

TIME IS IMPORTANT
Take TIME To Be SAFE

TRAINMASTERS

D. R. ANDERSON.....Dunsmuir
L. E. DUBOSE.....Dunsmuir
C. E. ALWARD.....Klamath Falls
F. J. DEON.....Alturas

ROAD FOREMEN OF ENGINES

T. B. WAGNER.....Dunsmuir
R. M. DICKSON.....Klamath Falls
M. R. FRIBERG.....Alturas

CHIEF TRAIN DISPATCHER

W. R. PETTY.....Dunsmuir

J. C. SLADE

Assistant Superintendent, Dunsmuir

SOUTHERN PACIFIC COMPANY



SHASTA DIVISION

TIMETABLE

66

EFFECTIVE SUNDAY, SEPTEMBER 27, 1959

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY, WHO MUST ALSO
CARRY COPY OF CURRENT ISSUE
OF SPECIAL INSTRUCTIONS

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. McKINNON,
Assistant General Managers.

J. M. HATCHER,
General Superintendent of Transportation.

J. P. GRIFFIN,
Superintendent of Transportation.

S. B. BURTON,
Superintendent

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco.....	Dr. Vance M. Strange.....	Chief Surgeon
Dunsmuir.....	Dr. E. V. Anderson.....	District Physician and Surgeon
Dunsmuir.....	Dr. D. D. Todorovic.....	District Physician and Surgeon
Dunsmuir.....	Dr. J. W. Reynolds.....	Asst. Dist. Physician and Surgeon
Mt. Shasta.....	Dr. B. J. McGuire.....	District Physician and Surgeon
Weed.....	Dr. H. L. Vidricksen.....	Emergency Surgeon
Weed.....	Dr. Victor J. Thompson.....	Emergency Surgeon
Ashland.....	Dr. H. A. Woods.....	District Physician and Surgeon
Ashland.....	Dr. J. W. Bradshaw.....	Asst. Dist. Physician and Surgeon
Ashland.....	Dr. B. A. Cope.....	Oculist and Aurist
Red Bluff.....	Dr. J. L. Faulkner.....	District Physician and Surgeon
Red Bluff.....	Dr. Don E. Thompson.....	Asst. Dist. Physician and Surgeon
Red Bluff.....	Dr. R. G. Frey.....	District Physician and Surgeon
Redding.....	Dr. J. L. Price.....	District Physician and Surgeon
Redding.....	Dr. H. R. McVickers.....	Asst. Dist. Physician and Surgeon
Redding.....	Dr. Alex J. Otten.....	Oculist and Aurist
Gerber.....	Dr. R. G. Frey.....	District Physician and Surgeon
Dorris.....	Dr. C. R. Drader.....	Emergency Surgeon
Klamath Falls.....	Dr. Marvin Nerseth.....	Division Physician and Surgeon
Klamath Falls.....	Dr. R. H. Engelage.....	District Physician and Surgeon
Klamath Falls.....	Dr. J. M. Adams.....	District Physician and Surgeon
Klamath Falls.....	Dr. George Zupan.....	District Physician and Surgeon
Klamath Falls.....	Dr. R. W. Stearns.....	Oculist and Aurist
Merrill.....	Dr. F. E. Trotman.....	Emergency Physician and Surgeon
Tule Lake.....	Dr. Isaac Spomer.....	District Physician and Surgeon
Alturas.....	Dr. J. Paul McKenney.....	District Physician and Surgeon
Alturas.....	Dr. Phillip W. McKenney.....	Asst. Dist. Physician and Surgeon
Yreka.....	Dr. D. L. Meamber.....	Emergency 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

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.
 Red Bluff.....Wilkins Jewelry
 Redding.....Dobrowsky's
 Dunsmuir.....L. L. Huddle
 Mt. Shasta.....Donald D. Heppner
 Weed.....Donald D. Heppner
 Ashland.....Jas. B. Madison, B & J Jewelers
 Klamath Falls.....J. C. Renie
 Alturas.....Virgil Pratt
 Lakeview.....B. H. Amos

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
19	Mt. Hebron.....	Stop if necessary	Daily except Sun.	To exchange U. S. Mail
20	Lakehead.....	Stop if necessary.....	Daily.....	To dispatch parcel post
20	Mt. Hebron	Stop	Daily except Sun. and Holidays	To exchange U. S. Mail

REDDING SUBDIVISION

EASTWARD

Capacity of sidings	EASTWARD									Mile Post Location	Timetable No. 66 September 27, 1959	Distance from Gerber
	SECOND CLASS			FIRST CLASS								
	624 Freight	622 Freight	620 Freight	12 Cascade	376 Starpacer	10 Shasta Daylight	378 Pacific Coast Expediter	20 Passenger (c)				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tu., Wed., Thurs., Sat.	Leave Daily	Lv. Tue., Wed. Thurs., Sat.	Leave Daily					
Yard Limits BKDYP	PM 4.30	AM 8.30	AM 12.30	PM 8.30	PM 2.45	AM 11.27	AM 3.00	AM 2.40	213.8	TO-R GERBER	0.0	
	P								214.8	1.0 KISKA	1.0	
									215.8	1.0 PROBERTA	2.0	
98 P	4.43	8.43	12.43	8.36	2.51	11.33	3.06	2.46	218.9	3.1 RAWSON	5.1	
Yd. Limits 54 P								s 2.52	223.4	TO 4.5 RED BLUFF	9.6	
	97 P	4.52	8.52	12.52	8.42	2.58	11.39	3.13	3.05	224.5	1.1 GLADE	10.7
97 P	5.02	9.02	1.02	8.47	3.03	11.44	3.18	3.11	228.9	4.4 BLUNT	15.1	
105 P	5.14	9.14	1.14	8.52	3.10	11.49	3.24	3.17	233.6	4.7 HOOKER	19.8	
97 P	5.22	9.22	1.22	8.58	3.17	11.55	3.30	s 3.25	240.4	6.8 COTTONWOOD	26.6	
104 P	5.27	9.27	1.27		3.20		3.34	3.30	244.2	3.8 CULP	30.4	
100 P	5.31	9.31	1.31	9.04	3.23	PM 12.01	3.38	s 3.38	247.1	TO 2.9 ANDERSON	33.3	
104 P	5.40	9.40	1.40	9.09	3.29	12.06	3.44	3.48	253.5	6.4 GIRVAN	39.7	
Yard Limits 177 BKWIP	5.48	AM 9.48	1.48	s 9.16	3.35	s 12.14	3.50	s 4.10	258.2	TO 4.7 REDDING	44.4	
102 P									263.0	4.8 SILVERTHORN	49.2	
100 P									266.3	3.3 CENTRAL VALLEY	52.5	
100 P									270.4	4.1 McCOLL	56.6	
120 P									277.6	7.2 O'BRIEN	63.8	
100 P									281.2	3.6 MEAD	67.4	
101 YP								c	285.7	4.5 LAKEHEAD	71.9	
104 P									289.8	4.1 DELTA	76.0	
									296.7	3.5 LAMOINE	79.5	
110 P									300.2	3.8 GIBSON	83.3	
98 P									304.0	5.4 SIMS	88.7	
106 P									309.4	3.7 CONANT	92.4	
108 P									313.1	5.2 CASTLE CRAG	97.6	
Yard Limits 115 P									318.3	2.9 DUNSMUIR YARD	100.5	
	BKP	8.30 PM	12.30 PM	4.30 AM		5.25 PM	s 5.50 AM		321.2	TO-R 0.9 DUNSMUIR	101.4	
BDKTP				s 10.50 PM		s 1.45 PM		s 6.30 AM	322.1	(101.4)		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tu., Wed., Thurs., Sat.	Arrive Daily	Ar. Tue., Wed. Thurs., Sat.	Arrive Daily				
	624	622	620	12	376	10	378	20				

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Time at Gerber applies at station sign.
Time at Redding for westward first-class trains, except No. 377, applies at train-order signal.

RULE S-72. Exception: No. 12 is superior to No. 377.
No. 10 is superior to No. 19.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	273.2	Pitbridge	14359
.. P	306.0	Fisher	14385
15 P	315.3	Castella	14395
30 P	316.1	Dirigo	14396
Matheson Branch			
.. ..	262.3	Kesdam	14654
.. ..	268.0	Motion	14660

REDDING SUBDIVISION

Mile Post Location	Timetable No. 66 September 27, 1959	Station Number	Distance from Dunsmuir	WESTWARD				FIRST CLASS					
				11	19	9	377						
				Cascade Arrive Daily	Passenger Arrive Daily	Shasta Daylight Arrive Daily	Pacific Coast Expediter Ar. Tue., Wed. Thur., Sat.						
				AM	PM	PM	PM						
213.8	TO-R GERBER 1.0	11707	101.4	s 4.53	s 2.35	s 7.22	s 10.50						
214.8	KISKA 1.0	14301	100.4										
215.8	PROBERTA 3.1	14302	99.4										
218.9	RAWSON 4.5	14305	96.3	4.46	2.25	7.15	10.42						
223.4	TO RED BLUFF 1.1	14310	91.8		s 2.18								
224.5	GLADE 4.4	14311	90.7	4.40	2.11	7.09	10.32						
228.9	BLUNT 4.7	14315	86.3	4.36	2.05	7.04	10.26						
233.6	HOOKEE 6.8	14320	81.6	4.31	1.58	6.58	10.19						
240.4	COTTONWOOD 3.8	14327	74.8	4.25	s 1.48	6.52	10.11						
244.2	CULP 2.9	14330	71.0	4.22	1.43	6.49	10.07						
247.1	TO ANDERSON 6.4	14333	68.1	4.19	s 1.38	6.46	10.03						
253.5	GIRVAN 4.7	14340	61.7	4.14	1.32	6.41	9.56						
258.2	TO REDDING 4.8	14344	57.0	s 4.10	s 1.25 PM	s 6.35	9.50						
263.0	SILVERTHORN 3.3	14349	52.2										
266.3	CENTRAL VALLEY 4.1	14353	48.9										
270.4	McCOLL 7.2	14357	44.8										
277.6	O'BRIEN 3.6	14364	37.6										
281.2	MEAD 4.5	14367	34.0										
285.7	LAKEHEAD 4.1	14372	29.5										
289.8	DELTA 3.5	14376	25.4										
296.7	LAMOINE 3.8	14380	21.9										
300.2	GIBSON 5.4	14383	18.1										
309.4	SIMS 3.7	14389	12.7										
313.1	CONANT 5.2	14392	9.0										
318.3	CASTLE CRAG 2.9	14398	3.8										
321.2	DUNSMUIR YARD 0.9	14401	0.9										
322.1	TO-R DUNSMUIR	14402	0.0	2.30 AM	11.35 AM	5.05 PM			8.10 PM				
	(101.4)			Leave Daily	Leave Daily	Leave Daily			Lv. Tue., Wed. Thur., Sat.				
				11	19	9	377						

RULE 5. Time at Gerber applies at station sign.
Time at Redding for westward first-class trains, except No. 377, applies at train-order signal.

RULE S-72. Exception: No. 12 is superior to No. 377.
No. 10 is superior to No. 19.

Capacity of sidings		EAST-WARD	Timetable No. 66 September 27, 1959	Station Number	WEST-WARD
Yard Limits	BKWIP	Mile Post Location	Matheson Branch		Distance from Coram
			STATIONS		
		258.2	TO REDDING	14344	14.5
26	P	261.0	2.8 MIDDLE CREEK	14653	11.7
15	P	263.2	2.2 KETT	14655	9.5
	P	268.9 267.2	5.7 MATHESON	14659	3.8
27	P	271.0	3.8 CORAM	14663	0.0
			(14.5)		

BLACK BUTTE SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS			FIRST CLASS					Mile Post Location	Timetable No. 66 September 27, 1959	Distance from Dunsmuir Yard
	634	632	630	12	376	10	20	378			
	Freight	Freight	Freight	Cascade	Starpacer	Shasta Daylight	Passenger (c)	Pacific Coast Expediter			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tu., Wed., Thurs., Sat.	Leave Daily	Leave Daily	Lv. Tue., Wed. Thurs., Sat.			
Yard Limits					PM 5.30			AM 5.55	321.2		
BKP											
BKDTP				PM 10.57		PM 1.50	AM 7.00		322.1		
109 P									326.1		
144 P									331.4		
116 P									333.5		
94 WP							s 7.35		336.7		
111 P									339.1		
116 P									342.0		
Yard Limits	PM 7.10	AM 11.10	AM 3.10	11.42	6.35	2.33	8.00	7.00	345.1		
230 WYP				PM 11.54	6.48	2.44	8.12	7.12	352.2		
103 P	7.27	11.27	3.27	AM 12.02	6.56	2.52	8.20	7.20	357.2		
102 P	7.38	11.38	3.38	12.07	7.02	2.57	8.26	7.26	360.7		
103 P	7.45	11.45	3.45	12.13	7.10	3.03	8.33	7.34	364.8		
107 P	7.52	AM 11.52	3.52	12.19	7.16	3.08	8.40	7.40	368.5		
E 107 W113 WYP	8.10	PM 12.10	4.10	12.24	7.22	3.14	8.45	7.46	373.1		
95 P	8.18	12.18	4.18	12.28	7.27	3.18	8.50	7.51	377.2		
107 P	8.23	12.23	4.23	12.33	7.33	3.26	f 8.55	7.57	381.9		
100 P	8.29	12.29	4.29	12.38	7.38	3.35	9.00	8.02	386.0		
73 P	8.34	12.34	4.34	12.43	7.43	3.40	9.05	8.07	390.0		
105 P	8.39	12.39	4.39	12.47	7.47	3.44	c 9.09	8.11	394.0		
90 P	8.44	12.44	4.44				s		396.7		
P				12.51	7.52	3.48	9.15	8.16	398.3		
100 P	8.49	12.49	4.49	12.55	7.57	3.53	9.20	8.23	402.6		
104 P	8.54	12.54	4.54	12.59	8.02	3.58	s 9.25	8.28	407.1		
Yard Limits	9.00	1.00	5.00	1.09	8.12	4.08	9.37	8.38	415.6		
114 P				1.15	8.19	4.14	9.43	8.45	422.3		
101 P	9.11	1.11	5.11	1.19	8.23	4.18	9.47	8.49	426.2		
96 P	9.20	1.20	5.20						428.7		
P									429.5		
Yard Limits	9.30 PM	1.30 PM	5.30 AM	s 1.25 AM	s 8.30 PM	s 4.25 PM	s 9.55 AM	s 8.55 AM			
BKDYP											
BKDTP											
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tu., Wed. Thurs., Sat.	Arrive Daily	Arrive Daily	Ar. Tue., Wed. Thurs., Sat.			
	634	632	630	12	376	10	20	378			

STATIONS		Distance from Dunsmuir Yard
DUNSMUIR YARD		0.0
TO-R	DUNSMUIR	0.9
	0.9	
	SMALL	4.9
	5.3	
	MOTT	10.2
	2.1	
	AZALEA	12.3
	3.2	
	MOUNT SHASTA	15.5
	2.4	
	UPTON	17.9
	2.9	
	DEETZ	20.8
	2.8	
TO	BLACK BUTTE	23.6
	7.0	
	HOTLUM	30.6
	5.0	
	BOLAM	35.6
	3.5	
	ANDESITE	39.1
	4.1	
	COUGAR	43.2
	3.7	
TO	GRASS LAKE	46.9
	4.6	
	ERICKSON	51.5
	4.1	
	PENOYAR	55.6
	4.7	
	BRAY	60.3
	4.1	
	KEGG	64.4
	4.0	
	JEROME	68.4
	4.0	
	MT. HEBRON	72.4
	2.7	
TO	MACDOEL	75.1
	1.6	
	SOMERSET	76.7
	4.3	
	MAY	81.0
	4.5	
TO	DORRIS	85.5
	8.5	
	WORDEN	94.0
	6.7	
	MIDLAND	100.7
	3.9	
	TEXUM	104.6
	2.5	
TO-R	KLAMATH FALLS YARD	107.1
	0.8	
R	KLAMATH FALLS	107.9
	(107.9)	

RULE S-72. Exception: No. 10 is superior to No. 377.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
9W P	327.6	Cantara (Spur)	14407
20W P	335.1	Pioneer (Spur)	14414
.. ..	380.6	Leaf	14460
211E P	386.9	Kegg Pit (6 tracks)	14465

BLACK BUTTE SUBDIVISION

Mile Post Location	Timetable No. 66 September 27, 1959	Station Number	Distance from Klamath Falls	WESTWARD														
				FIRST CLASS														
				19 Passenger (c) Arrive Daily	9 Shasta Daylight Arrive Daily	377 Pacific Coast Expediter Ar. Tue., Wed. Thur., Sat.	11 Cascade Arrive Daily											
	STATIONS																	
321.2	DUNSMUIR YARD 0.9	14401	107.9			PM 8.00												
322.1	TO-R DUNSMUIR 4.0	14402	107.0	AM 11.00	PM 5.00		AM 2.20											
326.1	SMALL 5.3	14406	103.0															
331.4	MOTT 2.1	14411	97.7															
333.5	AZALEA 3.2	14413	95.6															
336.7	MOUNT SHASTA 2.4	14416	92.4	s 10.15														
339.1	UPTON 2.9	14418	90.0															
342.0	DEETZ 2.8	14421	87.1															
342.3																		
345.1	TO BLACK BUTTE 7.0	14424	84.3	9.58	4.17	7.00	1.27											
352.2	HOTLUM 5.0	14431	77.3	9.45	4.05	6.48	1.15											
357.2	BOLAM 3.5	14436	72.3	9.36	3.57	6.40	1.07											
360.7	ANDESITE 4.1	14440	68.8	9.30	3.52	6.35	1.03											
364.8	COUGAR 3.7	14444	64.7	9.23	3.46	6.28	12.57											
368.5	TO GRASS LAKE 4.6	14447	61.0	9.18	3.41	6.22	12.52											
373.1	ERICKSON 4.1	14452	56.4	9.11	3.35	6.15	12.45											
377.2	PENOYAR 4.7	14456	52.3	9.05	3.31	6.08	12.40											
381.9	BRAY 4.1	14461	47.6	s 8.55	3.26	6.02	12.33											
386.0	KEGG 4.0	14465	43.5	8.48	3.21	5.55	12.25											
390.0	JEROME 4.0	14469	39.5	8.42	3.16	5.48	12.20											
394.0	MT. HEBRON 2.7	14473	35.5	c 8.37	3.12	5.43	12.16											
396.7	TO MACDOEL 1.6	14476	32.8	s 8.32														
398.3	SOMERSET 4.3	14477	31.2	8.30	3.08	5.38	12.12											
402.6	MAY 4.5	14482	26.9	8.23	3.04	5.33	12.08											
407.1	TO DORRIS 8.5	14486	22.4	s 8.18	3.00	5.27	12.04 AM											
415.6	WORDEN 6.7	14495	13.9	8.06	2.50	5.16	11.55 PM											
422.3	MIDLAND 3.9	14501	7.2	8.00	2.44	5.10	11.49											
426.2	TEXUM 2.5	14505	3.3															
428.7	TO-R KLAMATH FALLS YARD 0.8	14508	0.8															
429.5	R KLAMATH FALLS	14509	0.0	7.50 AM	2.35 PM	5.00 PM	11.40 PM											
	(107.9)			Leave Daily	Leave Daily	Lv. Tue., Wed. Thur., Sat.	Leave Daily											
				19	9	377	11											

RULE S-72. Exception: No. 10 is superior to No. 377.

RULE 86-B. Westward extra trains originating Klamath Falls Yard are not required to clear Timetable Schedule Time of No. 377 between Klamath Falls Yard and Dorris.

BLACK BUTTE SUBDIVISION

EASTWARD				Mile Post Location	Automatic Block Signal System	Timetable No. 66 September 27, 1959	Station Number	Distance from Ashland	WESTWARD		
SECOND CLASS											
Capacity of sidings	638 Freight		636 Freight								
			Leave Daily	Leave Daily		STATIONS					
Yard Limits 230 WYP		PM 4.00	AM 5.00	345.2 347.0 345.8	TO BLACK BUTTE	14424	85.1				
					1.8 IGERNA	14702	83.3				
Yard Limits 98 BKYP		4.15	5.15	348.4	TO-R 2.6 WEED	14704	80.7				
65 P		5.00	6.00	361.0	12.6 GAZELLE	14717	68.1				
Yard Limits 62 KP		5.30	6.30	375.5	TO-R 14.5 MONTAGUE	14732	53.6				
61 P		5.40	6.40	380.7	5.2 SNOWDON	14737	48.4				
Yard Limits 71 YP		6.15	7.15	393.1	TO 12.4 HORN BROOK	14749	36.0				
Yard Limits 46 P		6.55	7.55	401.8	8.7 HILT	14758	27.3				
74 P		7.35	8.35	412.2	10.4 SISKIYOU	14768	16.9				
66 P		8.20	9.20	422.9	10.7 MISTLETOE	14779	6.2				
Yard Limits BDKTP		8.50 PM	9.50 AM	429.1	TO-R 6.2 ASHLAND	14785	0.0				
		Arrive Daily	Arrive Daily		(85.1)						
		638	636								

ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
21E P	353.4	Edgewood (Spur)	14709
15E P	369.1	Grenada (Spur)	14725
6E P	386.2	Ager	14742
..	426.8	Belleview (Spur)	14783

ALTURAS SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 66 September 27, 1959			Station Number	Distance from Klamath Falls	WESTWARD								
Capacity of sidings				STATIONS					SECOND CLASS								
				551 Freight	553 Freight	555 Freight			651 Freight	653 Freight	655 Freight						
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
Yard Limits BKDYP			358.7	TO-R	WENDEL	13783	195.7										
64	P		365.6		6.9 VIEWLAND	13790	188.8										
99	P		374.7		9.1 KARLO	13799	179.7										
Yard Limits YP			392.5		17.8 CREST	13816	161.9										
100	P		397.9		5.4 RAVENDALE	13822	156.5										
117	P		408.1		10.2 MORAN	13832	146.3										
79	P		418.9		10.8 MADELINE	13843	135.5										
112	P		423.3		4.4 SAGE HEN	13847	131.1										
112	KP		438.7	TO	15.4 LIKELY	13863	115.7										
Yard Limits BKWDYP			456.9	TO-R	18.2 ALTURAS	13881	97.5	AM 5.05	PM 1.05	PM 9.05	5.20 AM	1.20 PM	9.20 PM				
94	YP		477.7	TO	19.4 CANBY	14819	78.1	4.30	12.30 PM	8.30							
75	P		485.4		7.7 AMBROSE	14827	70.4	3.55	11.55 AM	7.55							
74	P		493.6		8.2 HACKAMORE	14835	62.2	3.25	11.25	7.25							
98	YP		506.1		12.5 PEREZ	14848	49.7	2.50	10.50	6.50							
71	P		515.4		9.3 CORNELL	14857	40.4	2.36	10.36	6.36							
71	P		524.3		8.9 STRONGHOLD	14866	31.5	2.24	10.24	6.24							
Yard Limits			529.7	TO	5.4 TULE LAKE	14871	26.1	2.16	10.16	6.16							
96	P		533.2		3.5 HATFIELD	14875	22.6	2.11	10.11	6.11							
71	P		537.9	TO	4.7 MERRILL	14880	17.9	2.05	10.05	6.05							
Yard Limits	BDKYP		555.0	TO-R	17.1 KLAMATH FALLS YARD	14508	0.8	1.30 AM	9.30 AM	5.30 PM							
	BDKTYP		428.7	R	0.8 KLAMATH FALLS	14509	0.0										
			429.5		(195.7)												
								Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
								551	553	555	651	653	655				

EASTWARD			Mile Post Location	Timetable No. 66 September 27, 1959			Station Number	Distance from Lakeview	WESTWARD		
Capacity of sidings				Lakeview Branch							
				STATIONS							
Yard Limits BKWDYP			458.3	TO-R	ALTURAS	13881	55.5				
Yard Limits YP			512.3	TO	55.5 LAKEVIEW	14956	0.0				
					(55.5)						

RULE 5. Time at Alturas applies at train-order office.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
Alturas line			
65	P	Secret	13808
11E	P	Horse Lake (Spur)	13812
26E	P	Indian Camp (Spur)	13858
13E	P	Bayley (Spur)	13868
9W	P	McArthur (Spur)	13870
59	P	Juniper	14802
69	P	Fletcher	14812
71	P	Meares	14843
34E	P	Copic (Spur)	14862
..	P	Homestead	14864
..	P	Homestead	14867
16E	..	Tuber (Spur)	14869
50	..	Malone	14878
13E	..	Lost River (Spur)	14883
33	..	Hosley	14886
71	P	Stukel	14889
4E	..	Gem (Spur)	14890
5E	..	Spring Lake (Spur)	14892
Lakeview Branch			
..	P	Surprise	13910
21	P	Davis Creek	14922
19	..	Willow Ranch	14934
..	..	Fairport	14941

KIRK SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings							Mile Post Location	Timetable No. 66 September 27, 1959		Distance from Klamath Falls
		376 Starpacer	10 Shasta Daylight	20 Passenger	378 Pacific Coast Expediter	12 Cascade		STATIONS		
Yard Limits	BDKTP	Lv. Tu., Wed., Thurs., Sat.	Leave Daily	Leave Daily	Lv. Tu., Wed., Thurs., Sat.	Leave Daily	429.5	R	KLAMATH FALLS	0
		PM 8.50	PM 4.40	AM 10.30	AM 9.30	AM 1.35			2.4	
	P						431.9		CHELSEA	2.4
119	P						434.1		WOCUS	4.6
121	P						438.9		ALGOMA	9.4
121	P						447.2		MODOC POINT	17.7
121	P			S 11.00			456.7		CHILOQUIN	27.2
140	P						465.3	Automatic Block Signal System	CALIMUS	35.8
121	YP						470.3		KIRK	40.8
121	P						474.5		FUEGO	45.0
121	P						483.4		LENZ	53.9
	P						488.2		MAZAMA	58.7
121	P						492.6		YAMSAY	63.1
121	P						498.0		DIAMOND LAKE	68.5
190	BKP			S AM 11.45			503.3		CHEMULT	73.8
	YP						506.6		PAUNINA	77.7
130	P						514.8		MOWICH	85.3
121	P						524.0	UMLI	94.5	
Yard Limits Pg. 45 BKWOYP		11.00 PM	6.30 PM	S 12.40 PM	11.50 AM	3.20 AM	528.6	TO-R CRESCENT LAKE	99.1	
		Ar. Tu., Wed., Thurs., Sat.	Arrive Daily	Arrive Daily	Ar. Tu., Wed., Thurs., Sat.	Arrive Daily		(99.1)		
		376	10	20	378	12				

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
4-tracks 146-E P	451.8	Lobert	14531
66 P	513.2	Gilchrist Jct	14593

KIRK SUBDIVISION

Mile Post Location	Timetable No. 66 September 27, 1959	Station Number	Distance from Crescent Lake	WESTWARD									
				FIRST CLASS									
				19 Passenger Arrive Daily	9 Shasta Daylight Arrive Daily	377 Pacific Coast Expediter Ar. Tue., Wed. Thurs., Sat.	11 Cascade Arrive Daily						
STATIONS													
429.5	R KLAMATH FALLS 2.4	14509	99.1	AM s 7.15	PM s 2.25	PM s 4.35	PM s 11.30						
431.9	CHELSEA 2.2	14511	96.7										
434.1	WOCUS 4.8	14513	94.5										
438.9	ALGOMA 8.3	14518	89.7										
447.2	MODOC POINT 9.5	14526	81.4										
456.7	CHILOQUIN 8.6	14536	71.9	s 6.35									
465.3	CALIMUS 5.0	14544	63.3										
470.3	KIRK 4.2	14549	58.3										
474.5	FUEGO 8.9	14553	54.1										
483.4	LENZ 4.8	14562	45.2										
488.2	MAZAMA 4.4	14567	40.4										
492.6	YAMSAY 5.4	14572	36.0										
498.0	DIAMOND LAKE 5.3	14577	30.6										
503.3	CHEMULT 3.9	14582	25.3	s 5.45									
506.6	PAUNINA 7.6	14586	21.4										
514.8	MOWICH 9.2	14594	13.8										
524.0	UMLI 4.6	14603	4.6										
528.6	TO-R CRESCENT LAKE	14608	0.0	5.19 AM	12.44 PM	2.40 PM	9.50 PM						
	(99.1)			Leave Daily	Leave Daily	Lv. Tue., Wed. Thurs., Sat.	Leave Daily						
				19	9	377	11						

Automatic Block Signal System

Centralized Traffic Control

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction except as noted on pages 2, 3, 4 and 5.

RULE 105. Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains.

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 steam engine and caboose.

SPECIAL INSTRUCTIONS—REDDING SUBDIVISION

RULE 82-A. Extra trains originating at Redding and operating between Redding and Coram will display indicators as an Extra train on entire trip as indicated by the engine number of the lead unit leaving Redding and are authorized to operate as Extra trains between Redding and Coram without obtaining a clearance. Rule 99 will not apply between Redding and Coram.

Dunsmuir Yard: Westward trains originating, except No. 377, will display indicators as extra trains between Dunsmuir Yard and Redding as indicated by engine number of the lead unit and are authorized as extra trains between Dunsmuir Yard and Redding without obtaining a clearance at Dunsmuir Yard. No. 377 is authorized to display indicators and assume the schedule without obtaining clearance at Dunsmuir Yard.

RULE 83. Extra trains originating Redding enroute Coram, in addition to information required by the train register must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Redding must also be entered in column captioned "Signals." An Extra train enroute Coram must not leave Redding until it has been ascertained from the train register that all preceding Extra trains via the route to be used have completed their trip and registered time and date of arrival at Redding accordingly.

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

Dunsmuir Trains originating or terminating.

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

Dunsmuir—Nos. 9, 10, 11 and 12.

RULE 93. Second- and third-class and extra trains arriving Gerber may proceed on main track when proceed signal received from yardman. A proceed signal will be an indication that protection has been provided against first-class trains.

RULE 105. Redding. Siding is first track on freight station side of main track extending from MP 258.68 to MP 257.00.

Track on passenger station side of main track is designated as No. 1 track and must be left clear of cars for use in meeting or passing trains unless otherwise instructed by train dispatcher. Capacity 93 cars.

RULE 208. Third and fourth paragraphs will not apply to westward trains at Redding but it must be ascertained that train is not restricted at Redding before passing west switch of siding.

RULE 221. Dunsmuir is a train-order office only for trains originating.

Train orders covering loads of excess width and/or height may be delivered by messenger to conductor of trains originating at Dunsmuir Yard without a clearance.

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

RULE 82-A. First-class trains and sections thereof authorized on the Black Butte Subdivision and operating through Klamath Falls will not take down indicators or signals, if any, on arrival at Klamath Falls. Display of indicators and signals, if any, on first-class trains and sections thereof at Klamath Falls will indicate that such trains are authorized on the Kirk Subdivision and are not required to obtain clearance at Klamath Falls.

Eastward trains originating at Dunsmuir Yard will display indicators and signals, if any, between Dunsmuir Yard and Black Butte which may also be displayed east of Black Butte via Hotlum or Igerna unless superseded by train order or clearance at Black Butte without obtaining a clearance at Dunsmuir Yard. Yardmaster at Dunsmuir Yard will advise conductor and/or engineer indication and signals, if any.

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:

Dunsmuir	} Trains originating or terminating.
Klamath Falls Yard	
Weed	
Montague	

Klamath Falls First-class trains and Extra Passenger trains.

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

Dunsmuir—Nos. 9, 10, 11 and 12.

RULE 105. 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 is westward siding. Westward trains taking siding, stop east of west switch house track. Track on opposite side of main track is eastward siding.

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.

RULE 208. Black Butte. Fourth paragraph will not apply to eastward trains via Hotlum and train-order operator may place such orders on delivery post for delivery to the restricted train before such train has stopped but CTC train dispatcher must not clear eastward absolute signal at east switch until such train has stopped or restriction has expired.

RULE 221. Dunsmuir is a train-order office only for trains originating.

Train orders covering loads of excess width and/or height may be delivered by messenger to conductor of trains originating at Dunsmuir Yard without a clearance. Eastward trains originating at Dunsmuir Yard must pass Dunsmuir prepared to pick up train orders covering loads of excess width and/or height without a clearance when operator is on station platform with such orders for delivery.

Klamath Falls Yard is a train-order office for trains originating and terminating; and for westward trains originating at Klamath Falls.

Before departing Klamath Falls, westward trains must obtain a clearance, OK'd by Chief Train Dispatcher.

SPECIAL INSTRUCTIONS—ALTURAS SUBDIVISION

11

RULE 82-A. Extra trains originating at Alturas and operating between Alturas and Lakeview will display indicators as an Extra train on entire trip as indicated by the engine number of the lead unit leaving Alturas and are authorized to operate as Extra trains between Alturas and Lakeview without obtaining a clearance. Rule 99 will not apply between Alturas and Lakeview.

RULE 83. Extra trains originating at Alturas enroute Lakeview, in addition to information required by the train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Alturas must also be entered in column captioned "Signals." An extra train enroute Lakeview must not leave Alturas until it has been ascertained from the train register that all preceding Extra trains via the route to be used have completed their trip and registered time and date of arrival at Alturas accordingly.

SPECIAL INSTRUCTIONS—KIRK SUBDIVISION

RULE 82-A. First-class trains and sections thereof authorized on the Black Butte Subdivision and operating through Klamath Falls will not take down indicators or signals, if any, on arrival at Klamath Falls. Display of indicators and signals, if any, on first-class trains and sections thereof at Klamath Falls will indicate that such trains are authorized on the Kirk Subdivision and are not required to obtain clearance at Klamath Falls.

Eastward extra trains originating will display indicators as extra trains between Klamath Falls and Crescent Lake as indicated by engine number of the lead unit and are authorized as extra trains between Klamath Falls and Crescent Lake without obtaining a clearance at Klamath Falls.

RULE 83. Westward extra trains will identify westward first-class trains between Crescent Lake and Klamath Falls.

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

Klamath Falls . . . First-class trains and extra passenger trains.

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

Crescent Lake . . . First-class trains.

RULE 105. Crescent Lake. Passenger siding at Crescent Lake is between main track and station building.

RULE 107. Chemult. 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 re-coupled until all passengers have passed to station side.

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SECTION 1

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SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
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
2'30"	24
2'45"	21.8
3'00"	20
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 SHASTA DIVISION SOUTHERN PACIFIC COMPANY

JFM
SCALE OF MILES
0 5 10 20 30 40

