TIME IS IMPORTANT Take TIME To Be SAFE

TRAINMASTERS

A.	W.	KEITH.		• •	•	• •	•	• •	• •	•	• •	•	•	•	• •		···Du	nsmuir,	Cal.
P.	V.	STONE.		• •			•	• •			• •			•	• •	· · K	lamath	Falls,	Ore.
C.	E.	ALWAR	D	• •			•				• •			•	• •	· . K	lamath	Falls,	Ore.
D.	R.	ANDER	SON					•			• •			•	• •		Du	nsmuir,	Cal.
F.	J.	DEON															A	lturas,	Cal.

ROAD FOREMEN OF ENGINES

J.	E.	PETERSONDunsmuir, O	Cal.
A.	L.	SHOUPEKlamath Falls, C	Dre.

ASST. ROAD FOREMEN OF ENGINES

R. M. DICKSON	Dunsmuir, Cal.
P. G. VAUGHAN	Klamath Falls, Ore.
K. E. GREEN	Alturas, Cal.

CHIEF TRAIN DISPATCHER

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

J. C. SLADE Assistant Superintendent, Dunsmuir, Cal.

SOUTHERN PACIFIC COMPANY



SHASTA DIVISION

TIMETABLE

62

EFFECTIVE SUNDAY, APRIL 29, 1956 AT 12:01 A. M. PACIFIC STANDARD TIME

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

W. D. LAMPRECHT, General Manager.

> A. S. McCANN, J. A. McKINNON, Assistant General Managers.

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

> > > J. M. HATCHER, Superintendent of Transportation.

> > > > A. W. KILBORN, Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn Dr. E. V. Anderson	Chief Surgeon District Physician and Surgeon
Dunsmuir	Dr. D. D. Todorovic.	District Physician and Surgeon
Dunsmuir	Dr. J. W. Reynolds	Asst. Dist. Physician and Surgeon
Dunsmuir	Dr. J. B. McGuire	District Physician and Surgeon
Mt. Shasta	Dr. H. A. Woods.	District Physician and Surgeon
Ashland.	Dr. J. W. Bradshaw.	Asst. Dist. Physician and Surgeon
Ashland	Dr. B. A. Cope.	Oculist and Aurist
Ashland	Dr. J. L. Faulkner.	District Physician and Surgeon
Red Bluff		Asst. Dist. Physician and Surgeon
Red Bluff	Dr. Don E. Thompson	District Physician and Surgeon
Red Bluff	Dr. R. G. Frey Dr. J. L. Price	District Physician and Surgeon
Redding	Dr. H. R. McVickers.	Asst. Dist. Physician and Surgeon
Redding	Dr. Alex J. Otten	Oculist and Aurist
Redding		District Physician and Surgeon
Gerber	Dr. R. G. Frey.	Emergency Surgeon
Dorris.	Dr. C. R. Drader	Division Physician and Surgeon
Klamath Falls	Dr. C. V. Rugh Dr. Marvin Nerseth	District Physician and Surgeon
Klamath Falls		District Physician and Surgeon
Klamath Falls	Dr. R. H. Engelecke	District Physician and Surgeon
Klamath Falls	Dr. John D. Merryman Dr. R. W. Stearns	Oculist and Aurist
Klamath Falls		Emergency Physician and Surgeon
Merrill.		District Physician and Surgeon
Tule Lake	Dr. Isaac Spomer	District Physician and Surgeon
Alturas	Dr. J. Paul McKenney	Asst. Dist. Physician and Surgeon
Alturas	Dr. Phillip W. McKenney.	District Physician and Surgeon
Lakeview	Dr. C. E. Leithead	Emergency Surgeon
Yreka	Dr. D. L. Meamber	Tamersench on Beon

SA V J

GRUNDOD

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,	n, Manager of Time Service, 65 M	arket St.
Red Bluff		Jones & Smith, G. C. Wilkin	ns & Son
Redding			rowsky s
Dunsmuir			. Huddle
Mt. Shasta.			Penserini
Wood			Numarth
Ashland		Jas. B. Madison, B & J	Jewelers
Klamath Falls		Jas. B. Madison, B & J	C. Renie
Alturag		<i>.</i>	gil Pratt
Lakeview		B.	H. Amos

AVERAGE WEIGHTS (IN TONS) OF PASSENGER CARS

			ÇO	AIR (DI-				R CON				
INITIALS	KIND OF CAR	Insido	TIO	NED	C(DOLING	SEASO	N	NON	-COOLI	NG SEA	SON
		Longth	Steci	Steel Under- Frame	ACI	ACEM	ACW	ACS	ACI	ACEM	ACW	ACS
Conven SP SP SP SP SP	tional Equipment: Box—Express Baggage Baggage Baggage Baggage	41' 60' 61' 66' 70'	24 48 65 63	40 45 54	-							
SP SP SP SP SP SP	Baggage and Mail Baggage and Mail Baggage and Mail Baggage and Mail Baggage and Psgr Baggage and Psgr	60' 66' 69' 70' 60' 61'	56 68 64 66 51	60 58					-			
SP SP SP SP SP SP	Baggage—Horse Baggage—Horse Postal Postal—Storage Postal—Storage	70' 80' 40' 60' 60' 61'	67 75 42 59 54 61									
SP SP SP SP SP SP	Club. Club. Chair Chair Chair Chair Chair Chair	75' 77' 60' 72' 73' 73' 74'	53		83 70 82 78 90	100	80 85	98	80 67 79 75 87	92	80 85	90
SP SP SP SP SP SP	Coach Coach Coach Coach Coach All Day Lunch Cafe—Lounge	60' 70' 72' 74' 60' 72'	50 60 51		67 78 81 87 63 86		76 79		64 75 78 84 60 83		76 79	
SP SP SP SP SP SP	Diner Diner Lounge	73' 77' 79' 80' 75' 80'	79		92 85 95	100 105	85 88 80 93		89 82 92	92 97	85 88 80 93	
SP SP SP SP SP	Observation—Smoking Observation—Smoking Observation—Smoking	72'	78 79	78 79	83		94 96		80	-	94 96	
Pull Pull Pull Pull	Lounge Troop Sleeper	и и и	38 39		92 90	90 88	-	93 89	89 87	90 88		93 89
USA. USA. USA. USA. USA. USA.	Ward Dressing Mortuary Hospital (89200-01)	и и и и и	40 79		90 86 84 78	87			87 83 81 75	79		

٠

NON AIR AIR CONDITIONED CONDI-TIONED COOLING SEASON NON-COOLING SEASON INITIALS KIND OF CAR Inside Length Steel Under-ACI ACEM ACW ACS ACI ACEM ACW ACS Frame Conventional Equipment—Con't. 41' $\mathbf{22}$ Box-Express..... UP . . . 69' 62 UP . . . Baggage.... **UP**... Baggage.... 81' 68 79 Baggage-Dormitory 76 79 73 81' UP . . . 86 89 78 86 UP.. Chair 70' 88 80 UP . . . Chair 74' 75' 9283 Club—Lounge..... UP . . . 80 95 87 UP.. Diner..... 86 78 70 **UP**.. Lounge.... 68 66 CNW Baggage..... 57 57 CNW 66' 88 87 66' CNW Diner..... 41' 25CRIP. Express 53 60' CRIP. Baggage.... CRIP. 66' 65 Baggage.... 70' CRIP. Baggage.... 68 78 70' 78 CRIP. Dormitory..... 82 79 CRIP. 70'79 CRIP. Coach..... 74 82 92 75 95 CRIP. Club.... 80' 95 95 CRIP. Diner..... Light Weight Equipment: SP.... Baggage—Postal.... Var. 65 69 SP... " SP.... Baggage-30 ft. Postal 69 Baggage-60 ft. Postal " 62 SP.... к 71 64 61 64 SP... Baggage—Dormitory. 56 88 55 " 71 63 64 60 63 SP.... Chair u 99 95 99 SP.... Chair (Articulated) ... " SP.... 63 Chair-Baggage.... $\begin{array}{c} 72 \\ 159 \end{array}$ u 77 7264 66 56 SP.... Diner..... 150Diner (Triplex)..... " 159 174 SP... ĸ 62 62 65 57 SP... Tavern. 77 74 72 66 7266 " SP... Coffee Shop-Lounge. " 66 61 $\tilde{\mathbf{SP}}$ Lounge..... " 65 57 SP.... " 58 SP.... Parlor-Observation. 58 62 54" 70 80 SP.... Sleeping Cars..... 65 68 62 Pull. " 65 68 $\mathbf{62}$ Sleeping Cars.... UP.. Bage-Dorm (C of SF) 82' $\mathbf{62}$ $\mathbf{62}$ 79 7176' Bage-Dorm (C of SF) UP... 75' 64 56 **UP**.. Chair 58 66 75' **UP**.. Club-Lounge..... CRIP. Baggage and Mail... 70' 5261 61 CRIP. Dormitory..... 83' 61 61 CRIP Chair 80' 64 64 68 80' CRIP Diner..... 68 83' CRIP Diner..... 69 69 CRIP. Coffee Shop-Lounge. 83'

*

ACI: Air Conditioned—Ice System ACEM: Air Conditioned—Electro-Mechanical System ACW: Air Conditioned—Waukesha System ACS: Air Conditioned—Steam Ejector System

	2				<u></u>		DING S		VISION	1			
					· · · · ·	EAS	ſWARI)					
		SE	COND C	LASS	_		FIRST	GLASS				Timetable No. 62	8
Ca	apacity of sidings	624 Freight	622 Freight	620 Freight			12 Cascade	10 Shasta Daylight	20 Klamath (c)	378 Pacific Coast Expediter	Mile Post Location	April 29, 1956	Distance from Gerber
		Leave Dail	=	_			Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.		STATIONS	
<u></u>	BKWOYP	РМ 4.30	AM 8.30	AM 12.30			РМ 8.30	AM 11.32	AM 2.00	AM 1.30	213.8	TO-R GERBER	0.0
yard	P	· · · · · · · · · · · · · · · · · · ·	_	_	· · · · · · · · · · · · · · · · · · ·	· ······	_	_			214.8	1.0 KISKA	1.0
ι		·	-	_			-	-			215.8	PROBERTA	2.0
98 # (4.40	8.40	12.40			8.36	11.38	2.07	1.37	218.9	RAWSON	5.1
si {54 97		-	-	-					<u>s 2.13</u>		223.4	TO RED BLUFF	9.6
		4.50			<u> </u>		8.42	11.46	2.24	1.44	224.5	GLADE	10.7
97	P	4.57	8.57	-			8.47	11.50	2.30	1.49	228.9	4.4 BLUNT	15.1
105	P	5.05	9.05	1.05			8.52	11.55	2.35	1.55	233.6	4.7 HOOKER	19.8
97	P	5.15	9.15	1.15			8.58	NOON 12.00	<u>c 2.41</u>	2.02	240.4	TO COTTONWOOD	26.6
104	P	5.20	9.20	1.20			-		2.45	2.06	244.2	3.8 CULP	30.4
100	P	5.24	9.24	1.24			9.04	PM 12.06	<u>c 2.48</u>	2.10	247.1	TO ANDERSON	33.3
104 3	P Yard Limits	5.31	9.31 AM	1.31			9.09	12.11	2.55	2.16	253.5	GIRVAN	39.7
177	BKWIP	5.40	9.40	1.40	 		<u>s 9.16</u>	<u>s12.18</u>	<u>s 3.15</u>	2.22	258.2	TO REDDING	44.4
102	P		-	-			-	-			263.0		49.2
100	P		·	-	i		-	· · · · · · · · · · · · · · · · · · ·			266.3	3.3	52.5
100	P			-		<u></u>	-				270.4		56.6
	<u>P</u>		-	-			-				273.2	2.8 PITBRIDGE	59.4
120	P			-			·				277.6		63.8
100	P										281.2	MEAD	67.4
101	WYP			-					<u>e</u>		285.7	4.5 LAKEHEAD 4.1 DELTA	71.9
104	WP						·				289.8 296.7		76.0
110	P										300.2		79.5
98	- P										304.0	GIBSON	83.3
63	P										306.0	FISHER F	85.3
106	WP		,								309.4		88.7
108	P			i		· · · · · · · · · · · · · · · · · · ·					313.1	CONANT	92.4
48 [1	P	·									315.3	CASTELLA	94.6
1 	15 P	8.30 PM	12.30	4.30						- 4 05	318.3	CASTLE CRAG	97.6
r]_	BKP	PM	PM	AM			s 10.50	s <u>1.50</u>	- E OF	s 4.25 AM	321.2	2.9 TO-R DUNSMUIR YARD	100.5
	BDKWOTP	Anuino Doti-	Analys D				PM	PM	<u>AM</u>		322.1	TO-R DUNSMUIR	101.4
				Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.		(101.4)	
		624	622	62 0			12	10	20	378			

RULE 5. Time at Gerber applies at station sign. Time on westward first-class trains applies at train-order signal Redding. Trains operate by CTC between Redding and Dunsmuir but at stations where time is shown must not depart ahead of time.

ADDITIONAL STATIONS												
Capacity and E of entry into	irection Spurs	Mile Post	NAME	Station Number								
30		316.1	Dirigo	14396								
15W	•••	$\begin{array}{c} 262.3\\ 268.0 \end{array}$	Matheson Branch Kesdam(Spur) Motion	14654 14660								

.

				REDD	ING S	UBDI	VISIC)N		···		
								W	ESTWARD)		
+-	Timetable No. 62		ir on		FIRST CLASS							
Mile Post Location	April 29, 1956	Station Number	Distance from Dunsmuir	11	19	9	377					
M-			Dist	Cascade	Klamath	Shasta Daylight	Pacific Co Expedite	ast er				
-	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Sun., Mo	Ex. n.				-
213.8	TO-R GERBER 1.0	11707	101.4	AM 8 4.53	PM \$ 2.35	PM s 7.22	PM					
214.8	KISKA 1.0	14301	100.4	<u>~</u>			<u> </u>	<u> </u>				-
215.8	PROBERTA 3.1	14302	99.4				-					
218.9	RAWSON 4.5	14305	96.3	4.46	2.23	7.13						
223.4	TO RED BLUFF 1.1	14310	91.8		s 2.15		11.0	1				
224.5	GLADE 4.4	14311	90.7	4.38	2.09	7.06	10.5					
228.9	BLUNT 4.7	14315	86.3	4.34	2.03	7.02	10.5					
233.6	HOOKER 6.8	14320	81.6	4.29	1.57	6.57	10.4					_
240.4	TO COTTONWOOD	14327	74.8	4.23		6.51	10.3			-		
244.2 247.1	CULP 2.9 TO ANDERSON	14330	71.0 68.1	4.19	1.40	6.45	10.3					_
253.5	6.4 GIRVAN	14333	61.7	4.16	s 1.33	6.40	10.2 10.2					
	4.7 TO REDDING	14340	57.0	s 4.07			10.2					_
263.0		14349	52.2	5 4.01	s 1.20 PM			<u> </u>				
266.3	CENTRAL VALLEY	14353	48.9							·		
270.4	McCOLL	14357	44.8									
P P	4 . 2.8	14359	42.0									-
277.6	PITBRIDGE 4.4 O'BRIEN	14364	37.6									
281.2	3.6 MEAD	14367	34.0	•								-
285.7	4.5 LAKEHEAD	G 14372	29.5				·					-
289.8 296.7	delta	14376	25.4					:		· · · ·		
300.2	3.5 LAMOINE 3.8	14380	21.9									-
304.0	GIBSON 2.0	6 14393	18.1			[-
306.0	FISHER 3.4	14385	16.1									-
309.4	SIMS 3.7	14389	12.7				· · · · · · · · · · · · · · · · · · ·					
313.1	CONANT 2.2	14392	9.0							· · · · · · · · · · · · · · · · · · ·		-
315.3	CASTELLA 3.0	14395	6.8									-
318.3	CASTLE CRAG	14398	3.8									
321.2	TO-R DUNSMUIR YARD 0.9	14401	0.9	····			8. PM	10				
322.1	TO-R DUNSMUIR	14402	0.0	2.30 AM	11.20 AM	5.05 PM						
	(101.4)			Leave Daily	Leave Daily	Leave Daily	Lv. Daily Sun., Mo	Ex. n.				
				11	19	9	377					
Tiı Reddin Tra	JLE 5. Time at Gerber ap me on westward first-class g. ains operate by CTC betw s where time is shown mu	trains applie een Dunsmu	es at tra ir and I	in-order s Redding h	- II	Capacity of si		Mile Post And Location	Apri Mathe	able No. 62 11 29, 1956 2500 Branch	Station Number	Distance from Coram
		as anot appul				Weelv'	_	Ľ٦	ST.	ATIONS		
						Yard Limi BKWIP	ts	258.2			14344	14.5
					_ 2	6		261.0		2.8 LE CREEK	14653	11.7
					1	5	P	263.2	II	2.2 KETT 5.7	14655	9.5
							P	268.9 267.2		THESON	14659	3.8
					_2	7	Р	271.0	<u> </u>	3.8 ORAM	14663	<u>↑ 0.0</u>

Å

4		BI	ACK]	BUTTE	E SUB	DIVISI	ON				
	EA	STWA	RD								
	SECOND CL	ASS		1	CLASS			Ti	metable No. 62	om (ard	
Capacity of sidings	634	632	63 0	12	10	20	378	Mile Post Location		April 29, 1956	Distance from Dunsmulr Yard
	Freight	Freight	Freight	Cascade	Shasta Daylight	Klamath (c)	Pacific Coast Expediter	2-			Dup
	Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.			STATIONS					
BDKWOTP 109 P							AM 4.35	321.2	∫TO-R		0.0
BDKWOTP				PM 10.57	PM 1.57	AM 6.00		322.1	TO-R	0.9 DUNSMUIR	0.9
109 P								326.1		4.0 SMALL	4.9
Р								327.6		SMALL Ger 1.5 CANTARA Liz 	6.4
144 · P								331.4			
116 P								333.5		2.1 AZALEA	12.3
94 WYP						s 6.40		336.7	R	3.2 MOUNT SHASTA	
111 P								339.1		UPTON	17.9
116 P								342.0 342.3		2.9 DEETZ	20.8
Yard Limits 230 WYP	PM 7.10	AM 11.10	AM 3.10	РМ 11.42	РМ 2.42	AM 0 7.00	AM 5.30	345.1 345.2	то	2.8 BLACK BUTTE	23.6
103 P	7.27	11.27	3.27	PM 11.54	2.54	7.13	5.43	352.2		7.0 HOTLUM	30.6
102 P	7.38	11.38	3.38	AM 12.02	3.02	7.22	5.52	357.2		5.0 BOLAM	35.6
103 P	7.45	11.45	3.45	12.07	3.08	7.28	5.59	360.7	я ———	3.5 ANDESITE	39.1
107 P	7.52	AM 11.52	3.52	12.13	3.14	7.35	6.06	364.8	System	4.1 COUGAR	43.2
107 113 WYP	8.10	PM 12.10	4.10	12.19	3.20	7.41	6.12	368.5	TO TO	3.7 GRASS LAKE	46.9
95 P	8.18	12.18	4.18	12.24	3.29	7.49				4.6 ERICKSON	51.5
107 P	8.23	12.23	4.23	12.24	3.35	7.54	6.18	373.1	c Block	4.1 PENOYAR	55.6
YP	0.2.5	_12.25	1.25	12.20		c 7.59	6.23	377.2	omatic	3.4 LEAF	59.0
100 P	8.29	12.29	4.29	12.33	2.41			380.6	TO	1.3 BRAY	60.3
7 3 P	8.34	12.34	4.34		3.41		6.29	381.9	10	4.1 KEGG	64.4
105 P	8.39	12.39		12.38	2 50	8.09	6.34	386.0		4.0 JEROME	68.4
90 P			4.39	12.43	3.50	8.14	6.39	390.0		4.0 MT. HEBRON	
	8.44	12.44	4.44	12.47	3.54		6.43	394.0		2.7	72.4
100 P		10.40		10 51		<u>s 8.24</u>		396.7	TO	MACDOEL 1.6	75.1
100 P	8.49	12.49	4.49	12.51	3.58	8.31	6.47	398.3		SOMERSET 4.3	76.7
	8.54	12.54	4.54	12.55		8.38	6.51	402.6		4.5	81.0
114 P	9.00	1.00	5.00	12.59	4.05		6.55	407.1	TO	B.5	85.5
101 P	9.11	1.11	5.11	1.08	4.14	8.57		415.6		6.7	94.0
96 P	9.20	1.20	5.20	1.14	4.20	9.05	7.12	422.3		MIDLAND 3.9	100.7
	9.30 PM	1.30 PM	5.30 AM	1.17	4.23	9.09	$\frac{7.16}{s}$	426.2		2.5	104.6
BDKWOTYP	<u> </u>	<u>PM</u>	ĂM .	s 1.25	8 4.30	s 9.20	s 7.20 AM	428.7		KLAMATH FALLS YARD	107.1
BDKWTYP				s 1.25 AM			Ar. Daily Ex.	429.5	LTO-R	0.8 KLAMATH FALLS	107.9
	Arrive Daily	Arrive Daily	Sun., Mon.			(107.9)					
	634	632	630	12	10	20	378				

Water Supply-Three-fourths mile east of Cantara.

RULE 5. Trains operate by CTC between Dunsmuir and Black Butte but at stations where time is shown must not depart ahead of time.

RULE 82-A. Authority for movement of second-class trains and sections thereof Dunsmuir Yard to Black Butte will be authorized by clearance and trains will register and display signals and indicators Dunsmuir Yard to Black Butte accordingly.

	ADDITIONAL STATIONS											
Capacity and D of entry into	irection Spurs	Mile Post	NAME	Station Number								
20W 211E	::	$\substack{\textbf{335.1}\\\textbf{386.9}}$	Pioneer(Spur) Kegg Pit(6 tracks)	$\frac{14414}{14465}$								

<u> </u>	1	ii – I	<u> </u>	n			DIVISI		
								WESTWARD	
	Timetable No. 62	드늄	E S					FIRST CLASS	
Mile Post Location	April 29, 1956	Station Number	ith Fa	19	9	377	11		
Mile Loc	- 		Distance from Klamath Falls	Klamath (c)	Shasta Daylight	Pacific Coast Expediter	Cascade		
ŀ	STATIONS			Arrive Daily		Ar. Daily Ex. Sun., Mon.	Arrive Daily		
1.2	TO-R DUNSMUIR YARD	14401	107.9			PM			
2.1	0.9 TO-R DUNSMUIR	14402	107.0	AM	PM	<u>s 8.00</u>	AM		
26.1	3.3 SMALL		103.0	s 10.55	<u>s 4.55</u>		<u>s 2.20</u>		
27.6	CANTARA	14407	101.5						
31.4	3.8 MOTT 2.1		97.7		· [
3.5	AZALEA 3.2		95.6						
36.7	3.2 Control MOUNT SHASTA		92.4	s 10.10					
39.1	UPTON 2.9	14418	90.0	∦					
12.0 12.3		14421	87.1					·	
42.3 45.1 45.2	TO BLACK BUTTE	14424	84.3	° 9.57	4.11	7.02	1.26	·	
+5.2 52.2	HOTLUM 5.0	14431	77.3	9.44	3.59	6.49	1.14	•	
57.2	BOLAM 3.5	14436	72.3	9.35	3.51	6.40	1.06	-	
30.7	ANDESITE	14440	68.8	9.29	3.46	6.35	1.01	-	
	COUGAR 3.7	14444	64.7	9.23	3.40	6.29	12.55	·	
	TO GRASS LAKE	14447	61.0	9.17	3.35	6.23	12.50		
73.1		14452	56.4	9.10	3.29	6.16	12.45		
		14456	52.3	9.05		6.08	12.40		
80.6	3.4 LEAF 1.3 TO BRAY	14460	48.9	s 8.58					
	4.1	14461	47.6	8.55	3.19	6.01	12.33		
86.0	KEGG 4.0	14465	43.5	8.49					
90.0	JEROME 4.0	14469	39.5	8.44	3.10	5.51	12.19		
94.0	MT. HEBRON 2.7	14473	35.5	^c 8.40		5.47			
96.7	TO MACDOEL 1.6	14476	32.8	^s 8.35					
98.3	SOMERSET 4.3	14477	31.2	8.31	3.03		12.12		
02.6	MAY 4.5	14482	26.9	8.26		5.37			
07.1	TO DORRIS 8.5	14486		s 8.20		5.32	12.04 AM		
15.6	WORDEN 6.7	14495	13.9	8.05	2.47	5.22	11.55 PM		
22.3	MIDLAND 3.9	14501	7.2	7.58	2.41	5.15	11.49		
26.2		14505	3.3						
28.7	TO-R KLAMATH FALLS YARD 0.8	1.000	0.8			5.00 PM			
29.5	TO-R KLAMATH FALLS	14509	0.0	7.50 AM	2.35 PM		11.43 PM		
	(107.9)			Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.	Leave Daily		
				19	9	377	11		

Water Supply—Three-fourths mile east of Cantara.

RULE 5. Trains operate by CTC between Black Butte and Dunsmuir but at stations where time is shown must not depart ahead of time.

.

A

6 BL EASTWARD									WEST	WARI)
	SECOND CLASS				Ti	metable No. 62		E		I	
Capacity of sidings	640 Freight	638 Freight	636 Freight	Mile Post Location	1	April 29, 1956	Station Number	Distance from Ashland			
	Leave Daily	Leave Daily	Leave Daily			STATIONS				-	-
Yard Limits 230 WYP	РМ 9.20	РМ 1.20	AM 5.20	345.2	то	BLACK BUTTE	14424	85.1			
Yard Limits				347.0 345.8		1.8 Igerna	14702	83.3		-	-
98 BKYP	9.35	1.35	5.35	348.4	TO-R	2.6 WEED	14704	80.7			
41 P	9.50	1.50	5.50	353.4		EDGEWOOD	14709	75.7		-	
65 P	10.07	2.07	6.07	361.0	= TO	7.6 GAZELLE	14717	68.1		-	
P Yard Limits				369.1	System	GRENADA	14725	60.0		1	
Yard Limits 62 BKP	10.31	2.31	6.31	375.5	Signal Signal	MONTAGUE	14732	53.6			
61 P	10.39	2.39	6.39	380.7	5. Si	SNOWDON	14737	48.4		1	
P Yard Limits				386.2	c Blo	5.5 AGER	14742	42.9		-	
Yard Limits 71 WYP	11.15 PM	3.15	7.15	393.1	TO	6.9 Hornbrook	14749	36.0			-
46 P		3.50	7.50	401.8	TO TO	8.7 HILT	14758	27.3			-
<u>Р</u>		i		407.4		GREGORY	14763	21.7		-	
74 P	12.30	4.30	8.30	412.2		SISKIYOU	14768	16.9			-
WP		······		419.3		STEINMAN	14775	9.8			
66 P Ashland yard	-1.15	5.15	9.15	422.9		MISTLETOE	14779	6.2			_
BDKWTP	1.40 AM	5.40 PM	9.40 AM	429.1	TO-R	6.2 ASHLAND	14785	0.0			-
	Arrive Daily	Arrive Daily	Arrive Daily			(85.1)					
	640	638	636								-
Water Supply:	MP 390.5 MP 403.6 (Em	ergency of	nly)	<u> </u>				U NAL STATIONS		L	

ADDITIONAL STATIONS									
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number						
6E	426.8	Belleview (Spur)	14783						

· · · · · · · · · · · · · · · · · · ·		·····														
	KIRK SUBDIVISION 7															
		EASTWARD First class										WESTWARD				
						ti e		Timetable No. 62			tom ake	FIRST CLASS				
Сара	acity of sidings	10 Shasta Daylight	20 Klamath	378 Pacific Coast Expediter	12 Cascade	Mile Post Location		April 29, 1956		Station Number	Station Number Distance from Crescent Lake	19 Klamath	9 Shasta Daylight	377 Pacific Coast Expediter	11 Cascade	
		Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.	Leave Daily		-	STATIONS				Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.	Arrive Daily	
Klamath Falls yd.	BDKWTYP	PM 4.40	AM 9.50	AM 8.30	AM 1.35	429.5		TO-R KLAMATH FALLS].	14509	99.1	AM s 7.30	PM s 2.25	PM 5 4.25	PM s 11.33	
Fall	Р					431.9		CHELSEA 2.2		14511	96.7	7.18	2.20	4.15	11.25	
119	Р					434.1		WOCUS 4.8		14513	94.5					
121	P			· · · · ·		438.9		ALGOMA 8.3		14518	89.7					
121	Р		c			447.2		MODOC POINT 9.5	·	14526	81.4					
121	WP		s 10.25			456.7	1	CHILOQUIN 8.6	•	14536	71.9	s 6.45			· · · · · · · · · · · · · · · · · · ·	
140	Р			·		465.3	System	CALIMUS 5.0		14544	63.3					
121	WYP					470.3	al Sys	KIPK	Central	14549	58.3					
121	Р					474.5	Signal	FUEGO 8.9	lized	14553	54.1					
121	WP					483.4	Block	LENZ 4.8	Traffic	14562	45.2					
	Р					488.2		MAZAMA 4.4	c Control	14567	40.4					
121	Р					492.6	Automatic	YAMSAY 5.4	trol	14572	36.0					
121	Р					498.0		DIAMOND LAKE		14577	30.6	c				
190	BKP		AM s 11.25		c	503.3		TO CHEMULT		14582	25.3	s 5.53				
	YР					506.6		PAUNINA 7.6	·	14586	21.4					
130	Р	. <u> </u>				514.8	1	MOWICH 9.2		14594	13.8					
121	 P					524.0	1	UMLI		14603	4.6					
Y	ard Limits 45 BKWOYP	6.25 PM	s 12.10 PM	10.40 AM	3.20 AM	528.6		4.6 TO-R CRESCENT LAKE		14608	0.0	5.22 AM	12.44 PM	2.30 PM	9.50 PM	
		Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.	Arrive Daily		╟	(99.1)				Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.	Leave Daily	
		10	20	378	12	······································		· · · ·				19	9	377	11	

RULE 5. Passenger siding at Crescent Lake is between main track and station building. Freight trains on siding Chemult for passenger trains must pro-vide passageway for passengers to station, member of crew to be stationed at the cut. Train must not be recoupled until all passen-gers have passed to station side. Trains operate by CTC between Klamath Falls and Crescent Lake but at stations where time is shown must not depart ahead of time.

		ADDITIC	ONAL STATIONS	
Capacity ar of entry i	d Direction nto Spurs	Mile Post	NAME	Station Number
 66 	· · · · · · ·	$\begin{array}{r} 451.8 \\ 458.0 \\ 513.2 \\ 519.5 \end{array}$	Lobert	$\begin{array}{r} 14531 \\ 14537 \\ 14593 \\ 14598 \end{array}$

8

Y

MERRILL SUBDIVISION

EASTW	VARD					WEST	WARD	
	ost	Timetable No. 62	5 b	E S		SECON) CLASS	
Capacity of sidings	Mile Post	April 29, 1956	Station Number	Distance from Klamath Falls	651 Freight	653 Freight	655 Freight	
		STATIONS	-		Arrive Daily	Arrive Daily	Arrive Daily	
Presting BKWOYP	456.9 458.3	TO-R ALTURAS	13881	97.5	AM 5.05	PM 1.05	PM 9.05	
59 J	459.9	1.6 JUNIPER	14802	95.9				
69 P	470.6	10.7 Fletcher	14812	85.2	4.40	12.40	8.40	
94 WYP	477.7	7.1 То салву	14819	78.1	4.30	12.30 PM	8.30	
75 P	485.4	7.7 AMBROSE	14827	70.4	3.55	11.55 AM	7.55	
74 WP	493.6	8.2 HACKAMORE	14835	62.2	3.25	11.25	7.25	
P	500.8	7.2 MEARES	14843	55 .0	3.02	11.02	7.02	
98 WYP	506.1	5.3 TO PEREZ	14848	49.7	2.50	10.50	6.50	
71 P	515.4	9.3 Cornell	14857	40.4	2.36	10.36	6.36	
Р	521.9	6.5 Staley	14864	33.9				
71 WP	524.3	2.4 STRONGHOLD	14866	31.5	2.24	10.24	6.24	
I	525.4	1.1 Great Northern Ry. Crossing		30.4				
Yard Limits 39 P	529.7	TO TULE LAKE	14871	26.1	2.16	10.16	6.16	
96 P	533.2	3.5 HATFIELD	14875	22.6	2.11	10.11	6.11	
71 P	537.9	TO MERRILL	14880	17.9	2.05	10.05	6.05	
71 P	547.1	9.2 STUKEL	14889	8.7	1.50	9.50	5.50	
Image: Simple set of the se	555.0 428.7	7.9 TO-R KLAMATH FALLS YARD	14508	0.8	1.30 AM	9.30 AM	5.30 PM	
E BDKWTYP	429.5	TO-R KLAMATH FALLS	14509	0.0	~			
		(97.5)			Leave Daily	Leave Daily	Leave Daily	
					651	653	655	

RULE 5. Time at Alturas applies at train-order office.

Take water at Hackamore and Stronghold only in emergency.

Capacity of sidings	EAST- WARD	Mile Post Location	Timetable No. 62 April 29, 1956	Station Number	Distance from Lakeview	WEST- WARD		ADDITIC	DNAL STATIONS	
			Lakeview Branch	~~ <u>~</u>	Dis		Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
			STATIONS					489.8	Alturas line Boles	14832
Yard Limits BKWOYP		458.3 456.8	TO-R ALTURAS	13881	55.5		34E 11	$520.3 \\ 525.6$	Copic	$14862 \\ 14867$
14 P		466.9	SURPRISE	14910	45.4		16 50 13E	$527.7 \\ 536.0 \\ 541.0$	TuberMaloneLost River(Spur)	$\begin{array}{r} 14869 \\ 14878 \\ 14883 \end{array}$
21 P		478.6	DAVIS CREEK	14922	33.7		33 4E 5E	$543.8 \\ 548.1$	Gem(Spur) Spring Lake(Spur)	$14886 \\ 14890$
19 P Yard Limits		491.2	12.6 TO WILLOW RANCH 21.1	14934	21.1		5E	550.3	Spring Lake(Spur) Lakeview Branch	14892
WYP		512.3	TO-R LAKEVIEW	14956	0.0			498.2	Fairport	14941
			(55.5)							

RULE 5. Time at Alturas applies at train-order office.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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:

				FOR REVENUE	PASSENGERS	
Train	STATION	KIND	FREQUENCY	RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	FOR OTHER TRAFFIC
12	Chemult	Flag	Daily		Davis	
19	Diamond Lake	Flag	Monday	Any station		
19	Mt. Hebron	Stop if necessary	Monday Daily except Sun.			To exchange U. S. Mail
19	Black Butte	Flag	Daily		Klamath Falls	
20	Cottonwood	Stop	Monday and day following Holi- days		••••	To exchange U. S. Mail
20 20	Anderson	Stop	Monday and day following Holi- days Daily			To exchange U. S. Mail To dispatch parcel post
20	Any Station					
	Gerber to Dunsmuir	Flag	Daily	Black Butte		
20	Black Butte	Flag	Daily	Klamath Falls	Sacramento	
20	Leaf	Stop	Daily except Sun. and Holidays.	Any station	Any station	Mail
20	Mt. Hebron	Stop	Daily except Sun.		a waa iyo ahaa ahaa ahaa ahaa ahaa ahaa ahaa ah	A.T.B.WARM
	Modoe Point	Stop	and Holidays			To exchange U. S. Mail To exchange U. S. Mail

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

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.

RULE 83 (B). At open train-order offices trains may register by ticket as follows: Dunsmuir—Nos. 9, 10, 11 and 12.

ar bhaicean is an 'r brit br' a br'y a a shaira arar

RULE 105. Redding. Siding is first track on freight station side of main track extending from MP 258.68 to MP 257.00.

Track on passenger station side of main track is designated as No. 1 track and must be left clear of cars for use in meeting or passing trains unless otherwise instructed by train dispatcher. Capacity 93 cars. **RULE 221.** Westward trains originating at Dunsmuir need not obtain clearance at Dunsmuir Yard. Eastward trains terminating at Dunsmuir need not obtain clearance at Dunsmuir Yard.

9

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 indidicated will register:

Dunsmuir Yard } Trains originating or terminating.

Klamath Falls Yard-Westward trains originating at Klamath Falls: eastward second-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 is first track on station side of main track.

Black Butte. Siskiyou siding extends from connection to con-trolled 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.

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.

RULE 208. Black Butte. Fourth paragraph will not apply to eastward trains via Hotlum and train-order operator may place such orders on delivery post for delivery to the restricted train before such train has stopped but CTC train dispatcher must not clear eastward absolute signal at east switch until such train has stopped or restriction has expired.

RULE 221. 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. Westward extra trains will identify westward firstclass trains between Crescent Lake and Klamath Falls.

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

Klamath Falls. . . . GNRy trains.

Crescent Lake..... First-class 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 85. Sections of first-class schedules must not pass or run ahead of another section of the same schedule without first exchanging number and signals.

RULE 221. Chemult is a train-order office for Westward GNRy trains only.

SPECIAL INSTRUCTIONS—MERRILL SUBDIVISION

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

10

	SPEF	n n :	BLE	
TIME			N	ILES PER
MILE 36"				IOUR 100
37" 38" 39"	*****	*****	*****	97.3 94.7 92.3
40" 41"	*****	****	*****	90 87.8
42" 43" 44"	* * * * * * * * * * * * * * *	* * * * * * * * * * * * * * * * * *	*****	85.7 83.7 81.8
45" 46" 47"	*****	****		80 78.3 76.6
48" 49" 50"	****	***** ***** *****	*****	75 73.5 72
51″ 52″	* * * * * *	**** *****	*****	70.6 69.2
58″ 54″ 55″	* * * * * * * * * * * * * * * *	***** ***** *****	* * * * * * * * * * * * * * * * * *	67.9 66.7 65.5
56" 57"	* * * * *	* * * * * *	*****	64.3 63.2
58" 59" 1'00"	 	* * * * * * * * * * * * * * * *	• * • • • • • • • • • •	62.1 61 60
1'01" 1'02" 1'03"	, , , , , , , , , , , ,		* * * * *	59 58.1 57.1
104° 105°	* * * * * * * * * * * * * * * *	*****	 	57.1 56.2 55.4
1'06" 1'07" 1'08"	1 1 + + + + + + + + + + +	* * * * * *	• • • • • •	54.5 53.7 52.9
1′09" 1′10"	*****	*****	*****	52.2 51.4
1'11" 1'12" 1'13"	* * * * * * * * * * * * * * * *	*****	*****	50.7 50 49.3
1'14" 1'15" 1'16"	*****	*****	*****	48.6 48 47.4
1'17" 1'18" 1'18"	***** ***** *****	***** ***** *****	* * * * * * * * * * * * * * *	46.8 46.2 45.6
1'20"	*****	* * * * * * <u>* * * * *</u>	*****	45
1'25" 1'30" 1'35" 1'40"	 	* * * * * * * * * * * * * * * * * * * *	*****	40 37.9
1'45" 1'50"		****	***** <u>*****</u>	34.3
1'55" 2'00" 2'15"	, , , , , , , , , , , , , , , , , ,	***** ***** *****	*****	31.3 30 26.7
2'30" 2'45" 3'00"	*****	*****	 	24 21.8 20
3'30" 4'00" 5'00"	* * * * * *	*****	*****	17.1 15 12
6'00" 7'00"	*****	* * * * * * * * * * * * * * *	*****	10 8.6
7'30" 8'00" 10'00"	* * * * *	*****	*****	8 7.5 6
1	4 E C K 4			

