

# SOUTHERN PACIFIC COMPANY



## SHASTA DIVISION

## TIMETABLE

# 57

**EFFECTIVE SUNDAY, AUGUST 13, 1950**

**AT 12:01 A. M.**

**PACIFIC STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY, WHO MUST ALSO  
CARRY COPY OF CURRENT ISSUE  
OF SPECIAL INSTRUCTIONS**

### TRAINMASTERS

B. W. BISHOP.....Dunsmuir, Cal.  
W. B. KNIGHT.....Dunsmuir, Cal.  
H. A. TEAL.....Klamath Falls, Ore.  
K. E. GWINN.....Klamath Falls, Ore.

### ASSISTANT TRAINMASTER

F. J. DEON.....Alturas, Cal.

### ROAD FOREMEN OF ENGINES

J. E. PETERSON.....Dunsmuir, Cal.  
A. L. SHOUBE.....Klamath Falls, Ore.

### ASST. ROAD FOREMAN OF ENGINES

R. M. DICKSON.....Dunsmuir, Cal.

### CHIEF TRAIN DISPATCHER

W. R. PETTY.....Dunsmuir, Cal.

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### R. R. ROBINSON

Assistant Superintendent, Dunsmuir, Cal.

---

**R. E. HALLAWELL,**  
*General Manager.*

**E. D. MOODY,**  
**H. R. HUGHES,**  
*Assistant General Managers.*

**C. H. GRANT,**  
*General Superintendent of Transportation.*

**M. S. OLSEN,**  
*Superintendent of Transportation.*

**J. A. MCKINNON,**  
*Superintendent.*

## HOSPITAL DEPARTMENT SURGEONS

| LOCATION      | NAME                                  | TITLE                              |
|---------------|---------------------------------------|------------------------------------|
| San Francisco | Dr. W. W. Washburn                    | Chief Surgeon                      |
| Dunsmuir      | Dr. E. V. Anderson                    | District Physician and Surgeon     |
| Dunsmuir      | Dr. D. D. Todorovic                   | District Physician and Surgeon     |
| Mt. Shasta    | Dr. J. B. McGuire                     | District Physician and Surgeon     |
| Montague      | Dr. R. W. Jones (Residence<br>—Yreka) | District Physician and Surgeon     |
| Hilt          | Dr. R. F. Schlappi                    | District Physician and Surgeon     |
| Ashland       | Dr. H. A. Woods                       | District Physician and Surgeon     |
| Ashland       | Dr. Charles A. Haines                 | Asst. Dist. Physician and Surgeon  |
| Red Bluff     | Dr. E. R. Wilson                      | District Physician and Surgeon     |
| Anderson      | Dr. E. K. Harris                      | District Physician and Surgeon     |
| Redding       | Dr. H. R. McVickers                   | District Physician and Surgeon     |
| Redding       | Dr. J. L. Price                       | District Physician and Surgeon     |
| Gerber        | Dr. R. G. Frey                        | District Physician and Surgeon     |
| Dorris        | Dr. E. S. Peeke                       | District Physician and Surgeon     |
| Klamath Falls | Dr. C. V. Rugh                        | Division Physician and Surgeon     |
| Klamath Falls | Dr. Marvin Nerseth                    | District Physician and Surgeon     |
| Klamath Falls | Dr. R. H. Engelecke                   | Asst. Dist. Physician and Surgeon  |
| Klamath Falls | Dr. E. D. Lamb                        | Assoc. Dist. Physician and Surgeon |
| Klamath Falls | Dr. R. W. Stearns                     | Oculist and Aurist                 |
| Tule Lake     | Dr. Isaac Spomer                      | District Physician and Surgeon     |
| Alturas       | Dr. J. Paul McKenney                  | District Physician and Surgeon     |
| Alturas       | Dr. Phillip W. McKenney               | District Physician and Surgeon     |
| Lakeview      | Dr. C. E. Leithead                    | District Physician and Surgeon     |
| Yreka         | Dr. R. W. Jones                       | District Physician and Surgeon     |

**Note.**—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

### HOSPITALS

GENERAL.....SAN FRANCISCO  
EMERGENCY.....GERBER

### WATCH INSPECTORS

San Francisco ..... C. D. Fabrin, Manager of Time Service, 65 Market St.  
Red Bluff ..... Everett G. Smith  
Redding ..... Adolph F. Dobrowsky  
Dunsmuir ..... J. A. Porter  
Dunsmuir ..... Delmar I. Griffin  
Weed ..... J. N. Wilmarth  
Ashland ..... C. R. Ramsey  
Klamath Falls ..... Lawrence Bertram  
Alturas ..... Virgil Pratt  
Lakeview ..... A. E. Rugg

### LOCATION OF STANDARD CLOCKS

|   |  |
|---|--|
| Lakeview ..... Train-Order Office           | Klamath Falls ..... Train-Order Office |
| Gerber ..... Train-Order Office             | Klamath Falls ..... Roundhouse         |
| Gerber ..... Roundhouse                     | Weed ..... Train-Order Office          |
| Redding ..... Train-Order Office            | Weed ..... Roundhouse                  |
| Dunsmuir Yard ..... Yard Office             | Montague ..... Train-Order Office      |
| Dunsmuir ..... Train-Order Office           | Hornbrook ..... Train-Order Office     |
| Dunsmuir ..... Chief Dispatcher's Office    | Ashland ..... Train-Order Office       |
| Dunsmuir ..... Trick Dispatcher's Office    | Ashland ..... Roundhouse               |
| Dunsmuir ..... Crew Dispatcher's Office     | Chiloquin ..... Train-Order Office     |
| Dunsmuir ..... Roundhouse Office            | Chemult ..... Train-Order Office       |
| Mt. Hebron ..... Train-Order Office         | Crescent Lake ..... Train-Order Office |
| Klamath Falls Yard ..... Train-Order Office | Alturas ..... Train-Order Office       |

REDDING SUBDIVISION

EASTWARD

| Capacity of sidings<br>in car lengths | THIRD CLASS |                 |                 | FIRST CLASS     |                    |                 | Mile Post<br>Location | Timetable No. 57<br>August 13, 1950 | Distance from<br>Gerber          |       |
|---------------------------------------|-------------|-----------------|-----------------|-----------------|--------------------|-----------------|-----------------------|-------------------------------------|----------------------------------|-------|
|                                       | 624         | 622             | 620             | 12              | 10                 | 20              |                       |                                     |                                  |       |
|                                       | Freight     | Freight         | Freight         | Cascade         | Shasta<br>Daylight | Klamath<br>(c)  |                       |                                     |                                  |       |
|                                       | Leave Daily | Leave Daily     | Leave Daily     | Leave Daily     | Leave Daily        | Leave Daily     |                       |                                     |                                  |       |
| Gerber<br>yard                        | 164 BKWOYP  | PM 4.30         | AM 8.30         | AM 12.30        |                    |                 |                       | 213.8                               | TO-R GERBER                      | 0.0   |
|                                       | P           |                 |                 |                 |                    |                 |                       | 214.8                               | 1.0 KISKA                        | 1.0   |
|                                       |             |                 |                 |                 |                    |                 |                       | 215.8                               | 1.0 PROBERTA                     | 2.0   |
|                                       | 102 P       | 4.43            | 8.43            | 12.43           | 9.21               | 11.46           | 2.11                  | 218.9                               | 3.1 RAWSON                       | 5.1   |
| Yd.Limits.                            | 54 P        | 4.54            | 8.54            | 12.54           | 9.27               | 11.52           | s 2.16                | 223.4                               | 4.5 TO RED BLUFF                 | 9.6   |
|                                       | 98 P        | 4.56            | 8.56            | 12.56           |                    |                 |                       | 224.5                               | 1.1 GLADE                        | 10.7  |
|                                       | 101 P       | 5.06            | 9.06            | 1.06            | 9.33               | AM 11.58        | 2.32                  | 228.9                               | 4.4 BLUNT                        | 15.1  |
|                                       | 108 P       | 5.16            | 9.16            | 1.16            | 9.38               | PM 12.03        | 2.38                  | 233.6                               | 4.7 HOOKER                       | 19.8  |
|                                       | 97 WP       | 5.27            | 9.27            | 1.27            | 9.44               | 12.09           | c 2.48                | 240.4                               | 6.8 TO COTTONWOOD                | 26.6  |
|                                       | 106 P       | 5.33            | 9.33            | 1.33            |                    |                 |                       | 244.2                               | 3.8 CULP                         | 30.4  |
|                                       | 102 P       | 5.38            | 9.38            | 1.38            | 9.50               | 12.15           | c 3.00                | 247.1                               | 2.9 TO ANDERSON                  | 33.3  |
|                                       | 106 P       | 5.46            | 9.46            | 1.46            | 9.55               |                 |                       | 253.5                               | 6.4 GIRVAN                       | 39.7  |
| E 181 Yard Limits<br>W 96 BKWIP       |             | 5.55            | AM 9.55         | 1.55            | s 10.04            | s 12.26         | s 3.40                | 258.2                               | 4.7 TO REDDING                   | 44.4  |
|                                       | 102 WYP     |                 |                 |                 |                    |                 |                       | 263.0                               | 4.8 SILVERTHORN                  | 49.2  |
|                                       | 102 P       |                 |                 |                 |                    |                 | f 3.52                | 266.3                               | 3.3 CENTRAL VALLEY               | 52.5  |
|                                       | 102 P       |                 |                 |                 |                    |                 |                       | 270.4                               | 4.1 McCOLL                       | 56.6  |
|                                       | 90 P        |                 |                 |                 |                    |                 |                       | 273.2                               | 2.8 PITBRIDGE                    | 59.4  |
|                                       | 102 P       |                 |                 |                 |                    |                 |                       | 277.6                               | 4.4 O'BRIEN                      | 63.8  |
|                                       | 102 P       |                 |                 |                 |                    |                 |                       | 281.2                               | 3.6 MEAD                         | 67.4  |
|                                       | 106 WYP     |                 |                 |                 |                    |                 | c                     | 285.7                               | 4.5 LAKEHEAD                     | 71.9  |
|                                       | 110 WP      |                 |                 |                 |                    |                 | s 4.35                | 289.8                               | 4.1 DELTA                        | 76.0  |
|                                       | 111 P       |                 |                 |                 |                    |                 |                       | 296.7                               | 3.5 LAMOINE                      | 79.5  |
|                                       | 105 P       |                 |                 |                 |                    |                 |                       | 300.2                               | 3.8 GIBSON                       | 83.3  |
|                                       | 67 P        |                 |                 |                 |                    |                 |                       | 304.0                               | 2.0 FISHER                       | 85.3  |
|                                       | 110 WP      |                 |                 |                 |                    |                 |                       | 306.0                               | 3.4 SIMS                         | 88.7  |
|                                       | 114 P       |                 |                 |                 |                    |                 |                       | 309.4                               | 3.7 CONANT                       | 92.4  |
|                                       | 53 P        |                 |                 |                 |                    |                 | f 5.25                | 313.1                               | 2.2 CASTELLA                     | 94.6  |
| Dunsmuir<br>yard                      | 106 P       |                 |                 |                 |                    |                 |                       | 315.3                               | 3.0 CASTLE CRAG                  | 97.6  |
|                                       | BKP         | 9.00 PM         | 1.00 PM         | 5.00 AM         |                    |                 |                       | 318.3                               | 2.9 TO-R DUNSMUIR YARD           | 100.5 |
|                                       | BKWOTP      |                 |                 |                 | s 11.40 PM         | s 1.56 PM       | s 5.55 AM             | 321.2                               | 0.9 TO-R DUNSMUIR                | 101.4 |
|                                       |             | Arrive Daily    | Arrive Daily    | Arrive Daily    | Arrive Daily       | Arrive Daily    | Arrive Daily          | 322.1                               | (101.4)                          |       |
|                                       |             | (4.30)<br>22.33 | (4.30)<br>22.33 | (4.30)<br>22.33 | (2.25)<br>41.96    | (2.16)<br>44.73 | (3.50)<br>26.43       |                                     | .....Time over District.....     |       |
|                                       |             |                 |                 |                 |                    |                 |                       |                                     | .....Average Speed per Hour..... |       |

Automatic Block System

Centralized Traffic Control

**RULE 5.** Schedule time and train-order time at Gerber apply at station sign.

**RULE 86.** Except within Centralized Traffic Control System second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9, 10, 11 and 12 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

Trains operate by C.T.C. between Redding and Dunsmuir but at stations where time is shown must not depart ahead of time.

| ADDITIONAL STATIONS   |           |          |
|-----------------------|-----------|----------|
| NAME                  | Mile Post | Capacity |
| Dlrigo.....           | 316.1     | ..       |
| <b>Keswick Branch</b> |           |          |
| Kesdam.....           | 262.3     | ..       |
| Motion.....           | 268.0     | ..       |

# REDDING SUBDIVISION

| Timetable No. 57<br>August 13, 1950 |                           | Distance from<br>Dunsmuir |              | WESTWARD        |              |   |  |  |  |  |  |  |  |  |
|-------------------------------------|---------------------------|---------------------------|--------------|-----------------|--------------|---|--|--|--|--|--|--|--|--|
|                                     |                           |                           |              | FIRST CLASS     |              |   |  |  |  |  |  |  |  |  |
|                                     |                           |                           |              | 11              | 19           | 9 |  |  |  |  |  |  |  |  |
| STATIONS                            |                           | Cascade                   | Klamath      | Shasta Daylight |              |   |  |  |  |  |  |  |  |  |
|                                     |                           | Arrive Daily              | Arrive Daily | Arrive Daily    |              |   |  |  |  |  |  |  |  |  |
| 213.8                               | TO-R GERBER<br>1.0        | 101.4                     | AM<br>s 4.55 | PM<br>s 3.30    | PM<br>s 7.15 |   |  |  |  |  |  |  |  |  |
| 214.8                               | KISKA<br>1.0              | 100.4                     |              |                 |              |   |  |  |  |  |  |  |  |  |
| 215.8                               | PROBERTA<br>3.1           | 99.4                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 218.9                               | RAWSON<br>4.5             | 96.3                      | 4.46         | 3.16            | 7.07         |   |  |  |  |  |  |  |  |  |
| 223.4                               | TO RED BLUFF<br>1.1       | 91.8                      | 4.41         | s 3.08          | 7.02         |   |  |  |  |  |  |  |  |  |
| 224.5                               | GLADE<br>4.4              | 90.7                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 228.9                               | BLUNT<br>4.7              | 86.3                      | 4.34         | 2.51            | 6.56         |   |  |  |  |  |  |  |  |  |
| 233.6                               | HOOKER<br>6.8             | 81.6                      | 4.29         | 2.46            | 6.51         |   |  |  |  |  |  |  |  |  |
| 240.4                               | TO COTTONWOOD<br>3.8      | 74.8                      | 4.23         | s 2.34          | 6.45         |   |  |  |  |  |  |  |  |  |
| 244.2                               | CULP<br>2.9               | 71.0                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 247.1                               | TO ANDERSON<br>6.4        | 68.1                      | 4.16         | s 2.21          | 6.39         |   |  |  |  |  |  |  |  |  |
| 253.5                               | GIRVAN<br>4.7             | 61.7                      | 4.11         | 2.15            | 6.34         |   |  |  |  |  |  |  |  |  |
| 258.2                               | TO REDDING<br>4.8         | 57.0                      | s 4.07       | s 2.10          | s 6.30       |   |  |  |  |  |  |  |  |  |
| 263.0                               | SILVERTHORN<br>3.3        | 52.2                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 266.3                               | CENTRAL VALLEY<br>4.1     | 48.9                      |              |                 | f 1.49       |   |  |  |  |  |  |  |  |  |
| 270.4                               | McCOLL<br>2.8             | 44.8                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 273.2                               | PITBRIDGE<br>4.4          | 42.0                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 277.6                               | O'BRIEN<br>3.6            | 37.6                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 281.2                               | MEAD<br>4.5               | 34.0                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 285.7                               | LAKEHEAD<br>4.1           | 29.5                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 289.8                               | DELTA<br>3.5              | 25.4                      |              |                 | f 1.18       |   |  |  |  |  |  |  |  |  |
| 296.7                               | LAMOINE<br>3.8            | 21.9                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 300.2                               | GIBSON<br>2.0             | 18.1                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 304.0                               | FISHER<br>3.4             | 16.1                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 306.0                               | SIMS<br>3.7               | 12.7                      |              |                 |              |   |  |  |  |  |  |  |  |  |
| 309.4                               | CONANT<br>2.2             | 9.0                       |              |                 |              |   |  |  |  |  |  |  |  |  |
| 313.1                               | CASTELLA<br>3.0           | 6.8                       |              |                 | f 12.27      |   |  |  |  |  |  |  |  |  |
| 315.3                               | CASTLE CRAG<br>2.9        | 3.8                       |              |                 |              |   |  |  |  |  |  |  |  |  |
| 318.3                               | TO-R DUNSMUIR YARD<br>0.9 | 0.9                       |              |                 |              |   |  |  |  |  |  |  |  |  |
| 321.2                               | TO-R DUNSMUIR             | 0.0                       | 2.33<br>AM   | 12.10<br>PM     | 5.00<br>PM   |   |  |  |  |  |  |  |  |  |
| (101.4)                             |                           |                           | Leave Daily  | Leave Daily     | Leave Daily  |   |  |  |  |  |  |  |  |  |
| .....Time over District.....        |                           |                           | (2.22)       | (3.20)          | (2.15)       |   |  |  |  |  |  |  |  |  |
| .....Average Speed per Hour.....    |                           |                           | 43.50        | 30.42           | 45.90        |   |  |  |  |  |  |  |  |  |

**RULE 5.** Schedule time and train-order time at Gerber apply at station sign.

**RULE 86.** Except within Centralized Traffic Control System second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9, 10, 11 and 12 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

Trains operate by C.T.C. between Dunsmuir and Redding but at stations where time is shown must not depart ahead of time.

| Capacity of sidings<br>in car lengths |   | EAST-<br>WARD         | Timetable No. 57<br>August 13, 1950 |         | WEST-<br>WARD             |
|---------------------------------------|---|-----------------------|-------------------------------------|---------|---------------------------|
|                                       |   | Mile Post<br>Location | Keswick Branch                      |         | Distance<br>from<br>Coram |
| Yard Limits BKWIP                     |   | 258.2                 | STATIONS                            |         |                           |
| 30                                    | P | 261.0                 | TO                                  | REDDING | 14.5                      |
| 12                                    | P | 263.2                 | 2.8<br>MIDDLE CREEK                 |         | 11.7                      |
| 30                                    | P | 268.9                 | 2.2<br>KETT                         |         | 9.5                       |
|                                       |   | 267.2                 | 5.7<br>MATHESON                     |         | 3.8                       |
|                                       |   | 271.0                 | 3.8<br>CORAM                        |         | 0.0                       |
| (14.5)                                |   |                       |                                     |         |                           |

KIRK SUBDIVISION

| Capacity of sidings<br>in car lengths |         | EASTWARD    |  |  |                 |                          |                 | Mile Post<br>Location | Timetable No. 57<br>August 13, 1950 |                      | Distance from<br>Klamath Falls |
|---------------------------------------|---------|-------------|--|--|-----------------|--------------------------|-----------------|-----------------------|-------------------------------------|----------------------|--------------------------------|
|                                       |         | FIRST CLASS |  |  |                 |                          |                 |                       |                                     |                      |                                |
|                                       |         |             |  |  |                 | 10<br>Shasta<br>Daylight | 20<br>Klamath   |                       |                                     |                      |                                |
|                                       |         |             |  |  | Leave Daily     | Leave Daily              | Leave Daily     |                       |                                     |                      |                                |
| Klamath<br>Falls yd.                  | BKWOTYP |             |  |  | PM<br>4.41      | AM<br>10.20              | AM<br>2.35      | 429.5                 | TO-R KLAMATH FALLS                  |                      | 0.0                            |
|                                       | P       |             |  |  |                 | 10.25                    |                 | 431.9                 | 2.4<br>CHELSEA                      |                      | 2.4                            |
| 102                                   | P       |             |  |  | 4.46            | 10.30                    | 2.41            | 434.1                 | 2.2<br>WOCUS                        |                      | 4.6                            |
| 101                                   | P       |             |  |  | 4.51            | c 10.36                  | 2.46            | 438.9                 | TO                                  | 4.8<br>ALGOMA        | 9.4                            |
| 107                                   | P       |             |  |  | 4.55            | 10.41                    | 2.50            | 442.6                 | 3.7<br>OUXY                         |                      | 13.1                           |
| 102                                   | P       |             |  |  | 4.59            | c 10.47                  | 2.54            | 447.2                 | TO                                  | 4.6<br>MODOC POINT   | 17.7                           |
| 103                                   | P       |             |  |  | 5.03            | 10.53                    | 2.58            | 451.8                 | 4.6<br>LOBERT                       |                      | 22.3                           |
| 187                                   | KWYP    |             |  |  | 5.08            | s 11.04                  | 3.03            | 456.7                 | TO                                  | 4.9<br>CHILOQUIN     | 27.2                           |
| 82                                    | P       |             |  |  |                 |                          |                 | 458.0                 | 1.3<br>PINE RIDGE                   |                      | 28.5                           |
| 105                                   | P       |             |  |  | 5.13            | 11.12                    | 3.09            | 461.1                 | 3.1<br>BRAYMILL                     |                      | 31.6                           |
| 97                                    | P       |             |  |  | 5.17            | 11.19                    | 3.14            | 465.3                 | 4.2<br>CALIMUS                      |                      | 35.8                           |
| E 112<br>W 107                        | WYP     |             |  |  | 5.22            | f 11.28                  | 3.20            | 470.3                 | TO                                  | 5.0<br>KIRK          | 40.8                           |
| 95                                    | P       |             |  |  |                 | 11.35                    |                 | 474.5                 | 4.2<br>FUEGO                        |                      | 45.0                           |
| 95                                    | P       |             |  |  | 5.29            | c 11.41                  | 3.27            | 478.6                 | 4.1<br>CHINCHALO                    |                      | 49.1                           |
| 96                                    | WP      |             |  |  | 5.33            | c 11.49                  | 3.31            | 483.4                 | TO                                  | 4.8<br>LENZ          | 53.9                           |
| 95                                    | P       |             |  |  | 5.37            | c 11.55<br>AM            | 3.35            | 488.2                 | 4.8<br>MAZAMA                       |                      | 58.7                           |
| 106                                   | P       |             |  |  | 5.41            | 12.01<br>PM              | 3.39            | 492.6                 | 4.4<br>YAMSAY                       |                      | 63.1                           |
| 95                                    | P       |             |  |  |                 | c 12.07                  |                 | 498.0                 | 5.4<br>DIAMOND LAKE                 |                      | 68.5                           |
| 95                                    | BKP     |             |  |  | 5.50            | s 12.17                  | c 3.48          | 503.3                 | TO-R                                | 5.3<br>CHEMULT       | 73.8                           |
| 96                                    | WYP     |             |  |  | 5.53            | 12.25                    | 3.51            | 507.2                 | 3.9<br>PAUNINA                      |                      | 77.7                           |
| 96                                    | P       |             |  |  | 6.00            | f 12.35                  | 3.58            | 514.8                 | TO                                  | 7.6<br>MOWICH        | 85.3                           |
| 95                                    | P       |             |  |  | 6.06            | 12.47                    | 4.04            | 519.5                 | 4.7<br>KOTAN                        |                      | 90.0                           |
| 96                                    | P       |             |  |  | 6.11            | 12.55                    | 4.09            | 524.0                 | 4.5<br>UMLI                         |                      | 94.5                           |
| Yard Limits<br>Psg. 45 BKWOYP         |         |             |  |  | 6.17<br>PM      | s 1.05<br>PM             | 4.15<br>AM      | 528.6                 | TO-R                                | 4.6<br>CRESCENT LAKE | 99.1                           |
|                                       |         |             |  |  | Arrive Daily    | Arrive Daily             | Arrive Daily    |                       | (99.1)                              |                      |                                |
|                                       |         |             |  |  | (1.36)<br>61.93 | (2.45)<br>36.04          | (1.40)<br>59.41 |                       | .....Time over District.....        |                      |                                |
|                                       |         |             |  |  |                 |                          |                 |                       | .....Average Speed per Hour.....    |                      |                                |

**RULE 5.** Main track at Crescent Lake between switches of passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is between main track and station building.

Freight trains on siding Chemult for passenger trains must provide passageway for passengers to station, member of crew to be stationed at the cut. Train must not be recoupled until all passengers have passed to station side.

**RULE 86.** Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9, 10, 11 and 12 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Gilchrist Jet. .... | 513.2     | ..       |



KIRK SUBDIVISION

| Mile Post Location | Timetable No. 57<br>August 13, 1950 | Distance from Crescent Lake | WESTWARD      |                      |               |              |              |              |                          |                |                |                |             |
|--------------------|-------------------------------------|-----------------------------|---------------|----------------------|---------------|--------------|--------------|--------------|--------------------------|----------------|----------------|----------------|-------------|
|                    |                                     |                             | FIRST CLASS   |                      |               |              |              |              | THIRD CLASS              |                |                |                |             |
|                    |                                     |                             | 19<br>Klamath | 9<br>Shasta Daylight | 11<br>Cascade |              |              |              | 383<br>G. N. Ry. Freight | 641<br>Freight | 643<br>Freight | 645<br>Freight |             |
| Arrive Daily       | Arrive Daily                        | Arrive Daily                |               |                      |               | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily             |                |                |                |             |
| 429.5              | TO-R <b>KLAMATH FALLS</b><br>2.4    | 99.1                        | AM 8.05<br>s  | PM 2.13<br>s         | PM 11.30<br>s |              |              |              |                          | AM 6.10        | AM 8.25        | PM 4.25        | AM 12.25    |
| 431.9              | <b>CHELSEA</b><br>2.2               | 96.7                        | 7.54          |                      |               |              |              |              |                          |                |                |                |             |
| 434.1              | <b>WOCUS</b><br>4.8                 | 94.5                        | 7.54          | 2.06                 | 11.23         |              |              |              |                          | 6.02           | 8.17           | 4.17           | 12.17       |
| 438.9              | TO <b>ALGOMA</b><br>3.7             | 89.7                        | f 7.49        | 2.01                 | 11.18         |              |              |              |                          | 5.55           | 8.10           | 4.10           | 12.10       |
| 442.6              | <b>OUXY</b><br>4.6                  | 86.0                        | 7.43          | 1.57                 | 11.14         |              |              |              |                          | 5.50           | 8.05           | 4.05           | 12.05 AM    |
| 447.2              | TO <b>MODOC POINT</b><br>4.6        | 81.4                        | f 7.37        | 1.53                 | 11.10         |              |              |              |                          | 5.44           | 7.59           | 3.59           | 11.59 PM    |
| 451.8              | <b>LOBERT</b><br>4.9                | 76.8                        | 7.33          | 1.49                 | 11.06         |              |              |              |                          | 5.38           | 7.53           | 3.53           | 11.53       |
| 456.7              | TO <b>CHILOQUIN</b><br>1.3          | 71.9                        | s 7.27        | 1.44                 | 11.01         |              |              |              |                          | 5.31           | 7.46           | 3.46           | 11.46       |
| 458.0              | <b>PINE RIDGE</b><br>3.1            | 70.6                        |               |                      |               |              |              |              |                          |                |                |                |             |
| 461.1              | <b>BRAYMILL</b><br>4.2              | 67.5                        | 7.17          | 1.39                 | 10.56         |              |              |              |                          | 5.22           | 7.37           | 3.37           | 11.37       |
| 465.3              | <b>CALIMUS</b><br>5.0               | 63.3                        | 7.12          | 1.35                 | 10.52         |              |              |              |                          | 5.16           | 7.31           | 3.31           | 11.31       |
| 470.3              | TO <b>KIRK</b><br>4.2               | 58.3                        | f 7.06        | 1.30                 | 10.47         |              |              |              |                          | 5.10           | 7.25           | 3.25           | 11.25       |
| 474.5              | <b>FUEGO</b><br>4.1                 | 54.1                        | c 7.01        |                      |               |              |              |              |                          | 5.03           | 7.19           | 3.19           | 11.19       |
| 478.6              | <b>CHINCHALO</b><br>4.8             | 50.0                        | c 6.56        | 1.23                 | 10.40         |              |              |              |                          | 4.56           | 7.13           | 3.13           | 11.13       |
| 483.4              | TO <b>LENZ</b><br>4.8               | 45.2                        | c 6.51        | 1.19                 | 10.36         |              |              |              |                          | 4.49           | 7.07           | 3.07           | 11.07       |
| 488.2              | <b>MAZAMA</b><br>4.4                | 40.4                        | c 6.46        | 1.15                 | 10.32         |              |              |              |                          | 4.39           | 7.01           | 3.01           | 11.01       |
| 492.6              | <b>YAMSAY</b><br>5.4                | 36.0                        | 6.41          | 1.11                 | 10.28         |              |              |              |                          | 4.32           | 6.55           | 2.55           | 10.55       |
| 498.0              | <b>DIAMOND LAKE</b><br>5.3          | 30.6                        | c 6.35        |                      |               |              |              |              |                          | 4.25           | 6.48           | 2.48           | 10.48       |
| 503.3              | TO-R <b>CHEMULT</b><br>3.9          | 25.3                        | s 6.29        | 1.02                 | 10.19         |              |              |              |                          | 4.00 AM        | 6.41           | 2.41           | 10.41       |
| 507.2              | <b>PAUNINA</b><br>7.6               | 21.4                        | c 6.23        | 12.59                | 10.16         |              |              |              |                          |                | 6.35           | 2.35           | 10.35       |
| 514.8              | TO <b>MOWICH</b><br>4.7             | 13.8                        | c 6.15        | 12.52                | 10.09         |              |              |              |                          |                | 6.25           | 2.25           | 10.25       |
| 519.5              | <b>KOTAN</b><br>4.5                 | 9.1                         | 6.10          | 12.47                | 10.04         |              |              |              |                          |                | 6.19           | 2.19           | 10.19       |
| 524.0              | <b>UMLI</b><br>4.6                  | 4.6                         | 6.05          | 12.43                | 10.00         |              |              |              |                          |                | 6.13           | 2.13           | 10.13       |
| 528.6              | TO-R <b>CRESCENT LAKE</b>           | 0.0                         | 6.00 AM       | 12.38 PM             | 9.55 PM       |              |              |              |                          |                | 6.01 AM        | 2.00 PM        | 10.00 PM    |
|                    | (99.1)                              |                             | Leave Daily   | Leave Daily          | Leave Daily   |              |              |              |                          | Leave Daily    | Leave Daily    | Leave Daily    | Leave Daily |
|                    | Time over District.....             |                             | (2.05)        | (1.35)               | (1.35)        |              |              |              |                          | (2.10)         | (2.24)         | (2.25)         | (2.25)      |
|                    | Average Speed per Hour.....         |                             | 47.57         | 62.60                | 62.60         |              |              |              |                          | 34.06          | 41.01          | 41.01          | 41.01       |

**RULE 5.** Main track at Crescent Lake between switches of passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is between main track and station building.

Freight trains on siding Chemult for passenger trains must provide passageway for passengers to station, member of crew to be stationed at the cut. Train must not be recoupled until all passengers have passed to station side.

**RULE 86.** Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9, 10, 11 and 12 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

**BLACK BUTTE SUBDIVISION**

| EASTWARD                           |                 |                 |             | Mile Post Location | Automatic Block System | Timetable No. 57<br>August 13, 1950 | Distance from Ashland | WESTWARD        |           |                 |                 |         |
|------------------------------------|-----------------|-----------------|-------------|--------------------|------------------------|-------------------------------------|-----------------------|-----------------|-----------|-----------------|-----------------|---------|
| Capacity of sidings in car lengths | SECOND CLASS    |                 | FIRST CLASS |                    |                        |                                     |                       | FIRST CLASS     |           | THIRD CLASS     |                 |         |
|                                    | 638             | 636             |             |                    |                        |                                     |                       | 328             | 327       |                 | 635             | 637     |
|                                    | Freight         | Freight         |             |                    |                        |                                     |                       | Passenger       | Passenger |                 | Freight         | Freight |
|                                    | Leave Daily     | Leave Daily     |             | Leave Daily        | Arrive Daily           |                                     | Arrive Daily          | Arrive Daily    |           |                 |                 |         |
| Yard Limits 210 WYP                | PM 8.30         | AM 8.05         |             | PM 3.25            | 345.2                  | TO BLACK BUTTE                      | 85.1                  | s PM 3.25       |           | AM 7.07         | PM 6.57         |         |
|                                    |                 |                 |             |                    | 347.0                  | 1.8                                 |                       |                 |           |                 |                 |         |
|                                    |                 |                 |             |                    | 345.8                  | IGERNA                              | 83.3                  |                 |           |                 |                 |         |
| Yard Limits 53 BKWOYP              | 8.53            | 8.24            |             | s 3.40             | 348.4                  | 2.6                                 |                       | s 3.04          |           | 6.45            | 6.35            |         |
|                                    |                 |                 |             |                    |                        | WEED                                | 80.7                  |                 |           |                 |                 |         |
| 44 WYP                             | 9.08            | 8.39            |             | s 3.52             | 353.4                  | 5.0                                 |                       | s 2.52          |           | 6.23            | 6.13            |         |
|                                    |                 |                 |             |                    |                        | EDGEWOOD                            | 75.7                  |                 |           |                 |                 |         |
| 67 P                               | 9.28            | 8.59            |             | s 4.10             | 361.0                  | 7.6                                 |                       | s 2.35          |           | 6.02            | 5.52            |         |
|                                    |                 |                 |             |                    |                        | GAZELLE                             | 68.1                  |                 |           |                 |                 |         |
| 80 P                               | 9.40            | 9.11            |             | f 4.22             | 369.1                  | 8.1                                 |                       | s 2.24          |           | 5.49            | 5.39            |         |
|                                    |                 |                 |             |                    |                        | GRENADA                             | 60.0                  |                 |           |                 |                 |         |
| Yard Limits 62 KP                  | 9.54            | 9.25            |             | s 4.40             | 375.5                  | 6.4                                 |                       | s 2.13          |           | 5.35            | 5.25            |         |
|                                    |                 |                 |             |                    |                        | MONTAGUE                            | 53.6                  |                 |           |                 |                 |         |
| 63 YP                              | 10.02           | 9.33            |             | f 4.46             | 380.7                  | 5.2                                 |                       | f 2.03          |           | 5.27            | 5.17            |         |
|                                    |                 |                 |             |                    |                        | SNOWDON                             | 48.4                  |                 |           |                 |                 |         |
| 51 P                               | 10.18           | 9.49            |             | f 5.00             | 386.2                  | 5.5                                 |                       | f 1.49          |           | 5.09            | 5.00            |         |
|                                    |                 |                 |             |                    |                        | AGER                                | 42.9                  |                 |           |                 |                 |         |
| Yard Limits 73 KWYP                | 10.39           | 10.10           |             | s 5.21             | 393.1                  | 6.9                                 |                       | s 1.32          |           | 4.46            | 4.36            |         |
|                                    |                 |                 |             |                    |                        | HORN BROOK                          | 36.0                  |                 |           |                 |                 |         |
| 48 P                               | 11.18           | 10.49           |             | s 5.48             | 401.8                  | 8.7                                 |                       | s 1.03          |           | 4.12            | 4.02            |         |
|                                    |                 |                 |             |                    |                        | HILT                                | 27.3                  |                 |           |                 |                 |         |
| 57 P                               | PM 11.36        | 11.07           |             | f 6.05             | 407.4                  | 5.6                                 |                       | f 12.46         |           | 3.49            | 3.39            |         |
|                                    |                 |                 |             |                    |                        | GREGORY                             | 21.7                  |                 |           |                 |                 |         |
| 73 TP                              | AM 12.01        | AM 11.32        |             | s 6.22             | 412.2                  | 4.8                                 |                       | s 12.31         |           | 3.30            | 3.20            |         |
|                                    |                 |                 |             |                    |                        | SISKIYOU                            | 16.9                  |                 |           |                 |                 |         |
| 55 WP                              | 12.30           | PM 12.07        |             | 6.45               | 419.3                  | 7.1                                 |                       | PM 12.07        |           | 2.50            | 2.40            |         |
|                                    |                 |                 |             |                    |                        | STEINMAN                            | 9.8                   |                 |           |                 |                 |         |
| 68 P                               | 12.45           | 12.22           |             | f 6.56             | 422.9                  | 3.6                                 |                       | f 11.56         |           | 2.33            | 2.23            |         |
|                                    |                 |                 |             |                    |                        | MISTLETOE                           | 6.2                   |                 |           |                 |                 |         |
| Ashland yard BKWOTP                | AM 1.07         | AM 12.45        |             | s 7.20             | 429.1                  | 6.2                                 |                       | AM 11.40        |           | 2.10            | 2.00            |         |
|                                    |                 |                 |             |                    |                        | ASHLAND                             | 0.0                   |                 |           | AM              | PM              |         |
|                                    | Arrive Daily    | Arrive Daily    |             | Arrive Daily       |                        | (85.1)                              |                       | Leave Daily     |           | Leave Daily     | Leave Daily     |         |
|                                    | (4.37)<br>18.43 | (4.40)<br>18.24 |             | (3.55)<br>21.73    |                        | .....Time over District.....        |                       | (3.45)<br>22.69 |           | (4.57)<br>17.19 | (4.57)<br>17.19 |         |
|                                    |                 |                 |             |                    |                        | .....Average Speed per Hour.....    |                       |                 |           |                 |                 |         |

GS and AC class engines not permitted to operate between Hornbrook and Ashland.  
 Water Supply: One-fourth mile east of Grenada  
 MP 390.5  
 MP 403.6 (Emergency only)

| ADDITIONAL STATIONS      |           |          |
|--------------------------|-----------|----------|
| NAME                     | Mile Post | Capacity |
| Peters and Daly . (Spur) | 426.2     | ..       |
| Belleview .....          | 426.8     | ..       |

MERRILL SUBDIVISION

| EASTWARD                           |         |  |  | Mile Post Location | Timetable No. 57<br>August 13, 1950 | Distance from Klamath Falls      | WESTWARD                           |              |             |             |      |
|------------------------------------|---------|--|--|--------------------|-------------------------------------|----------------------------------|------------------------------------|--------------|-------------|-------------|------|
| Capacity of sidings in car lengths |         |  |  |                    |                                     |                                  | THIRD CLASS                        |              |             |             |      |
|                                    |         |  |  |                    |                                     |                                  | 651                                | 653          | 655         |             |      |
|                                    |         |  |  |                    |                                     | Freight                          | Freight                            | Freight      |             |             |      |
|                                    |         |  |  |                    |                                     | Arrive Daily                     | Arrive Daily                       | Arrive Daily |             |             |      |
| Yard Limits<br>61                  | BKWOYP  |  |  | 457.3              | TO-R                                | ALTURAS                          | 97.5                               | AM 6.15      | PM 2.15     | PM 10.15    |      |
|                                    |         |  |  | 458.3              |                                     |                                  | 1.6                                |              |             |             |      |
| 72                                 | P       |  |  |                    | 459.9                               |                                  | JUNIPER                            | 95.9         |             |             |      |
| 75                                 | WYP     |  |  |                    | 470.6                               |                                  | 10.7<br>FLETCHER                   | 85.2         | 5.40        | 1.40        | 9.40 |
| 75                                 | YP      |  |  |                    | 477.7                               | TO                               | 7.1<br>CANBY                       | 78.1         | 5.20        | 1.20        | 9.20 |
| 72                                 | P       |  |  |                    | 485.4                               |                                  | 7.7<br>AMBROSE                     | 70.4         | 4.50        | 12.50       | 8.50 |
| 81                                 | WP      |  |  |                    | 489.8                               |                                  | 4.4<br>BOLES                       | 66.0         | 4.25        | 12.25       | 8.25 |
| 73                                 | P       |  |  |                    | 493.6                               |                                  | 3.8<br>HACKAMORE                   | 62.2         | 4.15        | 12.15 PM    | 8.15 |
| 105                                | WYP     |  |  |                    | 500.8                               |                                  | 7.2<br>MEARES                      | 55.0         | 3.50        | 11.50 AM    | 7.50 |
| 73                                 | P       |  |  |                    | 506.1                               | TO                               | 5.3<br>PEREZ                       | 49.7         | 3.30        | 11.30       | 7.30 |
|                                    | YP      |  |  |                    | 515.4                               |                                  | 9.3<br>CORNELL                     | 40.4         | 2.58        | 10.58       | 6.58 |
| 73                                 | WP      |  |  |                    | 521.9                               |                                  | 6.5<br>STALEY                      | 33.9         |             |             |      |
|                                    | I       |  |  |                    | 524.3                               |                                  | 2.4<br>STRONGHOLD                  | 31.5         | 2.38        | 10.38       | 6.38 |
| Yard Limits<br>40                  | P       |  |  |                    | 525.4                               |                                  | 1.1<br>Great Northern Ry. Crossing | 30.4         |             |             |      |
| 97                                 | P       |  |  |                    | 529.7                               | TO                               | 4.3<br>TULE LAKE                   | 26.1         | 2.28        | 10.28       | 6.28 |
| 73                                 | P       |  |  |                    | 533.2                               |                                  | 3.5<br>HATFIELD                    | 22.6         | 2.20        | 10.20       | 6.20 |
|                                    | P       |  |  |                    | 537.9                               | TO                               | 4.7<br>MERRILL                     | 17.9         | 2.10        | 10.10       | 6.10 |
|                                    | P       |  |  |                    | 547.1                               |                                  | 9.2<br>STUKEL                      | 8.7          | 1.50        | 9.50        | 5.50 |
| Klamath Falls yd.                  | BKWOTYP |  |  | 555.0              | TO-R                                | 7.9<br>KLAMATH FALLS YARD        | 0.8                                | 1.30 AM      | 9.30 AM     | 5.30 PM     |      |
|                                    | BKWOTYP |  |  | 428.7              | TO-R                                | 0.8<br>KLAMATH FALLS             | 0.0                                |              |             |             |      |
|                                    |         |  |  |                    |                                     | (97.5)                           |                                    | Leave Daily  | Leave Daily | Leave Daily |      |
|                                    |         |  |  |                    |                                     | .....Time over District.....     |                                    | (4.45)       | (4.45)      | (4.45)      |      |
|                                    |         |  |  |                    |                                     | .....Average Speed per Hour..... |                                    | 20.88        | 20.88       | 20.88       |      |

**RULE 5.** Schedule time and train-order time at Alturas apply at train-order office.

Take water at Hackamore and Stronghold only in emergency.

| EASTWARD                           |                           | Mile Post Location | Timetable No. 57<br>August 13, 1950 | Distance from Lakeview           | WESTWARD                |                        |
|------------------------------------|---------------------------|--------------------|-------------------------------------|----------------------------------|-------------------------|------------------------|
| THIRD CLASS                        |                           |                    |                                     |                                  | THIRD CLASS             |                        |
| Capacity of sidings in car lengths | 658<br>Freight            |                    |                                     |                                  | 657<br>Freight          |                        |
|                                    | Leave Daily Ex. Saturday  |                    | Lakeview Branch                     |                                  | Arrive Daily Ex. Sunday |                        |
|                                    | AM 5.00                   |                    | <b>STATIONS</b>                     |                                  |                         |                        |
| Yard Limits BKWOYP                 | 458.3                     | 456.8              | TO-R                                | ALTURAS                          | 55.5                    | AM 8.50                |
| 16 P                               |                           | 466.9              |                                     | 10.1<br>SURPRISE                 | 45.4                    |                        |
| 21 P                               |                           | 478.6              |                                     | 11.7<br>DAVIS CREEK              | 33.7                    |                        |
| 20 P                               | 6.55                      | 491.2              | TO                                  | 12.6<br>WILLOW RANCH             | 21.1                    | 6.55                   |
| 15                                 |                           | 497.8              |                                     | 6.6<br>FAIRPORT                  | 14.5                    |                        |
| Yard Limits BKWYP                  | 8.50 AM                   | 512.3              | TO-R                                | 14.5<br>LAKEVIEW                 | 0.0                     | 5.00 AM                |
|                                    | Arrive Daily Ex. Saturday |                    |                                     | (55.5)                           |                         | Leave Daily Ex. Sunday |
|                                    | (3.50)                    |                    |                                     | .....Time over District.....     |                         | (3.50)                 |
|                                    | 14.48                     |                    |                                     | .....Average Speed per Hour..... |                         | 14.48                  |

| ADDITIONAL STATIONS |           |          |
|---------------------|-----------|----------|
| NAME                | Mile Post | Capacity |
| Alturas line        |           |          |
| Copic.....          | 520.3     | ..       |
| Homestead.....      | 525.6     | ..       |
| Tuber.....          | 527.7     | ..       |
| Malone.....         | 536.0     | ..       |
| Lost River.....     | 541.0     | ..       |
| Hosley.....         | 543.8     | ..       |
| Gem.....            | 548.1     | ..       |
| Spring Lake.....    | 550.3     | ..       |

**RULE 5.** Schedule time and train-order time at Alturas apply at train-order office.

Water Supply: MP 485.8



CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

| Train | STATION                           | KIND                   | FREQUENCY                                      | FOR REVENUE PASSENGERS    |                               | FOR OTHER TRAFFIC                                   |
|-------|-----------------------------------|------------------------|--|---------------------------|-------------------------------|---|
|       |                                   |                        |  | RECEIVE TO<br>(or beyond) | DISCHARGE FROM<br>(or beyond) |   |
| 12    | Chemult.....                      | Flag.....              | Daily.....                                     |                           | Davis.....                    |   |
| 19    | Mowich.....                       | Flag.....              | Tues. and Sat.....                             |                           |                               | To entrain employes                                 |
| 19    | Paumina.....                      | Flag.....              | Monday.....                                    | Any station.....          |                               |   |
| 19    | Diamond Lake.....                 | Flag.....              | Monday.....                                    | Any station.....          |                               |   |
| 19    | Diamond Lake.....                 | Flag.....              | Tues. and Sat.....                             |                           |                               | To entrain employes                                 |
| 19    | Mazama.....                       | Flag.....              | Monday.....                                    | Any station.....          |                               |   |
| 19    | Lenz.....                         | Flag.....              | Daily.....                                     | Klamath Falls.....        | Eugene.....                   |   |
| 19    | Lenz.....                         | Flag.....              | Tues. and Sat.....                             |                           |                               | To entrain employes                                 |
| 19    | Chinchalo.....                    | Flag.....              | Saturday.....                                  | Any station.....          |                               |   |
| 19    | Fuego.....                        | Flag.....              | Saturday.....                                  | Any station.....          |                               |   |
| 19    | Kegg Pitt.....                    | Flag.....              | Sun., Wed., Fri.....                           | Any station.....          | Any station.....              |   |
| 19    | Black Butte.....                  | Flag.....              | Daily.....                                     |                           | Klamath Falls.....            |   |
| 19    | Shasta Springs.....               | Flag.....              | Daily.....                                     | Davis.....                | Klamath Falls.....            |   |
| 19    | Sims.....                         | Stop if necessary..... | Daily.....                                     |                           |                               | To dispatch parcel post                             |
| 19    | Lamoine.....                      | Stop if necessary..... | Daily.....                                     |                           |                               | To dispatch parcel post                             |
| 19    | O'Brien.....                      | Stop if necessary..... | Daily.....                                     |                           |                               | To dispatch parcel post                             |
| 20    | Cottonwood.....                   | Stop.....              | Monday and day<br>following Holi-<br>days..... |                           |                               | To exchange U. S. Mail                              |
| 20    | Anderson.....                     | Stop.....              | Monday and day<br>following Holi-<br>days..... |                           |                               | To exchange U. S. Mail                              |
| 20    | Lakehead.....                     | Stop if necessary..... | Daily.....                                     |                           |                               | To dispatch parcel post                             |
| 20    | Any Station<br>Gerber to Dunsmuir | Flag.....              | Daily.....                                     | Black Butte.....          |                               |   |
| 20    | Shasta Springs.....               | Flag.....              | Daily.....                                     | Klamath Falls.....        | Davis.....                    |   |
| 20    | Black Butte.....                  | Flag.....              | Daily.....                                     | Klamath Falls.....        | Sacramento.....               |   |
| 20    | Bolam.....                        | Flag.....              | 13th and 29th.....                             |                           |                               | To entrain employes                                 |
| 20    | Kegg Pit.....                     | Flag.....              | Sunday.....                                    |                           |                               | To receive or discharge employes                    |
| 20    | Algoma.....                       | Flag.....              | Daily.....                                     | Eugene.....               | Gerber.....                   |   |
| 20    | Algoma.....                       | Flag.....              | Tues. and Sat.....                             |                           |                               | To detrain employes                                 |
| 20    | Algoma.....                       | Stop if necessary..... | Daily.....                                     |                           |                               | To receive or discharge U. S. Mail or<br>newspapers |
| 20    | Modoc Point.....                  | Flag.....              | Daily.....                                     | Eugene.....               | Gerber.....                   |   |
| 20    | Modoc Point.....                  | Flag.....              | Tues. and Sat.....                             |                           |                               | To detrain employes                                 |
| 20    | Modoc Point.....                  | Stop.....              | Daily.....                                     |                           |                               | To exchange U. S. Mail                              |
| 20    | Chinchalo.....                    | Flag.....              | Daily.....                                     | Eugene.....               | Gerber.....                   |   |
| 20    | Lenz.....                         | Flag.....              | Daily.....                                     | Eugene.....               | Klamath Falls.....            |   |
| 20    | Lenz.....                         | Flag.....              | Tues. and Sat.....                             |                           |                               | To detrain employes                                 |
| 20    | Mazama.....                       | Flag.....              | Daily.....                                     | Eugene.....               | Gerber.....                   |   |
| 20    | Diamond Lake.....                 | Flag.....              | Tues. and Sat.....                             |                           |                               | To detrain employes                                 |

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

11

**RULE 4.** Designated holidays:

New Year's Day, January 1st.  
 Washington's Birthday, February 22nd.  
 Decoration Day, May 30th.  
 Independence Day, July 4th.  
 Labor Day, first Monday in September.  
 Thanksgiving Day, fourth Thursday in November.  
 Christmas Day, December 25th.

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

**RULE 105.** Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains.

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 steam engine and caboose.

## SPECIAL INSTRUCTIONS—REDDING SUBDIVISION

**RULE 83 (A).** At the following stations, only the trains indicated will register:

Dunsmuir Yard ..... } Trains originating or terminating.  
 Dunsmuir ..... }

**RULE 83 (B).** At open train-order offices trains may register by ticket as follows:

Dunsmuir—Nos. 9, 10, 11 and 12.

**RULE 105. Redding.** Track on passenger station side next to main track is westward siding. Track on freight station side next to main track is eastward siding and extends from initial switch at west end to beginning of C. T. C.

**RULE 221.** First-class trains will not obtain clearance at Dunsmuir Yard.

Eastward trains originating at Dunsmuir Yard and westward trains terminating at Dunsmuir Yard need not obtain clearance at Dunsmuir.

Light engines originating must obtain clearance and register at Dunsmuir instead of Dunsmuir Yard.

## SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

**RULE 83.** Eastward trains must obtain train-order check of overdue superior trains at Black Butte, but may identify opposing trains between west and east switches Black Butte, and may identify eastward superior trains between train-order office and east switch Black Butte.

**RULE 83 (A).** At the following stations, only the trains indicated will register:

Dunsmuir Yard } Trains originating or terminating.  
 Dunsmuir }

Klamath Falls Yard—Westward trains originating at Klamath Falls; eastward third-class and extra trains terminating at Klamath Falls.

Klamath Falls—All trains except westward extra freight trains originating.

Weed—Trains originating or terminating.

**RULE 83 (B).** At open train-order offices, trains may register by ticket as follows:

Dunsmuir—Nos. 9, 10, 11 and 12.

Klamath Falls Yard—Westward first-class trains and extra passenger trains.

Klamath Falls—Westward GNRy trains.

Operator Klamath Falls will repeat registration of eastward first-class trains to operator Klamath Falls Yard for entry in register. Registration must be repeated for verification.

**RULE 105. Weed.** Siding located east of station building on opposite side of main track.

**Black Butte.** Siskiyou siding extends from connection to controlled siding at west switch Black Butte to connection to controlled siding opposite east water column. West switch is dual controlled, east switch hand operated. Westward trains must not enter Siskiyou siding without permission from dispatcher.

**Grass Lake.** Track on station side of main track is westward siding. Westward trains taking siding, stop east of west switch house track. Track on opposite side of main track is eastward siding.

**Bray.** House track must be left clear for meeting or passing of trains.

**Mt. Hebron.** Track on station side of main track is westward siding. Track on opposite side of main track is eastward siding.

**Siskiyou.** When a westward train is holding main track to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel. Eastward trains or engines will leave turntable lead at east switch located 200 feet west of signal 4122.

**RULE 221.** First-class trains will not obtain clearance at Dunsmuir Yard.

Light engines originating must obtain clearance and register at Dunsmuir instead of Dunsmuir Yard.

Other eastward trains originating at Dunsmuir Yard and westward trains terminating at Dunsmuir Yard need not obtain clearance at Dunsmuir.

First-class trains will not obtain clearance at Klamath Falls Yard.



**SPECIAL INSTRUCTIONS—KIRK SUBDIVISION**

**RULE 83 (A).** At the following stations, only the trains indicated will register:  
Chemult.....Trains originating or terminating.

**RULE 83 (B).** At open train-order offices, trains may register by ticket as follows:  
Klamath Falls..... Westward GNRy trains.  
Crescent Lake..... Nos. 9, 10, 11, 12, 19 and 20.  
Operator Klamath Falls will repeat registration of eastward first-class trains to operator Klamath Falls Yard for entry in register.  
Registration must be repeated for verification.

**RULE 105. Kirk.** Track on station side of main track is eastward siding. Track on opposite side of main track is westward siding.

**SPECIAL INSTRUCTIONS—MERRILL SUBDIVISION**

**RULE 82 (A).** On Saturday No. 657 may leave Lakeview without clearance if no operator on duty.

**RULE 221.** Light will not be displayed in train-order signal at Willow Ranch except when train-order operator is on duty.

**MILEAGE**

**Main Line**

|                                    | First Track        | Second Track | Miles  |
|------------------------------------|--------------------|--------------|--------|
| Proberta to Ashland.....           | CPRy ..... 180.85  |              |        |
|                                    | (SPCo) ..... 27.60 |              |        |
| Black Butte to Crescent Lake.....  | CPRy ..... 181.77  |              |        |
| Alturas to Klamath Falls Yard..... | CPRy ..... 97.65   |              |        |
| Total.....                         | 487.87             | 0.0          | 487.87 |
| Total Main Lines.....              |                    |              | 487.87 |

**Branches**

|                                   |                  |  |        |
|-----------------------------------|------------------|--|--------|
| Keswick—Redding to Coram.....     | USBR ..... 15.17 |  |        |
| Lakeview—Alturas to Lakeview..... | CPRy ..... 56.16 |  |        |
| Total Branches.....               |                  |  | 71.33  |
| Total Shasta Division.....        |                  |  | 559.20 |

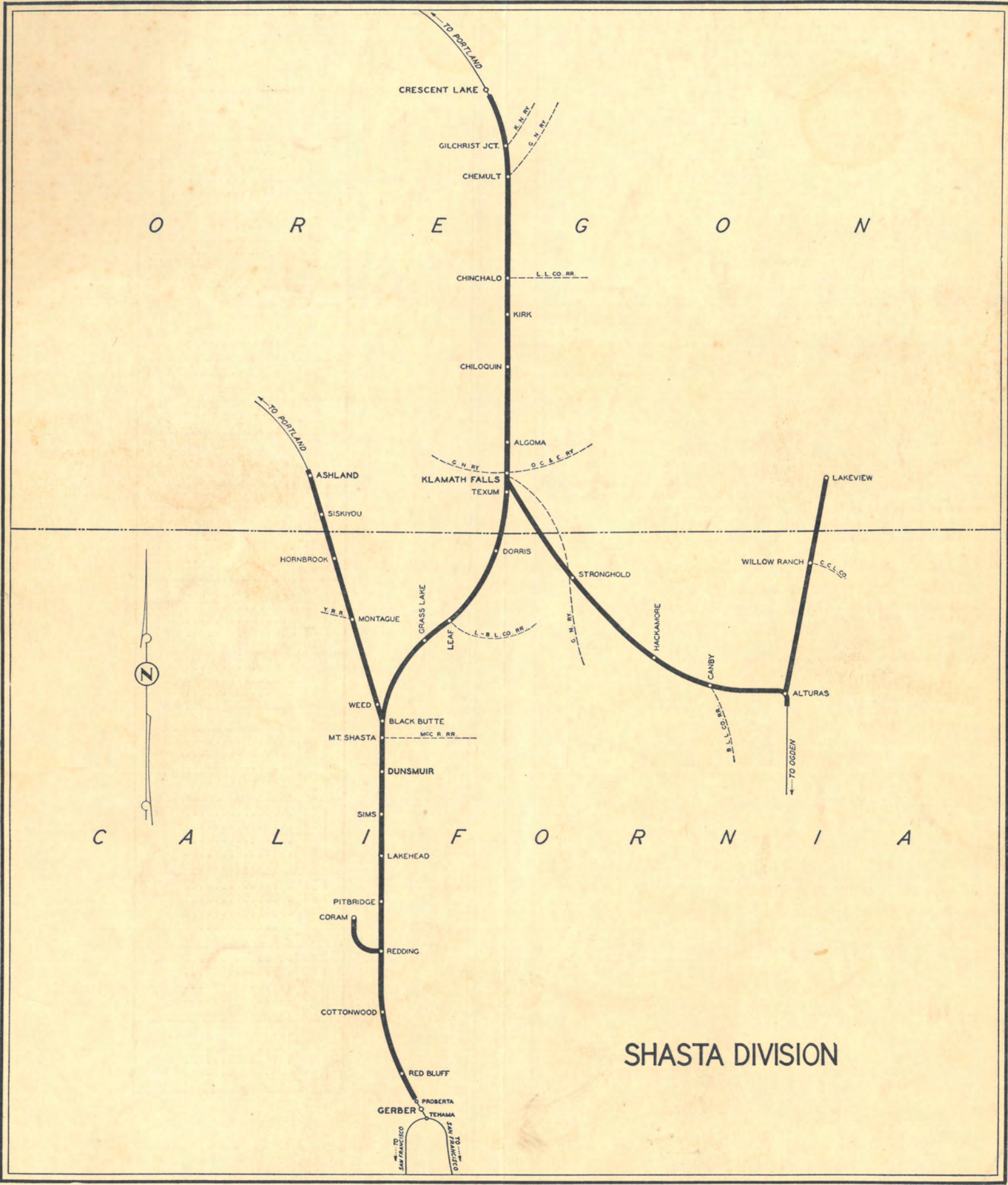
**SPEED TABLE**

| TIME PER MILE | MILES PER HOUR |
|---------------|----------------|
| 36" .....     | 100            |
| 37" .....     | 97.3           |
| 38" .....     | 94.7           |
| 39" .....     | 92.3           |
| 40" .....     | 90             |
| 41" .....     | 87.8           |
| 42" .....     | 85.7           |
| 43" .....     | 83.7           |
| 44" .....     | 81.8           |
| 45" .....     | 80             |
| 46" .....     | 78.3           |
| 47" .....     | 76.6           |
| 48" .....     | 75             |
| 49" .....     | 73.5           |
| 50" .....     | 72             |
| 51" .....     | 70.6           |
| 52" .....     | 69.2           |
| 53" .....     | 67.9           |
| 54" .....     | 66.7           |
| 55" .....     | 65.5           |
| 56" .....     | 64.3           |
| 57" .....     | 63.2           |
| 58" .....     | 62.1           |
| 59" .....     | 61             |
| 1'00" .....   | 60             |
| 1'01" .....   | 59             |
| 1'02" .....   | 58.1           |
| 1'03" .....   | 57.1           |
| 1'04" .....   | 56.2           |
| 1'05" .....   | 55.4           |
| 1'06" .....   | 54.5           |
| 1'07" .....   | 53.7           |
| 1'08" .....   | 52.9           |
| 1'09" .....   | 52.2           |
| 1'10" .....   | 51.4           |
| 1'11" .....   | 50.7           |
| 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           |
| 2'30" .....   | 24             |
| 2'45" .....   | 21.8           |
| 3'00" .....   | 20             |
| 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              |



O R E G O N

C A L I F O R N I A



SHASTA DIVISION