

TIME IS IMPORTANT
Take TIME to be SAFE

TRAINMASTERS

GERALD FOSTINE.....Santa Rosa
H. R. RUTLER.....Willits
H. B. FOWLER.....Eureka

ASSISTANT TRAINMASTERS

E. E. SHIPLEY.....Petaluma
J. D. LEWIS.....Willits
M. P. FORD.....Eureka
R. E. RUEGAMER.....Eureka

ROAD FOREMAN OF ENGINES

H. E. JAMIESON.....Eureka

CHIEF TRAIN DISPATCHER

P. NOVAGLIA.....San Rafael

NORTHWESTERN PACIFIC
RAILROAD COMPANY



TIMETABLE

44

EFFECTIVE SUNDAY, SEPTEMBER 27, 1959

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

G. L. MORRISON,
Vice President and General Manager.

S. J. MACKIE,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco...	Dr. V. M. Strange.....	Chief Surgeon
Sausalito.....	Dr. C. F. Larson.....	District Physician and Surgeon
Tiburon.....	Dr. Donovan Cooke.....	District Physician and Surgeon
Mill Valley.....	Dr. R. B. Hartman.....	District Physician and Surgeon
San Anselmo.....	Dr. H. O. Hund.....	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. W. M. Edwards.....	District Physician and Surgeon
San Rafael.....	Dr. D. L. Wagner.....	Emergency 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. L. S. Sanella.....	Assistant Oculist and Aurist
Sebastopol.....	Dr. Leo B. Cohenour....	Emergency Physician and Surgeon
Guerneville.....	Dr. W. N. Makaroff....	District Physician and Surgeon
Guerneville.....	Dr. W. I. Ellison.....	Emergency Surgeon
Santa Rosa.....	Dr. A. M. Bowles.....	District Physician and Surgeon
Santa Rosa.....	Dr. J. L. Spear.....	Oculist and Aurist
Healdsburg.....	Dr. Carl Harvey.....	District Physician and Surgeon
Sonoma.....	Dr. W. J. Newman.....	Emergency Physician and Surgeon
Sonoma.....	Dr. C. B. Andrews.....	Emergency Physician and Surgeon
Cloverdale.....	Dr. M. D. Greenhalgh..	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
Alderpoint.....	Dr. L. S. Loewen.....	District Physician and Surgeon
Scotia.....	Dr. R. N. Tredwell....	District Physician and Surgeon
Scotia.....	Dr. Kurt Munchheimer..	Ass't 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
Eureka.....	Dr. Maurice Hoilien....	Assistant Oculist and Aurist
Arcata.....	Dr. Chas. N. Earl.....	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 District Surgeon.

HOSPITAL

GENERAL HOSPITAL.....SAN FRANCISCO

WATCH INSPECTORS

RULE 2. Designated Watch Inspectors:

C. D. Fabrin, Manager Time Service.....65 Market Street, San Francisco
A. Solari.....745 3rd Street, San Francisco
G. D. Davidson Co., Traveling Watch Inspector.....
J. Don Eaton.....4 Princess St., Sausalito
Herbert-Rohrer.....1238 4th St., San Rafael
Lynn Richey.....165 Main Street, Petaluma
Chester Kradjan.....502 4th Street, Santa Rosa
C. E. MacDonald.....17 East Napa St., Sonoma
Harry D. Roberts.....106 W. Standley Street, Ukiah
A. B. Guslander.....Willits
J. C. Tario, Jr.....Eureka
W. J. Thomas.....Eureka
Kelly's Jewelers.....837 H Street, Arcata

SOUTHERN DIVISION—SANTA ROSA SUBDIVISION

Capacity of sidings	EAST- WARD		Timetable No. 44 September 27, 1959	Station Number	Distance from Willits	WESTWARD				
	Mile Post Location	STATIONS				SECOND CLASS				
						81 Freight Arrive Daily	85 Freight Arrive Daily			
Yard Limits 90	BKWDTP	6.5	TO-R	TIBURON	5	131.4				
		12.7		6.2	11	125.2				
	P	14.3		DETOUR						
88 Yard Limits	BKYP	17.0	TO-R	SAN RAFAEL	14	122.5	Via Black Point	Via Black Point		
	YP	24.9		7.9	22	114.6	AM	PM		
		27.8		2.9	25	111.7	4.29	7.29		
120 Yard Limits	P	31.3		NOVATO						
		31.3		3.5	28	108.2	4.18	7.18		
85 Yard Limits	KIP	38.5	TO	BURDELL						
		38.5		7.2	36	101.0	4.02	7.02		
106 Yard Limits	P	46.1		PETALUMA						
		46.1		7.6	43	93.4	3.46	6.46		
E-83 W-104 Yard Limits	BKDYP	53.8	TO-R	COTATI						
		53.8		7.7	51	85.7	3.33	6.33		
52 Yard Limits	P	58.5		SANTA ROSA						
		58.5		4.7	55	81.0	3.22	6.22		
75 Yard Limits	BKTP	68.0	TO-R	FULTON						
		68.0		9.5	65	71.5	3.08	6.08		
125 Yard Limits	P	75.8	TO	HEALDSBURG						
		75.8		7.8	73	63.7	2.52	5.52		
68 Yard Limits	P	81.3		GEYSERVILLE						
		81.3		5.5	78	58.2	2.43	5.43		
68 Yard Limits	P	85.2	TO	ASTI						
		85.2		3.9	82	54.3	2.37	5.37		
68 Yard Limits	P	89.9		CLOVERDALE						
		89.9		4.7	87	49.6	2.26	5.26		
85 Yard Limits	P	95.3		ECHO						
		95.3		5.4	92	44.2	2.13	5.13		
47 Yard Limits	P	100.1		PIETA						
		100.1		4.8	97	39.4	2.03	5.03		
91 Yard Limits	BKP	103.9		HOPLAND						
		103.9		3.8	101	35.6	1.55	4.55		
85 Yard Limits	P	114.0	TO-R	LARGO						
		114.0		10.1	111	25.5	1.34	4.34		
22 Yard Limits	P	122.1		UKIAH						
		122.1		8.1	119	17.4	1.17	4.17		
Yard Limits	BKDTYP	131.4		REDWOOD VALLEY						
		131.4		9.3	128	8.1	12.35	3.35		
Yard Limits		139.5	TO-R	RIDGE						
		139.5		8.1	136	0.0	12.01 AM	3.00 PM		
				WILLITS						
				(131.4)						
							Leave Daily	Leave Daily		
							81	85		

RULE 5. Time at Ignacio for trains to and from the Santa Rosa line and the Schellville Branch via Novato, applies at the east switch of the wye on the Santa Rosa line.

NORTHERN DIVISION—SOUTH FORK SUBDIVISION

Capacity of sidings	EASTWARD			Mile Post Location	Timetable No. 44 September 27, 1959	Station Number	Distance from Eureka	WESTWARD							
	FIRST CLASS							FIRST CLASS		SECOND CLASS		3	75	77	
	Yard Limits	4	Redwood					TO-R	STATIONS	Arrive Sun., Wed. and Fri.	Freight				Freight
	PM 1.45	139.5	TO-R	WILLITS	136	144.6	s 3.37	AM 5.50	PM 2.50						
54 P	f 1.53	143.7		4.2 OUTLET	141	140.4	f 3.26	5.40	2.38						
40 P	f 2.05	148.7		5.0 ARNOLD	146	138.4	f 3.14	5.26	2.24						
125 P	f 2.14	152.5		3.8 LONGVALE	149	131.6	f 3.05	5.16	2.14						
44 P	f 2.28	158.1		5.6 FARLEY	155	128.0	f 2.51	5.01	2.00						
18 P	s 2.50	168.5	TO	8.4 DOS RIOS	163	117.8	s 2.27	4.39	1.38						
21 P	f 3.12	175.5		9.0 NASHMEAD	172	108.6	f 2.07	4.16	1.15						
81 P	f 3.23	180.0		4.5 SPYROCK	177	104.1	f 1.55	4.05	1.04						
54 P	f 3.35	184.3		4.3 BELL SPRINGS	181	99.8	f 1.44	3.54	12.53						
P	f 3.47	189.3		5.0 RAMSEY	186	94.8	f 1.31								
75 Yard Limits BKDP	s 4.02	194.5	TO	5.2 ISLAND MOUNTAIN	191	89.6	s 1.18	3.27	12.26						
31 P	f 4.16	200.3		5.8 KEKAWAKA	197	83.8	f 1.02	3.09	12.08 PM						
54 P	s 4.39	209.0	TO	8.7 ALDERPOINT	206	75.1	s 12.40	2.48	11.47 AM						
90 Yard Limits BKP	s 4.58	216.8	TO-R	7.6 FORT SEWARD	214	67.5	s 12.22	2.30	11.29						
92 P	f 5.16	225.1		8.5 EEL ROCK	222	59.0	f 12.03 PM	2.11	11.10						
83 P	f 5.33	232.2		7.1 MCCANN	229	51.9	f 11.46 AM	1.55	10.54						
73 Yard Limits BKYP	s 5.47	237.3	TO-R	5.1 SOUTH FORK	234	46.8	s 11.36	1.45	10.44						
82 P	5.55	241.7		4.4 LARABEE	239	42.4	11.25	1.35	10.34						
75 P	f 6.02	245.6		3.9 SHIVELY	243	38.5	f 11.18	1.26	10.25						
P	f 6.11	250.1		4.5 ELINOR	247	34.0	f 11.09								
75 Yard Limits BKP	s 6.23	255.6	TO	5.5 SCOTIA	253	28.5	s 11.00	1.03	10.02						
28 Yard Limits P	f 6.39	262.7	TO	7.1 ALTON	260	21.4	f 10.42	12.45	9.44						
75 P	6.41	264.5		1.8 ROHNERVILLE	261	19.8	10.40	12.41	9.40						
19 BKP	s 6.47	266.1	TO-R	1.6 FORTUNA	263	18.0	s 10.37	12.38	9.37						
36	f 6.51	268.7		2.6 FERNBRIDGE	266	15.4	f 10.31	12.33	9.32						
10 P	f 6.54	271.0		2.3 LOLETA	268	13.1	f 10.28	12.29	9.28						
75 P	7.04	277.8		6.8 SOUTH BAY	275	6.3	10.18	12.16	9.15						
Yard Limits P	7.10	282.0		4.2 BUCKSPORT	279	2.1									
BKDTYP	s 7.20 PM	284.1	TO-R	2.1 EUREKA (144.6)	281	0.0	10.05 AM	12.01 AM	9.00 AM						
	Arrive Mon., Thurs. and Sat.						Leave Sun., Wed. and Fri.	Leave Daily	Leave Daily						
	4						3	75	77						

RULE 5. Nos. 3 and 4 will use coach and house track at Willits.

RULE 505. Automatic Block Signals from east switch Island Mountain through tunnel 27.

NORTHERN DIVISION—SOUTH FORK SUBDIVISION

Capacity of sidings	EAST-WARD	Timetable No. 44	Station Number	WEST-WARD
	Mile Post Location	September 27, 1959		Distance from Korblex
		KORBLEX BRANCH		
		STATIONS		
Yard Limits BKDTYP	284.1	TO-R EUREKA	281	11.1
		8.4		
Yd. Limits BKY	292.5	ARCATA	808	2.7
		2.7		
20	295.2	KORBLEX	811	0.0

Capacity of sidings	EAST-WARD	Timetable No. 44	Station Number	WEST-WARD
	Mile Post Location	September 27, 1959		Distance from Samoa
		SAMOA BRANCH		
		STATIONS		
Yard Limits BKY	292.5	ARCATA	808	8.0
		7.3		
	299.8	SAMOA YARD	907	0.7
		0.7		
20	300.5	SAMOA	908	0.0

Capacity of sidings	EAST-WARD	Timetable No. 44	Station Number	WEST-WARD
	Mile Post Location	September 27, 1959		Distance from Carlotta
		CARLOTTA BRANCH		
		STATIONS		
Yard Limits P 28	282.7	TO ALTON	260	5.0
		5.0		
Yard Limits P	287.7	CARLOTTA	705	0.0

MAIL AND EXPRESS STOPS

Train No. 3		
Station	Frequency	Traffic
McCann	Sun., Wed. & Fri.	Mail
Sequoia	Sun., Wed. & Fri.	Mail
Eel Rock	Sun., Wed. & Fri.	Mail
Bell Springs	Sun., Wed. & Fri.	Mail
Nashmead	Sun., Wed. & Fri.	Mail

Train No. 4		
Station	Frequency	Traffic
Nashmead	Mon., Thurs. & Sat.	Mail
Bell Springs	Mon., Thurs. & Sat.	Mail
Eel Rock	Mon., Thurs. & Sat.	Mail
Sequoia	Mon., Thurs. & Sat.	Mail
McCann	Mon., Thurs. & Sat.	Mail

ADDITIONAL STATIONS			
Capacity and Direction of Entry into Spurs	Mile Post	NAME	Station No.
..	168.0	Indian Springs	164
2W P	171.1	*Woodman (Spur)	168
..	174.4	*Camp Rest	171
..	177.2	River Garden	173
11E	195.7	Quarry Spur (Spur)	..
8E	201.0	*MP 201 (Spur)	..
15E P	205.5	Cain Rock (Spur)	202
24E P	221.5	*Brook Creek (Spur)	218
12W	228.3	Tanoak (Spur)	225
8W P	230.1	*Sequoia (Spur)	227
..	234.8	Camp Grant	232
.. P	238.4	Perrott Creek	236
..	242.4	*Larabee Ranch	240
..	253.8	Glynn	251
50E P	256.1	Yoder (Spur)	254
19W P	259.0	*Stone (Spur)	256
27E	268.2	Worswick (Spur)	265
..	273.9	Beatrice	271
3W	275.0	Zerus (Spur)	272
Korblex Branch			
23W	287.5	Brainard (Spur)	804
10W	289.2	Bracut (Spur)	805
..	291.0	Gannon	807
Samoa Branch			
..	297.5	Manila	905

*Flag stop for Nos. 3 and 4.

RULE 5. At Carlotta, time applies at switch leading to The Pacific Lumber Co. Yager creek spur near MP 267.3.

⊙ This symbol indicates change, except changes on rating of engines pages are not so indicated.

⊙ **RULE A.** Employees must know they have in their copy of Rules and Regulations of the Transportation Department, effective December 1, 1951, page revisions listed on Pages 1 and 2 revised April 1, 1959.

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, sidings and spurs.

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

⊙ **RULE 10-H.** Is revised to read:

"When a yellow signal is required it will be displayed to the right of track in direction of approach, three-fourths mile from structure or track over which speed of trains must be restricted. Where two or more tracks are affected the signal will be displayed for each track the same as if it were a single track.

"Trains must not exceed the speed specified by train order, or timetable bulletin, or 15 MPH if no different speed is specified, while passing over the structure or track affected, until the rear of train clears the restricted limit.

"Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed 15 MPH thereover. When yellow signals are displayed and the speed is not specified by train order or timetable bulletin, trains must proceed expecting to find an unattended red signal that may be displayed three-fourths mile beyond the yellow signal.

"A green signal will be displayed to the right of each track at the limit of restriction, and trainmen will give signal 12(c) after rear of train has passed it.

"A yellow flag by day and a yellow light by night may be displayed on speed sign post to direct attention to figures on speed sign, and will not be considered a yellow signal as prescribed by this rule."

⊙ **RULE 10-I.** Form Y train order may be used by night as well as by day and during stormy or foggy weather.

⊙ **RULES 10-G, 10-H and 10-I.** When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of the siding in direction of approach. If clearance between siding and main track does not permit display of these signals to the right of the siding in direction of approach, signals may be displayed to the left of the siding. Display of these signals to the left of a siding in direction of approach must be respected as though they were displayed in accordance with these rules.

RULE 10-J. Speed signs that prescribe reduction in speed will be located one-half mile from initial point of restriction, and where used to authorize an increase in speed will be located at the point where higher permissible speed commences, and speed may be increased accordingly as soon as rear of train has passed the speed sign. Where such signs are not used to authorize an increase in speed, limit of restriction will be shown in timetable.

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 15.** Is revised to read:

"The explosion of two torpedoes is a signal to proceed with caution for three-fourths mile. The explosion of one torpedo will indicate the same as two, but the use of two is required.

"When torpedoes are exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed three-fourths mile beyond the torpedoes and the yellow signal.

"Torpedoes must not be placed near station buildings or public crossings, nor on other than main track.

"Torpedoes are explosive and must not be affixed to end gates or railings, nor left lying on platforms of cars or elsewhere, where children or unauthorized persons may pick them up."

RULE 19. When the rear car of a train is equipped with a combination oscillating red light and auxiliary green marker light, oscillating red light must be displayed by day as well as by night when train is on main track and when so displayed will be considered as markers. Oscillating red light must be extinguished and green marker light displayed when train has stopped clear of main track to be met or passed by another train. Both lights must be extinguished when train arrives at destination and has stopped clear of main track. On trains so equipped, except when rear car is also equipped with built-in electric markers or electric signal lamps, markers will not be displayed as required by Figures 5, 6, 7 and 8.

When the rear car of a train is equipped with roof-line marker lights, such lights must be lighted by day as well as by night to be considered as markers and will be used in lieu of side markers, except on cars with built-in electric markers both roof-line and side markers must be displayed. The provision that markers will display green to the front and sides will not apply.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

⊙ **RULE 103-A.** First paragraph is revised to read:

"Before kicking or dropping cars over a public crossing not protected by a watchman, a member of the crew must take position at the crossing to afford protection to traffic while movement is being made."

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 engines.

GENERAL REGULATIONS

RULE 811. The crew must eat as a unit, and conductor will notify train dispatcher in advance where they intend to do so.

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

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

AIR BRAKE RULE

○**RULE 2-B.** Not more than two units (3000 HP) of dynamic braking may be used when handling freight trains with DF-114, 117 and 118 (SD-7) class engines except in territory Ridge to Redwood Valley.

MISCELLANEOUS

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

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

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

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 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 engine shut down.

MAXIMUM CAR LOADINGS

Load limit (car and contents) must not exceed 230,000 pounds except load limit at Carlotta on Georgia-Pacific Co. industry track and on wharves Samoa Yard must not exceed 169,000 pounds.

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

NWP MW-42, relief crane, weighs 230,840 pounds.

NWP MW-43, relief crane, weighs 222,700 pounds.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DF-114 to 120, except..... Units 5279 to 5285, 5287, 5290 to 5293, 5309 to 5315.....	65	65	65
DF-200 to 204.....	55	55	55
DF-300 to 306.....	65	65	65
DS-4, 5.....	45	45	45
DS-200 to 201.....	35	35	35

OTHER SPEED RESTRICTIONS

Logs loaded on flat or logging cars, except:..... 35 MPH
On curves..... 25 MPH

On truss bridges, through tunnels and passing stations..... 15 MPH

Trains handling steam shovels, ditchers, cranes, pile drivers, and derricks on own wheels must not exceed 25 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 must not be handled in train until train order designating maximum speed is issued.

Maximum speed of trains handling dead SPCo. engines is the speed shown for same engine running forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind the engine handling the train. If weight is less than 150,000 pounds, dead diesel engines must be placed near rear of train.

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

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

Santa Rosa.....	Trains originating and terminating.
Healdsburg.....	Trains originating and terminating.
Ukiah.....	Trains originating and terminating.

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

West MP	East MP
6.84	San Rafael (Sausalito Branch).....End of Branch
13.40	" " (Larkspur Branch).....End of Branch
6.50	" " (Santa Rosa Line).....17.30
24.30	Ignacio.....27.05
26.80	" (Schellville Branch).....
45.06	Schellville.....38.63
36.38	Petaluma.....39.52
52.86	Santa Rosa.....55.66
65.65	Healdsburg.....69.55
74.52	Geyserville.....78.39
84.64	Cloverdale.....85.57
112.37	Ukiah.....115.25
120.66	Redwood Valley.....122.67
130.76	Ridge.....132.12
138.23	Willits.....141.40

RULE 98. Railroad crossings at grade not interlocked:
Petaluma.....P&SRRR crossing of yard tracks — STOP.
Flag protection must be provided.

◎**RULE 99-C.** Will apply between Ignacio and San Rafael 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.

Sign posts bearing the letter "W" have been placed just east of Hilarita crossing, MP 7.26, and just west of San Rafael Avenue crossing, MP 7.90. Between 7:00 AM and 7:00 PM daily, except Saturday, Sunday and holidays, engineers will sound whistle signal 14(l) while passing these signs.

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

Pedestrian crosswalk located at Los Gallinas Avenue, MP 19.3, must not be blocked by standing trains or cars.

Hamilton Field: Switching movements at Hamilton Air Force Base under jurisdiction of Air Force representative. Engines must not pass engine restriction sign without permission from Air Force representative.

Ignacio: Private road crossing east end of Ignacio yard leading to PG&E substation must not be blocked.

First private road crossing east of McPhail's spur must not be blocked by standing trains or cars.

Petaluma: Adams St. or D St., first street west of passenger station, crossing must not be blocked.

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.

Gates across Gerwick spur, 375 feet and 555 feet from switch, must be kept closed and locked, except when using spur. Spring latches are in place to hold gates open.

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 and 8th Street crossings operate only when movements are made on main track and siding. Wigwag at 9th Street crossing operates 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.

Crossover leading from P&SRRR to east side of yard must not be blocked.

Cars must not be left standing within 150 feet of switch leading to Proctor spur at east end of Santa Rosa siding.

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

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:

Santa Rosa.....Beaver St. on cross town line.

RULE 104. Normal positions of switches at west end of Schellville are 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 53.85 (10 feet east of Sixth St.).

RULE 221. Unit for display of flashing light installed at the following locations:

Station	Location	Direction
Petaluma	East end siding	Eastward trains
Healdsburg	East end siding	Eastward trains

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery and such train orders do not restrict train at that station and train may pass fouling point of siding if not restricted by timetable or train orders previously received.

No. 81 and No. 85 are not required to obtain clearance at Schellville.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
San Rafael	East switch
Ignacio	East wye switch on Santa Rosa line
Redwood Valley	East switch
Willits	West switch

Switch point indicator, indicating position of switch for facing point movement at above locations, are located from 25 to 100 feet in approach to switch. When movement has been completed through switch, reverse movement must not be made until points close and indicator displays green aspect.

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.** Eastward freight trains arriving Willits must not exceed 5 MPH while passing over Commercial Street crossing to permit rolling inspection.

Westward trains departing Willits must not exceed 12 MPH until rear of train has passed over Commercial Street crossing.

Rolling inspection must be made on westward freight trains at Cloverdale by trainmen when operators are not on duty.

AIR BRAKE RULES

⊙**RULE 2-B.** Three units of dynamic braking (4500 HP) may be used on head end of freight trains Ridge to Redwood Valley.

Dynamic brake cable must be removed between the third and fourth units in direction of movement and unit selector switch on lead unit must be placed in the position corresponding to the number of units on which dynamic brake is used.

Dynamic brake on westward passenger trains must be tested before leaving Ridge.

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.

RULE 3. Standard brake pipe pressure for freight trains between Redwood Valley and Willits is 90 lbs.

⊙**RULE 17.** Retaining valves must be used as follows:

PASSENGER TRAINS

WESTWARD—Ridge to Redwood Valley

With no dynamic brake in operation, all retaining valves.

When dynamic brakes are in operation and tonnage of train does not exceed 600 tons, retaining valves need not be used unless requested by engineer.

FREIGHT AND MIXED TRAINS

EASTWARD—Ridge to Willits

With no dynamic brake in operation, one retaining valve for each 100 tons in train.

When dynamic brakes are in operation retaining valves need not be used unless requested by engineer.

Retaining valves must not be used on any equipment in high pressure position.

Retaining valves will be turned up at Redwood Valley and turned down at Willits.

WESTWARD—Ridge to Redwood Valley

When no dynamic brake in operation or when train is handled by DF-300 to 306 class engine, all retaining valves.

Nine retaining valves will be left turned down for each 1500 HP unit or equivalent (two 800 HP units) with dynamic brakes in operation.

Retaining valves will be turned up at Willits and turned down at Redwood Valley.

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

⊙**RULE 19.** Use of the pressure maintaining brake valve will not dispense with the use of retaining valves as required by Rule 17 when helper engines are to be cut off rear end of train at Ridge.

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

FREIGHT TRAINS

RULE 33. Trains handled by DF-300 to 306 class engines with or without dynamic brake operative must not exceed 60 tons per operative brake on descending grade Ridge to Redwood Valley, exclusive of engine and caboose.

When dynamic brakes are operative on engines, except DF-300 to 306 class, trains must not exceed 65 tons per operative brake on descending grade Ridge to Redwood Valley, exclusive of engine and caboose.

RULE 60. On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade at San Rafael, Redwood Valley or Ridge, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

PASSENGER TRAINS

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

PETALUMA JOINT TRACK

NWP yard track at Park Siding, MP 39.2 (Petaluma yard) is designated as an additional interchange track for receipt and delivery of cars between NWP and P&SRRR. This track will be used jointly by the NWP and P&SRRR. The connection between the P&SRRR and NWP tracks will be used solely by the P&SRRR.

WILLITS JOINT TRACK

NWP main track from west yard switch to the crossover at MP 138.95 and the CWRR main track between a point 150 feet west of west crossover switch at MP 138.95 to the west yard switch and the CWRR side track approximately 1500 feet in length with east switch at Valley Street and the CWRR side track approximately 1860 feet in length with east switch 120 feet east of Valley Street will be used jointly by the NWP and CWRR.

CWRR main track between crossover at MP 138.95 and crossover at MP 139.33 and the CWRR side track approximately 1500 feet in length with east switch at Valley Street and the CWRR side track approximately 1860 feet in length with east switch 120 feet east of Valley Street are designated as interchange tracks for the receipt and delivery of cars between the NWP and CWRR.

CWRR first class trains must not use NWP 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 engine restriction sign west track No. 1.
All engines.....	Olivet.....Spur.

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

HELPERS

WILLITS AND REDWOOD VALLEY

Unless otherwise instructed, helper engines will be left in train between Willits and Redwood Valley and will be placed in train as follows:

WESTWARD TRAINS:

On trains not exceeding 3300 tons.....Ahead of road engine.

On trains exceeding 3300 tons but not exceeding 5500 tons.....

Two helper units (3000 HP) ahead of caboose and any wooden underframe cars, except, if train is handled by three unit SD-7 class road engine, three SD-7 class helper units (4500 HP) may be placed ahead of caboose and any wooden underframe cars.

Three unit SD-7 class, Helper Engine—

On trains handled by three unit SD-7 class road engine not exceeding 6000 tons.....

Ahead of caboose and any wooden underframe cars.

On trains handled by four unit SD-7 class road engine not exceeding 6700 tons or 115 cars...

Ahead of caboose and any wooden underframe cars.

EASTWARD TRAINS:

On trains not exceeding 2100 tons.....

Ahead of road engine.

On trains exceeding 2100 tons.....

Helper engines not exceeding 3800 HP ahead of caboose and any wooden underframe cars.

When a three unit, SD-7 class, helper engine is used ahead of caboose and any wooden underframe cars in westward freight trains departing Willits, empties and light loads must be placed at least 25 cars ahead of caboose and any wooden underframe cars.

When dynamic brake is not operating on helper engine, place helper engine in train ahead of caboose and any wooden underframe cars.

Diesel engines used as helpers and placed at or near rear of freight trains handled by diesel road engines with dynamic brakes in operation on head end will use dynamic brakes on descending grade on westward trains between Ridge and Redwood Valley. Additional tonnage in the same ratio per unit as specified for road engine may be handled without retainers.

Diesel engines used as helpers and placed at or near rear of eastward freight trains will use dynamic brakes on descending grade between Ridge and Willits when requested to do so by road engineer.

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

After starting freight trains at Willits and Redwood Valley, helper engineers at rear of train will reduce throttle sufficiently to allow road engineer to stretch entire train. Helper engineer will then bunch the slack in a manner to avoid objectionable run in.

FREIGHT TRAINS

WILLITS AND REDWOOD VALLEY

When helper engines are not employed in trains on ascending grade from Willits or Redwood Valley, the consist of westward trains must not exceed 3650 tons and the consist of eastward trains must not exceed 2300 tons.

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

Mile Post	At or Near	Description	Side or Overhead
53.8.....	Santa Rosa.....	Cement Shed of Mead Clark Lumber Co.....	Side
53.8.....	Santa Rosa.....	Bessone Supply Co.....	Side
53.8.....	Santa Rosa.....	National Ice Co. Ice Dock.....	Side
53.8.....	Santa Rosa.....	Shell Oil Co.....	Side
37.2.....	Petaluma.....	Drawbridge.....	Overhead and side
68.0.....	Healdsburg.....	Steel bridge over Russian River...	Side
28.5.....	Black Point.....	Drawbridge.....	Side
37.8.....	Wingo bridge.....	Side

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** and **OTHER SPEED RESTRICTIONS** appearing on page 7 of Special Instructions for All Divisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by time-table 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT—MIXED	TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT—MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EASTWARD, TIBURON TO WILLITS:					WESTWARD, WILLITS TO TIBURON:				
6.50 to 7.90	7.90 to 7.91 (highway)		25	20	139.50 to 139.20	139.20 to 136.35		20	20
7.91 to 17.00			10	10	136.35 to 124.15			40	35
17.00 to 19.50			25	20	124.15 to 122.20			20	15
19.50 to 25.65			35	30	122.20 to 119.50			25	20
25.65 to 25.70			40	40	119.50 to 118.25			50	40
25.70 to 36.85			35	35	118.25 to 114.50			35	30
36.85 to 37.20 (bridge)			40	40	114.50 to 113.50			50	40
★37.20 to 39.25 (Petaluma)			10	10	113.50 to 108.75			25	25
			20	20				50	40
39.25 to 53.00			50	40	108.75 to 95.00			35	30
53.00 to 55.07 (Santa Rosa)			25	25	95.00 to 88.12			25	25
55.07 to 67.60			50	40	88.12 to 85.57			35	30
67.60 to 68.60 (Healdsburg)			25	25	85.57 to 71.16			50	40
68.60 to 70.90			50	40	71.16 to 70.90			40	40
70.90 to 71.16			40	40	70.90 to 68.60			50	40
71.16 to 85.57			50	40	68.60 to 67.60 (Healdsburg)			25	25
85.57 to 88.12			35	30	67.60 to 55.07			50	40
88.12 to 95.00			25	25	55.07 to 53.00 (Santa Rosa)			25	25
95.00 to 108.75			35	30	53.00 to 39.25			50	40
108.75 to 113.50			50	40	★39.25 to 37.20 (Petaluma)			20	20
113.50 to 114.50			25	25	37.20 to 36.85 (bridge)			10	10
114.50 to 118.25			50	40	36.85 to 25.70			40	40
118.25 to 119.50			35	30	25.70 to 25.65			15	15
119.50 to 122.20			50	40	25.65 to 19.50			40	40
122.20 to 124.15			25	20	19.50 to 17.00			35	30
124.15 to 136.35			20	15	17.00 to 7.91			25	20
136.35 to 139.20			40	35	7.91 to 7.90 (highway)			10	10
139.20 to 139.50			20	20	7.90 to 6.50			25	20
EASTWARD, SONOMA TO IGNACIO:					WESTWARD, IGNACIO TO SONOMA:				
45.06 to 44.19 (Sonoma)			10	10	24.90 to 25.80 (Ignacio)			15	15
44.19 to 40.40			20	15	25.80 to 28.69			35	35
40.40 to 32.30			25	25	28.69 to 29.10 (bridge)			10	10
32.30 to 29.10			35	35	29.10 to 32.30			35	35
29.10 to 28.69 (bridge)			10	10	32.30 to 40.40			25	25
28.69 to 25.80			35	35	40.40 to 44.19			20	15
25.80 to 24.90 (Ignacio)			15	15	44.19 to 45.06 (Sonoma)			10	10
EASTWARD, BALTIMORE PARK TO LARKSPUR:					WESTWARD, LARKSPUR TO BALTIMORE PARK:				
			20	20				20	20
EASTWARD, SAUSALITO TO DETOUR:					WESTWARD, DETOUR TO SAUSALITO:				
6.84 to 11.69			20	20	14.30 to 12.10			20	20
11.69 to 12.10 (tunnel)			10	10	12.10 to 11.69 (tunnel)			10	10
12.10 to 14.30			20	20	11.69 to 6.84			20	20

★Regulated by City ordinance.

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

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With caution Not Exceeding MPH
Through sidings, yard and other tracks, balloon tracks, crossovers and turnouts, except:.....	15
Through turnouts on other than sidings.....	10
Wye tracks.....	10

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Dejour and Larkspur Larkspur and Sauallito	Tiburon and San Rafael	San Rafael to Ignacio	Sonoma and Petaluma	Petaluma to Healdsburg	Healdsburg to Cloverdale	Cloverdale to Redwood Valley	Redwood Valley to Willits	Willits to Redwood Valley	Redwood Valley to Largo	Largo to Petaluma	Ignacio to San Rafael
*DF-114, 116 to 118, 120	5279 to 5287, 5290 to 5293, 5308 to 5335, 5340 to 5371.....	2350	2750	1425	5000	3350	2825	2150	700	1100	4025	5000	2075
DF-200 to 204	5100 to 5118.....	725	850	450	2150	1300	1125	850	275	450	1550	2050	650
DF-300 to 304	4600 to 4623, 4700 to 4703.....	1175	1350	725	3325	2113	1800	1375	437	687	2525	3325	1150
DF-305, 306	4624 to 4633.....	1275	1500	800	3825	2300	1975	1500	500	775	2750	3625	1125
DS-4, 5	1004 to 1016.....	700	825	425	2125	1275	1075	825	250	400	1525	2025	600

*Engines 5308, 5317 to 5335, 5340 to 5371 equipped with steam boiler.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE

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

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

Fort Seward.....Trains originating and terminating.
 South Fork.....Trains originating and terminating.
 Fortuna.....Trains originating and terminating.

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

West MP		East MP
138.23	Willits.....	141.40
193.39	Island Mountain.....	195.62
215.35	Fort Seward.....	218.25
236.53	South Fork.....	238.04
254.86	Scotia.....	256.60
261.65	Alton.....	263.31
	(Carlotta Branch).....	264.35
266.52	Carlotta.....	267.78
280.56	Eureka.....	285.51
289.70	Arcata (Korblex Branch).....	End of NWP Track
	(Samoa Branch).....	End of NWP Track

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

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

Normal position of junction switch of Samoa Branch at Samoa is for Georgia-Pacific Co. track.

RULE 221. Unit for display of flashing light installed at the following locations:

Station	Location	Direction
Dos Rios.....	MP 166.9.....	Westward trains

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery and such train orders do not restrict train at that station and train may pass fouling point of siding if not restricted by timetable or train orders previously received.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Willits.....	West switch.....Main track
Island Mountain.....	East switch.....Main track

Switch point indicator indicating position of switch for facing point movement at above locations are located approximately 50 feet in approach to switch. When movement has been completed through switch, reverse movement must not be made until points close and indicator displays green aspect.

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. 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.

Trains handling flat or logging cars loaded with logs from Carlotta Branch must be inspected at Carlotta, Alton and Fernbridge.

Flat or logging cars loaded with logs handled in trains from Camp Grant to Eureka must be inspected at Larabee and Fernbridge.

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

Rolling inspection must be made on westward freight trains at Scotia by trainmen when operators are not on duty and this must be done on the station side.

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. Lunar light indicates proceed, and red aspect indicates stop.

Control switches are located on poles—MP 256 Poles 12 and 19, MP 257 Poles 1, 2, 2½, 3 and 4, MP 258 Poles 0 and 2.

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.

WILLITS JOINT TRACK

NWP main track from west 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 and the CWRR side track approximately 1500 feet in length with east switch at Valley Street and the CWRR side track approximately 1860 feet in length with east switch 120 feet east of Valley Street will be used jointly by the NWP and CWRR.

CWRR main track between crossover at MP 138.95 and crossover at MP 139.33 and the CWRR side track approximately 1500 feet in length with east switch at Valley Street and the CWRR side track approximately 1860 feet in length with east switch 120 feet east of Valley Street are designated as interchange tracks for the receipt and delivery of cars between the NWP and CWRR.

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

○THE PACIFIC LUMBER COMPANY JOINT TRACK

The following tracks are interchange tracks between the NWP and The Pacific Lumber Company and are to be jointly used by the NWP and The Pacific Lumber Company.

- Perrott Creek..The 2467 foot spur track and the 904.4 foot track leading from this spur.
- Glynn.....Spur adjacent to main track.
- “.....Track adjacent to Highline track.
- “.....First 1862 feet of Highline track.
- Scotia.....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

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

Mile Post	At or Near	Description	Side or Overhead
267.7	Carlotta	VanDuzen Camp, TPL Co. log rollway	Side
267.7	Carlotta	Holmes Eureka Log Landing—"operation limits" at east end of Brow Log.	Side
284.1	Eureka	Eureka Plywood, track into building	Overhead and side
284.1	Eureka	Simpson Redwood Co. tracks 1 and 2.	Side
284.1	Eureka	Eureka Boiler Works—posts at entrance of building.	Side
284.1	Eureka	Acme Foundry—building	Overhead and side
284.1	Eureka	Simpson Redwood Co.	Side
284.1	Eureka	Georgia-Pacific Co. Log spur—gate post and fence.	Side
300.5	Samoa	Georgia-Pacific Co. Warehouse No. 14.	Overhead

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

With caution Not Exceeding MPH

Through sidings, yard and other tracks, balloon tracks, crossovers and turnouts, except:	15
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
DS-4, 5, (1004 to 1016) and DF-300 to 304 (4600 to 4623, 4700 to 4703) on trestle to log dump Georgia-Pacific Co. Plant No. 2 at Eureka.	10

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** and **OTHER SPEED RESTRICTIONS** appearing on page 7 of Special Instructions for All Divisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by time-table 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT—MIXED	TERRITORY			PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT—MIXED
MP	MP	Column:	1	2	MP	MP	Column:	1	2
EASTWARD, WILLITS TO EUREKA:					WESTWARD, EUREKA TO WILLITS:				
139.50 to 140.87			20	20	284.10 to 282.00 (Eureka)			20	20
140.87 to 143.10			40	35	282.00 to 277.55			50	40
143.10 to 144.65			35	30	277.55 to 277.05			45	40
144.65 to 172.72			25	25	277.05 to 273.40			50	40
172.72 to 175.88			35	30	273.40 to 270.60			35	30
175.88 to 196.00			25	25	270.60 to 268.30			50	40
196.00 to 196.10			20	15	268.30 to 266.00			40	40
196.10 to 213.05			25	25	266.00 to 262.70			50	40
213.05 to 222.10			35	30	262.70 to 262.50			35	35
222.10 to 228.15			25	25	262.50 to 258.20			40	40
228.15 to 230.40			35	30	258.20 to 256.60 (Scotia Bluff)			15	15
230.40 to 231.02			30	30	256.60 to 255.70			35	35
231.02 to 237.05			40	40	255.70 to 252.50			50	40
237.05 to 237.74 (South Fork)			20	20	252.50 to 247.20			30	25
237.74 to 240.21			35	30	247.20 to 246.90			25	25
240.21 to 242.80			50	40	246.90 to 242.80			30	25
242.80 to 246.90			30	25	242.80 to 240.21			50	40
246.90 to 247.20			25	25	240.21 to 237.74			35	30
247.20 to 252.50			30	25	237.74 to 237.05 (South Fork)			20	20
252.50 to 255.70			50	40	237.05 to 231.02			40	40
255.70 to 256.60			35	35	231.02 to 230.40			30	30
256.60 to 258.20 (Scotia Bluff)			15	15	230.40 to 228.15			35	30
258.20 to 262.50			40	40	228.15 to 222.10			25	25
262.50 to 262.70			35	35	222.10 to 213.05			35	30
262.70 to 266.00			50	40	213.05 to 196.10			25	25
266.00 to 268.30			40	40	196.10 to 196.00			20	15
268.30 to 270.60			50	40	196.00 to 175.88			25	25
270.60 to 273.40			35	30	175.88 to 172.72			35	30
273.40 to 277.05			50	40	172.72 to 144.65			25	25
277.05 to 277.55			45	40	144.65 to 143.10			35	30
277.55 to 282.00			50	40	143.10 to 140.87			40	35
282.00 to 284.10 (Eureka)			20	20	140.87 to 139.50			20	20
EASTWARD, EUREKA TO KORBLEX:					WESTWARD, KORBLEX TO EUREKA:				
*284.10 to 285.80 (Eureka)			10	10	295.20 to 292.50			15	15
285.80 to 292.50			20	20	292.50 to 285.80			20	20
292.50 to 295.20			15	15	*285.80 to 284.10 (Eureka)			10	10
EASTWARD, ARCATA TO SAMOA:					WESTWARD, SAMOA TO ARCATA:				
			20	20				20	20
EASTWARD, ALTON TO CARLOTTA:					WESTWARD, CARLOTTA TO ALTON:				
			20	20				20	20

*Regulated by City ordinance.

Steam engines running backward with train or light are permitted to operate at speeds shown for freight trains but must not exceed 15 MPH.

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Willits to Loleta	Loleta to Beatrice	Beatrice and Eureka	Eureka and Arcata	Arcata and Samoa	Arcata to Korblex	Korblex to Arcata	Beatrice to Loleta	Loleta to Willits	Alton to Carlotta	Carlotta to Alton
*DF-114, 116 to 118, 120	{ 5279 to 5287, 5290 to 5293, 5308 to 5335, 5340 to 5371.....	5000	3475	5000	5000	1900	4800	2650	2650	2800	2400
DF-200 to 204	5100 to 5118.....	1650	1350	3000	3000	3000	600	1525	975	1150	900	775
DF-300 to 304	4600 to 4623, 4700 to 4703.....	3325	2200	3325	3325	3325	950	2400	1450	1450	1400	1200
DF-305, 306	4624 to 4633.....	3925	2400	3950	3950	3950	1075	2675	1700	2000	1600	1350
DS-4, 5	1004 to 1016.....	1625	1325	2975	2975	2975	575	1475	950	1125	875	725

*Engines 5308, 5317 to 5335, 5340 to 5371 equipped with steam boiler.
 TPLCo. engines permitted to operate on NWP tracks between Rohnerville and South Fork and Alton and Carlotta.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

MISCELLANEOUS

Emergency supply of diesel fuel oil maintained at South Fork but agent must be contacted before using.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines.....	Samoa..... Beyond engine restriction sign placed 100 feet from end of long track serving Warehouse No. 14, Georgia-Pacific Co.
DF-114, 116 to 118, 120, 305, 306.....	Carlotta..... Georgia-Pacific Co., industry track.
DF-114, 116 to 118, 120, 305, 306.....	Eureka..... Trestle to log dump Georgia-Pacific Co. Plant No. 2.
All engines.....	South Bay.... Wharf track.

SPECIAL INSTRUCTION—NORTHERN DIVISION

RATING OF ENGINES—In Units of 200 I.H.P. (Tons)

Class of Engine	1000 to 1200	1200 to 1400	1400 to 1600	1600 to 1800	1800 to 2000	2000 to 2200	2200 to 2400	2400 to 2600	2600 to 2800	2800 to 3000	3000 to 3200	3200 to 3400	3400 to 3600	3600 to 3800	3800 to 4000	4000 to 4200	4200 to 4400	4400 to 4600	4600 to 4800	4800 to 5000	5000 to 5200	5200 to 5400	5400 to 5600	5600 to 5800	5800 to 6000	6000 to 6200	6200 to 6400	6400 to 6600	6600 to 6800	6800 to 7000	7000 to 7200	7200 to 7400	7400 to 7600	7600 to 7800	7800 to 8000	8000 to 8200	8200 to 8400	8400 to 8600	8600 to 8800	8800 to 9000	9000 to 9200	9200 to 9400	9400 to 9600	9600 to 9800	9800 to 10000
1000 to 1200	1200 to 1400	1400 to 1600	1600 to 1800	1800 to 2000	2000 to 2200	2200 to 2400	2400 to 2600	2600 to 2800	2800 to 3000	3000 to 3200	3200 to 3400	3400 to 3600	3600 to 3800	3800 to 4000	4000 to 4200	4200 to 4400	4400 to 4600	4600 to 4800	4800 to 5000	5000 to 5200	5200 to 5400	5400 to 5600	5600 to 5800	5800 to 6000	6000 to 6200	6200 to 6400	6400 to 6600	6600 to 6800	6800 to 7000	7000 to 7200	7200 to 7400	7400 to 7600	7600 to 7800	7800 to 8000	8000 to 8200	8200 to 8400	8400 to 8600	8600 to 8800	8800 to 9000	9000 to 9200	9200 to 9400	9400 to 9600	9600 to 9800	9800 to 10000	

UPON THE APPROVAL OF THE ENGINEERING DEPARTMENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

Class of Engine	1000 to 1200	1200 to 1400	1400 to 1600	1600 to 1800	1800 to 2000	2000 to 2200	2200 to 2400	2400 to 2600	2600 to 2800	2800 to 3000	3000 to 3200	3200 to 3400	3400 to 3600	3600 to 3800	3800 to 4000	4000 to 4200	4200 to 4400	4400 to 4600	4600 to 4800	4800 to 5000	5000 to 5200	5200 to 5400	5400 to 5600	5600 to 5800	5800 to 6000	6000 to 6200	6200 to 6400	6400 to 6600	6600 to 6800	6800 to 7000	7000 to 7200	7200 to 7400	7400 to 7600	7600 to 7800	7800 to 8000	8000 to 8200	8200 to 8400	8400 to 8600	8600 to 8800	8800 to 9000	9000 to 9200	9200 to 9400	9400 to 9600	9600 to 9800	9800 to 10000
1000 to 1200	1200 to 1400	1400 to 1600	1600 to 1800	1800 to 2000	2000 to 2200	2200 to 2400	2400 to 2600	2600 to 2800	2800 to 3000	3000 to 3200	3200 to 3400	3400 to 3600	3600 to 3800	3800 to 4000	4000 to 4200	4200 to 4400	4400 to 4600	4600 to 4800	4800 to 5000	5000 to 5200	5200 to 5400	5400 to 5600	5600 to 5800	5800 to 6000	6000 to 6200	6200 to 6400	6400 to 6600	6600 to 6800	6800 to 7000	7000 to 7200	7200 to 7400	7400 to 7600	7600 to 7800	7800 to 8000	8000 to 8200	8200 to 8400	8400 to 8600	8600 to 8800	8800 to 9000	9000 to 9200	9200 to 9400	9400 to 9600	9600 to 9800	9800 to 10000	

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

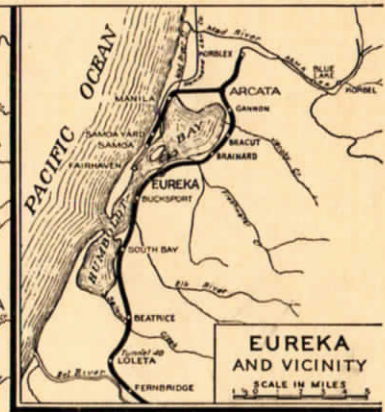
SCALE IN MILES



PACIFIC OCEAN



**SAUSALITO
AND ADJACENT TERRITORY**
SCALE IN MILES
0 1 2 3 4 5 6 7 8 9



**EUREKA
AND VICINITY**
SCALE IN MILES
0 1 2 3 4 5 6 7 8 9

