

# NORTHWESTERN PACIFIC RAILROAD CO.

## TIME TABLE

FOR THE

# NORTHERN DIVISION

To Take Effect Sunday, May 29, 1921, 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 management reserves the right to vary from this time table when necessary.

W. S. PALMER,  
*President and General Manager.*

W. J. HUNTER,  
*Superintendent.*



FROM SAN FRANCISCO

TOWARD SAN FRANCISCO.

Westward

THIRD CLASS		FIRST CLASS				Distance from San Francisco via Sausalito.	Time Table No. 32		Distance from Eureka via Sausalito.	FIRST CLASS				THIRD CLASS	
		2 Eureka Passenger	152 Arcata Passenger	150 Arcata Passenger	4 Eureka Passenger		May 29, 1921			1 San Francisco Passenger	151 Scotia Passenger	153 Scotia Passenger	3 San Francisco Passenger		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
		7.45AM			8.45PM	0.0	<b>SAN FRANCISCO</b>	284.1	7.35PM		9.05AM				
		1.50PM			2.50AM	139.5	DNR WILLITS	144.6	f 1.50PM		2.15AM				
		f 1.59			f 2.59	143.7	4.2 OUTLET	140.4	f 1.41		f 2.05				
		f 2.09			f 3.09	148.7	5.0 ARNOLD	135.4	f 1.31		f 1.55				
		s 2.19			s 3.20	152.5	3.8 D LONGVALE	131.6	s 1.20		s 1.45				
		f 2.29			f 3.30	158.2	5.7 FARLEY	125.9	f 1.10		f 1.35				
		f 2.38			f 3.39	161.8	3.6 TATU	122.3	f 1.01		f 1.25				
		s 2.50			s 3.51	166.5	4.7 D DOS RIOS	117.6	s 12.49		s 1.13				
		f 3.00			f 4.01	171.1	4.6 WOODMAN	113.0	f 12.39		f 1.03				
		f 3.10			f 4.11	175.5	4.4 NASH	108.6	f 12.29		f 12.53				
		s 3.20			s 4.21	180.0	4.5 D SPYROCK	104.1	s 12.19		s 12.43				
		f 3.32			f 4.30	184.3	4.3 BELL SPRINGS	99.8	f 12.10PM		f 12.31				
		f 3.43			f 4.41	189.3	5.0 RAMSEY	94.8	f 11.57AM		f 12.19				
		s 3.56			s 4.54	194.5	5.2 D ISLAND MOUNTAIN	89.6	s 11.43		s 12.06AM				
		f 4.12			f 5.10	200.3	5.8 KEKAWAKA	83.8	f 11.25		f 11.48PM				
		s 4.33			s 5.30	209.1	9.8 D ALDERPOINT	75.0	s 11.01		s 11.25				
		s 4.53			s 5.50	216.6	7.5 D FORT SEWARD	67.5	s 10.41		s 11.04				
		f 5.03			f 6.00	221.5	4.9 BROCK CREEK	62.6	f 10.29		f 10.52				
		f 5.13			f 6.10	225.1	3.6 EEL ROCK	59.0	f 10.19		f 10.42				
		f 5.23			f 6.20	230.1	5.0 SEQUOIA	54.0	f 10.08		f 10.30				
		f 5.28			f 6.25	232.2	2.1 McCANN	51.9	f 10.03		f 10.24				
		s 5.38			s 6.35	237.3	5.1 DR SOUTH FORK	46.8	s 9.53		s 10.14				
		f 5.48			f 6.45	241.6	4.3 LARABEE	42.5	f 9.43		f 10.03				
		s 5.58			s 6.55	245.6	4.0 D SHIVELY	38.5	s 9.34		s 9.53				
						247.6	2.0 CAMP NINE	38.5							
		f 6.08			f 7.04	250.0	2.4 ELINOR	34.1	f 9.23		f 9.42				
		s 6.20	2.40PM	8.25AM	s 7.15	255.6	5.6 DR SCOTIA	28.5	s 9.12	12.10PM	6.20PM	s 9.30			
		6.34	2.52	8.37	7.28	259.0	3.4 STONE	25.1	8.55	11.54AM	6.05	9.12			
		6.36	f 2.55	f 8.40	7.30	260.2	1.2 METROPOLITAN (Spur)	23.9	8.53	f 11.52	f 6.03	9.10			
		s 6.40	s 3.01	s 8.48	s 7.35	262.7	2.5 D ALTON	21.4	s 8.48	s 11.47	s 5.58	s 9.06			
		f 6.43	f 3.05	f 8.52	f 7.39	264.5	1.8 ROHNERVILLE	19.6	f 8.44	f 11.42	f 5.53	f 9.01			
		s 6.47	s 3.10	s 8.57	s 7.44	266.1	1.6 D FORTUNA	18.0	s 8.41	s 11.38	s 5.50	s 8.57			
		s 6.53	s 3.17	s 9.04	s 7.50	268.7	2.6 D FERNBRIDGE	15.4	s 8.36	s 11.32	s 5.44	s 8.52			
			f 3.19	f 9.06		269.5	0.8 SINGLEY	14.6		f 11.29	f 5.41				
		s 7.00	s 3.25	s 9.12	s 7.58	271.0	1.5 D LOLETA	13.1	s 8.29	s 11.25	s 5.37	s 8.44			
						272.5	1.4 TABLE BLUFF	11.6							
		f 7.08	s 3.33	s 9.20	f 8.07	273.9	1.4 D BEATRICE	10.2	f 8.21	s 11.17	s 5.29	f 8.36			
		s 7.16	s 3.41	s 9.27	s 8.15	277.8	3.9 D SOUTH BAY	6.3	s 8.15	s 11.10	s 5.22	s 8.30			
						280.3	3.0 B. & E. R. CROSSING	3.3							
		7.30PM	3.55PM	9.40AM	8.30AM	284.1	3.3 DNR EUREKA	0.0	8.00AM	10.55AM	5.10PM	8.15PM			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily				

FREIGHT TRAINS BETWEEN WILLITS AND EUREKA WILL BE HANDLED AS EXTRAS.

FREIGHT TRAINS BETWEEN EUREKA AND WILLITS WILL BE HANDLED AS EXTRAS.

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 or Willits when operator is on duty.



Eastward

FROM SAN FRANCISCO—TRINIDAD BRANCH—TOWARD SAN FRANCISCO

Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water & Turning Stations.	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 32 May 29, 1921	Distance from Trinidad	FIRST CLASS			SECOND CLASS		
	174	172	170	160	152	150				151	153	161	171	173	175
	Mixed	Mixed	Mixed	25 Junction Passenger	Arcata Passenger	Arcata Passenger				Scotia Passenger	Scotia Passenger	Eureka Passenger	Mixed	Mixed	Mixed
	Arrive Daily	Lv. Monday, Wednesday and Friday	Leave Daily EX. SUNDAY	Lv. Saturday and Sunday Only	Leave Daily	Leave Daily		<b>STATIONS</b>		Arrive Daily	Arrive Daily	Ar. Saturday and Sunday Only	Arrive Daily Ex. SUNDAY	Arrive Daily Ex. SUNDAY	Ar. Monday, Wednesday and Friday
Term. Yd. WFO	7.40PM		8.10AM	3.45PM	4.00PM	9.45AM	284.1	DNR EUREKA	28.2	10.50AM	5.05PM	7.15PM	7.50AM	9.10AM	
							286.7	FRESHWATER JUNCT	25.6						
	f 7.56		f 8.26	f 4.01	f 4.16	f 10.01	289.5	BRAINARD (Spur)	22.8						
							289.8	BAYSIDE	22.5	f 10.34	f 4.49	f 6.59	f 7.34	f 8.54	
	f 7.58		f 8.28	f 4.03	f 4.18	f 10.03	290.6	B. M. & L. Co. Crossing BAYSIDE JUNCTION	21.7	f 10.32	f 4.47	f 6.57	f 7.32	f 8.52	
							291.8	A. & M. R. CROSSING	20.5						
16 WT	8.05PM	10.55AM	8.35AM	s 4.10	4.25PM	10.10AM	292.5	DR ARCATA	19.8	10.25AM	4.40PM	s 6.50	7.25AM	8.45AM	2.55PM
							292.9	A. & M. R. CROSSING	19.4						
							295.8	A. & M. R. CROSSING	16.5						
							296.0	MINOR JUNCTION	16.3						
36 W		s 11.15		f 4.27			297.2	D ESSEX	15.1			f 6.30			s 2.35
P		f 11.35		f 4.35			299.8	THOMPSONS (Spur)	12.5			f 6.23			f 2.20
35 P		f 11.50AM		s 4.45			301.9	FLDDBROOK	10.4			s 6.15			f 2.10
Yard WY		s 12.10PM		s 5.00			305.4	R LITTLE RIVER JCT.	6.9			s 6.00			s 1.55
18		f 12.20		f 5.10			306.6	BULLWINKLE	5.7			f 5.50			f 1.45
30		f 12.25		f 5.15			308.4	MOONSTONE	3.9			f 5.45			f 1.35
P		f 12.30		s 5.20			309.4	LUFFENHOLTZ (Spur)	2.9			s 5.40			f 1.30
P		f 12.35		5.25PM			310.2	25 JUNCTION	2.1			5.35PM			f 1.25
TP		12.50PM					312.3	TRINIDAD	0.0						1.15PM
	Arrive Daily	Ar. Monday, Wednesday and Friday	Arrive Daily EX. SUNDAY	Ar. Saturday and Sunday Only	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Lv. Saturday and Sunday Only	Leave Daily Ex. SUNDAY	Leave Daily Ex. SUNDAY	Lv. Monday, Wednesday and Friday

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 or Arcata when operator is on duty.

All schedule trains between Eureka and Arcata will stop at F Street Eureka.

Eastward		Westward	
FROM SAN FRANCISCO—SAMOA BRANCH—TOWARD SAN FRANCISCO			
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water & Turning Stations.	Distance from San Francisco	Time Table No. 32 May 29, 1921	
		<b>STATIONS</b>	
		Distance from Samoa	
16 WT	292.5	DR ARCATA	8.2
	296.8	MANILA (Spur)	3.9
	298.7	H. N. R. R. CROSSING	2.0
	299.1	CARSONS	1.6
	299.8	SAMOA YARD	0.9
Yard WY	300.7	SAMOA	0.0

NOTE—Service on Samoa branch will be handled by extras. Speed not to exceed 20 miles per hour.

Eastward		Westward	
FROM SAN FRANCISCO—CARLOTTA BRANCH—TOWARD SAN FRANCISCO			
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water & Turning Stations.	Distance from San Francisco	Time Table No. 32 May 29, 1921	
		<b>STATIONS</b>	
		Distance from Carlotta	
38 WFO	262.7	D ALTON	5.0
	263.6	NEWELL	4.1
	264.5	WILLIAMS (Spur)	3.2
Yard	267.7	CARLOTTA	0.0

NOTE—Service on Carlotta Branch will be handled by extras. Speed not to exceed 20 miles per hour on tangent and 15 miles per hour on curves. Siding west of Yager Creek included in Carlotta Yard.

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, South Fork, Scotia, Alton, South Bay, Eureka and Arcata.

Trainmen and enginemen will be governed by the position of the train order signal at telegraph stations, during all hours of the day and night. When any station train order signal is fastened at "proceed" position in both directions by day and in addition the light shows "proceed" by night, it indicates that no operator is on duty, and trainmen and enginemen will be governed accordingly.

#### MISCELLANEOUS.

Before switching over railroad crossing at grade, protection by flagman must be given. Public crossings over which switching, in making, or breaking up trains, or doing extensive station work, is being performed, must be given similar protection, provisions of Rule 759 being also carefully observed.

Inspection of freight trains as per rule 820 must be made at least each 30 miles run.

Engines on freight trains of 25 cars or over must be cut off at water or fuel stops. On grades over one per cent, see Rule 761.

Employees are warned that certain overhead structures and wires within the city limits of Eureka have fifteen feet six inches (15' 6") 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.

Semaphore signals mechanically interlocked with Eureka Slough drawbridge having been installed, if such signals are seen to be in the clear position, trains may proceed without stopping, steam trains reducing speed to fifteen miles per hour while

crossing the drawbridge. If signal is found to be at "stop" train must come to a stop, sending flagman ahead to ascertain cause.

During heavy storms, foggy weather, or when view is obscure, trains must approach signals defining position of drawbridge under sufficient control to enable proper stop to be made if signal is found at "stop".

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.

#### YARD LIMITS.

Willits, Fort Seward, South Fork, Glynn, Scotia, Alton, South Bay, Eureka, Arcata, Carlotta, Samoa, Essex and Little River Junction. (Rule 93.)

At other stations trains and engines occupying main line must be protected per Rule 99.

In yards where sign boards define and protect, per Rule 93, crews when occupying main track within 1000 feet of yard sign should assure themselves that view from signboard for that distance is not obscured for approaching trains. As an extra caution to approaching second class and extra trains signboards reading "1000 feet to Yard Limit Board" have been installed. Second and inferior class and extra trains should be under control when they pass Yard Limit signs to avoid possibility of train in yard coming out of spur or siding and striking them.

#### FLAGGING TRAINS.

Extra care must be exercised in flagging trains between Longvale and South Fork. 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.

## RATING OF LOCOMOTIVES

(IN M'S OF 1000 POUNDS BACK OF TENDER)

CLASSIFICATION	ENGINE NUMBERS	Boiler Pressure	WILLITS to LOLETA		LOLETA to BEATRICE		BEATRICE to EUREKA		EUREKA to BEATRICE		BEATRICE to LOLETA		LOLETA to WILLITS	
			M's	Cars	M's	Cars	M's	Cars	M's	Cars	M's	Cars	M's	Cars
E 57-14/24	440	145	850	12	400	700	12	700	12	350	8	400	8	
E 57-15/24	449	145	900	12	400	700	12	700	12	350	8	400	8	
E 57-16/24	444	140	950	12	500	900	15	900	15	400	8	500	11	
E 57-17/24	447	140	950	12	500	900	15	900	15	400	8	500	11	
E 57-18/24	444	140	1000	12	600	900	15	900	15	500	10	600	11	
E 57-19/24	444	130	1000	12	600	900	15	900	15	500	10	600	11	
E 57-20/24	444	185	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-21/24	444	185	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-22/24	444	200	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-23/24	444	170	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-24/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-25/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-26/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-27/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-28/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-29/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-30/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-31/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-32/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-33/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-34/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-35/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-36/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-37/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-38/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-39/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-40/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-41/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-42/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-43/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-44/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-45/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-46/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-47/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-48/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-49/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-50/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-51/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-52/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-53/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-54/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-55/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-56/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-57/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-58/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-59/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-60/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-61/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-62/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-63/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-64/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-65/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-66/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-67/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-68/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-69/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-70/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-71/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-72/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-73/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-74/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-75/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-76/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-77/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-78/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-79/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-80/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-81/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-82/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-83/24	444	180	1400	22	1000	1400	22	1400	22	600	17	1000	22	
E 57-84/24	444	180	1400	22	1000	1400	22	1400	22	600				



SIDINGS, SPURS AND FLAG STOPS.

MAIN LINE—WILLITS TO EUREKA.

MAPLE GROVE—1.6 miles east of Outlet. (Spur 195 ft.)  
 ALI—2.0 miles west of Arnold. (Spur 277 ft.)  
 PETERSON—0.7 mile east of Arnold. (Spur 182 ft.)  
 CARBON—1.0 mile west of Farley. (Spur 190 ft.)  
 STEELHEAD—2.5 miles east of Alderpoint. (Spur 170 ft.) (Flag stop.)  
 BOLT—1.4 miles east of Brock Creek. (Spur 182 ft.)  
 SMITH—2.4 miles west of Sequoia. (Spur 110 ft.)  
 TANOAK—1.8 miles west of Sequoia. (Spur 185 ft.) (Flag stop.)  
 HAMMOND—2.6 miles east of McCann. (Spur 384 ft.)  
 CAMP GRANT—1.8 miles west of South Fork. (Spur 794 ft.)  
 P. L. CO. SPUR—0.7 mile east of Larabee. (Spur) (Flag stop)  
 BRYAN—1.5 miles east of Larabee. (Flag stop)  
 BRIDGE CREEK—1.9 miles east of Larabee (P. L. Co. Spur)  
 P EREROW—2.5 miles east of Elinor. (Spur 183 ft.)  
 GLYNN— { 1.8 miles west of of Scotia. (Siding 1868 ft.)  
 { 1.3 miles west of Scotia. (P. L. Co. Spur to yard.)  
 NANNING CREEK—1.4 miles east of Scotia. (Spur B. R. Co.) (Flag stop Nos. 150, 151, 152, 153 daily.)

MAIN LINE—WILLITS TO EUREKA—Continued.

RIO DELL—1.5 miles west of Metropolitan. (Flag stop Nos. 150, 151, 152, 153 daily.)  
 CANYON PARK—0.4 mile west of Metropolitan. (Flag stop Nos. 150, 151, 152, 153, daily.)  
 DINSMORE—0.8 mile east of Metropolitan. (Spur 87 ft.)  
 DRAKE—0.7 mile west of Rohnerville. (Siding 790 ft.)  
 NEWBERG —0.5 mile west of Fortuna. (E. R. V. Lmbr. Co's spur to yard.)  
 ZERUS—1.1 miles east of Beatrice. (Spur 170 ft.)  
 B. & E. R. CONNECTION (East)—3.1 miles east of South Bay. (257 ft.)  
 BUCKSPORT—2.3 miles west of Eureka. (Flag stop.) (Siding 1294 ft.)  
 PRESS—2.4 miles west of Eureka. (Spur 450 ft. out of Bucksport Siding.)  
 STANDARD OIL CO.—2.3 miles west of Eureka. (Spur 428 ft. out of Bucksport Siding.)  
 HOLMES EUREKA LUMBER CO.—2.1 miles west of Eureka. (Spur 572 ft.)  
 RUSS—1.6 miles west of Eureka. (Siding 163 ft.)

EUREKA TO TRINIDAD.

FOUNDRY—1.0 mile east of Eureka. (Spur 982 ft.)  
 LANGFORD—1.1 miles east of Eureka. (Spur 228 ft.)  
 HAUGHEY MILL—1.3 miles east of Eureka. (Spur 532 ft.)  
 ARCATA EXTENSION SPUR—1.1 miles east Arcata. (Spur 1150 ft.)  
 McCLOSKEY—0.8 mile west of Essex. (Spur 166 ft.)  
 SHINGLE MILL—0.5 mile east of Essex. (Spur 338 ft.)  
 DAIRY—0.8 mile west of Thompsons. (Spur 274 ft.)

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.  
 STEELHEAD—2.5 miles east of Alderpoint.  
 WATER TANK—0.6 mile west of Eel Rock.  
 MILLFORD—0.6 mile west of Beatrice.

SPEED RESTRICTIONS.

Passenger trains will not exceed speed of 40 miles per hour, and freight trains 25 miles per hour over any portion of the road.  
 Regular passenger trains will not exceed speed of 35 miles per hour and extra trains 25 miles per hour, over what is known as the Holmes Eureka Bucksport Mill Yard Crossings at Gregg Street.  
 Freight trains will not exceed speed of 20 miles per hour between Samoa and Trinidad.  
 All trains will reduce speed to 15 miles per hour rounding curves and over trestles between Trinidad and Fieldbrook.  
 All trains between Eureka and Trinidad will not exceed speed shown in their schedule running time.  
 All trains will come to a full stop 400 feet from all railroad crossings not protected by automatic signals, 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 fagged.  
 Joint automatic signals are installed at the two crossings of the N. W. P. R. R. and the A. & M. R. R. R. near mile posts 293 and 296.  
 Tunnel No. 27 (Island Mountain), is protected by automatic signals.  
 Main line from P. L. Co. spur to East end Tunnel 38 (Mile 242.5 to Mile 243.6), protected by automatic signals.  
 Engines switching at stations will not exceed speed of 12 miles per hour.  
 Trains using Samoa Main Line within limits of Arcata yard will not exceed 15 miles per hour.  
 15 miles per hour rounding Scotia Bluff.  
 25 " " " over Loleta Trestle.  
 25 " " " " Bulkhead, Elk River.  
 10 " " " between "A" and "L" Streets in Eureka.  
 18 " " " between "L" Street Eureka, and east end of the Eureka Slough Drawbridge.  
 15 " " " over Mad River Slough Drawbridge.  
 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.

RAILROAD 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. J. A. Lane, Asst. Surgeon.....	Eureka
Dr. O. E. Eklund, Chief Assistant Surgeon.....		Dr. H. G. Gross, Oculist.....	Eureka
Dr. Jas. A. Black, Oculist.....	803 Head Bldg., Post St. and Grant Ave. (Phone Sutter 1359) San Francisco.	Dr. E. J. Robinson, Dentist.....	Eureka
Dr. C. W. Benjamin, Dentist.....		Dr. E. L. Walsh, Dentist.....	Eureka
Dr. W. F. Southard, Oculist.....	701 Phelan Bldg., San Francisco	Dr. F. R. Horel, Emergency Surgeon.....	Arcata
Dr. C. O. Southard, Oculist.....		Dr. C. Cottrell, Emergency Surgeon.....	Scotia
Dr. J. F. Walsh, Division Surgeon.....		Dr. D. Rockwell, ".....	Fortuna
	Eureka	Dr. E. C. Griner, Division ".....	Willits.

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 INSPECTORS..... { Carl Miller, Eureka C. F. Thompson, Scotia  
 Ernest Mueller, Eureka

H. W. CAVE,  
 Trainmaster.

W. P. VANNOY, Trick Dispatcher.  
 I. P. BLACK, Trick Dispatcher.  
 W. M. BALDOCK, Trick Dispatcher.  
 W. S. PEACE, Relief Dispatcher.

C. A. QUIGG,  
 Chief Dispatcher.





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



CAPE MENDOCINO

PT. GORDA

BEAR HARBOR

ABALONE PT.

WILLITS

TRINIDAD HEAD

EUREKA

ALTON

B

L

B

Z

R

T

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WILLITS

M

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Luffenhottz

Little River Jct

Fieldbrook

Lisbon Hill

Essex

Blue Lake

Arcata

Bay Side

Freshwater

Bucksport

South Bay

Garfield

Kneeland

Table Bluff

Beatrice

Fortuna

Centerville

Metropolitan

Rio Dell

Scotia

Cape Town

Pepperwood

Shively

Bryan

Larabee

Dyerville

Petrolia

Upper Mattole

Phillipville

Wilder

Hadley Pk.

Kings Pk.

Shelter Cove

French

Moody R.

Kenny

Anderson

Rockport

De Haven

Westport

Kibesillah

Newport

Inglenook

Cleone

Ft. Bragg

Noyo

Alpine

Sherwood Jct

Rowes

Sherwood

Outlet

Hearst

Travelers Home

Willits

Willits

Willits

Willits

Willits