	9.47	f 9.22	12.31		**10.51**	4.45
	YP					s 8.15	s 9.37			380.6	3.4 TO LEAF	48.9				s 9.14				
	102 WP		6.58	10.59	3.07	8.20	f **9.40**	5.00	2.54	381.9	1.3 TO BRAY	47.6	3.42	8.55	**9.40**	9.10	12.16		10.24	4.30
	77 P		7.05	11.06	3.14	8.26	9.46	5.05	3.00	386.0	4.1 KEGG	43.5	3.35	8.48	9.32	9.01	12.06 AM		10.14	4.20
	103 P		7.12	11.13	**3.29**	8.32	9.52	5.10	3.06	390.0	4.0 JEROME	39.5	**3.29**	8.43	9.26	8.54	11.58 PM		10.07	4.13
	89 Yd. Lmt. 94 WYP		7.19	11.20	3.36	**8.46**	f **9.58**	5.15	3.15	394.0	4.0 TO MT. HEBRON	35.5	3.24	8.38	9.21	**8.46**	11.51		**9.58**	4.06
	56 P		7.24	11.25	3.41	s 8.52	10.03	5.18	**3.21**	396.7	2.7 TO MACDOEL	32.8	**3.21**	8.35	9.18	s 8.41	11.46		9.51	4.01
	102 P		7.27	11.28	3.44	8.55	10.06	5.20	3.25	398.8	1.6 SOMERSET	31.2	3.19	8.33	9.16	8.36	11.43		9.48	3.58
	56 P		7.34	11.35	3.51	9.00	10.11	5.25	3.30	402.6	4.3 MAY	26.9	3.14	8.28	9.11	8.31	11.36		9.41	3.51
	102 BKP		7.41	11.42	3.58	s 9.07	s 10.16	5.30	3.36	407.1	4.5 TO DORRIS	22.4	3.09	f 8.23	s 9.06	s 8.25	11.29		9.34	3.44
	56 P		7.48	11.49	4.05	9.15	10.26	5.36	3.42	411.6	4.5 CALOR	17.9	3.03	8.13	8.58	8.16	11.21		9.26	3.36
	102 P		7.55	11.56 AM	4.12	9.21	10.32	5.41	3.47	415.6	4.0 WORDEN	13.9	2.58	8.08	8.53	8.11	11.14		9.19	3.29
	56 P		**8.06**	12.01 PM	4.17	9.25	10.36	5.45	3.51	418.2	2.6 ADY	11.3	2.55	8.05	8.50	**8.06**	11.08		9.13	3.23
	97 P		8.15	12.08	4.24	9.31	10.42	5.51	3.57	422.8	4.1 TO MIDLAND	7.2	2.50	8.00	8.45	8.01	11.01		9.06	3.16
Klamath Falls yd.	76 P		8.21	12.15	4.30	9.37	10.47	5.57	4.02	426.2	3.9 TEXUM	3.3	2.45	7.55	8.40	7.56	10.55		9.00	3.10
	BKW OTYP		8.30 PM	12.25 PM	4.40 AM	s 9.45 PM	s 10.55 AM	s 6.05 AM	s 4.10 AM	429.5	3.3 TO-R KLAMATH FALLS	0.0	2.40 AM	7.50 AM	8.35 AM	7.50 PM	10.45 PM		8.50 AM	3.00 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(108.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(2.20) 10.16	(4.30) 24.00	(4.25) 24.45	(4.35) 23.56	(3.40) 29.18	(3.25) 31.34	(3.05) 35.02	(3.05) 35.02		..... Time over District .... Average Speed per Hour.....		(2.50) 38.12	(3.10) 35.70	(3.05) 35.02	(3.40) 29.18	(5.15) 20.57	(1.20) 17.62	(4.50) 22.34	(4.55) 21.97

A. B. S.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
16	Shasta Springs	May 15, to Sept. 30	Klamath Falls	Gerber
16	Black Butte		Klamath Falls	Sacramento
19	Kegg Pit.....MP 386.9	Mon., Wed. and Fri.		
19	Black Butte		Davis	Klamath Falls
19	Shasta Springs		Davis	Klamath Falls
20	Shasta Springs		Klamath Falls	Davis
20	Macdoel		Eugene	Gerber

RULE 5. At Klamath Falls schedule time and train orders of first-class trains apply at Passenger Station.

No. 16 stop at Kegg Pit Sundays for employees.
No. 17 reduce speed at Dorris for U. S. Mail or newspapers.

Additional Stations: Pioneer Spur M. P. 335.1; Barnard Spur M. P. 335.4; Graham M. P. 356.0; Kegg Pit M. P. 386.9

KIRK SUBDIVISION

EASTWARD

Capacity of Sidings in Car Lengths	638 Freight	636 Freight	634 Freight	386 G. N. Ry. Time Freight	632 Freight	16 West Coast	20 Klamath	12 Beaver	24 Cascade	Distance from San Francisco via Marysville	Time Table No. 50 June 7, 1942 STATIONS	Distance from Crescent Lake
	SECOND CLASS					FIRST CLASS						
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Klamath Falls yd. BKW	8.40 PM	2.10 PM	8.30 AM	**8.20** AM	2.30 AM	10.00 PM	11.15 AM	6.20 AM	4.25 AM	429.5	TO-R KLAMATH FALLS	99.1
Klamath Falls yd. OTYP 57 P	8.54	**2.20**	8.40	8.28	2.44	10.06	11.20	6.25	4.32	431.9	2.4 CHELSEA	96.7
102 P	9.01	2.30	8.45	8.33	2.50	10.12	11.25	6.30	4.40	434.1	2.2 WOCUS	94.5
101 P	9.08	2.38	8.53	8.41	2.57	10.20	11.32	6.39	4.47	438.9	4.8 TO ALGOMA	89.7
107 P	9.15	2.45	9.00	8.49	**3.11**	10.26	11.37	6.50	4.52	442.6	3.7 OUXY	86.0
102 P	9.22	2.52	9.07	8.56	3.18	10.32	11.42	**6.58**	4.58	447.2	4.6 TO MODOC POINT	81.4
103 P	9.29	2.59	9.14	9.03	3.25	**10.39**	11.48 AM	7.05	5.04	451.8	4.6 LOBERT	76.8
Yd. Limits 159 KWYP	9.38	3.08	**9.23**	9.12	3.34	s 10.50	s 12.01 PM	7.12	5.11	456.7	4.9 TO CHILOQUIN	71.9
Yd. Limits 82 P	9.43	3.13	9.27	**9.16**	3.37	10.53	12.03	7.14	5.13	458.0	1.3 PINE RIDGE	70.6
57 P	9.51	3.21	9.35	9.24	3.45	10.59	12.09	**7.20**	5.19	461.1	3.1 BRAYMILL	67.5
97 P	**10.01**	3.31	9.48	9.40	3.57	11.08	12.16	7.29	5.26	465.3	4.2 CALIMUS	63.3
Yard Limits 113 WYP	10.11	**3.44**	10.01	9.53	4.07	f 11.15	12.23	7.37	5.32	470.3	5.0 TO KIRK	58.3
95 P	10.18	3.51	10.08	10.00	4.14	11.23	12.28	7.43	5.38	474.5	4.2 FUEGO	54.1
95 P	10.25	3.58	10.15	10.07	4.21	11.28	12.34	7.50	5.46	478.6	4.1 TO CHINCHALO	50.0
96 W P	10.35	4.06	10.23	10.15	4.35	11.33	**12.40**	7.56	5.52	488.4	4.8 TO LENZ	45.2
95 P	10.43	4.15	10.32	10.24	4.44	11.39	12.46	8.02	**5.59**	488.2	4.8 MAZAMA	40.4
106 P	10.50	4.22	10.39	10.31	4.51	11.44	12.52	**8.08**	6.05	492.6	4.4 YAMSAY	36.0
95 P	10.58	4.31	10.48	10.39	4.59	11.50	12.59	8.15	6.11	498.0	5.4 DIAMOND LAKE	30.6
95 BKP	11.06	4.39	10.56	10.50 AM	5.07	f 11.58 PM	s 1.07	8.24	**6.17**	503.3	5.3 TO-R CHEMULT	25.3
96 WYP	11.13	4.46	11.03		5.15	12.05 AM	1.13	8.32	6.24	507.2	3.9 PAUNINA	21.4
96 P	11.25	4.58	11.15		**5.28**	12.15	f 1.26	8.42	6.33	514.8	7.6 MOWICH	13.8
95 P	11.32	**5.08**	11.23		5.36	**12.26**	1.33	8.49	6.39	519.5	4.7 KOTAN	9.1
96 P	11.39	5.15	11.30		**5.47**	**12.36**	f 1.40	8.56	6.46	524.0	4.5 UMLI	4.6
Yard Limits 38 BKWOYP	11.50 PM	5.25 PM	11.40 AM		6.00 AM	s 12.45 AM	s 1.50 PM	s 9.05 AM	s 6.55 AM	528.6	4.6 TO-R CRESCENT LAKE	0.0
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(99.1)	
	(3.10) 31.29	(3.15) 30.49	(3.10) 31.29	(2.30) 29.52	(3.30) 28.31	(2.45) 36.00	(2.35) 38.36	(2.45) 36.00	(2.30) 39.64		Time over District / Average Speed per Hour	

A. B. S.

WESTWARD

23 Cascade	17 Oregonian	15 West Coast	19 Klamath	621 Freight	625 Freight	387 G. N. Ry. Time Freight	627 Freight	629 Freight
FIRST CLASS				THIRD CLASS				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
s 2.25 AM	s 7.30 AM	s **8.20** AM	s 7.30 PM	3.40 AM	10.15 AM	2.30 PM	5.10 PM	11.25 PM
2.20	7.25	8.15	7.24	3.32	10.08	**2.20**	5.01	11.15
2.16	7.18	8.10	7.19	3.27	10.03	2.09	4.55	11.09
2.10	7.11	8.02	s 7.10	3.18	9.54	2.00	4.46	11.00
2.05	7.04	7.54	7.03	**3.11**	9.47	1.52	4.39	10.53
1.59	**6.58**	7.48	s 6.57	3.04	9.40	1.45	4.32	10.46
1.54	6.52	7.40	6.49	2.57	9.33	1.38	4.25	**10.39**
1.47	s 6.43	s 7.31	s 6.41	2.49	**9.23**	1.30	4.17	10.26
1.44	6.38	7.25	6.35	2.36	**9.16**	1.22	4.05	10.18
1.40	6.34	**7.20**	6.30	2.30	9.08	1.16	3.59	10.10
1.34	6.29	7.12	6.24	2.23	9.01	1.09	3.52	**10.01**
1.27	6.23	7.05	f 6.16	2.15	8.52	1.01	**3.44**	9.43
1.22	6.17	6.59	6.08	2.08	8.42	12.54	3.37	9.34
1.17	6.11	6.54	6.03	1.56	8.35	12.47	3.30	9.26
1.12	6.04	6.48	5.57	1.49	8.24	**12.40**	3.22	9.18
1.07	**5.59**	6.41	5.51	1.41	8.16	12.26	3.11	9.07
1.02	5.54	6.34	5.46	1.33	**8.08**	12.18	3.03	8.59
12.56	5.48	6.27	5.39	1.24	7.57	12.08 PM	2.54	8.50
12.50	s 5.42	s **6.17**	s 5.31	1.15	7.48	11.55 AM	2.45	8.41
12.43	5.36	6.08	5.24	1.07	7.40		2.37	8.33
12.34	**5.28**	5.59	f 5.15	12.55	7.28		2.25	8.25
12.26	5.22	5.53	**5.08**	12.47	7.19		2.17	8.17
12.21	5.16	**5.47**	f 5.02	**12.36**	7.10		2.09	8.09
12.15 AM	5.10 AM	5.40 AM	4.55 PM	12.25 AM	7.00 AM		2.00 PM	8.00 PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(2.10) 45.74	(2.20) 42.47	(2.40) 37.16	(2.35) 38.36	(3.15) 30.49	(3.15) 30.49	(2.35) 28.37	(3.10) 31.29	(3.25) 29.25

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 / Lenz	Receive Saturday	Klamath Falls	Eugene
15	Modoc Point	Discharge		Eugene
20	Algoma / Modoc Point / Kirk / Chinchalo / Mazama		Eugene	Gerber
20	Lenz		Eugene	Klamath Falls
24	Chemult	Discharge		Davis

Additional Stations:

Gilchrist.....M.P. 513.2

RULE 5 and 105. 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 Sidings in Car Lengths			THIRD CLASS 624 Freight Leave Daily	Distance from San Francisco via Marysville	Time Table No. 50 June 7, 1942 STATIONS		Distance from Ashland	THIRD CLASS 623 Freight Arrive Daily
E105 Yd. Lmt. W114	WYP		6.30 PM	345.2	TO-R	BLACK BUTTE	85.1	5.05 AM
Spur 4				347.0 / 345.8		1.8 IGERNA 2.6	83.3	
Yard Limits 53	BKWOYP		7.00	348.4	TO-R	WEED 5.0	80.7	4.40
44	WYP		7.32	353.4		EDGEWOOD 7.6	75.7	4.20
67	P		7.47	361.0	TO	GAZELLE 8.1	68.1	3.59
80	P		8.02	369.1	TO	GRENADA 6.4	60.0	3.45
Yard Limits 62	KP		8.15	375.5	TO-R	MONTAGUE 5.2	53.6	3.31
63	YP		8.25	380.7		SNOWDON 5.5	48.4	3.21
51	P		8.41	386.2		AGER 2.2	42.9	3.04
				388.4		THRALL 4.7	40.7	
Yard Limits 73	BKWYP		9.10	393.1	TO-R	HORNBROOK 4.4	36.0	2.42
	P			397.5		ZULEKA 4.3	31.6	
48	P		9.50	401.8	TO	HILT 1.0	27.3	2.07
				402.8		COLE 4.6	26.3	
57	P		10.15	407.4		GREGORY 4.8	21.7	1.50
73	TP		10.40	412.2		SISKIYOU 3.4	16.9	1.15
				415.6		WALL CREEK 3.7	13.5	
55	WP		11.20	419.3		STEINMAN 3.6	9.8	12.45
68	P		11.35 PM	422.9		MISTLETOE 6.2	6.2	12.30
Ashland Yard 52	BKWOTP		12.01 AM	429.1	TO-R	ASHLAND	0.0	12.05 AM
			Arrive Daily			(85.1)		Leave Daily
			(5.31) 15.47			Time over District / Average Speed per Hour		(5.00) 17.02

A. B. S.

RULE 5 and 105. Junction switch of Siskiyou Line at Black Butte is west switch of east crossover in front of train order office at that point. Trains to and from Siskiyou Line will use this crossover unless otherwise instructed. Schedule time and train orders of Siskiyou Line trains will apply at crossover switch. Signal 3453 located on west leg of wye Black Butte will hold only to a point opposite train order office where signal limit sign is located.

At Ashland 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.

EASTWARD — REDDING SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths			Distance from San Francisco	Time Table No. 50 June 7, 1942 Keswick Branch STATIONS		Distance from Coram
80E 70W	BKWIP		258.2	TO	REDDING 5.7	12.8
29			263.9		KESWICK 3.03	7.1
	P		267.2	TO	MATHESON 0.8	3.8
46	P		268.0		MOTION 3.0	3.0
75	KP		271.0	TO	CORAM	0.0
					(12.8)	
					Time over District / Average Speed per Hour	

A. B. S.

Additional Stations:
Keswick Branch
Middle Creek...M. P. 261.0

EASTWARD — MERRILL SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths			SECOND CLASS 616 Freight Leave Daily	Distance from San Francisco	Time Table No. 50 June 7, 1942 STATIONS		Distance from Klamath Falls	SECOND CLASS 617 Freight Arrive Daily
Yard Limits	BKW OYP		10.15 AM	457.3 / 458.3	TO-R	ALTURAS 1.6	97.5	7.35 PM
	61 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	CANBY 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 6.51	40.4	3.40
Spur 4	YP			521.9		STALEY 2.39	33.89	
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:

Woodvale.....M.P. 499.0	Hosley.....M.P. 543.8	Tuber.....M.P. 527.7
Spring Lake.....M.P. 550.3	Lost River.....M.P. 541.0	Homestead.....M.P. 525.6
Gem.....M.P. 548.1	Malone.....M.P. 536.0	Copic.....M.P. 520.3

EASTWARD — MERRILL SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths			Distance from San Francisco	Time Table No. 50 June 7, 1942 Lakeview Branch STATIONS		Distance from Lakeview
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	C. R. Ramsey
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-17. In C. T. C. will not apply on controlled sidings.

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, Chemult } Trains originating and terminating.
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, 23, 15, 12 and 24.
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 S-90. Eastward freight trains with more cars than will clear between the east portal, Tunnel 13 and east switch, with train orders to meet westward train at Siskiyou, will not move train through tunnel until it has been ascertained that westward train is into clear on siding.

RULE 91. Trains when moving in a direction for which block signals are not provided, will be considered as being outside of block system limits, and will comply with Rule 91.

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	Black Butte, Siskiyou line	
M.P. 395.46	Mt. Hebron	M.P. 392.15
M.P. 432.43	Klamath Falls	M.P. 425.67
	Klamath Falls, 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, Lakeview branch	
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.

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.
Train using McCloud River Railroad Company's house track at Mount Shasta must leave derail lined and locked in derailing position.

RULE 105. Following tracks are designated for use as sidings:
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. First-class trains with orders to meet or pass, train required to take siding will use passenger siding, located on right side of main track in movement of direction eastward.

Mt. Hebron—Trains required to take siding will do so at the initial switch.

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 2587SA 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.

Eastward trains, except first-class, must not pass switch located at Signal 3202, west end of Dunsmuir Yard unless proceed signal from yardman received, green flag by day or green light by night.

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

Light engines and freight trains arriving Klamath Falls from the east will stop before passing Signal 4297 and light engines and freight trains from the west will stop before passing Signal 4286 unless they receive proceed signal given with green flag by day or green light by night.

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 between Red Bluff and Glade.....	P-2249
	Fire Protection at M.P. 259.7, bridge crossing Sacramento river between Redding and Silverthorn	P-2597
	Slide detector fence at M.P. 273.7 west end tunnel No. 3	P-2749
	Slide detector fence at M.P. 274.1 east end tunnel No. 3.	
	Fire Protection at M.P. 278.5, bridge crossing branch of O'Brien Creek between O'Brien and Mead.....	P-2793
P-2796	Fire Protection at M.P. 280.2, bridge crossing Salt Creek between O'Brien and Mead.	
	Fire Protection at M.P. 282.7, bridge crossing Sacramento river between Mead and Lakehead.....	P-2829
P-2838	Fire Protection at M.P. 283.8, bridge crossing Doney Creek between Mead and Lakehead.	
P-2882	Fire Protection at M.P. 287.9, bridge crossing Sacramento river between Lakehead and Delta.	
	Fire Protection at M.P. 287.9, bridge crossing Sacramento river between Delta and Lakehead.....	P-2883
	Slide detector fence at M.P. 287.6 between Delta and Lakehead.....	P-2883

Telephone for communicating with train dispatcher is located as follows:

In telephone booth in all relay houses at end of sidings.

In telephone booth at east and west end house track Silverthorn.

In telephone booth at west and east end Pit River bridge.

In metal box attached to relay instrument case Signal No. 2741 east end tunnel No. 3.

In metal box attached to instrument case Signal No. 2744 west of tunnel No. 5.

In metal box attached to relay instrument case Signal No. 2760 between tunnels Nos. 6 and 7.

In telephone booth west end of house track Lakehead.

In telephone booth at absolute signals at M.P. 286.9 (one mile east of Lakehead).

In metal booth attached to relay instrument house Signal No. 2882 between tunnels Nos. 11 and 12.

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. 329½.... 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 indication of Signal 5031 governing movement from Great Northern Railway connection and Signal 5025 governing movement from interchange track at Chemult is "stop." Proceed indication will be displayed after switches and derails are lined for movement if block is clear. Should these signals fail to indicate "proceed" after switches are lined, train may proceed in accordance with Rule 509. All movements to main track must be protected as prescribed by Rule 99.

Westward freight trains approaching Klamath Falls will stop east of distant signal 4305. When a flashing white light displayed on mast of this signal, train may then proceed into Klamath Falls Yard.

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 510.

If train is close to a telephone booth, dispatcher should be notified from that point. If telephone booth is not close, and only a short distance from train order office, the dispatcher may be notified from the next open train order office, however, if next open train order office is of any great distance from point where train being delayed flagging signals, then train must be stopped at the first telephone booth and dispatcher notified from that point.

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.
Upton —300 feet west of west telephone booth.

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

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

When authority is received by telephone to proceed through the limits of an inoperative interlocking signal, member of the crew must make careful examination of facing point switches before passing over them.

Redding—Interlocking limits extend to interlocking signal 1240 feet east and to interlocking signal 545 feet west of train order signal.

Telephones located on eastbound interlocking signal, near derail on Engine Spur and on relay housing opposite east switch to siding, for use of train and enginemen when conditions require.

Interlocking limit sign located near derail on engine spur. Trains or engines into clear on engine spur must not line switches to, or foul, main track until permission is secured by telephone from operator. Switch and derail to engine spur hand operated.

Interlocking limits Redding adjoins Centralized Traffic Control limit at absolute signal at clearance point east end siding at Redding, and extends westward on main track to interlocking signal governing movements of eastward trains 545 feet west of train order signal Redding.

At the junction of the Keswick Branch M.P. 258.6, a low light type interlocking signal is located at the clearance point on the Keswick Branch, governing westward trains moving into interlocking limit. The normal position is "stop." Westward trains stop before passing the signal.

Telephone located in metal box attached to relay instrument case at junction switch. Call operator at Redding for permission to move into interlocking limit. This signal will indicate "proceed" when junction switch is lined for movement from old line into interlocking limit, and block is clear.

Interlocking signal located at clearance point on Sterling Lumber Company's spur located 100 feet west of the junction of the old line, and the new line at Redding.

Telephone located in metal box attached to relay instrument case at junction switch. Call operator at Redding for permission to move into interlocking limit. Signal will indicate "proceed" when derail and switch are properly lined for movement and block is clear.

"Interlocking limit" sign located at derail at clearance point of spur 700 feet east of passenger station Redding. Call operator on telephone for permission to enter interlocking limit.

Before fouling siding at crossover of house track just east of passenger station, Redding, call operator on telephone for permission to enter siding. When permission obtained, line inside switch of house track before lining siding switch of crossover. Crossover switches east end siding controlled by operator at train-order office. When instructed to operate switches by hand, be governed by sign on relay house opposite west switch of crossover.

CENTRALIZED TRAFFIC CONTROL SYSTEM

The absolute signal just east of the east switch of siding at Redding governs westward trains. When this signal indicates "proceed", trains may move from the limit of the Centralized Traffic Control to the interlocking signal in advance, under authority of Rule 605.

At the west end of Pit River Bridge, there are two 2-indication dwarf light type signals (special signals); one signal governs movement of eastward trains on the main track, and one signal governs movement of eastward trains on the siding.

At the east end of the Pit River Bridge, there are four 2-indication dwarf light type special signals; two signals govern the movement of eastward trains, one for the main track and one for the siding, and two signals govern movements of westward trains, one for the main track and one for the siding.

These signals display "white" for proceed, and "red" for stop, and are identified as "dragging equipment signals".

Trains finding these signals indicating "stop," must stop and make inspection of their train for dragging equipment and notify dispatcher before proceeding.

Two-unit automatic signal No. 2829 is located at M.P. 282.8, one mile east of Mead siding. When lower unit displays "green," be governed by Rule 752A, figure 2, of Centralized Traffic Control System, revised March 1, 1942.

Three unit absolute signal at the east end of siding at Lakehead governing westward trains is equipped with a "call-on" signal.

Top Unit.....governs movement on main track.
Center Unit.....governs movement to siding.
Lower Unit.....governs movement to house track.
Call-on Signal (Flashing Yellow Light).....proceed to couple to train on main track or siding.

Helper engine that is to move and couple to a train on main track or siding after receiving proper CTC signals, must stop on short track circuit, just east of 3-unit absolute signal, and wait for "call-on" signal to operate. When call-on signal displays a flashing yellow light, it confers authority to pass the 3-unit absolute signal indicating "stop," and move to the train occupying the main track or siding after such train has stopped and hand signal is received from member of train crew.

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 mast 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 mixed trains with cast iron wheels, 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 enginemen 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 freight trains must be made immediately prior to leaving:
5	Siskiyou.....	All trains.
3	Grass Lake.....	Westward trains.
5	Hornbrook.....	Eastward trains.
3-5	Black Butte....	Siskiyou Line trains.
5	Ambrose.....	Westward 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 must be detached to take oil.

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.

4. Helper service: No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 210,000 pounds on the drivers will not be placed behind cabooses.

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

Not more than one F or AC class engine shall be placed on head end of freight trains except on trains consisting entirely of logs between Leaf and Grass Lake, Canby and Ambrose. F or AC class engines must not be coupled ahead of engines smaller than consolidation when tonnage behind such engine is in excess of time-table rating. Between Ashland and Hornbrook, helpers must be placed in rear of train.

4a. Pushing trains out of yards: No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 210,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

When necessary to occupy McCloud River R. R. Company's tracks at Mount Shasta, including the west leg of wye, it must be under protection of flag.

Tracks, except main track at Leaf, are used by engines and motor cars of the Long Bell Lumber Company, and all movements over these tracks including both legs of wye, and to Long Bell siding must be made with caution.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, trainman will open train heat valve on rear of train at station one mile board and engineman will shut off train heat one-half mile from station.

10. Look out for falling rocks between Algoma and Modoc Point.

12. Where rail lubricators are located, running switches are prohibited and sand, blow-off cocks and injectors must not be used, nor boosters started while passing over same.

14. During dry season, use sprinklers on engines so equipped when passing through all tunnels, and on all bridges. If engine is not equipped with sprinkler and it is possible to do so, tire coolers should be operated through tunnels and on bridges.

Sprinklers are to be kept open while train is in motion; where long stops are made they will be closed temporarily to avoid waste of water.

20. Handling of freight cars in train behind passenger cars is prohibited, except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. The term "freight car" does not include a baggage, express, or mail car, or a caboose. Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

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

Gas transport cars when handled in freight trains should be placed next ahead of caboose.

Cars with inoperative couplers, containing perishables or live stock, may be chained in train and moved to nearest available repair point. Other cars with defective couplers will be switched to the rear of caboose, using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train. Cars chained may be moved to nearest repair point in direction train is moving.

Page	Class of Engine	Restricted Tracks
2	AC-4-5-6-7-8-10	Castella.....Dirigo Industrial tracks.
2-3-4-5	Heavier than 210 Ms on Drivers	Red Bluff.....Pioneer Fruit spur. Redding.....Hoefer's and Sterling Lumber Co.'s spurs. Lamoine.....Little Slate Creek bridge. Gibson.....Spur. Igerna.....Spur. Weed.....Long Bell Lbr. Co., docks 1 and 2 in lumber shed, shed spur, block spur, factory 2, factory 3, No. 6 lumber yard. Industrial tracks between Bray and Klamath Falls except C, AC 1, 2 and 3 class engines as follows: Dorris.....All spurs. MacDoel.....Lumber spur back of stock corral. Industrial tracks between Klamath Falls and Kirk except engines not heavier than 275 Ms on drivers as follows: Algoma.....Log spur and track to box factory. Chiloquin.....Chiloquin Lumber Co. track extending off stem of wye. Speed restricted to 6 MPH. Modoc Point.....Lamm Lumber Co., spur. Lakeview Branch.

Page	Class of Engine	Restricted Tracks
3	F and AC 4-5-6-7-8-10	Pioneer
3	AC-4-5-6-7-8-10	Mt. Shasta.....Pacific Fruit & Produce Co.'s spur, or on house track, beyond west end of freight platform. Penoyar.....Spurs, use reach.
2-3-4-5	All	Mt. Shasta.....McCloud River R. R. main track from clearance with interchange east end of yard to point opposite station building. Algoma.....Spur leading to Algoma Lbr. Co. machine shop. Ager.....Spur beyond signal east of road crossing. Willow Ranch....Crane Creek Lumber Co. shed. Perez.....Spur. Stronghold.....Spur-Pit.
5	GS, AC	Siskiyou line between Hornbrook and Ashland.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 MPH and Freight and mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal." Speed restrictions in MPH, will apply as follows:

Page No.	Territory	PASSENGER: Maximum	With F 1, 3, 4, 5 and AC 4, 5 Cross-Counter Balanced AC, 7, 8, 10	With T 1, 8 to 23, 28, 31, 34, 36, 57, 58 M Mk 5 to 9 Engines	With C 2 to 10	With C 11 to 17 TW Mk 2, 4 and 10 G. N. Ry. F 5 Engines	With AM AC 4, 5, 6 8, 10 F 1, 3, 4, 5 not Cross-Counter Balanced	With AC 1, 2, 3 Engines	FREIGHT: Freight and Mixed Maximum	Engines and Motors Backing	LIGHT ENGINES RUNNING FORWARD: Maximum	Mt C 2 to 10 C 18, 19 Mk 5 to 9 F 3, 4, 5	AC 4, 5, 6, 7, 8, 10, AM C 15, 17 TW Mk 2, 4 and 10 G. N. Ry. F 5	AC 1, 2, 3	Switch Engines S-SE Class
2	Gerber and M.P. 223.4 at Red Bluff	70	55	50	45	40	45	40	40	30	40	35	30	30	20
2	Red Bluff and M.P. 233.6 at Hooker	60	55	50	45	40	45	40	40	30	40	35	30	30	20
2	M.P. 233.6 and M.P. 258.2 at Redding	70	55	50	45	40	45	40	40	30	40	35	30	30	20
2	Redding and M.P. 272.69	60	55	50	45	40	45	40	40	30	40	35	30	30	20
2	M.P. 272.69 and M.P. 273.35	45	45	45	45	40	45	40	40	30	40	35	30	30	20
2	M.P. 273.35 and M.P. 287.95	55	55	50	45	40	45	40	40	30	40	35	30	30	20
2	M.P. 287.95 and Dunsmuir	30	25	30	30	30	25	20	20	15	30	25	25	20	20
2	**Exception:** Eastward freight trains M.P. 287.95 and Dunsmuir								25	15					
3	Dunsmuir and Azalea	25	25	25	25	25	25	20	20	15	25	25	25	20	20
3	Azalea and Mt. Shasta	30	25	30	30	30	25	20	20	15	25	25	25	20	20
3	Mt. Shasta and Deetz	50	50	50	45	40	45	40	35	25	40	35	30	30	20
3	Deetz and Black Butte	25	25	25	25	25	25	20	20	15	25	25	25	20	20
3	Black Butte M.P. 345 and M.P. 355½ Cascade Line	35	35	35	35	35	35	25	20	35	30	30	30	20	20
3	M.P. 355½ and Klamath Falls	60	55	50	45	40	45	40	40	30	40	35	30	30	20
3	Dredger Fills, Worden and Midland	55	55	50	45	40	45	40	35	30	40	35	30	30	20
4	Klamath Falls and M.P. 479½	60	55	50	45	40	45	40	40	30	40	35	30	30	20
4	M.P. 479½ and M.P. 498	65	55	50	45	40	45	40	40	30	35	35	30	30	20
4	M.P. 498 and Crescent Lake	60	55	50	45	40	45	40	40	30	35	35	30	30	20
4	Dredger Fills, Wocus and Ouxy	60	55	50	45	40	45	40	35	30	40	35	30	30	20
5	Black Butte and Edgewood	25	25	25	25	25	25	20	20	15	25	20	20	20	20
5	Edgewood and Snowdon	50	50	50	45	40	45	40	35	25	40	35	30	30	20
5	Snowdon and Ager	30	25	30	30	30	25	20	20	15	30	25	25	25	20
5	Ager and Thrall	25	25	25	25	25	25	20	20	15	25	20	20	20	20
5	Thrall and Hornbrook	30	25	30	30	30	25	20	20	15	30	25	25	20	20
5	Hornbrook and Hilt	25	25	25	25	25	25	.....	15	15	25	25	25	.....	20
5	Hilt and Cole	30	25	30	30	30	25	.....	20	20	30	25	25	.....	20
5	Cole and M.P. 425	25	25	25	25	25	25	.....	15	15	25	25	25	.....	20
5	M.P. 425 and Ashland	30	25	30	30	30	25	.....	20	15	25	25	25	.....	20
5	Alturas and Canby	40	.....	40	40	40	40	40	30	20	40	35	30	25	20
5	Canby and Ambrose	25	.....	25	25	25	25	20	20	15	25	25	25	25	20
5	Ambrose and Klamath Falls	40	.....	40	40	40	40	40	35	20	40	35	30	25	20
5	Alturas and Lakeview	30	.....	.....	.....	.....	.....	.....	30	20	25	.....	.....	.....	20
5	Redding and one mile east of Middle Creek	40	40	40	40	40	40	40	35	25	40	35	30	30	20
5	One mile east of Middle Creek and Coram	30	25	30	30	30	25	20	20	15	30	25	25	20	20
5	**Exception:** Eastward freight trains one mile east of Middle Creek and Coram								25	15					
	Through Crossovers, Turn-outs and on sidings	15	10	15	15	15	10	10	10	10	15	15	15	10	15
	Trains handling logs loaded on flat or logging cars, Tangent track	.....	.....	.....	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....
	Trains handling logs loaded on flat or logging cars, Curved track	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	.....	.....	.....	.....

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

	MPH
Red Bluff	25
Redding	25
Chiloquin	25

Page	Class of Engine	Station-Territory-Structure	MPH
All	S & SE	On curves	15
All	Motors	Backing thru yards and over highway crossings	10
All	All	Freight trains on descending grades, while passing passenger trains	15
All	...	Locomotive cranes moving in trains with flexible or swivel truck trailing	18
All	...	Trains entering or moving thru controlled sidings, or when running against the current of traffic on double track under authority of dwarf signals	25
2	All	Engines moving west over spur switch east end Lamoine siding	10
2-3	All	Between Signals 3208 and 3225 Dunsmuir Yard — Freight	15
		Between Signals 3208 and 3225 Dunsmuir Yard — Passenger	20
2-3-5	AC-1 2-3	Between Delta and Mt. Shasta, Black Butte and Grass Lake, Ambrose and Canby, where slow boards show 25 MPH	20
3-4	All	Klamath Falls, between G. N. R. R. crossover to main track at M.P. 427.8 to Sixth Street viaduct M.P. 429.1	30
		Between Sixth St. viaduct M.P. 429.1 and signal at underpass M.P. 429.9	15
2-3-4-5	All	Trains handling logs thru tunnels and over following bridges and crossings:	
		Sprague River bridge, west of Chiloquin	
		Dry Canyon viaduct between Hotlum and Bolam	
		Klamath River bridge, east of Klamathon	
		All crossings Sacramento river, except 2nd, 4th, 5th, 14th, 15th, 17th and 18th	5
4	All	Passenger trains on house track at Algoma	8
4	All	Chiloquin, from stem of wye to log pond	6
5	All	Hornbrook, engines using wye, enter on west leg and leave on east leg	8
5	All	Canby, Lumber Company's spur	8

SPEED RESTRICTIONS
SPEED TABLE

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.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

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.

All GS-1, 2, 3, 4. Mt 1, 2, 3, 4, 5. P-12.

P-7, 8, 10; 2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491.

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, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3682, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4, 5, 7, 8, and 10.

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. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.

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 (to be handled in work trains when practicable):

- On tangent main tracks ... 25
- On curves and on branch tracks ... 15

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. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.

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.

Maximum speed for passenger trains handling box cars equipped with steel wheels and trains consisting entirely of system or foreign line box cars so equipped is 60 MPH. When such cars are equipped with high speed trucks and proper braking equipment and pass required terminal inspection they may be handled in regular passenger trains at passenger speeds.

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 Delta and Mount Shasta.

Do not exceed 25 MPH over No. 14 switch connection to new main line east of overhead bridge east end Redding Yard.

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

M.P.	BETWEEN		Structure	Height	Crossing
258.2	Redding	North Street	Bridge	21′ 8″	
301.8	Lamoine	Gibson	Bridge No. 6	21′ 9″	Sacramento River
305.3	Gibson	Fisher	Bridge No. 8	21′ 6″	Sacramento River
305.4	Gibson	Fisher	Tunnel No. 13	17′11″	
306.7	Fisher	Sims	Bridge No. 9	21′ 6″	Sacramento River
307.0	Fisher	Sims	Tunnel No. 14	18′ 1″	
308.6	Fisher	Sims	Bridge No. 10	21′ 6″	Sacramento River
308.9	Gibson	Sims	Bridge No. 11	21′ 6″	Sacramento River
310.3	Sims	Flume	Bridge No. 12	23′ 9″	Sacramento River
325.0	Shasta Retreat	Shasta Springs	Bridge No. 16	21′10″	Sacramento River
329.4	Cantara	Mott	Tunnel No. 16	18′10½″	
336.7	Mount Shasta		House track		Sheldon Bldg.
390.9	Thrall	Hornbrook	Bridge	21′ 6½″	Klamath River
411.3	Gregory	Siskiyou	Tunnel No. 13	18′00″	
414.6	Siskiyou	Wall Creek	Tunnel No. 14	18′ 7″	
415.2	Siskiyou	Wall Creek	Tunnel No. 15	18′ 4″	
419.9	Steinman	Mistletoe	Tunnel No. 16	18′ 0″	
419.9	Steinman		Water tank		
407.8	Dorris	Calor	Tunnel No. 17	21′ 2″	
410.0	Dorris	Calor	Tunnel No. 18	21′ 2″	
427.1	Texum	Klamath Falls	Highway Bridge	21′ 9″	S. P. Tracks
456.0	Lobert	Chiloquin	Bridge	23′ 7″	Sprague River
438.9	Algoma	Planer Shed	Overhead		
512.3	Lakeview	Underwood Lumber Co. Spur.		Starbird Lumber Co. Spur.	

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

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
Dunsmuir	Dr. E. J. Cornish	District Examiner and Surgeon.
Dunsmuir	Dr. Eugene V. Anderson	District Examiner and Surgeon.
Dunsmuir	Dr. R. J. Merret	Associate District Examiner and Surgeon.
Mt. Shasta	Dr. Jas. B. McGuire	District Surgeon.
Weed	Dr. H. L. Vidricksen	District Examiner and Surgeon.
Montague	Dr. Chas. Pius	District Examiner and Surgeon.
Hilt	Dr. Roy F. Schlappi	District Surgeon.
Ashland	Dr. E. A. Woods	Oculist and Aurist.
Ashland	Dr. Harvey A. Woods	District Examiner and Surgeon.
Red Bluff	Dr. F. L. Doane	District Examiner and Surgeon.
Anderson	Dr. G. E. Flora	District Surgeon.
Redding	Dr. C. D. Sewall	District Examiner and Surgeon.
Redding	Dr. T. D. Wyatt	Assistant District Surgeon.
Gerber	Dr. R. G. Frey	District Examiner and Surgeon.
Dorris	Dr. A. B. Gray	District Surgeon.
Klamath Falls	Dr. E. D. Johnson	Division Examiner and Surgeon.
Klamath Falls	Dr. Chas. V. Rugh	District Surgeon.
Klamath Falls	Dr. Ralph W. Stearns	Oculist and Aurist.
Klamath Falls	Dr. E. D. Lamb	Associate District Surgeon.
Tule Lake	Dr. J. Randolph Barr	District Surgeon.
Chiloquin	Dr. Marvin Nerseth	District Surgeon.
Chiloquin	Dr. A. J. McCannel	Emergency Surgeon.
Alturas	Dr. John Stile	District Examiner and Surgeon.
Lakeview	Dr. C. E. Leithead	District Examiner and Surgeon.
Yreka	Dr. R. W. Jones	Associate District Surgeon.

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-SHASTA DIVISION

In Ms of 1000 lbs. Back of Tender

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Ashland and Hornbrook	Dunsmuir and Edgewood Dunsmuir to Black Butte	Snowdon to Edgewood Edgewood to Hornbrook	Hornbrook to Snowdon	Gerber to Delta	Delta to Dunsmuir	Dunsmuir to Gerber	Black Butte to Grass Lake	Mt. Hebron to Dunsmuir	Grass Lake to Klamath Falls Crescent Lake to Mt. Hebron	Klamath Falls to Crescent Lake	Perez to Canby	Canby to Perez	Klamath Falls and Perez Canby and Alturas
T-28, 31	T-63 22/28 162-S	2311 to 2362.....	210	700	1000	2100	1500	2300	1850	3750	1650	2300	5250	3050	2450	1050	3550
C-9, 10	C-57 22/30 194-S, 200-SF	2513 to 2599.....	210	800	1200	2400	1650	2700	2150	4200	1950	2700	5850	3400	2750	1200	3950
C-5, 8	C-57 22/30 185-S, 192-S	2624 to 2860.....															
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	640	1050	2000	1400	2400	1850	3500	1650	2500	5000	2900	2300	1000	3400
P-12	P-73 26/28 189-SF	3120 to 3129.....	205	...	1100	....	....	2700	2150	4300	1900	2700	6000	3400	....	....	....
Mk-2, 4	MK-57 23½/30 206-S, 230-SF	3200 to 3240.....	210	930	1300	2800	1950	3000	2400	4900	2100	3000	6500	3650	3100	1350	4550
Mk-5, 6	MK-63 26/28 210-S, 233-SF	3241 to 3277.....	210	970	1400	2950	2050	3200	2600	5300	2300	3200	7000	3750	....	....	....
Mk-10	MK-51 24½/28 206-S	3295 to 3296.....	180	830	1300	2500	1700	3000	2350	4450	2100	3000	6200	3600	2950	1250	4200
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3769.....	200	1250	2000	3950	2600	4600	3650	6950	3200	4500	9650	5650	4850	2150	6650
F-5	F-63 29½/32 306/B-62-SF																
AM-2	AM-63 22-22/28 357-SF	3900 to 3911.....	210	1200	1900	3700	2500	4400	3500	6600	3100	4300	9200	5150	....	....	....
AC-1, 2, 3	AC-57 22-22/30 441-SF	4000 to 4048.....	210	1600	2500	4750	3350	5300	4300	8350	3800	5400	11000	6800	5550	2500	8000
AC-4, 5	AC-63 24-24/32 475-SF, 483-SF	4100 to 4125.....	235	2100	3100	6200	4350	7000	5600	10900	5000	6900	14000	8000	....	....	....
AC-6	AC-63 24-24/32 517-SF	4126 to 4244.....	250	2250	3300	6600	4650	7500	6000	11600	5300	7400	15000	8600	....	....	....
AC-7	AC-63 24-24/32 515-SF																
AC-8, 10	AC-63 24-24/32 532-SF																
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376.....	210	1000	1550	3350	2300	3500	2850	6200	2500	3500	7750	4500	....	....	....
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409.....	250	....	1600	....	....	3700	3000	6450	2600	3700	8400	4800	....	....	....
GS-2	GS-73 27/30 266/B-104-SF	4410 to 4415.....															
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4429.....	280	....	1650	....	....	3900	3100	6600	2700	3850	8500	4900	....	....	....
GS-4	GS-80 25½/32 276/B-118-SF	4430 to 4457.....	300														
Allowance for Empty and Underloaded Cars	Less than 45 M's.			3	3	3	3	6	6	6	3	3	6	6	6	3	6
	45 M's. to 55 M's..			3	3	3	3	3	3	3	3	3	3	3	3	3	3
	More than 55 M's.			0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRAINMASTERS

H. A. SPRAGUE.....KLAMATH FALLS, ORE.
N. B. EDDLESTONE.....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.

MILEAGE

Main Line

Proberta to California-Oregon State Line	C. P. Ry	181.845
California-Oregon State Line to Ashland	S. P. Co	27.597
Black Butte to Crescent Lake	C. P. Ry	181.773
Paola to Klamath Falls	C. P. Ry	97.654
TOTAL MAIN LINE		488.869

Branches

Keswick	C. P. Ry	Redding to Coram	13.490
Lakeview	N. C. O. Ry	Alturas to Lakeview	56.163
TOTAL			69.653

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070	.....	.....	.....
" —66 ft.	127,610	.....	.....	.....
" —70 ft.	122,620	.....	.....	.....
" —70 ft. (With Auto. End Door)	125,800	.....	.....	.....
" —(Dynamo)	98,730	.....	.....	.....
"	.....	87,120	.....	.....
Baggage & Mail—60 ft.	103,620	.....	.....	.....
" " " —69 ft.	124,760	.....	.....	.....
" " " —70 ft.	129,140	.....	.....	.....
" " "	.....	103,590	.....	.....
" " Passenger	108,675	112,640	.....	.....
Express Refr.—N. P. Ry	.....	74,000	.....	.....
" " —A. R. E. No. 40- 154	.....	78,000	.....	.....
" " — " " 155- 224	.....	89,000	.....	.....
" " — " " 500- 506	.....	110,000	.....	.....
" " — " " 1101-1175	.....	85,000	.....	.....
" " —P. F. E. " 500- 799	.....	83,000	.....	.....
Express, Horse	133,050	.....	.....	.....
Postal	112,120	.....	.....	.....
Postal Storage—40 ft.	74,530	.....	.....	.....
" " —60 ft.	105,120	.....	.....	.....
Assembly (ACW)	.....	.....	168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official...(NAC)	170,700	155,370	.....	.....
" (ACW)—Cars 107-128	.....	.....	182,800	182,800
" (ACW)—Cars, 140-141	.....	.....	195,040	195,040
Chair—60 ft.....(ACI)	100,620	.....	138,000	132,000
" —72 ft.....(ACI)	.....	.....	165,000	157,800
" —72 ft.....(ACW)	.....	.....	158,700	158,700
" —Streamline—Single (ACS)	.....	.....	120,900	104,500
" — " —Art....(ACS)	.....	.....	205,400	172,600
" —74 ft.....(ACI)	.....	.....	180,915	173,125
" —74 ft.....(ACS)	.....	.....	197,944	181,600
Coaches—60 ft.....(ACI)	98,130	.....	136,100	130,100
" —70 ft.....(ACI)	137,640	.....	157,800	151,000
" —70 ft.....(ACW)	137,640	.....	151,000	151,000
" —72 ft.....(ACI)	.....	.....	164,500	157,400
" —72 ft.....(ACW)	.....	.....	153,500	153,500
" —73 ft. 6 in.....(ACW)	.....	.....	163,000	163,000
" —73 ft. 6 in.....(ACI)	.....	.....	168,500	161,200
" —72 ft. (Interurban)	120,000	.....	.....	.....
All-Day Lunch—Chair	105,970	.....	.....	.....
" " —Coach	103,875	.....	.....	.....
Cafe-Coach.....(ACI)	.....	138,600	155,700	149,000*
Cafe-Lounge.....(ACI)	148,950	161,200	173,500	166,000
" .....(ACW)	.....	.....	156,000	156,000
Diner—70 ft.	.....	135,930	.....	.....
" —72 ft.	155,330	146,930	.....	.....
" —77 ft. (Arch Roof).....(ACI)	156,000	.....	170,100	162,700
" —77 ft. (" ").....(ACW)	.....	.....	162,950	162,950
" —77 ft. (Clere Story Roof)....(ACW)	.....	165,530	169,450	169,450
" —77 ft. (" " ").....(ACM)	.....	.....	189,581	173,836
" —79 ft.....(NAC)	169,100	.....	.....	.....
" —80 ft. (Clere Story Roof)....(ACM)	.....	.....	201,323	184,700
Lounge (" " ").....(ACI)	.....	.....	189,800	181,630
" (Arch Roof).....(ACI)	.....	.....	167,500	160,300
" (" ").....(ACW)	.....	.....	164,980	157,780
Observation—75 ft.....(ACI)	154,400	.....	169,185	161,900
" —77 ft.....(ACI)	.....	.....	194,543	186,166
"	.....	141,870	.....	.....
Pullman—Observation.....(ACI)	160,800	153,000	177,314	169,200
" — .....(ACM)	160,800	153,000	192,300	176,300
" — " Lounge.....(ACM)	171,200	.....	194,900	178,900
" — " " .....(ACI)	171,200	.....	187,682	179,600
" —Bedroom.....(ACI)	167,600	.....	183,920	176,000
" — " .....(ACM)	167,600	.....	195,800	179,800
" —Sleeper.....(ACM)	163,100	.....	191,100	175,100
" — " .....(ACI)	163,100	.....	180,075	171,500
" —Tourist.....(ACM)	153,000	.....	185,200	169,200
" — " .....(ACI)	153,000	.....	168,663	161,400

*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.

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

MAP
OF THE
SHASTA DIVISION
SOUTHERN PACIFIC COMPANY

AUGUST 5, 1926.
J.F.M.

SCALE OF MILES
0 5 10 20 30 40

Revised May 1942