

**TIME IS IMPORTANT**  
**Take TIME to be SAFE**

**TRAINMASTERS**

R. D. SHUGRUE.....San Rafael  
GERALD FOSTINE.....Santa Rosa  
L. E. DuBOSE.....Eureka

**ASSISTANT TRAINMASTERS**

E. E. SHIPLEY.....San Rafael  
M. P. FORD.....Willits  
R. E. RUEGAMER.....Willits  
H. P. PETERSEN.....Eureka  
H. R. RUTLER.....Eureka

**ROAD FOREMAN OF ENGINES**

H. E. JAMIESON.....Eureka

**CHIEF TRAIN DISPATCHER**

P. NOVAGLIA.....San Rafael

**NORTHWESTERN PACIFIC  
RAILROAD COMPANY**



**TIMETABLE**

**38**

**EFFECTIVE SUNDAY, APRIL 28, 1957**

**AT 12:01 A. M.**

**PACIFIC STANDARD TIME**

**FOR GOVERNMENT AND INFORMATION  
OF EMPLOYES ONLY**

---

**G. L. MORRISON,**  
Vice President and General Manager.

**S. J. MACKIE,**  
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco...	Dr. W. W. Washburn...	Chief Surgeon
Sausalito.....	Dr. C. F. Larson.....	District Physician and Surgeon
Tiburon.....	Dr. Donovan Cooke....	District Physician and Surgeon
Mill Valley.....	Dr. R. B. Hartman.....	District Physician and Surgeon
San Anselmo....	Dr. H. O. Hund.....	District Physician and Surgeon
San Rafael.....	Dr. H. O. Hund.....	District Physician and Surgeon
San Rafael.....	Dr. C. A. DeLancey....	District Physician and Surgeon
San Rafael.....	Dr. W. M. Edwards....	District Physician and Surgeon
San Rafael.....	Dr. D. L. Wagner.....	Emergency Physician and Surgeon
Novato.....	Dr. R. J. Weseman.....	District Physician and Surgeon
Petaluma.....	Dr. F. E. Ems.....	Associate Physician and Surgeon
Petaluma.....	Dr. J. J. Mohrman....	District Physician and Surgeon
Petaluma.....	Dr. Robert C. West....	Oculist and Aurist
Petaluma.....	Dr. L. S. Sanella.....	Assistant Oculist and Aurist
Sebastopol....	Dr. Chester Marsh....	Emergency Physician and Surgeon
Guerneville....	Dr. W. N. Makaroff....	District Physician and Surgeon
Santa Rosa.....	Dr. E. T. Noall.....	District Physician and Surgeon
Santa Rosa.....	Dr. A. M. Bowles.....	District Physician and Surgeon
Santa Rosa.....	Dr. Paul T. Quarry....	District Physician and Surgeon
Santa Rosa.....	Dr. J. L. Spear.....	Oculist and Aurist
Healdsburg....	Dr. Carl Harvey.....	District Physician and Surgeon
Sonoma.....	Dr. W. J. Newman.....	Emergency Physician and Surgeon
Sonoma.....	Dr. C. B. Andrews....	Emergency Physician and Surgeon
Cloverdale....	Dr. F. E. Sohler, Jr....	District Physician and Surgeon
Ukiah.....	Dr. W. M. Vest.....	District Physician and Surgeon
Ukiah.....	Dr. E. K. Van Allen....	Ass't District Physician and Surgeon
Willits.....	Dr. Raymond Babcock..	District Physician and Surgeon
Willits.....	Dr. G. W. Patterson....	Ass't District Physician and Surgeon
Alderpoint....	Dr. L. S. Loewen.....	District Physician and Surgeon
Scotia.....	Dr. R. N. Tredwell....	District Physician and Surgeon
Scotia.....	Dr. Kurt Munchheimer..	Ass't District Physician and Surgeon
Fortuna.....	Dr. C. Schwartz.....	District Physician and Surgeon
Eureka.....	Dr. J. W. Walsh.....	District Physician and Surgeon
Eureka.....	Dr. G. B. Watson.....	Ass't District Physician and Surgeon
Eureka.....	Dr. W. C. Carey.....	Oculist and Aurist
Eureka.....	Dr. W. W. Dolfini....	Oculist and Aurist
Eureka.....	Dr. Maurice Hoilien....	Ass't Oculist and Aurist
Arcata.....	Dr. Chas. N. Earl.....	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.

HOSPITAL

GENERAL HOSPITAL.....SAN FRANCISCO

WATCH INSPECTORS

RULE 2. Designated Watch Inspectors:

C. D. Fabrin, Manager Time Service.....65 Market Street, San Francisco  
A. Solari.....745 3rd Street, San Francisco  
G. D. Davidson Co., Traveling Watch Inspector.....  
C. R. Ellis.....Sausalito  
Herbert-Rohrer.....1238 4th St., San Rafael  
Lynn Richey.....165 Main Street, Petaluma  
Chester Kradjan.....502 4th Street, Santa Rosa  
W. E. Kiefer.....Sonoma  
Harry D. Roberts.....106 W. Standley Street, Ukiah  
A. B. Guslander.....Willits  
J. C. T. rio, Jr.....Eureka  
W. J. Thomas.....Eureka  
Claude W. Kelly.....856 H Street, Arcata





**SOUTHERN DIVISION—SANTA ROSA SUBDIVISION**

		<b>EAST- WARD</b>	<b>Timetable No. 38</b>					<b>WESTWARD</b>			
Capacity of sidings		Mile Post Location	<b>April 28, 1957</b>			Station Number	Distance from Ignacio	<b>SECOND CLASS</b>			
			<b>SCHELLVILLE BRANCH</b>						81	87	
			<b>STATIONS</b>				Freight	Freight			
Yard Limits			TO-R	<b>SONOMA</b>	620	19.9	Arrive Daily	Arrive Daily			
BKDP		44.8		4.4			AM	PM			
WYP		40.4	TO-R	<b>SCHELLVILLE</b>	616	15.5	5.35	7.35			
P		35.2		5.2							
		30.8		4.4	610	10.3					
IP		28.5		2.3	606	5.9					
Yard Limits		24.9	TO	<b>BLACK POINT</b>	604	3.6					
68				3.6			4.29	6.29			
YP				3.6	22	0.0	AM	PM			
							Leave Daily	Leave Daily			
							<b>81</b>	<b>87</b>			

		<b>EAST- WARD</b>	<b>Timetable No. 38</b>					<b>WEST- WARD</b>			
Capacity of sidings		Mile Post Location	<b>April 28, 1957</b>			Station Number	Distance from Detour	<b>ADDITIONAL STATIONS</b>			
			<b>SAUSALITO BRANCH</b>						Capacity and Direction of Entry into Spurs	Mile Post	NAME
Yard Limits			TO	<b>SAUSALITO</b>	305	7.2	..	P	10.1	Reed.....	9
BP		7.1		2.8			..		14.9	Greenbrae.....	12
		9.9		2.7	308	4.4	..	P	18.7	Cerro.....	16
		12.8		0.4	311	1.7	..		21.1	Gallinas.....	18
Yard Limits		13.0		1.3	312	1.3	..		23.8	*Hamilton Field.....	21
YP		14.3					..		36.7	Haystack.....	34
					11	0.0	54W		37.1	McNear..... (Spur)	35
							35		39.2	Park Siding.....	37
							9W		41.0	Crown..... (Spur)	38
							3E		43.3	Penn Grove..... (Spur)	40
							..		48.7	Wilfred.....	46
							5E		50.7	Todd..... (Spur)	48
							7E		61.0	Shiloh..... (Spur)	58
							31	P	62.9	Windsor.....	60
							7W		66.4	Grant..... (Spur)	63
							..		67.0	Bailhache.....	64
							..		69.0	Finlayson.....	66
							6W		69.1	Oliveto..... (Spur)	66
							3W		70.0	Chiquita..... (Spur)	67
							5W		70.5	Simi..... (Spur)	68
							42	P	71.9	Lytton.....	69
							3W		73.9	Nervo..... (Spur)	71
							4W		77.0	Omus..... (Spur)	75
							6W		78.8	Chianti..... (Spur)	76
							6W		82.7	Icaria..... (Spur)	79
							15E		87.1	*Preston..... (Spur)	84
							12E	P	109.6	El Roble..... (Spur)	107
							17		113.1	Asylum.....	110
							..	P	115.8	Presswood.....	113
							7W		117.0	Norlake..... (Spur)	114
							2W		118.0	Pomo..... (Spur)	115
							..	P	120.0	Calpella.....	117

		<b>EAST- WARD</b>	<b>Timetable No. 38</b>					<b>WEST- WARD</b>
Capacity of sidings		Mile Post Location	<b>April 28, 1957</b>			Station Number	Distance from Larkspur	
			<b>LARKSPUR BRANCH</b>					
Yard Limits			TO	<b>BALTIMORE PARK</b>	312	0.4		
YP		13.0		0.4				
		13.4			501	0.0		

		<b>ADDITIONAL STATIONS</b>			
Capacity and Direction of Entry into Spurs	Mile Post	NAME	Station No.		
..	42.3	Vineburg..... (Spur)	618		
..	42.4	Batto.....	618		
..	43.1	Bonilla.....	618		
3W	43.8	Stando..... (Spur)	619		
26E	44.2	Sebastiani..... (Spur)	619		
<b>Sausalito Branch</b>					
..	8.4	Waldo.....	306		
9	11.0	Mill Valley.....	309		

\*Flag stop for Nos. 3 and 4.

## NORTHERN DIVISION—SOUTH FORK SUBDIVISION

Capacity of sidings	EASTWARD		Mile Post Location	Timetable No. 38 April 28, 1957	Station Number	Distance from Eureka	WESTWARD						
	FIRST CLASS						FIRST CLASS		SECOND CLASS		SECOND CLASS		
	4 Redwood	Leave Mon., Thurs. and Sat.					3 Redwood	75 Freight	91 Freight	77 Freight	Arrive Daily	Arrive Daily Ex. Mon.	Arrive Daily
Yard Limits BKDYP	f	AM 11.05	139.5	TO-R	<b>WILLITS</b>	136	144.8	s	AM 11.47	AM 5.55	AM 10.25	PM 2.30	
54 P	f	11.13	143.7		4.2 <b>OUTLET</b>	141	140.4	f	11.38	5.45	10.13	2.21	
40 P	f	11.25	148.7		5.0 <b>ARNOLD</b>	146	138.4	f	11.26	5.31	9.59	2.07	
81 P	f	11.34	152.5		3.8 <b>LONGVALE</b>	149	131.6	f	11.17	5.21	9.49	1.57	
44 P	f	AM 11.48	158.1		5.6 <b>FARLEY</b>	155	126.0	f	11.03	5.06	9.34	1.42	
46 P	s	PM 12.10	166.5	TO	8.4 <b>DOS RIOS</b>	163	117.8	s	10.43	4.44	9.12	1.20	
21 P	f	12.32	175.5		9.0 <b>NASHMEAD</b>	172	108.6	f	10.18	4.20	8.48	12.56	
81 P	f	12.44	180.0		4.5 <b>SPYROCK</b>	177	104.1	f	10.06	4.08	8.36	12.44	
54 P	f	12.55	184.3		4.3 <b>BELL SPRINGS</b>	181	99.8	f	9.55	3.56	8.24	12.32	
P	f	1.07	189.3		5.0 <b>RAMSEY</b>	186	94.8	f	9.43				
75 Yard Limits BKDP	s	1.21	194.5	TO	5.2 <b>ISLAND MOUNTAIN</b>	191	89.6	s	9.30	3.29	7.57	12.05 PM	
31 P	f	1.35	200.3		5.8 <b>KEKAWAKA</b>	197	83.8	f	9.14	3.11	7.39	11.47 AM	
54 P	s	1.58	209.0	TO	8.7 <b>ALDERPOINT</b>	206	75.1	s	8.52	2.50	7.18	11.26	
90 Yard Limits BKP	s	2.16	216.6	TO-R	7.6 <b>FORT SEWARD</b>	214	67.5	s	8.34	2.32	7.00 AM	11.08	
92 P	f	2.34	225.1		8.5 <b>EEL ROCK</b>	222	59.0	f	8.15	2.13		10.48	
53 P	f	2.51	232.2		7.1 <b>MCCANN</b>	229	51.9	f	7.58	1.57		10.32	
73 Yard Limits BKYP	s	3.05	237.3	TO-R	5.1 <b>SOUTH FORK</b>	234	46.8	s	7.48	1.46		10.21	
52 P		3.13	241.7		4.4 <b>LARABEE</b>	239	42.4		7.37	1.36		10.11	
75 P	f	3.20	245.6		3.9 <b>SHIVELY</b>	243	38.5	f	7.30	1.27		10.02	
P	f	3.29	250.1		4.5 <b>ELINOR</b>	247	34.0	f	7.21				
75 Yard Limits BKP	s	3.41	255.6	TO	5.5 <b>SCOTIA</b>	253	28.5	s	7.12	1.04		9.39	
P	f	3.51	259.0		3.4 <b>STONE</b>	256	25.1	f	7.00				
28 Yard Limits P	f	3.58	262.7	TO	3.7 <b>ALTON</b>	260	21.4	f	6.53	12.45		9.20	
75 P		4.00	264.5		1.9 <b>ROHNERVILLE</b>	261	19.6		6.51	12.41		9.16	
19 BKP	s	4.07	266.1	TO-R	1.6 <b>FORTUNA</b>	263	18.0	s	6.48	12.38		9.13	
36 P	f	4.11	268.7		2.8 <b>FERNBRIDGE</b>	266	15.4	f	6.41	12.33		9.08	
10 P	f	4.14	271.0		2.3 <b>LOLETA</b>	268	13.1	f	6.38	12.29		9.04	
75 P		4.24	277.8		6.8 <b>SOUTH BAY</b>	275	6.3		6.28	12.16		8.51	
Yard Limits P		4.30	282.0		4.2 <b>BUCKSPORT</b>	279	2.1						
BKDTP	s	4.40 PM	284.1	TO-R	2.1 <b>EUREKA</b> (144.6)	281	0.0	s	6.15 AM	12.01 AM		8.35 AM	
		Arrive Mon., Thurs. and Sat.							Leave Sun., Tues. and Fri.	Leave Daily	Leave Daily Ex. Mon.	Leave Daily	
		4							3	75	91	77	

RULE 505. Automatic Block Signals from east switch Island Mountain through tunnel 27.

# NORTHERN DIVISION—SOUTH FORK SUBDIVISION

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EAST- WARD		Timetable No. 38		WEST- WARD	
Capacity of sidings		April 28, 1957		KORBLEX BRANCH	
Mile Post Location		STATIONS		Distance from Korblex	
Yard Limits BKDTYP	284.1	TO-R	<b>EUREKA</b>	281	11.1
			8.4		
Yard Limits BKYP	292.5		<b>ARCATA</b>	808	2.7
20 P	295.2		<b>KORBLEX</b>	811	0.0

EAST- WARD		Timetable No. 38		WEST- WARD	
Capacity of sidings		April 28, 1957		SAMOA BRANCH	
Mile Post Location		STATIONS		Distance from Samoa	
Yard Limits BKYP	292.5		<b>ARCATA</b>	808	8.0
			7.3		
P	299.8		<b>SAMOA YARD</b>	907	0.7
20	300.5		<b>SAMOA</b>	908	0.0

EAST- WARD		Timetable No. 38		WEST- WARD	
Capacity of sidings		April 28, 1957		CARLOTTA BRANCH	
Mile Post Location		STATIONS		Distance from Carlotta	
Yard Limits 28 P	282.7	TO	<b>ALTON</b>	260	5.0
			5.0		
Yard Limits P	287.7		<b>CARLOTTA</b>	705	0.0

**RULE 5.** At Carlotta, time applies at switch leading to The Pacific Lumber Co. Yager creek spur near MP 267.3.

## MAIL AND EXPRESS STOPS

### Train No. 3

Station	Frequency	Traffic
McCann.....	Sun., Tues. & Fri.....	Mail & Express
Sequoia.....	Sun., Tues. & Fri.....	Mail
Eel Rock.....	Sun., Tues. & Fri.....	Mail & Express
Spyrock.....	Sun., Tues. & Fri.....	Mail & Express
Nashmead.....	Sun., Tues. & Fri.....	Mail & Express

### Train No. 4

Station	Frequency	Traffic
Nashmead.....	Mon., Thurs. & Sat.....	Mail & Express
Spyrock.....	Mon., Thurs. & Sat.....	Mail & Express
Eel Rock.....	Mon., Thurs. & Sat.....	Mail & Express
Sequoia.....	Mon., Thurs. & Sat.....	Mail
McCann.....	Mon., Thurs. & Sat.....	Mail & Express

### ADDITIONAL STATIONS

Capacity and Direction of Entry Into Spurs	Mile Post	NAME	Station No.
..	168.0	Indian Springs.....	164
2W P	171.1	*Woodman..... (Spur)	168
..	174.4	*Camp Rest.....	171
..	177.2	River Garden.....	173
11E	195.7	Quarry Spur..... (Spur)	...
8E	201.0	*MP 201..... (Spur)	...
15E P	205.5	Cain Rock..... (Spur)	202
24E P	221.5	*Brock Creek..... (Spur)	218
12W	228.3	Tanoak..... (Spur)	225
18W P	230.1	*Sequoia..... (Spur)	227
25W	234.8	Camp Grant..... (Spur)	232
..	238.4	Perrott Creek.....	236
..	242.4	*Larabee Ranch.....	240
..	243.2	Bryan.....	241
..	253.8	Glynn.....	251
50E P	256.1	Yoder..... (Spur)	254
27E	268.2	Worswick..... (Spur)	265
.. P	273.9	Beatrice.....	271
3W	275.0	Zerus..... (Spur)	272
<b>Korblex Branch</b>			
23W	287.5	Brainard..... (Spur)	804
10W	289.2	Bracut..... (Spur)	805
..	291.0	Gannon.....	807
<b>Samoa Branch</b>			
6E	297.5	Manila..... (Spur)	905

\*Flag stop for Nos. 3 and 4.

## SPECIAL INSTRUCTIONS—ALL DIVISIONS

⊙ This symbol indicates change, except changes on rating of engines pages are not so indicated.

**RULE A.** Transportation Department rule revisions from December 1, 1951 to and including April 1, 1957 are shown on pages 1 and 2 of the Rules and Regulations of the Transportation Department. Employees must have revised pages covering these revisions in their copy of the Rules and Regulations of the Transportation Department.

**RULE M.** Employees are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track, sidings and spurs.

There are numerous other structures with impaired clearance on yard and station tracks on the divisions, and employees must be familiar with their location and avoid personal injury.

⊙ **RULE 10-J.** Where speed signs prescribing an increase in speed are not installed, Speed Restrictions tables will indicate permissible speeds between mile post locations named.

Where in this rule the term "speed sign or signs" is used, it applies to either oval white or rectangular white reflectorized speed signs.

**RULE 14.** Trackman's Call: Four long followed by four short sounds of whistle (— — — — o o o o) is Trackman's call. This signal may be used when necessary to summon trackmen. It must not be used unnecessarily. Upon hearing this signal by day or night, trackmen must immediately respond. Foremen must keep their men posted as to this signal.

⊙ **RULE 14(l).** Within the city limits of municipalities in California the use of engine bell under Rule 30 will be regarded as complying with requirements of Rule 14(l) except whistle must be sounded when it appears that thereby a possible collision may be avoided.

⊙ **RULE 19.** Certain passenger cars have supplemental roof-line markers in addition to side electric markers. When such cars are on rear of train, the supplemental markers must be lighted by day as well as by night and duplicate the display to the rear of side electric markers.

Permanently installed electric marker lights on top of cabooses must be lighted by day as well as by night to be considered as markers and will display one red light to the rear and one green light to the front with the following exceptions:

- (a) When train is turned out or running against the current of traffic on double track, one red light and one green light to the rear will be displayed.
- (b) When clear of main track on siding to be passed by another train, except within CTC limits, one green light to the rear will be displayed.
- (c) Lights must be extinguished when train arrives at destination and has stopped clear of main track.

Indications shown in Figures 1 to 8 will not apply.

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

**RULE 105.** Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

**RULE 206.** Second paragraph will not apply to Southern Pacific engines.

### GENERAL REGULATIONS

**RULE 811.** The crew must eat as a unit, and conductor will notify train dispatcher in advance where they intend to do so.

**RULE 827.** On freight trains a member of the crew must frequently observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

**RULE 836.** When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

### MAXIMUM CAR LOADINGS

Load limit (car and contents) must not exceed 210,000 pounds except load limit at Carlotta on Hammond Lbr. Co. industry track and on wharves Samoa Yard must not exceed 169,000 pounds.

Cars of 100,000 pound capacity must not be loaded to exceed 169,000 pounds gross weight. Cars of 140,000 pound capacity must not be loaded to exceed 210,000 pounds gross weight.

Unless authorized by chief train dispatcher, heavier loads must not be handled.

Loads must not exceed 13 feet above top of rail.

Relief outfit No. 40 weighs 170,000 pounds. Relief outfit No. 41 weighs 166,800 pounds.

**SPEED RESTRICTIONS FOR ENGINES:** Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DF-114 to 120, except .....	65	65	65
Units 5279 to 5287, 5290 to 5293, 5309 to 5315 .....	55	55	55
DF-200 to 204 .....	55	55	55
DF-300 to 306 .....	65	65	65
DS-4, 5 .....	45	45	45
DS-200 to 201 .....	35	35	35



## AIR BRAKE RULES

**RULE 13.** Should all power units of an engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

## MISCELLANEOUS

Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.

Engines weighing more than 330,000 lbs. must not be placed behind steel underframe cabooses.

Not more than one helper engine will be placed behind steel underframe cabooses.

Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks and chains, and power plants and steam generators, if any, on engine shut down.

Not more than two units (3000 HP) of dynamic braking may be used when handling freight trains with DF-114, 117 and 118 (SD-7) class engines except in territory Ridge to Redwood Valley.

## OTHER SPEED RESTRICTIONS

Logs loaded on flat or logging cars, except:..... 25 MPH  
On curves ..... 20 MPH  
Over truss bridges, through tunnels and  
passing stations ..... 15 MPH

Trains handling steam shovels, ditchers, cranes, spreaders, pile drivers, and derricks on own wheels must not exceed 25 MPH.

Facing point movements over spring switches must not exceed 35 MPH for passenger trains and 30 MPH for freight trains.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

Maximum speed of trains handling dead SPCo. engines is the speed shown for same engine running forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

⊙Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind the engine handling the train. If weight is less than 150,000 pounds, dead diesel engines must be placed near rear of train.

## SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

**RULE 21-C.** Train indicators on trains, arriving Tiburon or Willits, may be displayed until engine reaches roundhouse or delivery track but must be removed immediately on arrival at roundhouse or delivery track.

**RULE 83-A.** At the following stations only trains indicated will register:

San Rafael.....	Nos. 3 and 4, trains originating and terminating.
Petaluma.....	Trains originating and terminating.
Santa Rosa.....	Trains originating and terminating.
Healdsburg.....	Trains originating and terminating.
Ukiah.....	Trains originating and terminating.

◎**RULE 93.** Yard limits are established at the following stations:

West MP		East MP
6.84	Sausalito (Sausalito Branch) Incl. Waldo.....	8.65
6.5	Tiburon (Santa Rosa Line).....	8.24
12.17	Detour.....	14.73
15.58	San Rafael.....	17.30
24.30	Ignacio.....	27.05
26.80	" (Schellville Branch).....	.....
45.06	Schellville.....	38.93
36.38	Petaluma.....	39.52
52.36	Santa Rosa.....	55.66
65.65	Healdsburg.....	69.55
84.64	Cloverdale.....	85.57
112.37	Ukiah.....	115.25
121.10	Redwood Valley.....	122.39
130.76	Ridge.....	132.12
138.23	Willits.....	141.40

**RULE 98.** Railroad crossings at grade not interlocked:

Petaluma.....P&SRRR crossing of yard tracks—STOP. Flag protection must be provided.  
Schellville.....Wye crossing of main track—Stop and do not proceed until intersecting track is known to be clear.

**RULE 99-C.** Will apply between Ignacio and Tiburon, on Sausalito Branch, Larkspur Branch and on Schellville Branch.

**RULE 103-A.**

**Tiburon:** Movements on yard track over highway crossing MP 7.26, just east of water tank must be protected by a flagman. Engines or cars must not be left on this yard track within 100 feet of the crossing.

**San Rafael:** Automatic warning device and "Stop" signs are located at Cheda spur crossing of Highway 101 in the vicinity of overhead structure. All movements must be stopped at these "Stop" signs before continuing over crossing.

Movements over Francisco Blvd. or Toll Road, crossing the B St. route must be protected by a flagman.

**Hamilton Field:** Movements must stop before continuing over road crossing in east yard just west of cold storage plant.

Switching movements at Hamilton Air Force Base under jurisdiction of Air Force representative. Engines must not pass engine restriction sign without permission from Air Force representative.

**Ignacio:** Private road crossing east end of Ignacio yard leading to PG&E substation must not be blocked.

**Petaluma:** Adams St. or D St., first street west of passenger station, crossing must not be blocked. No. 4 may block Washington St. crossing, first street east of passenger station, in order to clear Adams St. or D St.

Westward freight trains, making stop on main track, must stop 1000 feet east of Washington St. and eastward freight trains, making stop on main track, must stop 1000 feet west of Adams St. or D St. to avoid unnecessary operation of automatic warning devices.

Should automatic warning devices be inoperative at Adams St., D St., or Washington St. movements over these crossings must be protected by a flagman.

Switching movements over the following crossings must not be made until flag protection to traffic has been provided:

Adams St. or D St.  
Copeland St.—East end of P&SRRR interchange.  
Washington St.

Uncontrolled movement of cars over these crossings prohibited.

Gates across Gerwick spur, 375 feet and 555 feet from switch, must be kept closed and locked, except when using spur. Spring latches are in place to hold gates open.

**Santa Rosa:** When cars are standing within 200 feet of Barham Ave. crossing, flag protection must be provided for movements over crossing.

Flag protection must be provided for movements over 13th St. crossing.

◎Wigwags at 6th, 7th and 8th Street crossings operate only when movements are made on main track and siding. Wigwag at 9th Street crossing operates only when movements are made on main track.

When movements over these crossings are made from other tracks and wigwags are not operating, movement must not be made until flag protection has been provided.

Crossover leading from P&SRRR to east side of yard must not be blocked.

Cars must not be left standing within 150 feet of switch leading to Proctor spur at east end of Santa Rosa siding.

**Geyserville:** Private road crossing serving Geyserville Growers winery, west of depot, must not be blocked.

**Ukiah:** Perkins St. crossing, first street east of the station, must not be blocked.

Trains and engines must not stand within 100 feet of River Road crossing to avoid unnecessary operation of wigwags.

**Presswood:** Public road crossing at west end of Masonite plant must not be blocked.

Public Utilities Commission order prohibits all movements over the following crossing unless movements first brought to a stop and traffic on the highway protected by a member of the crew:

Santa Rosa..... Beaver St. on cross town line.

**Novato:** Public Utilities Commission order prohibits cars being stored within 100 feet on either side of Grant Ave., first street east of station. When this crossing is cut by trains occupying siding, member of crew must protect traffic if cars are within 100 feet of either side of crossing.

**RULE 104.** Normal position of switches at west end of Schellville is from track No. 1 through east crossover to main track, and from main track to east leg of wye.

The switch leading from track No. 1 (scale house) to the turntable track, and the switch leading from track No. 1 to track No. 9 (sand house), at Tiburon, must be kept lined for straightaway movement on track No. 1, except when movement is being made through either of these switches.

**RULE 105.** At the following stations, sidings are located as shown below:

**Ignacio:** On south side of main track, from crossover at MP 24.77 to east crossover switch.

**Santa Rosa:** Eastward siding leaves main track at MP 52.67 (1770 feet west of Barham Ave.) and enters main track at MP 53.58 (460 feet west of Third St.).

Westward siding leaves main track at MP 54.97 (20 feet west of Jennings Ave.) and enters main track at MP 53.83 (120 feet west of Sixth St.).

**RULE 221.** Unit for display of flashing light installed at the following locations:

Station	Location	Direction
Petaluma	East end siding	Eastward trains
Healdsburg	East end siding	Eastward trains

Display of white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery and such train orders do not restrict train at that station and train may pass fouling point of siding if not restricted by timetable or train orders previously received.

No. 81 and No. 87 are not required to obtain clearance at Ignacio or Schellville.

**RULE 535. SPRING SWITCHES**

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Detour	West wye switch.....Main track
Detour	East wye switch.....Main track
Detour	Sausalito Branch wye switch.....Tiburon line
San Rafael	East switch.....Main track
Ignacio	West wye switch on Branch.....Santa Rosa line
Ignacio	East wye switch on Santa Rosa line.....Santa Rosa line
Schellville	East switch.....Main track
Redwood Valley	East switch.....Main track
Willits	West switch.....Main track

Switch point indicator, indicating position of switch for facing point movement at above locations, are located from 25 to 100 feet in approach to switch. When movement has been completed through switch, reverse movement must not be made until points close and indicator displays green aspect.

**RULE 605. Petaluma:** Circuit controller located at west switch of siding just east of westward interlocking signal at Petaluma drawbridge. Westward trains on siding must not pass sign reading "Interlocking Limit" to enter main track until switch has been lined for the siding and interlocking signal displays proceed indication.

**GENERAL REGULATIONS**

**RULE 825. Willits:** Train crews must not release brakes on outbound trains until engine is coupled to train and brake pipe is charged.

⊙**RULE 827.** Eastward freight trains arriving Willits must not exceed 5 MPH while passing over Commercial Street crossing to permit rolling inspection.

**AIR BRAKE RULES**

**RULE 3.** Standard brake pipe pressure for freight trains between Redwood Valley and Willits is 90 lbs.

⊙**RULE 17.** On westward freight trains, except when helper engines are to be cut out at Ridge, retaining valves will not be required on descending grade between Willits and Redwood Valley when engine handling train is equipped with DS-24-NC type brake valve and engineer has been instructed and qualified with its use in grade braking in this territory.

Should stop be made on descending grade between Ridge and Redwood Valley by westward freight train not using retaining valves trainmen must immediately secure train with necessary hand brakes and set required number of retaining valves before engineer releases air brakes.

When retaining valves are used on trains between Willits and Redwood Valley, the following will govern:

On westward freight trains when retaining valves are turned up on loaded cars, and retaining valve is of the three position type, it must be in the high pressure position, which is midway, or 45 degree position. On eastward freight trains between Ridge and Willits, retaining valves must not be used on any equipment in high pressure position.

Retaining valves, when required, will be turned up on westward freight trains at Willits, and turned down at Redwood Valley; and on eastward freight trains will be turned up at Redwood Valley and turned down at Willits.

⊙Retaining valves when required will be turned up on all cars on westward freight trains, except that 9 retaining valves will be left turned down for each 1500 HP or equivalent, (two 800 HP units) with dynamic brakes in operation.

Eastward freight trains, Redwood Valley to Willits, must have not less than one retaining valve for each 100 tons except if dynamic brakes are operative, retaining valves need not be used unless requested by the engineer.

Retaining valves to be used by freight trains handled by DF-300 to 306 class, with or without dynamic brake, or steam engines on descending grades between Willits and Redwood Valley are as follows:

Westward trains	.....All retaining valves.
Eastward trains	.....One retaining valve for each 100 tons in train.

Train must be stopped to clear Valley Street 350 feet west of west switch Willits for the purpose of turning down retaining valves.

In case of air pump failure on Ridge hill, engineer will sound one short blast of the whistle and brakemen must immediately set sufficient hand brakes to hold the train.

Passenger trains descending grade Ridge to Redwood Valley must have retaining valves turned up on all cars before leaving Ridge and retaining valves must be turned down at Redwood Valley, except if dynamic brakes are operative and weight of train does not exceed 600 tons, retaining valves need not be used unless requested by engineer. If weight of train exceeds 600 tons retaining valves must be turned up on all cars.

Dynamic brake on westward passenger trains must be tested before leaving Ridge.

Dynamic brake on westward freight trains must be tested before leaving Willits, and again before leaving Ridge. On eastward freight trains dynamic brake must be tested before leaving Ridge.

**SPECIAL INSTRUCTIONS—SOUTHERN DIVISION**

**FREIGHT TRAINS**

**RULE 33.** Trains handled by DF-300 to 306 class, with or without dynamic brake operative, must not exceed 60 tons per operative brake on descending grade Ridge to Redwood Valley, exclusive of engine and caboose.

When dynamic brakes are operative on engines, except DF-300 to 306 class, trains must not exceed 65 tons per operative brake on descending grade Ridge to Redwood Valley, exclusive of engine and caboose.

**RULE 60.** On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade at San Rafael, Cerro, Redwood Valley or Ridge, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

Three units of dynamic braking (4500 HP) may be used on head end of trains Ridge to Redwood Valley.

**PASSENGER TRAINS**

**RULE 39.** Running air brake test must be made by passenger trains leaving Ridge.

**WILLITS JOINT TRACK**

NWP main track from west yard switch to the crossover at MP 138.95 and the CWRR main track between a point 150 feet west of the west crossover switch at MP 138.95 to the west yard switch and the CWRR siding between Valley Street and a point 1500 feet west, at Willits, will be used jointly by the NWP and the CWRR.

CWRR main track between crossover at MP 138.95 and crossover at MP 139.33, and the CWRR siding between Valley St. and a point approximately 1500 feet west, are designated as interchange tracks for the receipt and delivery of cars between NWP and CWRR.

CWRR first-class trains must not use NWP main track between crossover at MP 138.95 and crossover at MP 139.33, except under flag protection.

**MISCELLANEOUS**

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines . . . . .	Hamilton Field . . Beyond Door 44 on tracks 3 and 4 in east yard.
"	Ignacio . . . . . Beet spur.

SP trains and engines are not permitted to operate on NWP tracks west of MP 41.70, on Schellville Branch.

**HELPERS**

**WILLITS AND REDWOOD VALLEY**

Unless otherwise instructed, helper engines will be left in train between Willits and Redwood Valley.

Helper engines will be placed in train as follows:

**WESTWARD TRAINS:**

One or two unit, SD-7 Class, Helper Engine—

On trains not exceeding

3300 tons . . . . . Ahead of road engine.

On trains exceeding

3300 tons . . . . . Two helper units (3000 HP) ahead of caboose and any wooden underframe cars.

**EASTWARD TRAINS:**

One, two or three unit, SD-7 Class, Helper Engine—

On trains not exceeding

2100 tons . . . . . Ahead of road engine.

One or two unit, SD-7 Class, Helper Engine—

On trains exceeding

2100 tons . . . . . Ahead of caboose and any wooden underframe cars.

Not more than two units (3000 HP) are to be placed ahead of caboose and any wooden underframe cars at Willits or Redwood Valley. Any additional helper units must be cut in at least seven cars ahead of other helper units.

When dynamic brake is not operating on helper engine, place helper engine in train ahead of caboose and any wooden underframe cars.

Diesel engines used as helpers and placed at or near rear of freight trains handled by diesel road engines with dynamic brakes in operation on head end will use dynamic brakes on descending grade on westward trains between Ridge and Redwood Valley. Additional tonnage in the same ratio per unit as specified for road engine may be handled without retainers.

When train order provides for cutting out helper engines at Ridge, train will stop so that helper engines at rear end of train will be cut out at leaving switch of siding.

Eastward freight trains meeting No. 3 at Ridge will place helper units ahead of caboose and any wooden underframe cars.

At Ridge, after helper engines are cut out and caboose placed on train and air brakes cut in, helper engineer will sound signal 14(m) and road engineer will repeat the signal for rear-end test. When ready to proceed, the proceed signal must be relayed by trainmen from rear end to road engineer. Road engineer must not start until such proceed signal is received.

After starting freight trains at Willits and Redwood Valley, helper engineers at rear of train will reduce throttle sufficiently to allow road engineer to stretch entire train. Helper engineer will then bunch the slack in a manner to avoid objectionable run in.

**FREIGHT TRAINS**

**WILLITS AND REDWOOD VALLEY**

⊙When helper engines are not employed in trains on ascending grade from Willits or Redwood Valley, the consist of Westward trains must not exceed 3650 tons and the consist of Eastward trains must not exceed 2300 tons.

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

Mile Post	At or Near	Description	Side or Overhead
37.2 . . . . .	Petaluma . . . . .	Drawbridge . . . . .	Overhead and side
53.8 . . . . .	Santa Rosa . . . . .	Eaves of cement shed of Mead Clark Lumber Co. . . . .	Side
		Warehouse opposite Tidewater Associated Oil Co. . . . .	Side
68.0 . . . . .	Healdsburg . . . . .	Steel bridge over Russian River . . . . .	Side
28.5 . . . . .	Black Point . . . . .	Drawbridge . . . . .	Side
37.8 . . . . .		Wingo bridge . . . . .	Side

# SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** and **OTHER SPEED RESTRICTIONS** appearing on pages 6 and 7 of Special Instructions for All Divisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by time-table bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES RUNNING FORWARD	FREIGHT—MIXED	TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES RUNNING FORWARD	FREIGHT—MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
<b>EASTWARD, TIBURON TO WILLITS:</b>					<b>WESTWARD, WILLITS TO TIBURON:</b>				
6.50 to 7.90	7.90 to 7.91 (highway)		25	20	139.50 to 139.20			20	20
7.91 to 17.00			10	10	139.20 to 136.35			40	35
17.00 to 19.50			25	20	136.35 to 124.15			20	15
19.50 to 36.85			35	30	124.15 to 122.20			25	25
36.85 to 37.20 (bridge)			50	40	122.20 to 119.50			50	40
37.20 to 39.25 (Petaluma)			10	10	119.50 to 118.25			35	30
39.25 to 53.00			20	20	118.25 to 114.50			50	40
			50	40	114.50 to 113.50			25	25
53.00 to 55.07 (Santa Rosa)			25	25	113.50 to 108.75			50	40
55.07 to 67.60			50	40	108.75 to 108.35			25	25
67.60 to 68.60 (Healdsburg)			25	25	108.35 to 105.07			35	30
68.60 to 70.90			50	40	105.07 to 104.90			25	25
70.90 to 71.16			35	30	104.90 to 102.30			35	30
71.16 to 85.57			50	40	102.30 to 102.20			25	20
85.57 to 88.12			35	30	102.20 to 98.15			35	30
88.12 to 95.00			25	25	98.15 to 98.05			25	25
95.00 to 98.05			35	30	98.05 to 95.00			35	30
98.05 to 98.15			25	25	95.00 to 88.12			25	25
98.15 to 102.20			35	30	88.12 to 85.57			35	30
102.20 to 102.30			25	25	85.57 to 71.16			50	40
102.30 to 104.90			35	30	71.16 to 70.90			35	30
104.90 to 105.07			25	25	70.90 to 68.60			50	40
105.07 to 108.35			35	30	68.60 to 67.60 (Healdsburg)			25	25
108.35 to 108.75			25	25	67.60 to 55.07			50	40
108.75 to 113.50			50	40	55.07 to 53.00 (Santa Rosa)			25	25
113.50 to 114.50			25	25	53.00 to 39.25			50	40
114.50 to 118.25			50	40	39.25 to 37.20 (Petaluma)			20	20
118.25 to 119.50			35	30	37.20 to 36.85 (bridge)			10	10
119.50 to 122.20			50	40	36.85 to 25.70			50	40
122.20 to 124.15			25	25	25.70 to 25.65			35	30
124.15 to 136.35			20	15	25.65 to 19.50			50	40
136.35 to 139.20			40	35	19.50 to 17.00			35	30
139.20 to 139.50			20	20	17.00 to 7.91			25	20
					7.91 to 7.90 (highway)			10	10
					7.90 to 6.50			25	20
<b>EASTWARD, SONOMA TO IGNACIO:</b>					<b>WESTWARD, IGNACIO TO SONOMA:</b>				
45.06 to 44.19 (Sonoma)			10	10	24.90 to 25.80 (Ignacio)			15	15
44.19 to 40.40			20	15	25.80 to 28.69			35	35
40.40 to 32.30			25	25	28.69 to 29.10 (bridge)			10	10
32.30 to 29.10			35	35	29.10 to 32.30			35	35
29.10 to 28.69 (bridge)			10	10	32.30 to 40.40			25	25
28.69 to 25.80			35	35	40.40 to 44.19			20	15
25.80 to 24.90 (Ignacio)			15	15	44.19 to 45.06 (Sonoma)			10	10
<b>EASTWARD, BALTIMORE PARK TO LARKSPUR:</b>					<b>WESTWARD, BALTIMORE PARK TO LARKSPUR:</b>				
			20	20				20	20
<b>EASTWARD, SAUSALITO TO DETOUR:</b>					<b>WESTWARD, DETOUR TO SAUSALITO:</b>				
6.84 to 11.69			20	20	14.30 to 12.10			20	20
11.69 to 12.10 (tunnel)			15	5	12.10 to 11.69 (tunnel)			15	5
12.10 to 14.30			20	20	11.69 to 6.84			20	20

★Regulated by City ordinance.

Trains must approach and cross Wingo bridge with caution, watching carefully for pedestrians and vehicles.

○Light engines running forward on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

### SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

With caution  
Not Exceeding  
MPH

Through sidings, yard and other tracks, balloon tracks, crossovers and turnouts, except: . . . . .	15
Through turnouts on other than sidings . . . . .	10
Wye tracks . . . . .	10

**SPECIAL INSTRUCTIONS—SOUTHERN DIVISION**

**RATING OF ENGINES—In Units of 2000 Lbs. (Tons)**

NOMINAL CLASS	ENGINE NUMBERS	Territories											
		Detour and Larkspur Larkspur and Sausalito	Tiburon and San Rafael	San Rafael to Ignacio	Sonoma and Petaluma	Petaluma to Healdsburg	Healdsburg to Cloverdale	Cloverdale to Redwood Valley	Redwood Valley to Willits	Willits to Redwood Valley	Redwood Valley to Largo	Largo to Petaluma	Ignacio to San Rafael
*DF-114, 116 to 118, 120	{ 5279 to 5287, 5290 to 5293, 5308 to 5335, 5340 to 5371..... }	2350	2750	1425	5000	3350	2825	2150	700	1100	4025	5000	2075
DF-200 to 204	5100 to 5118.....	725	850	450	2150	1300	1125	850	275	450	1550	2050	650
DF-300 to 304	4600 to 4623, 4700 to 4703.....	1175	1350	725	3325	2113	1800	1375	437	687	2525	3325	1150
DF-305, 306	4624 to 4633.....	1275	1500	800	3825	2300	1975	1500	500	775	2750	3625	1125
DS-4, 5	1004 to 1016.....	700	825	425	2125	1275	1075	825	250	400	1525	2025	600

\*Engines 5308, 5316 to 5335, 5340 to 5371 equipped with steam boiler.

**UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.**

FOR OTHER THAN MAIN TRACKS  
SPEED RESTRICTIONS  
With caution  
Not Recommended  
MPH

15  
10  
10

**RULE 21-C.** Train indicators on trains, arriving Eureka or Willits, may be displayed until engine reaches roundhouse or delivery track but must be removed immediately on arrival at roundhouse or delivery track.

**RULE 83-A.** At the following stations only trains indicated will register:

- Fort Seward.....Trains originating and terminating.
- ⊙South Fork.....Trains originating and terminating.
- Fortuna.....Trains originating and terminating.

**RULE 93.** Yard limits are established at the following stations:

West MP		East MP
138.23	Willits.....	141.40
193.39	Island Mountain.....	195.62
215.35	Fort Seward.....	218.25
236.53	South Fork.....	238.04
254.86	Scotia.....	256.60
261.65	Alton.....	263.31
	(Carlotta Branch).....	264.35
266.52	Carlotta.....	267.78
280.56	Eureka.....	285.51
289.70	Arcata (Korblex Branch).....	End of NWP Track
	(Samoa Branch).....	End of NWP Track

**RULE 99-C.** Will apply on Carlotta Branch and Korblex Branch.

**RULE 104.** Normal position of junction switch of Carlotta Branch at Alton is for siding.

⊙Normal position of junction switch of Samoa Branch at Samoa is for Hammond-California Redwood Co. track.

**RULE 535. SPRING SWITCHES**

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Willits.....	West switch.....Main track

Switch point indicator indicating position of switch for facing point movement at above location is located approximately 50 feet in approach to switch. When movement has been completed through switch, reverse movement must not be made until points close and indicator displays green aspect.

**GENERAL REGULATIONS**

**RULE 825. Willits:** Train crews must not release brakes on outbound trains until engine is coupled to train and brake pipe is charged.

**RULE 827.** Trains handling logs not loaded in gondolas should not be in motion on tracks adjacent to main track when passenger trains are passing. If necessary to saw-by, passenger train must remain standing until caboose is clear of main track and train with logs has stopped.

⊙Trains handling cars loaded with logs from Carlotta Branch must be inspected at Carlotta, Alton and Fernbridge.

Log trains required to double through Tunnel 40 will double from Loleta and logs must be inspected before leaving Loleta, instead of Fernbridge.

Special attention must be given to the inspection of chocks and height of loads. Loads must not exceed 12 feet 6 inches in height above top of rail. If car is improperly loaded, it must not be moved and, if in the train, must be set out.

⊙Westward freight trains arriving Willits must not exceed 5 MPH entering yard track to permit rolling inspection.

**LIGHT TYPE INDICATORS**

Light type indicators are installed on the Scotia Bluff to assist patrolmen in protecting (until flag protection can be provided) any condition which may affect the movement of trains. Lunar light indicates proceed, and red aspect indicates stop.

⊙Control switches are located on poles—MP 256 Poles 12, 19 and 25, MP 257 Poles 1, 2, 3 and 4, MP 258 Poles 0 and 10.

Boxes containing these switches are sealed with car seals. If any condition is found to require protection, patrolmen or others will break the seal and open any one of these switches, which will cause the indicator to display a red aspect. Such switch must not be closed until the conditions are corrected for the normal movement of trains.

The protective equipment is so designed as to cause the indicators to assume a stop position if any of the bents should be disturbed by falling rock or high water.

When indicator displays a red aspect, train must stop and then proceed at not to exceed 4 MPH to next indicator. Trainmen and enginemen must observe wooden trestles to see if any of the bents have been displaced or damaged.

**WILLITS JOINT TRACK**

NWP main track from west yard switch to the crossover at MP 138.95 and the CWRR main track between a point 150 feet west of the west crossover switch at MP 138.95 to the west yard switch and the CWRR siding between Valley Street and a point 1500 feet west, at Willits, will be used jointly by the NWP and the CWRR.

CWRR main track between crossover at MP 138.95 and crossover at MP 139.33, and the CWRR siding between Valley St. and a point approximately 1500 feet west, are designated as interchange tracks for the receipt and delivery of cars between NWP and CWRR.

CWRR first-class trains must not use NWP main track between crossover and MP 138.95 and crossover at MP 139.33, except under flag protection.

**MISCELLANEOUS**

Emergency supply of diesel fuel oil maintained at South Fork but agent must be contacted before using.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
⊙All engines.....	Samoa .....Beyond engine restriction sign placed 100 feet from end of long track serving Warehouse No. 14, Hammond-California Redwood Co.
⊙    “                    Camp Grant Spur.	
⊙All engines and cars.....	Samoa .....Beyond north end warehouse on track 1.
⊙DF-114, 116 to 118, 120, 305, 306.....	Carlotta ..Hammond - California Redwood Co., industry track.
⊙DF-114, 116 to 118, 120, 305, 306.....	Eureka.....Trestle to log dump Hammond-California Co. Plant No. 2.
DF-114, 116 to 118, 120.....	Arcata .....All industry tracks and wye.

Following tracks are interchange tracks between NWP and The Pacific Lumber Company:

- Glynn.....Spur adjacent to main track.
- “                    Track adjacent to Highline track.
- “                    First 1862 feet of Highline track.
- Scotia.....House track.
- “                    First 1000 feet of dump spur adjacent to main track, 205 feet west of Yoder switch.

Carloads of logs must not be interchanged on Scotia house track.

**SPECIAL INSTRUCTIONS—NORTHERN DIVISION**

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

Mile Post	At or Near	Description	Side or Overhead
284.1	Eureka	Eureka Boiler Works—posts at entrance of building	Side
284.1	Eureka	Acme Foundry—building	Overhead and Side
284.1	Eureka	Eureka Redwood Co.	Side
○284.1	Eureka	Hammond-California Log spur—gate post and fence	Side
○300.5	Samoa	Hammond-California Warehouse No. 14	Overhead

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**

With caution Not Exceeding MPH

Through sidings, yard and other tracks, balloon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
Through all sidings, yard tracks, and other tracks with steam engine running backward	10
Wye tracks	10
Through turnout to TPLCo. yard at Yoder	20
○DS-4, 5, (1004 to 1016) and DF-300 to 304 (4600 to 4623, 4700 to 4703) on trestle to log dump Hammond-California Redwood Co. Plant No. 2 at Eureka	10

**SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** and **OTHER SPEED RESTRICTIONS** appearing on pages 6 and 7 of Special Instructions for All Divisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES RUNNING FORWARD	FREIGHT—MIXED	TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES RUNNING FORWARD	FREIGHT—MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
<b>EASTWARD, WILLITS TO EUREKA:</b>					<b>WESTWARD, EUREKA TO WILLITS:</b>				
139.50 to 140.50			20	20	284.10 to 282.00 (Eureka)			20	20
140.50 to 143.10			40	35	282.00 to 277.55			50	40
143.10 to 144.65			35	30	277.55 to 277.05			40	35
144.65 to 196.00			25	25	277.05 to 273.40			50	40
196.00 to 196.10			20	15	273.40 to 270.69			35	30
○196.10 to 213.05			25	25	270.60 to 268.30			50	40
○213.05 to 222.10			35	30	○268.30 to 266.00			40	35
○222.10 to 228.15			25	25	266.00 to 262.70			50	40
○228.15 to 230.40			35	30	262.70 to 258.20			35	30
○230.40 to 231.02			25	25					
231.02 to 237.05			35	30	258.20 to 256.60 (Scotia Bluff)			15	15
237.05 to 237.74 (South Fork)			20	20	256.60 to 255.70			35	30
○237.74 to 240.21			35	30	255.70 to 252.50			50	40
240.21 to 242.80			50	40	252.50 to 247.20			30	25
242.80 to 246.90			30	25	247.20 to 246.90			25	25
246.90 to 247.20			25	25	246.90 to 242.80			30	25
247.20 to 252.50			30	25	242.80 to 240.21			50	40
252.50 to 255.70			50	40	○240.21 to 237.74			35	30
255.70 to 256.60			35	30	237.74 to 237.05 (South Fork)			20	20
256.60 to 258.20 (Scotia Bluff)			15	15	237.05 to 231.02			35	30
258.20 to 262.70			35	30					
262.70 to 266.00			50	40	○231.02 to 230.40			25	25
○266.00 to 268.30			40	35	○230.40 to 228.15			35	30
268.30 to 270.60			50	40	○228.15 to 222.10			25	25
270.60 to 273.40			35	30	○222.10 to 213.05			35	30
273.40 to 277.05			50	40	○213.05 to 196.10			25	25
277.05 to 277.55			40	35	196.10 to 196.00			20	15
277.55 to 282.00			50	40	196.00 to 144.65			25	25
282.00 to 284.10 (Eureka)			20	20	144.65 to 143.10			35	30
					143.10 to 140.50			40	35
					140.50 to 139.50			20	20
<b>EASTWARD, EUREKA TO KORBLEX:</b>					<b>WESTWARD, KORBLEX TO EUREKA:</b>				
★284.10 to 285.80 (Eureka)			10	10	295.20 to 292.50			15	15
285.80 to 292.50			20	20	292.50 to 285.80			20	20
292.50 to 295.20			15	15	★285.80 to 284.10 (Eureka)			10	10
<b>EASTWARD, ARCATA TO SAMOA:</b>					<b>WESTWARD, SAMOA TO ARCATA:</b>				
			20	20				20	20
<b>EASTWARD, ALTON TO CARLOTTA:</b>					<b>WESTWARD, CARLOTTA TO ALTON:</b>				
			20	20				20	20

★Regulated by City ordinance.

Steam engines running backward with train or light are permitted to operate at speeds shown for freight trains but must not exceed 15 MPH.

○Light engines running forward on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.



## SPECIAL INSTRUCTIONS—NORTHERN DIVISION

15

### RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Willits to Loleta	Loleta to Beatrice	Beatrice and Eureka	Eureka and Arcata	Arcata and Samoa	Arcata to Korblex	Korblex to Arcata	Beatrice to Loleta	Loleta to Willits	Alton to Carlotta	Carlotta to Alton												
*DF-114, 116 to 118, 120	}	5000	3475	5000	5000	....	....	....	2650	2650	2800	2400												
DF-200 to 204													5279 to 5287, 5290 to 5293, 5308 to 5335, 5340 to 5371 .....	1650	1350	3000	3000	3000	600	1525	975	1150	900	775
DF-300 to 304													4600 to 4623, 4700 to 4703 .....	3325	2200	3325	3325	3325	950	2400	1450	1450	1400	1200
DF-305, 306													4624 to 4633 .....	2925	2400	3950	3950	3950	1075	2675	1700	2000	1600	1350
DS-4, 5													1004 to 1016 .....	1625	1325	2975	2975	2975	575	1475	950	1125	875	725

\*Engines 5308, 5316 to 5335, 5340 to 5371 equipped with steam boiler.  
 TPLCo. engines permitted to operate on NWP tracks between Rohnerville and South Fork and Alton and Carlotta.

**UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.**

**SPECIAL INSTRUCTIONS - NORTHERN DIVISION**

**RATING OF ENGINES - (Type of 300 Lbs. Tank)**

Engine Model	100	150	200	250	300	350	400	450	500
Model A	100	150	200	250	300	350	400	450	500
Model B	100	150	200	250	300	350	400	450	500
Model C	100	150	200	250	300	350	400	450	500
Model D	100	150	200	250	300	350	400	450	500
Model E	100	150	200	250	300	350	400	450	500
Model F	100	150	200	250	300	350	400	450	500
Model G	100	150	200	250	300	350	400	450	500
Model H	100	150	200	250	300	350	400	450	500
Model I	100	150	200	250	300	350	400	450	500
Model J	100	150	200	250	300	350	400	450	500

Engine Model	100	150	200	250	300	350	400	450	500
Model A	100	150	200	250	300	350	400	450	500
Model B	100	150	200	250	300	350	400	450	500
Model C	100	150	200	250	300	350	400	450	500
Model D	100	150	200	250	300	350	400	450	500
Model E	100	150	200	250	300	350	400	450	500
Model F	100	150	200	250	300	350	400	450	500
Model G	100	150	200	250	300	350	400	450	500
Model H	100	150	200	250	300	350	400	450	500
Model I	100	150	200	250	300	350	400	450	500
Model J	100	150	200	250	300	350	400	450	500

THESE RATING TABLES ARE NOT TO BE USED FOR ENGINES OF OTHER TYPES OR FOR ENGINES OF OTHER CAPACITIES.  
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Engine Model	100	150	200	250	300	350	400	450	500
Model A	100	150	200	250	300	350	400	450	500
Model B	100	150	200	250	300	350	400	450	500
Model C	100	150	200	250	300	350	400	450	500
Model D	100	150	200	250	300	350	400	450	500
Model E	100	150	200	250	300	350	400	450	500
Model F	100	150	200	250	300	350	400	450	500
Model G	100	150	200	250	300	350	400	450	500
Model H	100	150	200	250	300	350	400	450	500
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Model J	100	150	200	250	300	350	400	450	500

Engine Model	100	150	200	250	300	350	400	450	500
Model A	100	150	200	250	300	350	400	450	500
Model B	100	150	200	250	300	350	400	450	500
Model C	100	150	200	250	300	350	400	450	500
Model D	100	150	200	250	300	350	400	450	500
Model E	100	150	200	250	300	350	400	450	500
Model F	100	150	200	250	300	350	400	450	500
Model G	100	150	200	250	300	350	400	450	500
Model H	100	150	200	250	300	350	400	450	500
Model I	100	150	200	250	300	350	400	450	500
Model J	100	150	200	250	300	350	400	450	500

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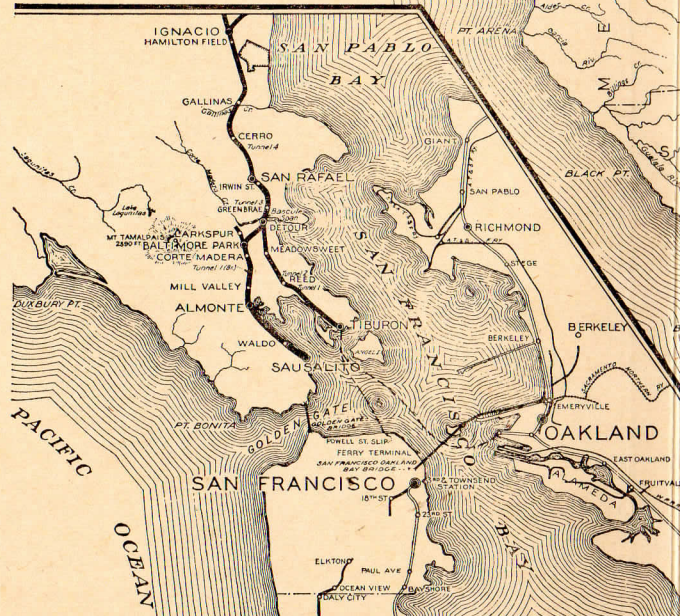
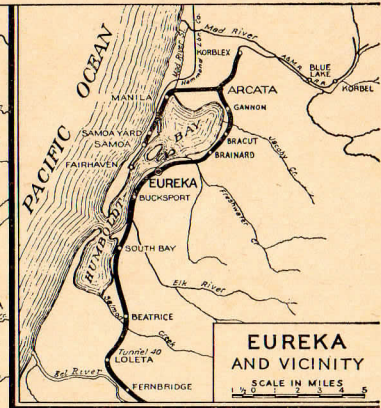
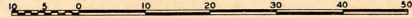
SPEED TABLE

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

# MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

RMH

SCALE IN MILES



SAUSALITO  
AND ADJACENT TERRITORY  
SCALE IN MILES

