

**Think  
Safety!**

**CALIFORNIA  
WESTERN  
RAILROAD**



**TIME TABLE  
NO. 55**

*Effective*  
**SATURDAY, JUNE 1, 1963**  
**AT 12:01 A.M.**  
**Pacific Standard Time**  
**(120th Meridian)**

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*For Government and Information  
Of Employees Only*

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**The Management Reserves The Right  
To Vary From This Time Table  
When Necessary.**

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**F. H. STURGES**  
**Vice-President and General Manager**

**V. L. HANSON**  
**Trainmaster**

# CALIFORNIA WESTERN RAILROAD

<b>EASTWARD</b> From Fort Bragg						<b>TIME TABLE</b> <b>NO. 55</b> JUNE 1, 1963	<b>Toward Fort Bragg WESTWARD</b>			
Capacity of Sidings and spurs in car lengths, and location of Fuel, Water and Turning Stations.		<b>FIRST CLASS MOTOR</b>			Dist. from Fort Bragg & Sta. No.		Distance from Willits	<b>FIRST CLASS MOTOR</b>		
		<b>5</b>	<b>3</b>	<b>1</b>				<b>2</b>	<b>4</b>	<b>6</b>
		DAILY June 14 to Sept. 14	DAILY June 14 to Sept. 14	DAILY				DAILY	DAILY June 15 to Sept. 15	DAILY June 14 to Sept. 14
Term. Yd.	BKWDYP	5:30PM	8:20AM	9:45AM	0.0	TO-R FORT BRAGG	40.0	3:45PM	9:30AM	1:15PM
11		f 5:35	f 8:25	f 9:50	2.1	2.1 Pudding Creek	37.9	f 3:39	f 9:25	f 1:09
3		f 5:39	f 8:29	f 9:54	3.5	1.4 Glen Blair Jct.	36.5	f 3:35	f 9:21	f 1:05
6	P	f 5:48	f 8:38	f 10:03	6.6	3.1 South Fork	33.4	f 3:26	f 9:12	f 12:56
26	P	f 5:56	f 8:45	f 10:10	9.0	2.4 Ranch	31.0	f 3:19	f 9:05	f 12:49
		f 5:59	f 8:48	f 10:13	10.0	1.0 Redwood Lodge	30.0	f 3:16	f 9:02	f 12:46
11	P	f 6:08	<b>f 8:56</b>	f 10:21	12.7	2.7 Grove	27.3	f 3:09	<b>f 8:56</b>	f 12:39
3	P	f 6:13	f 9:01	f 10:26	14.9	2.2 Camp Three	25.1	f 3:03	f 8:50	f 12:33
		f 6:18	f 9:06	f 10:31	16.4	1.5 Camp Noyo	23.6	f 2:59	f 8:46	f 12:29
15	P	f 6:23	f 9:11	f 10:36	18.1	1.7 Alpine	21.9	f 2:54	f 8:40	f 12:24
		f 6:26	f 9:15	f 10:40	19.6	1.5 Camp Mendocino	20.4	f 2:50	f 8:36	f 12:20
12	WP	s 6:30	s 9:20	s 10:45	21.3	1.7 Northspur	18.7	s 2:45	s 8:30	s 12:15
	YP	f 6:38	f 9:28	f 10:53	23.9	2.6 Irmulco	16.1	f 2:37	f 8:22	f 12:07PM
26	P	f 6:45	f 9:35	f 11:00	26.8	2.9 Shake City	13.2	f 2:30	f 8:15	f 12:00 N
12	P	f 6:49	f 9:39	f 11:04	27.8	1.0 Burbeck	12.2	f 2:27	f 8:12	f 11:56
6	WP	f 7:00	f 9:48	f 11:13	30.4	2.6 Clare Mill	9.6	f 2:20	f 8:05	f 11:48
6	P	f 7:07	f 9:56	f 11:21	32.6	2.2 Crowley	7.4	f 2:13	f 7:58	f 11:40
20	P	f 7:17	f 10:06	<b>f 11:31</b>	35.4	2.8 Summit	4.6	f 2:05	f 7:50	<b>f 11:31</b>
Term. Yd.	KWDYP	7:30PM	10:20AM	11:45AM	40.0	TO-R WILLITS	0.0	1:50PM	7:35AM	11:15AM

Office Hours Phone: Fort Bragg - 7:00 AM to 5:30 PM — Willits 24 Hours

### ADDITIONAL SIDINGS, SPURS AND WATER STATIONS

Location	Mile Post	Switch Connection	Car Capacity	Tank Capacity
Hay Shed	5.8	Siding	3	
Rock Pit	7.3	East	4	
Redwood Lodge	10.6			Water 8,000 Gals.
Camp Seven	19.8			Water 8,000 Gals.
Redwood Crk.	25.1	East	6	
Burbeck	27.8	West	11	
Burbeck	27.9	West	9	
Crater	34.1			Water 8,000 Gals.
Summit	35.4	West	9	
Sage Mill	38.6	East	10	
Holder Mill	38.8	East	10	
Jensen Mill	39.3	West	3	



# CALIFORNIA WESTERN RAILROAD

## SPECIAL INSTRUCTIONS

1. The Transportation Department of the California Western Railroad operates under the Rules and Regulations of the Transportation Department of the Northwestern Pacific Railroad Company. Employees whose duties are prescribed by these rules must be provided with a copy of the current book of rules.

2. All accidents, including derailments, must be reported on prescribed form to the Trainmaster.

3. The "No Smoking" regulations of the Union Lumber Company must be observed while operating in the Union Lumber Company plant.

4. Spur tracks at Burbeck will be used for log loading operations only. Trainmen will watch for impaired clearances when switching cars on these tracks.

5. Eastward Trains are superior to trains of the same class in the opposite direction. (See Rule S-72).

6. Manual control switch for flashing light warning signals in Fort Bragg Yard is located on pole near switch stand for west switch Track No. 1. Conductors shall see that switch is on and signals are operating when switching west of this point, and that signals are turned off when switching is completed.

7. Westerly track, in Willits, with east switch located approximately 120 feet east of Valley Street and west switch located approximately 100 feet west of Oak Street, is designated as Main Track. Normal position of switches will be for Main Track.

8. Automatic signals are in operation at Main Street crossing, Willits. Trains and engines will not exceed 10 miles per hour between points 350 feet east and 350 feet west of this crossing. Should automatic signals become inoperative for any reason, vehicular traffic must be protected by a member of the train crew or other competent employee acting as flagman.

9. Flashing light signals at Commercial Street crossing, Willits, are not actuated for movements over Track No. 2 or House Track until equipment is within fifty (50) feet of crossing. Trains and engines using Track No. 2 or House Track must not proceed over crossing until flashing light signals are operating. Equipment must not be left standing on these tracks within one hundred (100) feet of the crossing.

10. Time at Willits for all C.W.R. trains applies at west switch of crossover on C.W.R. Main Track, M.P. 39.51 (N.W.P., M.P. 138.95). All engine movements east of this point will be governed by RULE 93. Departure time of passenger trains from Willits will be governed by RULE 92.

11. Main Street crossing, Willits, is flag stop for all passenger trains. Trains stopping to discharge or pick up passengers shall cross the highway and clear automatic signals.

12. Gate located north of Ten Mile Siding across track leading to spur tracks serving Holmes and Aborigine will be closed and locked with a switch lock except while switching. Conductors shall see that gate is closed and locked, when switching is completed.

13. When there are no cars left on siding at Summit, both switches will be left lined for the siding and trains may then operate over siding instead of main line. If switches are left lined for siding, freight train crews will check derail and make certain it is locked in off-rail position before leaving Summit for Willits.

14. All trains, engines, and maintenance of way motor cars must obtain written clearance before leaving Fort Bragg, and in addition will be governed by signal light at Main Street crossing. If light is red or extinguished, signal must not be passed until further clearance has been given by the Dispatcher.

15. All trains will obtain clearance card from operator on duty before leaving Willits, except when running orders specifically waive this requirement.

16. Before departing from Northspur, Conductors of all passenger trains will obtain verbal clearance from the Dispatcher.

17. Loads of logs on logging cars must be inspected before being placed in train and also prior to movement through tunnels. If car is improperly loaded, it must not be moved, and if in train, must be set out.

18. Lock pouches must be carried in the mail boxes in the Motor Cars and these boxes must be kept locked at all times. Conductor will sign for and be responsible for keys to the locks on these boxes.

19. Materials are to be dumped in gravel bunkers at Fort Bragg only on specific orders from the Dispatcher. Trap doors in bottom of bunkers will be examined to see that they are properly closed and securely locked in that position before materials are dumped.

20. Track serving speeder house at Fort Bragg is for the use of maintenance of way and P.T.&T. speeders and equipment only. Train and engine crews will not operate locomotives or place cars on this track unless they have received specific orders from Dispatcher to do so.

21. Phone rings on Dispatcher's line are as follows:

Fort Bragg Dispatcher's Office .....	1 Bell
Willits Ticket Office .....	2 Bells
Northspur-Trackwalker's Cabin .....	3 Bells
Willits Depot .....	4 Bells

Additional phones other than those listed are located at M.P. 13.6, M.P. 20, M.P. 25.1, and M.P. 39.5. Phone switches will be left open and phone booth doors will be kept locked, when not in use.

22. Diesel locomotives shall not operate over that portion of Fort Bragg Yard Track No. 4 which is adjacent to earth platform.

23. Freight trains must not exceed 15 miles per hour between Burbeck and Fort Bragg-Willits Road Crossing (Roger's Crossing).

24. Before uncoupling cars and locomotives, trainmen will close angle cocks on both sides of air hose couplings. When disconnected, air hoses and electric cable on diesel locomotives will be placed so that they will not drag on ground.

25. All westward freight trains will stop at west switch Shake City to turn down retainers.

26. RULE No. 853 of the General Regulations, concerning the handling of pets on passenger trains, does not apply on California Western Railroad.

27. Engines on extra trains are not required to display white lights at night as shown in Figures 2 and 4 of RULE 21-A.



# CALIFORNIA WESTERN RAILROAD

## DISPATCHER

W. R. Schatz                      Fort Bragg, Calif.

## CHIEF SURGEON

Dr. P. J. Bowman                Fort Bragg, Calif.

## TIME INSPECTORS

K. I. Dunlap                      Mgr. Time Service  
65 Market Street, San Francisco, Calif.

R. H. Clary                        Fort Bragg, Calif.

A. H. Chernoff                    Fort Bragg, Calif.

A. B. Guslander                  Willits, Calif.

## SPEED TABLE

TIME PER MILE	MILES PER HOUR
1'12" .....	50
1'13" .....	49.3
1'14" .....	48.6
1'15" .....	48
1'16" .....	47.4
<hr/>	
1'17" .....	46.8
1'18" .....	46.2
1'19" .....	45.6
1'20" .....	45
1'25" .....	42.4
<hr/>	
1'30" .....	40
1'35" .....	37.9
1'40" .....	36
1'45" .....	34.3
1'50" .....	32.7
<hr/>	
1'55" .....	31.3
2'00" .....	30
2'15" .....	26.7
2'24" .....	25
2'30" .....	24
<hr/>	
2'45" .....	21.8
3'00" .....	20
3'20" .....	18
3'30" .....	17.1
4'00" .....	15
<hr/>	
5'00" .....	12
6'00" .....	10
7'00" .....	8.6
7'30" .....	8
8'00" .....	7.5
10'00" .....	6