

**Think
Safety!**

CALIFORNIA WESTERN RAILROAD



TIME TABLE NO. 53

Effective
FRIDAY, AUGUST 27, 1954
AT 12:01 A.M.

Pacific Standard Time
(120th Meridian)

*For Government and Information
Of Employees Only*

**The Management Reserves The Right
To Vary From This Time Table
When Necessary.**

A. T. NELSON
Vice-President and General Manager

F. H. STURGES
Superintendent of Transportation

CALIFORNIA WESTERN RAILROAD

EASTWARD From Fort Bragg					TIME TABLE	Toward Fort Bragg WESTWARD				
Capacity of Sidings and spurs in car lengths, and location of Fuel, Water and Turning Stations.		FIRST CLASS MOTOR		Dist. from Fort Bragg & Sta. No.	NO. 53	FIRST CLASS MOTOR			Office Hrs. Phone	
		3	1			2	4	6		
Term. Yd.	BKWDOYP	Daily June 20 to August 25	Daily	0.0	STATIONS	Distance from Willits	Daily Except Saturday	Saturday Only	Daily June 21 to August 26	7:00 AM to 5:00 PM
		5:30PM	9:45AM	0.0	TO-R FORT BRAGG	40.0	3:45PM	4:45PM	8:55AM	
11		f 5:35	f 9:50	2.1	2.1 Pudding Creek	37.9	f 3:39	f 4:39	f 8:49	
3		f 5:39	f 9:54	3.5	1.4 Glen Blair Jct.	36.5	f 3:35	f 4:35	f 8:45	
14	P	f 5:48	f 10:03	6.6	3.1 South Fork	33.4	f 3:26	f 4:26	f 8:36	
26	P	f 5:55	f 10:10	9.0	2.4 Ranch	31.0	f 3:19	f 4:19	f 8:29	
		f 5:58	f 10:13	10.0	1.0 Redwood Lodge	30.0	f 3:16	f 4:16	f 8:26	
11	P	f 6:06	f 10:21	12.7	2.7 Grove	27.3	f 3:09	f 4:09	f 8:19	
3	P	f 6:12	f 10:27	14.9	2.2 Camp Three	25.1	f 3:03	f 4:03	f 8:13	
		f 6:16	f 10:31	16.4	1.5 Camp Noyo	23.6	f 2:59	f 3:59	f 8:09	
15	P	f 6:21	f 10:36	18.1	1.7 Alpine	21.9	f 2:54	f 3:54	f 8:04	
		f 6:25	f 10:40	19.6	1.5 Camp Marwedel	20.4	f 2:50	f 3:50	f 8:00	
12	WP	s 6:30	s 10:45	21.3	1.7 Northspur	18.7	s 2:45	s 3:45	s 7:55	
	YP	f 6:38	f 10:53	23.9	2.6 Irmulco	16.1	f 2:37	f 3:37	f 7:47	
26	P	f 6:45	f 11:00	26.8	2.9 Shake City	13.2	f 2:30	f 3:30	f 7:40	
12	P	f 6:49	f 11:04	27.8	1.0 Burbeck	12.2	f 2:27	f 3:27	f 7:37	
6	WP	f 6:58	f 11:13	30.4	2.6 Clare Mill	9.6	f 2:20	f 3:20	f 7:30	
6	P	f 7:06	f 11:21	32.6	2.2 Crowley	7.4	f 2:13	f 3:13	f 7:23	
20	P	f 7:16	f 11:31	35.4	2.8 Summit	4.6	f 2:05	f 3:05	f 7:15	
Term. Yd.	KWDYP	7:30PM	11:45AM	40.0	TO-R WILLITS	0.0	1:50PM	2:50PM	7:00AM	24 Hours

ADDITIONAL SIDINGS, SPURS AND WATER STATIONS

Location	Mile Post	Switch Connection	Car Capacity	Tank Capacity
Hay Shed	5.8	Siding	3	
Rock Pit	7.3	East	4	
Redwood Lodge	10.6			Water 8,000 Gals.
Camp Seven	19.8			Water 8,000 Gals.
Redwood Crk.	24.5	Siding	40	
Redwood Crk.	25.1	East	18	
McMullin Crk.	26.9	West	21	
Crater	34.1			Water 8,000 Gals.
Summit	35.4	West	9	
Sage Mill	38.6	East	10	
Holder Mill	38.8	East	10	
Jensen Mill	39.3	West	7	
Willits	39.6	Siding	22	

CALIFORNIA WESTERN RAILROAD

SPECIAL INSTRUCTIONS

1. The Transportation Department of the California Western Railroad operates under the Rules and Regulations of the Transportation Department of the Northwestern Pacific Railroad Company. Employees whose duties are prescribed by these rules must be provided with a copy of the current book of rules.

2. All accidents, including derailments, must be reported on prescribed form to the Superintendent.

3. The "No Smoking" regulations of the Union Lumber Company must be observed while operating in the Union Lumber Company plant.

4. Impaired side clearances exist on the following bridges: Bridges 7.88; 9.68; 10.18; 11.44; 11.84; 21.48; 22.32; 22.51. Trainmen shall not ride on the sides of moving cars passing over these structures.

5. McMullen Creek Spur will be used for log loading operation only. Trainmen will watch for impaired clearance. No engine movement will be permitted east of shear legs.

6. Eastward Trains are superior to trains of the same class in the opposite direction. (See Rule S-72).

7. Manual control switch for flashing light warning signals in Fort Bragg Yard is located on pole near switch stand for west switch Track No. 1. Conductors shall see that switch is on and signals are operating when switching west of this point, and that signals are turned off when switching is completed.

8. Automatic signals are in operation at Main Street crossing, Willits. Trains and engines will not exceed 10 miles per hour between points 350 feet east and 350 feet west of this crossing. Should automatic signals become inoperative for any reason, vehicular traffic must be protected by a member of the train crew or other competent employee acting as flagman.

9. Main Street crossing Willits is flag stop for all passenger trains. Trains stopping to discharge or pick up passengers shall cross the highway and clear automatic signals.

10. Locomotives will come to full stop before crossing roadways north and south of Union Lumber Company loading shed at Fort Bragg. These crossings must not be blocked.

11. When there are no cars left on siding at Summit, both switches will be left lined for the siding and trains may then operate over siding instead of main line. Freight train crews will check derail and make certain it is locked in off-rail position before leaving Summit for Willits.

12. All trains, engines, and maintenance of way motor cars must obtain written clearance before leaving Fort Bragg, and in addition will be governed by signal light at Main Street crossing. If light is red or extin-

guished, signal must not be passed until further clearance has been given by the Dispatcher.

13. All trains will obtain clearance card from operator on duty before leaving Willits, except when running orders specifically waive this requirement.

14. Before departing from Northspur, Conductors of all passenger trains will obtain verbal clearance from the Dispatcher.

15. Loads of logs on logging cars must be inspected before being placed in train and also prior to movement through tunnels. If car is improperly loaded, it must not be moved, and if in train, must be set out.

16. Lock pouches must be carried in the mail boxes in the Motor Cars and these boxes must be kept locked at all times. Conductor will sign for and be responsible for keys to the locks on these boxes.

17. Materials are to be dumped in gravel bunkers at Fort Bragg only on specific orders from the Dispatcher. Trap doors in bottom of bunkers will be examined to see that they are properly closed and securely locked in that position before materials are dumped.

18. Track serving speeder house at Fort Bragg is for the use of maintenance of way and P.T.&T. speeders and equipment only. Train and engine crews will not operate locomotives or place cars on this track unless they have received specific orders from Dispatcher to do so.

19. Phone rings on Dispatcher's line are as follows:

Fort Bragg Dispatcher's Office	.....	1 Bell
Willits Coach Car	.....	2 Bells
Northspur-Trackwalker's Cabin	.....	3 Bells
Willits Depot	.....	4 Bells
Willits Section Foreman's Cabin	.....	5 Bells

Additional phones other than those listed are located at M.P. 20, and M.P. 39.5. Phone switches will be left open and phone booth doors will be kept locked, when not in use.

20. Diesel locomotives shall not operate over Redwood Creek Siding.

21. Diesel locomotives shall not operate over the following Fort Bragg Yard tracks:

Tracks 4 and 5—That portion adjacent to earth platform.

Sawdust House Spur.

All tracks west of east switch to Tank Mill Siding.

22. Freight trains must not exceed 12 miles per hour between Burbeck and Fort Bragg-Willits Road Crossing (Roger's Crossing).

23. Before uncoupling cars and locomotives, trainmen will close angle cocks on both sides of air hose couplings. When disconnected, air hoses and electric cable on diesel locomotives will be placed so that they will not drag on ground.

24. All westward trains will stop at a point 200 feet east of Trestle 26.83 to turn down retainers.

CALIFORNIA WESTERN RAILROAD

DISPATCHER

V. L. Hanson Fort Bragg, Calif.

CHIEF SURGEON

Dr. P. J. Bowman Fort Bragg, Calif.

EMERGENCY SURGEON

Dr. Raymond Babcock Willits, Calif.

TIME INSPECTORS

C. D. Fabrin Mgr. Time Service
65 Market Street, San Francisco, Calif.

B. P. Stuart Fort Bragg, Calif.

A. B. Guslander Willits, Calif.

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