SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SHASTA DIVISION

52

Effective Sunday, September 9, 1945, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

G. H. KILBORN,
Superintendent.

EASTWARD — REDDING SUBDIVISION — WESTWARD

Time Table No. 52
September 9, 1945

Capacity of sidings in car lengths	THIRD CLASS 622 Freight Leave Daily	620 Freight Leave Daily	618 Freight Leave Daily	FIRST CLASS 24 Cascade Leave Daily	16 West Coast Leave Daily	20 Klamath Leave Daily	18 Oregonian Leave Daily	Distance from San Francisco via Marysville	STATIONS	Distance from Dunsmuir	19 Klamath Arrive Daily	23 Cascade Arrive Daily	15 West Coast Arrive Daily	17 Oregonian Arrive Daily
Gerber Yard BKWO 164 YP	4.15 PM	8.30 AM	12.25 AM	9.20 PM	2.15 PM	3.30 AM	1.00 AM	213.8		101.4	s 3.50 AM	s 9.35 AM	s 2.10 PM	s 4.00 PM
Gerber Yard BKW OYP								214.8		100.4				
								215.8		99.4				
102 P	4.27	8.40	12.35	9.30	2.23	**3.40**	1.08	218.9	RAWSON E. 4.5 — W. 4.1	96.3	**3.40**	9.25	1.53	3.50
Yard Limits 54 P	4.36	8.50	12.45	9.37	s 2.35	s 3.55	s 1.18	223.4	TO RED BLUFF E. 1.0 — W. 1.5	91.8	s 3.25	9.17	s 1.43	s 3.40
98 P	4.38	8.54	12.49	9.39	2.38	4.01	1.20	224.5	GLADE E. 4.6 — W. 4.6	90.7	3.16	9.13	1.33	3.32
101 P	4.49	**9.07**	12.57	9.45	2.46	4.07	1.26	228.9	BLUNT E. 4.5 — W. 4.6	86.3	3.10	**9.07**	1.27	3.26
108 P	5.00	9.17	1.10	9.52	2.56	4.15	1.33	233.6	HOOKER E. 7.2 — W. 7.1	81.6	3.02	9.01	1.21	3.20
97 WP	5.12	9.27	1.20	9.59	**3.09**	s 4.25	1.41	240.4	TO COTTONWOOD E. 3.5 — W. 3.6	74.8	s 2.52	8.52	s 1.10	**3.09**
106 P	5.19	9.35	1.31	10.03	3.15	4.30	1.45	244.2	CULP E. 3.2 — W. 3.2	71.0	2.44	8.47	1.01	3.03
102 P	5.26	9.41	1.37	10.07	s 3.22	s 4.37	1.49	247.1	TO ANDERSON E. 6.2 — W. 6.3	68.1	s 2.38	8.43	s 12.56	2.58
106 P	5.36	9.50	1.46	10.16	3.29	4.45	1.57	253.5	GIRVAN E. 3.7 — W. 3.7	61.7	2.28	8.35	12.46	2.50
Yard Limits E. 181 BKWIP W. 96	5.45	10.00 AM	1.57	10.24 PM	s 3.50	s 5.15	s **2.15**	258.2	TO REDDING E. 5.4 — W. 5.4	57.0	s **2.15**	f 8.25	s 12.35	s 2.40
102 WOYP								263.0	SILVERTHORN E. 3.3 — W. 3.3	52.2				
102 P					f 4.10	f 5.35		266.3	CENTRAL VALLEY E. 4.2 — W. 4.2	48.9	f 1.50		f 12.10 PM	f 2.15
102 P								270.4	McCOLL E. 2.8 — W. 2.7	44.8				
90 P								273.2	PITBRIDGE E. 4.9 — W. 4.7	42.0				
102 P								277.6	O'BRIEN E. 3.7 — W. 3.5	37.6				
102 P								281.2	MEAD E. 4.1 — W. 4.2	34.0				
106 WYP								285.7	LAKEHEAD E. 4.5 — W. 4.5	29.5				
110 WP					f 5.00	s 6.25		289.8 / 296.7	DELTA E. 2.9 — W. 2.9	25.4			f 11.30 AM	
111 P								300.2	LAMOINE E. 4.0 — W. 3.9	21.9				
105 P								304.0	GIBSON E. 2.5 — W. 2.2	18.1				
67 P								306.0	FISHER E. 3.4 — W. 3.9	16.1				
110 WP								309.4	SIMS E. 3.6 — W. 3.7	12.7				
114 P								313.1	CONANT E. 2.4 — W. 1.9	9.0				
53 P						f 7.15		315.3	CASTELLA E. 2.8 — W. 3.4	6.8			f 10.35	
Dunsmuir Yard 106 P								318.3	CASTLE CRAG E. 1.6 — W. 0.4	3.8				
Dunsmuir Yard BKP	9.30 PM	1.30 PM	5.30 AM					321.2	TO-R DUNSMUIR YARD E. 2.9 — W. 2.9	0.9				
Dunsmuir Yard BKW OTP				s 12.35 AM	s 6.20 PM	s 7.45 AM	s 4.25 AM	322.1	TO-R DUNSMUIR	0.0	12.05 AM	6.30 AM	10.20 AM	12.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(101.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(5.15) 19.31	(5.00) 20.01	(5.05) 19.94	(3.15) 31.20	(4.05) 24.83	(4.15) 23.86	(3.25) 29.67		Time over District / Average Speed per Hour		(3.45) 27.04	(3.05) 32.89	(3.50) 26.45	(3.35) 28.29

Automatic Block System — Centralized Traffic Control

RULE 5. Schedule time and train orders at Gerber apply at station sign.

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	Redding		Eugene	Davis

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Dirigo	316.1	..

No. 16 stop, if necessary, at Lakehead and Lamoine to dispatch parcel post.
No. 15 stop, if necessary, at O'Brien to dispatch parcel post.

Time Table No. 52
September 9, 1945

Capacity of sidings in car lengths		THIRD CLASS 630 Freight Leave Daily	628 Freight Leave Daily	626 Freight Leave Daily	FIRST CLASS 16 West Coast Leave Daily	20 Klamath Leave Daily	18 Oregonian Leave Daily	24 Cascade Leave Daily	Distance from San Francisco via Marysville	STATIONS	Distance from Klamath Falls	FIRST CLASS 23 Cascade Arrive Daily	15 West Coast Arrive Daily	17 Oregonian Arrive Daily	19 Klamath Arrive Daily
Dunsmuir yard	BKP								321.2	TO-R DUNSMUIR YARD E. 2.9 — W. 2.9	108.0				
Dunsmuir yard	BKW OTP				6.40 PM	8.10 AM	4.40 AM	12.50 AM	322.1	TO-R DUNSMUIR E. 2.8 — W. 2.8	107.1	s 6.15 AM	s 10.00 AM	s 12.05 PM	s 11.30 PM
Dunsmuir yard	P								325.4	SHASTA SPRINGS E. 0.1 — W. 1.2	108.8				
116	P								326.1	SMALL E. 2.1 — W. 1.0	108.1				
25	Spur P								327.6	CANTARA E. 3.4 — W. 4.9	101.6				
147	P								331.4	MOTT E. 1.4 — W. 1.2	97.8				
120	P								333.5	AZALEA E. 4.1 — W. 3.9	95.7				
101	WYP				s 7.35	s 9.05			336.7	MOUNT SHASTA E. 1.9 — W. 2.1	92.5		s 9.20	s 11.25 AM	s 10.50
118	P								339.1	UPTON E. 2.4 — W. 2.4	90.1				
123	P								342.0 342.8	DEETZ E. 3.0 — W. 4.0	87.2				
Yard Limit 210	WYP		5.55 PM	9.45 AM	2.00 AM	7.55	9.25	5.40	1.50	345.2	TO BLACK BUTTE E. 7.7 — W. 6.5	84.8	5.18	8.56	11.01	10.30
107	P		6.15	10.05	2.20	8.09	9.39	5.54	2.04	352.2	HOTLUM E. 4.8 — W. 4.8	77.3	5.03	8.37	10.47	10.14
106	P		6.27	10.17	2.32	8.21	9.50	6.03	2.14	357.2	TO BOLAM E. 3.4 — W. 3.4	72.3	4.55	8.28	10.37	f 10.05
107	P		6.37	**10.29**	2.42	8.28	9.57	6.09	2.20	360.7	ANDESITE E. 4.4 — W. 4.5	68.8	4.50	8.22	**10.29**	9.58
111	P		6.52	10.44	2.57	8.37	10.04	6.17	2.26	364.8	COUGAR E. 3.8 — W. 3.9	64.7	4.45	8.16	10.21	9.51
E-111 W-117	WYP		7.17	11.09	3.05	f 8.50	**10.14**	6.27	2.36	368.5	TO-R GRASS LAKE E. 4.6 — W. 4.4	61.0	4.40	8.09	**10.14**	f 9.45
96	P		7.37	11.29	3.25	8.58	10.22	6.35	2.43	373.1	ERICKSON E. 3.6 — W. 3.7	56.4	4.33	7.59	10.07	9.38
109	P		7.45	11.37	3.33	9.05	10.30	6.42	2.48	377.2	PENOYAR E. 4.2 — W. 3.1	52.3	4.26	7.50	10.00	f 9.30
	YP					s 9.10	s 10.38			380.6	LEAF E. 0.5 — W. 1.5	48.9				s 9.22
102	WP		7.55	11.47	3.43	**9.17**	f 10.43	6.48	2.54	381.9	TO BRAY E. 4.5 — W. 4.2	47.6	4.18	7.40	9.52	**9.17**
77	P		8.02	11.55 AM	3.50	9.26	10.50	6.52	2.59	386.0	KEGG E. 4.1 — W. 4.4	43.5	4.10	7.30	9.44	9.07
103	P		8.08	12.01 PM	**4.03**	9.34	10.57	6.59	3.04	390.0	JEROME E. 3.6 — W. 3.8	39.5	**4.03**	7.21	9.37	8.58
E-94 W-89	Yd. Lmt. BKWYP		8.33	12.25	4.28	9.41	f 11.05	7.04	3.09	394.0	TO MT. HEBRON E. 3.2 — W. 2.5	35.5	3.57	7.13	9.31	8.50
56	P		**8.42**			f 9.50	s 11.12	**7.08**	3.13	396.7	TO MACDOEL E. 1.6 — W. 2.1	32.8	3.53	**7.08**	9.27	f **8.42**
102	P		8.55	12.35	4.38	9.53	11.17	7.13	3.16	398.8	SOMERSET E. 4.3 — W. 4.4	31.2	3.50	7.00	9.24	8.36
106	P		9.01	12.41	4.44	9.59	11.22	7.18	3.21	402.6	MAY E. 3.8 — W. 3.7	26.9	3.45	6.55	9.19	8.31
102	BKP		9.08	12.48	4.51	s 10.05	s 11.30	7.23	3.26	407.1	TO DORRIS E. 5.6 — W. 4.8	22.4	3.40	s 6.47	f 9.12	s 8.23
56	P		9.16	12.56	4.59	10.15	11.37	7.30	**3.33**	411.6	CALOR E. 3.7 — W. 4.5	17.9	**3.33**	6.35	9.04	8.10
102	P		9.23	1.03	5.06	10.21	11.42	7.35	3.38	415.6	WORDEN E. 2.6 — W. 2.1	13.9	3.25	6.30	8.59	8.05
56	P		9.29	1.09	5.12	10.26	11.47	7.39	3.42	418.2	ADY E. 3.6 — W. 4.0	11.3	3.20	6.25	8.55	8.00
97	P		9.36	1.16	5.19	10.32	11.51	7.44	3.47	422.3	MIDLAND E. 4.3 — W. 4.1	7.2	3.15	6.20	8.50	7.55
Klamath Falls yd.	76 P		9.43	1.23	5.26	10.40	11.56 AM	7.49	3.52	426.2	TEXUM E. 1.6 — W. 0.8	3.8	3.10	6.15	8.45	7.50
Klamath Falls yd.	BKWO TYP									428.7	TO-R KLAMATH FALLS YARD E. 2.0 — W. 2.0	0.8				
Klamath Falls yd.	BKW OTYP		9.55 PM	1.35 PM	5.40 AM	s 10.50 PM	s 12.05 PM	s 7.55 AM	s 4.00 AM	429.5	TO-R KLAMATH FALLS	0.0	3.05 AM	6.10 AM	8.40 AM	7.45 PM
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(108.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
			(4.00) 21.07	(3.50) 22.00	(3.40) 24.35	(4.10) 25.92	(3.55) 27.57	(3.15) 33.23	(3.10) 34.10		Time over District / Average Speed per Hour		(3.10) 34.10	(3.50) 28.17	(3.25) 34.36	(3.45) 28.80

Centralized Traffic Control — Automatic Block System

RULE 5. Schedule time and train orders for first-class trains at Klamath Falls apply at passenger station.

Westward freight trains using siding at Mt. Hebron to meet or permit trains to pass, will make a cut in front of train-order office sufficient to clear the county road crossing.

No. 16 stop at Kegg Pit Sunday for employees.

No. 17 reduce speed at Dorris for U. S. Mail or newspapers.

Water Supply—Three-fourths mile east of Cantara.

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	Sun., Wed. and Fri.		
19	Black Butte		Davis	Klamath Falls
19	Shasta Springs		Davis	Klamath Falls
20	Shasta Springs		Klamath Falls	Davis
19	Mt. Hebron	Tues., Sat.		

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Pioneer.....(Spur)	335.1	..
Kegg Pit.....	386.9	..

EASTWARD — KIRK SUBDIVISION — WESTWARD

Time Table No. 52
September 9, 1945

Automatic Block System

Capacity of Sidings in Car Lengths	THIRD CLASS 636 Freight Leave Daily	634 Freight Leave Daily	386 G. N. Ry. Time Freight Leave Daily	632 Freight Leave Daily	FIRST CLASS 16 West Coast Leave Daily	20 Klamath Leave Daily	18 Oregonian Leave Daily	24 Cascade Leave Daily	Distance from San Francisco via Marysville	STATIONS	Distance from Crescent Lake	23 Cascade Arrive Daily	15 West Coast Arrive Daily	17 Oregonian Arrive Daily	19 Klamath Arrive Daily
Klamath Falls yd. BKW OTYP	5.10 PM	9.10 AM	8.45 AM	1.15 AM	11.15 PM	12.25 PM	**8.15 AM**	4.15 AM	429.5	TO-R **KLAMATH FALLS** E. 2.1 — W. 2.3	99.1	s 2.50 AM	s 5.45 AM	s **8.15 AM**	s 7.20 PM
57 P	5.19	9.19	8.52	1.24	11.22	12.31	8.20	4.22	431.9	**CHELSEA** E. 2.2 — W. 2.6	96.7	2.43	5.36	8.06	7.13
102 P	5.25	9.25	8.59	1.30	11.29	12.36	8.26	4.30	434.1	**WOCUS** E. 4.4 — W. 4.4	94.5	2.38	5.30	8.01	7.07
101 P	5.33	9.33	9.06	1.38	11.37	12.42	8.32	4.37	438.9	TO **ALGOMA** E. 4.2 — W. 4.2	89.7	2.31	5.22	7.55	f 6.59
107 P	5.42	9.42	9.14	1.45	11.42	12.48	8.37	4.42	442.6	**OUXY** E. 4.6 — W. 4.5	86.0	2.25	5.15	7.50	6.50
102 P	5.50	9.50	9.22	1.53	11.48	12.54	8.42	4.48	447.2	TO **MODOC POINT** E. 4.6 — W. 4.5	81.4	2.19	5.05	7.45	s 6.42
103 P	5.59	10.02	9.30	**2.12**	11.54 PM	1.00	8.47	**4.54**	451.8	**LOBERT** E. 4.6 — W. 5.5	76.8	**2.12**	**4.54**	7.39	6.33
Yd. Limits 187 KWYP	6.09	10.15	9.38	2.22	s 12.05 AM	s 1.10	8.55	5.01	456.7	TO **CHILOQUIN** E. 1.6 — W. 0.5	71.9	2.05	s 4.45	s 7.33	s 6.25
82 P	**6.18**	10.20	9.43	2.27	12.09	1.13	8.58	5.03	458.0	**PINE RIDGE** E. 3.0 — W. 3.2	70.6	2.02	4.40	7.24	**6.18**
105 P	6.30	10.30	9.50	2.42	12.16	1.20	9.04	5.09	461.1	**BRAYMILL** E. 4.3 — W. 4.3	67.5	1.57	4.35	7.19	6.12
97 P	6.45	10.45	10.01	2.57	12.23	1.28	9.13	5.16	465.3	**CALIMUS** E. 5.0 — W. 5.0	63.3	1.51	4.29	7.13	6.05
E-112 Yd. Lts. W-107 WYP	6.55	10.55	10.09	3.10	f 12.31	1.37	9.20	5.22	470.3	TO **KIRK** E. 4.1 — W. 3.9	58.3	1.44	4.22	7.07	f 5.57
95 P	7.15	11.14	10.16	3.20	12.37	1.43	9.25	5.28	474.5	**FUEGO** E. 4.2 — W. 4.2	54.1	1.39	4.17	7.02	5.50
95 P	7.25	11.22	10.22	3.28	12.44	1.49	9.30	5.36	478.6	**CHINCHALO** E. 5.0 — W. 5.0	50.0	1.34	4.12	6.57	5.45
96 W P	7.35	11.30	10.29	3.42	12.50	1.55	9.35	5.42	483.4	TO **LENZ** E. 4.5 — W. 4.5	45.2	1.29	4.07	6.52	5.40
95 P	7.45	11.40	10.35	3.50	12.56	2.01	9.41	5.47	488.2	**MAZAMA** E. 4.3 — W 4.4	40.4	1.24	4.02	6.47	5.35
106 P	7.55	11.50 AM	10.45	**3.57**	1.02	2.07	9.48	5.55	492.6	TO **YAMSAY** E. 5.6 — W. 5.4	36.0	1.19	**3.57**	6.42	5.30
95 P	8.07	12.05 PM	11.01	4.07	**1.13**	2.13	9.55	6.01	498.0	**DIAMOND LAKE** E. 5.2 — W. 5.2	30.6	**1.13**	3.51	6.34	5.22
95 BKP	8.20	12.15	11.15 AM	4.16	f 1.27	s 2.23	10.05	6.08	503.3	TO-R **CHEMULT** E. 4.1 — W. 4.1	25.3	1.06	f 3.45	s 6.26	s 5.15
96 WYP	8.27	12.22		4.23	1.35	2.30	10.12	**6.14**	507.2	**PAUNINA** E. 7.4 — W. 7.4	21.4	1.01	3.36	**6.14**	5.06
96 P	8.40	12.35		4.35	1.48	2.45	10.25	6.24	514.8	TO **MOWICH** E. 4.7 — W. 4.6	13.8	12.49	3.25	6.04	f 4.53
95 P	8.48	12.43		4.43	1.56	2.53	10.32	6.31	519.5	**KOTAN** E. 4.7 — W. 4.7	9.1	12.43	3.19	5.58	4.45
96 P	8.56	12.51		4.51	2.05	f 3.01	10.40	6.38	524.0	**UMLI** E. 3.9 — W. 2.9	4.6	12.37	3.12	5.51	f 4.38
Yard Limits 38 BKWOYP	9.10 PM	1.05 PM		5.05 AM	s 2.15 AM	s 3.10 PM	s 10.50 AM	s 6.45 AM	528.6	TO-R **CRESCENT LAKE**	0.0	12.30 AM	3.05 AM	5.45 AM	4.30 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(99.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.00) 24.77	(3.55) 25.30	(2.30) 29.60	(3.50) 25.85	(3.00) 34.14	(2.45) 37.24	(2.35) 39.64	(2.30) 40.97		Time over District / Average Speed per Hour		(2.20) 42.47	(2.40) 37.16	(2.30) 40.97	(2.50) 34.74

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
18	Chiloquin, Chemult		Eugene	Davis
18	Modoc Point	Discharge		Davis
19	Paunina, Diamond Lake, Mazama	Receive Monday		
19	Chinchalo, Fuego	Receive Saturday		
19	Lenz		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

NAME	Mile Post	Capacity
Gilchrist Jct.....	513.2	..

RULE 5 and 105. Schedule time and train orders for first-class trains at Klamath Falls apply at passenger station; schedule time and train orders for No. 386 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.

No. 17 stop on flag at Mowich, Yamsay, Lenz, Kirk, Modoc Point, and Algoma on Tuesday and Saturday to entrain employes.

No. 20 stop on flag at Algoma, Modoc Point, Kirk, Lenz, Yamsay and Mowich Tuesday and Saturday to detrain employes.

Freight trains on siding Chemult for passenger trains must provide passageway for passengers to station, member of crew to be stationed at the cut. Train must not be recoupled until all passengers have passed to station side.

EASTWARD — BLACK BUTTE SUBDIVISION — WESTWARD

Time Table No. 52
September 9, 1945

Capacity of sidings in car lengths			EASTWARD THIRD CLASS 624 Freight Leave Daily	Distance from San Francisco via Marysville	Automatic Block System	STATIONS	Distance from Ashland	WESTWARD THIRD CLASS 623 Freight Arrive Daily
Yard Limits 210	WYP			345.2		TO-R **BLACK BUTTE** E. 1.8 — W. 1.8	85.1	9.00 AM
Spur 4				347.0 345.8		**IGERNA** E. 2.3 — W. 3.4	83.3	
Yard Limits 53	BKWOYP		2.00 AM	348.4		TO-R **WEED** E. 5.1 — W. 4.5	80.7	8.30
44	WYP		2.30	353.4		**EDGEWOOD** E. 7.7 — W. 8.0	75.7	7.50
67	P		2.50	361.0		TO **GAZELLE** E. 7.8 — W. 8.0	68.1	7.30
80	P		3.10	369.1		**GRENADA** E. 6.4 — W. 6.3	60.0	7.05
Yard Limits 62	KP		3.31	375.5		TO-R **MONTAGUE** E. 5.5 — W. 5.5	53.6	6.50
63	YP		3.45	380.7		**SNOWDON** E. 5.1 — W. 4.9	48.4	6.30
51	P		4.01	386.2		**AGER** E. 7.1 — W. 7.3	42.9	6.05
Yard Limits 73	KWYP		4.30	393.1		TO-R **HORNBROOK** E. 8.7 — W. 8.5	36.0	5.45
48	P		**5.05**	401.8		TO **HILT** E. 5.5 — W. 5.6	27.3	**5.05**
57	P		5.35	407.4		**GREGORY** E. 5.0 — W. 5.4	21.7	4.45
73	TP		6.01	412.2		**SISKIYOU** E. 6.9 — W. 6.7	16.9	4.10
55	WP		6.40	419.3		**STEINMAN** E. 3.6 — W. 3.7	9.8	3.40
68	P		6.55	422.9		**MISTLETOE** E. 6.0 — W. 5.3	6.2	3.25
Ashland Yard 52	BKWOTP		7.20 AM	429.1		TO-R **ASHLAND**	0.0	3.00 AM
			Arrive Daily			(85.1)		Leave Daily
			(5.20) 15.95			Time over District Average Speed per Hour		(6.00) 14.18

RULE 5 and 105. 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.

GS and AC class engines not permitted to operate between Hornbrook and Ashland.

Water Supply: One-fourth mile east of Grenada
MP 390.5
MP 403.6 (Emergency only)

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Ashland line		
Belleview	426.8	..
Keswick Br.		
Middle Creek	261.0	..
Kesdam	262.3	..
Central Mine	265.9	..
Alturas line		
Copic	520.3	..
Homestead	525.6	..
Tuber	527.7	..
Malone	536.0	..
Lost River	541.0	..
Hosley	543.8	..
Gem	548.1	..
Spring Lake	550.3	..

EASTWARD — REDDING SUBDIVISION — WESTWARD

Time Table No. 52
September 9, 1945
Keswick Branch

Capacity of sidings in car lengths			Distance from San Francisco	STATIONS	Distance from Coram
E 181 Yd. Lmt. W 96	BKWIP		258.2	TO **REDDING** E. 5.1 — W. 5.8	12.8
29			263.9	**KESWICK** E. 3.3 — W. 3.1	7.1
	P		267.2	TO **MATHESON** E. 0.7 — W. 0.8	3.8
46	P		268.0	**MOTION** E. 3.1 — W. 2.6	3.0
75	P		271.0	TO **CORAM**	0.0
				(12.8)	
				Time over District Average Speed per Hour	

EASTWARD — MERRILL SUBDIVISON — WESTWARD

Time Table No. 52
September 9, 1945

Capacity of sidings in car lengths			EASTWARD THIRD CLASS 616 Freight Leave Daily	Distance from San Francisco	STATIONS	Distance from Klamath Falls	WESTWARD THIRD CLASS 617 Freight Arrive Daily
Yard Limits	BKW OYP		8.00 AM	457.3 458.3	TO-R **ALTURAS** E. 1.7 — W. 2.3	97.5	5.05 PM
Yard Limits	61		8.10	459.9	**JUNIPER** E. 10.9 — W. 11.0	95.9	
72	P		8.30	470.6	**FLETCHER** E. 6.9 — W. 7.0	85.2	4.35
75	WYP		9.20	477.7	TO **CANBY** E. 7.7 — W. 7.7	78.1	4.05
75	YP		10.10	485.4	**AMBROSE** E. 4.3 — W. 4.3	70.4	3.25
72	P		10.30	489.8	**BOLES** E. 3.9 — W. 3.9	66.0	2.59
81	WP		10.50	493.6	**HACKAMORE** E. 7.1 — W. 7.1	62.2	2.40
73	P		11.20	500.8	**MEARES** E. 5.2 — W. 5.5	55.0	2.10
105	WYP		11.50 AM	506.1	TO **PEREZ** E. 9.4 — W. 9.1	49.7	1.40
73	P		12.20 PM	515.4	**CORNELL** E. 7.0 — W. 6.2	40.4	1.10
Spur 4	YP			521.9	**STALEY** E. 2.1 — W. 2.9	33.9	
73	WP		**12.50**	524.3	**STRONGHOLD** E. 1.2 — W. 0.5	31.5	**12.50**
	I			525.4	Great Northern Ry. Crossing E. 4.1 — W. 4.6	30.4	
40	P		1.01	529.7	TO **TULE LAKE** E. 2.5 — W. 3.0	26.1	12.43
97	P		1.10	533.2	**HATFIELD** E. 5.3 — W. 5.1	22.6	12.35
73	P		1.20	537.9	TO **MERRILL** E.9.3 — W.9.3	17.9	12.25
73	P		1.50	547.1	**STUKEL** E. 6.7 — W. 5.9	8.7	12.05 PM
Kla. Falls Yard	BKW OTYP		2.20 PM	555.0	TO-R **KLAMATH FALLS YARD** E. 2.5 — W. 2.5	0.8	11.30 AM
Kla. Falls Yard	BKW OTYP			555.8	TO-R **KLAMATH FALLS**	0.0	
			Arrive Daily		(97.5)		Leave Daily
			(6.20) 15.27		Time over District Average Speed per Hour		(5.35) 17.31

Take water at Hackamore and Stronghold only in emergency.

EASTWARD — MERRILL SUBDIVISION — WESTWARD

Time Table No. 52
September 9, 1945
Lakeview Branch

Capacity of sidings in car lengths			Distance from San Francisco	STATIONS	Distance from Lakeview
Yard Limits	BKWOYP		458.3 456.8	TO-R **ALTURAS** E. 9.6 — W. 9.6	55.5
16	P		466.9	**SURPRISE** E. 11.5 — W. 11.8	45.4
21	P		478.6	**DAVIS CREEK** E. 12.6 — W. 12.6	33.7
20	P		491.2	TO **WILLOW RANCH** E. 6.8 — W. 6.7	21.1
15			497.8	**FAIRPORT** E. 14.2 — W. 14.1	14.5
Yard Limits	BKWYP		512.3	TO-R **LAKEVIEW**	0.0
				(55.5)	

Water Supply: MP 485.8

MILEAGE

Main Line

Proberta to California-Oregon State Line	C. P. Ry.	181.001	
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	N. C. O. Ry.	2.309	
	C. P. Ry.	95.345	97.654
Total Main Line			488.025

Branches

Keswick	U. S. B. R.	Redding to Coram	13.490	
Lakeview	N. C. O. Ry.	Alturas to Lakeview	56.163	
Total				69.653
Total Shasta Division				557.678

RULE 2. Watch inspectors:

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.
Red Bluff....G. C. Wilkins & Son
Redding.....Adolph F. Dobrowsky
Dunsmuir.....J. A. Porter
Weed.....W. Martineau
Ashland.....C. R. Ramsey
Klamath Falls Lawrence Bertram
Alturas.....Wm. Mayben

RULE 2. (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

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, Fourth Thursday in November.
Christmas Day, December 25th.

RULE 7 (B). Herders must use green flag by day and green light by night in giving proceed signals for movement of trains and engines at Gerber, Dunsmuir, Dunsmuir Yard, Klamath Falls and Klamath Falls Yard.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Mile post location of slow boards which indicate the speed that must not be exceeded while engine is passing distant signal three-fourths mile beyond the slow board, unless distant signal can plainly be seen to be displaying proceed indication:

Eastward		BLACK BUTTE-ASHLAND	Westward	
367.50	418.10	.....	362.9	377.05
		BLACK BUTTE-KLAMATH FALLS		
371.30	388.30	.....	.....	.....
378.34	409.96	.....	.....	.....
384.16	414.04	.....	.....	.....
		KLAMATH FALLS-CRESCENT LAKE		
430.21	468.50	486.36	433.39	476.31 489.97
441.00	472.70	496.13	440.50	480.51 494.44
450.07	476.89	501.45	472.40	485.49 516.68
463.60	481.84	517.68	.....	....
		526.28	.....	....

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;

Merrill line trains to recall flagman between Stukel and Klamath Falls;

Keswick Branch trains to recall flagman between Redding and Keswick.

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;

Merrill line trains to recall flagman between Stukel and Klamath Falls;

Keswick Branch trains to recall flagman between Keswick and Redding.

RULE 14 (k). Will not apply in C. T. C. System between west switch Black Butte and Redding.

RULE 15. Second paragraph is changed to read as follows:

"The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

RULE 17. Mars Signal Light on engines 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 26 is amended to require display of blue signal on engineer's side of cab, instead of at one or both ends of engines. When metal occupational discs are used in conjunction therewith, blue signal must not be removed until all metal discs have been detached by workman of the same class making application. Person removing last disc may also remove blue signal.

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

RULE 83. Eastward trains must obtain train-order check of overdue superior trains at Black Butte, but may identify opposing trains between west and east switches Black Butte, and may identify eastward superior trains between train-order office and east switch Black Butte.

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

Gerber — Trains originating or terminating, except eastward third-class and extra trains.

Kiska—First-class trains,
Eastward third-class and extra trains originating.

Dunsmuir Yard, Dunsmuir, Chemult } Trains originating or terminating.

Grass Lake—Regular trains.

Klamath Falls Yard—Westward trains originating at Klamath Falls;
Eastward third-class and extra trains terminating at Klamath Falls.

Klamath Falls—All trains except westward extra trains originating.

Hornbrook—All trains.

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

Kiska—First-class trains.
Grass Lake—Regular trains.
Klamath Falls Yard—Westward first-class trains.
Klamath Falls—Westward GNRy trains.
Crescent Lake—Nos. 17, 23, 15, 18 and 24.

Operator Gerber will repeat registration of westward extra trains to Operator Kiska for entry on register.

Operator Klamath Falls will repeat registration of eastward first-class trains to Operator Klamath Falls Yard for entry in register.

Registration must be repeated for verification.

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 93. Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

West MP		East MP
211.92	Gerber	216.08
222.04	Red Bluff	224.63
256.10	Redding	258.70
317.91	Dunsmuir Yard	326.60
	Black Butte	346.49
	" Siskiyou line	346.50
392.78	Mt. Hebron	394.68
425.67	Klamath Falls	432.66
552.04	" Merrill line	
455.16	Chiloquin	458.67
469.84	Kirk	471.13
527.51	Crescent Lake	530.16
345.64	Weed	349.57
375.04	Montague	376.34
392.26	Hornbrook	394.01
426.92	Ashland	430.79
454.93	Alturas	461.23
	" Lakeview branch	460.19
510.63	Lakeview	513.05

Gerber—Westward freight trains and light engines must not pass east switch of yard track No. 1 unless proceed signal received from yardman.

Dunsmuir Yard—Eastward trains and engines receiving diverging route signal to enter west end of Dunsmuir Yard must not pass signal unless flashing white light is displayed on the reverse side of absolute dwarf signal located just east of the derail between main track and lead track at west end of Dunsmuir Yard. Flashing light signal is authority for trains or engines to enter Dunsmuir Yard yard tracks.

West switch and derail Dunsmuir Yard must not be lined for movement of westward trains leaving yard until herder at Shanty No. 1 advises C.T.C. Dispatcher such train has moved westward to a point fouling west switch River Track, located 135 feet east of Little Castle Creek bridge.

Dunsmuir—Westward trains receiving diverging route signal at east switch must not pass absolute signal at east switch unless flashing white light is displayed. This flashing white light is mounted on mast of absolute signal which governs eastward movements on track No. 1 located 300 feet west of east switch. Westward trains or engines on tracks No. 1 or No. 2 must not pass fouling point of these tracks east of Shanty No. 3 just east of Butterfly Avenue crossing unless proceed signal received from yardman.

Eastward trains or engines on inside tracks must not pass Signal 3218 Butterfly Avenue crossing unless proceed signal received from herder at Shanty No. 3, and must not pass fouling point of No. 1 or No. 2 tracks west of Shanty No. 4 unless proceed signal received from herder.

Westward trains, except first-class and light engines, moving on main track must not pass east switch of the third crossover west of Butterfly Avenue crossing unless proceed signal received from herder.

Fouling point sign has been placed between west end of sand house lead and pit track No. 25 governing both tracks and between Pit Track No. 26 and outbound engine lead governing both tracks. Outbound engines must not pass these fouling point signs until derails have been lined and signal received from herder.

Switching of house track at Dunsmuir must be done by using second crossover west of house track, keeping the main track crossover switch open at all times during this switching operation.

When handling passenger equipment Dunsmuir or Dunsmuir Yard, single car must not be left on track not protected by derail.

Klamath Falls—Westward trains except first-class approaching Klamath Falls must not pass distant signal 4305 unless flashing white light displayed on mast of this signal which will be authority to move to east switch, where trains to enter yard tracks must stop and not proceed into yard until signal received from herder.

Eastward trains except first-class must stop before passing Signal 4286 unless they receive proceed signal from herder. Herder must not line switch for eastward trains to enter yard until train has been identified.

Movements of GNRy trains and engines between initial switch east end of yard and junction switch of GNRy will be directed by yardmaster.

Trains and engines approaching Klamath Falls Yard tracks from Merrill subdivision must not pass Signal 4276 unless signal in proceed position and flashing white light displayed on mast of signal which will be authority to move to east end of Track 17 and must receive signal from herder before moving to receiving track.

RULE 99. Third, fourth and sixth paragraphs of Rule 99 are changed to read as follows:

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart."

"If not recalled, one-half mile from rear of train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes."

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on the grade between Delta and Grass Lake, or between Hornbrook and Ashland, head brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes, and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be chained to rail in such manner as to derail car should they start.

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:

Redding.....Keswick Br., for Silverthorn line.
Mount Shasta.....McCRRR main track, for interchange track.
Black Butte.....Siskiyou line, for controlled siding.
Leaf.....L-B Lbr. Co. main track, for interchange track.
Klamath Falls.....GNRy main track, for SP main track.
Klamath Falls.....Merrill line, for Black Butte line.
Klamath Falls.....OC&ERy main track, for yard track.
Gilchrist Jct.....KNRy main track, for interchange track.
Chemult.....GNRy main track, for siding.
Alturas.....Lakeview Br., for Merrill line.
Montague.....YWRy main track, for house track.

Trains 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. Siskiyou siding extends from connection to controlled siding at west switch Black Butte to connection to controlled siding opposite east water column. West switch is dual controlled, east switch hand operated. Westward trains must not enter Siskiyou siding without permission from dispatcher.

Grass Lake. Track on station side of main track for westward trains. Westward trains taking siding, stop east of west switch house track. Track on opposite side of main track for eastward trains.

Bray. House track must be left clear for meeting or passing of trains.

Mt. Hebron. Track on station side of main track for westward trains. Track on opposite side of main track for eastward trains.

Kirk. Track on station side of main track for eastward trains. Track on opposite side of main track for westward trains.

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.

Redding. Track on passenger station side next to main track for westward trains. Track on freight station side next to main track for eastward trains, extends from initial switch at west end to C.T.C. limit.

RULE 210 is modified to provide that when using revised Train Order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

Eastward trains, except first-class, will obtain clearance at Kiska and need not obtain clearance at Gerber.

First-class trains will not obtain clearance at Kiska.

First-class trains will not obtain clearance at Dunsmuir Yard.

Eastward trains originating at Dunsmuir Yard and westward trains terminating at Dunsmuir Yard need not obtain clearance at Dunsmuir.

First-class trains will not obtain clearance at Klamath Falls Yard.

Westward trains, except first-class, will obtain clearance at Klamath Falls Yard and need not obtain clearance at Klamath Falls.

Light will not be displayed in train-order signal at Willow Ranch except when train order operator is on duty.

RULE 297. Following paragraph is added:

A train, if delayed in the block, must proceed with caution to the next signal.

RULE 505. AUTOMATIC BLOCK SYSTEM.

Trains or engines stopped by Signal 2141 at Gerber may then proceed with caution not exceeding 12 MPH provided signal is received from yardman.

Trains or engines stopped by Signal 3205 or 3206 at Dunsmuir Yard; 3218, 3221 or 3222 at Dunsmuir; 4288, 4293 or 4295 at Klamath Falls, may proceed with caution, not exceeding 12 MPH.

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

RULE 509 (J). 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. The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits some special protective device.

Eastward Signal		Westward Signal
	GERBER-DUNSMUIR	
	Spring switch east end siding Glade	P-2249
P-2330	Spring switch west end siding, Hooker	....
	Fire Protection bridge 259.7	P-2597
	Slide detector fence at MP 273.7 west end tunnel No. 3 Slide detector fence at MP 274.1 east end tunnel No. 3	P-2749
	Fire Protection bridge 278.5	P-2793
P-2796	Fire Protection bridge 280.2.	
	Fire Protection bridge 282.7	P-2829
P-2838	Fire Protection bridge 283.8.	
	Fire Protection bridge 287.9. Slide detector fence MP 287.6	P-2883
P-2882	Fire Protection bridge 288.5.	
P-3014	Slide detector fence at MP 302.7	P-3031
	DUNSMUIR-KLAMATH FALLS	
P-3290	Slide detector fence east of Tunnel No. 16, MP 329.5	P-3301
	KLAMATH FALLS-CRESCENT LAKE	
P-4404 P-4422 P-4434	Slide detector fence MP 443.5	P-4453 P-4435

RULE 512 (B). Switch indicators and signals located as follows:

Signal 4278 at derail GNRy Bieber line, top unit governs from Bieber line to Cascade line main track; lower unit governs from Bieber line to GNRy line crossing Lake Ewauna.

Signal 4277 at derail from line crossing Lake Ewauna governs to GNRy Bieber line, or SP Merrill line.

Signal 4279 just east of GNRy Lake Ewauna line connection on Cascade line, lower unit governs to GNRy Bieber line or SP Merrill line.

Signal 4275.5 at fouling point ladder tracks between tracks 17 and 18 governs from all ladder tracks to Merrill line.

Junction of GNRy and Cascade line (Signals 4284-4283). 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 (F) and 99 apply.

Normal indication of Signal 5031 governing movement from GNRy 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 (F). All movements to main track must be protected as prescribed by Rule 99.

RULE 516. Overlap posts:

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 overlap post.

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.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through the switches:

Location	Normal Position	Maximum Speed Psgr.	Frt.
Glade.....East end siding.....	Main track...	25	25
Hooker.....West end siding.....	Main track...	25	25
Grass Lake....West end westward siding.....	Main track...	15	15

RULE 605. INTERLOCKING

Redding. Interlocking limits extend from end of C.T.C. to interlocking signal 545 feet west of train-order signal, Redding.

Westward trains approaching Redding will be governed by indication of absolute signal at east switch of eastward siding. Proceed indication for main track will authorize train to enter Redding interlocking limits.

Trains from Keswick Branch will stop at Signal No. 2589 and call operator at Redding for permission to move into interlocking limits.

Trains or engines must get permission from operator at Redding before leaving Sterling Lumber spur or the engine spur, or before moving eastward through crossover at overhead bridge.

Telephones at Signals 2586, 2587 and 2589, and at derail of engine spur.

Call-on dwarf light signal on eastward siding near crossover at west interlocking limits. When flashing white light displayed authorizes train to proceed on eastward siding to entrance of C.T.C. System.

Call-on dwarf light signal near east end westward siding. When flashing white light displayed authorizes eastward train on westward siding to enter main track and proceed to entrance of C.T.C. System.

These flashing white lights do not dispense with the use or the observance of automatic, interlocking or other signals, or Rule 513.

When automatic signals within Redding interlocking limits on main track display stop indication, operator's permission must be obtained before train proceeds as prescribed by Rules 509, 509 (F), or 509 (J).

AUTOMATIC INTERLOCKING

Stronghold. Crossing GNRy one-half mile east of Stronghold.

When trains are stopped by signals governing the use of automatic interlockings, flagman must be sent to crossing to operate clockwork 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.

RULE 705. TAKE-SIDING INDICATORS

Indicators on signals shown below apply as indicated:

Redding. On Signal 2564. "S" requires that train take siding on eastward siding. "M" authorizes train to proceed on main track to fouling point at east end of westward siding.

On Signal 2585. "S" requires that train take siding on westward siding. "M" authorizes train to proceed on main track to fouling point at west end of eastward siding.

Chiloquin. On Signal 4550. "S" requires that train take siding at Chiloquin. "M" authorizes train to proceed on main track to fouling point at east end of Chiloquin siding.

Pine Ridge-Chiloquin. When indicator on mast of Signal 4585 at east switch Pine Ridge displays the letter "M" train is thereby given superiority over all trains to fouling point of the west switch of siding at Chiloquin and will hold main track at Chiloquin. When indicator displays the letter "S", train is thereby given superiority over all trains to east switch of siding at Chiloquin, and must enter siding at Chiloquin. These indications do not dispense with the observance of automatic block or other signals.

Chemult. On Signals 5022 and 5043 apply as prescribed by Rules 706, 707 and 708, except that they do not apply to GNRy trains.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Centralized Traffic Control System extends from east switch Redding to east switch Black Butte.

The absolute signal just east of the east switch of eastward 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 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 movement 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 obtain dispatcher's permission before proceeding.

Two-unit automatic signals located at various points. When lower unit displays green aspect, be governed by Rule 281 C, Fig. 1.

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 absolute signal indication, 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.

In Centralized Traffic Control territory, running switches are prohibited over dual control switches. Sanders, blow-off cocks must not be used, injectors must not be opened or closed, or booster started while engine standing on or passing over such switches.

Telephone for communicating with train dispatcher located at:
Signal 2741 east end tunnel No. 3.
Signal 2744 west of tunnel No. 5.
Signal 2760 between tunnels Nos. 6 and 7.
At absolute signals at MP 286.9 (one mile east of Lakehead).
Signal 2882 between tunnels Nos. 11 and 12.

RULE 762. Flag protection to the rear as prescribed by Rule 99 is required by eastward trains standing or delayed on main track with rear of train between Signal 3316 and east switch at Mott; and by westward trains standing or delayed on main track with rear of train between Signal 3317 and west switch Mott.

Flag protection to rear of train as prescribed by Rule 99 is required by westward trains standing or delayed on main track with rear of train between Signal 3221 and next absolute signal west of passenger station Dunsmuir, and between Signal 3209 and next absolute signal at west end Dunsmuir Yard, and by eastward trains standing or delayed on main track with rear of train between Signal 3208 Dunsmuir Yard and next absolute signal located on signal bridge between Dunsmuir Yard and Dunsmuir, and between Signal 3222 and absolute signal located at east end Dunsmuir.

RULE 763. Revised to read as follows:

"Train indicators, signals and markers must be displayed through centralized traffic control limits. Rule S-17, Fig. 7 of Rule 19, and Rule 19 (A) will not apply on controlled sidings."

Trains entering C.T.C. limits at Redding or Black Butte will display same indication and signals to the end of the subdivision. Trains leaving Dunsmuir or Dunsmuir Yard will display indicators and signals in accordance with address shown on clearance. Clearance issued to a section of a schedule must read "no signals" or "green signals" following the address. Trains originating at other intermediate points in C.T.C. limits will display indicators as an extra unless otherwise instructed by train dispatcher.

Second paragraph of Rule 96 will not apply at Redding and Black Butte when there is no change in the number of sections of a schedule moving from C.T.C. territory into train-order territory.

GENERAL REGULATIONS

RULE 824. Instructions for setting Hand Brakes:

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.

Staff brakes on freight trains must be set with the assistance of a brake club after train has stopped. Any employe 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.

When it is necessary to double over incoming freight trains at Dunsmuir Yard, trainmen will secure that portion of train not doubled over, and yardmen will secure that portion of train doubled over, with the required number of hand brakes.

Eastward trains exceeding siding clearance at Siskiyou will cut in helpers a sufficient distance ahead of caboose at Hornbrook to avoid stopping helpers in Tunnel 13.

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 829. Trains using siding at Glade will afford a two-hundred-foot clearance east of road crossing near east switch.

RULE 834. Will not apply to trains consisting entirely of logs.

RULE 837. Fifth paragraph is revised to read as follows:

Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail or cars not be securely coupled together.

In yards cars must not be left closer than one car length from fouling point of other tracks.

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

Trainmen on passenger trains will open train heat valve on rear of train at station one-mile board Gerber, Dunsmuir and Klamath Falls, and enginemen will shut off train heat one-half mile from station, except during extreme cold weather at Klamath Falls, train heat valve will be opened on rear of eastward trains at Sixth Street Viaduct and on westward trains at subway just east of Main Street and engineman will shut off steam just prior to stopping at passenger station.

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.

If train is to be delayed beyond schedule time, outgoing conductor will have his rear brakeman relieve flagman of incoming crew as soon as inspection has been completed.

After first-class trains have stopped at Klamath Falls, incoming trainmen will set necessary hand brakes and go off duty. Outgoing trainmen must relieve incoming trainmen immediately and afford necessary flag protection as prescribed by Rule 99.

RULE 869. Freight brakemen must be on top of train descending 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, Mt. Hebron and Redding, Kirk and Chiloquin, Ambrose and Canby, 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 827. TRAIN INSPECTION

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels, are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

When practicable, trainman must ride rear platform or in rear car on all trains, in position, where he can observe fire that might be set from moving train, when passing through wooden lined tunnels and over long, open-deck wood trestles.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

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:

Steinman	
Gregory	
Hilt	Exception—five minutes.
Weed or Edgewood	
Azalea	Exception—five minutes.
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.
Canby	
Hackamore	When using retainers.

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

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.

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 crew must inspect 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.

AIR BRAKE RULES

RULE 2. When Diesel switch engine is used on yard tracks at east end of Klamath Falls, handling cuts of forty empties or twenty-five loads or more, air brakes must be cut in on not less than four cars.

RULE 17. Retainers will be used on freight and mixed trains on descending grades as follows:

Dunsmuir Yard-Delta	One valve for each 250 Ms in train.
Azalea-Dunsmuir Yard	One valve for each 100 Ms in train.
Grass Lake-Azalea	One valve for each 150 Ms in train.
Black Butte-Edgewood	One valve for each 100 Ms in train.
Ambrose-Canby	One valve for each 100 Ms in train.
Snowdon-Hornbrook	One valve for each 150 Ms in train.
Siskiyou-Ashland	One valve for each 90 Ms in train.
Siskiyou-Hornbrook	One valve for each 90 Ms in train.

Westward freight trains must turn up not less than ten retainers on head end of train before entering yard tracks at Klamath Falls.

Speed of freight trains must 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 must be turned up, in the judgment of engineer, to properly control trains handling logs descending grade between Kirk and Chiloquin, and between Ambrose and Perez.

Retainers must be turned down momentarily ascending grade between MP 403.6 and Hilt. Retainers must be turned down if stop is made between MP 388.4 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 of not more than 60 cars and not more than 65 Ms per operative brake may be handled Snowdon to Hornbrook or Grass Lake to Azalea with no retainers provided engineer 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 engineer 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 engine. When other class engine is 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.

Passenger trains with more than four head end cars will turn up retainers on head end cars at Mount Shasta, and turn up all other accessible retainers Azalea to east switch Dunsmuir.

All retainers must be turned up on passenger trains Siskiyou to Ashland, and accessible retainers may be turned down after passing yard limit board west of Ashland.

All accessible retainers must be turned up on passenger trains Black Butte to Edgewood, and Ambrose to Canby.

All retainers must be turned up on passenger trains Siskiyou to MP 403.6. Retainers on head end cars must be left turned up between MP 403.6 and MP 400, but should be turned down momentarily if stop is made at Hilt. All retainers must be turned up on passenger trains MP 400 to Hornbrook.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at Gerber until train is made up and engine and caboose on train.

RULE 25 (a). Rear end test must be made immediately prior to leaving Siskiyou on all trains; Grass Lake on westward trains; Hornbrook on eastward trains; Black Butte on Siskiyou line trains, and Ambrose on westward trains.

RULE 25 (b). Rear end test must be made between following points: Redding and Jerome; Black Butte and Edgewood; Snowdon and Ashland; Perez and Canby; Chiloquin and Kirk; Chemult and Crescent Lake, in accordance with Air Brake Rule 25. When helper engine is in train, after rear end test has been made, the lead engineer must not attempt to start until helper engineer has sounded signal 14(b). The helper engineer must not sound whistle until signal is received from rear.

Whenever passenger equipment is handled on freight trains and a rear end 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 engineer when they have such passenger equipment on rear of train so he may allow a sufficient length of time for brakes to release before attempting to start train.

PASSENGER TRAINS

RULE 37. Trainmen must not couple steam and air hose on outgoing trains at Gerber until train is made up.

RULE 39. Running test on passenger trains must be made as follows: Eastward trains at Snowdon; all trains at Siskiyou; Siskiyou line trains at Black Butte; Westward trains at Grass Lake; Westward trains at Ambrose.

MISCELLANEOUS

1. 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 stopped beyond water tank.

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 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

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

Helper engine must not be placed on head end of freight trains, except on trains consisting entirely of logs between Leaf and Grass Lake, and between Canby and Ambrose.

AC, AM or MM class engines must not be coupled together in helper service, and not more than two F, Mt or heavier class engines, or more than three smaller class engines, be coupled together in rear of train.

When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by 75% of the engine rating of the helper, or helpers coupled, next ahead of caboose.

Helper engines must be cut in ahead of any cars of wooden frame construction.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades, road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

4 (a). For the purpose of pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through 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.

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

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station. If no siding it is distance to point where time applies.

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

14. Enginemen will operate sprinklers on engines so equipped when passing through 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.

Enginemen will operate tie sprinklers on engine tanks when so equipped on westward freight trains and light engines between Dunsmuir and Redding, and between Azalea and Dunsmuir.

20. Handling of freight cars in trains 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. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

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 service.

Passenger equipment handled in freight trains must be placed between cars equipped with Carmer 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.

Engines listed are not permitted to operate on tracks shown below:

Page	Class of Engine	Restricted Tracks
2	AC 4-5-6-7-8-10-11-12	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. 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: Chiloquin.....Chiloquin Lumber Co. track extending off stem of wye. Speed restricted to 6 MPH. Lakeview Branch, between MP 457.50 and Lakeview.
5	F	Keswick.....New spur. Coram.....Tracks 1 and 2.
3	Mt, GS, AC 4-5-6-7-8-10-11-12	Pioneer.....Spur
3	F	Pioneer.....Spur—May operate not over 6 MPH.
3	AC-4-5-6-7-8-10-11	Penoyar.....Spurs, use reach.
2-3-4-5	All	Mount Shasta....McCloud River R. R. main track from clearance with interchange east end of yard to point opposite station building. Modoc Point.....Lamm Lbr. Co. Spur Willow Ranch....Crane Creek Lumber Co. shed.

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.

When a sign reading "Occupied Outfit Cars" is attached to switch lock, such switch must not be opened until foreman of the outfit has been notified and gives permission for movement into the track.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

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′ 6″	
306.7	Fisher.....	Sims.....	Bridge No. 9....	21′ 6″	Sacramento River
307.0	Fisher.....	Sims.....	Tunnel No. 14...	17′ 9″	
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.....	Conant.....	Bridge No. 12...	23′ 9″	Sacramento River
325.0	Dunsmuir.....	Shasta Springs	Bridge No. 16...	21′10″	Sacramento River
329.4	Cantara.....	Mott.....	Tunnel No. 16..	18′ 7½″	
390.9	Ager.....	Hornbrook....	Bridge.....	21′ 4″	Klamath River
411.3	Gregory.....	Siskiyou.....	Tunnel No. 13..	18′00″	
414.6	Siskiyou.....	Steinman	Tunnel No. 14..	18′ 3″	
415.2	Siskiyou.....	Steinman	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

Planing mill tracks 1 and 2 of Long Bell Lumber Company at Weed will not be switched except between hours of 10 A.M. and 4 P.M. Yardmen will not ride on top of cars when using these tracks.

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.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

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

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	.....	Chief Surgeon.
Dunsmuir....	Dr. E. J. Cornish.....	District Physician and Surgeon.
Dunsmuir....	Dr. Eugene V. Anderson.	District Physician and Surgeon.
Dunsmuir....	Dr. Ernest A. Opacity..	Asst. District Physician and Surgeon.
Mt. Shasta...	Dr. Jas B. McGuire....	District Physician and Surgeon.
Weed.....	Dr. H. L. Vidricksen....	District Physician and Surgeon.
Montague...	Dr. Chas. Pius.....	District Physician and Surgeon.
Hilt..	Dr. Roy F. Schlappi....	District Physician and Surgeon.
Ashland.....	Dr. Chas A. Haines.....	District Physician and Surgeon.
Ashland.....	Dr. R. E. Poston.....	Associate Dist. Physician and Surgeon.
Ashland.....	Dr. E. A. Woods.....	Oculist and Aurist.
Red Bluff....	Dr. F. L. Doane.....	District Physician and Surgeon.
Red Bluff....	Dr. R. G. Frey.....	Asst. District Physician and Surgeon.
Red Bluff....	Dr. D. E. Thompson....	Asst. District Physician and Surgeon.
Anderson....	Dr. G. E. Flora.....	Emergency Surgeon.
Redding.....	Dr. Julius M. Kehoe....	District Physician and Surgeon.
Redding.....	Dr. Harry R. McVicker.	Asst. District Physician and Surgeon.
Gerber.....	Dr. R. G. Frey.....	District Physician and Surgeon.
Dorris.....	Dr. Edwin S. Peeke.....	District Physician and Surgeon.
Klamath Falls	Dr. E. D. Johnson.....	Division Surgeon.
Klamath Falls	Dr. Chas. V. Rugh.....	Asst. District Physician and Surgeon.
Klamath Falls	Dr. E. D. Lamb.....	Asst. District Physician and Surgeon.
Klamath Falls	Dr. Ralph W. Stearns...	Oculist and Aurist.
Tule Lake....	Dr. J. Randolph Barr...	District Physician and Surgeon.
Chiloquin....	Dr. A. J. McCannel....	Emergency Surgeon.
Alturas.....	Dr. John Stile.....	District Physician and Surgeon.
Lakeview....	Dr. C. E. Leithead.....	District Physician and Surgeon.
Yreka.....	Dr. R. W. Jones.....	Asst. District Physician and 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

SPEED RESTRICTIONS, UNLESS FURTHER RESTRICTED

Page	Class of Engine	Station-Territory-Structure	MPH
All	Motors	Backing through 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
2-3-5	AC-1-2-3	Between Delta and Mount Shasta, Black Butte and Grass Lake, Ambrose and Canby, where slow boards show 25 MPH	20
2-3-4-5	All	Trains handling logs through tunnels and over following bridges and crossings:	
		Sprague River bridge, west of Chiloquin	
		Dry Canyon viaduct between Hotlum and Bolam	
		Klamath River Bridge, MP 390.0 (Siskiyou line)	
		All crossings Sacramento river, except 2nd, 4th, 5th, 14th, 15th, 17th and 18th	5

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS	MPH
Chiloquin (over street crossings)	25

MAXIMUM SPEED PERMITTED CERTAIN ENGINES

Maximum speed for SP-1-2-3 not cross counter-balanced, C-15-17-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed Trains.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

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

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	Running Forward With Train Light	Running Backward With Train or Light	
DES-200	30	30	30
DES-1 to 7 inc.	40	40	40
DES-100 to 107 inc.	40	40	40

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

Trains consisting of engine and caboose only, may operate at speed of 25 MPH between Delta 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.

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 stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

Trains handling logs on flat or logging cars must not exceed 25 MPH on tangent track, and 20 MPH on curved track.

Passenger trains handling steel wheel box cars or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed speed of 60 MPH.

Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 MPH.

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

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

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."

Maximum speed of any train with an engine not shown in Speed Restriction table, **35 MPH**, and is further restricted to maximum speed shown for Freight and Mixed trains if less than **35 MPH.**

Page No.	TERRITORY	WITH TRAIN—ENGINE RUNNING FORWARD: PASSENGER: P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T -26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6, (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP(if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*) GN Ry., F-5	C-15-17-32 Mk-10-11 MM-3 SP (if not CCB*)	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD: E P A Mt GS	T-26-32-37 40 F (if CCB*)	M T-1-8-9-23--28-31-36 -57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3 GN.Ry., F-5	ENGINE BACKING WITH TRAIN OR LIGHT: E A T P C TW	Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2	Between Gerber and Dunsmuir except	70	65	60	55	50	45	40	35	40	40	35	30	30	30	30	25
	Over street crossings Red Bluff	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	Red Bluff MP 223.6 - Hooker MP 233.6	60	60	60	55	50	45	40	35	40	40	35	30	30	30	30	25
	Over street crossings Redding	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	Redding MP 258.2 - Pitbridge MP 272.69	60	60	60	55	50	45	40	35	35	35	35	30	30	30	30	25
	Pitbridge MP 272.69 - MP 273.35	45	45	45	45	45	45	40	35	35	35	35	30	30	30	30	25
	MP 273.35 - MP 288.66	55	55	55	55	50	45	40	35	35	35	35	30	30	30	30	25
	MP 288.66 - Signal 3206	25	25	25	25	25	25	25	25	20	20	20	20	20	15	15	
	Signal 3206 - east switch Dunsmuir	20	20	20	20	20	20	20	20	15	15	15	15	15	15	15	
3	Between Dunsmuir and Klamath Falls except	60	60	60	55	50	45	40	35	40	40	35	30	30	30	30	25
	E. switch Dunsmuir - Mount Shasta MP 336.7	25	25	25	25	25	25	25	25	20	20	20	20	20	15	15	
	Mount Shasta - Deetz MP 362.3	50	50	50	50	50	45	40	35	35	35	35	30	30	25	25	
	Deetz - Black Butte	25	25	25	25	25	25	25	25	20	20	20	20	20	15	15	
	Black Butte - MP 355.5	35	35	35	35	35	35	35	35	25	25	25	25	25	20	20	
	MP 355.5 - MP 367.10	40	40	40	40	40	40	40	35	35	35	35	30	30	30	25	
	MP 367.10 - MP 373.76	50	50	50	50	50	45	40	35	35	35	35	30	30	30	25	
	MP 382.16 - MP 427.8	50	50	50	50	50	45	40	35	35	35	35	30	30	30	25	
	MP 427.8 - MP 429.9	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25	
4	Between Klamath Falls and Crescent Lake except	60	60	60	55	50	45	40	35	40	40	35	30	30	30	30	25
	MP 434.28 - MP 441.9 (Dredger fill)	60	60	60	55	50	45	40	35	35	35	35	30	30	30	25	
	MP 502.95 - Crescent Lake	50	50	50	50	50	45	40	35	35	35	35	30	30	30	25	
5	Between Black Butte and Ashland except	50	50	50	50	50	45	40	35	35	35	35	30	30	30	25	
	Black Butte - Edgewood	25	25	25	25	25	25	25	25	20	20	20	20	20	15	15	
	Snowdon - Ager	30	30	30	30	30	30	30	30	20	20	20	20	20	15	15	
	Ager - MP 388.4	25	25	25	25	25	25	25	25	20	20	20	20	20	15	15	
	MP 388.4 - Hornbrook	30	30	30	30	30	30	30	30	20	20	20	20	20	15	15	
	Hornbrook - Hilt	25	25	25	25	25	25	25	25	15	15	15	15	15	15	15	
	Hilt - MP 402.8	30	30	30	30	30	30	30	30	20	20	20	20	20	15	15	
	MP 402.8 - MP 425.0	25	25	25	25	25	25	25	25	15	15	15	15	15	15	15	
	MP 425.0 - Ashland	30	30	30	30	30	30	30	30	20	20	20	20	20	15	15	
5	Between Alturas and Klamath Falls except	30	30	30	30	30	30	30	30	30	30	30	30	30	30	25	
	Canby - Ambrose	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15	
5	Between Alturas and Lakeview	.....	.....	.....	.....	.....	.....	.....	.....	20	20	20	20	20	15	15	
5	Between Redding and Coram	.....	.....	.....	.....	.....	.....	.....	.....	15	15	15	15	15	15	15	

*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:

All P-8 class, except Eng. 2470;
F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3634, 3636, 3638, 3643, 3647, 3652;
F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;
F-4 class: 3668, 3670, 3671, 3672, 3674, 3676, 3677, 3678, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3695, 3696, 3697, 3698, 3699, 3701, 3702, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;
F-5 class: 3718, 3720, 3721, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768, 3769;
AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4140, 4142, 4143, 4144, 4146, 4149, 4150;
SP-1 class: 5001, 5002, 5003, 5004, 5006, 5008, 5009, 5010, 5011, 5012, 5013, 5014, 5015;
SP-2 class: 5016, 5017, 5018, 5019, 5020, 5021, 5022, 5023, 5024, 5025, 5026, 5027, 5028, 5029, 5030, 5031, 5032, 5033, 5034, 5035, 5037, 5038;
SP-3 class: 5039, 5040, 5041, 5042, 5043, 5044, 5045, 5046, 5047, 5048.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	WITH CAUTION NOT EXCEEDING MPH
Through sidings, yard and other tracks, crossovers, turnouts, and slip-switches, except:	15
Engines moving west over spur switch east end Lamoine siding	10
Passenger trains on house track at Algoma	8
Chiloquin, stem of wye to log pond	6
Hornbrook, engines using wye, enter on west leg and leave on east leg	8
Canby, Lumber Company's spur	8
Grass Lake, westward siding	10
Through any siding, crossover, turnout or slip-switch with engine backing	10

MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT

PAGE		MPH
	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
All	On tangent main tracks	35
	except SPMW 4044	25
All	On tangent branch tracks	25
All	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):	
All	On tangent main tracks	20
All	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):	
All	On tangent main tracks	25
All	On curves and on branch tracks	15
All	Trains handling steel pile-drivers may make maximum freight train speed.	
	Trains handling relief outfit with steam derrick:	
All	On tangent main tracks	35
All	On tangent branch tracks	25
All	On all curves....5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
	Through interlockings with caution.	

RATING OF ENGINES—SHASTA DIVISION—In Ms of 1000 lbs. Back of Tender

NOMINAL CLASS	ENGINE NUMBERS	Hornbrook to Ashland Ashland to Hilt	Dunsmuir and Edgewood Dunsmuir to Black Butte	Snowdon to Edgewood Edgewood to Hornbrook	Hilt 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	Alturas and Lakeview
DES-1,2,3,4,5,6,7	1000 to 1022	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
DES-100 to 107	1300 to 1395	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
E-23	1500 and 1502	300	540	1300	710	1300	1050	2050	930	1400	2950	1650	1300	540	2000	1100
M-4	1617 to 1713	460	770	1760	1000	1750	1450	2750	1250	1900	3850	2200	1800	770	2650	1500
M-6, 8	1721 to 1803, 1823 to 1825	570	930	2070	1200	2100	1700	3250	1500	2250	4550	2600	2100	930	3100	1750
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	620	1000	2150	1300	2200	1800	3450	1600	2400	4800	2800	2250	1000	3300	1900
M-11	1832 to 1835	650	1050	2250	1350	2300	1900	3550	1650	2500	5000	2900	2350	1050	3450	1950
T-1	2242 to 2271	390	660	1450	860	1500	1200	2350	1100	1650	3300	1900	1550	660	2250	1250
T-8, 9	2161, 2174 and 2178	250	440	1100	590	1050	860	1650	760	1150	2400	1350	1100	440	1600	900
T-23	2301 to 2310	590	970	2150	1250	2210	1800	3400	1550	2350	4750	2750	2250	970	3250	1850
T-26	2283 to 2299	490	820	1850	1070	1900	1550	3000	1350	2050	4200	2400	1950	820	2850	1600
T-28, 31	2311 to 2362	700	1000	2450	1400	2300	1850	3750	1650	2300	5250	3050	2450	1050	3550	2050
T-32, 40	2363 to 2384	680	1100	2520	1420	2450	2000	3800	1800	2650	5350	3100	2500	1100	3650	2100
T-36	2103	450	730	1620	960	1650	1350	2500	1150	1750	3550	2050	1650	730	2400	1350
T-37	2105 and 2106	600	980	2200	1260	2200	1800	3400	1600	2350	4800	2750	2250	980	3250	1850
T-57, 58	2385 and 2386	540	880	1950	1150	2000	1600	3050	1400	2150	4300	2500	2000	880	2950	1650
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	470	810	1950	1070	1950	1550	3050	1350	2100	4300	2450	1950	810	2900	1600
P-1	2400, 2403 to 2407 and 2415	490	850	2050	1130	2050	1650	3200	1450	2200	4500	2550	2050	850	3050	1700
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	520	900	2150	1200	2150	1700	3350	1500	2300	4700	2700	2150	900	3200	1800
P-6	2453, 2454 and 2458	620	1050	2450	1360	2450	1950	3800	1750	2600	5350	3050	2450	1050	3650	2050
P-7	2476 and 2477	620	1050	2600	1500	2600	2100	4050	1850	2800	5650	3250	2650	1050	3850	2200
P-8, 10	2461 to 2474, 2478 to 2483	640	1100	2650	1500	2650	2150	4150	1900	2900	5900	3350	2700	1100	4000	2200
P-8, 10	2475, 2484 to 2491	700	1200	2800	1590	2800	2250	4400	2000	3050	6200	3550	2850	1200	4200	2350
P-11	3100 to 3109	530	900	2100	1180	2100	1700	3300	1500	2250	4650	2650	2150	900	3150	1750
P-12	3120 to 3129	700	1100	2800	1600	2700	2150	4300	1900	2700	6000	3400	2850	1150	4200	2350
C-5,8,9,10,26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	800	1200	2700	1600	2700	2150	4200	1950	2700	5850	3400	2750	1200	3950	2250
C-15, 32	2500, 2505 to 2507	480	770	1750	980	1700	1400	2650	1250	1850	3700	2150	1750	770	2550	1450
C-17	2510 and 2511	620	980	2100	1250	2150	1750	3250	1550	2300	4550	2650	2150	980	3150	1800
C-18	3400 to 3409	710	1100	2450	1450	2500	2000	3800	1800	2650	5300	3100	2500	1100	3650	2100
C-19	3410 to 3426	730	1150	2550	1500	2550	2100	3950	1850	2750	5550	3200	2600	1150	3800	2200
TW-1	2900 to 2913	570	920	2000	1180	2050	1650	3150	1450	2200	4400	2550	2050	920	3000	1700
TW-2, 3	2932 to 2952	440	720	1700	950	1600	1300	2500	1150	1750	3550	2050	1650	720	2400	1350
TW-4, 6	2926 to 2931 and 2957	400	670	1600	880	1550	1250	2400	1100	1650	3350	1900	1550	670	2300	1300
TW-8	2914 to 2923	640	1050	2250	1350	2400	1850	3500	1650	2500	5000	2900	2300	1000	3400	1900
A-3	3029	320	600	1500	840	1500	1200	2400	1050	1650	3400	1900	1550	600	2300	1250
A-3	3025, 3036, 3052 and 3057	340	630	1550	870	1550	1250	2500	1100	1700	3550	2000	1600	630	2400	1300
A-6	3000 to 3003	430	770	1800	1030	1850	1500	2950	1300	2000	4150	2350	1900	770	2800	1550
Mk-2, 4	3201 to 3240	930	1300	3100	1900	3000	2400	4900	2100	3000	6500	3650	3100	1350	4550	2500
Mk-5, 6	3241 to 3277	970	1400	3450	2000	3200	2600	5300	2300	3200	7000	3750	3450	1400	5050	2850
Mk-7, 8, 9	3300 to 3324	1000	1700	3700	2200	3750	3050	5750	2700	4050	8050	4650	3800	1700	5550	3200
Mk-10	3295	830	1300	2900	1680	3000	2350	4450	2100	3000	6200	3600	2950	1250	4200	2450
Mk-11	3297 and 3298	810	1250	2750	1660	2800	2300	4250	2000	3000	5950	3450	2850	1250	4100	2350
F-1	3600 to 3652	1100	1750	4000	2300	3900	3150	5950	2800	4150	8350	4850	3950	1750	5700	3300
F-3	3653 to 3667	1250	2000	4600	2600	4750	3650	6900	3250	4850	9650	5600	4550	2000	6600	3800
F-4, 5	3668 to 3769	1250	2000	4800	2700	4750	3650	6950	3200	4500	9650	5650	4850	2000	6650	4000
AM-2	3900 to 3911	....	1900	4600	2800	4400	3500	6600	3100	4300	9200	5150	4550	2000	6600	3800
MM-3	3930 and 3931	....	2350	5300	3050	5200	4250	7550	3750	5600	11150	6450	5300	2350	7650	4400
AC-1, 2, 3	4000 to 4048	....	2500	5500	3250	5300	4300	8350	3800	5400	11000	6800	5750	2500	8000	4600
AC-4, 5	4100 to 4125	....	3100	7200	4300	7000	5600	10900	5000	6900	14000	8000	7200	3200	10450	6050
AC-6 to 12	3800 to 3811, 4126 to 4294	....	3300	7600	4500	7500	6000	11600	5300	7400	15000	8600	7600	3350	11000	6350
Mt-1, 3, 4, 5	4300 to 4376	1000	1550	3700	2250	3500	2850	6200	2500	3500	7750	4500	3600	1550	5350	3000
Mt-2	4385 to 4390	1050	1700	3950	2300	3900	3200	6050	2800	4200	8500	4900	4000	1700	5800	3300
GS-1, 2	4400 to 4415	....	1600	3950	2150	3700	3000	6450	2600	3700	8400	4800	3850	1550	5700	3200
GS-3, 4, 5, 6	4416 to 4469	....	1650	4150	2250	3900	3100	6600	2700	3850	8500	4900	4050	1650	6050	3350
SP-1, 2, 3	5000 to 5048	1500	2400	5500	3150	5300	4300	8100	3850	5700	11350	6600	5350	2400	7800	4500
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	6
	45 M's to 55 M's	3	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	0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT

TRAINMASTERS

H. A. SPRAGUE.....Dunsmuir, Cal.
J. B. STARBUCK.....Dunsmuir, Cal.
W. C. HUGHES.....Klamath Falls, Ore.
H. C. CHASE.....Klamath Falls, Ore.

CHIEF TRAIN DISPATCHERS

W. J. MANLEY.....Dunsmuir, Cal.
W. R. PETTY.....Klamath Falls, Ore.

ROAD FOREMEN OF ENGINES

S. M. HARRINGTON.....Klamath Falls, Ore.
J. E. PETERSON.....Dunsmuir, Cal.

ASSISTANT TRAINMASTER—DIVISION EXAMINER

S. L. CLAYTON.....Dunsmuir, Cal.

ASSISTANT TRAINMASTER

C. E. CASSELL.....Alturas, Cal.

ENGINEMEN INSTRUCTOR

A. F. CONDREY.....Dunsmuir, Cal.

F. W. CANTRELL, Asst. Superintendent, Dunsmuir, Cal.


MAP OF THE SHASTA DIVISION
SOUTHERN PACIFIC COMPANY
JFM
SCALE OF MILES
0 5 10 20 30 40
OREGON
CALIFORNIA
DOUGLAS
JACKSON
JOSEPHINE
KLAMATH
LAKE
DESCHUTES
HUMBOLDT
TRINITY
SISKIYOU
SHASTA
MODOC
LASSEN
TEHAMA
PLUMAS
BUTTE
CASCADE NATIONAL FOREST
DESCHUTES NATIONAL FOREST
UMPQUA NATIONAL FOREST
CRATER NATIONAL FOREST
SISKIYOU NATIONAL FOREST
FREMONT NATIONAL FOREST
KLAMATH NATIONAL FOREST
SHASTA NATIONAL FOREST
MODOC NATIONAL FOREST
TRINITY NATIONAL FOREST
LASSEN NATIONAL FOREST
PLUMAS NATIONAL FOREST
CRATER LAKE NATIONAL PARK
LASSEN NATIONAL PARK
KLAMATH INDIAN RESERVATION
WHITE HORSE RESERVATION
HOOPA VALLEY INDIAN RESERVATION
GREAT SANDY DESERT
ROSEBURG
MEDFORD
ASHLAND
KLAMATH FALLS
CHEMULT
CRESCENT LAKE
BEND
LAKEVIEW
ALTURAS
SUSANVILLE
WESTWOOD
DUNSMUIR
MT. SHASTA 14,380 FT.
REDDING
RED BLUFF
TEHAMA
GOOSE LAKE
UPPER KLAMATH LAKE
TULE LAKE
EAGLE LAKE
HONEY LAKE
SUMMER LAKE