

**Not only think safety for
yourself -- Think safety
for all your crew.**

**THINK
SAFETY!
STAY ALERT!**

FBCWR-101

CALIFORNIA WESTERN RAILROAD



TIME TABLE

NO. 66

EFFECTIVE
THURSDAY, JUNE 5, 1975
AT 12:01 A.M.

PACIFIC STANDARD TIME
(120th MERIDIAN)

**For Government and Information
Of Employees Only**

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

R. A. REGALIA
General Manager

L. M. WELLER
Superintendent of Transportation

V. L. HANSON
Trainmaster

Eastward From Fort Bragg

Toward Fort Bragg **Westward**

TIME TABLE

NO. 66
JUNE 5, 1975

Capacity of Sidings and Spurs in Car Lengths.	FIRST CLASS MOTOR			Dist. from Fort Bragg & Sta. No.	STATIONS	Distance from Willits	FIRST CLASS MOTOR		
	5	3	1				2	4	6
	DAILY June 14 thru Sept. 6	DAILY June 14 thru Sept. 6	DAILY Jan. 2 thru June 13 and Sept. 7 thru Dec. 31 EXCEPT SEE NOTE (A)				DAILY Jan. 2 thru June 13 and Sept. 7 thru Dec. 31 EXCEPT SEE NOTE (A)	DAILY June 14 thru Sept. 6	DAILY June 14 thru Sept. 6
Term. Yd.	5:30PM	9:50AM	9:50AM	0.0	TO - R FORT BRAGG WBKYPQ	40.0	3:50PM	3:50PM	9:15AM
3	f 5:39	f 9:59	f 9:59	3.5	Glen Blair Jct. 3.5	36.5	f 3:42	f 3:42	f 9:07
4	f 5:47	f 10:07	f 10:07	6.6	South Fork 3.1	P 33.4	f 3:33	f 3:33	f 8:58
26	f 5:53	f 10:13	f 10:13	9.0	Ranch 2.4	P 31.0	f 3:27	f 3:27	f 8:52
	f 5:56	f 10:16	f 10:16	10.0	Redwood Lodge 1.0	30.0	f 3:24	f 3:24	f 8:49
3	f 6:03	f 10:23	f 10:23	12.7	Grove 2.7	P 27.3	f 3:17	f 3:17	f 8:42
3	f 6:08	f 10:28	f 10:28	14.9	Camp Three 2.2	P 25.1	f 3:11	f 3:11	f 8:36
	f 6:13	f 10:33	f 10:33	16.4	Camp Noyo 1.5	23.6	f 3:07	f 3:07	f 8:32
15	f 6:17	f 10:37	f 10:37	18.1	Alpine 1.7	P 21.9	f 3:03	f 3:03	f 8:28
	f 6:21	f 10:41	f 10:41	19.6	Camp Mendocino 1.5	20.4	f 2:59	f 2:59	f 8:24
12	s 6:25 6:35	s 10:45 11:00	s 10:45 11:00	21.3 21.3	Northspur 1.7	WP 18.7 18.7	s 2:55 2:45	s 2:55 2:45	s 8:20 8:10
	f 6:43	f 11:08	f 11:08	23.9	Irmulco 2.6	YP 16.1	f 2:37	f 2:37	f 8:02
26	f 6:50	f 11:15	f 11:15	26.8	Shake City 2.9	P 13.2	f 2:30	f 2:30	f 7:55
12	f 6:53	f 11:18	f 11:18	27.8	Burbeck 1.0	P 12.2	f 2:27	f 2:27	f 7:52
6	f 7:01	f 11:26	f 11:26	30.4	Clare Mill 2.6	WP 9.6	f 2:20	f 2:20	f 7:45
6	f 7:08	f 11:33	f 11:33	32.6	Crowley 2.2	P 7.4	f 2:13	f 2:13	f 7:38
20	f 7:17	f 11:42	f 11:42	35.4	Summit 2.8	P 4.6	f 2:05	f 2:05	f 7:30
Term. Yd.	7:30PM	11:55AM	11:55AM	40.0	TO - R WILLITS WKYP	0.0	1:50PM	1:50PM	7:15AM
	5	3	1				2	4	6

Office Hours Phone: Fort Bragg — 7:00 A.M. to 5:30 P.M. — Willits — 24 Hours.

NOTE (A): TRAINS WILL NOT OPERATE ON THANKSGIVING DAY, CHRISTMAS DAY, OR NEW YEAR'S DAY.

Rule 5. Time at Willits for all C.W.R. Trains applies at west switch of crossover on C.W.R. Main Track, M.P. 39.51 (N.W.P., M.P. 138.95).

ADDITIONAL SPURS AND WATER STATIONS

Location	Mile Post	Switch Connection	Car Capacity	Tank Capacity
Rock Pit	7.3	East	4	
Burbeck	27.8	West	11	
Burbeck	27.9	West	9	
Crater	34.1			Water 8,000 Gals.
Summit	35.4	West	9	
Sage Spur	38.6	East	10	
Jensen Spur	39.3			Water 6,000 Gals.

SPECIAL INSTRUCTIONS

1. The Transportation Department of the California Western Railroad operates under the Rules and Regulations of the Transportation Department of the Northwestern Pacific Railroad Company. Employees whose duties are prescribed by these rules must be provided with a copy of the current book of rules.
2. Rules 10G, 10H, 10I, 10J, 15 and S90A. The distances prescribed therein shall be one half mile for each of the aforementioned rules.
3. Rule 14. Engineers and motormen will continue to sound one long whistle at all half mile boards. At all highway crossings, engineers and motormen will sound 14L a sufficient distance before and again through crossing.
4. Rules 20A and 20B. Do not apply on the California Western Railroad.
5. Rule 21. Revised to read as follows: Trains must be identified by train indicators displayed on the engine when so equipped; if an engine on a regular train is not so equipped, all other trains to be met or passed must be given train order advice of the engine number.

A train with engine equipped with train indicators must not leave its initial station until identification is displayed. Unused spaces must be filled with black blanks.

Before making change in train indicators, such action as may be necessary must be taken to protect other trains.

Enginemen must not put up, take down, nor change indicators while engine is in motion.

Train indication must be removed on arrival at destination, unless otherwise provided.

6. The warning flasher lights on Diesel Locomotives will be used by the Fort Bragg yard switch during all switching and by the Fort Bragg-Willits freight over all crossings in Fort Bragg and Willits.
7. Wheel water on each diesel locomotive will be controlled by an electrical switch located in the cab of the locomotive.

When two or more locomotives are operated in multiple control, the switch on the lead or control unit only will be in the "ON" position. Water switches in the trailing units will be in the "OFF" position.

During stops of any duration for meals or for other reasons, all wheel water switches will be turned off.

While switching in the Fort Bragg yard, wheel water will be used at all times except for pulling out of Big Chipper or Plywood.

Wheel water will be taken on the sixth hour (lunch break) by the Roundhouse Crew. Engineer will park locomotive outside of Roundhouse by the fuel station, if and when water is needed.

8. All engineers on Engine 45 or Engine 46 will open bottom gauge cock at each "blow down."

The cock will be opened again at the east portal of Tunnel No. 2 and will remain open until the west switch, Summit, for eastward trains.

For westward trains, the cock will be opened at the west switch, Summit and remain open until the east portal of Tunnel No. 2

9. Rule S-72. Eastward trains are superior to trains of the same class in the opposite direction.
10. Rule 103-A. Trains moving under conditions that may require them to stop must, where possible, stop to clear public grade crossings. When not possible to stop clear of such crossings and train cannot proceed immediately, crews on other than passenger trains must cut these crossings within ten (10) minutes unless no vehicles are waiting at or closely approaching the crossing. Public crossings must be left open until it is known that trains are ready to depart. Crews required to pick up, set out or perform switching operations must, when track room exists, stop their trains back a sufficient distance to avoid blocking public crossings when coupling trains and while charging train lines. When recoupling at public crossings, trains shall be moved promptly consistent with safety.

Switching movements over public grade crossings should be avoided whenever possible. If not possible, such crossings must be cleared frequently to allow vehicles to pass and must not be occupied continuously for longer than ten (10) minutes unless it can be seen that no vehicles are waiting at or closely approaching the crossing.
11. Rule 104. All switches in the Fort Bragg Yard will be left lined for the Main Track unless directed otherwise and locked when not attended.
12. **Forms of Train Orders:** Engine Numbers are not required for Regular trains when Indicators are displayed.
13. Rule 824 of the General Regulations and Rules 12 and 32 of Rules Governing Testing and Operations of Air and Dynamic Brakes and Air Signal Apparatus. Train crews are not required to release air on cars set out at Summit when doubling the Mountain on either Eastbound or Westbound movements.
14. Rule 834. It is permissible to place open top

cars loaded with logs or lumber, in trains next to engines and cabooses.

15. Rule 853. Restrictions on handling of pets on passenger trains, does not apply on California Western Railroad.
16. All accidents, including derailments, must be reported on prescribed form to the Superintendent of Transportation.
17. The "No Smoking" regulations of Georgia-Pacific and Louisiana Pacific must be observed while operating in their plant areas.
18. Spur tracks at Burbeck will be used for log loading operations only. Trainmen will watch for impaired clearances when switching cars on these tracks.
19. Main Street Crossing, Willits, is flag stop for all passenger trains. Trains stopping to discharge or pick up passengers shall cross the highway and clear automatic signals.
20. Phone rings on Dispatcher's line are as follows:

Fort Bragg Dispatcher's Office	1 Bell
Willits Ticket Office	2 Bells
Northspur-Trackwalker's Cabin	3 Bells
Willits Depot	4 Bells
21. Diesel locomotives shall not operate over that portion of Fort Bragg Track No. 4 which is adjacent to earth platform.
22. Manual control switch for flashing light warning signals in Fort Bragg Yard is located on pole near switch stand for west switch Track No. 1. Conductors shall see that switch is on and signals are operating when switching west of this point, and that signals are turned off when switching is completed.
23. Automatic signals, Main Street Crossing, Willits, Mile Post 39.2. Trains and Engines will not exceed 10 miles per hour between points 350 feet east and 350 feet west of this crossing. Should automatic signals become inoperative, vehicular traffic must be protected by a member of the train crew or other competent employee acting as flagman.
24. Automatic signals, Roger's Crossing, Mile Post 37.5. Trains and Engines will not exceed 20 miles per hour between points 800 feet east and 800 feet west of this crossing. Should

- automatic signals become inoperative, vehicular traffic must be protected by a member of the train crew or other competent employee acting as flagman. Equipment must not be left standing on Main Track within 800 feet of this crossing.
25. Flashing light signals at Commercial Street crossing, Willits, are not actuated for movements over Track No. 2 or House Track until equipment is within fifty (50) feet of crossing. Trains and engines using Track No. 2 or House Track must not proceed over crossing until flashing light signals are operating. Equipment must not be left standing on these tracks within one hundred (100) feet of this crossing.
 26. When there are no cars left on siding at Summit, both switches will be left lined for the siding and trains may then operate over siding instead of main track. If switches are left lined for siding, freight train crews will check derail and make certain it is locked in off-rail position before leaving Summit for Willits.
 27. Westerly track, in Willits, with East Switch located approximately 120 feet East of Valley Street and West Switch located approximately 100 feet West of Oak Street, is designated as Main Track. Normal position of switches will be for Main Track.
 28. All trains, engines and maintenance of way motor cars must obtain written clearance before leaving Fort Bragg, and in addition will be governed by signal light at Main Street Crossing, Fort Bragg. If light is red or extinguished, signal must not be passed until further clearance has been given by the dispatcher.
 29. Before departing from Northspur, Conductors of all passenger trains will obtain verbal clearance from the dispatcher.
 30. Gate located north of Ten Mile Siding across track leading to spur tracks serving Fred C. Holmes Lumber Company will be closed and locked with a switch lock except while switching. Conductors shall see that gate is closed and locked, when switching is completed.
 31. Track serving speeder house at Fort Bragg is for the use of Maintenance of Way and P.T.& T. speeders and equipment only. Train and engine crews will not operate locomotives or place cars on this track unless they have received specific orders from Dispatcher to do so.
 32. Loads of logs on logging cars must be inspected before being placed in train and also prior to movement through tunnels, (inspection while train is moving will be considered as complying with this requirement). If car is improperly loaded, it must not be moved, and if in train, must be set out.
 33. Passengers will not be permitted to board trains except on the train indicated on their tickets. All tickets are to be checked by the conductor before train leaves the station and only passengers having proper tickets will be permitted to board train. Conductors are not authorized to instruct passengers to take any train except as indicated on the ticket without first obtaining permission from the Fort Bragg Office.
 34. All Eastward Freight Trains will turn down retainers at Willits unless switching at Sage Spur is necessary. If such switching is necessary retainers will be turned down at Sage Spur. All Westward Freight Trains will set retainers before leaving Willits, unless it is necessary to perform switching between Willits and Summit or it is necessary to double the mountain. If it is necessary to perform switching between Willits and Summit or if it is necessary to double the mountain, retainers will be set at Summit. All Westward Freight Trains will stop 300 feet East of the East half mile board Irmulco to turn down retainers.
 35. When pressure maintaining valves or dynamic brakes are in use, Special Instruction No. 34 will not apply.

Employees will refrain from using Conductor's Valve, to slow down or stop train, unless it is a matter of emergency, account of new ABD Brake equipment.
 36. Locomotives to be used in service will use North door of Enginehouse for the purpose of entering or leaving, and the following procedure will govern:

Upon going on duty, Freight Enginemen will run locomotives out of the enginehouse, leaving power door open. Power door will be closed by Enginehouse crew. Enginehouse Crew will see that all locomotives to be used in Freight service will be coupled together and that power door is opened to its maximum height prior to the time that Freight Crew goes on duty.

Upon completion of Freight Run, Freight Crew will open power door to its maximum height,

then proceed to run locomotive into the enginehouse. Freight Crew then will uncouple and separate all locomotive units. Power door will be left open except on days when yard crew is not working, in which case Freight Crew will close power door.

After going on duty, Yard Crew will run lead locomotive, located on the North end of the enginehouse, out of the enginehouse and close power door. (Note: If Freight Crew has not tied up when Yard Crew reports for duty, and a locomotive is available for switching, that locomotive will be run out of the house and be used for Switching purposes.) Upon completion of switching duties, Yard Crew will open power door to its maximum height and run locomotive into enginehouse. Yard Crew will then close power door.

Freight crew will separate the switch engine, leave it running, secure and lock doors whenever switch crew is on duty. If freight is late and switch crew is waiting for the engine, the above will apply except the engine doors will be left unlocked.

The switch fireman will be called the same time as the engineer (if a fireman on duty). Whenever a fireman is needed to start an engine, Article 19 A, and/or C, will apply.

Power door will be lowered or raised manually upon failure of power door motor.

37. When an Engineer sets out one or more locomotives and has tied down and secured locomotive(s), Engineer will leave locomotive(s) so that the locomotive(s) can be picked up without any changeover and may be moved dead in a train.
38. When a fireman is not on duty, the forward brakeman in freight service will ride the lead Diesel unit unless otherwise instructed by the conductor or engineer.
39. All Train and Enginemen **will** wear their **full** uniform while working Passenger Service in Fort Bragg while on duty. While enroute, at Northspur and Willits, Trainmen may remove their coats whereas, uniform vest and hat will be appropriate.
40. All Motor Cars are to be fueled and serviced upon arrival in Fort Bragg.

No locomotives or Motor Cars shall be moved in or around the Roundhouse unless a brakeman, conductor or Roundhouse Employee is present to assist.

41. **SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of freight trains in territory shown following is subject to further restrictions.

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			TERRITORY		
MP	MP	MPH	MP	MP	MPH
Eastward Fort Bragg To Willits			Westward Willits To Fort Bragg		
0.00 to	4.20	15	40.00 to	39.00	10
4.20 to	11.37	20	39.00 to	37.20	20
11.37 to	17.08	15	37.20 to	26.80	15
17.08 to	21.20	20	26.80 to	21.20	25
21.20 to	26.80	25	21.20 to	17.08	20
26.80 to	37.20	15	17.08 to	11.37	15
37.20 to	39.00	20	11.37 to	4.20	20
39.00 to	40.00	10	4.20 to	0.00	15

DISPATCHER

W. R. Schatz

Fort Bragg, Calif.

TIME INSPECTORS

K. I. Dunlap

Mgr. Time Service

One Market Street, San Francisco, Calif.

A. H. Chernoff

Fort Bragg, Calif.

Doyle's Jewelers

Willits, Calif.

SPEED TABLE

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

The first part of the report deals with the general conditions of the country during the year. It is noted that the weather was generally favorable, with a moderate amount of rain falling during the season. The crops were well advanced, and the stock raising industry was in a flourishing condition. The commerce of the country was also active, and the revenue of the government was well maintained.

The second part of the report contains a detailed account of the various departments of the government. It is shown that the executive department has been actively engaged in the management of the affairs of the country, and that the legislative department has passed several important laws. The judicial department has also been busy with the trial of several cases, and the revenue department has been successful in collecting the taxes due to the government.

The third part of the report deals with the state of the public debt. It is shown that the public debt has been well managed, and that the interest on the same has been paid in full. It is also noted that the government has been successful in obtaining loans from foreign countries, and that the amount of the public debt has been kept within the limits of the law.

The fourth part of the report contains a summary of the various public works which have been completed during the year. It is shown that a large amount of money has been expended on these works, and that they have been well executed. The most important of these works are the construction of a new bridge over the river, the completion of the canal, and the improvement of the roads.

The fifth part of the report deals with the state of the public health. It is shown that the public health has been well maintained, and that there has been no serious epidemic disease. It is also noted that the government has been successful in obtaining the services of several eminent physicians, and that the public health has been well cared for.

The sixth part of the report contains a summary of the various public institutions which have been established during the year. It is shown that a large number of new institutions have been founded, and that the existing ones have been well supported. The most important of these institutions are the new school, the hospital, and the public library.

The seventh part of the report deals with the state of the public morals. It is shown that the public morals have been well maintained, and that there has been no serious crime. It is also noted that the government has been successful in obtaining the services of several eminent judges, and that the public morals have been well cared for.

The eighth part of the report contains a summary of the various public officers who have been appointed during the year. It is shown that a large number of new officers have been appointed, and that the existing ones have been well supported. The most important of these officers are the new governor, the secretary of state, and the treasurer.

The ninth part of the report deals with the state of the public education. It is shown that the public education has been well maintained, and that there has been no serious deficiency. It is also noted that the government has been successful in obtaining the services of several eminent teachers, and that the public education has been well cared for.

The tenth part of the report contains a summary of the various public works which have been completed during the year. It is shown that a large amount of money has been expended on these works, and that they have been well executed. The most important of these works are the construction of a new bridge over the river, the completion of the canal, and the improvement of the roads.

Year	Population	Area	Revenue	Debt
1880	100,000	10,000	1,000,000	500,000
1881	110,000	11,000	1,100,000	550,000
1882	120,000	12,000	1,200,000	600,000
1883	130,000	13,000	1,300,000	650,000
1884	140,000	14,000	1,400,000	700,000
1885	150,000	15,000	1,500,000	750,000
1886	160,000	16,000	1,600,000	800,000
1887	170,000	17,000	1,700,000	850,000
1888	180,000	18,000	1,800,000	900,000
1889	190,000	19,000	1,900,000	950,000
1890	200,000	20,000	2,000,000	1,000,000

The following table shows the state of the public debt during the year. It is shown that the public debt has been well managed, and that the interest on the same has been paid in full. It is also noted that the government has been successful in obtaining loans from foreign countries, and that the amount of the public debt has been kept within the limits of the law.

The following table shows the state of the public health during the year. It is shown that the public health has been well maintained, and that there has been no serious epidemic disease. It is also noted that the government has been successful in obtaining the services of several eminent physicians, and that the public health has been well cared for.

The following table shows the state of the public education during the year. It is shown that the public education has been well maintained, and that there has been no serious deficiency. It is also noted that the government has been successful in obtaining the services of several eminent teachers, and that the public education has been well cared for.