

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

45

EFFECTIVE SUNDAY, APRIL 24, 1960

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. L. E. Avery.....	District Physician and 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. 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

WESTWARD		EASTWARD		STATIONS		MILEAGE	
SECOND CLASS		FIRST CLASS		MILEAGE		MILEAGE	
MILEAGE	MILEAGE	MILEAGE	MILEAGE	MILEAGE	MILEAGE	MILEAGE	MILEAGE
				100	100	100	100
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NOTE: Time is given for trains to and from Santa Rosa and the following points via the Santa Rosa Subdivision at the rate of the way on the Santa Rosa line.

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SOUTHERN DIVISION—SANTA ROSA SUBDIVISION

Capacity of sidings	Mile Post Location	EAST- WARD	Timetable No. 45 April 24, 1960		Station Number	Distance from Willits	WESTWARD					
			STATIONS				SECOND CLASS					
			81				85		81		85	
Freight		Freight		Arrive Daily		Arrive Daily						
			TO-R	TIBURON	5	131.4						
				6.2 DETOUR	11	125.2						
Yard Limits	BKWDTP	8.5										
	P	12.7 14.3										
90	BKDYP	17.0	TO-R	SAN RAFAEL	14	122.5	Via Black Point	Via Black Point				
88	Yard Limits YP	24.9		7.9 IGNACIO	22	114.6	AM 4.20	PM 7.20				
	P	27.8		2.9 NOVATO	25	111.7	4.15	7.15				
120	P	31.3		3.5 BURDELL	28	106.2	4.10	7.10				
85	Yard Limits KIP	38.5	TO	7.2 PETALUMA	36	101.0	3.54	6.54				
106	P	46.1		7.8 COTATI	43	93.4	3.39	6.39				
E-122 W-104	Yard Limits BKDYP	53.8	TO-R	7.7 SANTA ROSA	51	85.7	3.28	6.28				
82	P	58.5		4.7 FULTON	55	81.0	3.17	6.17				
75	Yard Limits BKTP	68.0	TO-R	9.5 HEALDSBURG	65	71.5	3.05	6.05				
125	Yard Limits P	75.8	TO	7.8 GEYSERVILLE	73	63.7	2.49	5.49				
	P	81.3		5.5 ASTI	78	58.2	2.40	5.40				
58	Yard Limits P	85.2	TO	3.9 CLOVERDALE	82	54.3	2.35	5.35				
	P	89.9		4.7 ECHO	87	48.6	2.24	5.24				
	P	95.9		6.0 PIETA	92	44.2	2.10	5.10				
85	P	100.1		4.2 HOPLAND	97	39.4	2.01	5.01				
47	P	103.9		3.8 LARGO	101	35.6	1.53	4.53				
91	Yard Limits BKP	114.0	TO-R	10.1 UKIAH	111	25.5	1.33	4.33				
85	Yard Limits P	122.1		8.1 REDWOOD VALLEY	119	17.4	1.10	4.10				
22	Yard Limits P	131.4		9.3 RIDGE	128	8.1	12.35	3.35				
	Yard Limits BKDTYP	139.5	TO-R	8.1 WILLITS	136	0.0	12.01 AM	3.00 PM				
				(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.

SOUTHERN DIVISION—SANTA ROSA SUBDIVISION

Capacity of sidings		EASTWARD		Timetable No. 45			Station Number	Distance from Ignacio	WESTWARD			
		Mile Post Location		April 24, 1960					SECOND CLASS			
		SCHELLVILLE BRANCH										
		STATIONS										
Yd. Limits	BDP	44.8	R	SONOMA	620	19.9	81	85	Freight	Freight		
	BKYP	40.4	TO-R	4.4 SCHELLVILLE	616	15.5	Arrive Daily	Arrive Daily				
		30.8		9.6 RECLAMATION	606	5.9						
	IP	28.5		2.3 BLACK POINT	604	3.8						
Yard Limits 68	YP	24.9		3.6 IGNACIO	22	0.0	4.20 AM	7.20 PM	Leave Daily	Leave Daily		
											81	85

Capacity of sidings		EASTWARD		Timetable No. 45			Station Number	Distance from Detour	WESTWARD			
		Mile Post Location		April 24, 1960					ADDITIONAL STATIONS			
		SAUSALITO BRANCH										
		STATIONS										
Yard Limits	BP	7.1	TO	SAUSALITO	305	7.2	7W	11.4	Meadowsweet.....(Spur)	10		
		9.9		2.8 ALMONTE	308	4.4	..	14.9	Greenbrae.....	12		
		12.8		2.7 CORTE MADERA	311	1.7	..	21.1	Gallinas.....	18		
		13.0		0.4 BALTIMORE PARK	312	1.3	..	23.8	Hamilton Field.....	21		
P		14.3		1.3 DETOUR	11	0.0	..	36.7	Haystack.....	34		
							54W	37.1	McNear.....(Spur)	35		
							..	39.2	Park Siding.....	37		
							9W	41.0	Crown.....(Spur)	38		
							3E	43.3	Penn Grove.....(Spur)	40		
							7W	48.7	Wilfred.....(Spur)	46		
							8W	50.7	Todd.....(Spur)	48		
							7E	61.0	Shiloh.....(Spur)	58		
							..	62.9	Windsor.....	60		
							7W	66.4	Grant.....(Spur)	63		
							..	67.0	Bailhache.....	64		
							..	69.0	Finlayson.....	66		
							6W	69.1	Oliveto.....(Spur)	66		
							..	70.0	Chiquita.....	67		
							5W	70.5	Simi.....(Spur)	68		
							..	71.9	Lytton.....	69		
							3W	73.9	Nervo.....(Spur)	71		
							4W	77.0	Omus.....(Spur)	75		
							6W	78.8	Chianti.....(Spur)	76		
							6W	82.7	Icaria.....(Spur)	79		
							2E	87.1	Preston.....(Spur)	84		
							..	109.6	El Roble.....	107		
							..	113.1	Asylum.....	110		
							..	115.8	Presswood.....	113		
							..	117.0	Norlake.....	114		
							2W	118.0	Pomo.....(Spur)	115		
							..	120.0	Calpella.....	117		
							14W	124.0	Laughlin.....(Spur)	121		
							..	138.5	Muir.....	135		
Schellville Branch												
							3E	42.3	Vineburg.....(Spur)	618		
							..	42.4	Batto.....	618		
							..	43.1	Bonilla.....	618		
							3W	43.8	Stando.....(Spur)	619		
							26E	44.2	Sebastiani.....(Spur)	619		
Sausalito Branch												
							..	8.4	Waldo.....	306		
							..	11.0	Mill Valley.....	309		

NORTHERN DIVISION—SOUTH FORK SUBDIVISION

Capacity of sidings	EASTWARD		Mile Post Location	Timetable No. 45 April 24, 1960	Station Number	Distance from Eureka	WESTWARD				
	FIRST CLASS						FIRST CLASS		SECOND CLASS		
		4					3		75	77	
		Redwood				Redwood	Freight	Freight			
		Leave Mon., Thurs. and Sat.				Arrive Sun., Wed. and Fri.	Arrive Daily	Arrive Daily			
Yard Limits BKDTYP		PM 12.45	139.5	TO-R	WILLITS	136	144.6	s	PM 2.37	AM 5.40	PM 3.45
54 P	f	12.54	143.7		4.2 OUTLET	141	140.4	f	2.26	5.31	3.35
40 P	f	1.06	148.7		5.0 ARNOLD	146	135.4	f	2.14	5.17	3.21
125 P	f	1.15	152.5		3.8 LONGVALE	149	131.6	f	2.05	5.07	3.11
44 P	f	1.29	158.1		5.6 FARLEY	155	126.0	f	1.51	4.53	2.57
18 P	s	1.51	168.5	TO	8.4 DOS RIOS	163	117.8	s	1.28	4.31	2.35
21 P	f	2.13	175.5		9.0 NASHMEAD	172	108.6	f	1.07	4.09	2.13
81 P	f	2.24	180.0		4.5 SPYROCK	177	104.1	f	12.55	3.58	2.02
54 P	f	2.36	184.3		4.3 BELL SPRINGS	181	99.8	f	12.44	3.47	1.51
P	f	2.48	189.3		5.0 RAMSEY	186	94.8	f	12.31		
75 Yard Limits BKDP	s	3.03	194.5	TO	5.2 ISLAND MOUNTAIN	191	89.6	s	12.18	3.20	1.24
31 P	f	3.18	200.3		5.8 KEKAWAKA	197	83.8	f	12.02 PM	3.03	1.07
54 P	s	3.41	209.0	TO	8.7 ALDERPOINT	206	75.1	s	11.40 AM	2.41	12.45
90 Yard Limits BKP	s	4.01	218.6	TO-R	7.6 FORT SEWARD	214	67.5	s	11.21	2.23	12.27
82 P	f	4.20	225.1		8.5 EEL ROCK	222	59.0	f	11.01	2.04	12.08 PM
53 P	f	4.36	232.2		7.1 McCANN	229	51.9	f	10.44	1.48	11.52 AM
73 Yard Limits BKYP	s	4.50	237.3	TO-R	5.1 SOUTH FORK	234	46.8	s	10.35	1.39	11.43
52 P	P	4.58	241.7		4.4 LARABEE	239	42.4		10.23	1.29	11.33
75 P	f	5.05	245.6		3.9 SHIVELY	243	38.5	f	10.16	1.21	11.25
P	f	5.14	250.1		4.5 ELINOR	247	34.0	f	10.07		
75 Yard Limits BKP	s	5.26	255.6	TO-R	5.5 SCOTIA	253	28.5	s	9.58	1.01	11.05
28 Yard Limits P	f	5.41	262.7	TO	7.1 ALTON	260	21.4	f	9.42	12.44	10.48
75 P		5.44	264.5		1.8 ROHNERVILLE	261	19.6		9.39	12.40	10.44
19 BKP	f	5.47	266.1	TO-R	1.6 FORTUNA	263	18.0	s	9.37	12.37	10.41
36	f	5.51	268.7		2.6 FERNBRIDGE	266	15.4	f	9.31	12.32	10.36
10 P	f	5.54	271.0		2.3 LOLETA	268	13.1	f	9.28	12.28	10.32
75 P	P	6.04	277.8		6.8 SOUTH BAY	275	6.3		9.18	12.16	10.20
Yard Limits P		6.10	282.0		4.2 BUCKSPORT	279	2.1				
BKDTYP	s	6.20 PM	284.1	TO-R	2.1 EUREKA (144.6)	281	0.0		9.05 AM	12.01 AM	10.05 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. 45 April 24, 1960 KORBLEX BRANCH		Station Number	WEST- WARD
	Mile Post Location	STATIONS			Distance from Korblex
Yard Limits BKDTYP	284.1	TO-R	EUREKA	281	11.1
Yd. Limits 20	BKY 292.5		8.4 ARCATA	808	2.7
	295.2		2.7 KORBLEX	811	0.0

Capacity of sidings	EAST- WARD	Timetable No. 45 April 24, 1960 SAMOA BRANCH		Station Number	WEST- WARD
	Mile Post Location	STATIONS			Distance from Samoa
Yard Limits BKY	292.5		ARCATA	808	8.0
Yard Limits 20	299.8		7.3 SAMOA YARD	907	0.7
	300.5		0.7 SAMOA	908	0.0

Capacity of sidings	EAST- WARD	Timetable No. 45 April 24, 1960 CARLOTTA BRANCH		Station Number	WEST- WARD
	Mile Post Location	STATIONS			Distance from Carlotta
Yard Limits P	262.7	TO	ALTON	260	5.0
Yard Limits P	267.7		5.0 CARLOTTA	705	0.0

MAIL AND EXPRESS STOPS

Train No. 3		
Station	Frequency	Traffic
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

ADDITIONAL STATIONS			
Capacity and Direction of Entry into Spurs	Mile Post	NAME	Station No.
..	168.0	Indian Springs	164
..	169.0	Deer Lodge	165
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	*Brock Creek (Spur)	218
12W	228.3	Tanoak (Spur)	225
.. 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
..	257.0	Nanning Creek	255
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.

SPECIAL INSTRUCTIONS—ALL DIVISIONS

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

RULE A. Employes 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. Employes 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 employes must be familiar with their location and avoid personal injury.

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.

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.

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, 117 with 62/15 gear ratio trucks.....	65	65	##65
DF-114, 117 with 65/12 gear ratio trucks.....	55	55	##55
DF-118, 120.....	70	70	##70
DF-200 to 204.....	55	55	##55
DF-300 to 306.....	65	65	##65
DS-4, 5.....	45	45	45
DS-101.....	60	60	##60
DS-200 to 201.....	35	35	35

##When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

⊙ 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 relief cranes NWP MW-42 or NWP MW-43 must not exceed 35 MPH.

Trains handling steam shovels, ditchers, cranes, except NWP MW-42 and NWP MW-43, 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.

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, 116 to 118, 120 class engines except in territory Ridge to Redwood Valley.

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
6.50	“ “ (Santa Rosa Line).....	17.30
24.30	Ignacio.....	27.05
26.80	“ (Schellville Branch).....	
44.95	Schellville.....	38.63
36.38	Petaluma.....	39.52
52.36	Santa Rosa.....	55.66
65.65	Healdsburg.....	69.55
74.52	Geyserville.....	78.39
84.37	Cloverdale.....	85.57
112.37	Ukiah.....	115.82
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(1) 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.

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

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 53.89 (20 feet west of Seventh 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..... Main track
Ignacio.....	East wye switch on Santa Rosa line. Schellville Br.
Redwood Valley.....	East switch..... Main track

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

With 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.

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 brake and the cycle method of braking, 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.....	Oliveto.....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
37.8.....	Wingo bridge.....	Wingo bridge.....	Side
28.5.....	Black Point.....	Drawbridge.....	Side
37.2.....	Petaluma.....	Drawbridge.....	Overhead and side
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
68.0.....	Healdsburg.....	Steel bridge over Russian River...	Side
139.5.....	Willits.....	Pacific Coast Co. North plant.....	Overhead

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 6 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 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 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 17.15	17.15 to 18.06		25	25	139.50 to 139.20	139.20 to 136.35		20	20
17.15 to 18.06	18.06 to 19.36		30	30	139.20 to 136.35	136.35 to 124.07		40	40
18.06 to 19.36	19.36 to 25.77		25	25	136.35 to 124.07	124.07 to 122.15		20	15
19.36 to 25.77	25.77 to 25.83		45	45	124.07 to 122.15	122.15 to 119.60		20	20
25.77 to 25.83	25.83 to 36.85		35	35	122.15 to 119.60	119.60 to 118.28		45	45
25.83 to 36.85	36.85 to 37.20 (bridge)		45	45	119.60 to 118.28	118.28 to 114.54		30	30
36.85 to 37.20 (bridge)	37.20 to 39.25 (Petaluma)		10	10	118.28 to 114.54	114.54 to 113.50		45	45
★37.20 to 39.25 (Petaluma)	39.25 to 53.00		20	20	114.54 to 113.50	113.50 to 108.72		25	25
39.25 to 53.00			45	45	113.50 to 108.72		45	45	
53.00 to 55.00 (Santa Rosa)	55.00 to 67.60		25	25	108.72 to 99.78	99.78 to 99.70		30	30
55.00 to 67.60	67.60 to 68.58 (Healdsburg)		45	45	99.78 to 99.70	99.70 to 94.99		25	25
67.60 to 68.58 (Healdsburg)	68.58 to 70.91		25	25	99.70 to 94.99	94.99 to 89.25		30	30
68.58 to 70.91	70.91 to 71.16		45	45	94.99 to 89.25	89.25 to 85.53		25	25
70.91 to 71.16	71.16 to 85.53		40	40	89.25 to 85.53	85.53 to 71.16		30	30
71.16 to 85.53	85.53 to 89.25		45	45	85.53 to 71.16	71.16 to 70.91		45	45
85.53 to 89.25	89.25 to 94.99		30	30	71.16 to 70.91	70.91 to 68.58		40	40
89.25 to 94.99	94.99 to 99.70		25	25	70.91 to 68.58	68.58 to 67.60 (Healdsburg)		45	45
94.99 to 99.70	99.70 to 99.78		30	30	68.58 to 67.60 (Healdsburg)	67.60 to 55.00		25	25
99.70 to 99.78			25	25	67.60 to 55.00		45	45	
99.78 to 108.72	108.72 to 113.50		30	30	55.00 to 53.00 (Santa Rosa)	53.00 to 39.25		25	25
108.72 to 113.50	113.50 to 114.54		45	45	53.00 to 39.25	39.25 to 37.20 (Petaluma)		45	45
113.50 to 114.54	114.54 to 118.28		25	25	39.25 to 37.20 (Petaluma)	37.20 to 36.85 (bridge)		20	20
114.54 to 118.28	118.28 to 119.60		45	45	37.20 to 36.85 (bridge)	36.85 to 25.83		10	10
118.28 to 119.60	119.60 to 122.15		30	30	36.85 to 25.83	25.83 to 25.77		45	45
119.60 to 122.15	122.15 to 124.07		45	45	25.83 to 25.77	25.77 to 19.36		15	15
122.15 to 124.07	124.07 to 136.35		25	25	25.77 to 19.36	19.36 to 18.06		45	45
124.07 to 136.35	136.35 to 139.20		20	15	19.36 to 18.06	18.06 to 17.03		30	30
136.35 to 139.20	139.20 to 139.50		40	40	18.06 to 17.03	17.03 to 6.50		20	20
139.20 to 139.50			20	20	17.03 to 6.50		25	25	
EASTWARD, SONOMA TO IGNACIO:					WESTWARD, IGNACIO TO SONOMA:				
44.95 to 40.39 (Sonoma)	40.39 to 32.30		25	25	24.99 to 25.80 (Ignacio)	25.80 to 28.70		15	15
40.39 to 32.30	32.30 to 29.01		30	30	25.80 to 28.70	28.70 to 29.01 (bridge)		45	45
32.30 to 29.01	29.01 to 28.70 (bridge)		45	45	28.70 to 29.01 (bridge)	29.01 to 32.30		10	10
29.01 to 28.70 (bridge)	28.70 to 25.80		10	10	29.01 to 32.30	32.30 to 40.39		45	45
28.70 to 25.80	25.80 to 24.99 (Ignacio)		45	45	32.30 to 40.39	40.39 to 44.95 (Sonoma)		30	30
25.80 to 24.99 (Ignacio)			15	15	40.39 to 44.95 (Sonoma)		25	25	
EASTWARD, SAUSALITO TO DETOUR:					WESTWARD, DETOUR TO SAUSALITO:				
6.84 to 11.69	11.69 to 12.10 (tunnel)		20	20	14.30 to 12.10	12.10 to 11.69 (tunnel)		20	20
6.84 to 11.69	12.10 to 14.30		10	10	12.10 to 11.69 (tunnel)	11.69 to 6.84		10	10
11.69 to 12.10 (tunnel)			20	20	11.69 to 6.84		20	20	
12.10 to 14.30									

★Regulated by City ordinance.

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

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	TERRITORIES											
		Detour and Sausalito	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

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[Faint, mirrored text from the reverse side of the page, including terms like 'GENERAL REGULATIONS' and 'WILLITS JOINT TRACK']

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

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.
Scotia.....	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.....	238.40
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
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.

When a red light is displayed in signal at entrance to Georgia-Pacific Co., plywood plant, Samoa, it indicates track is blocked. Movement must be stopped and not proceed beyond signal until light has been extinguished.

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
139.5	Willits	Pacific Coast Co. North plant	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 6 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 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 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	40	282.00 to 277.55			45	45
143.10 to 144.65			30	30	277.55 to 277.05			40	40
144.65 to 172.72			25	25	277.05 to 273.34			45	45
172.72 to 175.88			30	30	273.34 to 270.60			35	35
175.88 to 195.97			25	25	270.60 to 268.30			45	45
195.97 to 196.22			15	15	268.30 to 266.00			40	40
196.22 to 213.08			25	25	266.00 to 262.70			45	45
213.08 to 222.15			30	30	262.70 to 262.50			35	35
222.15 to 228.13			25	25	262.50 to 258.08			40	40
228.13 to 231.02			30	30	258.08 to 257.00 (Scotia Bluff)			15	15
231.02 to 237.05			40	40	257.00 to 255.70			35	35
237.05 to 237.74 (South Fork)			20	20	255.70 to 252.46			45	45
237.74 to 240.21			30	30	252.46 to 247.20			30	30
240.21 to 242.80			45	45	247.20 to 246.85			25	25
242.80 to 246.85			30	30	246.85 to 242.80			30	30
246.85 to 247.20			25	25	242.80 to 240.21			45	45
247.20 to 252.46			30	30	240.21 to 237.74			30	30
252.46 to 255.70			45	45	237.74 to 237.05 (South Fork)			20	20
255.70 to 257.00			35	35	237.05 to 231.02			40	40
257.00 to 258.08 (Scotia Bluff)			15	15	231.02 to 228.13			30	30
258.08 to 262.50			40	40	228.13 to 222.15			25	25
262.50 to 262.70			35	35	222.15 to 213.08			30	30
262.70 to 266.00			45	45	213.08 to 196.22			25	25
266.00 to 268.30			40	40	196.22 to 195.97			15	15
268.30 to 270.60			45	45	195.97 to 175.88			25	25
270.60 to 273.34			35	35	175.88 to 172.72			30	30
273.34 to 277.05			45	45	172.72 to 144.65			25	25
277.05 to 277.55			40	40	144.65 to 143.10			30	30
277.55 to 282.00			45	45	143.10 to 140.87			40	40
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	295.57 to 292.50			20	20
285.80 to 292.50			25	25	292.50 to 285.80			25	25
292.50 to 295.57			20	20	★285.80 to 284.10 (Eureka)			10	10
EASTWARD, ARCATA TO SAMOA					WESTWARD, SAMOA TO ARCATA				
			25	25				25	25
EASTWARD, ALTON TO CARLOTTA					WESTWARD, CARLOTTA TO ALTON				
			25	25				25	25

★Regulated by City ordinance.

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Willits to Lofeta	Lofeta to Beatrice	Beatrice and Eureka	Eureka and Arcata	Arcata and Samoa	Arcata to Korblex	Korblex to Arcata	Beatrice to Lofeta	Lofeta 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 Rohmerville 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 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 |
|--|--|
| DF-114, 116 to 118, 120, 305, 306..... | Carlotta... Georgia-Pacific Co., industry track. |
| All engines..... | South Bay.. Wharf track. |
| DF-114, 116 to 118, 120, 305, 306..... | Eureka.... Trestle to log dump Georgia-Pacific Co., Plant No. 2. |
| All engines..... | Samoa Beyond engine restriction sign placed 100 feet from end of long track serving warehouse No. 14, Georgia-Pacific Co. |

SPECIAL INSTRUCTIONS - NORTHERN DIVISION

RATING OF ENGINEERS - 1914

NAME	GRADE	CLASSIFICATION	RANK	PERCENTAGES													
				1	2	3	4	5	6	7	8	9	10	11	12		
WILLIAM H. BROWN	1st Lt	1st Lt	1st Lt	100	100	100	100	100	100	100	100	100	100	100	100	100	100
JAMES H. SMITH	2nd Lt	2nd Lt	2nd Lt	100	100	100	100	100	100	100	100	100	100	100	100	100	100
THOMAS J. DAVIS	3rd Lt	3rd Lt	3rd Lt	100	100	100	100	100	100	100	100	100	100	100	100	100	100
CHARLES E. WILSON	4th Lt	4th Lt	4th Lt	100	100	100	100	100	100	100	100	100	100	100	100	100	100
EDWARD G. ROBERTS	5th Lt	5th Lt	5th Lt	100	100	100	100	100	100	100	100	100	100	100	100	100	100

UNLESS APPROVED BY SUPERINTENDENT, NO ENGINEER SHALL BE PERMITTED TO ACCEPT A RATING IN ANY GRADE WHICH IS LOWER THAN HIS PRESENT GRADE.

Approved: _____
 Special Instructions - Northern Division
 1914

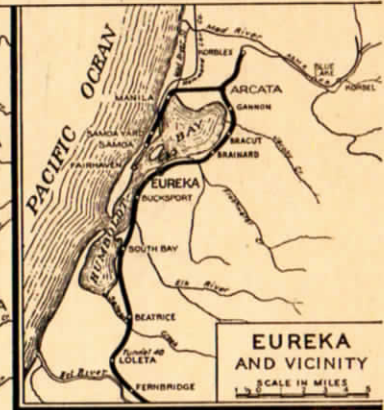
SPEED TABLE

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



**SAUSALITO
AND ADJACENT TERRITORY**
SCALE IN MILES

