

General Exceptions to Rules: Caboose are not used on Eureka Southern. All rules making specific reference to cabooses are hereby superseded by the following: "When unable to comply with the specific wording of a rule due to non-use of cabooses, employees may follow any other procedure assuring comparable safety." Trains No. 1 and No. 2 will not protect against extra trains. Trains may not be operated in sections on Eureka Southern. The rear end of a train on Eureka Southern shall be denoted by red flag or red light attached to rear drawbar of rearmost car. Air tests will be made at Eureka and Willits prior to departure, using tail-hose pressure gauge. An officer or a member of the crew must observe set-up and release on at least the five rearmost cars (if at least five cars in train) before departure. Air tests will also be made after enroute pick-ups or set-outs following procedures approved by the Manager of Operations as appropriate to the circumstances. Engineer must observe air gauges and note proper air flow prior to attempting to start train, allowing ample time for release of train brakes.

RULE 27. SIGNALS.

Signals: Special signal devices for detection of overheated journals, dragging equipment, and movement of the Nanning Creek bridge are out of service until further notice. All grade crossing protective signals are in service and any apparent malfunction or defect should be reported to the Manager of Operations at the first opportunity.

RULES 70-73. SUPERIORITY OF TRAINS.

Superiority of Trains: Southbound trains are superior to northbound trains of the same class.

RULE 85. SECTIONS.

Sections: Scheduled trains will operate as single sections only on this railroad. All rules relating to second and following sections of scheduled trains are cancelled. If necessary to operate additional trains, they will operate as extras.

RULE 99. FLAGGING.

Flagging, protection distances, etc.: The distance required for flag, sign, torpedo or fusee protection of trains, track work or other track hazards is hereby reduced to "not less than one-half mile, but a greater distance if local conditions require for complete safety." Speed restriction signs posted prior to Nov. 1 1984 by NWPRR will be changed over time to give 1/2 mile advance warning. Notice of such change will be given by bulletin.

Weight Restrictions: Load weight restriction for cars is marked capacity of car, except that SP and SSW-marked cars of nominal 70-ton capacity may be loaded to 230,000 lbs., combined weight of car and contents when moving to, from or via routes comprised solely of EUKA, NWP, SP, and/or SSW.

Eureka Southern Railroad Company, Inc.



Operating Time-Table #1 Effective 12:01 a.m. P.T. February 19, 1985

Officers:

Bryan R. R. Whipple, President
S.A. Hannon, Manager of Operations and
Chief Dispatcher
John H. Kosack, Manager of
Administration
V.W. Petrick, Manager of Maintenance
J.P. Tremain, Assistant Manager of
Operations, Willits

Assistant Train Dispatchers:

Glenn R. Gist, Agent—Eureka and
Assistant Dispatcher
R.D. Cunningham, Assistant Dispatcher

Company Telephone: (707) 444-8055
(Eureka Office & Depot)

Applicable Rules: Until further notice, and except as modified hereby, Eureka Southern Railroad Company, Inc., will operate under the Rules and Regulations of the Southern Pacific Transportation Company.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	45	80.0	1	08	52.9	1	46	34.0
—	46	78.3	1	10	51.4	1	48	33.3
—	47	76.6	1	12	50.0	1	50	32.7
—	48	75.0	1	14	48.6	1	52	32.1
—	49	73.5	1	16	47.4	1	54	31.6
—	50	72.0	1	18	46.1	1	56	31.0
—	51	70.6	1	20	45.0	1	58	30.5
—	52	69.2	1	22	43.9	2	—	30.0
—	53	67.9	1	24	42.9	2	05	28.8
—	54	66.6	1	26	41.9	2	10	27.7
—	55	65.5	1	28	40.9	2	15	26.7
—	56	64.2	1	30	40.0	2	24	25.0
—	57	63.2	1	32	39.1	2	30	24.0
—	58	62.6	1	34	38.3	2	45	21.8
—	59	61.0	1	36	37.5	3	—	20.0
1	—	60.0	1	38	36.8	3	30	17.1
1	02	58.0	1	40	36.0	4	—	15.0
1	04	56.2	1	42	35.3	5	—	12.0
1	06	54.2	1	44	34.6	6	—	10.0

Trackage Rights: Eureka Southern Railroad operation between MP 142.5 and Willits is via trackage rights over the Northwestern Pacific Railroad Co., and is within Yard Limits. Movements must be made under SPTCo., yard limits rules, and use of tracks at Willits will be governed by the NWP officer or agent in charge.

Use of Northwestern Pacific Railroad tracks at Willits: In addition to observing rules, bulletins, timetables and special instructions of NWP, Eureka Southern employees must use tracks and other facilities at Willits in compliance with the directives of the NWP officer in charge. Unless otherwise instructed by said officer, Eureka Southern shall use Willits tracks as follows:

- A. Inbound Eureka Southern trains will use Track 28 as a receiving track and to deliver cars to NWP;
- B. Departing Eureka Southern trains will be assembled by NWP on Tracks 11 and/or 42, and Eureka Southern may double these tracks together when necessary;
- C. The main track or any other available clear track may be used as a run-around;
- D. Tracks known as "Fuel 1" or "Fuel 2" may be used for overnight storage of Eureka Southern locomotives;
- E. Eureka Southern may turn locomotives or cars on the wye;
- F. Eureka Southern may interchange cars directly to or from the California Western Railroad interchange tracks at Willits.
- G. Bad-order equipment may be set out if necessary.

Eureka Southern may not do any other switching at Willits than as described or implied above without further permission.

Speed Limits: Signs giving advance notice of changes in permitted speed are posted 1/2 mile in advance of point where speed limit changes. Advance-notice speed reduction signs are yellow and arrow-shaped with point down. Signs are not always used in advance of points where speed-limits increase, but if used are green, upward-pointing arrows. White rectangular signs with black numerals are used at the points where speed limits change. Train speed may not exceed the lesser of the permitted speeds on either side of a speed change point at any time while any part of the train is within the lesser-speed territory.

Specific speed limits are as follows: do not exceed the greater of the speed permitted by a train order, bulletin, a safe speed given local track or weather conditions, or the following:

within yard limits	20
MP 142.5 and MP 183.0	25
MP 183.0 and MP 184.0	10
MP 184.0 and MP 190.0	25
MP 190.0 and MP 190.6	10
MP 190.6 and MP 195.7	25
MP 195.7 and MP 204.0	10
MP 204.0 and MP 256.3	25
MP 256.3 and MP 258.5	10
MP 258.5 and MP 270.8	30
MP 270.8 and MP 279.2	40
MP 279.2 and MP 280.0	25
MP 280.0 and MP 282.0	30
MP 282.0 and MP 285.2	20
MP 285.2 and MP 291.6	30
MP 291.6 and Korblex	20
Arcata and Fairhaven	20
Alton and Carlotta	20
on any passing track or Arcata wye	15
on yard and industry tracks	10

RULE 93. YARD LIMITS.

Yard Limits: Yard limits are established on the Eureka Southern between the following mileposts:

Willits	MP 142.5 and beyond
Fort Seward	MP 215.7 and MP 217.4
Carlotta Branch	MP 262.7 and MP 267.7
Eureka	MP 282.0 and MP 285.2
Arcata-Korblex	MP 291.6 and MP 295.6
Samoa Branch	MP 292.5 and MP 302.9

Abbreviations and Symbols: When used in a schedule or station list, the following letters shall signify:

TO	Train Order Office
R	Register Office
B	EUKA Bulletin Board
W	Water Available
K	Standard Clock
Y	Wye
P	Company-Line Phone
T	Commercial Telephone
Q	Radio

EUREKA SOUTHERN RAILROAD COMPANY, INC
TIMETABLE #1 • February 19, 1985

Station Number	NORTHBOUND SECOND CLASS #2 Daily x Sat. & Mon.		MP	MAIN LINE STATIONS		SOUTHBOUND SECOND CLASS #1 Daily x Sun. & Mon.		Distance from Eureka
140	Lv. 7:05 AM	139.5	WILLITS (TO-R)	3.0	BWKYPTQ	Ar. 3:39 PM	144.6	
	Lv. 7:13 AM	142.5	MILE 142.5	10.0		Lv. 3:11 PM	141.6	
153	Lv. 7:39 AM	152.5	LONGVALE	14.0		Lv. 2:46 PM	131.6	
167	Lv. 8:14 AM	166.5	DOS RIOS	17.8	WT	Lv. 2:11 PM	117.6	
184	Lv. 9:04 AM	184.3	BELL SPRINGS	10.2		Lv. 1:16 PM	99.8	
195	Lv. 9:42 AM	194.5	ISLAND MOUNTAIN	14.5	WP	Lv. 12:32 PM	89.6	
209	Lv. 10:48 AM	209.0	ALDERPOINT	7.6	T	Lv. 11:23 AM	75.1	
217	Ar. 10:59 AM Lv. 11:01 AM	216.6	FORT SEWARD	8.5	WP	Lv. 11:05 AM Ar. 10:59 AM	67.5	
225	Lv. 11:22 AM	225.1	EEL ROCK	12.2		Lv. 10:39 AM	59.0	
237	Lv. 11:51 AM	237.3	SOUTH FORK	18.3	WT	Lv. 10:12 AM	46.8	
256	Lv. 12:55 PM	255.6	SCOTIA	7.1	W	Lv. 9:13 AM	28.5	
263	Lv. 1:17 PM	262.7	ALTON	1.8		Lv. 8:20 AM	21.4	
265	Lv. 1:37 PM	264.5	ROHNERVILLE	13.3		Lv. 8:16 AM	19.6	
278	Lv. 1:59 PM	277.8	SOUTH BAY	6.3		Lv. 7:33 AM	6.3	
284	Ar. 2:25 PM	284.1	EUREKA (TO-R)		BWKPTQ	Lv. 7:10 AM	0.0	

THIRD CLASS #6 Daily x Sat.			THIRD CLASS #5 Daily x Sat.				
284	Lv. 3:01 PM	284.1	EUREKA (TO-R)	8.4	BWKPTQ	Ar. 6:59 PM	0.0
293	Ar. 3:55 PM	292.5	ARCATA	2.7	Y	Lv. 6:01 PM	8.4
295		295.2	KORBLEX	10.4			11.1
		295.6	A & MR Connection				11.5

Crew of Train # 6 after arrival Arcata may assume schedule of #5 and return to Eureka without further clearance of train order.
 Trains #1 and #2 will exchange trains at Ft. Seward except Saturdays and Sundays.

CARLOTTA BRANCH

263		262.7	ALTON	5.0			
1268		267.7	CARLOTTA				

SAMOA BRANCH

293		292.5	ARCATA	8.0			
2301		300.5	SAMOA	1.4			
2302		301.9	FAIRHAVEN	1.0			
		302.9	END OF TRACK				

LIST OF SIDINGS AND STATIONS

(including abandoned stations)

Name	Milepost	Siding Data
Outlet	143.7	
Ali	146.7	
Arnold	148.7	
Peterson	148.8	
Longvale	152.5	D-6501-A
707 Spur	155.9	S - C
Carbon	157.2	
Fartey	158.1	D-1360-A
Tatu	161.8	
Samus	163.9	
Dos Rios	166.5	D -
Indian Springs	168.0	
Deer Lodge	169.0	
Woodman	171.1	S -
Camp Rest	174.4	
Nashmead	175.5	D-1050-A
River Garden	177.2	
Spyrock	180.0	S - B
Bell Springs	184.3	D - B
Richards	187.4	
Ramsey	189.3	
190 1/4 Spur	190.1	S - C
Two Rocks	190.4	
Island Mountain	194.5	D - B
Quarry Spur	195.7	N - C
Kekawaka	200.3	N - C
Hamann Gulch	204.3	
Cain Rock	205.5	N - C
Golden Spike	206.4	
208 Siding	208.0	D - B
Alderpoint	209.0	S - B
Steelhead	211.6	
Fort Seward	216.6	D-7060-A
Brock Creek	221.5	
Bolt	222.9	
Ladera	224.0	
Eel Rock	225.1	N - C
Smith	227.7	
Tanoak	228.3	
Morani	229.6	
Sequoia or Whitlow	230.1	
McCann	232.2	S - B
Hammond	234.8	
Camp Grant	235.5	
South Fork	237.3	D-2939-A
Perrott Creek	238.5	
Larabee	241.7	N - C
P.L. Co. Spur	242.3	
Larabee Ranch	242.4	

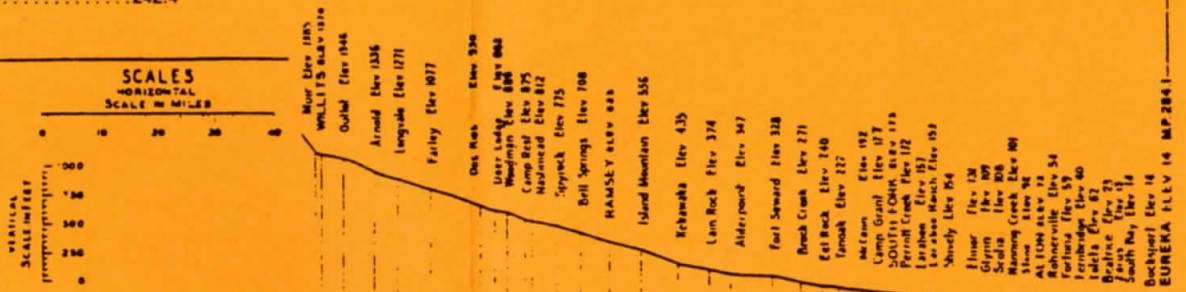
Bryan	243.2	
Bridge Creek	243.4	
Shively or Bluff Prairie	245.6	N - B
Farnell	247.0	
Camp Nine	247.6	
Elinor	250.0	
Stitz Creek	251.3	
Perbrow	252.6	
Glynn	253.8	D - A
Scotia	255.6	D-3628-A
Yoder	256.1	
Spur Track	256.7	
Nanning Creek	257.0	S - B
Rio Dell	258.7	
Stone	259.0	S - A
Canyon Park	259.8	
Metropolitan	260.2	
Dinsmore	261.0	
Baxter	261.6	
Alton	262.7	D-1813-A
Rohnerville	264.5	D-3711-A
Newberg	265.6	
Fortuna	266.1	D-1148-C
Palmar Creek	267.3	
Fernbridge	268.7	D-1800-A
Loleta	271.0	N - A
Table Bluff	272.5	
Beatrice	273.9	
Zerus	275.0	
South Bay or Fields Landing	277.8	D-3890-B
Eureka Tallow	280.7	
B & ER Connection	280.8	
B & ER Connection	280.9	
Associated Oil	281.3	
Press	281.7	
Bucksport	281.8	
Holmes	282.0	
Russ	282.5	
New Yard	282.8	D - A
Eureka	284.1	D - A
Brainard	287.5	
Bracut	289.2	
Gannon	291.0	D - A

Industry-owned tracks generally not listed.

Entry codes: N = enter from north, S = enter from south, D = double-ended

Condition codes: A = safe for meeting & passing; B = okay for setting out, and meets and passes if used with great caution; C = for maintenance machines only, no trains or engines may enter without prior written authority of Manager of Maintenance.

If length not shown, conductors may request from Manager of Maintenance if necessary.



MILE POST - FROM SAN FRANCISCO	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
RULING GRADE PER CENT	WESTWARD														
ASCENTS - FEET	WESTWARD														
TOTAL RISE AND FALL - FEET	WESTWARD														
ARCENDING GRADE - MILES	WESTWARD														
MAXIMUM CURVE DEGREE	WESTWARD														
TURNED LINE	WESTWARD														
GATE FIRST OPERATED	WESTWARD														