

NORTHWESTERN PACIFIC RAILROAD COMPANY



TIMETABLE

30

EFFECTIVE SUNDAY, APRIL 26, 1953

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

G. L. MORRISON

Vice President and General Manager

A. G. BAYS

Superintendent

TRAINMASTERS

R. D. SHUGRUE.....San Rafael
S. J. MACKIE.....Santa Rosa
L. E. DuBOSE.....Eureka

ASSISTANT TRAINMASTERS

H. B. FOWLER.....Willits
E. E. SHIPLEY.....Willits
GERALD FOSTINE.....Eureka
H. R. RUTLER.....Eureka

ROAD FOREMAN OF ENGINES

H. E. JAMIESON.....Eureka

CHIEF TRAIN DISPATCHER

W. M. BALDOCK.....San Rafael

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco...	Dr. W. W. Washburn...	Chief Surgeon
Sausalito.....	Dr. C. F. Larson.....	District Physician and Surgeon
Tiburon.....	Dr. D. L. Wagner.....	District Physician and Surgeon
Mill Valley.....	Dr. R. B. Hartman.....	District Physician and Surgeon
San Anselmo.....	Dr. D. L. Wagner.....	District Physician and Surgeon
San Rafael.....	Dr. H. O. Hund.....	District Physician and Surgeon
San Rafael.....	Dr. C. A. DeLancey.....	District Physician and Surgeon
San Rafael.....	Dr. D. L. Wagner.....	District Physician and Surgeon
Novato.....	Dr. R. J. Weseman.....	District Physician and Surgeon
Petaluma.....	Dr. F. E. Ems.....	Associate Physician and Surgeon
Petaluma.....	Dr. J. J. Mohrman.....	District Physician and Surgeon
Petaluma.....	Dr. Robert C. West.....	Oculist and Aurist
Petaluma.....	Dr. L. S. Sanella.....	Assistant Oculist and Aurist
Sebastopol.....	Dr. Chester Marsh.....	Emergency Physician and Surgeon
Guerneville.....	Dr. W. N. Makaroff.....	District Physician and Surgeon
Santa Rosa.....	Dr. E. T. Noall.....	District Physician and Surgeon
Santa Rosa.....	Dr. A. M. Bowles.....	District Physician and Surgeon
Santa Rosa.....	Dr. Paul T. Quarry.....	District Physician and Surgeon
Santa Rosa.....	Dr. J. L. Spear.....	Oculist and Aurist
Healdsburg.....	Dr. K. J. Dunlavy.....	District Physician and Surgeon
Sonoma.....	Dr. W. J. Newman.....	Emergency Physician and Surgeon
Cloverdale.....	Dr. F. E. Sohler, Jr.....	District Physician and Surgeon
Ukiah.....	Dr. E. K. Van Allen.....	Ass't District Physician and Surgeon
Ukiah.....	Dr. W. M. Vest.....	District Physician and Surgeon
Willits.....	Dr. Raymond Babcock.....	District Physician and Surgeon
Willits.....	Dr. G. W. Patterson.....	Ass't District Physician and Surgeon
Scotia.....	Dr. F. L. Kreutzer.....	District Physician and Surgeon
Fortuna.....	Dr. C. Schwartz.....	District Physician and Surgeon
Eureka.....	Dr. J. W. Walsh.....	District Physician and Surgeon
Eureka.....	Dr. G. B. Watson.....	Ass't District Physician and Surgeon
Eureka.....	Dr. W. C. Carey.....	Oculist and Aurist
Eureka.....	Dr. W. W. Dolfini.....	Oculist and Aurist
Arcata.....	Dr. B. Cooper.....	District Physician and Surgeon
Arcata.....	Dr. Chas. N. Earl.....	Ass't 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 HOSPITAL.....	SAN FRANCISCO
GENERAL HOSPITAL.....	EUREKA
EMERGENCY HOSPITAL.....	SAN RAFAEL
EMERGENCY HOSPITAL.....	PETALUMA
EMERGENCY HOSPITAL.....	SANTA ROSA
EMERGENCY HOSPITAL.....	WILLITS

WATCH INSPECTORS

RULE 2. Designated Watch Inspectors:

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

LOCATION OF STANDARD CLOCKS

Tiburon.....	Train-Order Office
San Rafael.....	Ticket Office
San Rafael.....	Train Dispatcher's Office
Sonoma.....	Train-Order Office
Santa Rosa.....	Train-Order Office
Healdsburg.....	Train-Order Office
Ukiah.....	Train-Order Office
Willits.....	Train-Order Office
Willits.....	Roundhouse
Island Mountain.....	Train-Order Office
South Fork.....	Train-Order Office
Scotia.....	Train-Order Office
Fortuna.....	Train-Order Office
Eureka.....	Train-Order Office
Eureka.....	Roundhouse

SOUTHERN DIVISION - SANTA ROSA SUBDIVISION

Table with columns for WESTWARD and EASTWARD directions, including station names, mile markers, and time/weight data.

NOTICE: This schedule is subject to change without notice. Please check with the carrier for the latest information.

SOUTHERN DIVISION—SANTA ROSA SUBDIVISION

Capacity of sidings	EASTWARD		Mile Post Location	Timetable No. 30 April 26, 1953	Station Number	Distance from Willits	WESTWARD								
	FIRST CLASS						FIRST CLASS		SECOND CLASS						
	4 Eureka Express Leave Daily	PM 6.50					3 Eureka Express Arrive Daily	81 Freight Arrive Daily	85 Freight Arrive Daily	87 Freight Arrive Daily	89 Freight Arrive Daily				
												7.03	7.07	6.55	7.45
STATIONS															
Tiburon yard BKWDOTP			6.5	TO-R	TIBURON	5	131.4	s	AM 6.55		AM 7.45				AM 2.15
21			11.4		MEADOWSWEET	10	128.5		6.43		7.27				1.57
Yard Limits YP			12.7		DETOUR	11	125.2		6.39						
90			14.3												
Yard Limits WYPBK			17.0	TO-R	SAN RAFAEL	14	122.5	s	6.20		7.15				1.45
29			21.7	TO-R	MILLER	19	117.8	f	5.36		6.59	Via Black Point	Via Black Point		1.29
68			24.9	TO	IGNACIO	22	114.8	f	5.31		6.52	AM 11.41	PM 8.42		1.22
37			27.8	TO	NOVATO	25	111.7	s	5.26		6.46	11.36	8.37		1.16
43			31.3		BURDELL	28	108.2	f	5.17		6.39	11.29	8.30		1.09
Yard Limits			36.7		HAYSTACK	34	102.8		5.10						
98			38.5	TO	PETALUMA	36	101.0	s	5.05		6.22	11.12	8.13		12.52
35			39.2		PARK SIDING	37	100.3		4.58		6.19	11.09	8.09		12.49
106			46.1		COTATI	43	93.4	f	4.47		6.02	10.52	7.52		12.32
E-93 Yard Limits W-104 BKWDOYP			53.8	TO-R	SANTA ROSA	51	85.7	s	4.31		5.43	10.33	7.33		12.13
52			58.5		FULTON	55	81.0	f	4.18		5.32	10.22	7.22		12.02 AM
10			62.9		WINDSOR	60	78.8	f	4.12		5.24	10.14	7.14		11.54 PM
Yd. Limits			67.0		BAILHACHE	64	72.5								
32			68.0	TO-R	HEALDSBURG	65	71.5	s	4.04		5.12	10.02	7.02		11.42
82			75.8	TO	GEYSERVILLE	73	63.7	s	3.50		4.56	9.46	6.46		11.26
35			81.3		ASTI	78	58.2	s	3.40		4.46	9.36	6.36		11.16
58			85.2	TO	CLOVERDALE	82	54.3	s	3.32		4.39	9.29	6.29		11.09
20			89.8		ECHO	87	49.7	f	3.19		4.25	9.15	6.15		10.55
60			95.3		PIETA	92	44.2	f	3.05		4.08	8.58	5.58		10.38
85			100.1	TO	HOPLAND	97	39.4	s	2.53		3.53	8.43	5.43		10.23
47			103.9		LARGO	101	35.6	f	2.41		3.42	8.32	5.32		10.12
10			109.8		EL ROBLE	107	29.9	f	2.28		3.24	8.14	5.14		9.54
91			114.0	TO-R	UKIAH	111	25.5	s	2.21		3.15	8.05	5.05		9.45
			120.1		CALPELLA	117	19.4	f	2.06		2.57	7.47	4.47		9.27
78			122.1		REDWOOD VALLEY	119	17.4	s	2.01		2.50	7.40	4.40		9.20
24			124.0		LAUGHLIN	121	15.5	f	1.55		2.28	7.18	4.18		8.58
4			127.9		HILPASS	125	11.6		1.43		2.12	7.02	4.02		8.42
32			131.4		RIDGE	128	8.1	f	1.32		1.58	6.48	3.48		8.28
Yard Limits BKWDOYP			138.4		MUIR	135	1.1		1.13						
			139.5	TO-R	WILLITS	136	0.0		1.10 AM		1.20 AM	6.10 AM	3.10 PM		7.50 PM
					(131.4)				Leave Daily		Leave Daily	Leave Daily	Leave Daily		Leave Daily

No. 3 turn train at Detour. No. 3 sound whistle signal 14(1) approaching private crossing at west end paint shop, Tiburon. Junction switch to Schellville Branch is located west of station Ignacio.

RULE 5. Schedule time and train-order time between trains to and from the Santa Rosa line and the Schellville Branch will apply at the east switch of the wye at Ignacio on the Santa Rosa line.

RULE S-72. No. 4 is superior to No. 3 Ukiah to Willits, and between switch at west end of train yard and east switch of scale track at Willits. No. 3 will use scale track at Willits when meeting No. 4.

SOUTHERN DIVISION—SANTA ROSA SUBDIVISION

EAST-WARD		Timetable No. 30 April 26, 1953 SCHELLVILLE BRANCH			WESTWARD				
Capacity of sidings		Mile Post Location	STATIONS	Station Number	Distance from Ignacio	SECOND CLASS			
Yd. Limits						85	87		
					Freight	Freight			
					Arrive Daily	Arrive Daily			
					PM 12.30	PM 9.30			
Yard Limits 68 WYP					11.41 AM	8.42 PM			
					Leave Daily	Leave Daily			
KPB	44.8	TO-R	SONOMA 4.4	620	19.9				
YWP	40.4	TO-R	SCHELLVILLE 5.2	616	15.5				
P	35.2	(9 Cars)	FAIRVILLE (Spur-W) 4.4	610	10.3				
	30.8	(3 Cars)	RECLAMATION (Spur-E) 2.3	606	5.9				
P	28.5	(15 Cars)	BLACK POINT (Spur-W) 3.6	604	3.6				
	24.9	TO	IGNACIO	22	0.0				

EAST-WARD		Timetable No. 30 April 26, 1953 SAUSALITO BRANCH			WEST-WARD		
Capacity of sidings		Mile Post Location	STATIONS	Station Number	Distance from Detour	ADDITIONAL STATIONS	
Sausalito yard WPB						Station No.	NAME
Yard Limits YP							
	6.5	TO	SAUSALITO 3.4	305	7.8	9	Reed..... (Spur) 10.1 6P
	9.9		ALMONTE 2.7	308	4.4	12	Greenbrae..... 14.9 ..
	12.6	(5 Cars)	CORTE MADERA (Spur-E) 0.4	311	1.7	16	Cerro..... 18.7 17P
	13.0		BALTIMORE PARK 1.3	312	1.3	18	*Gallinas..... (Spur) 21.1 23
	14.3		DETOUR	11	0.0	21	**Hamilton Field.... (Spur) 23.8 110
						35	McNear..... (Spur) 37.1 54
						38	*Crown..... (Spur) 41.0 9
						39	Ely..... 42.0 29P
						40	*Penn Grove..... (Spur) 43.3 10
						46	Willfred..... 48.7 ..
						58	Shiloh..... (Spur) 61.0 7
						63	*Grant..... 66.4 12
						66	Finlayson..... 69.0 ..
						66	Oliveto..... (Spur) 69.1 6
						67	Chiquita..... (Spur) 70.0 3
						68	Simi..... 70.5 10
						69	*Lytton..... 71.9 42P
						71	Nervo..... (Spur) 73.9 3
						74	Tosca..... (Spur) 76.5 5
						75	Omus..... (Spur) 77.0 9
						76	*Chianti..... (Spur) 78.8 6
						79	Icaria..... (Spur) 82.7 6
						84	*Preston..... (Spur) 87.1 15
						110	Asylum..... 113.1 17
						113	Presswood..... 115.8 52P
						114	Norlake..... (Spur) 117.0 7
						115	Pomo..... 118.0 ..
							Schellville Branch
						612	McGill..... (Spur) 36.7 21
						618	Vineburg..... (Spur) 42.3 17
						618	Batto..... (Spur) 42.4 7
						618	Bonilla..... (Spur) 43.1 3
						619	Stando..... (Spur) 43.8 3
						619	Sebastiani..... (Spur) 44.2 26
							Sausalito Branch
						306	Waldo..... 8.4 18P
						307	Manza..... (Spur) 9.2 9
						309	Alto..... (Spur) 11.0 9

EAST-WARD		Timetable No. 30 April 26, 1953 LARKSPUR BRANCH			WEST-WARD		
Capacity of sidings		Mile Post Location	STATIONS	Station Number	Distance from Larkspur	ADDITIONAL STATIONS	
Sausalito yard WPB						Station No.	NAME
Yard Limits YP							
	13.0		BALTIMORE PARK 0.4	312	0.4		
	13.4	(4 Cars)	LARKSPUR (Spur-E)	501	0.0		

EAST-WARD		Timetable No. 30 April 26, 1953 MILL VALLEY BRANCH			WEST-WARD		
Capacity of sidings		Mile Post Location	STATIONS	Station Number	Distance from Mill Valley	ADDITIONAL STATIONS	
Sausalito yard WPB						Station No.	NAME
Yard Limits YP							
	9.9		ALMONTE 1.8	308	1.8		
P	11.7		MILL VALLEY	402	0.0		

*Flag stop for Nos. 3 and 4.
**Flag stop for No. 3; and flag stop for No. 4 to entrain or detrain passengers to or from Santa Rosa or points beyond.

NORTHERN DIVISION—SOUTH FORK SUBDIVISION

Capacity of sidings	EASTWARD		Mile Post Location	Timetable No. 30 April 26, 1953	Station Number	Distance from Eureka	WESTWARD					
	FIRST CLASS						FIRST CLASS		SECOND CLASS			
	4 Eureka Express Leave Daily	AM 12.30					3 Eureka Express Arrive Daily	75 Freight Arrive Daily	91 Freight Arrive Daily	77 Freight Arrive Daily	79 Freight Arrive Daily	
												STATIONS
Yard Limits BKWDOYP			139.5	TO-R	WILLITS	136	144.6	s AM 12.46	AM 8.50	PM 12.50	PM 4.35	AM 12.20
54 P	f 12.38	f 12.38	143.7		4.2 OUTLET	141	140.4	f 12.38	8.36	12.35	4.21	12.05 AM
56 P	f 12.50	f 12.25	148.7		5.0 ARNOLD	146	136.4	f 12.25	8.13	12.12 PM	3.58	11.42 PM
59 WP	f 1.00	f 12.15	152.5		3.8 LONGVALE	149	131.6	f 12.15	7.58	11.57 AM	3.43	11.27
44 P	f 1.14	f 12.01 AM	158.2		5.7 FARLEY	155	125.9	f 12.01 AM	7.37	11.37	3.22	11.06
39 WP	f 1.23	f 11.52 PM	161.8		3.6 TATU	159	122.3	f 11.52 PM	7.23	11.23	3.08	10.52
46 WOP	s 1.39	s 11.40	166.5	TO	4.7 DOS RIOS	163	117.6	s 11.40	7.04	11.04	2.49	10.33
33 P	f 1.51	f 11.23	171.1		4.6 WOODMAN	168	113.0	f 11.23	6.47	10.47	2.32	10.16
39 P	f 2.03	f 11.12	175.5		4.4 NASHMEAD	172	108.8	f 11.12	6.32	10.32	2.17	10.01
81 P	f 2.15	f 10.59	180.0		4.5 SPYROCK	177	104.1	f 10.59	6.18	10.18	2.03	9.47
54 WP	f 2.27	f 10.47	184.3		4.3 BELL SPRINGS	181	99.8	f 10.47	6.02	10.02	1.47	9.31
22 P	f 2.40	f 10.29	189.3		5.0 RAMSEY	186	94.8	f 10.29	5.42	9.42	1.27	9.11
75 Yard Limits WOTPK	s 2.53	s 10.16	194.5	TO	5.2 ISLAND MOUNTAIN	191	89.6	s 10.16	5.23	9.23	1.08	8.52
31 WP	f 3.15	f 10.00	200.3		5.8 KEKAWAKA	197	83.8	f 10.00	4.57	8.57	12.42	8.26
54 P	s 3.40	s 9.38	209.1	TO	8.8 ALDERPOINT	206	75.0	s 9.38	4.27	8.27	12.12 PM	7.56
76 Yard Limits WOP	s 4.04	s 9.14	216.6	TO	7.5 FORT SEWARD	214	67.5	s 9.14	4.04	8.05	11.49 AM	7.33
42 P	f 4.16	f 8.57	221.5		4.9 BROCK CREEK	218	62.6	f 8.57	3.48	7.50	11.34	7.18
43 P	s 4.26	f 8.47	225.1		3.6 EEL ROCK	222	59.0	f 8.47	3.37	7.39	11.23	7.07
53 WP	s 4.45	s 8.23	232.2		7.1 MCCANN	229	51.9	s 8.23	3.14	7.16	11.00	6.44
57 Yard Limits WYOPBK	s 5.05	s 8.12	237.3	TO-R	5.1 SOUTH FORK	234	46.8	s 8.12	2.58	7.00 AM	10.44	6.28
52 P	f 5.15	f 7.54	241.7		4.4 LARABEE	239	42.4	f 7.54	2.42		10.28	6.12
56 P	f 5.25	f 7.44	245.6		3.9 SHIVELY	243	38.5	f 7.44	2.27		10.13	5.57
25 P	f 5.35	f 7.33	250.0		4.4 ELINOR	247	34.1	f 7.33	2.13		9.59	5.43
	5.44	7.24	254.0		4.0 GLYNN	251	30.1	7.24				
75 Yard Limits BKWP	s 5.53	s 7.21	255.6	TO	1.8 SCOTIA	253	28.5	s 7.21	1.56		9.42	5.26
	f 6.03	f 7.05	259.0	(19 Cars)	3.4 STONE (Spur-W)	256	25.1	f 7.05				
28 Yard Limits WP	f 6.10	f 6.57	262.7	TO	3.7 ALTON	260	21.4	f 6.57	1.30		9.16	5.00
75 P	6.13	6.53	264.5		1.8 ROHNERVILLE	261	19.6	6.53	1.24		9.10	4.54
19 BKP	s 6.22	s 6.49	266.1	TO-R	1.6 FORTUNA	263	18.0	s 6.49	1.19		9.05	4.49
36 Yard Limits P	s 6.32	s 6.37	268.7	TO	2.6 FERNBRIDGE	266	15.4	s 6.37	1.11		8.57	4.41
10 P	s 6.38	s 6.33	271.0	TO	2.3 LOLETA	268	13.1	s 6.33	1.04		8.50	4.34
23 P	f 6.45	f 6.24	273.9		2.9 BEATRICE	271	10.2	f 6.24	12.51		8.37	4.21
38 Yard Limits WP	f 6.53	f 6.17	277.8		3.9 SOUTH BAY	275	6.3	f 6.17	12.39		8.25	4.09
21 P	7.03	6.06	282.0		4.2 BUCKSPORT	279	2.1	6.06				
BKWOTYP	s 7.10 AM	s 6.00 PM	284.1	TO-R	2.1 EUREKA (144.6)	281	0.0	s 6.00 PM	12.15 AM		8.01 AM	3.45 PM
	Arrive Daily	Leave Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

RULE S-72. No. 4 is superior to No. 3 between switch at west end of train yard and east switch of scale track at Willits. No. 3 will use scale track at Willits when meeting No. 4.

RULE 83. If No. 4 or a section of No. 4 is met at Willits or at a station on South Fork Subdivision, it will indicate to No. 3 that No. 4 or that section of No. 4 has also arrived at Willits on Santa Rosa Subdivision.

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

NORTHERN DIVISION—SOUTH FORK SUBDIVISION

Capacity of sidings	Mile Post Location	EAST-WARD		Station Number	WEST-WARD
		Timetable No. 30			
		April 26, 1953			
		KORBLEX BRANCH			
		STATIONS			
Yard Limits BKWDOTYP	284.1	TO-R	EUREKA	281	11.1
Yard Limits WYP P	292.5	TO-R	8.4 ARCATA	808	2.7
	295.2		2.7 KORBLEX	811	0.0
Capacity of sidings	Mile Post Location	EAST-WARD		Station Number	WEST-WARD
		Timetable No. 30			
		April 26, 1953			
		SAMOA BRANCH			
		STATIONS			
Yard Limits WYP	292.5	TO-R	ARCATA	808	8.0
Yard Limits P W	298.8		7.3 SAMOA YARD	907	0.7
	300.5		0.7 SAMOA	908	0.0
Capacity of sidings	Mile Post Location	EAST-WARD		Station Number	WEST-WARD
		Timetable No. 30			
		April 26, 1953			
		CARLOTTA BRANCH			
		STATIONS			
Yard Limits WP	262.7	TO	ALTON	260	5.0
Yard Limits P	267.7		5.0 CARLOTTA	705	0.0

RULE 5. At Carlotta, train-order time will apply at switch leading to The Pacific Lumber Co. Yager creek spur near MP 267.3.

ADDITIONAL STATIONS			
Station No.	NAME	Mile Post	Capacity
164	*Indian Springs.....	168.0	..
165	*Deer Lodge.....	169.0	..
171	*Camp Rest.....	174.4	..
173	*River Garden.....	177.2	..
...	Quarry Spur..... (Spur)	195.7	11
...	*MP 201..... (Spur)	201.0	8
202	Cain Rock..... (Spur)	205.5	15P
209	*Steelhead.....	211.6	..WP
224	*Smith..... (Spur)	227.7	3
225	*Tanoak..... (Spur)	228.3	4
227	*Sequoia..... (Spur)	230.1	18P
232	*Camp Grant..... (Spur)	234.8	25
236	Perrott Creek.....	238.4	..P
240	*Larabee Ranch.....	242.4	..
241	*Bryan.....	243.2	..
254	Yoder..... (Spur)	256.1	50P
...	Line Change Spur.. (Spur)	256.7	8
255	*Nanning Creek..... (Spur)	257.0	2P
258	Dinsmore..... (Spur)	261.0	30P
265	Worswick..... (Spur)	268.2	27
272	Zerus..... (Spur)	275.0	3
...	Eureka Tallow Co. (Spur)	280.7	3
	Korblex Branch		
804	Brainard..... (Spur)	287.5	23
805	Bracut..... (Spur)	289.2	10
	Samoa Branch		
905	Manila..... (Spur)	297.5	28

*Flag stop for Nos. 3 and 4.

SPECIAL INSTRUCTIONS—ALL DIVISIONS

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

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

RULE 7-A. Is revised to read:

"Yellow signals, and unattended red flags and red lights must be placed, and when practicable all signals by hand must be given, on the engineer's side. Other flag and lamp signals, fuses and torpedoes must be respected when received from or displayed on either side."

RULE 10-G. First paragraph is revised to read:

"When an unattended red flag or red light is displayed to the right of track in direction of approach, train, after stopping, must be preceded for a distance of one-half mile from point where signal is displayed by a flagman who must carefully examine track and structures."

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

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

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

RULE 104-C. First paragraph is revised to read:

"When a train or engine is clear of main track, to be met or passed by a train, employees must not unlock derails or switches, nor be between the fouling point and main track switch. They must not be within 150 feet of any main track switch until the approaching train has passed."

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

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

RULE 211. Form N train order may be issued to authorize lowering of train-order signal arm twice and its return to stop position as a calling-on signal at stations where letter type indicator for display of "M" is not installed, and such operation of the signal will be an indication to an approaching train that orders are to be delivered which will authorize movement to the next station at least, against and ahead of, all superior trains. Engineer must acknowledge this calling-on signal by sounding signal 14(b), and will proceed on main track to receive orders.

If train is delayed between the time of acknowledging the calling-on signal and receipt of train orders, protection by flagman against any superior train must be provided.

Operation of the signal in above manner is prohibited unless operator has received Form N train order, and provided time limit named in the order has not expired.

RULE 306. Second paragraph is revised to read:

"When a signal with triangular plate protecting a spring switch displays stop indication, except when the switch is lined by hand for the movement, member of crew must open and close spring switch by hand, removing any obstruction."

RULE 535. SPRING SWITCHES

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movement with switch points in normal position, as indicated in Speed Restrictions tables must not be exceeded.

RULE 536. First paragraph is revised to read:

"When a trailing movement is to be made over a spring switch equipped with a facing point lock, and the initial movement of the switch points is not actuated by the engine, switch must be lined for the movement. Employee so lining the switch must again line it for normal position after movement has been completed, unless he has arranged for another employee to do so."

GENERAL REGULATIONS

RULE 811. The crew must eat as a unit, and conductor's instructions in this respect will govern.

RULE 821. Speed of equipment over inundated tracks must not exceed 3 MPH, and the depth of water above top of rail must not be more than the following:

Diesel engines	3 inches
Passenger cars and steam engines equipped with roller bearings	6 inches
Other passenger cars and steam engines	12 inches

RULE 822. Third paragraph is revised to read:

"When a movement is being made, except for uncoupling car from engine, employees must not stand or ride between engine and car, or between two engines, either on pilot, footboard or footboards. They must not go between moving cars or between engine and car in motion, nor ride on pilot, leading footboard or footboards while passing over road crossings or operating on public streets. Not more than one employee is permitted to ride on pilot, leading footboard or footboards in direction of movement at any time."

RULE 825. Second paragraph is revised to read:

"Cars must be kept clear of any street or public crossing, and at least one hundred feet from the crossing when practicable."

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

When a train handling loaded open top cars is to be met or passed by a train, member of the train crew must make inspection of all such cars to insure that no hazard of personal injury or accident exists.

RULE 831 is revised to read:

"Pile drivers, locomotive cranes, and any other work equipment having butt couplers (no draft gear), scale test cars, and all wooden underframe cars must be handled near rear of train ahead of caboose but behind any helper engine. When practicable all other work equipment, including steel underframe outfit cars, power shovels, derricks, spreaders, ditchers, pile drivers and locomotive cranes should be similarly handled in train. It will not be necessary to keep wooden underframe cars in one block when so handled.

Women and children must not be permitted to ride in outfit cars when moved by freight or mixed train. Other occupants of outfit cars must remain inside and not ride on top, sides or between these and other cars during course of road or yard movements."

RULE 832 is cancelled.

RULE 873. Engines must not be sanded out while closely approaching or passing through tunnels.

AIR BRAKE RULES

Before hoses are parted, angle cocks must be closed on both sides of hose couplings.

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

MISCELLANEOUS

HELPER SERVICE:

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

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

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

MAXIMUM CAR LOADINGS

Load limit (car and contents) must not exceed 188,000 pounds except load limit at Carlotta to end of industry track and on wharves Samoa Yard must not exceed 169,000 pounds. Loads in excess of 188,000 pounds but not to exceed 210,000 pounds may be handled in cars of 140,000 pound capacity but loads in excess of 188,000 pounds must not be placed together or next to cars with loads in excess of 188,000 pounds and speed, while handling, must not exceed 25 MPH.

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

Loads must not exceed 13 feet above top of rail.

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

Relief outfit No. 40 weighs 170,000 pounds. Relief outfit No. 41 weighs 166,800 pounds. For movement of these relief outfits on tracks, where engines heavier than 142,000 pounds on drivers are not permitted to operate, maximum speed must not exceed 10 MPH.

SPEED RESTRICTIONS

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

Speed of light engines running forward must not exceed restrictions shown for freight trains.

Trains with steam engine running backward must not exceed 20 MPH.

Light steam engines running backward permitted to make speed shown for freight trains but must not exceed 15 MPH.

Steam engines operated* coupled tender to tender must not exceed speed permitted for light engines running backward.

Maximum speed of disabled engines hauled in train or running under own steam must not exceed 20 MPH.

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

Class C-2 to 9 (engines of the 2500, 2600, 2700 and 2800 series) must not exceed 40 MPH.

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

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

Dead engines, either steam or diesel, hauled in train and weighing 150,000 lbs. or more on drivers should be placed not less than 8 cars behind road engine. If weight on drivers is less than 150,000 lbs., dead engine should be placed near rear of train. Dead road engines should be headed in direction of movement when possible.

When a diesel locomotive is derailed, attempt to rerail it must not be made unless an officer or supervisor of the Mechanical Department (or in their absence other qualified officer) is present.

When train order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

Speed signs have been installed to indicate speed restrictions within certain cities and have been placed one-half mile from the city limit, provided in Rule 10-J, at following locations:

- Sonoma..... Sign 600 feet east of MP 43.66,
- Petaluma..... For eastward trains, east end of the Petaluma Drawbridge, MP 37.00. For westward trains, 240 feet west of Trestle 39-E,
- Santa Rosa... For eastward trains, 3000 feet east of MP 52.00. For westward trains, 600 feet east of MP 55.00,
- Healdsburg... For eastward trains, 60 feet west of the west switch at Bailhache. For westward trains at Trestle 69-D,
- Cloverdale.... For eastward trains, at MP 84-B. For westward trains—not required account other restrictions,
- Ukiah..... For eastward trains, 2510 feet west of MP 113.00. For westward trains, 881 feet east of MP 115.00.

MISCELLANEOUS

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

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

SPECIAL INSTRUCTIONS—ALL DIVISIONS

WEIGHT OF PASSENGER CARS (IN TONS)

Class	Number	Tons
Baggage.....	*613	47
Baggage.....	*614	46
Baggage.....	*615	46
Baggage.....	619	49
Baggage.....	675	48
Baggage.....	676	47
Baggage.....	677	49
Baggage.....	678	48
Baggage.....	679	48
Baggage.....	680	50
Official (Redwood).....	06	68
Chair.....	552	56
Chair.....	553	55
Coach.....	459	55
Coach.....	460	55
Mail and Baggage.....	641	55
Mail and Baggage.....	642	55
Mail and Baggage.....	5036	55
Coach-Lounge.....	2172	57
Coach-Lounge.....	2183	57
All-Day Lunch.....	51
Pullman Standard Sleeper.....	89

*Steel Underframe.

MAIL AND EXPRESS STOPS

Train No. 3

Station	Frequency	Traffic
South Bay.....	Sat. only.....	Mail
Beatrice.....	Sat. only.....	Mail
Alton.....	Daily except Sun. & Hol.....	Mail
Shively.....	Daily except Sun.....	Mail
McCann.....	Daily.....	Mail & Express
Sequoia.....	Daily except Sun.....	Mail
Eel Rock.....	Daily except Sun.....	Mail & Express
Spyrock.....	Daily except Sun. & Hol.....	Mail & Express
Nashmead.....	Daily except Sun. & Hol.....	Mail & Express

Train No. 4

Station	Frequency	Traffic
Nashmead.....	Daily except Sun. & Hol.....	Mail & Express
Spyrock.....	Daily except Sun. & Hol.....	Mail & Express
Eel Rock.....	Daily.....	Mail & Express
McCann.....	Daily.....	Mail & Express
Shively.....	Daily except Sun.....	Mail & Express
Alton.....	Daily except Sun. & Hol.....	Mail & Express
Beatrice.....	Daily except Sun.....	Mail
South Bay.....	Daily except Sun.....	Mail

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

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

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

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

West MP		East MP
6.5	Sausalito (Sausalito Branch) Incl. Waldo.....	8.65
6.5	Tiburon (Santa Rosa Line).....	8.24
12.17	Detour.....	14.73
15.58	San Rafael.....	17.30
24.30	Ignacio.....	27.05
26.80	" (Schellville Branch).....
45.06	Schellville.....	38.93
36.38	Petaluma.....	39.52
52.36	Santa Rosa.....	55.66
66.80	Healdsburg.....	69.55
84.64	Cloverdale.....	85.57
112.37	Ukiah.....	114.95
121.10	Redwood Valley.....	122.39
130.76	Ridge.....	132.12
138.23	Willits.....	140.90

The switch leading from track 1 (scale house) to the turntable track, and the switch leading from track 1 to track 9 (sand house), at Tiburon, must be kept lined for straightaway movement on track 1, except when movement is being made through either of these switches.

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

RULE 98. Railroad crossings at grade not interlocked:
 Petaluma.....P&SRRR crossing of yard tracks—STOP.
 Flag protection must be provided.
 Santa Rosa....P&SRRR crossing of Grace Bros. spur.
 Schellville.....SP crossing of NWP.

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

RULE 103-A.

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

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

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

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

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

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

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

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

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

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

Uncontrolled movement of cars over these crossings prohibited.

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

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

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

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

Crossings at 6th, 7th, and 8th Street are protected by a watchman between 7:00 AM and 11:00 AM and 12:00 Noon and 4:00 PM.

Fire siren, located on watchman's tower 7th Street crossing and will be sounded by City Fire Department when necessary to operate fire equipment over tracks 7th Street crossing.

When siren is sounded all movements must be stopped before crossing is blocked, or if crossing is blocked, cut must be made immediately to permit movement of the fire equipment over crossing.

When eastward freight trains with 50 or more cars are occupying this crossing, a brakeman must detrain at this crossing and remain on south side of track until train has cleared the crossing.

If the Fire Department requests to use the crossing, effort must be made to clear it, without delay, and, when necessary train must be stopped and crossing cut.

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

- Beaver Street.....On cross town line.

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

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

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

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

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

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

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

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

RULE 535. SPRING SWITCHES

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

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

Light signal indicating position of switch for facing point movement at above locations is located from 25 to 70 feet in approach to switch. When movement has been completed through switch, reverse movement must not be made until points close and signal light indicates proceed.

RULE 605. DRAWBRIDGES INTERLOCKED

MP 28.8	Black Point.....	Petaluma Creek
MP 37.2	McNear.....	Petaluma Creek

TELEPHONE SIGNALS

Semaphore type signals are located at Ridge and Redwood Valley. When these signals indicate stop, conductor (or engineer in case of light engine) must communicate with the train dispatcher by telephone. The normal position of these signals is proceed.

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

Hilpass: Portable rail skid is hung on a post near the west end of siding.

When necessary to leave one or more cars on the siding, rail skid must be placed on rail, and leading wheel of first car in descending direction run on to the rail skid and hand brakes set before engine is detached.

Trains picking up cars must remove rail skid and return it to the post provided for that purpose and lock it in place with switch lock.

AIR BRAKE RULES

RULE 3. Freight trains between Redwood Valley and Willits will carry 90-lb. brake pipe pressure.

RULE 14. Westward freight trains having helpers cut in on rear of train will be started from Willits in accordance with that portion of Air Brake Rule 14 reading:

"With one or more helper engines back in the train, helper engineers will first use steam in starting. The lead engineer must be prepared to start promptly and carefully before the helper engines stall."

After train has started, helper engineers will reduce throttle to drifting position and let the road engine stretch the train and handle entire train out over initial switch during rolling inspection. Helper engineers will then carefully bunch the slack in a manner to avoid objectionable run-in.

RULE 17. When retainers are used on westward trains between Ridge and Redwood Valley, the following will govern:

When retainers are turned up on loaded cars, and retainer is of the three-position type, it must be in the high pressure position, which is midway, or 45 degree position.

When retainers are required on empty equipment, they must be turned to the low pressure position. The high pressure position must not be used on empty equipment.

When retainers are used on eastward trains between Ridge and Willits, retainers must not be used on any equipment in high pressure position.

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

Retainers will be turned up on all cars on westward freight trains, except that 9 retainers will be left turned down for each dynamic brake in operation on head end of train.

Eastward freight trains, Redwood Valley to Willits, must have not less than one retainer for each 100 tons except if dynamic brakes are operative, retainers need not be used unless requested by engineer. Engineer may request additional retainers if, in his judgment, additional retainers are required, and trainmen must so provide when request is made. Train must be stopped to clear Valley street 350 feet west of west switch Willits for the purpose of turning down retainers.

When a stop is made by westward freight trains between MP 125 and Redwood Valley and engineer is unable to again start the train, engineer will sound whistle signal 14(b). Brakemen will commence at the rear of the train and turn down sufficient retainers to allow train to start. Retainers must again be turned up on each car as soon as the brake cylinder pressure is sufficiently reduced.

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

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

If road engine is equipped with dynamic brake, and engineer is qualified to operate dynamic brake, the following will apply:

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

FREIGHT TRAINS

RULE 33. Freight trains descending grade Ridge to Redwood Valley must not exceed an average of 55 tons per operative brake, not including engine or caboose, except that where road engine is equipped with cross compound compressor, 60 tons per operative brake, exclusive of engine and caboose, may be operated.

If dynamic brakes are operative, trains descending grade between Ridge and Redwood Valley must not exceed 65 tons per operative brake exclusive of engine and caboose.

PASSENGER TRAINS

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

WILLITS JOINT TRACK

NWPRR main track from the westerly yard switch to the crossover at MP 138.95 and the CWRR main track between a point 150 feet west of the west crossover switch at MP 138.95 to the west yard switch at Willits will be jointly used by the NWPRR and the CWRR.

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

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

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Hamilton Field . . . Beyond Door 44 on tracks 3 and 4 in east yard.
"	Ignacio Beet spur.
Engines heavier than 193,000 pounds on drivers, except DS-110 (1442 to 1463) class	Cloverdale Coastal Plywood track.
Engines with rigid wheel base in excess of 15 ft. 8 in.	Santa Rosa Grace Bros. spur.

Gate has been placed across spur track at McGill, MP 36.8 on Schellville Branch. For setting out or picking up cars from this track, gate must be opened. At all other times gate must be kept closed.

Cars to be set out or picked up at Hilpass must be set out or picked up only by eastward trains.

HELPER SERVICE

When helpers are used on westward trains between Ignacio and San Rafael, helper must be cut in ahead of caboose, if consist is over 75% of combined rating of road engine and helper. If less than 75% helper may be placed ahead of road engine. In this event, when moving through Tunnel 4, helper engineer should ease off to a light throttle, and let road engine pull the train through.

HELPERS—RIDGE HILL

Helper engine (or engines) will be left in train between Willits and Redwood Valley unless otherwise instructed. When used as helper or helpers a single unit diesel engine, or two single unit diesel engines, or a two unit diesel engine, with dynamic brakes operating will be placed ahead of road engine.

Additional helper engine (or engines) when used will be placed ahead of caboose and any wooden underframe cars.

When dynamic brake is not operating on diesel engine (or engines) used as helper, place helper engine (or engines) in train ahead of caboose and any wooden underframe cars.

When helpers are to be cut out at Ridge helpers will be placed in train as follows:

- Two-engine trains . . . } Helpers will be cut in ahead of caboose.
- Three-engine trains . . . }
- Four-engine trains . . . } Two helpers will be cut in ahead of the caboose and the other helper spaced approximately seven cars ahead of the other helpers.

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

When helpers are cut in either at Willits or Redwood Valley, the large type of power must be placed ahead of lighter power.

At Ridge, after helpers are cut out and caboose placed on train and air brakes cut in, helper engineer will sound signal 14(m) and road engineer will repeat the signal for rear end test. When ready to proceed, the proceed hand or lamp signal must be relayed by trainmen from rear end to road engineer. Road engineer must not start until such proceed signal is received. Trainmen must be so distributed as to promptly pass these signals.

When starting freight trains on Ridge Hill with one or more helpers back in train, and when whistle signals cannot be heard, lead engineer will carefully stretch slack between road engine and helper engines, then make a 25-lb. brake pipe reduction. He will then return brake valve handle to release position for 25 seconds, then return handle to running position, and after brake pipe pressure has settled, make two short releases, six seconds for the first and three seconds for the second.

Road and helper engineers will carefully note time that brake valve is placed in release position, and three minutes from time that brake pipe pressure starts rising helper engineers will open throttle to start train.

If diesel helper power is used, throttle will be opened to half-way position and after amperes have built up sufficiently to prevent slack from rolling back, release engine brakes. Road engineer will place throttle in same manner, but should allow ten seconds additional time so that helper engines will start to move first.

Engineers on all diesel engines must observe the ampere gauge and adjust throttle to prevent engine from overloading.

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

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

Mile Post	At or Near	Description	Side or Overhead
38.5	Petaluma	Drawbridge	Overhead and side
53.8	Santa Rosa	Eaves of cement shed of Mead Clark Lumber Co.	Side
		Warehouse opposite Tidewater Associated Oil Co.	Side
58.5	Fulton	Water column	Side
68.0	Healdsburg	Steel bridge over Russian River	Side
122.1	Redwood Valley	Water tank spout	Side
131.4	Ridge	Water tank spout	Side
140.0	Willits	Lan-Car, Inc. near roundhouse	Overhead
28.5	Black Point	Drawbridge	Side
37.8		Wingo drawbridge	Side

Tracks 3 and 4 in front of roundhouse at Willits do not provide clearance one with the other for engines standing or moving on these tracks unless engines are more than 65 feet from edge of roundhouse. Engines should not be left standing on either of these tracks between the points where clearance is restricted.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions as prescribed by speed signs, except as specifically authorized by timetable bulletin.

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

TERRITORY	PASSENGER	FREIGHT
BETWEEN:		
MP		
Tiburon and 18.79 (Cerro), except	25	20
7.90 and 7.91 (highway)	10	10
18.79 and 19.16	30	25
19.16 and 22.00	40	25
22.00 and 36.30	50	35
36.30 and 48.53, except	40	25
37.10 and 37.20 (bridge)	10	10
★38.00 and 39.25 (Petaluma)	25	25
46.20 and 48.53	30	20
48.53 and 53.00	40	35
53.00 and 55.07 (Santa Rosa)	25	25
55.07 and 85.00, except	50	35
67.10 and 67.50	40	30
67.50 and 67.80 (bridge)	20	20
67.80 and 69.10 (Healdsburg)	25	25
70.9 and 71.4	30	30
85.00 and 85.62 (Cloverdale)	25	25
85.62 and 87.64	35	25
87.64 and 109.00	25	20
109.00 and 118.00, except	50	30
112.23 and 112.34	35	30
113.50 and 114.50 (Ukiah)	25	25
118.00 and 124.00	25	20
124.00 and 136.70	20	15
136.70 and 139.50 (Willits)	40	30
Ignacio and Sonoma, except:	25	25
24.90 and 25.80 (Ignacio)	20	15
28.69 and 29.10 (drawbridge)	10	10
40.40 and 44.19	20	15
44.19 and 45.06 (Sonoma city limits)	10	10
Baltimore Park and Larkspur	20	20
Sausalito and Detour, except:	20	20
Through Corte Madera tunnel	15	6
Almonte and Mill Valley, except:	20	20
Passing High School MP 10.30	6	6
Stop before crossing Millwood St. MP 11.40

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

★Regulated by City ordinance.

For other than main tracks and branch lines	With caution Not Exceeding MPH
Through sidings, yard and other tracks, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks, and other tracks with steam engine running backward	10
Wye tracks	10

Class DS 110 engines, Nos. 1442 to 1463, inclusive, must not exceed 18 MPH in territory shown below:

Between MP 6.5 and 17.5 (Main Line)
 MP 19.8 and 22.1
 MP 36.3 and 46.6
 MP 51.5 and 55.1

Between MP 37.70 and 40.40 (Schellville Branch)

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

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

ENGINE NUMBERS	EASTWARD							WESTWARD					
	Sausalito to Dutour	Tiburon to San Rafael	San Rafael to Miller	Petaluma to Healdsburg	Healdsburg to Cloverdale	Cloverdale to Redwood Valley	Redwood Valley to Ridge	Willits to Ridge	Redwood Valley to Largo	Largo to Miller	Miller to San Rafael	San Rafael to Tiburon	Dutour to Sausalito
140 to 143.....	798	950	509	1520	1292	950	282	494	1948	2690	691	950	798
181 to 183.....	921	1184	613	1755	1492	1184	344	588	2070	2928	900	1184	921
2312 to 2362.....	1020	1312	639	1945	1653	1312	385	617	2302	3045	950	1312	1020
2513 to 2599.....	1204	1549	754	2297	1953	1549	426	730	2744	3600	1138	1549	1204
2624 to 2860.....	1204	1549	754	2297	1953	1549	426	730	2744	3600	1138	1549	1204
1004 to 1009 (DS-4)....	700	825	425	1275	1075	825	250	400	1525	2025	600	825	700
1442 to 1463 (DS-110)...	1100	1290	850	2010	1750	1295	410	650	2425	3245	1250	1500	1380
1650 to 1652 (PERy)...	425	475	250	750	650	475	150	250	900	1175	350	475	425
1900 to 1903 (DS-200,201)	425	475	250	750	650	475	150	250	900	1175	350	475	425
4600 to 4621 (DF-300 to 303).....	1175	1350	725	2113	1800	1375	437	687	2525	3325	1150	1350	1175
5100 to 5118 (DF-200 to 204).....	725	850	450	1300	1125	850	275	450	1550	2050	650	725	725
5203 to 5278 (DF-101 to 112).....	1850	2160	1150	3350	2825	2150	700	1100	4025	5000	2075	2150	1850
5279 to 5293 (DF-114) 5308 to 5335 (DF-116 to 118).....	2350	2750	1425	3350	2825	2150	700	1100	4025	5000	2075	2750	2350

LIGHT TYPE INDICATORS

This type indicator was installed on the State High Way to assist motorists in locating the location of the indicator on the road. The indicator is located on the road and is used to indicate the location of the indicator on the road. The indicator is located on the road and is used to indicate the location of the indicator on the road.

GENERAL INSTRUCTIONS

When indicator displays a red light, this means that the indicator is located on the road and is used to indicate the location of the indicator on the road. The indicator is located on the road and is used to indicate the location of the indicator on the road.

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

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

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

South Fork.....Nos. 3 and 4 and trains originating or terminating.
Fortuna.....Trains originating or terminating.

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

West MP		East MP
138.23	Willits.....	140.90
193.39	Island Mountain.....	195.62
215.94	Fort Seward.....	217.47
236.53	South Fork.....	238.04
255.03	Scotia.....	256.41
261.65	Alton.....	263.31
	“ (Carlotta Branch).....	264.35
266.52	Carlotta.....	267.78
267.83	Fernbridge.....	269.31
277.01	South Bay.....	278.35
280.56	Eureka.....	285.51
291.53	Arcata (Korblex Branch).....	End Track
	“ (Samoa Branch).....	293.94
298.57	Samoa.....	End of NWPRR Track

RULE 98. Railroad crossings at grade not interlocked:

MP 292.50.....Arcata—California Barrel Company west leg of wye—STOP.

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

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

LIGHT TYPE INDICATORS

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

Control switches are located on poles—MP 256 Poles 12 and 19, MP 257 Poles 0, 6, 11 and 20, MP 258 Pole 6.

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

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

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

GENERAL REGULATIONS

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

RULE 827. Log trains required to double through Tunnel 40 will double from Loleta and logs must be inspected before leaving Loleta, instead of Fernbridge.

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

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

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

ADDITIONAL WATER STATIONS

Stony Creek.....	MP 169.6
Hamman Gulch.....	MP 204.3
West of Eel Rock.....	MP 224.5
Camp 8.....	MP 248.2

Eastward passenger trains must not stop at Steelhead to take water, and other eastward trains take water at Steelhead only in emergency.

Westward through freight trains will take water at Stony Creek (if available) instead of Dos Rios.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines.....	Bell Springs.....Clearance point of spur.
All engines and cars.....	Samoa.....Beyond north end warehouse on track 1.

Engines heavier than 193,000 pounds on drivers.....

Eureka to Korblex...All tracks.

Engines heavier than 150,000 pounds on drivers, except DS-4 (1004 to 1009) class.....

Alton to Carlotta...All tracks.

Engines heavier than 150,000 pounds on drivers.....

Eureka.....Trestle to log dump Hammond Plant No. 2.
“ Island Mountain...On turntable.

Engines heavier than 142,000 pounds on drivers, except DS-4, 5 (1004 to 1016) and DF-300 to 303 (4600 to 4621) classes.....

Carlotta.....To end of industry track.

Engines heavier than 142,000 pounds on drivers, except DS-4, 5 (1004 to 1016) and DF-300 to 303 (4600 to 4621) classes.....

Arcata to Samoa...All tracks, except that engines must not operate beyond restrictive sign placed 100 feet from end of long track serving Warehouse No. 14, Hammond Lumber Co., Samoa.

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

Glynn.....2090.5 feet of siding adjacent to main track.

“ 1700 feet of siding adjacent to Highline track.

“ First 1862 feet of Highline track.

Scotia.....880 feet of house track.

“ First 1000 feet of dump spur adjacent to main track, 205 feet west of Yoder switch.

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

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions as prescribed by speed signs, except as specifically authorized by timetable bulletin.

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

TERRITORY	PASSENGER	FREIGHT
Between: MP MP		
Willits and 143.00.....	35	20
143.00 and 232.00, except:.....	25	20
165.70 and 165.80.....	15	15
166.90 and 167.30.....	15	15
183.80 and 184.10.....	15	15
187.30 and 187.50.....	15	15
190.20 and 190.30 (slide area).....	10	10
196.00 and 196.10.....	20	15
211.50 and 211.70.....	20	20
213.25 and 221.50.....	25	25
232.00 and 256.60, except:.....	30	20
239.70 and 240.30.....	25	20
243.50 and 243.90 (tunnel).....	15	10
248.30 and 249.50.....	25	20
251.60 and 251.90.....	15	15
256.60 and 258.20 (Scotia Bluff).....	15	15
258.20 and 284.10 (Eureka), except:.....	35	20
279.30 and 280.20.....	15	10
281.50 and 284.10.....	20	20
*Between Eureka and Korblex, except:.....	20	20
★A and L Streets, Eureka.....	10	10
284.75 and 285.65.....	15	15
285.65 and 285.80 (drawbridge).....	6	6
285.80 and 286.50.....	15	15
292.50 and 295.20.....	15	15
*Between Arcata and Samoa.....	20	20
*Between Alton and Carlotta.....	15	15
*With relief outfit.....	..	10

★Regulated by City ordinance.

For other than main tracks and branch lines	With caution Not Exceeding MPH
Through sidings, yard and other tracks, balloon tracks, crossovers and turnouts, except:.....	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
Through all sidings, yard tracks, and other tracks with steam engine running backward.....	10
Wye tracks.....	10
Through turnout to TPLCo. yard at Yoder.....	20

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

Mile Post	At or Near	Description	Side or Overhead
284.1.....	Eureka	Eureka Boiler Works—posts at entrance of building.....	Side
284.1.....	Eureka	Acme Foundry—building..	Overhead and Side
284.1.....	Eureka	Eureka Redwood Co.	Side
284.1.....	Eureka	Hammond Log spur—gate post and fence.....	Side

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

ENGINE NUMBERS	EASTWARD			WESTWARD		
	Willits to Loleta	Loleta to Beatrice	Beatrice to Eureka	Eureka to Beatrice	Beatrice to Loleta	Loleta to Willits
140 to 143.....	2043	1235	2043	2043	1093	1378
181 to 183.....	2268	1463	2394	2394	1305	1575
2312 to 2362.....	2514	1621	2514	2514	1447	1746
2513 to 2599.....	2969	1915	2969	2969	1782	2062
2624 to 2860.....	2969	1915	2969	2969	1782	2062
1004 to 1009 (DS-4).....	1625	1325	2975	2975	950	1125
1442 to 1463 (DS-110).....	2580	2100	5000	5000	1475	1760
1650 to 1652 (PERy).....	950	775	1750	1750	550	650
1900 to 1903 (DS-200, 201).....	950	775	1750	1750	550	650
4600 to 4621 (DF-300 to 303)....	3325	2200	3325	3325	1450	1450
5100 to 5118 (DF-200 to 204)....	1650	1350	3000	3000	975	1150
5203 to 5278 (DF-101 to 112)....	5000	3475	5000	5000	2500	2650
5279 to 5293 (DF-114) 5308 to 5335 (DF-116 to 118)..	5000	3475	5000	5000	2650	2650

SPECIAL INSTRUCTION—NORTHERN DIVISION

RATING OF RIGIDS—As of 2000 Lbs. (Tons)

RIGID	SHEAR		BENDING		RIGID
	1st	2nd	1st	2nd	
100 to 149	1000	3000	1000	3000	100 to 149
150 to 199	1000	3000	1000	3000	150 to 199
200 to 249	1000	3000	1000	3000	200 to 249
250 to 299	1000	3000	1000	3000	250 to 299
300 to 349	1000	3000	1000	3000	300 to 349
350 to 399	1000	3000	1000	3000	350 to 399
400 to 449	1000	3000	1000	3000	400 to 449
450 to 499	1000	3000	1000	3000	450 to 499
500 to 549	1000	3000	1000	3000	500 to 549
550 to 599	1000	3000	1000	3000	550 to 599
600 to 649	1000	3000	1000	3000	600 to 649
650 to 699	1000	3000	1000	3000	650 to 699
700 to 749	1000	3000	1000	3000	700 to 749
750 to 799	1000	3000	1000	3000	750 to 799
800 to 849	1000	3000	1000	3000	800 to 849
850 to 899	1000	3000	1000	3000	850 to 899
900 to 949	1000	3000	1000	3000	900 to 949
950 to 999	1000	3000	1000	3000	950 to 999

GENERAL INSTRUCTIONS FOR TRAINING: The minimum weight of train in a section of track shall be equal to the weight of the heaviest loaded train which is to be operated on that section of track. When the weight of the train is less than the weight of the heaviest loaded train, the weight of the train shall be increased to that of the heaviest loaded train. All trains shall be operated at the same speed as the heaviest loaded train. The weight of the train shall be increased to that of the heaviest loaded train when the weight of the train is less than the weight of the heaviest loaded train. The weight of the train shall be increased to that of the heaviest loaded train when the weight of the train is less than the weight of the heaviest loaded train.

CLASSIFICATION	WEIGHT	LOADING
1st Class	1000	3000
2nd Class	1000	3000
3rd Class	1000	3000
4th Class	1000	3000
5th Class	1000	3000
6th Class	1000	3000
7th Class	1000	3000
8th Class	1000	3000
9th Class	1000	3000
10th Class	1000	3000
11th Class	1000	3000
12th Class	1000	3000
13th Class	1000	3000
14th Class	1000	3000
15th Class	1000	3000
16th Class	1000	3000
17th Class	1000	3000
18th Class	1000	3000
19th Class	1000	3000
20th Class	1000	3000

As stipulated by City ordinance: The weight of the train shall be increased to that of the heaviest loaded train when the weight of the train is less than the weight of the heaviest loaded train.

CLASSIFICATION	WEIGHT	LOADING
1st Class	1000	3000
2nd Class	1000	3000
3rd Class	1000	3000
4th Class	1000	3000
5th Class	1000	3000
6th Class	1000	3000
7th Class	1000	3000
8th Class	1000	3000
9th Class	1000	3000
10th Class	1000	3000

EXCEPTION TO OVERHEAD A-B SIDE STRUCTURES NOT STANDBY CLEARANCE ON MAIN TRACK: The weight of the train shall be increased to that of the heaviest loaded train when the weight of the train is less than the weight of the heaviest loaded train.

CLASSIFICATION	WEIGHT	LOADING
1st Class	1000	3000
2nd Class	1000	3000
3rd Class	1000	3000
4th Class	1000	3000
5th Class	1000	3000
6th Class	1000	3000
7th Class	1000	3000
8th Class	1000	3000
9th Class	1000	3000
10th Class	1000	3000

OFFICIAL REPORT
LIBRARY

SPEED TABLE

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

MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

RMH

SCALE IN MILES



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**SAUSALITO
AND ADJACENT TERRITORY**
SCALE IN MILES



**EUREKA
AND VICINITY**
SCALE IN MILES

