

NORTHWESTERN PACIFIC RAILROAD Co.

TIME TABLE

FOR THE

1915 NORTHERN DIVISION

To Take Effect Sunday, May 16, 1915, at 2:00 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,
President and General Manager.

W. J. HUNTER,
Superintendent.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS			FIRST CLASS			Distance from San Francisco via Sausalito.	Time Table No. 19 May 16, 1915		Distance from Eureka via Sausalito.	FIRST CLASS			THIRD CLASS		Telephone Office Hours
	72 South Fork Freight			2 Eureka Passenger	158 Arcata Passenger	152 Arcata Passenger		1 San Francisco Passenger	153 Scotia Passenger		157 South Fork Passenger	73 South Fork Freight				
	Leave Daily EX. SUNDAY			Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily EX. SUNDAY				
Term. Yard OWYF				7.15AM			0.0	SAN FRANCISCO	284.1	8.05PM						
2,912 P				f 1.35			139.5	DR WILLITS	144.6	1.45PM						5.45AM to 9.00PM
2,983 P				f 1.45			148.7	OUTLET	140.4	f 1.35						
3,186 W				s 1.55			152.5	ARNOLD	135.4	f 1.25						
2,744 P				f 2.06			158.2	D LONGVALE	131.6	s 1.15						7.00AM to 6.00PM
2,909 PW				f 2.14			161.8	FARLEY	125.9	f 1.04						
2,509 F				s 2.29			166.5	TATU	122.3	f 12.56						
1,792 P				f 2.40			171.1	D DOS RIOS	117.6	s 12.41						7.00AM to 6.00PM
2,193 P				f 2.52			175.5	WOODMAN	113.0	f 12.30						
3,278 P				f 3.04			180.0	NASH	108.6	f 12.18						
1,440 PF				f 3.17			184.3	SPYROCK	104.1	f 12.06PM						
2,300 P				f 3.35			189.3	BELL SPRINGS	99.8	f 11.53AM						
2,936 WFP				s 4.00			194.5	RAMSEY	94.8	f 11.35						
1,757 P				f 4.25			200.3	DR ISLAND MOUNTAIN	89.6	s 11.10						
2,907 P				f 5.00			209.1	KEKAWAKA	83.8	f 10.45						
2,901 FWT				s 5.20			216.6	ALDERPOINT	75.0	f 10.10						
2,316 P				f 5.35			221.5	D FORT SEWARD	67.5	s 9.50						7.00AM to 6.00PM
2,355 P				f 5.42			225.1	BROCK CREEK	62.6	f 9.35						
1,109 P				5.54			230.1	EEL ROCK	59.0	f 9.28						
2,852 WP				f 6.00			232.2	SEQUOIA	54.0	9.16						
2,997			5.10PM	s 6.10		7.20AM	237.3	McCANN	51.9	f 9.10						
1,358				f 6.20		f 7.30	241.6	D SOUTH FORK	46.8	s 9.00		6.50PM		4.25PM		7.00AM to 6.00PM
890 Y			5.35	s 6.30		s 7.40	245.6	LARABEE	42.5	f 8.50		f 6.40				
1,400 W							247.6	DR SHIVELY	38.5	s 8.40		s 6.30		4.00		6.30AM to 6.45PM
925 W			6.10	f 6.44		f 7.55	250.0	CAMP NINE	36.5					3.40		
769 W			6.48 7.08	s 6.58	2.20PM	s 8.12	255.6	ELINOR	34.1	f 8.26		f 6.10		3.20		7.00AM to 7.00PM
3,400 P				7.13	f 2.35	f 8.27	260.2	DR SCOTIA	28.5	s 8.12	12.20PM	s 5.55				
1,955 WOF			7.40	s 7.18	s 2.41	s 8.33	262.7	METROPOLITAN (Spur)	23.9	7.57	f 12.05PM	f 5.40				
441				7.22	f 2.45	f 8.37	264.5	D ALTON	21.4	s 7.52	s 11.59AM	s 5.35		2.41		7.15AM to 7.30PM
1,011			8.00	s 7.27	s 2.50	s 8.42	266.1	ROHNERVILLE	19.6	7.48	f 11.54	f 5.30				
1,307			8.20	s 7.33	s 2.57	s 8.49	268.7	D FORTUNA	18.0	s 7.43	s 11.50	s 5.26		2.05		7.00AM to 7.30PM
940			8.25	7.35	f 2.59	f 8.51	269.5	D FERNBRIDGE	15.4	s 7.37	s 11.43	s 5.21		1.45		7.10AM to 7.40PM
1,267			8.40	s 7.40	s 3.05	s 8.56	271.0	SINGLEY	14.6	7.35	f 11.40	f 5.19		1.35		
505 W							272.5	D LOLETA	13.1	s 7.30	s 11.36	s 5.15		1.30		7.00AM to 7.45PM
1,302			8.55	f 7.47	s 3.13	s 9.04	273.9	TABLE BLUFF	11.6							
4,082 TWO			9.30	s 7.55	s 3.21	s 9.12	277.8	D BEATRICE	10.2	f 7.23	s 11.28	s 5.08		1.15		7.00AM to 8.00PM
257				8.00	f 3.28	f 9.20	280.8	D SOUTH BAY	6.3	s 7.15	s 11.20	s 5.00		1.00		7.00AM to 8.00PM
Term. Yard WFY			10.00PM	8.10PM	s 3.35PM	s 9.30AM	284.1	BUCKSPORT B. & E. R. Crossing	3.3	7.10	f 11.12	f 4.52		12.35PM		6.00AM to 12.01AM
			Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily		DNR EUREKA	0.0	7.00AM	11.05AM	4.45PM		Leave Daily EX. SUNDAY		
										Leave Daily	Leave Daily	Leave Daily				

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must get clearance card before leaving Eureka.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS							Distance from San Francisco	Time Table No. 19 May 16, 1915										Distance from Trinidad	FIRST CLASS							THIRD CLASS		Telephone Office Hours
	174	162	160	158	156	154	152	150	151		153	155	157	159	161	163	175														
	Local Freight	Arcata Local Passenger	Trinidad Local Passenger	Arcata Local Passenger	Trinidad Local Passenger	Arcata Local Passenger	Arcata Local Passenger	Trinidad Local Passenger	Arcata Local Passenger		Scotia Passenger	Arcata Local Passenger	South Fork Passenger	Trinidad Local Passenger	Trinidad Local Passenger	Arcata Local Passenger	Local Freight														
Term. Yd. FWY	8.45AM	8.20PM	5.55PM	3.40PM	2.30PM	2.00PM	9.35AM	8.10AM	284.1	DNR	EUREKA	28.2	6.50AM	11.00AM	1.25PM	4.40PM	5.40PM	7.30PM	9.20PM	1.00PM	6.00 AM to 12.01 AM										
624									286.7	FRESHWATER JUNCT.	25.6																				
									289.5	BRAINARD (Spur)	22.8																				
		f 8.36	f 6.06	f 3.56	f 2.46	f 2.16	f 9.51	f 8.26	289.8	BAYSIDE	22.5	f 6.34	f 10.44	f 1.09	f 4.24	f 5.24	f 7.15	f 9.04													
1,166		f 8.39	f 6.09	f 3.59	f 2.49	f 2.19	f 9.54	f 8.29	290.6	B. M. & L. Co. Crossing BAYSIDE JUNCTION	21.7	f 6.31	f 10.41	f 1.06	f 4.21	f 5.21	f 7.12	f 9.01													
485 F	9.15AM	8.45PM	s 6.15	4.05PM	s 2.55	2.25PM	10.00AM	s 8.35	291.8	A. & M. R. CROSSING	20.5																				
									292.5	DR	ARCATA	19.8	6.25AM	s 10.35	1.00PM	4.15PM	s 5.15	s 7.05	8.55PM	12.30PM	6.00 AM to 6.00 PM										
WP									292.9	A. & M. R. CROSSING	19.4																				
			f 6.30		f 3.15			f 8.50	297.2	ESSEX	15.1		f 10.20				f 4.58	f 6.47													
			f 6.36		f 3.21			f 8.56	299.8	THOMPSONS (Spur)	12.5		f 10.14				f 4.51	f 6.41													
			s 6.41		s 3.26			s 9.01	301.9	D	FIELDBROOK	10.4		s 10.09			s 4.44	s 6.34			7.30 AM to 6.00 PM										
WYP			s 6.50 7.30		s 3.36			s 9.10	305.4	DR	LITTLE RIVER JCT.	6.9		s 10.00			s 4.34	s 6.25 5.47			7.30 AM to 7.30 PM										
			f 7.35		f 3.42			f 9.15	306.6	BULLWINKLE	5.7		f 9.55				f 4.28	f 5.42													
									308.4	MOONSTONE	3.9																				
			f 7.42		f 3.50			f 9.22	309.4	LUFFENHOLTZ	2.9		f 9.48				f 4.20	f 5.35													
WP			f 7.48		f 3.55			f 9.26	310.2	25 JUNCTION	2.1		f 9.44				f 4.15	f 5.30													
TF			7.55PM		4.00PM			9.30AM	312.3	DR	TRINIDAD	0.0		9.40AM			4.10PM	5.25PM			8.00 AM to 8.00 PM										
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EXCEPT SATURDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY												

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must get clearance card before leaving Eureka, Arcata or Trinidad when operator is on duty.

Eastward FROM SAN FRANCISCO—SAMOA BRANCH—TOWARD SAN FRANCISCO Westward

Eastward FROM SAN FRANCISCO—CARLOTTA BRANCH—TOWARD SAN FRANCISCO Westward

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco	Time Table No. 19 May 16, 1915		Distance from Samoa
		STATIONS		
		485 F	292.5	
	294.4		DANIELS	6.3
	296.8		MANILA	3.9
	298.7		H. N. R. R. CROSSING	2.0
	299.1		CARSONS	1.6
	299.8		SAMOA YARD	0.9
YW	300.7		SAMOA	0.0

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco	Time Table No. 19 May 16, 1915		Distance from Carlotta
		STATIONS		
		1955 FWO	262.7	
292	263.6		NEWELL MILL	4.1
535	264.3		BURNELL	3.4
543	264.5		WILLIAMS MILL	3.2
350	267.1		KNISS	0.6
1187	267.7		CARLOTTA	0.0

NOTE—Service on Samoa branch will be handled by extras.

NOTE—Service on Carlotta Branch will be handled by extras.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

SPECIAL RULES.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD-CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

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

Standard clocks located at Willits, Shively, Scotia, Alton, South Bay, Eureka and Arcata.

MISCELLANEOUS.

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.

Passenger trains passing station after picking up coaches will stop at station before leaving.

Passenger trains must reduce speed around obscure curves.

The time-table authority of schedule trains originating or ending at any intermediate station is hereby extended to include main track between switches of siding ten minutes before leaving and ten minutes after arriving time of such trains, but Rule 99 must be complied with.

When a train or a portion of a train executes a movement from main track to a siding, the train must pull into clear before stopping.

Engineers of all extra trains and all regular trains when late will sound the whistle frequently as a warning to trackmen and bridgemen, and must keep a sharp lookout at all times for such men.

Trains must use caution in passing a train receiving or discharging passengers at a station and must never pass between such train and the platform at which passengers are being received or discharged.

YARDS.

Within "Yard Limits" as defined by "Signboards" at WILLITS, FORT SEWARD, SHIVELY, SCOTIA, ALTON, SOUTH BAY, EUREKA, ARCATA, SAMOA AND LITTLE RIVER JUNCTION, the provisions of Rule 93, reading:

"Within 'Yard Limits' the main track may be used, protecting against first-class trains. Second-class trains and extras must move within 'Yard Limits' prepared to stop, unless the main track is seen or known to be clear,"

will be strictly applicable.

At all other stations, with or without "Yard Limit" signs, trains or engines occupying main track must be fully protected as per Rule 99.

FLAGGING TRAINS.

Extra care must be exercised in flagging trains between Longvale and Ft. Seward. Between the points named, a red light, burning, must be carried on the rear platform of all passenger trains, so as to be immediately available for use of flagmen.

TRACKMAN'S CALL.

Four long blasts of the whistle, followed by four short blasts, is Trackman's Call. Trackmen, upon hearing this signal by day or night, will immediately proceed to answer it, and engineers will use same only for calling trackmen when assistance is needed, such as when stock is on track, or anything that requires the immediate attention of track force. Engineers must understand that this is for cases of necessity, and must not be used otherwise. If necessary, in using this signal, trains will come to a stop to notify the first section gang they meet that their assistance is needed.

Trackmen will keep their men familiar with this.

Time Table No. 13

STATIONS	Time Table No. 13	STATIONS	Time Table No. 13
ARCATA	12:00	ARCATA	12:00
WILLITS	12:15	WILLITS	12:15
SHIVELY	12:30	SHIVELY	12:30
SCOTIA	12:45	SCOTIA	12:45
ALTON	13:00	ALTON	13:00
SOUTH BAY	13:15	SOUTH BAY	13:15
EUREKA	13:30	EUREKA	13:30
ARCATA	13:45	ARCATA	13:45

Time Table No. 13

STATIONS	Time Table No. 13	STATIONS	Time Table No. 13
ARCATA	14:00	ARCATA	14:00
WILLITS	14:15	WILLITS	14:15
SHIVELY	14:30	SHIVELY	14:30
SCOTIA	14:45	SCOTIA	14:45
ALTON	15:00	ALTON	15:00
SOUTH BAY	15:15	SOUTH BAY	15:15
EUREKA	15:30	EUREKA	15:30
ARCATA	15:45	ARCATA	15:45

MAIN LINE—WILLITS TO EUREKA.

MAPLE GROVE (Spur 195 ft.)—1.6 miles east of Outlet.
 ALI (Spur 277 ft.)—2.0 miles west of Arnold.
 BRYAN (Flag Stop)—1.5 miles east of Larabee.
 FARNELL—0.6 mile east of Shively.
 GLYNN—1.3 miles west of Scotia.
 NANNING CREEK (Spur B. L. Co.)—1.4 miles east of Scotia.
 RIO DELL—1.5 miles west of Metropolitan.
 STONE (296 ft.)—1.1 mile west of Metropolitan.
 CANYON PARK—0.4 mile west of Metropolitan.
 DINSMORE (Spur 175 ft.)—0.8 mile east of Metropolitan.
 BAXTER (223 ft.)—1.3 miles east of Metropolitan.
 DRAKE (790 ft.)—0.7 mile west of Rohnerville.
 NEWBERG—0.5 mile west of Fortuna.

MAIN LINE—WILLITS TO EUREKA—Continued.

PALMER CREEK (Spur 208 ft.)—1.2 miles east of Fortuna.
 MILLFORD—0.6 mile west of Beatrice.
 ZERUS—1.1 miles east of Beatrice.
 B. & E. R. CONNECTION (West) (256 ft.)—0.8 mile west of Bucksport.
 B. & E. R. CONNECTION (East) (533 ft.)—0.6 mile west of Bucksport.
 PRESS (Spur 1100 ft.)—0.1 mile east of Bucksport.
 RUSS (163 ft.)—1.6 miles west of Eureka.
 HOLMES EUREKA LUMBER CO. (296 ft.)—0.5 mile west of Eureka.

EUREKA TO TRINIDAD.

FOUNDRY (Spur 982 ft.)—1.0 mile east of Eureka.
 LANGFORD (Spur 228 ft.)—1.1 miles east of Eureka.
 HAUGHEY MILL (Spur 532 ft.)—1.3 miles east of Eureka.
 JANES CREEK (Flag Stop)—2.0 miles east of Arcata.

EUREKA TO TRINIDAD—Continued.

McCLOSKEY (Spur)—0.8 mile west of Essex.
 SHINGLE MILL (Spur)—0.5 mile east of Essex.
 DAIRY (Spur 274 ft.)—0.8 mile west of Thompsons.
 BROCKS (Spur 2560 ft.)—0.2 mile west of Thompsons.
 CARSONS No. 2 (Spur)—0.6 mile east of Thompsons.
 DEADMAN (277 ft.)—0.9 mile east of 25 Junction.

ADDITIONAL WATER TANKS.

STONY CREEK—1.5 miles west of Woodman.
 WATER TANK—0.3 mile east of Spyrock.
 TWO ROCKS—1.1 miles west of Ramsey.
 HAMANN GULCH—4.0 miles east of Kekawaka.
 FORT SEWARD CREEK—2.5 miles east of Alderpoint.
 WATER TANK—0.6 mile west of Eel Rock.

SPEED RESTRICTIONS.

8 miles per hour through the city limits of Eureka.

All trains will reduce speed to 20 miles per hour rounding curves and over trestles between Trinidad and Fieldbrook.

12 miles per hour over Eureka Drawbridge.

15 " " " " Mad River Slough.

20 " " " " Bulkhead, Elk River.

25 " " " " Loleta Trestle.

15 " " " rounding Scotia Bluff.

Passenger trains will not exceed speed of 40 miles per hour, and freight trains 25 miles per hour over any portion of the road.

Engines switching at stations will not exceed speed of 12 miles per hour.

All trains will come to a full stop 200 feet from all railroad crossings and sound 2 blasts of the whistle, and will not proceed until the track is known to be clear. In foggy weather, to avoid any possibility of accident, the crossings should be flagged.

Trains using Samoa Main Line within limits of Arcata yard will not exceed 20 miles per hour.

Speed restrictions as provided on Time Table will not be construed as permitting any train to be handled at an excessive rate of speed around curves. Speed as shown for the different territories is maximum allowable on tangent track, and on light curves.

Maximum Gross Weight of Car and Loading.

Between Eureka and Arcata.....120,000 lbs.
 Limit of Load Weight above Marked Capacity.....10%

COMPANY SURGEONS—NORTHERN DIVISION.

NAME	LOCATION	NAME	LOCATION
Dr. A. Miles Taylor, Chief Surgeon.....	803 Head Bldg., Post St. and Grant Ave. (Phone Sutter 1359) San Francisco.	Dr. Ray Felt, Division Surgeon.....	Eureka
Dr. S. S. Bogle, Chief Assistant Surgeon.....		Dr. Lloyd Bryan, Local Surgeon.....	Eureka
Dr. Jas. A. Black, Oculist.....		Dr. H. G. Gross, Oculist.....	Eureka
Dr. A. A. Arbogast, Dentist.....		Dr. F. R. Horel, Emergency Surgeon.....	Arcata
Dr. W. F. Southard, Oculist.....		Dr. C. Cottrell, Emergency Surgeon.....	Scotia
Dr. C. O. Southard, Oculist.....	701 Phelan Bldg., San Francisco	Dr. J. A. Young, Emergency Surgeon.....	Alton

General Hospital.....St. Luke's, 27th and Valencia Streets, San Francisco. Phone Mission 8600.

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 Local Surgeon.

WATCH INSPECTOR.....Carl Miller, Eureka.

J. E. JOHNSON,
Trainmaster.

