

NORTHWESTERN PACIFIC RAILROAD Co.

TIME TABLE

FOR THE

NORTHERN DIVISION

To Take Effect July 15, 1908, at 6.00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time-table at pleasure.

W. S. PALMER,
General Manager.

B. F. PORTER,
Asst. General Manager.

G. A. McQUADE,
Trainmaster.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS					Minimum running time between stations for passenger trains.	Distance from Eureka	Time Table No. 2 July 15, 1908	Distance from Arcata	Minimum running time between stations for freight trains.	FIRST CLASS				
	13	11	9	7	5						6	8	10	12	14
	Passenger	Passenger	Mixed	Mixed	Mixed						Mixed	Mixed	Mixed	Passenger	Passenger
	Leave Saturday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturday only	
485	7.10PM	4.15PM	3.50PM 3.09 PM	12.50PM	8.10AM	4	8.30	DR	0.00	5	9.35AM	2.25PM	3.55PM 4.05 PM	5.45PM	8.10PM
1166	f 7.14	f 4.19	f 2.54 3.04 PM	f 12.54	f 8.14	2	6.74	O. & E. Crossing BAYSIDE JUNCTION B. M. & L. Co. Crossing	1.56	3	f 9.28	f 2.18	f 3.48 3.56 PM	f 5.38	f 8.03
	f 7.17	f 4.22	f 2.57	f 12.57	f 8.17		5.74	BAYSIDE	2.56		f 9.25	f 2.15	f 3.45 3.53 PM	f 5.35	f 8.00
375			3.07			5	5.38	BRAINARD (Spur)	2.92	8					
	f 7.25						2.57	FRESHWATER JUNCT.	5.73						
385							1.29	HAUGHEY MILL	7.01						
84							1.12	LANGFORD (Spur)	7.18	10					
501							1.03	FOUNDRY (Spur)	7.27						
6279 TW	7.35PM	4.40PM	3.15PM 3.25 PM	1.15PM	8.35AM		0.00	DR	8.30		9.10AM	2.00PM	3.30PM 3.40 PM	5.20PM	7.45PM
	Arrive Saturday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Saturday only

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81. 72

Trains must get clearance cards before leaving Eureka or Arcata.

SPECIAL RULE.—Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Bayside Mill and Lumber Company trains have right of track at Bayside Junction and do not stop. N. W. P. trains must protect themselves accordingly.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		FIRST CLASS		Minimum running time between stations for passenger trains.	Distance from Eureka.	Time Table No. 2 July 15, 1908	Distance from Carlotta	Minimum running time between stations for freight trains.	FIRST CLASS		SECOND CLASS	
	133		117	115						116	118	134	
	Mixed		Passenger	Passenger						Passenger	Passenger	Mixed	
	Leave Daily Ex. Sunday		Leave Sunday only	Leave Sunday only						Arrive Sunday only	Arrive Sunday only	Arrive Daily Ex. Sunday	
1955 W	5.50PM 10:30 am		5.50PM	9.50AM 10:35 am	4	21.37	DR	5.11	5	7.35AM	3.40PM 7.55 am	7.35AM	
292			4.35 PM	10.35 am		22.24	NEWELL MILL	4.24		7.55 am	1.55 PM	11:45 am	
535	5.55		s 5.55	s 9.55		22.81	BURNELL	3.67		s 7.22	s 3.30	7.20	
543	10:35		4.42	10.42		23.11	WILLIAMS MILL (Spur)	3.37		7.48	1.48	11:30	
350					7	25.73	KNISS (Spur)	0.75	9	7.35 am	1.35	11:10	
1187 W	6.10PM		4.55 PM	10.05 AM		26.48	R	0.00		7.15AM	3.20 PM	7.00AM	
	Arrive Daily Ex. Sunday		Arrive Sunday only	Arrive Sunday only						Leave Sunday only	Leave Sunday only	Leave Daily Ex. Sunday	

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81. 72

SPECIAL RULE.—Trains may run into terminal stations superior to themselves as opposing trains originating at such terminals.

Kniss Spur is included within the limits of Carlotta Yard.

SIGNS.

"s"—Regular stop.

"f"—Flag stop to receive or discharge passengers or freight.

"T"—Turn Table.

"D"—Day Tel. Office.

"R"—Register Station.

"Y"—Wye.

"W"—Water Station.

"F"—Fuel Station.

"O"—Track Scales.

Eureka, South Bay, Alton, Scotia, Elinor, Holmes, Arcata and Carlotta will be registering stations. Standard clock located at South Bay.

SPECIAL RULES.

Trains must not run between stations in less time than that shown by figures in column giving minimum time between stations.

Trains in which four-wheel cars are being operated must not exceed speed of 16 miles per hour.

Trains crossing the bridge over the Van Duzen River between Alton and Baxter must reduce speed to 12 miles per hour.

Between "A" & "M" Streets in Eureka Yard maximum lawful speed of all trains is 6 miles per hour.

Employees are warned that certain overhead structures and wires within the city limits of Eureka have barely fourteen (14) feet clearance above rail, making it unsafe to climb upon or stand on the tops of box cars when passing under the same.

Engines east-bound entering McKay & Company's Mill Yard in Eureka must sound two short blasts of the whistle when crossing "A" Street.

Train approaching drawbridge over Eureka Slough near Freshwater Junction must be under full control, so as to stop in ample season if bridge is not fully closed.

FLAGGING TRAINS.

When a train stops, or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. One-quarter of a mile from the rear of the train he will place one torpedo on the rail; continuing back, one-half mile from the rear of the train he will place two torpedoes on the rail, two rail lengths apart. He may then return to the single torpedo, where he must remain until relieved by another flagman, or is recalled by the whistle of his engine. When recalled, if he does not see nor hear train approaching, single torpedo will be removed. If conditions warrant, a red fusee will be displayed to protect his train while returning.

Should a train be seen or heard approaching before flagman has reached the required distance, he must at once place one torpedo on the rail, and, if at night or during foggy or stormy weather, display a red fusee, and continue in the direction of the approaching train.

If flagman is recalled before reaching the required distance, he will place two torpedoes on the rail, two rail lengths apart by day, and by night display a red fusee in addition, to protect his train while returning.

COMPANY SURGEONS—NORTHERN DIVISION.

NAME	Location
Dr. Ray Felt, Division Surgeon	Eureka.
Dr. Horrell, Emergency Surgeon	Arcata.
Dr. Cottrell, Emergency Surgeon	Fortuna.
Dr. Maddux, Emergency Surgeon	Scotia.
Dr. A. Miles Taylor, Chief Surgeon	1178 Eddy St., San Francisco.

WATCH INSPECTOR.

Mr. Carl Miller.....Eureka.

MAP
OF THE
NORTHERN DIVISION
NORTHWESTERN PACIFIC
R. R. CO.

FEBRUARY, 1908.

0 4 8 12
MILES.

