TRAINMASTERS

A. W. KEITH.....Dunsmuir, Cal.
W. B. KNIGHT.....Klamath Falls, Ore.
H. A. TEAL.....Klamath Falls, Ore.
D. R. ANDERSON.....Dunsmuir, Cal.
F. J. DEON.....Alturas, Cal.

ROAD FOREMEN OF ENGINES

J. E. PETERSON.....Dunsmuir, Cal.
A. L. SHOUPE.....Klamath Falls, Ore.

ASST. ROAD FOREMEN OF ENGINES

R. M. DICKSON.....Dunsmuir, Cal.
L. M. FOX.....Dunsmuir, Cal.
P. G. VAUGHAN.....Klamath Falls, Ore.

CHIEF TRAIN DISPATCHER

W. R. PETTY.....Dunsmuir, Cal.

J. C. SLADE
Assistant Superintendent, Dunsmuir, Cal.

SOUTHERN PACIFIC COMPANY

SHASTA DIVISION

TIMETABLE

58

EFFECTIVE SUNDAY, SEPTEMBER 28, 1952
AT 12:01 A. M.
PACIFIC STANDARD TIME

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

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

V. E. ANDERSON,
Superintendent of Transportation.

J. A. McKINNON,
Superintendent.

Timetable 57 eff 13 Aug 1950
59 27 Sept 1953

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	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	District Physician and Surgeon
Mt. Shasta	Dr. J. B. McGuire	District Physician and Surgeon
Montague	Dr. R. W. Jones (Residence —Yreka)	District Physician and Surgeon
Hilt	Dr. R. W. Bayuk	District Physician and Surgeon
Ashland	Dr. H. A. Woods	District Physician and Surgeon
Ashland	Dr. Charles A. Haines	Asst. Dist. Physician and Surgeon
Red Bluff	Dr. E. R. Wilson	District Physician and Surgeon
Anderson	Dr. E. K. Harris	District Physician and Surgeon
Redding	Dr. H. R. McVickers	District Physician and Surgeon
Redding	Dr. J. L. Price	District Physician and Surgeon
Gerber	Dr. R. G. Frey	District Physician and Surgeon
Dorris	Dr. E. S. Peeke	District Physician and Surgeon
Klamath Falls	Dr. C. V. Rugh	Division Physician and Surgeon
Klamath Falls	Dr. Marvin Nerseth	District Physician and Surgeon
Klamath Falls	Dr. R. H. Engelecke	Asst. Dist. Physician and Surgeon
Klamath Falls	Dr. E. D. Lamb	Assoc. Dist. 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	District Physician and Surgeon
Lakeview	Dr. C. E. Leithead	District Physician and Surgeon
Yreka	Dr. R. W. Jones	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL.....SAN FRANCISCO
EMERGENCY.....GERBER

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.
Redding.....Adolph F. Dobrowsky
Dunsmuir.....L. L. Huddle
Weed.....J. N. Wilmarth
Ashland.....C. R. Ramsey
Klamath Falls.....J. C. Renie
Alturas.....Virgil Pratt
Lakeview.....A. E. Rugg

LOCATION OF STANDARD CLOCKS

Gerber.....Train-Order Office
Gerber.....Roundhouse
Redding.....Train-Order Office
Dunsmuir Yard.....Yard Office
Dunsmuir.....Train-Order Office
Dunsmuir.....Chief Dispatcher's Office
Dunsmuir.....Trick Dispatcher's Office
Dunsmuir.....Crew Dispatcher's Office
Dunsmuir.....Roundhouse Office
Klamath Falls Yard....Train-Order Office
Klamath Falls.....Train-Order Office
Klamath Falls.....Roundhouse
Weed.....Train-Order Office
Weed.....Roundhouse
Ashland.....Train-Order Office
Ashland.....Roundhouse
Chiloquin.....Train-Order Office
Chemult.....Train-Order Office
Crescent Lake.....Train-Order Office
Alturas.....Train-Order Office

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED									
					COOLING SEASON					NON-COOLING SEASON				
			Steel	Steel Under-Frame	ACI	ACM	ACW	ACS	ACE	ACI	ACM	ACW	ACS	ACE
Conventional Equipment:														
SP....	Box—Baggage.....	41′	24											
SP....	Baggage.....	60′	48	40										
SP....	Baggage.....	61′		45										
SP....	Baggage.....	66′	65	54										
SP....	Baggage.....	70′	63											
SP....	Baggage and Mail....	60′	56											
SP....	Baggage and Mail....	66′	68	60										
SP....	Baggage and Mail....	69′	64											
SP....	Baggage and Mail....	70′	66											
SP....	Baggage and Psgr....	60′	51											
SP....	Baggage and Psgr....	61′		58										
SP....	Baggage—Horse.....	70′	67											
SP....	Baggage—Horse.....	80′	75											
SP....	Postal.....	40′	42											
SP....	Postal.....	60′	59											
SP....	Postal—Storage.....	60′	54											
SP....	Postal—Storage.....	61′	61											
SP....	Club.....	75′			83					80				
SP....	Club.....	77′				100					92			
SP....	Chair.....	60′	53		70					67				
SP....	Chair.....	72′			82		80			79		80		
SP....	Chair.....	73′			78					75				
SP....	Chair.....	74′			90		85	98		87		85	90	
SP....	Coach.....	60′	50		67					64				
SP....	Coach.....	70′			78		76			75		76		
SP....	Coach.....	72′	60		81		79			78		79		
SP....	Coach.....	74′			87					84				
SP....	All Day Lunch.....	60′	51		63					60				
SP....	Cafe—Lounge.....	72′			86					83				
SP....	Diner.....	73′	79											
SP....	Diner.....	77′			92	100	85			89	92	85		
SP....	Diner.....	79′					88					88		
SP....	Diner.....	80′				105					97			
SP....	Lounge.....	75′			85		80			82		80		
SP....	Lounge.....	80′			95		93			92		93		
SP....	Observation—Lounge.	75′					94					94		
SP....	Observation—Smoking	69′		78										
SP....	Observation—Smoking	72′			83					80				
SP....	Observation—Smoking	74′	78											
SP....	Official.....	Var.	79	79			96		86			96		86
Pull...	Standard Sleeper.....	"			92	90		93		89	90		93	
Pull...	Tourist.....	"			86	85		88		83	85		88	
Pull...	Lounge.....	"			90	88		89		87	88		89	
Pull...	Troop Sleeper.....	"	38											
Pull...	Troop Kitchen.....	"	39											
USA..	Kitchen.....	"	40											
USA..	Ward.....	"			90	87				87	79			
USA..	Dressing.....	"			86					83				
USA..	Mortuary.....	"	79											
USA..	Hospital (89200-01)...	"			84					81				
USA..	Hospital (89340-52)...	"			78					75				

INITIALS	KIND OF CAR	Inside Length	NON AIR CONDITIONED		AIR CONDITIONED									
					COOLING SEASON					NON-COOLING SEASON				
			Steel	Steel Under-Frame	ACI	ACM	ACW	ACS	ACE	ACI	ACM	ACW	ACS	ACE
Conventional Equipment—Con't.														
UP...	Box—Express.....	41′	22											
UP...	Baggage.....	69′	62											
UP...	Baggage.....	81′	68											
UP...	Baggage—Dormitory..	81′			76		79			73		79		
UP...	Chair.....	70′				86		89			78		86	
UP...	Chair.....	74′						88					80	
UP...	Club—Lounge.....	75′				92					83			
UP...	Diner.....	80′				95					87			
UP...	Lounge.....	70′						86					78	
CNW	Baggage.....	66′	68											
CNW.	Coach.....	66′					57					57		
CNW.	Diner.....	66′				88					87			
CRIP.	Express.....	41′	25											
CRIP.	Baggage.....	60′	53											
CRIP.	Baggage.....	66′	65											
CRIP.	Baggage.....	70′	68											
CRIP.	Dormitory.....	70′					78					78		
CRIP.	Chair.....	70′			82					79				
CRIP.	Coach.....	74′			82					79				
CRIP.	Club.....	75′			95					92				
CRIP.	Diner.....	80′					95					95		
Light Weight Equipment:														
SP....	Baggage.....	Var.					65					65		
SP....	Baggage—Postal.....	"	69											
SP....	Baggage—30 ft. Postal	"					69					69		
SP....	Baggage—60 ft. Postal	"					62					62		
SP....	Baggage—Dormitory..	"				71	64				61	64		
SP....	Chair.....	"				71	63	64			60	63	56	
SP....	Chair (Articulated)...	"					99	95				99	88	
SP....	Chair—Baggage.....	"						63					55	
SP....	Diner.....	"				77	72	64			66	72	56	
SP....	Diner (Triplex).....	"					159	174				159	150	
SP....	Tavern.....	"					62	65				62	57	
SP....	Coffee Shop—Lounge.	"				77	72				66	72		
SP....	Lounge.....	"				74	66				61	66		
SP....	Parlor.....	"						65					57	
SP....	Parlor—Observation..	"					58	62				58	54	
SP....	Bedroom.....	"				81					71			
SP....	Bedroom—Comp.....	"				81					70			
SP....	Roomette.....	"				73					72			
SP....	Roomette—Bedroom..	"				82					71			
SP....	Roomette—Dbl. Bdrm.	"				77					67			
Pull...	Standard Sleepers....	"				65	68	62			65	68	62	
UP...	Bage—Dorm (C of SF)	82′					62					62		
UP...	Bage—Dorm (C of SF)	76′				79					71			
UP...	Chair.....	75′				64					56			
UP...	Club—Lounge.....	75′				66					58			
CRIP.	Baggage and Mail....	70′	52											
CRIP.	Dormitory.....	83′					61					61		
CRIP.	Chair.....	80′					61					61		
CRIP.	Diner.....	80′					64					64		
CRIP.	Diner.....	83′					68					68		
CRIP.	Coffee Shop—Lounge.	83′					69					69		

CODE: ACI: Air Conditioned—Ice System
ACM: Air Conditioned—Mechanical System
ACW: Air Conditioned—Waukesha System
ACS: Air Conditioned—Steam Ejector System
ACE: Air Conditioned—Evaporative System

EASTWARD

Timetable No. 58
September 28, 1952

Capacity of sidings	SECOND CLASS 624 Freight Leave Daily	SECOND CLASS 622 Freight Leave Daily	SECOND CLASS 620 Freight Leave Daily	FIRST CLASS 12 Cascade Leave Daily	FIRST CLASS 10 Shasta Daylight Leave Daily	FIRST CLASS 20 Klamath (c) Leave Daily	Mile Post Location	STATIONS	Distance from Gerber
Gerber yard BKWOYP	PM 4.30	AM 8.30	AM 12.30	PM 9.20	AM 11.40	AM 2.05	213.8	TO-R GERBER	0.0
Gerber yard P							214.8	1.0 KISKA	1.0
							215.8	1.0 PROBERTA	2.0
98 P	4.43	8.43	12.43	9.26	11.46	2.11	218.9	3.1 RAWSON	5.1
Yd.Lmts. 54 P	4.54	8.54	12.54	9.31	11.52	s 2.16	223.4	TO 4.5 RED BLUFF	9.6
Yd.Lmts. 97 P	4.56	8.56	12.56			2.27	224.5	1.1 GLADE	10.7
97 P	5.06	9.06	1.06	9.37	AM 11.58	2.32	228.9	4.4 BLUNT	15.1
104 P	5.16	9.16	1.16	9.42	PM 12.03	2.38	233.6	4.7 HOOKER	19.8
97 WP	5.27	9.27	1.27	9.48	12.09	c 2.48	240.4	TO 6.8 COTTONWOOD	26.6
103 P	5.33	9.33	1.33			2.52	244.2	3.8 CULP	30.4
99 P	5.38	9.38	1.38	9.54	12.15	c 3.00	247.1	TO 2.9 ANDERSON	33.3
102 P	5.46	9.46	1.46	9.59		3.07	253.5	6.4 GIRVAN	39.7
E 181 W 96 Yard Limits BKWIP	5.55	AM 9.55	1.55	s 10.06	s 12.26	s 3.40	258.2	TO 4.7 REDDING	44.4
102 WYP							263.0	4.8 SILVERTHORN	49.2
100 P						f 3.52	266.3	3.3 CENTRAL VALLEY	52.5
100 P							270.4	4.1 McCOLL	56.6
89 P							273.2	2.8 PITBRIDGE	59.4
120 P							277.6	4.4 O'BRIEN	63.8
100 P							281.2	3.6 MEAD	67.4
101 WYP						c	285.7	4.5 LAKEHEAD	71.9
104 WP							289.8		
110 P						s 4.30	296.7	4.1 DELTA	76.0
98 P							300.2	3.5 LAMOINE	79.5
63 P							304.0	3.8 GIBSON	83.3
106 WP							306.0	2.0 FISHER	85.3
108 P							309.4	3.4 SIMS	88.7
48 P							313.1	3.7 CONANT	92.4
Dunsmuir yard 115 P						f 5.15	315.3	2.2 CASTELLA	94.6
Dunsmuir yard BKP	9.00 PM	1.00 PM	5.00 AM				318.3	3.0 CASTLE CRAG	97.6
Dunsmuir yard BDKWOTP							321.2	2.9 TO-R DUNSMUIR YARD	100.5
				s 11.40 PM	s 1.56 PM	s 5.55 AM	322.1	0.9 TO-R DUNSMUIR	101.4
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(101.4)	
	(4.30) 22.33	(4.30) 22.33	(4.30) 22.33	(2.20) 43.46	(2.16) 44.73	(3.50) 26.43		Time over District / Average Speed per Hour	

Automatic Block Signal System

Centralized Traffic Control

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

Schedule time and train-order time on westward first-class trains apply at train-order signal Redding.

Trains operate by C.T.C. between Redding and Dunsmuir but at stations where time is shown must not depart ahead of time.

ADDITIONAL STATIONS

Station Number	NAME	Mile Post	Capacity
14396	Dirigo	316.1	..
	Matheson Branch		
14654	Kesdam	262.3	..
14660	Motion	268.0	..

Timetable No. 58
September 28, 1952

WESTWARD
FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Dunsmuir	11 Cascade	19 Klamath	9 Shasta Daylight
				Arrive Daily	Arrive Daily	Arrive Daily
213.8	TO-R **GERBER** 1.0	11707	101.4	AM s 4.55	PM s 3.30	PM s 7.15
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	3.19	7.07
223.4	TO **RED BLUFF** 1.1	14310	91.8	4.41	s 3.12	7.02
224.5	**GLADE** 4.4	14311	90.7		3.03	
228.9	**BLUNT** 4.7	14315	86.3	4.34	2.58	6.56
233.6	**HOOKER** 6.8	14320	81.6	4.29	2.52	6.51
240.4	TO **COTTONWOOD** 3.8	14327	74.8	4.23	s 2.39	6.45
244.2	**CULP** 2.9	14330	71.0		2.35	
247.1	TO **ANDERSON** 6.4	14333	68.1	4.16	s 2.27	6.39
253.5	**GIRVAN** 4.7	14340	61.7	4.11	2.21	6.34
258.2	TO **REDDING** 4.8	14344	57.0	s 4.07	s 2.15	s 6.30
263.0	**SILVERTHORN** 3.3	14349	52.2			
266.3	**CENTRAL VALLEY** 4.1	14353	48.9		f 1.49	
270.4	**McCOLL** 2.8	14357	44.8			
273.2	**PITBRIDGE** 4.4	14359	42.0			
277.6	**O'BRIEN** 3.6	14364	37.6		c	
281.2	**MEAD** 4.5	14367	34.0			
285.7	**LAKEHEAD** 4.1	14372	29.5		c	
289.8 296.7	**DELTA** 3.5	14376	25.4		f 1.18	
300.2	**LAMOINE** 3.8	14380	21.9		c	
304.0	**GIBSON** 2.0	14383	18.1			
306.0	**FISHER** 3.4	14385	16.1			
309.4	**SIMS** 3.7	14389	12.7		c	
313.1	**CONANT** 2.2	14392	9.0			
315.3	**CASTELLA** 3.0	14395	6.8		f 12.27	
318.3	**CASTLE CRAG** 2.9	14398	3.8			
321.2	TO-R **DUNSMUIR YARD** 0.9	14401	0.9			
322.1	TO-R **DUNSMUIR**	14402	0.0	2.30 AM	12.10 PM	5.00 PM
	(101.4)			Leave Daily	Leave Daily	Leave Daily
	Time over District			(2.25)	(3.20)	(2.15)
	Average Speed per Hour			41.91	30.42	45.90

Automatic Block Signal System

Centralized Traffic Control

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

Schedule time and train-order time on westward first-class trains apply at train-order signal Redding.

Trains operate by C.T.C. between Dunsmuir and Redding but at stations where time is shown must not depart ahead of time.

Timetable No. 58
September 28, 1952

Matheson Branch

Capacity of sidings	EASTWARD Mile Post Location	STATIONS	Station Number	WESTWARD Distance from Coram
Yard Limits BKWIP	258.2	TO **REDDING**	14344	14.5
24	261.0	2.8 **MIDDLE CREEK**	14653	11.7
9 P	263.2	2.2 **KETT**	14655	9.5
P	268.9 267.2	5.7 **MATHESON**	14659	3.8
25 P	271.0	3.8 **CORAM**	14663	0.0

(14.5)

BLACK BUTTE SUBDIVISION

EASTWARD

Timetable No. 58
September 28, 1952

Capacity of sidings		SECOND CLASS 634 Freight Leave Daily	632 Freight Leave Daily	630 Freight Leave Daily	FIRST CLASS 12 Cascade Leave Daily	10 Shasta Daylight Leave Daily	20 Klamath (c) Leave Daily	Mile Post Location	STATIONS	Distance from Dunsmuir Yard
Dunsmuir yard	BKP							321.2	TO-R DUNSMUIR YARD	0.0
	BDKWOTP				PM 11.50	PM 2.06	AM 6.20	322.1	0.9 TO-R DUNSMUIR	0.9
	P						c	325.4	3.3 SHASTA SPRINGS	4.2
110	P							326.1	0.7 SMALL	4.9
	P							327.6	1.5 CANTARA	6.4
144	P							331.4	3.8 MOTT	10.2
116	P							333.5	2.1 AZALEA	12.3
94	WYP						s 7.05	336.7	3.2 MOUNT SHASTA	15.5
111	P							339.1	2.4 UPTON	17.9
116	P							342.0	2.9 DEETZ	20.8
Yard Limits		PM	AM	AM	AM			342.3		
232	WYP	7.10	11.10	3.10	12.40	2.49	c 7.25	345.1 345.2	TO 2.8 BLACK BUTTE	23.6
103	P	7.27	11.27	3.27	12.52	3.01	7.37	352.2	7.0 HOTLUM	30.6
102	P	7.40	11.40	3.40	**1.00**	3.09	c 7.46	357.2	5.0 BOLAM	35.6
103	P	7.48	AM 11.48	3.48	1.05	3.14	7.52	360.7	3.5 ANDESITE	39.1
108	P	8.01	PM 12.01	4.01	1.11	3.20	7.59	364.8	4.1 COUGAR	43.2
E 107 W113	WYP	8.13	12.13	4.13	1.17	**3.25**	f 8.09	368.5	TO 3.7 GRASS LAKE	46.9
95	P	8.23	12.23	4.23	1.22	3.30	8.16	373.1	4.6 ERICKSON	51.5
106	P	8.29	12.29	4.29	1.26	3.34	8.21	377.2	4.1 PENOYAR	55.6
	YP						s 8.28	380.6	TO 3.4 LEAF	59.0
100	WP	8.35	12.35	4.35	1.31	3.39	f 8.33	381.9	1.3 BRAY	60.3
73	P	8.40	12.40	4.40			8.39	386.0	4.1 KEGG	64.4
105	P	8.45	12.45	4.45	1.40	3.48	8.45	390.0	4.0 JEROME	68.4
E 90 W 85	WP	8.50	12.50	4.50	1.43	3.51	f 8.50	394.0	TO 4.0 MT. HEBRON	72.4
	P						s 8.55	396.7	TO 2.7 MACDOEL	75.1
100	P	8.56	12.56	4.56	1.47	3.55	8.58	398.3	1.6 SOMERSET	76.7
106	P	9.02	1.02	5.02	1.51	3.59	**9.08**	402.6	4.3 MAY	81.0
101	P	9.08	1.08	5.08	1.55	4.03	s 9.14	407.1	TO 4.5 DORRIS	85.5
101	P	9.21	1.21	5.21	2.05	4.13	9.32	415.6	8.5 WORDEN	94.0
95	P	9.29	1.29	5.29	2.12	4.20	9.40	422.3	6.7 MIDLAND	100.7
Klamath Falls yard	P	9.34	1.34	5.34	2.16	4.24	9.46	426.2	3.9 TEXUM	104.6
	BDKWOTYP	9.50 PM	1.50 PM	5.50 AM				428.7	2.5 TO-R KLAMATH FALLS YARD	107.1
	BDKWOTYP				s 2.25 AM	s 4.31 PM	s 10.00 AM	429.5	0.8 TO-R KLAMATH FALLS	107.9
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(107.9)	
		(2.40) 31.31	(2.40) 31.31	(2.40) 31.31	(2.35) 41.24	(2.25) 44.31	(3.40) 29.41		Time over District / Average Speed per Hour	

Automatic Block Signal System

Centralized Traffic Control

Water Supply—Three-fourths mile east of Cantara.

RULE 82-A. Authority for movement of second-class trains and sections thereof Dunsmuir Yard to Black Butte will be authorized by clearance and trains will register and display signals and indicators Dunsmuir Yard to Black Butte accordingly.

Trains operate by C.T.C. between Dunsmuir and Black Butte but at stations where time is shown must not depart ahead of time.

ADDITIONAL STATIONS

Station Number	NAME	Mile Post	Capacity
14414	Pioneer.....(Spur)	335.1	..
14465	Kegg Pit.....	386.9	..

Timetable No. 58
September 28, 1952

Automatic Block Signal System — Centralized Traffic Control

WESTWARD

FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Klamath Falls	19 Klamath (c) Arrive Daily	9 Shasta Daylight Arrive Daily	11 Cascade Arrive Daily
321.2	TO-R **DUNSMUIR YARD** 0.9	14401	107.9			
322.1	TO-R **DUNSMUIR** 3.3	14402	107.0	s AM 11.40	s PM 4.50	s AM 2.20
325.4	**SHASTA SPRINGS** 0.7	14405	103.7	c		
326.1	**SMALL** 1.5	14406	103.0			
327.6	**CANTARA** 3.8	14407	101.5			
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 10.55		
339.1	**UPTON** 2.9	14418	90.0			
342.0 342.3	**DEETZ** 2.8	14421	87.1			
345.1 345.2	TO **BLACK BUTTE** 7.0	14424	84.3	c 10.43	4.01	1.20
352.2	**HOTLUM** 5.0	14431	77.3	10.31	3.49	1.08
357.2	**BOLAM** 3.5	14436	72.3	f 10.22	3.41	**1.00**
360.7	**ANDESITE** 4.1	14440	68.8	10.17	3.36	12.54
364.8	**COUGAR** 3.7	14444	64.7	10.11	3.30	12.48
368.5	TO **GRASS LAKE** 4.6	14447	61.0	f 10.05	**3.25**	12.43
373.1	**ERICKSON** 4.1	14452	56.4	9.58	3.16	12.37
377.2	**PENOYAR** 3.4	14456	52.3	f 9.50		12.32
380.6	TO **LEAF** 1.3	14460	48.9	s 9.43		
381.9	**BRAY** 4.1	14461	47.6	9.39	3.08	12.26
386.0	**KEGG** 4.0	14465	43.5	9.31		
390.0	**JEROME** 4.0	14469	39.5	9.25	2.59	12.16
394.0	TO **MT. HEBRON** 2.7	14473	35.5	c 9.20		
396.7	TO **MACDOEL** 1.6	14476	32.8	s 9.15		
398.3	**SOMERSET** 4.3	14477	31.2	9.12	2.52	12.09
402.6	**MAY** 4.5	14482	26.9	**9.08**		
407.1	TO **DORRIS** 8.5	14486	22.4	s 9.01	2.45	12.02 AM
415.6	**WORDEN** 6.7	14495	13.9	8.46	2.36	11.53 PM
422.3	**MIDLAND** 3.9	14501	7.2	8.40	2.30	11.47
426.2	**TEXUM** 2.5	14505	3.3	8.35	2.27	11.44
428.7	TO-R **KLAMATH FALLS YARD** 0.8	14508	0.8			
429.5	TO-R **KLAMATH FALLS**	14509	0.0	8.30 AM	2.23 PM	11.40 PM
	(107.9)			Leave Daily	Leave Daily	Leave Daily
	Time over District			(3.10)	(2.27)	(2.40)
	Average Speed per Hour			34.10	43.67	40.41

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

Water Supply—Three-fourths mile east of Cantara.

Trains operate by C.T.C. between Black Butte and Dunsmuir but at stations where time is shown must not depart ahead of time.

EASTWARD

Capacity of sidings	SECOND CLASS 646 Freight	384 G. N. Ry. Freight	644 Freight	642 Freight			FIRST CLASS 10 Shasta Daylight	20 Klamath	12 Cascade	Mile Post Location	Timetable No. 58 September 28, 1952 STATIONS	Distance from Klamath Falls
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily			
Klamath Falls yd. BDKWOTYP	PM 4.45	AM 8.20	AM **8.05**	AM 12.05			PM 4.41	AM 10.20	AM 2.35	429.5	TO-R **KLAMATH FALLS**	0.0
P								10.25		431.9	2.4 **CHELSEA**	2.4
100 P	5.00	8.35	8.20	12.20			4.46	10.30	2.41	434.1	2.2 **WOCUS**	4.6
98 P	5.10	8.45	8.30	12.30			4.51	c 10.36	2.46	438.9	TO 4.8 **ALGOMA**	9.4
103 P	5.15	8.50	8.35	12.35			4.55	10.41	2.51	442.6	3.7 **OUXY**	13.1
99 P	5.21	8.56	8.41	12.41			4.59	c 10.47	2.56	447.2	4.6 **MODOC POINT**	17.7
98 P	5.27	9.02	8.47	12.47			5.03	10.53	3.00	451.8	4.6 **LOBERT**	22.3
196 KWYP	5.35	9.10	8.55	12.55			5.08	s 11.04	3.05	456.7	TO 4.9 **CHILOQUIN**	27.2
78 P										458.0	1.3 **PINE RIDGE**	28.5
101 P	5.46	9.21	9.06	1.06			5.13	11.12	3.11	461.1	3.1 **BRAYMILL**	31.6
101 P	6.00	9.35	9.20	1.20			5.18	11.19	3.17	465.3	4.2 **CALIMUS**	35.8
E 109 W 104 WYP	6.15	9.50	9.35	1.35			5.24	f 11.28	3.23	470.3	TO 5.0 **KIRK**	40.8
92 P	6.21	9.56	9.41	1.41				11.35	3.27	474.5	4.2 **FUEGO**	45.0
92 P	6.27	10.02	9.47	1.47			5.31	c 11.41	3.31	478.6	4.1 **CHINCHALO**	49.1
93 WP	6.35	10.10	9.55	1.55			5.35	c 11.49	3.35	483.4	TO 4.8 **LENZ**	53.9
92 P	6.41	10.16	10.01	2.01			5.39	AM c 11.55	3.39	488.2	4.8 **MAZAMA**	58.7
104 P	6.48	10.23	10.08	2.08			5.43	PM 12.01	3.43	492.6	4.4 **YAMSAY**	63.1
92 P	6.55	10.30	10.15	2.15				c 12.07	3.47	498.0	5.4 **DIAMOND LAKE**	68.5
93 BKP	7.02	10.40 AM	10.22	2.22			5.51	s 12.15	c 3.51	503.3	TO-R 5.3 **CHEMULT**	73.8
93 YP	7.07		10.27	2.27			5.54	12.20	3.54	507.2	3.9 **PAUNINA**	77.7
93 P	7.17		10.37	2.37			6.01	f 12.29	4.02	514.8	TO 7.6 **MOWICH**	85.3
94 P	7.24		10.44	2.44			6.06	12.34	4.07	519.5	4.7 **KOTAN**	90.0
93 P	7.31		10.51	2.51			6.11	**12.43**	4.12	524.0	4.5 **UMLI**	94.5
Yard Limits Psgr. 45 BKWOYP	7.45 PM		11.05 AM	3.05 AM			6.17 PM	s 1.05 PM	4.20 AM	528.6	TO-R 4.6 **CRESCENT LAKE**	99.1
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		(99.1)	
	(3.00) 33.33	(2.20) 33.57	(3.00) 33.33	(3.00) 33.33			(1.36) 61.93	(2.45) 36.04	(1.45) 56.63		Time over District / Average Speed per Hour	

Automatic Block Signal System

RULE 5. Main track at Crescent Lake between switches of passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is between main track and station building.

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

ADDITIONAL STATIONS

Station Number	NAME	Mile Post	Capacity
14593	Gilchrist Jct.....	513.2	..

Mile Post Location	Timetable No. 58 September 28, 1952 STATIONS	Station Number	Distance from Crescent Lake	WESTWARD FIRST CLASS 19 Klamath	9 Shasta Daylight	11 Cascade
				Arrive Daily	Arrive Daily	Arrive Daily
429.5	TO-R **KLAMATH FALLS** 2.4	14509	99.1	s AM **8.05**	s PM 2.13	s PM 11.30
431.9	**CHELSEA** 2.2	14511	96.7			
434.1	**WOCUS** 4.8	14513	94.5	7.54	2.06	11.24
438.9	TO **ALGOMA** 3.7	14518	89.7	f 7.49	2.01	11.19
442.6	**OUXY** 4.6	14522	86.0	7.44	1.57	11.15
447.2	**MODOC POINT** 4.6	14526	81.4	f 7.39	1.53	11.11
451.8	**LOBERT** 4.9	14531	76.8	7.35	1.49	
456.7	TO **CHILOQUIN** 1.3	14536	71.9	s 7.29	1.44	11.03
458.0	**PINE RIDGE** 3.1	14537	70.6			
461.1	**BRAYMILL** 4.2	14540	67.5	7.20	1.39	10.58
465.3	**CALIMUS** 5.0	14544	63.3	7.14	1.34	10.53
470.3	TO **KIRK** 4.2	14549	58.3	f 7.08	1.28	10.47
474.5	**FUEGO** 4.1	14553	54.1	c 7.03		
478.6	**CHINCHALO** 4.8	14558	50.0	c 6.58	1.21	10.40
483.4	TO **LENZ** 4.8	14562	45.2	c 6.53	1.17	10.36
488.2	**MAZAMA** 4.4	14567	40.4	c 6.48		10.32
492.6	**YAMSAY** 5.4	14572	36.0	6.43	1.10	10.28
498.0	**DIAMOND LAKE** 5.3	14577	30.6	c 6.37		
503.3	TO-R **CHEMULT** 3.9	14582	25.3	s 6.30	1.02	10.19
507.2	**PAUNINA** 7.6	14586	21.4	c 6.24	12.59	10.16
514.8	TO **MOWICH** 4.7	14594	13.8	c 6.16	12.52	10.09
519.5	**KOTAN** 4.5	14598	9.1	6.11	12.47	10.04
524.0	**UMLI** 4.6	14603	4.6	6.06	**12.43**	10.00
528.6	TO-R **CRESCENT LAKE**	14608	0.0	6.00 AM	12.38 PM	9.55 PM
	(99.1)			Leave Daily	Leave Daily	Leave Daily
	Time over District			(2.05)	(1.35)	(1.35)
	Average Speed per Hour			47.57	62.60	62.60

Automatic Block Signal System

RULE 5. Main track at Crescent Lake between switches of passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is between main track and station building.

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

BLACK BUTTE SUBDIVISION

EASTWARD

SECOND CLASS

Capacity of sidings	640 Freight	638 Freight	636 Freight	Mile Post Location	Timetable No. 58 September 28, 1952	Station Number	Distance from Ashland
	Leave Daily	Leave Daily	Leave Daily		STATIONS		
Yard Limits 232 WYP	PM 4.30	AM 8.01	AM 12.01	345.2	TO **BLACK BUTTE**	14424	85.1
				347.0	1.8		
				345.8	**IGERNA**	14702	83.3
Yard Limits 53 BKWOYP	4.45	8.16	12.16	348.4	2.6 TO-R **WEED**	14704	80.7
41 WYP	5.01	8.31	12.31	353.4	5.0 **EDGEWOOD**	14709	75.7
62 P	5.22	8.52	12.52	361.0	7.6 TO **GAZELLE**	14717	68.1
75 P	5.35	9.05	1.05	369.1	8.1 **GRENADA**	14725	60.0
Yard Limits 60 P	5.49	9.20	1.20	375.5	6.4 TO **MONTAGUE**	14732	53.6
59 P	5.57	9.28	1.28	380.7	5.2 **SNOWDON**	14737	48.4
47 P	6.13	9.44	1.44	386.2	5.5 **AGER**	14742	42.9
Yard Limits 69 WYP	6.34	10.05	2.05	393.1	6.9 TO **HORNBROOK**	14749	36.0
43 P	7.06	10.37	2.37	401.8	8.7 TO **HILT**	14758	27.3
53 P	7.24	10.55	2.55	407.4	5.6 **GREGORY**	14763	21.7
71 P	7.44	11.15	3.15	412.2	4.8 **SISKIYOU**	14768	16.9
50 WP	8.14	AM 11.45	3.45	419.3	7.1 **STEINMAN**	14775	9.8
64 P	8.30	PM 12.01	4.01	422.9	3.6 **MISTLETOE**	14779	6.2
Ashland yard BDKWOTP	8.55 PM	12.25 PM	4.25 AM	429.1	6.2 TO-R **ASHLAND**	14785	0.0
	Arrive Daily	Arrive Daily	Arrive Daily		(85.1)		
	(4.25) 19.27	(4.24) 19.34	(4.24) 19.34		Time over District / Average Speed per Hour		

Automatic Block Signal System

WESTWARD

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

Water Supply:

MP 390.5
MP 403.6 (Emergency only)

ADDITIONAL STATIONS

Station Number	NAME	Mile Post	Capacity
14783	Belleview	426.8	..

EASTWARD Capacity of sidings	Mile Post Location	Timetable No. 58 September 28, 1952 STATIONS	Station Number	Distance from Klamath Falls	WESTWARD THIRD CLASS 651 Freight Arrive Daily	653 Freight Arrive Daily	655 Freight Arrive Daily
	457.3						
Yard Limits BKWOYP	458.3	TO-R ALTURAS	13881	97.5	AM 6.15	PM 2.15	PM 10.15
56	459.9	1.6 JUNIPER	14802	95.9			
69 P	470.6	10.7 FLETCHER	14812	85.2	5.40	1.40	9.40
74 WYP	477.7	TO 7.1 CANBY	14819	78.1	5.20	1.20	9.20
73 YP	485.4	7.7 AMBROSE	14827	70.4	4.50	12.50	8.50
71 WP	493.6	8.2 HACKAMORE	14835	62.2	4.15	12.15 PM	8.15
69 P	500.8	7.2 MEARES	14843	55.0	3.50	11.50 AM	7.50
95 WYP	506.1	TO 5.3 PEREZ	14848	49.7	3.30	11.30	7.30
69 P	515.4	9.3 CORNELL	14857	40.4	2.58	10.58	6.58
YP	521.9	6.5 STALEY	14864	33.9			
68 WP	524.3	2.4 STRONGHOLD	14866	31.5	2.38	10.38	6.38
I	525.4	1.1 Great Northern Ry. Crossing	. . .	30.4			
Yard Limits 36 P	529.7	TO 4.3 TULE LAKE	14871	26.1	2.28	10.28	6.28
94 P	533.2	3.5 HATFIELD	14875	22.6	2.20	10.20	6.20
69 P	537.9	TO 4.7 MERRILL	14880	17.9	2.10	10.10	6.10
69 P	547.1	9.2 STUKEL	14889	8.7	1.50	9.50	5.50
Klamath Falls yd. BDKWOTYP	555.0 428.7	TO-R 7.9 KLAMATH FALLS YARD	14508	0.8	1.30 AM	9.30 AM	5.30 PM
BDKWOTYP	429.5	TO-R 0.8 KLAMATH FALLS	14509	0.0			
		(97.5)			Leave Daily	Leave Daily	Leave Daily
		Time over District			(4.45)	(4.45)	(4.45)
		Average Speed per Hour			20.88	20.88	20.88

RULE 5. Schedule time and train-order time at Alturas apply at train-order office.

Take water at Hackamore and Stronghold only in emergency.

EASTWARD Capacity of sidings	Mile Post Location	Timetable No. 58 September 28, 1952 Lakeview Branch STATIONS	Station Number	Distance from Lakeview	WESTWARD
Yard Limits BKWOYP	458.3 456.8	TO-R ALTURAS	13881	55.5	
12 P	466.9	10.1 SURPRISE	14910	45.4	
18 P	478.6	11.7 DAVIS CREEK	14922	33.7	
17 P	491.2	TO 12.6 WILLOW RANCH	14934	21.1	
Yard Limits WYP	512.3	TO-R 21.1 LAKEVIEW	14956	0.0	
		(55.5)			
		Time over District			
		Average Speed per Hour			

ADDITIONAL STATIONS

Station Number	NAME	Mile Post	Capacity
	Alturas line		
14832	Boles	489.8	..
14862	Copic	520.3	..
14867	Homestead	525.6	..
14869	Tuber	527.7	..
14878	Malone	536.0	..
14883	Lost River	541.0	..
14886	Hosley	543.8	..
14890	Gem	548.1	..
14892	Spring Lake	550.3	..
	Lakeview Branch		
14941	Fairport	498.2	..

RULE 5. Schedule time and train-order time at Alturas apply at train-order office.

Water Supply: MP 485.8

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)	
12	Chemult	Flag	Daily		Davis	
19	Mowich	Flag	Tues. and Sat.			To entrain employes
19	Paunina	Flag	Monday	Any station		
19	Diamond Lake	Flag	Monday	Any station		
19	Diamond Lake	Flag	Tues. and Sat.			To entrain employes
19	Mazama	Flag	Monday	Any station		
19	Lenz	Flag	Daily	Klamath Falls	Eugene	
19	Lenz	Flag	Tues. and Sat.			To entrain employes
19	Chinchalo	Flag	Saturday	Any station		
19	Fuego	Flag	Saturday	Any station		
19	Mt. Hebron	Stop	Daily except Sun.			To exchange U. S. Mail
19	Kegg Pitt	Flag	Sun., Wed., Fri.	Any station	Any station	
19	Black Butte	Flag	Daily		Klamath Falls	
19	Shasta Springs	Flag	Daily	Davis	Klamath Falls	
19	Sims	Stop if necessary	Daily			To dispatch parcel post
19	Lamoine	Stop if necessary	Daily			To dispatch parcel post
19	Lakehead	Stop	Daily exc. Sunday and Holidays			To exchange U. S. Mail and parcel post
19	O'Brien	Stop if necessary	Daily			To dispatch parcel post
20	Cottonwood	Stop	Monday and day following Holidays			To exchange U. S. Mail
20	Anderson	Stop	Monday and day following Holidays			To exchange U. S. Mail
20	Lakehead	Stop if necessary	Daily			To dispatch parcel post
20	Any Station Gerber to Dunsmuir	Flag	Daily	Black Butte		
20	Shasta Springs	Flag	Daily	Klamath Falls	Davis	
20	Black Butte	Flag	Daily	Klamath Falls	Sacramento	
20	Bolam	Flag	13th and 29th			To entrain employes
20	Kegg Pit	Flag	Sunday			To receive or discharge employes
20	Algoma	Flag	Daily	Eugene	Gerber	
20	Algoma	Flag	Tues. and Sat.			To detrain employes
20	Algoma	Stop if necessary	Daily			To receive or discharge U. S. Mail or newspapers
20	Modoc Point	Flag	Daily	Eugene	Gerber	
20	Modoc Point	Flag	Tues. and Sat.			To detrain employes
20	Modoc Point	Stop	Daily			To exchange U. S. Mail
20	Chinchalo	Flag	Daily	Eugene	Gerber	
20	Lenz	Flag	Daily	Eugene	Klamath Falls	
20	Lenz	Flag	Tues. and Sat.			To detrain employes
20	Mazama	Flag	Daily	Eugene	Gerber	
20	Diamond Lake	Flag	Tues. and Sat.			To detrain employes

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.

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

Dunsmuir Yard ....
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 105. Redding. Track on passenger station side next to main track is westward siding. Track on freight station side next to main track is eastward siding and extends from initial switch at west end to beginning of C. T. C.

RULE 221. Westward trains originating at Dunsmuir need not obtain clearance at Dunsmuir Yard. Eastward trains terminating at Dunsmuir need not obtain clearance at Dunsmuir Yard.

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

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 Yard
Dunsmuir
} Trains originating or terminating.

Klamath Falls Yard—Westward trains originating at Klamath Falls; eastward second-class and extra trains terminating at Klamath Falls.

Klamath Falls—All trains except westward extra freight trains originating.

Weed—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.

Klamath Falls Yard—Westward first-class trains and extra passenger trains.

Klamath Falls—Westward GNRy trains.

Operator Klamath Falls will repeat registration of eastward first-class trains to operator Klamath Falls Yard for entry in register. Registration must be repeated for verification.

RULE 105. Weed. Siding located east of station building on opposite side of main track.

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

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

Mt. Hebron. Track on station side of main track is westward siding. 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 221. Eastward trains originating at Dunsmuir Yard and westward trains terminating at Dunsmuir Yard need not obtain clearance at Dunsmuir.

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

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

Chemult.....Trains originating or terminating.

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

Klamath Falls..... Westward GNRy trains.
Crescent Lake..... Nos. 9, 10, 11, 12, 19 and 20.

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

Registration must be repeated for verification.

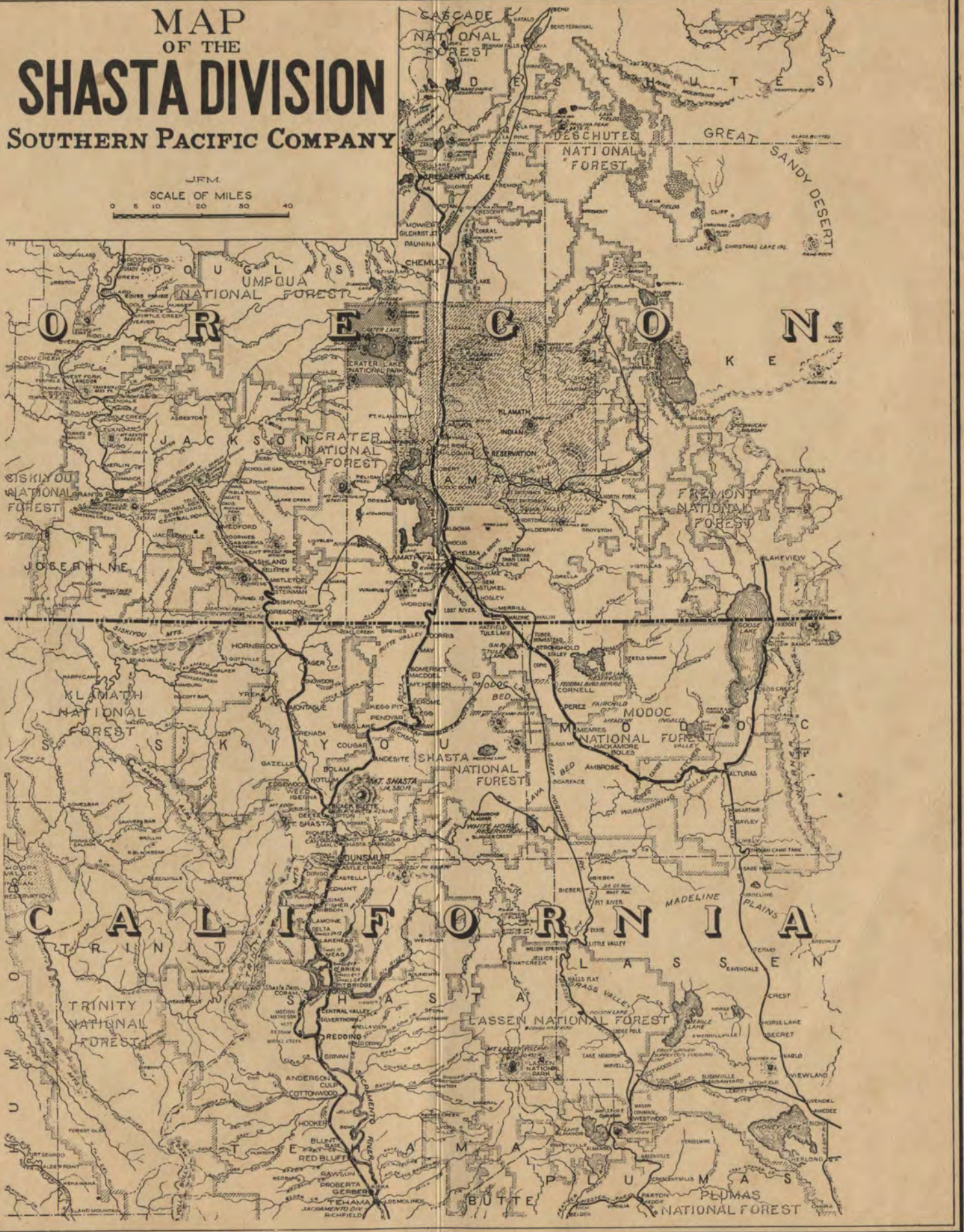
RULE 105. Kirk. Track on station side of main track is eastward siding. Track on opposite side of main track is westward siding.

SPECIAL INSTRUCTIONS—MERRILL SUBDIVISION

RULE 221. Light will not be displayed in train-order signal at Willow Ranch except when train-order operator is on duty.

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