

NORTHWESTERN PACIFIC RAILROAD CO.

TIME-TABLE

To Take Effect Monday, October 1st, 1928, at 2:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

EDWARD H. MAGGARD,
President and General Manager.

WM. N. NEFF,
General Superintendent.

Capacity of Sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS															Distance from San Francisco	Time-Table No. 2	
																	October 1, 1928	
	4	76	8	72	6	62	224	10	66	222	60	2	STATIONS					
	Eureka Express	Point Reyes Passenger	Healdsburg Passenger	Lagunitas Passenger	Ukiah Passenger	Point Reyes Passenger	Duncan Mills Passenger	Santa Rosa Passenger	Lagunitas Passenger	Cazadero Passenger	Point Reyes Passenger	Eureka Passenger						
	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Saturday Only	Leave Daily	Leave Sunday Only	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily						
	8.30 PM	6.15 PM	5.15 PM	4.45 PM	3.15 PM	2.15 PM	1.45 PM	10.45 AM	9.15 AM	8.45 AM	7.45 AM	7.45 AM	0.0	DN SAN FRANCISCO				
	9.02 PM	6.47 PM	5.47 PM	5.17 PM	3.47 PM	2.47 PM	2.17 PM	11.17 AM	9.47 AM	9.17 AM	8.17 AM	8.17 AM	6.5	DN SAUSALITO				
Yard WFITP	9.15 PM	6.50 PM	5.53 PM	5.20 PM	3.50 PM	2.50 PM	2.20 PM	11.20 AM	9.50 AM	9.20 AM	8.21 AM	8.20 AM	6.5	DNR SAUSALITO				
18 IP													9.9	ALMONTE				
													11.5	SOUTH PORTAL				
													12.2	NORTH PORTAL				
													12.6	CORTE MADERA				
IP	9.28	7.06 PM	6.10	5.35 PM	4.05	3.05 PM	2.35	11.35	10.06 AM	9.35	8.36 AM	8.35	13.0	BALTIMORE PARK				
YP	9.30		6.12		4.07		2.37	11.37		9.37		8.37	14.3	DETOUR				
P													14.9	GREEN BRAE				
Yard WIYP	s 9.40		s 6.23		s 4.17		s 2.47	s 11.47		s 9.47		s 8.47	15.7	CALIFORNIA PARK				
24 P					4.25								17.0	DNR SAN RAFAEL				
24 P	9.47		6.29		4.27		2.53	11.53		9.53		8.53	18.7	CERRO				
P			f		f					f			20.0	GOLF				
37 P	9.50		6.32		4.30		2.56	11.56		9.56		8.56	21.1	GALLINAS (Spur)				
			f		f					f			21.7	MILLER				
Yard WFTOP	9.55		f 6.38		s 4.37		3.01	f 12.01 PM		s 10.02		f 9.01	22.0	ST. VINCENT (Spur)				
47 P	f 10.01		s 6.43		s 4.42		f 3.06	f 12.06		f 10.07		s 9.07	24.9	DN IGNACIO				
33 WP	10.07		f 6.48		4.47		3.11	12.11		f 10.12		9.14	27.8	D NOVATO				
62	10.15		6.55		4.55		3.18	12.18		10.19		9.21	31.3	BURDELL				
Yard WTP	s 10.27		s 7.02		s 5.03		s 3.25	s 12.25		s 10.27		s 9.29	36.7	HAYSTACK				
45													38.5	DN PETALUMA				
					f			f					39.2	PARK SIDING				
37	10.33		f 7.08		5.08		3.30	12.30		10.32		9.34	41.0	CROWN (Spur)				
P			f		f		f	f		f		s	42.0	ELY				
64 WP	10.40		f 7.15		f 5.15		f 3.37	f 12.37		s 10.40		9.41	43.3	PENN GROVE				
23			f		f		f	f		f			46.1	D COTATI				
29	10.48		f 7.23		f 5.27		3.47	f 12.45		f 10.50		9.48	48.7	WILFRED				
Yard WYP	s 10.53		s 7.32		s 5.37		s 3.57	12.50 PM		s 11.00		s 10.00	51.3	BELLEVUE				
132 P	11.05												53.8	DN SANTA ROSA				
Yard WFOP	11.13 PM		f 7.40 PM		f 5.46 PM		s 4.06 PM			s 11.08 AM		f 10.08 AM	54.4	WYE SIDING				
	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Saturday Only	Arrive Daily	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	58.5	D FULTON				

Southward trains are superior to trains of the same class in the opposite direction.

For additional schedules see Interurban Time-Table.

Green Brae is flag stop for train 222, daily except Sunday.
 No. 4 stop at stations north of Santa Rosa to discharge passengers boarding train Santa Rosa and south.
 No. 4 stop on flag at Cotati, Sunday only.

Time-Table No. 2

October 1, 1928

FIRST CLASS

STATIONS	Distance from Willits	67	3	69	221	7	5	73	223	225	61	1	79	81	11
		Lagunitas Passenger	Eureka Express	Point Reyes Passenger	Duncan Mills Passenger	Healdsburg Passenger	Ukiah Passenger	Point Reyes Passenger	Cazadero Passenger	Cazadero Passenger	Point Reyes Passenger	Eureka Passenger	Camp Meeker Passenger	Point Reyes Passenger	Santa Rosa Passenger
		Arrive Saturday Only	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday Only	Arrive Saturday Only	Arrive Sunday Only
Ferry DN SAN FRANCISCO 6.5	139.5	8.35AM	9.05AM	9.35AM	10.32AM	12.32PM	3.32PM	5.32PM	5.32PM	6.32PM	6.32PM	7.32PM	8.02PM	8.42PM	10.25PM
DN SAUSALITO	133.0	8.00AM	8.30AM	9.00AM	10.00AM	11.59AM	3.00PM	5.00PM	5.00PM	6.00PM	6.00PM	7.00PM	7.30PM	8.10PM	9.50PM
DNR SAUSALITO 3.4	133.0	7.50AM	8.20AM	8.50AM	9.50AM	11.50AM	2.50PM	4.50PM	4.50PM	5.50PM	5.53PM	6.50PM	7.23PM	8.03PM	9.42PM
ALMONTE 1.6	129.6														
SOUTH PORTAL 0.7 Single Track	128.0														
NORTH PORTAL 0.4	127.3														
CORTE MADERA 0.4	126.9														
BALTIMORE PARK 1.3 Double Track	126.5	7.37AM	8.04	8.37AM	9.37	11.38	2.34	4.36PM	4.37	5.37	5.39PM	6.36	7.09PM	7.50PM	9.29
DETOUR 0.6	125.2		8.02		9.35	11.36	2.32		4.35	5.35		6.34			9.27
GREEN BRAE (Spur) 0.8	124.6					f	f								f
CALIFORNIA PARK 1.3	123.8														
DNR SAN RAFAEL 1.7	122.5		s 7.57		s 9.30	s 11.31	s 2.27		s 4.30	s 5.30		s 6.23			s 9.22
CERRO 1.3	120.8								4.25						
GOLF 1.1	119.5		7.47		9.23	11.24	2.19		4.23	5.23		6.18			9.15
GALLINAS (Spur) 0.6	118.4				f		f		f	f					
MILLER 0.3	117.8		7.43		9.20	11.21	2.16		4.20	5.20		6.15			9.12
ST. VINCENT (Spur) 2.9	117.5				f	f	f		f	f					
DN IGNACIO 2.9	114.6		f 7.38		s 9.15	f 11.16	2.11		s 4.15	s 5.15		f 6.10			f 9.07
D NOVATO 3.5	111.7		s 7.32		s 9.07	f 11.11	s 2.06		s 4.07	f 5.07		f 6.05			f 9.02
BURDELL 5.4	108.2		7.26		f 9.02	11.06	f 2.01		4.02	5.02		6.00			8.57
HAYSTACK 1.8	102.8		7.17		8.55	10.59	1.54		3.55	4.55		5.53			8.50
DN PETALUMA 0.7	101.0		s 7.13		s 8.51	s 10.55	s 1.50		s 3.51	s 4.50		s 5.49			s 8.46
PARK SIDING 1.8	100.3														
CROWN (Spur) 1.0	98.5		f			f									
ELY 1.3	97.5		f 7.03		8.43	10.47	1.40		3.44	4.42		5.42			8.39
PENN GROVE 2.8	96.2		f		f	f	f		s						f
D COTATI 2.6	93.4		f 6.55		f 8.36	f 10.40	f 1.33		f 3.37	f 4.35		5.35			f 8.32
WILFRED 2.6	90.8		f		f	f	f		f						f
BELLEVUE 2.5	88.2		f 6.45		f 8.28	f 10.30	f 1.24		3.28	4.26		f 5.27			f 8.24
DNR SANTA ROSA 0.6	85.7		s 6.40 s 6.28		s 8.24	s 10.26	s 1.20		s 3.24	s 4.22		s 5.22			8.20PM
WYE SIDING 4.1	85.1														
D FULTON	81.0		6.20AM		8.12AM	10.15AM	1.08PM		3.12PM	4.10PM		5.08PM			
		Leave Saturday Only	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday Only	Leave Saturday Only	Leave Sunday Only

Southward trains are superior to trains of the same class in the opposite direction.

For additional schedules see Interurban Time-Table.

Green Brae is flag stop for train 221 daily except Sunday.

Nos. 1, 3 and 5 stop at stations south of Healdsburg to discharge passengers boarding train north of Healdsburg.

Capacity of sidings, in car lengths, and location of Scales, Fuel, Water, and Turning Stations.	FIRST CLASS			Distance from San Francisco	Time-Table No. 2 October 1, 1928	Distance from Glen Ellen	FIRST CLASS			
	144	142	140				141	143	145	
	Glen Ellen Passenger	Glen Ellen Passenger	Glen Ellen Passenger				Glen Ellen Passenger	Glen Ellen Passenger	Glen Ellen Passenger	
	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily				Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	
Yard WFTOP	6.40 PM	4.39 PM	10.04 AM	24.9	DNR	IGNACIO 3.6	26.3	9.11 AM	4.12 PM	5.11 PM
23 P	f 6.46	f 4.45	f 10.10	28.5		BLACK POINT 2.3	22.7	f 9.04	f 4.05	f 5.04
24	f 6.51	f 4.50	f 10.15	30.8		RECLAMATION 2.6	20.4	f 8.59	f 4.00	f 4.59
20	f 6.56	f 4.55	f 10.20	33.4		SEARS' POINT 1.8	17.8	f 8.54	f 3.55	f 4.54
P	f	f	f	35.2		FAIRVILLE (Spur) 1.5	16.0	f	f	f
	f	f	f	36.7		McGILL (Spur) 1.1	14.5	f	f	f
15 P	f 7.06	f 5.05	f 10.30	37.8		WINGO 2.6	13.4	f 8.44	f 3.45	f 4.44
37 WP	s 7.14	s 5.13	s 10.38	40.4	D	S. F. Crossing SOHELLVILLE 1.8	10.8	s 8.38	s 3.39	s 4.38
P	s 7.19	s 5.18	s 10.43	42.2		VINEBURG 1.3	9.0	s 8.32	s 3.33	s 4.32
9	f	f	f	43.5		BUENA VISTA 1.3	7.7	f	f	f
25 P	s 7.25	s 5.25	s 10.50	44.8		SONOMA 1.3	6.4	s 8.24	s 3.25	s 4.24
12	f 7.31	f 5.30	f 10.55	46.1		VERANO 0.7	5.1	f 8.18	f 3.19	f 4.18
	s 7.34	s 5.33	s 10.58	46.8		BOYES SPRINGS (Spur) 0.6	4.4	s 8.16	s 3.17	s 4.16
	f 7.36	f 5.35	f 11.00	47.4		FETTERS SPRINGS (Spur) 0.3	3.8	f 8.14	f 3.15	f 4.14
	f 7.38	f 5.37	f 11.02	47.7		AGUA CALIENTE (Spur) 0.8	3.5	f 8.12	f 3.13	f 4.12
	f	f	f	48.5		WATRISS (No Siding) 0.6	2.7	f	f	f
8	f 7.43	f 5.42	f 11.07	49.1		S. F. Crossing MADRONE 0.7	2.1	f 8.08	f 3.09	f 4.08
9	f	f	f	49.8		ELDRIDGE 1.4	1.4	f	f	f
14 WT	7.48 PM	5.47 PM	11.12 AM	51.2	R	GLEN ELLEN	0.0	8.04 AM	3.05 PM	4.04 PM
	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily					Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only

Southward trains are superior to trains of the same class in the opposite direction.

Northward		SOUTHERN DIVISION		Southward		Northward		SOUTHERN DIVISION		Southward	
Capacity of sidings, in car lengths, and location of Scales, Fuel, Water, and Turning Stations.	Distance from San Francisco	Time-Table No. 2 October 1, 1928		Distance from Sebastopol	Capacity of sidings, in car lengths, and location of Scales, Fuel, Water, and Turning Stations.	Distance from San Francisco	Time-Table No. 2 October 1, 1928		Distance from Sherwood		
		STATIONS					STATIONS				
		Yard	Distance				Yard	Distance			
Yard WYP	53.8	DNR SANTA ROSA 2.4	6.3	Yard WFTOP	139.5	DNR WILLITS 2.7	14.0				
	56.2	KENILWORTH (No Siding) 3.1	3.9	22 P	142.2	NORTHWESTERN 1.7	11.3				
28	59.3	GRAVENSTEIN 0.8	0.8	13 P	143.9	SHERWOOD JUNCTION 4.7	9.6				
22 FT	60.1	SEBASTOPOL	0.0	W	148.6	ROWES (Spur) 1.1	5.0				
				9	149.7	SYLVAN DALE 2.1	3.9				
				9 W	151.8	EN CIMA 1.8	1.8				
				5 FYP	153.5	SHERWOOD	0.0				

SOUTHWARD

SOUTHERN DIVISION

Time-Table No. 2

October 1, 1928

STATIONS	Distance from Casadero	FIRST CLASS										SECOND CLASS				
		63	65	67	69	71	73	61	77	79	81				37	
		Point Reyes Passenger	Lagunitas Passenger	Lagunitas Passenger	Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Point Reyes Passenger	Lagunitas Passenger	Camp Meeker Passenger	Point Reyes Passenger				Mixed	
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sat. & Sun.	Arrive Saturday Only	Arrive Sunday Only	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Saturday Only				Arrive Daily Ex. Sunday			
BALTIMORE PARK 0.4	71.3			7.37 AM	8.37 AM			4.37 PM	5.39 PM							
LARKSPUR 1.3	70.9															
KENTFIELD 0.8	69.6															
ROSS 1.0	68.8															
D SAN ANSELMO 0.7	67.8		s 7.27	s 8.27			s 4.27	s 5.30		s 7.01	s 7.36					
YOLANDA (No Siding) 0.7	67.1															
EMPORIUM (No Siding) 0.4	66.4															
D FAIRFAX (Spur) 0.5	66.0															
R MANOR 2.7	65.5	6.22 AM	7.19 AM	s 7.21	s 8.21	11.24 AM	s 4.21	s 5.24	6.49 PM	s 6.55	s 7.28					
WOODACRE LODGE 1.6	62.8	f 6.13	f 7.10	f 7.10	f 8.10	f 11.15	f 4.10	f 5.15	f 6.40	f 6.45	f 7.18					
D SAN GERONIMO 1.4	61.2	s 6.08	s 7.05	s 7.05	s 8.05	s 11.10	s 4.05	s 5.10	f 6.35	s 6.40	s 7.13					
FOREST KNOLLS 0.7	59.8	s 6.03	s 7.00	s 7.00	s 8.00	s 11.05	s 4.00	s 5.05	f 6.30	s 6.35	s 7.08					
R LAGUNITAS 2.7	59.1	s 6.01	6.58 AM	6.58 AM	s 7.58	11.03 AM	s 3.58	s 5.03	6.28 PM	s 6.33	s 7.06					
CAMP TAYLOR (No Siding) 1.1	56.4	f			f		f	f		f	f					
TAYLORVILLE 2.2	55.3	f 5.47			f 7.44		f 3.44	f 4.49		f 6.19	f 6.52					
TOCALOMA (Spur) 1.7	53.1	f			f		f	f		f	f					
GARCIA 3.5	51.4	f 5.33			f 7.30		f 3.30	f 4.35		f 6.05	f 6.38					
DR POINT REYES 4.1	47.9	5.23 AM			7.20 AM		3.20 PM	4.25 PM		5.55	6.28 PM					3.35 PM
MILLERTON 4.9	43.8									f 5.25						f 3.18
D MARSHALL (Spur) 4.0	38.9									s 5.13						s 3.00
HAMLET 3.7	34.9									f 5.00						f 2.45
D TOMALES 2.1	31.2									s 4.50						s 2.33
FALLON (Spur) 1.6	29.1									s 4.41						s 2.20
CLARK SUMMIT 2.7	27.5									f 4.36						f
D VALLEY FORD 2.7	24.8									s 4.29						s 2.05
BODEGA ROAD 1.5	22.1									s 4.20						s 1.50
FREESTONE 3.9	20.6									f 4.15						f 1.41
DR OCCIDENTAL 1.4	16.7									s 4.02						s 1.25
R CAMP MEEKER (Spur) 3.4	15.3									3.55 PM						1.20 PM
TYRONE (No Siding) 1.4	11.9															
DR MONTE RIO	10.5															
		Leave Daily Ex. Sunday	Leave Daily Ex. Sat. & Sun.	Leave Saturday Only	Leave Sunday Only	Leave Sunday Only	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Saturday Only					Leave Daily Ex. Sunday

Southward trains are superior to trains of the same class in the opposite direction.

For additional schedules see Interurban Time-Table.

Exceptions:

- No. 38 is superior to No. 37;
- No. 64 is superior to No. 65;
- No. 66 is superior to No. 71;
- No. 72 is superior to No. 77.

Junction Switch at Monte Rio is normally for Guerneville Line.

Passengers on trains Nos. 63, 65, 71, and 77 will transfer to connecting electric trains at Manor.

Northward

SOUTHERN DIVISION

Southward

Capacity of sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS				Distance from San Francisco Via Narrow Gauge	Distance from San Francisco	Time-Table No. 2			Distance from Cazadero	FIRST CLASS					
	224		222				October 1, 1928				221		223		225	
	Duncan Mills Passenger	Cazadero Passenger	Leave Daily	Leave Daily			STATIONS				Duncan Mills Passenger	Cazadero Passenger	Cazadero Passenger	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only
Yard WFOP			4.07 PM	11.10 AM		58.5	DR	FULTON 2.1	30.2	s	8.10 AM	s	3.10 PM	s	4.07 PM	
10			f 4.11	f 11.14		60.6		MEACHAM 0.8	28.1	f	8.02	f	3.02	f	3.59	
22 P			f 4.13	f 11.16		61.4		WOOLSEY 2.5	27.3	f	7.59	f	2.59	f	3.56	
			f 4.19	f 11.22		63.9		TRENTON 1.9	24.8	f	7.53	f	2.53	f	3.50	
			f 4.24	f 11.27		65.8		FORESTVILLE (Spur) 1.7	22.9	f	7.48	f	2.48	f	3.45	
			f 4.29	f 11.32		67.5		GREEN VALLEY 1.9	21.2	f	7.43	f	2.43	f	3.40	
P			f 4.35	f 11.37		69.4		HILTON 1.0	19.3	f	7.39	f	2.39	f	3.36	
24 P						70.4		POCKET 0.5	18.3							
			f	f		70.9		KORBEL 1.3	17.8	f		f	f			
WP			s 4.41	s 11.42		72.2		RIONIDO 1.3	16.5	s	7.32	s	2.32	s	3.28	
19						73.5		SHELLARD 0.4	15.2							
P			s 4.47	s 11.49		73.9	D	GUERNEVILLE 0.8	14.8	s	7.27	s	2.27	s	3.23	
			f 4.50	f 11.52		74.7		GUERNEWOOD PARK 0.9 No Siding	14.0	f	7.22	f	2.22	f	3.18	
			f	f		75.6		MONTESANO (Spur) 0.3	13.1	f		f	f			
			f	f		75.9		RUSSIAN RIVER HEIGHTS 1.0 (Spur)	12.8	f		f	f			
16			f 5.02	f 12.04 PM		76.9		RIO CAMPO 1.3	11.8	f	7.13	f	2.13	f	3.08	
P			s 5.07	s 12.10	73.8	78.2	DR	MONTE RIO 0.8	10.5	s	7.10	s	2.10	s	3.05	
			f	f	74.6	79.0		VILLA GRANDE 2.5	9.7	f		f	f			
Yard WFY P			5.17 PM	s 12.30	77.1	81.5	DR	DUNCAN MILLS 4.5	7.2	7.00 AM	s	2.00		2.55		
				f 12.45		86.0		WATSON 2.7	2.7		f	1.43	f	2.35		
9 T				1.00 PM		88.7	DR	CAZADERO	0.0				1.28 PM		2.20 PM	
			Arrive Daily	Arrive Daily						Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only				

Southward trains are superior to trains of the same class in the opposite direction.

Junction Switch at Monte Rio is normally for Guerneville Line.

Trains must not leave Duncan Mills without a Clearance Card, except that Clearance Card need not be obtained when operator is not on duty.

Capacity of sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	SOUTHERN DIVISION				Distance from San Francisco.	Time-Table No. 2			Distance from Donahue.	Capacity of sidings in car lengths, and location of Scales, Fuel, Water and Turning Stations.	SOUTHERN DIVISION				
	Northward		Southward			October 1, 1928					Northward		Southward		
	STATIONS			STATIONS			STATIONS				STATIONS				
Yard WTP			DN	PETALUMA 5.7	38.5			6.5	Yard WIYP			17.0	DNR	SAN RAFAEL 3.1	8.1
				LAKEVILLE (No Siding) 0.8	44.2			0.8				20.1		SAN QUENTIN	0.0
				DONAHUE (Spur)	45.0			0.0							

Capacity of sidings in car length, and location of Scales, Fuel, Water, and Turning Stations.	FIRST CLASS				Distance from San Francisco	Time-Table No. 2		Distance from Eureka	FIRST CLASS			
	2		4			October 1, 1928			1		3	
	Eureka Passenger	Eureka Express	Eureka Passenger	Eureka Express		STATIONS			Eureka Passenger	Eureka Express	Eureka Passenger	Eureka Express
Yard	Leave Daily		Leave Daily					Arrive Daily		Arrive Daily		
WPYOP		1.45PM	2.45AM		139.5	DNR	WILLITS	144.6	1.45PM	2.10AM		
69 P	f	1.53	f	2.53	143.7		4.2 OUTLET	140.4	f	1.36	f	1.59
71 P	f	2.02	f	3.03	148.7		5.0 ARNOLD	135.4	f	1.26	f	1.49
75 WP	s	2.10	s	3.11	152.5	D	3.8 LONGVALE	131.6	s	1.17	s	1.40
65 P	f	2.21	f	3.23	158.2		5.7 FARLEY	125.9	f	1.03	f	1.26
48 WP	f	2.28	f	3.30	161.8		3.6 TATU	122.3	f	12.54	f	1.16
59 WFP	s	2.40	s	3.41	166.5	D	4.7 DOS RIOS	117.6	s	12.42	s	1.04
38 P	f	2.50	f	3.51	171.1		4.6 WOODMAN	113.0	f	12.29	f	12.49
48 P	f	3.00	f	4.01	175.5		4.4 NASHMEAD	108.6	f	12.20	f	12.38
81 P	s	3.10	f	4.11	180.0	D	4.5 SPYROCK	104.1	s	12.10	f	12.28
69 WFP	f	3.20	f	4.20	184.3		4.3 BELL SPRINGS	99.8	f	12.01PM	f	12.17
27 P	f	3.31	f	4.30	189.3		5.0 RAMSEY	94.8	f	11.50	f	12.05AM
69WFTP	s	3.43	f	4.42	194.5	D	5.2 ISLAND MOUNTAIN	89.6	s	11.38	f	11.52
42 WP	f	3.57	f	4.57	200.3		5.8 KEKAWAKA	83.8	f	11.24	f	11.36
25 P					205.5		5.2 CAIN ROCK	78.6				
69 P	s	4.16	s	5.15	209.1	D	3.6 ALDERPOINT	75.0	s	11.06	s	11.16
69 WFP	s	4.33	s	5.32	216.6	D	7.5 FORT SEWARD	67.5	s	10.49	s	10.57
55 P	f	4.43	f	5.42	221.5		4.9 BROCK CREEK	62.6	f	10.38	f	10.46
55 P	f	4.51	f	5.50	225.1		3.6 EEL ROCK	59.0	f	10.29	f	10.37
26 P	f	5.01	f	6.00	230.1		5.0 SEQUOIA	54.0	f	10.18	f	10.26
67 WP	f	5.06	f	6.05	232.2		2.1 McCANN	51.9	f	10.13	f	10.21
71WFP	s	5.18	s	6.18	237.3	DNR	5.1 SOUTH FORK	46.8	s	10.01	s	10.07
30 P	f	5.27	f	6.27	241.6		4.3 LARABEE	42.5	f	9.50	f	9.53
20 P	s	5.37	s	6.36	245.6	D	4.0 SHIVELY	38.5	s	9.40	f	9.44
33 WP					247.6		2.0 CAMP NINE	36.5				
32 P	f	5.46	f	6.46	250.0		2.4 ELINOR	34.1	f	9.30	f	9.34
30 WP	s	5.57	s	6.58	255.6	D	5.6 SCOTIA	28.5	s	9.18	s	9.22
24 P		6.07		7.09	259.0		3.4 STONE	25.1		9.09		9.11
	f	6.09		7.11	260.2		1.2 METROPOLITAN (Spur)	23.9	f	9.07	f	9.09
38 WFOF	s	6.14	s	7.16	262.7	D	2.5 ALTON	21.4	s	9.02	s	9.03
50	f		f		264.5		1.8 ROHNERVILLE	19.6	f		f	
24 P	s	6.21	s	7.25	266.1	D	1.6 FORTUNA	18.0	s	8.54	s	8.54
24 P	s	6.27	s	7.33	268.7	D	2.6 FERNBRIDGE	15.4	s	8.47	s	8.47
18 P	s	6.33	s	7.39	271.0	D	2.3 LOLETA	13.1	s	8.39	s	8.40
10 P					272.5		1.5 TABLE BLUFF	11.6				
25	f	6.40	f	7.46	273.9		1.4 BEATRICE	10.2	f	8.32	f	8.32
Yard WP	s	6.47	s	7.54	277.8	D	3.9 SOUTH BAY	6.3	s	8.24	s	8.25
					280.8		3.0 B. & E. R. CROSSING	3.3				
27 P					281.8		1.0 BUCKSPORT	2.3				
Yard WFP		7.00PM		8.10AM	284.1	DNR	2.3 EUREKA	0.0		8.10AM		8.10PM
		Arrive Daily		Arrive Daily					Leave Daily		Leave Daily	

Southward trains are superior to trains of the same class in the opposite direction.

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time-Table No. 2 October 1, 1928	Distance from Trinidad	FIRST CLASS				SECOND CLASS	
	172 Mixed		170 Mixed		162 Little River Jct. Passenger		160 Little River Jct. Passenger					161 Little River Jct. Passenger		163 Little River Jct. Passenger		171 Mixed	173 Mixed
	Lv. Monday, Wednesday and Friday		Leave Daily Ex. Sunday		Leave Sunday Only		Leave Saturday Only					Arrive Saturday Only		Arrive Sunday Only		Arrive Daily Ex. Sunday	Ar. Monday, Wednesday and Friday
Yd. WFO			8.40 AM			5.00 PM	1.00 PM	284.1	DNR	EUREKA	28.2	3.35 PM	7.40 PM			2.30 PM	
P						5.10	1.10	286.7		FRESHWATER JUNCT	26.6	3.25	7.30				
25						5.15	1.15	289.5		BRAINARD	2.8	3.20	7.25				
						f	f	289.8		BAYSIDE	0.3	f	f				
								291.8		A. & M. R. CROSSING	2.0						
16 WY		9.30 AM	9.10 AM			s 5.25	s 1.25	292.5	DR	ARCATA	0.4	s 3.10	s 7.15			2.00 PM	1.50 PM
P								292.9		A. & M. R. CROSSING	0.7						
P								293.6		NORMAL JUNCTION	1.6						
16 P								295.2		KORBLEX	0.6						
								295.8		A. & M. R. CROSSING	0.2						
								296.0		MINOR JUNCTION	1.2						
36 WP		s 9.50				f 5.40	f 1.40	297.2	D	ESSEX	2.6	f 2.56	f 7.01				s 1.30
P		f 10.05				f 5.48	f 1.48	299.8		THOMPSONS (Spur)	2.1	f 2.49	f 6.54				f 1.15
35 P		f 10.15				s 5.55	s 1.55	301.9		FIELDBROOK	3.5	s 2.42	f 6.47				f 1.05
Yard WY		s 10.45				6.10 PM	2.10 PM	305.4	R	LITTLE RIVER JCT.	1.2	2.30 PM	6.35 PM				s 12.50
18		f 10.55						306.6		ORANNELL	1.8						f 12.35
30 P		f 11.05						308.4		MOONSTONE	1.0						f 12.25
		f 11.10						309.4		LUFFENHOLTZ (Spur)	2.9						f 12.20
TP		11.25 AM						312.3	DR	TRINIDAD	0.0						12.01 PM
		Ar. Monday, Wednesday and Friday	Arrive Daily Ex. Sun.			Arrive Sunday Only	Arrive Saturday Only					Leave Saturday Only	Leave Sunday Only			Lv. Daily Ex. Sunday	Lv. Monday, Wednesday and Friday

Southward trains are superior to trains of the same class in the opposite direction.

Trains must not leave Trinidad without a Clearance Card, except that Clearance Card need not be obtained when operator is not on duty.

Schedule trains between Eureka and Arcata stop at F Street, Eureka, except Nos. 170 and 171.

Northward		NORTHERN DIVISION				Southward	
Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 2 October 1, 1928		Distance from Samoa			
		STATIONS					
		16 WYP	292.5				
	296.8		MANILA (Spur)	3.9			
	298.7		H. N. R. R. CROSSING	2.0			
	299.1		CARSONS	1.6			
	299.8		SAMOA YARD	0.9			
Yard WYP	300.7		SAMOA	0.0			

Northward		NORTHERN DIVISION				Southward	
Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 2 October 1, 1928		Distance from Carlotta			
		STATIONS					
		38 WFO	262.7				
	263.6		NEWELL	4.1			
Yard	267.7	D	CARLOTTA	0.0			

SPECIAL INSTRUCTIONS

Where in Rules and Regulations of the Transportation Department, the direction East or West appears, North has the same meaning as East, and South the same as West.

When a section of double track is singled by form D-S, southward trains are superior to trains of the same class in the opposite direction.

Extra trains may pass or run ahead of second and inferior class trains. Third-class trains may pass or run ahead of second-class trains.

When a train order signal indicates "proceed" in both directions by day, and in addition the light indicates "proceed" by night, the train order office is closed. When train order office is open, both semaphore arms must not indicate "proceed" at the same time.

When the route "Via Cut off" appears in a train order, the double track, 1.3 miles in length, between Baltimore Park and Detour, is referred to.

Trains moving with current of traffic between Sausalito and San Rafael, via Detour and via San Anselmo, and between San Anselmo and Manor will be governed by automatic block signals irrespective of time-table superiority. Freight trains must not delay passenger trains. Interurban trains must be given preference over steam trains.

Movement of trains OVER SINGLE TRACK BETWEEN ALMONTE AND MILL VALLEY, between SAN ANSELMO and SOUTH END OF DOUBLE TRACK TOWARD WEST END STATION and between B STREET and WEST END STATION will be governed by automatic signals. Trains finding such signals at "proceed" may move over these sections of track irrespective of time table superiority except when in receipt of train order restricting such privilege and specifying manner of movement.

Caution must be exercised by trainmen and enginemen moving over single track toward Almonte and Mill Valley, between San Anselmo and south end of double track toward West End Station and between B Street and West End station; in case of heavy storms, fogs, or other cause, rendering view obscure, trains must proceed under control, or under protection of flagman.

Operation of trains in the automatic block-signal limits between San Rafael and Ignacio will be as defined in Book of Rules on pages 100 to 103, inclusive. Enginemen will whistle out flag ahead and to rear when a signal is found at stop. Train may follow flagman after waiting five minutes. Inferior trains must clear superior trains in block-signal limits as required by rule, but trains may follow one another through blocks without waiting ten minutes.

When automatic block signal on single track indicates stop, and it is necessary to send a flagman in advance, train will wait not less than five minutes after the flagman has started. (Rule 504.)

When automatic block signal on double track indicates stop, train may, after stopping, proceed under control until arriving at next automatic block signal.

Train movements through Tunnel No. 27 (Island Mountain) are protected by signals. Train movements over A. & M. R. R. crossings at M. P. 292.9 and M. P. 295.8 are protected by signals.

Train movements over H. N. R. R. crossing at M. P. 298.7 Samoa Branch, are protected by signals.

Trainmen must not depend upon automatic block signals to protect their trains, but whenever necessary must see that train is protected per Rule 99.

On Engines equipped with device for dimming electric headlights, where necessary, headlight must be dimmed approaching and passing through yards and stations, and approaching trains on double track.

TUNNEL NO. 1, BETWEEN ALTO AND CHAPMAN.

Movement of trains on single track will be irrespective of time table superiority and governed by automatic block signals as follows:

South End: Signal 116, normal position is STOP. There is a preliminary beginning at signal 114.

North End: Signal 121, normal position is STOP. There is a preliminary beginning at preliminary post 1000 feet north of Signal 121.

Trains will approach these signals under control, prepared to stop if signal is at STOP position.

In case of STOP, having waited five minutes, should signal not change to PROCEED position, or should signal not change to STOP position as train strikes insulated joint at signal and a train cannot be seen or heard within the limits of the block, train may proceed under protection of flagman.

Approaching signal, Conductor must observe position of signal and speed of train.

On passenger trains Conductor will station himself near forward end of train, on car platform. When signal is at PROCEED, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal. Conductor and engineman must observe whether signal changes from PROCEED to STOP position as train strikes insulated joint at signal. Should engineman not be able to observe whether signal changes, he will require fireman to observe it and to notify him whether it changes. When signal so changes, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal.

On freight trains, approaching signal, head brakeman must station himself in engine gangway on side on which signal is located; must observe position of signal and speed of train; must observe whether signal changes from PROCEED to STOP position as train strikes insulated joint at signal; and must advise engineer of such observation.

Northward trains must not exceed 10 miles per hour in passing over switches at either end of tunnel.

SIGNALS.

Signal No. E-182 at E Street, normal position is STOP. There is a preliminary beginning at signal No. E-180.

Signal No. E-185 at B Street, normal position is STOP. There is a preliminary beginning at preliminary post 360 feet north of signal. Trains will approach these signals under control, prepared to stop if signal is at STOP.

Permissive signal located on mast of Interlocking signal opposite tower No. 4 governs movement of southward trains through interlocking limits from San Rafael route, when track circuit on northward main track within interlocking limits is occupied or obstructed.

When yellow light is displayed in this signal train and engine movements over this track section must be made under control and when necessary under protection of flagman.

SIGNALS AT INTERLOCKING.

At all interlocking plants when enginemen desire to use superior route, they will give one long sound of whistle; and when desiring to use inferior route will give one long and one short sound of the whistle as a signal to Towerman.

MISCELLANEOUS.

Before switching over railroad crossings, protection by flagman must be given. Public crossings over which switching is being performed, in making or breaking up trains, or doing extensive station work, must be given similar protection; provisions of Rule 759 being also carefully observed.

Freight trains with locomotives equipped with 8½" cross compound compressors must not handle in excess of 48 cars, excluding caboose, descending grade Ridge to Redwood Valley, and weight must not exceed average of 100 Ms per operative brake between locomotive tender and caboose. With locomotives equipped with two 9½" compressors, not more than 40 cars, excluding caboose, should be handled, and weight must not exceed average of 85 Ms per operative brake between locomotive tender and caboose.

On freight trains descending grade Ridge to Redwood Valley, retaining valves must be turned up leaving Ridge, using high pressure position on double pressure retaining valves on all loaded cars, and not turned down until after stop is made at Laughlin where train must be inspected. Descending grade, Ridge to M. P. 136, every other retaining valve must be turned up throughout train (Rule 54).

On freight trains descending grade between Laughlin and M. P. 136 air brakes must be operated by short cycle method (Rule 30).

On passenger trains descending grade Ridge to Laughlin, retaining valves must be turned up throughout train and not turned down until train is stopped for inspection at Laughlin. Air brakes should be operated by short cycle method.

Inspection of freight trains as per Rule 820 must be made at least each 30 miles run. Engines on freight trains of 25 cars or over must be cut off at water or fuel stops.

On grades over one per cent, see Rule 761.

Passenger trains passing station after picking up coaches will stop at station before leaving.

Engines on Passenger trains when coupling to equipment containing passengers will stop 50 feet from cars before coupling.

When a train or a portion of a train executes a movement from main track to a siding, must pull into clear before stopping.

Except in foggy weather, markers will not be displayed by electric trains by day.

TRACKMAN'S CALL.

Four long sounds of the whistle, followed by four short sounds, is Trackman's Call. Trackmen, upon hearing this signal by day or night, will immediately proceed to answer it, and enginemen will use same only for calling trackmen when assistance is needed, such as when stock is on track, or anything that requires the immediate attention of track force. Enginemen must understand that this is for cases of necessity, and must not be used otherwise. If necessary, in using this signal, trains will stop to notify the first section gang they meet that their assistance is needed.

Trackmen will keep their men familiar with this.

DRAWBRIDGES

Trains approaching drawbridges where movements over same are protected by signals need not stop unless signal is at STOP position.

Trains must not exceed 6 miles per hour over drawbridges.

LOCATION OF END OF THIRD RUNNING RAIL.

Point Reyes. Broad gauge rail, 909 feet north of north switch.
Narrow gauge rail, 555 feet south of south switch.
Monte Rio. Broad gauge rail, 508 feet south of south switch on Point Reyes route.

LOCATION OF DASH POT SPRING SWITCHES.

Main track to track No. 1 Mill Valley.
Ends of double track either end of Tunnel No. 1.
Junction switch Tiburon route and northward main track Detour.
Ends of double track between B Street and West End Station.
End of double track between West End Station and San Anselmo.
North and South End Crossover "A," Manor.

ADDITIONAL WATER TANKS.

BOTHIN—1.3 miles south of Woodacre Lodge.
LAGUNITAS—0.4 mile north of Station.
MARSHALL—0.6 mile south of Station.
FALLON—0.6 mile south of Station.
STONY CREEK—1.5 miles south of Woodman.
WATER TANK—0.3 mile north of Spyrock.
TWO ROCKS—1.1 miles south of Ramsey.
HAMANN GULCH—4.0 miles north of Kekawaka.
STEELHEAD—2.5 miles north of Alderpoint.
WATER TANK—0.6 mile south of Eel Rock.
MILLFORD—0.6 mile south of Beatrice.

YARD LIMITS.

Sausalito, Tiburon, San Rafael, San Anselmo, Manor, Point Reyes, Ignacio, Schellville, Petaluma, Santa Rosa, Fulton, Monte Rio, Duncan Mills, Windsor, Healdsburg, Geyserville, Cloverdale, Hopland, Ukiah, Redwood Valley, Willits, Longvale, Fort Seward, South Fork, Scotia, Alton, South Bay, Eureka, Arcata, Carlotta, Samoa, Essex, Little River Junction and Trinidad.

SAUSALITO.

Movement of trains in and out of Sausalito Yard will be governed by signals controlled by Operators in Tower No. 1.

If train is unable to proceed, engineman will give one short, one long, one short and one long sound of the whistle (thus: - — - —) to indicate to towerman that he cannot accept the signal.

ALMONTE.

Operator in Tower No. 2 controls movement of trains through junction switches.

BALTIMORE PARK.

Junction switches between tracks, Sausalito-San Anselmo and Sausalito-Detour routes and signals connected therewith, will be controlled by Towerman in Tower No. 3, train movements to be governed by such signals. Southward trains from Detour will approach signal under control. Derailer is operated in conjunction with signal.

Detour route is superior.

Trains must not exceed 12 miles per hour over switches, through interlocking limits.

SPECIAL INSTRUCTIONS—Continued.

SAN ANSELMO.

Train movements over junction switch in front of station, and over crossover, are governed by signals controlled by Operator in Tower No. 4.

Single-arm interlocking signal located south of station governs northward train movements into station. Double-arm interlocking signal located at north end of station governs train movements to Manor and San Rafael routes.

Manor route is superior.

MANOR.

Northward track between Signal B-186 and north switch will be known as Track No. 1.

Southward track between Signal B-186 and north switch will be known as Track No. 2.

First crossover south of Signal B-187 will be known as Crossover "A."

Second crossover south of Signal B-187 will be known as Crossover "B."

Signal B-186 located on northward track 2500 feet north of Signal B-182 will govern northward train movements to Signal B-187 on Track No. 1 or through Crossover "A" to Track No. 2.

Signal B-186 is normally at stop and will clear when train is on preliminary, if no train on either Track No. 1 or 2 or Crossover "A" or "B" between this signal and Signal B-187.

Signal B-187 located 400 feet south of Manor Station on Track No. 2, will govern southward train movements on Tracks 1 and 2 and through Crossover "A" and "B" to Signal B-186.

Trains will approach these signals under control. If signal at "STOP" position, trains may proceed under protection of flagman.

Train movements on Tracks 1 and 2, between Signal B-187 and north switch must be made under control.

Normal position of switches, Crossover "A."

South switch for crossover.

North switch for Track No. 2.

Normal position of switches, Crossover "B."

South switch for Track No. 2.

North switch for Track No. 1.

Electric trains will use Track No. 2 making station stop at Manor.

Northward steam trains will use Track No. 1.

Southward steam trains will use Track No. 1 to north switch Crossover "B."

TIBURON.

Between 7:00 p. m. and 6:00 a. m., southward freight trains entering Tiburon must stop at Hilarita water tank and call for signal from yardman. If, after waiting five minutes, signal is not received train may proceed into yard under flag.

DETOUR.

Switch indicator located at north switch crossover, will govern train movements through crossover from southward to northward main track (Rules 511 and 513).

"Proceed" is indicated when arm is in vertical position; "Stop" when in horizontal position.

Train movements Tiburon route to northward main track will be governed by automatic light signal located 300 feet south of junction switch (Rule 510). Trains must approach signal under control.

Normal position junction switch is for northward main track.

SAN RAFAEL.

Double track extends to Mission Street. Switch at Mission Street will be handled by switch-tender daily from 7:45 a. m. to 12:15 p. m., and from 1:15 p. m. to 6:45 p. m. Between 12:15 p. m. and 1:15 p. m., this switch will be handled by trainmen. Normal position of switch is for southward track. From 6:45 p. m. to 7:45 a. m. southward track between Mission Street and Irwin Street will be used as single track. Switches inside the interlocking limits will be controlled and operated by towerman in Tower No. 5.

GALLINAS AND ST. VINCENT.

Trains standing on spur will be governed by indicator signal at switch before going out on main track.

"Proceed" is indicated when arm is in vertical position, "stop" when in horizontal position.

IGNACIO.

Junction switch connecting main track and Glen Ellen line is located opposite station.

WINGO.

Normal position junction switch is for Glen Ellen line.

PETALUMA.

Switching moves must not be made upon or over streets named below in the city of Petaluma, without protection of flagman. Under no circumstances must cars be kicked or a "drop" or "run" be made upon or over these streets, and in showing car or cars upon or over such streets, trainman must be stationed at brake on top of lead car approaching and passing upon or over all streets:

ADAMS STREET, also known as East D Street; first street south of freight depot.

COPELAND STREET. First street west of freight depot.

WASHINGTON STREET. First street north of freight depot.

No switch or other movement, by switching crews, should be made upon or over Adams or Washington Streets from 15 minutes before arrival of passenger trains to 5 minutes after departure of such trains.

FULTON.

Junction switch connecting main track and Cazadero line is located opposite station.

DUNCAN MILLS.

"Y" switches south of depot at Duncan Mills are set for standard-gauge track, switch at north leg of "Y" is set for narrow-gauge track.

REDWOOD VALLEY AND RIDGE.

Telephone Semaphore Signal: Two standard colored semaphore blades and electric lamps for night color indications.

Electric lighting for night indications controlled by track circuit. Illuminated only when main track circuit occupied 1000 feet either side of signals.

Semaphore Signal will have four distinct functions:

- (1) Northward "STOP." (3) Southward "STOP."
- (2) Northward "PROCEED." (4) Southward "PROCEED."

The normal position will be "PROCEED."

Whenever signal indicates "STOP" Conductor (or engineman in case of light engine), will immediately communicate with Dispatcher by phone.

SPEED RESTRICTIONS.

Trains must not exceed the following maximum speeds (shown in miles per hour.)

BETWEEN	Passenger	Freight
Sausalito and Willits.....	50	30
Willits and Eureka.....	40	25
Manor and Monte Rio.....	30	25

except that maximum speeds shown below must not be exceeded.

PAGE	BETWEEN	Passenger	Freight
2-3	Through Tunnel No. 1.....	25	25
2-3	Corte Madera, Redwood Ave. Crossing.....	20	20
2-3	Greenbrae, over bridge and trestle approaches.....	25	25
2-3	San Rafael, within city limits.....	10	10
2-3	Cerro and Forbes.....	35	25
2-3	Petaluma, within city limits.....	10	10
2-3	Santa Rosa, within city limits.....	10	10
4	Tiburon and Detour.....	25	20
4	Hilarita, highway crossing.....	10	10
4	Healdsburg, within city limits.....	10	10
4	Cloverdale, within city limits.....	10	10
4	M. P. 87.6 and Fountain.....	25	20
4	Fountain and El Robles (Curves.....	35	25
	Tangent.....	45	25
4	Ukiah, within city limits.....	10	10
4	M. P. 118 and M. P. 120.....	..	25
4	Redwood Valley and Laughlin.....	35	..
4	Redwood Valley and M. P. 136.7 (Ascending grade).....	..	18
4	Redwood Valley and M. P. 136.7 (Descending grade).....	..	15
4	Laughlin and M. P. 136.7 (Ascending grade).....	22	..
4	Laughlin and M. P. 136.7 (Descending grade).....	18	..
4	M. P. 136.7 and Willits.....	45	..
5	Ignacio and Glen Ellen.....	35	..
5	Ignacio and Eldridge.....	..	20
5	Eldridge and Glen Ellen.....	..	15
5	Sonoma, within city limits.....	10	10
5	Santa Rosa and Sebastopol.....	12	12
5	Willits and Sherwood Junction.....	20	20
5	Sherwood Junction and Sherwood.....	12	12
6-7	Baltimore Park and Manor.....	50	30
6-7	Larkspur, road crossing.....	20	20
6-7	Kentfield, highway crossing.....	20	20
6-7	Ross, road crossing.....	10	10
6-7	Manor and Woodacre Lodge (Descending grade).....	18	15
6-7	Lagunitas and Point Reyes.....	20	20
6-7	M. P. 60.4 and M. P. 63.....	20	20
6-7	Freestone, between switches.....	20	20
6-7	M. P. 64.5 and M. P. 64.6.....	20	20
6-7	Occidental and Freestone (Descending grade).....	18	15
6-7	Occidental and Tyrone (Descending grade).....	18	15
6-7	Tyrone and Monte Rio.....	20	20
8	San Quentin Branch.....	12	12
8	Donohue Branch.....	6	6
8	Fulton and Guerneville.....	30	20
8	Guerneville and Duncan Mills.....	20	15
8	Duncan Mills and Cazadero.....	12	12
9	Scotia Bluff.....	15	15
9	Elk River, Bulkhead.....	20	20
9	Holmes Eureka Bucksport Mill Yard crossing at Greeg Street.....	30	20
9	"A" and "L" Streets, Eureka.....	10	10
9	"L" Street, Eureka and South End Eureka Slough Draw-bridge.....	18	18
9	Eureka and Arcata.....	25	20
9	Arcata and Trinidad.....	20	20
9	Fieldbrook and Trinidad, curves and trestles.....	15	15
9	Arcata and Samoa.....	15	15
9	Alton and Carlotta (Curves.....	15	15
	Tangent.....	20	20

Steam trains will secure clearance card before leaving San Rafael, with the exception of southward trains via San Anselmo and Baltimore Park via Detour.

Registers at Lagunitas, Occidental and Camp Meeker are for trains originating or terminating at such stations. Registers at Ignacio and Fulton are for branch trains.

Standard clocks are located at Tiburon, Sausalito, Point Reyes, San Rafael, Ignacio, Petaluma, Santa Rosa, Duncan Mills, Ukiah, Willits, South Fork, Scotia, Alton, South Bay, Eureka and Arcata.

Enginemen must use judgment in rounding curves and handle train at moderate rate of speed. The speed as shown for the different territories is the maximum allowable on straight track, and light curves where safe.

Train movements governed by short-arm or dwarf signals must be made under control, (speed not to exceed 10 miles per hour) and position of switches observed, as such signals govern movements of various interlocking sections.

Crossings where train movements are protected by Automatic Interlocking, speed must not exceed 20 miles per hour.

Trains must not exceed 10 miles per hour through Crossovers and Turnouts.

Maximum speed of engines running backward: Between Laughlin and M. P. 136.7, 12 miles per hour; other points, 20 miles per hour.

Logging trains when handling cars loaded with logs must not exceed 10 miles per hour through Tunnels 38 (Bryan), 39 (Shively) and 40 (Table Bluff).

SAUSALITO TO EUREKA.

WALDO (Spur 2928 ft.)—1.9 miles north of Sausalito.
 POWER HOUSE (Spur 1086 ft.)—0.8 mile north of Almonte.
 ALTO (Spur 728 ft.)—1.1 miles north of Almonte.
 CORTE MADERA (Spur 292 ft.)—0.5 mile south of Baltimore Park.
 GLEN PARK—1.1 miles north of San Rafael.
 FORBES—0.4 mile south of Golf.
 SAN ANTONIO (Flag Stop for Nos. 1, 3, 6, 8, 10, 11, 222, 223 and 225) (224 Sat. only)—1.8 miles north of Burdell.
 McNEAR (Spur 2,571 ft.)—1.4 miles south of Petaluma.
 FINLAYSON (Siding and Spur 1164 ft.)—1.1 miles north of Healdsburg.
 OLIVETO (Spur 348 ft.)—1.2 miles north of Healdsburg.
 SIMI (Siding 536 ft.)—0.3 mile north of Chiquita.
 NERVO (Spur 191 ft.)—1.9 miles south of Geyserville.
 TOSCA (Spur 290 ft.)—0.7 mile north of Geyserville.
 OMUS (Spur 464 ft.)—1.2 miles north of Geyserville.
 ICARIA (Spur 406 ft.)—1.6 miles north of Asti.
 McCRAY (Flag Stop)—1.3 miles north of Cloverdale.
 CLEMHORST (Spur 161 ft.)—0.8 mile south of El Roble.
 ASYLUM (Siding 878 ft.)—0.8 mile south of Ukiah.
 LAHM (Spur 232 ft.)—2.3 miles north of Ridge.
 MAPLE (Spur 195 ft.)—1.6 miles north of Outlet.
 ALI (Spur 277 ft.)—2.0 miles south of Arnold.
 PETERSON (Spur 182 ft.)—0.7 mile north of Arnold.
 CARBON (Spur 190 ft.) (Flag Stops Nos. 1 and 2.)—1.0 mile south of Farley.
 INDIAN SPRINGS (Flag Stops Nos. 1 and 2.)—1.5 miles north of Dos Rios.
 DEER LODGE (Flag Stops Nos. 1 and 2.)—2.5 miles north of Dos Rios.
 CAMP REST (Flag Stops Nos. 1 and 2.)—1.1 miles south of Nashmead.
 RICHARDS (Flag Stop Nos. 1 and 2.)—1.9 miles south of Ramsey.
 STEELHEAD (Spur 170 ft.) (Flag Stop.)—2.5 miles north of Alderpoint.
 BOLT (Spur 182 ft.)—1.4 miles north of Brock Creek.
 LADERA (Spur 157 ft.)—2.5 miles north of Brock Creek.
 TANOAK (Spur 185 ft.) (Flag Stop.)—1.8 miles south of Sequoia.
 SMITH (Spur 110 ft.)—2.0 miles north of Eel Rock.
 HAMMOND (Spur 384 ft.)—2.6 miles north of McCann.
 CAMP GRANT (Spur 794 ft.)—1.8 miles south of South Fork.
 PACIFIC SPUR (P. L. Co. Spur.) (Flag Stop.)—1.3 miles south of South Fork.
 PERROTT CREEK (Flag Stop Nos. 1, 2, 3 and 4.)—1.17 miles north of South Fork.
 BRYAN (Flag Stop.)—1.5 miles north of Larabee.
 PERBROW (Siding 654 ft.)—2.5 miles north of Elinor.
 (Siding 1868 ft.)—1.8 miles south of Scotia.
 GLYNN (P. L. Co. Spur to yard.)—1.3 miles south of Scotia.
 NANNING CREEK (Spur B. R. Co.) (Flag Stop Nos. 1 and 2.)—1.4 miles north of Scotia.
 RIO DELL (Flag Stop Nos. 1 and 2.)—1.5 miles south of Metropolitan.

SAUSALITO TO EUREKA—Continued.

CANYON PARK (Flag Stop Nos. 1 and 2, Sunday.)—0.4 mile south of Metropolitan.
 DINSMORE (Siding 1613 ft.)—0.8 mile north of Metropolitan.
 NEWBURG (E. J. Dodge Co.)—0.5 mile south of Fortuna.
 PALMER CREEK (Spur H. E. L. Co.)—1.3 miles north of Fortuna.
 WORSWICK (Spur 1359 ft.)—0.5 mile south of Fernbridge.
 ZERUS (Spur 170 ft.)—1.1 miles north of Beatrice.
 B. & E. R. CONNECTION (North) (257 ft.)—3.1 miles north of South Bay.
 ASSOCIATED OIL CO. (Spur 902 ft.)—2.8 miles south of Eureka.
 PRESS (Spur 450 ft. out of Bucksport Siding.)—2.4 miles south of Eureka.
 STANDARD OIL CO. (Spur 428 ft. out of Bucksport Siding.)—2.3 miles south of Eureka.
 HOLMES EUREKA LUMBER CO. (Spur 572 ft.)—2.1 miles south of Eureka.
 RUSS (Siding 163 ft.)—1.6 miles south of Eureka.

BALTIMORE PARK TO MONTORIO.

ESCALLE (Spur 382 ft.)—0.6 mile north of Larkspur.
 LANSDALE—0.3 mile south of Emporium.
 ROYS (Spur 230 ft., Flag Stop)—0.9 mile north of Manor.
 BOTHIN (Flag Stop)—1.0 mile south of Woodacre Lodge.
 WOODACRE (Flag Stop)—0.5 mile north of Woodacre Lodge.
 BOTTINI (Flag Stop)—0.6 mile north of Lagunitas.
 CAMP BERKELEY (Flag Stop)—1.4 miles north of Lagunitas.
 JEWELL (Spur 100 ft., Flag Stop)—0.8 mile north of Taylorville.
 NORTH BEND (Flag Stop)—1.3 miles north of Garcia.
 BIVALVE (Spur 220 ft., Flag Stop)—2.6 miles north of Pt. Reyes.
 MARCONI (Spur 291 ft., Flag Stop)—1.5 miles south of Marshall.
 HAVENWOOD (Flag Stop)—0.6 mile north of Marshall.
 McDONALD (Spur 115 ft., Flag Stop)—2.0 miles north of Marshall.
 BLAKE'S LANDING (Flag Stop)—1.3 miles south of Hamlet.
 KEYES CREEK (Flag Stop)—1.8 miles north of Hamlet.
 NEWANA (Flag Stop)—1 mile north of Camp Meeker.

IGNACIO TO GLEN ELLEN.

HOMEFARM (Spur 334 ft. Flag Stop.)—1.6 miles south of Black Point.
 ROSE (Spur 388 ft.)—1.0 mile north of Black Point.
 GREENWOOD (Spur 390 ft.)—0.6 mile north of Reclamation.
 QUARRIES (Spur 820 ft., Flag Stop.)—0.7 mile south of McGill.
 BATTO (Spur 395 ft.)—0.4 mile north of Vineburg.
 STANDO (Spur 180 ft.)—0.4 mile north of Buena Vista.
 SEBASTIANI (Spur 1278 ft.)—0.5 mile south of Sonoma.

PETALUMA TO DONAHUE.

CAMPBELL (Spur 89 ft.)—2.1 miles north of Junction.
 ROTTA (Spur 90 ft.)—0.8 mile south of Lakeville.

SANTA ROSA TO SEBASTOPOL.

OSBORNE—1.4 miles north of Santa Rosa.
 WRIGHT—3.2 miles north of Santa Rosa.
 LLANO—4.8 miles north of Santa Rosa.

FULTON TO CAZADERO.

ELPA (Spur 171 ft.)—0.2 mile north of Trenton.
 MIRABEL (Spur 1530 ft., Flag Stop)—0.6 mile north of Forestville.
 DELL (Flag Stop)—0.9 mile north of Forestville.
 HACIENDA (Siding 423 ft., Flag Stop)—0.7 mile south of Hilton.
 ODD FELLOW (Flag Stop)—0.5 mile north of Hilton.
 GRAYSTONE (Flag Stop)—0.4 mile south of Montesano.
 BOHEMIA (Spur 3558 ft., Flag Stop)—0.7 mile north of Rio Campo.
 FERN COVE (Flag Stop)—0.5 mile north of Monte Rio.
 SHERIDAN (Flag Stop)—0.9 mile north of Villa Grande.
 MOSCOW (Spur 160 ft., Flag Stop)—0.8 mile south of Duncan Mills.
 AUSTIN CREEK (Flag Stop)—1.4 miles north of Duncan Mills.
 FRASER (Flag Stop and Water Tank)—2.2 miles south of Watson.
 THAYER CAMP (Flag Stop.)—1.3 miles south of Watson.
 KIDD CREEK (Flag Stop)—0.8 mile south of Watsons.
 MAGNESIA (Spur 420 ft., Flag Stop)—0.8 mile north of Watson.
 CAZADERO REDWOODS (Flag Stop)—0.8 mile south of Cazadero.
 STELMO (Flag Stop)—0.6 mile south of Cazadero.
 MILLER RETREAT (Flag Stop)—0.4 mile south of Cazadero.

WILLITS TO SHERWOOD.

WOODPECKER (Spur 150 ft.)—1.21 miles north of Sherwood Junction.
 WALKERS (Siding 267 ft.)—0.5 mile south of Rowes.
 RUSSEL (Spur 270 ft.)—1.22 miles north of Sylvan Dale.
 JOHNSON (Spur 217 ft.)—0.57 mile north of En Cima.
 YEW (Spur and Wye 1892 ft.)—0.56 mile south of Sherwood.
 SHERWOOD EXTENSION (12.13 miles)—North of Sherwood.

EUREKA TO TRINIDAD.

FOUNDRY (Spur 982 ft.)—1.0 mile north of Eureka.
 LANGFORD (Spur 228 ft.)—1.1 miles north of Eureka.
 HAUGHEY (Spur 661 ft.)—1.3 miles north of Eureka.
 McCLOSKEY (Spur 166 ft.)—0.8 mile south of Essex.
 ENGLEHART (Spur 373 ft.)—0.5 mile south of Essex.
 SHINGLE MILL (Spur 338 ft.)—0.5 mile north of Essex.
 DAIRY (Spur 274 ft.)—0.8 mile south of Thompsons.
 CULBERT (Spur 861 ft.)—1.0 mile south of Trinidad.

MAXIMUM LOCOMOTIVE WEIGHTS AND CAR LOADING PERMISSIBLE OVER THE DISTRICTS SHOWN.

	LOCOMOTIVE		Gross Carload: Pounds		LOCOMOTIVE		Gross Carload: Pounds
	Number	Type			Number	Type	
Sausalito to Eureka.....	Any N. W. P. Locomotive.....		169,000	San Quentin Branch.....	114	T-57-19/26-110	169,000
Tiburon to Detour.....				Willits to Sherwood.....	108	T-57-19/26-110	100,000
Ignacio to Schellville.....				Eureka to Arcata.....	142	T-63-20/28-135	169,000
Schellville to Glen Ellen.....	114	T-57-19/26-110	169,000		(Any H. L. Co. Locomotive)		
Donahue Branch.....	114	T-57-19/26-110	100,000	Arcata to Samoa, Trinidad and Little River Branch.....	114	T-57-19/26-110	120,000
Santa Rosa to Sebastopol.....	114	T-57-19/26-110	169,000		(Any H. L. Co. Locomotive)		
Fulton to Cazadero.....	114	T-57-19/26-110	169,000	Alton to Carlotta.....	114	T-57-19/26-110	161,000
Baltimore Park to Point Reyes.....	114	T-57-19/26-110	169,000				
Almonte to Mill Valley, San Anselmo to San Rafael.....	114	T-57-19/26-110	169,000				

TONNAGE RATING---STANDARD GAUGE ENGINES IN Ms.

CLASSIFICATION	ENGINE	Boiler Pressure	TIBURON and SAN RAFAEL	SAN RAFAEL 4th Street to GOLF	SAN RAFAEL Irwin St. to GOLF	PETALUMA to HEALDSBURG	HEALDSBURG to CLOVERDALE	CLOVERDALE to REDWOOD VALLEY	REDWOOD VALLEY to RIDGE	WILLITS to LOLETA	LOLETA to BEATRICE	BEATRICE to EUREKA	EUREKA to BEATRICE	BEATRICE to LOLETA	LOLETA to WILLITS	WILLITS to RIDGE	REDWOOD VALLEY to GOLF	GOLF to SAN RAFAEL	SAN RAFAEL and SAN ANSELMO	DETOUR and SAUSALITO
E 50-10-16	9-10	140	Ms. 825	Ms. 380	Ms. 400	Ms. 1350	Ms. 1100	Ms. 825	Ms.	Ms. 1690	Ms. 1140	Ms. 1690	Ms. 1690	Ms. 790	Ms. 1140	Ms.	Ms. 1700	Ms. 510	Ms. 395	Ms. 680
E 50-10-16	13	145	890	480	480	1430	1230	920	....	1910	1290	1910	1910	900	1290	....	1930	600	500	750
E 50-10-16	14	150	930	490	410	1445	1240	800	....	1770	1180	1770	1770	830	1180	....	1770	550	360	600
E 50-10-16	15	140	870	430	470	1400	1200	890	....	1860	1250	1860	1860	880	1250	....	1880	590	480	720
E 50-10-16	16	140	930	470	500	1490	1280	960	....	1890	1340	1890	1890	940	1340	....	2010	630	510	770
E 50-10-16	17	140	865	420	450	1380	1140	865	....	1850	1250	1850	1850	900	1250	....	1830	580	473	700
E 50-10-16	18	140	1125	610	640	1670	1440	1125	....	2520	1700	2520	2520	1200	1700	....	2540	810	625	890
E 50-10-16	19	180	1000	540	570	1600	1375	1000	....	2450	1640	2450	2450	1130	1640	....	2470	750	550	825
E 50-10-16	20	180	1750	840	900	2750	2270	1750	500	3720	2460	3720	3720	1720	2460	880	3870	1150	1000	1400
E 50-10-16	21	140	850	410	440	1300	1140	850	200	1820	1230	1820	1820	850	1230	....	1845	570	500	670
E 50-10-16	22	170	1450	650	690	2250	1890	1450	400	2820	1900	2820	2820	1330	1900	635	2850	890	830	1130
E 50-10-16	23	180	1535	720	760	2385	2000	1535	425	3020	2040	3020	3020	1430	2040	670	2950	960	880	1195
T 57-10-10	105-106	180	1750	880	930	2750	2270	1750	540	3650	2480	3650	3650	1750	2480	920	3660	1300	1000	1400
T 57-10-10	107-108	180	1750	880	930	2750	2270	1750	540	3650	2480	3650	3650	1750	2480	920	3660	1300	1000	1400
T 57-10-10	109-110	180	1750	880	930	2750	2270	1750	540	3650	2480	3650	3650	1750	2480	920	3660	1300	1000	1400
T 57-10-10	111 to 114	180	1750	880	930	2750	2270	1750	540	3650	2480	3650	3650	1750	2480	920	3660	1300	1000	1400
T 60-10-10	130 to 133	200	2000	1000	1070	3200	2720	2000	600	4300	3090	4300	4300	2050	3090	1050	4400	1600	1100	1680
T 60-10-10	134-135	200	2000	1000	1070	3200	2720	2000	600	4300	3090	4300	4300	2050	3090	1050	4400	1600	1100	1680
T 60-10-10	136 to 143	200	2000	1000	1070	3200	2720	2000	600	4300	3090	4300	4300	2050	3090	1050	4400	1600	1100	1680
T 60-10-10	170	190	2000	1080	1160	3200	2720	2000	660	4580	3120	4580	4580	2190	3120	1130	4500	1700	1100	1680
T 57-10-10	171-172	190	2000	1080	1160	3200	2720	2000	660	4580	3120	4580	4580	2190	3120	1130	4500	1700	1100	1680
T 57-10-10	173	190	2095	1160	1160	3351	2895	2095	660	4550	3080	4550	4550	2170	3080	1130	4580	1700	1152	1750
T 57-10-10	174	190	2095	1160	1160	3351	2895	2095	630	4520	3050	4520	4520	2140	3050	1100	4550	1700	1152	1750
T 57-10-10	175	190	2095	1160	1160	3351	2895	2095	630	4520	3050	4520	4520	2140	3050	1100	4550	1700	1152	1750
T 57-10-10	180 to 184	200	2635	1190	1280	3900	3315	2630	730	5040	3500	5040	5040	2400	3500	1250	4900	1950	1340	2045
S 47-17-22	84	160	1300	650	650	2000	1630	1300	370	2580	1760	2580	2580	1240	1760	575	2300	800	750	1000
M 50-17-18	93	150	1080	540	590	1730	1490	1110	....	2310	1560	2310	2310	1100	1560	....	2330	740	600	900
M 50-17-18	93	175	1400	720	780	2220	1820	1440	450	2940	1990	2940	2940	1400	1990	750	2930	970	800	1180
Allowance for Empty and Underloaded Cars	Ms.	Less than 40 Ms.	6 Ms. 3 Ms.	3 Ms. 0	3 Ms. 0	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.	6 Ms. 3 Ms.

TONNAGE RATING---NARROW GAUGE ENGINES IN Ms.

CLASSIFICATION	ENGINES	Boiler Pressure	SPEED TABLE		
			MONTE RIO to OCCIDENTAL	FREESTONE to OCCIDENTAL	HAMLET to FREESTONE
E 48-15/20-53	90-91	140	Ms. 265	Ms. 415	Ms. 620
E 48-16/20-54	92	140	320	490	730
E 52-14/18-82	93	140	150	250	390
T 50-16/20-59	94	140	275	430	645
T 55-16/22-61	95	170	320	495	750
Allowance for Empty and Underloaded Cars	Ms.	Less than 40 Ms.	3 Ms. 0	3 Ms. 0	3 Ms. 0

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

CLEARANCE LIMITS FOR CAR LOADING.

BETWEEN	HEIGHT ABOVE TOP OF RAIL AT WIDTHS STATED											MAXIMUM HEIGHT	MAXIMUM WIDTH
	WIDTH	2' 6"	5'	7'	8' 6"	9' 6"	10'	10' 6"	11'	11' 6"	12'		
Tiburon and Cerro	HEIGHT	20' 10"	20'	19' 2"	18' 5"	17' 10"	17' 6"	17' 2"	16' 9"	16' 5"	16'	20' 10"	12'
Sausalito and Corte Madera	HEIGHT	15' 8"	15' 8"	15' 8"	15' 1"	14' 7"	14' 4"	14' 1"	13' 10"			15' 8"	11'
Manor and Point Reyes	HEIGHT	18' 9"	18' 4"	17' 6"	16' 11"	16' 5"	16' 3"	16'	15' 10"	15' 7"	15' 5"	18' 9"	12'
Point Reyes and Monte Rio	HEIGHT	13' 1"	12' 6"	11'	10'							13' 1"	8' 6"
Cloverdale and Willits	HEIGHT	16' 10"	16' 6"	16' 2"	15' 6"	15' 1"	14' 11"	14' 2"	13' 5"	12' 6"	11' 9"	16' 10"	12'
Shively and Loleta	HEIGHT	18' 5"	18' 3"	17' 6"	17'	16' 7"	16' 5"	16' 3"	16' 1"	15' 10"	15' 3"	18' 5"	12'
Loleta and Eureka	HEIGHT	16' 2"	15' 9"	15' 1"	14' 7"	14' 3"	14'	13' 8"	12' 9"	11' 9"		16' 2"	11' 6"

Restrictions for cars with outside truss rods, when moving in interurban electric territory—(San Rafael, Mill Valley, Sausalito, Manor and points between)—owing to danger of contact with power rail supplying electric current:

22 inches or over outside gauge of rail must be 14 inches above rail.

Limit of Load Weight above Marked Capacity, 10%. Clearances are figured with side clearance 6 inches margin (each side), overhead clearance 6 inches margin.

TONNAGE OF PASSENGER CARS.

(Standard Gauge)				(Narrow Gauge)				Southern Pacific and Pullman				
	NUMBERS	WOOD—LBS.	STEEL—LBS.		NUMBERS	WOOD—LBS.	STEEL—LBS.		Wood Lbs.	Steel Lbs.	Steel Underframe Lbs.	
Baggage.....	602	40,000	.....	Baggage.....	813	27,000	.....				
".....	604-606	42,000	.....	".....	815-816	27,500	.....				
".....	608-609	79,100	.....	Baggage and Passenger.....	803	29,000	.....				
".....	611	34,700	.....	".....	805	26,700	.....				
".....	613-615	84,300	.....	Coach.....	701	21,700	.....				
".....	620	26,500	.....	".....	704	21,700	.....				
Baggage and Passenger.....	675-680	.....	39,800	".....	707	28,500	.....				
".....	176	40,500	.....	".....	713-714	30,500	.....				
".....	177-181	42,000	.....	".....	716-717	30,500	.....				
".....	182	56,300	.....	".....	718	21,700	.....				
".....	185	57,600	.....	".....	719	29,500	.....				
Business.....	04	99,000	.....	".....	728-729	25,500	.....				
".....	05	111,000	.....	".....	730	21,700	.....				
Chair.....	550-553	.....	.....	Mail and Express.....	811	29,000	.....				
Coach.....	3-29	41,000	105,800	".....	812	31,500	.....				
".....	30	48,600	.....								
".....	31-43	41,000	.....								
".....	50-61	56,500	.....								
".....	65-68	58,900	.....								
".....	70-81	86,000	.....								
".....	111-112	41,000	.....								
".....	113-115	36,500	.....								
".....	120-125	46,000	.....								
".....	150-155	32,000	.....								
".....	400-402	.....	101,900									
".....	403-405	.....	104,300									
".....	450-458	.....	102,600									
".....	459-469	.....	104,300									
Mail and Express.....	603	46,000	.....								
".....	607	73,500	.....								
".....	610	82,300	.....								
".....	616-617	87,000	.....								
".....	640-645	.....	100,600									

RAILROAD SURGEONS

TIME INSPECTORS

NAME	Location	NAME	Location	NAME	Location	NAME	Location
Dr. O. E. Eklund, Chief Surgeon.....	Medical Bldg., 909 Hyde St. San Francisco. (Phone Graytson 274)	Dr. J. J. Spottiswood, Emergency Surgeon...	Mill Valley.	Dr. A. M. Thomson, Emergency Surgeon...	Santa Rosa.	S. A. Pope, Supervisor	65 Market St., San Francisco
Dr. P. F. McMurdo, Assistant Surgeon.....		Dr. O. W. Jones, Emergency Surgeon.....	San Anselmo.	Dr. E. T. McMannis, Dentist.....	Santa Rosa.	Time Service.....		210 Phelan Bldg. San Francisco
Dr. W. B. Coffey, Consulting Surgeon.....		Dr. F. M. Cannon, Emergency Surgeon.....	Point Reyes.	Dr. Geo. W. Burgess, District Surgeon.....	Guerneville.	I. S. Preston.....	1788 Seventh St., Oakland
Dr. C. R. Bricca, Surgeon (nose and throat)...		Dr. A. R. Graham, Emergency Surgeon.....	Tamales.	Dr. C. W. Weaver, Emergency Surgeon.....	Healdsburg.	H. Bullard, Traveling In- spector.		Sausalito
Dr. James Watkins, Orthopedic Surgeon.....		Dr. J. H. Kuser, Division Surgeon.....	San Rafael.	Dr. J. W. Seawell, Emergency Surgeon.....	Healdsburg.	E. L. Stevens.....	San Rafael
Dr. Frank B. Hand, Oculist.....		Dr. W. F. Jones, Emergency Surgeon.....	San Rafael.	Dr. F. E. Sohler, District Surgeon.....	Healdsburg.	H. P. Proctor.....		Petaluma
Dr. Phillip King Brown, Consulting Physi- cian.....		Dr. C. A. DeLancey, Emergency Surgeon...	San Rafael.	Dr. H. O. Cleland, District Surgeon.....	Ukiah.	John Hood.....	Santa Rosa
Dr. Henry Abraham, Physician.....		Dr. Harry O. Hund, Emergency Surgeon...	San Rafael.	Dr. S. L. Rea, Emergency Surgeon.....	Ukiah.	J. P. Joseph.....		Ukiah
Dr. A. A. Abrogast, Dentist.....		Dr. L. L. Stanley, Consulting Surgeon.....	San Rafael.	Dr. Raymond Babcock, Division Surgeon...	Willits.	A. B. Guslander.....	Eureka
Dr. Ethan H. Smith, Orthopedic Surgeon...		Dr. G. C. Vanderlip, Dentist.....	San Rafael.	Dr. H. C. Cottrell, Emergency Surgeon.....	Scotia.	Ernest Mueller.....		Eureka
Dr. J. N. O'Neill, Roentgenologist.....	Dr. E. J. Finnerty, Emergency Surgeon.....	Sonoma.	Dr. H. W. Comfort, Emergency Surgeon...	Fortuna.	J. C. Tario.....	Eureka	
Dr. W. T. Cummins, Pathologist.....	Dr. F. O. Butler, Emergency Surgeon.....	Eldridge.	Dr. J. F. Walsh, Division Surgeon.....	Eureka.			
Dr. H. A. R. Kreutzmann, Urologist.....	Dr. G. R. Hubbell, District Surgeon.....	Petaluma.	Dr. J. A. Lane, Emergency Surgeon.....	Eureka.			
Dr. George F. Rodden, Dentist.....	Dr. F. H. Phillips, Local Dentist.....	Petaluma.	Dr. H. G. Gross, Surgeon (eye, ear, nose and throat).....	Eureka.			
Dr. C. W. Clark, District Surgeon.....	Dr. S. S. Bogle, Division Surgeon.....	Santa Rosa.	Dr. E. L. Walsh, Dentist.....	Eureka.			
Dr. C. F. Larson, Emergency Surgeon.....	Dr. Paul T. Quarry, Emergency Surgeon...	Santa Rosa.	Dr. G. W. McKinnon, Emergency Surgeon...	Arcata.			
Dr. W. H. Sullivan, District Surgeon.....	Dr. P. A. Meneray, Emergency Surgeon.....	Santa Rosa.					

HOSPITALS: General Hospital..... St. Francis Hospital, San Francisco. Emergency Hospitals... San Rafael, Petaluma, Santa Rosa and Willits. 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 Local Surgeon.

R. D. SHUGRUE,
Chief Train Dispatcher,
Sausalito, Cal.

Train Dispatchers
W. M. BALDOCK
I. P. BLACK
W. V. HARDESTY
G. E. NIVISON
Sausalito, Cal.

Train Dispatchers
W. P. VANNOY
W. S. PEACE
C. S. MAHAFFEY
P. G. MATSON
Eureka, Cal.

J. L. HALEY,
Trainmaster,
Sausalito, Cal.

J. F. LAUX,
Trainmaster,
Santa Rosa, Cal.

G. H. McMULLIN,
Assistant Superintendent,
Eureka, Cal.

H. W. CAVE,
Trainmaster,
Eureka, Cal.

PACIFIC OCEAN



NORTHWESTERN PACIFIC RAILROAD

SCALE 0 MI 5 MI 10 MI 15 MI 20 MI
REFERENCES
- - - - - NORTHWESTERN PACIFIC R.R.
..... STATE HIGHWAYS & COUNTY ROADS



CIRCULAR NO. 5503

All Concerned:

In effect with Main Line Time-Table No. 2, and Interurban Time-Table No. 49, Monday, October 1st, 1928:

Nos. 1, 2, 3, and 4 DAILY: (South of Willits)
4 Crews alternating. Run 1, 2, 3, 4, and repeat.

Nos. 5 and 6 DAILY:
2 Crews alternating. Run 5, 6, and repeat.

Nos. 7 and 8 DAILY:
1 Crew.

Nos 231 and 234 DAILY:
1 Crew.

Nos. 140, 141, 142, 143, 144, and 145:
1 Crew

Daily except Sunday:
Trains 141, 140, 143, and 142
Sunday Only:
Trains 141, 140, 145, and 144

Nos. 63, 64, 65, 67, School Special, 69, 223, 223, 225, 72, 77, 74, and 76
2 Crews alternating.

Crew 1: Daily Except Saturday and Sunday:
Trains 63, 64, 65, School Special, 222
Saturday:
Trains 63, 64, 67, 222
Sunday:
Trains 69, 222

Crew 2: Daily Except Sunday:
Trains 223, 72, 77, and 74
Sunday:
Trains 225 and 76

Nos. 60, Extra Freight Pt. Reyes to San Rafael and return to Pt. Reyes: No. 61 Daily Except Sunday:
1 Crew

Nos. 37, and 38 mixed, Narrow Gauge, daily except Sunday: Point Reyes to Camp Meeker and return, daily except Sunday:
1 Crew

EXTRA CREWS:

Nos. 62 and 81 Saturday only. Nos. 66, 71, 70, and 73
Nos. 60, 68, and 79 Sunday Only. Sunday Only.
Nos. 10 and 11 Sunday only.

Transfer of equipment will be made at Ignacio, as follows:
Train No. 141 to Train No. 221, Daily
" 222 " 140 "
" 143 " 223 Daily Except Sunday
" 6 " 142 " " "
" 145 " 225 Sunday Only
" 8 " 144 " "

Nos. 1, 2, 3, and 4 DAILY (north of Willits)
4 Crews alternating. Runs Nos. 3, 2, 1, 4, and repeat, except two brakemen assigned to Nos. 3 and 4.

Nos. 170, 171, 172, and 173, including freight service between Arcata, Somoa, and Jetty Junction, DAILY EXCEPT SUNDAY:
1 Crew

EXTRA CREWS:

Nos. 160 and 161, Saturday Only
Nos. 162 and 163, Sunday Only.

Wm. H. Neff,
General Superintendent