

NORTHWESTERN PACIFIC RAILROAD CO.

TIME-TABLE

16

To Take Effect Sunday, September 15, 1935, at 3:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

EDWARD H. MAGGARD,
President and General Manager.

WM. N. NEFF,
General Superintendent

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time-Table No. 16			Distance from Willits	FIRST CLASS			SECOND CLASS	
	202			4				September 15, 1935				225			201	
	Mixed			Eureka Express				STATIONS				Eureka Express			Mixed	
	Leave Daily Ex. Sunday			Leave Daily				SAN FRANCISCO			Arrive Daily			Ar. Daily Ex. Sunday		
					8.30 PM	8.45 AM	7.45 AM	0.0	SAUSALITO			139.5	9.05 AM	6.32 PM	8.52 PM	
					9.02 PM	9.17 AM	8.17 AM	6.5	TO-R SAUSALITO			133.0	8.30 AM	6.00 PM	8.20 PM	
					9.15 PM	9.20 AM	8.20 AM	6.5	ALMONTE			133.0	8.20 AM	5.50 PM	8.12 PM	
Yard WOITPBK								9.9	SOUTH PORTAL			129.6				
18 IP								11.5	NORTH PORTAL			128.0				
P								12.2	CORTE MADERA (Spur-S)			127.3				
P								12.6	BALTIMORE PARK			126.9				
IP					9.28	9.34	8.34	13.0	DETOUR			126.5	8.05	5.34	7.57	
YP					9.30	9.36	8.36	14.3	GREEN BRAE (Spur-S)			125.2	8.03	5.32	7.55	
P								14.9	CALIFORNIA PARK			124.6			f	
WIYPBK					s 9.40	s 9.45	s 8.45	15.7	TO-R SAN RAFAEL			123.8				
								17.0	CERRO			122.5	s 7.58	s 5.23	s 7.50	
24 P								18.7	GOLF			120.8				
24 P					9.47	9.52	8.52	20.0	GALLINAS (Spur-N)			119.5	7.49	5.12	7.42	
P						f	f	21.1	MILLER			118.4	f	f		
37 P					9.50	f 9.55	f 8.55	21.7	ST. VINCENT (Spur-N)			117.8	f 7.46	f 5.09	7.39	
						f	f	22.0	IGNACIO			117.5	f	f		
20 WYOPBK					9.55	f 10.01	f 9.00	24.9	NOVATO			114.6	f 7.41	f 5.04	f 7.34	
47 P					f 10.00	f 10.06	s 9.08	27.8	BURDELL			111.7	s 7.36	f 4.59	f 7.29	
50 WP					10.06	f 10.12	f 9.14	31.3	HAYSTACK			108.2	f 7.30	f 4.52	f 7.23	
54 Yard					10.14	10.20	9.22	36.7	PETALUMA			102.8	7.22	4.44	7.15	
116 WTPBK					s 10.27	s 10.28	s 9.31	38.5	PARK SIDING			101.0	s 7.18	s 4.40	s 7.11	
45						f	f	39.2	CROWN (Spur-S)			100.3				
								41.0	ELY			98.5	f	f		
37					10.32	f 10.33	f 9.36	42.0	PENN GROVE			97.5	f 7.07	f 4.25	7.03	
P						f	s	43.3	COTATI			96.2	f	f	f	
64 WP					f 10.39	s 10.41	f 9.44	46.1	WILFRED			93.4	f 6.59	f 4.17	f 6.55	
23						f	f	48.7	BELLEVUE			90.8	f	f	f	
29					10.47	f 10.50	f 9.53	51.3	SANTA ROSA			88.2	f 6.49	f 4.07	f 6.45	
76 WPBK		10.13 AM			s 10.52	s 10.58	s 10.03	53.8	WYE SIDING			85.7	s 6.45	s 4.03	s 6.41	3.45 PM
132 YP					11.05			54.4	FULTON			85.1				
18 WOP		s 10.25 AM			11.13 PM	s 11.06 AM	f 10.11 AM	58.5				81.0	6.32 AM	3.49 PM	6.30 PM	3.30 PM
		Arrive Daily Ex. Sunday			Arrive Daily	Arrive Sunday Only	Arrive Daily						Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily Ex. Sunday

For additional schedules see Interurban Time-Table.

No. 4 stop at any station north of San Rafael to discharge passengers.

Northward

SOUTHERN DIVISION

Southward

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS				Distance from San Francisco	Time-Table No. 16 September 15, 1935	Distance from Willits	FIRST CLASS										
	4		2					3		1								
	Eureka Express	Eureka Passenger	Eureka Express	Eureka Passenger				Arrive Daily	Leave Daily	Arrive Daily	Leave Daily							
18 WOP				11.13 PM	10.11 AM	58.5	TO FULTON	81.0	f 6.32 AM	f 3.49 PM								
35						59.8	1.3 MARK WEST	79.7	f	f								
16 P				11.19	s 10.19	62.9	3.1 WINDSOR	76.6	f 6.25	s 3.42								
8						66.4	3.5 GRANT	73.1	f	f								
49						67.0	0.6 BAILHACHE	72.5										
44 WTPK				s 11.31	s 10.31	68.0	1.0 HEALDSBURG	71.5	s 6.17	s 3.34								
						70.2	2.2 CHIQUITA (Spur-S)	69.3	f	f								
50 P				11.37	f 10.38	71.9	1.7 LYTTON	67.8	f 6.07	f 3.24								
44 P				s 11.44	s 10.45	75.8	3.0 GEYSERVILLE	63.7	f 6.00	s 3.17								
8 P						78.8	2.5 CHIANTI	60.7	f	f								
44 P				11.51	f 10.54	81.3	3.9 ASTI	58.2	f 5.51	f 3.08								
68 WOTF				s 11.59	s 11.03	85.2	1.9 CLOVERDALE	54.3	s 5.45	s 3.02								
31				12.03 AM	f 11.07	87.1	2.7 PRESTON	52.4	f 5.34	f 2.54								
28 P				12.09	f 11.13	89.8	2.0 ECHO	49.7	f 5.28	f 2.48								
						91.8	0.8 CUMMISKEY (Spur-N)	47.7	f	f								
21 P						92.6	2.7 THORN	46.9										
71 P				12.23	f 11.27	95.3	1.5 PIETA	44.2	f 5.14	f 2.34								
						96.8	3.3 FOUNTAIN (Spur-N)	42.7	f	f								
69 WP				s 12.35	s 11.39	100.1	3.8 HOPLAND	39.4	s 5.03	s 2.23								
58 P				12.43	f 11.47	103.9	2.0 LARGO	35.6	f 4.55	f 2.15								
22						105.9	3.7 HENRY	33.6										
16				12.52	f 11.57	109.6	4.4 EL ROBLE	29.9	f 4.45	f 2.05								
57 WOTPBK				s 1.10	s 12.07 PM	114.0	6.1 UKIAH	25.5	s 4.38	s 1.58								
23 P				1.20	f 12.22	120.1	2.0 CALPELLA	19.4	f 4.22	f 1.39								
47 WYP				1.28	f 12.27	122.1	1.9 REDWOOD VALLEY	17.4	f 4.18	f 1.35								
33 P				1.33	f 12.32	124.0	3.9 LAUGHLIN	15.6	f 4.13	f 1.30								
11 P				1.45	12.44	127.9	3.5 HILPASS	11.6	3.59	1.16								
17 WP				s 2.05	s 1.04	131.4	8.1 RIDGE	8.1	s 3.47	s 1.04								
Yard WYOPBK				2.30 AM	f 1.25 PM	139.5	TO-R WILLITS	0.0	3.25 AM	12.40 PM								
				Arrive Daily	Arrive Daily				Leave Daily	Leave Daily								

No. 4 stop at any station to discharge passengers.

Northward		SOUTHERN DIVISION				Southward		Northward		SOUTHERN DIVISION				Southward	
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 16		Distance from Willits	Distance from Manor	Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 16		Distance from Manor	Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from Manor	Distance from Manor	Distance from Manor	Distance from Manor
		September 15, 1935						September 15, 1935							
		STATIONS						STATIONS							
Yard WTOPBK	6.5	TO-R	TIBURON	131.4		IP	13.0	BALTIMORE PARK	5.8						
	10.1		3.6 REED (Spur-N)	127.8		P	14.7	1.7 KENTFIELD (Spur-N)	4.1						
	11.4		1.3 MEADOWSWEET (Spur-N)	126.5		WIYP	16.5	1.8 SAN ANSELMO	2.3						
YP	12.7		1.3 DETOUR	125.2		P	18.3	1.9 FAIRFAX (Spur-N)	0.5						
						P	18.8	0.5 MANOR	0.0						

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS			Distance from San Francisco	Time-Table No. 16 September 15, 1935	Distance from Los Guilicos	FIRST CLASS		
20 WYOPBK				24.9	TO IGNACIO	33.0			
23 P				28.5	BLACK POINT	29.4			
24				30.8	RECLAMATION	27.1			
20				33.4	SEARS POINT	24.5			
P				35.2	FAIRVILLE (Spur-N)	22.7			
				36.7	McGILL (Spur-S)	21.2			
13 P				37.8	WINGO	20.1			
37 YWP				40.4	TO SCHELLVILLE	17.5			
17 P				42.2	VINEBURG	15.7			
9				43.5	BUENA VISTA	14.4			
25 P				44.8	SONOMA	13.1			
12				46.1	VERANO	11.8			
				46.8	BOYES SPRINGS (Spur-S)	11.1			
				47.4	FETTERS SPRINGS (Spur-N)	10.5			
				47.7	AGUA CALIENTE (Spur-S)	10.2			
				48.5	WATRISS (No Siding)	9.4			
11				49.1	YULUPA	8.8			
5				49.8	ELDRIDGE	8.1			
11				51.3	GLEN ELLEN	6.6			
2				51.9	WARFIELD	6.0			
2				53.3	BELTANE	4.6			
2				55.0	WILDWOOD	2.9			
21 TW				55.7	KENWOOD	2.2			
				57.2	LAWDALE (Spur-S)	0.7			
2				57.9	LOS GUILICOS	0.0			

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.		SECOND CLASS	FIRST CLASS		Distance from San Francisco	Time-Table No. 16 September 15, 1935	Distance from Duncan Mills	FIRST CLASS	SECOND CLASS
			202	222						225	201
		Mixed		Duncan Mills Passenger					
		Leave Daily Ex. Sunday		Leave Sunday Only				Arrive Sunday Only	Arrive Daily Ex. Sunday
18 WOP	f	10.35 AM		11.08 AM	58.5	TO-R FULTON	23.0	s 6.28 PM	s 3.15 PM
10	f	10.42		11.12	60.6	MEACHAM	20.9	f 6.23	f 3.09
22 P	f	10.45		11.14	61.4	WOOLSEY	20.1	f 6.20	f 3.04
10	f	10.53		11.20	63.9	TRENTON	17.6	f 6.14	f 2.55
	f	10.59		11.25	65.8	FORESTVILLE (Spur-S)	15.7	f 6.09	f 2.49
11 P	f	11.05		11.30	67.5	GREEN VALLEY	14.0	f 6.04	f 2.42
	f			11.36	69.4	HILTON (No Siding)	12.1	f 6.00	f
24 P					70.4	POCKET	11.1		
4	f				70.9	KORBEL	10.6	f	f
13 WP	f	11.20		s 11.42	72.2	RIONIDO	9.3	f 5.52	f 2.26
19					73.5	SHELLARD	8.0		
6 P	s	11.40		s 11.49	73.9	TO GUERNEVILLE	7.8	s 5.46	s 2.20
	f			f 11.52	74.7	GUERNEWOOD PARK	6.8	f 5.42	f
	f			f	75.6	MONTESANO	5.9	f	f
	f			f	75.9	RUSSIAN RIVER HEIGHTS	5.6	f	f
16	f			f 12.01 PM	76.9	NORTHWOOD	4.6	f 5.35	f
	P	s 11.55		s 12.06	78.2	MONTE RIO	3.3	s 5.31	s 1.55
	f			f	79.0	VILLA GRANDE (No Siding)	2.5	f	f
10 YPRK		12.10 PM		12.16 PM	81.5	TO-R DUNCAN MILLS	0.0	5.20 PM	1.40 PM
		Arrive Daily Ex. Sunday		Arrive Sunday Only				Leave Sunday Only	Leave Daily Ex. Sunday

Trains must not leave Duncan Mills without a Clearance, except that Clearance need not be obtained when operator is not on duty.

Northward		NORTHERN DIVISION			Southward		
Capacity of sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST GLASS		Distance from San Francisco	Time-Table No. 16 September 15, 1935	Distance from Eureka	FIRST GLASS	
	Eureka Passenger	Eureka Express				1	3
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily
Yard WYOPBK	1.45 PM	2.45 AM	139.5	TO-R WILLITS	144.6	f 11.20 PM	2.10 AM
69 P	f 1.53	f 2.53	143.7	4.2	140.4	f 12.09 PM	f 1.59
71 P	f 2.02	f 3.02	148.7	OUTLET	135.4	f 11.59	f 1.49
75 WP	f 2.10	f 3.10	152.5	3.8	131.6	f 11.51	f 1.40
57 P	f 2.21	f 3.21	158.2	LONGVALE	125.9	f 11.39	f 1.26
48 WP	f 2.28	f 3.28	161.8	5.7	122.3	f 11.32	f 1.16
50 WOP	s 2.39	s 3.39	166.5	FARLEY	117.6	s 11.22	s 1.04
38 P	f 2.48	f 3.48	171.1	3.6	113.0	f 11.08	f 12.49
48 P	f 2.57	f 3.57	175.5	TATU	108.6	f 10.59	f 12.38
81 P	s 3.07	f 4.07	180.0	4.7	104.1	s 10.49	f 12.28
69 WOP	f 3.16	f 4.16	184.3	TO DOS RIOS	99.8	f 10.40	f 12.17
27 P	f 3.27	f 4.27	189.3	4.6	94.8	f 10.29	f 12.05 AM
69 WOTP	s 3.39	f 4.39	194.5	WOODMAN	89.6	s 10.18	f 11.52
42 WP	f 3.53	f 4.53	200.8	4.4	83.8	f 10.05	f 11.36
25			205.5	ISLAND MOUNTAIN	78.6		
69 P	s 4.12	s 5.12	209.1	5.8	75.0	s 9.46	s 11.16
69 WOP	s 4.28	s 5.28	216.6	KEKAWAKA	67.5	s 9.30	s 10.57
55 P	f 4.38	f 5.38	221.5	5.2	62.6	f 9.19	f 10.46
55 P	f 4.46	f 5.46	225.1	3.6	59.0	f 9.11	f 10.37
26 P	f 4.56	f 5.56	230.1	CAIN ROCK	54.0	f 9.01	f 10.26
67 WP	f 5.00	f 6.00	232.2	7.5	51.9	f 8.57	f 10.21
71 WYOPBK	s 5.11	s 6.11	237.3	ALDERPOINT	46.8	s 8.46	s 10.07
30 P	f 5.20	f 6.20	241.7	7.5	42.4	f 8.36	f 9.53
20 P	s 5.30	s 6.30	245.6	FORT SEWARD	38.5	s 8.26	f 9.44
33 WP			247.6	4.9	36.5		
31 P	f 5.39	f 6.39	250.0	BROCK CREEK	34.1	f 8.17	f 9.34
26 WPK	s 5.50	s 6.50	255.6	3.6	28.5	s 8.06	s 9.24
24 P	6.01	7.01	259.0	5.0	25.1	7.54	9.11
	f 6.03	7.03	260.2	2.1	23.9	f 7.52	f 9.09
38 WOP	s 6.08	s 7.08	262.7	SEQUOIA	21.4	s 7.47	s 9.03
50	f	f	264.5	2.1	19.6	f	f
24 P	s 6.15	s 7.15	266.1	McCANN	18.0	s 7.40	s 8.54
24 P	s 6.22	s 7.22	268.7	5.1	15.4	s 7.34	s 8.47
18 P	s 6.28	s 7.28	271.0	TO SOUTH FORK	13.1	s 7.28	s 8.40
P	f		272.5	4.4	11.6	f	
25 P	f 6.35	f 7.35	273.9	LARABEE	10.2	f 7.21	f 8.32
20 WP	f 6.44	f 7.44	277.8	3.9	6.3	f 7.14	f 8.25
			280.8	SHIVELY	3.3		
27 P	6.52	7.52	282.0	2.0	2.1	7.05	8.15
Yard WYOPBK	7.00 PM	8.00 AM	284.1	CAMP NINE	0.0	7.00 AM	8.10 PM
	Arrive Daily	Arrive Daily		2.4		Leave Daily	Leave Daily
				ELINOR			
				5.6			
				SCOTIA			
				3.4			
				TO SCOTIA			
				1.2			
				STONE			
				2.5			
				METROPOLITAN (Spur-S)			
				2.5			
				ALTON			
				1.8			
				ROHNERVILLE			
				1.6			
				TO FORTUNA			
				1.6			
				TO FERNBRIDGE			
				2.6			
				TO LOLETA			
				2.3			
				TABLE BLUFF (Spur-S)			
				1.5			
				BEATRICE			
				3.9			
				SOUTH BAY			
				3.0			
				B. & E. R. CROSSING			
				1.2			
				BUCKSPORT			
				2.1			
				TO-R EUREKA			
				0.0			

Trains must not leave Eureka without a clearance.

No. 4 stops at any station to discharge passengers.

Northward		NORTHERN DIVISION			Southward	
Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 16 September 15, 1935	Distance from Korblex	STATIONS		
				TO-R		
Yard WYOPBK	284.1	TO-R EUREKA	11.1			
P	286.7	2.6				
25	289.5	FRESHWATER JUNCT.	8.5			
		2.8				
	291.8	BRAINARD	5.7			
		2.3				
16 WYPK	292.5	TO-R ARCATA	2.7			
P	292.9	0.7				
	293.6	A. & M. R. CROSSING	2.3			
		0.7				
21 P	295.2	NORMAL JUNCTION (Spur-N)	1.6			
		1.6				
		KORBLEX	0.0			

Northward		NORTHERN DIVISION			Southward	
Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 16 September 15, 1935	Distance from Samoa	STATIONS		
				TO-R		
16 WYPK	292.5	TO-R ARCATA	8.2			
		4.3				
	296.8	MANILA (Spur-S)	3.9			
		2.3				
18	299.1	CARSONS	1.6			
P	299.8	0.7				
WY	300.7	SAMOA YARD	0.9			
		0.9				
		SAMOA	0.0			

Northward		NORTHERN DIVISION			Southward	
Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 16 September 15, 1935	Distance from Carlotta	STATIONS		
				ALTON		
38 WOP	262.7	ALTON	5.0			
P	267.7	5.0				
		CARLOTTA	0.0			

SPECIAL INSTRUCTIONS

Employees whose duties are prescribed by Rules and Regulations of the Transportation Department, effective June 15, 1930, must each obtain a book containing these Rules and Regulations.

EXCEPT AS OTHERWISE PROVIDED, SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

When the route "Via Cut Off" appears in a train order, the double track, 1.3 miles in length, between Baltimore Park and Detour, is referred to.

At San Rafael northward trains and trains leaving for Tiburon must obtain clearance.

Engineer in approaching a train-order office, after whistling for station, if train-order signal can be seen, will sound four short blasts of whistle (14-j) for "proceed" signal, and if "proceed" signal is given will acknowledge it by two short blasts of whistle (14-g).

170 and 180 class engines and Southern Pacific engines are not permitted on wharf at Sausalito.

Trains may move between Sausalito and San Rafael, via Detour and via San Anselmo and between San Anselmo and Manor with the current of traffic irrespective of time-table superiority. Freight trains must not delay passenger trains.

Trains moving with the current of traffic may run extra or work extra without train-order authority, except when a train order Form D-S is in effect, but must obtain a clearance before commencement of trip if at an open train-order office.

The movement of Interurban trains must be given preference over other trains. Movement of trains over single track between Almonte and Mill Valley is governed by automatic block signals. Trains finding such signals at "proceed" may proceed, irrespective of time-table superiority. In case of heavy storms, fogs, or other cause rendering view obscure, trains must proceed with caution.

When necessary to cut off or restore current in power rail, notify Alto Substation. Alto Substation may be called on Company telephone or P. T. & T. telephone Mill Valley 1.

Northward passenger trains must not take water at Steelhead except in emergency. Before stop is made trainmen must know that all vestibule doors are closed.

Train movements through Tunnel No. 27 (Island Mountain) are protected by signals. Automatic block signals must not be depended upon to protect trains. When necessary, trains must be protected by flag.

MISCELLANEOUS

Before switching over railroad crossings, protection by flagman must be given. Trains will stop at Ridge and southward trains at Laughlin for inspection (Rule 827).

Freight trains with locomotives equipped with $8\frac{1}{2}$ " cross compound compressors must not handle in excess of 48 cars, excluding caboose, excluding grade Ridge to Redwood Valley, and weight must not exceed average of 100 Ms per operative brake between locomotive tender and caboose. With locomotives equipped with two $9\frac{1}{2}$ " compressors, not more than 40 cars, excluding caboose, should be handled. Trains of 30 to 40 cars must not exceed average of 85 Ms per operative brake between locomotive tender and caboose; trains of less than 30 cars must not exceed average of 100 Ms per operative brake between locomotive tender and caboose.

In accordance with Rules and Regulations Governing Care and Operation of Air Brake and Signal Apparatus, the following will govern:

Trains descending grade, Ridge to Laughlin, retaining valves will be turned up before leaving Ridge, and must not be turned down until after stop is made at Laughlin. Freight trains, Ridge to M P 136, retaining valves must be turned up before leaving Ridge, and must not be turned down until train has reached M P 136.

When retaining valves are turned down while train is in motion, speed of train must not exceed 10 miles per hour. If, in judgment of conductor, it is necessary to stop train to turn down retaining valves, train will be stopped.

Inspection of freight trains must be made at least each 40 miles run (Rule 827.) Engines on freight trains of 25 cars or over must be cut off at water or fuel stops.

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

Engines on Passenger trains when coupling to equipment containing passengers will stop 50 feet from cars before coupling.

Except in foggy weather, markers will not be displayed by electric trains by day.

TUNNEL NO. 1, M P 11.9

Movement of trains on single track will be irrespective of time-table superiority and governed by automatic block signals as follows:

South End: Signal 116, normal position STOP. There is a preliminary beginning at signal 114.

North End: Signal 121, normal position STOP. There is a preliminary beginning at preliminary post 1000 feet north of Signal 121.

Trains will approach these signals with caution.

In case of STOP, having waited five minutes, should signal not change to PROCEED, or should it not change to STOP as train strikes insulated joints at signal and a train cannot be seen or heard within the limits of the block, train may proceed with caution and under protection of flagman.

Approaching signal, Conductor must observe position of signal and speed of train.

On passenger trains Conductor will station himself near forward end of train, on car platform. When signal is at PROCEED, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal. Conductor and engineman must observe whether signal changes from PROCEED to STOP as train strikes insulated joints at signal. Should engineer not be able to observe whether signal changes, he will require fireman to observe it and to notify him whether it changes. When signal so changes, Conductor will give engineman hand or lamp signal to proceed, and engineman will not proceed without such signal.

On freight trains, approaching signal, head brakeman must station himself in engine gangway on side on which signal is located; must observe position of signal and speed of train; must observe whether signal changes from PROCEED to STOP position as train strikes insulated joints at signal; and must advise engineer of such observation.

Circuit breakers are located at north and south portal of tunnel. In case of accident or other emergency requiring shutting off of current in power rail in tunnel section, circuit breakers can be operated by any one of eight push buttons located at lights placed at a lower elevation than other lights on east side of tunnel.

Pressing one of these buttons when lights are burning will open both circuit breakers.

When lights are not burning, current can be shut off only by tripping breakers at both portals by hand.

To restore current, both circuit breakers must be closed by hand.

Northward trains must not exceed 15 miles per hour in passing over switches at either end of tunnel.

INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes. Whistle signals; diverging route; one short, one long, one short (o—o).

When whistle on tower is sounded all engines and trains moving within district controlled by tower must stop and get proper signal from towerman before proceeding.

SAUSALITO

Limits. South; indicated by signs on signals. North; northward main track, Signal 56, 881 feet north of tower; southward main track, Signal 47, 670 feet north of tower; Drill track, Signal 48, 670 feet north of tower; limits also indicated by signs on signals.

No operator on duty: 1:25 A. M. to 5:50 A. M., daily except Sunday.
1:25 A. M. to 6:15 A. M., Sunday.

Switches will be lined track 8 to southward main track, Rule 663 will govern movement through interlocking.

ALMONTE

No operator on duty: 1:35 A. M. to 5:45 A. M., daily except Sunday.
1:35 A. M. to 6:15 A. M., Sunday.

Switches will be lined for Sausalito-Baltimore Park route, Rule 663 will govern movements through interlocking.

BALTIMORE PARK

No operator on duty: Midnight to 6:00 A. M. Daily, except Saturday and 11:00 P. M. to Midnight/Sunday.

Midnight to 6.00 A.M.	} Saturday
11.00 P.M. to Midnight	
Midnight to 6.30 A.M.	} Sunday
10.30 P.M. to Midnight	

Switches will be lined and locked for Sausalito-San Anselmo route, and when signals for Sausalito-San Anselmo route are at STOP, trains will be governed by Rule 663. No train movements can be made to or from Cut Off when operator is not on duty.

SAN ANSELMO

No operator on duty: 2:15 A. M. to 5:00 A. M., daily except Sunday.
2:15 A. M. to 5:30 A. M., Sunday.

Switches will be lined for San Anselmo-San Rafael route, Rule 663 will govern movements through interlocking.

Yellow signal on masts of interlocking signals governs southward movements from San Rafael and Manor routes when southward main track is occupied or obstructed within interlocking limits. On proceed indication of these signals movements may be made with caution.

LOCATION OF SIDINGS

At the following stations, sidings are located as shown:

Ignacio. On east side of main track; from first switch south of trestle 24-G, this also being first switch south of depot, to south switch.

Santa Rosa. On west side of main track; from south switch to Seventh Street, the second street crossing north of passenger depot.

Fulton. On west side of main track; from first switch north of depot to north switch.

Windsor. On east side of main track.

Geyserville. On east side of main track; from first switch north of depot to north switch.

Ukiah. North Siding. On west side of main track; from first switch north of first street crossing north of depot to north switch.

South Siding. On west side of main track; from south switch to first switch south of depot.

Laughlin. On west side of main track; from switch north of depot to north switch.

Scotia. On west side of main track; from south switch to first switch south of depot.

Fernbridge. On west side of main track; from south switch to first switch north of depot.

South Bay. On west side of main track; from first switch south of depot to first switch north of water tank.

DRAWBRIDGES INTERLOCKED

M P 20.9	Gallinas	Gallinas Slough
M P 28.8	Black Point	Petaluma Creek
M P 37.8	Wingo	Sonoma Creek
M P 37.2	McNear	Petaluma Creek
M P 235.6	Eureka	Eureka Slough

RAILROAD CROSSINGS NOT INTERLOCKED

M P 40.5	Schellville, STOP.
M P 49.1	Yulupa, Spur Track, STOP.
M P 53.3	Santa Rosa, P. & S. R. RR.
M P 280.8	B. & E. R. RR., STOP.
M P 282.2	B. & E. R. RR., Spur Track, STOP.
M P 291.8	Arcata, A. & M. R. RR., STOP.
M P 292.9	Arcata, A. & M. R. RR., STOP.

LOCATION OF DASH POT SPRING SWITCHES

Mill Valley. Main track-Track No. 1.
Tunnel No. 1. End of double track at each end of tunnel.
Detour. Northward main track-Tiburon main track.
San Rafael. End of double track at Mission Street.
Manor. North end Crossover "A."

Light Signal, indicating position of switch for facing point movements, is located in advance of switch. Signal at Mission Street is 115 feet distant from switch; signals at other points are from 25 feet to 55 feet from switch.

LOCATION OF ADDITIONAL TELEPHONES

Waldo	Hamann Gulch M P 204.3
Alto Substation	Steelhead
*Corte Madera	Perrott Creek
*Ross	Glynn
Lansdale	Nanning Creek
De Witt	Dinsmore
Mile Post 190	Palmer Creek
Tunnel No. 27 M P 195.2 North Portal	Eureka Slough Drawbridge M P 235.6
*P. T. & T. telephone	

ADDITIONAL WATER STATIONS

Stony Creek	M P 169.6	Steel Head	M P 211.6
Water Tank	M P 180.3	Water Tank	M P 224.5
Hamann Gulch	M P 204.3		

YARD LIMITS

Sausalito, Pine, Waldo, one yard; Bolinas Avenue, San Anselmo, one yard; Fairfax, Manor, one yard; Tiburon; B Street, San Rafael, California Park, one yard; Ignacio; Schellville; Sonoma, Sebastiani, Stando, one yard; Kenwood, Lawndale, Los Guilicos, one yard; Haystack, McNear, Petaluma, Park Siding, one yard; Santa Rosa, Wye Siding, one yard; Fulton; Shellard, Guerneville, one yard; Monte Rio; Duncan Mills; Grant, Bailhache, Healdsburg, Finlayson, Oliveto, one yard; Geyserville, Tosca, Omus, one yard; Asti; Cloverdale; Hopland; Asylum, Ukiah, one yard; Redwood Valley; Ridge; Willits; Longvale; Fort Seward; South Fork; Scotia; Alton; South Bay; Eureka, Russ, Bucksport, B. E. R. R. Crossing, one yard; Arcata; Carlotta; Samoa, Samoa Yard, Carsons, one yard.

TRACKMAN'S CALL

Four long, followed by four short blasts of whistle (— — — — o o o o) is Trackman's Call. This signal may be used when necessary to summon trackmen. It must not be used unnecessarily. Upon hearing this signal, by day or night, trackmen must immediately respond. Foremen must keep their men posted as to this signal.

SAN ANSELMO

When wye or freight house switch on northward main track, Manor Line, is thrown for siding, wigwag signal at Madrone Avenue, second crossing north of station, will not operate.

If an engine or train is moving northward on northward track, neither switch must be thrown for siding until such engine or train has passed Madrone Avenue.

MANOR

Northward track between Signal B-186 and north switch is known as Track No. 1.

Southward track between Signal B-186 and north switch is known as Track No. 2.

First crossover south of Signal B-187 is known as Crossover "A."

Second crossover south of Signal B-187 is known as Crossover "B."

Signal B-186 located on northward track 2500 feet north of Signal B-182 governs northward train movements to Signal B-187 on Track No. 1 or through Crossover "A" to Track No. 2.

Signal B-186 is normally at stop and will clear when train is on preliminary, if no train on either Track No. 1 or 2 or Crossover "A" or "B" between this signal and Signal B-187.

Signal B-187 located 400 feet south of Station on Track No. 2, governs southward train movements on Tracks 1 and 2 and through Crossover "A" and "B" to Signal B-186.

Trains must approach these signals with caution. If signal at stop, trains may proceed with caution and under protection of flagman.

Train movements on Tracks 1 and 2, between Signal B-187 and north switch must be made with caution.

Normal position of switches, Crossover "A."
South switch for crossover.

Normal position of switches, Crossover "B."
South switch for Track No. 2.

North switch for Track No. 1.

Trains must use Track No. 2 making station stop.

TIBURON

Between 7:00 p. m. and 6:00 a. m., southward freight trains must stop at water tank and wait for signal from yardman. If, after waiting five minutes, signal is not received train may proceed into yard under protection of flag.

Train and engine movements on siding over highway crossing M P 7.26, 449 feet north of water tank, must be protected by flagman. Engines or cars must not be left on this siding within 100 feet of crossing.

Locomotives or cars must not be moved on the old schooner wharf (first wharf west of freight slip), and the new schooner wharf (second wharf west of freight slip), except that cars may be placed on the westerly track on the new schooner wharf for a distance of 150 feet from north end of wharf.

DETOUR

Train movements Tiburon route to northward main track are governed by automatic block signal located 300 feet south of junction switch. Trains must approach signal with caution.

Southward trains desiring to use crossover must stop before reaching signal No. 143. When north switch is lined for crossover, the upper arm of signal No. 143 should indicate STOP. When both switches are lined for crossover, lower arm of signal No. 143 should indicate PROCEED. If both switches are lined for crossover and lower arm of signal No. 143 does not indicate PROCEED, train must wait not less than 5 minutes and may then proceed under protection of flag.

Normal position junction switch is for northward main track.

SAN RAFAEL

Double track extends to Mission Street. Normal position of switch is for southward track.

Wigwag signals at the following street crossings are controlled and operated by towerman in Tower No. 5:

- Irwin Street, at south end of freight house.
- Toll Road, second crossing south of passenger depot.
- Third Street, first crossing south of passenger depot.
- Mission Street, third crossing north of passenger depot.

No train or engine movements must be made upon or over any of these crossings when wigwag signal is not in operation, except when movement is preceded by flagman.

Southward steam passenger trains when making stop at passenger station will block Third Street crossing with engine.

Derails located on Cheda Spur 436 feet north of switch and on Grady Spur 530 feet north of switch are connected with flood lights which illuminate track and highway. These derails must be kept on rail and locked except when movements are being made over crossing.

IGNACIO

Junction switch main track and Los Guilicos line is located opposite station.

PETALUMA

Switching moves must not be made upon or over streets named below, without protection of flagman. Under no circumstances must cars be kicked or a "drop" or "run" be made upon or over these streets, and in shoving car or cars upon or over such streets, trainmen must be stationed at brake on top of lead car approaching and passing upon or over all streets:

- Adams Street, also known as East D Street; first street south of passenger depot.
- Copeland Street. First street west of passenger depot.
- Washington Street. First street north of passenger depot.

No switch or other movement, by crews switching should be made upon or over Adams or Washington Streets from 15 minutes before arrival of passenger trains to 5 minutes after departure of such trains.

FULTON

Junction switch main track and Duncan Mills line is located opposite station.

REDWOOD VALLEY AND RIDGE

Telephone Semaphore Signal: Two standard semaphore blades and electric lamps for night indications.

Electric lighting for night indications controlled by track circuit. Illuminated only when main track circuit occupied 1000 feet either side of signals.

The normal position is "PROCEED."

When signal indicates "STOP" Conductor (or engineer in case of light engine), will immediately communicate with Dispatcher by phone.

SPEED RESTRICTIONS

Trains must not exceed the following maximum speeds (shown in miles per hour.)

Between	Passenger	Freight
Sausalito and Willits via Detour.....	50	30
Willits and Eureka.....	40	25
Almonte and Mill Valley.....	45	25
Baltimore Park and Manor.....	50	30
San Anselmo and San Rafael.....	50	30

except that maximum speeds shown in next column must not be exceeded.

SPEED RESTRICTIONS—Continued

Page	BETWEEN	Passenger	Freight
2	Through Tunnel No. 1, M P 11.9.....	25	25
2	Corte Madera, road crossing north of station platforms..	20	20
2	Greenbrae, bridge and trestle approaches, M P 14.6.....	25	25
2	San Rafael, within city limits.....	10	10
2	Cerro and M P 19.6.....	35	25
2	Gallinas Drawbridge, M P 20.9.....	25	25
2	Petaluma Drawbridge, M P 37.2.....	6	6
2	Petaluma, within city limits.....	10	10
2	North switch Cotati—South switch Wilfred.....	35	..
2	Santa Rosa, within city limits.....	10	10
2	Baltimore Park, through switches to or from Cut Off....	10	10
3	Larkspur, road crossing north of station platforms.....	20	20
3	Kentfield, road crossing south of station platforms.....	20	20
3	Ross, road crossing north of station platforms.....	10	10
3	Tiburon and Detour.....	25	20
3	Hilarita, highway crossing, M P 7.9.....	10	10
3	Healdsburg, within city limits.....	10	10
3	Cloverdale, within city limits.....	10	10
3	M P 87.6 and Fountain.....	25	20
3	Fountain and El Roble {Curves.....	35	25
	{Tangent.....	45	25
3	Ukiah, within city limits.....	10	10
3	M P 118 and M P 120.....	..	25
3	Redwood Valley and Laughlin.....	35	..
3	Redwood Valley and M P 136.7 (Ascending grade).....	..	18
3	Redwood Valley and M P 136.7 (Descending grade).....	..	15
3	Laughlin and M P 136.7 (Ascending grade).....	22	..
3	Laughlin and M P 136.7 (Descending grade).....	18	..
3	M P 136.7 and Willits.....	45	..
4	Ignacio and Yulupa.....	35	20
4	Black Point Drawbridge, M P 23.8.....	10	10
4	Black Point Drawbridge trestle approaches.....	15	15
4	Wingo Drawbridge, M P 37.8.....	10	10
4	Yulupa and Los Guilicos.....	25	25
4	Sonoma, within city limits.....	10	10
4	Fulton and Guerneville.....	30	20
4	Guerneville and Duncan Mills.....	20	15
5	Scotia Bluff, M P 256.3-M P 258.0.....	15	15
5	Elk River, Bulkhead.....	20	20
5	Holmes Eureka Bucksport Mill Yard crossing at Gregg Street.....	30	20
5	"A" and "L" Streets, Eureka.....	10	10
5	"L" Street, Eureka and south end Eureka Slough Drawbridge.....	18	18
5	Eureka Slough Drawbridge, M P 285.6. Logging trains 6; other trains, 10.....	..	..
5	Eureka and Arcata.....	25	20
5	Arcata and Korblex.....	20	20
5	Arcata and Samoa.....	15	15
5	Alton and Carlotta {Curves.....	15	15
	{Tangent.....	20	20

The speeds shown are maximum speeds allowed on straight track. Good judgment and care must be used on sharp curves and trains must be moved at lower speeds as may be necessary.

Trains moving steam shovels, ditchers, cranes, spreaders, pile drivers, and derricks, must not exceed 25 miles per hour.

Through crossovers and turnouts; 10 miles per hour, except that trains and engines must not exceed 25 miles per hour through switch of Pacific Lumber Co.'s connection, north end Scotia yard.

Trains must approach and pass over drawbridge at Wingo with caution maintaining lookout for pedestrians and vehicles.

Trains approach road crossing north end of depot at Vineburg with caution.

Trains must not exceed 10 miles per hour between south bulkhead and a point 500 feet north thereof on trestle 68-A, 1,197 feet north of MP 68, Duncan Mills Line.

Maximum speed of engines running backwards: between Laughlin and MP 136.7, 12 miles per hour; other locations, 20 miles per hour, except where slower speeds are specified.

Trains handling cars loaded with logs must not exceed 10 miles per hour through Tunnels 38 (MP 243.7), and 39 (MP 247.0).

Between M P 271.76, 1000 feet south of south portal tunnel No. 40, and M P 272.52, 1000 feet north of north portal tunnel No. 40, trains must not exceed the following speeds:

Passenger.....	20 miles per hour
Freight.....	15 miles per hour
Trains handling logs.....	10 miles per hour

HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION
Dr. W. B. Coffey.....	Chief Surgeon and Manager...	S. P. Bldg., 65 Market St., San Francisco.
Dr. O. E. Eklund.....	Division Surgeon.....	San Francisco (GRaystone 0274).
Dr. O. D. Hamlin.....	District Surgeon.....	Oakland.
Dr. L. Michael.....	Emergency Surgeon.....	San Leandro.
Dr. C. W. Clark.....	District Surgeon.....	Tiburon and San Anselmo.
Dr. O. W. Jones.....	District Surgeon.....	San Anselmo.
Dr. Leo J. McMahon.....	Dental Surgeon.....	San Anselmo.
Dr. C. F. Larson.....	District Surgeon.....	Sausalito.
Dr. Roy R. Robertson.....	Emergency Surgeon.....	Sausalito.
Dr. J. J. Spottiswood.....	District Surgeon.....	Mill Valley.
Dr. G. M. Landrock.....	District Surgeon.....	Mill Valley.
Dr. F. M. Cannon.....	District Surgeon.....	Point Reyes.
Dr. Harry O. Hund.....	District Surgeon.....	San Rafael.
Dr. C. A. DeLancey.....	District Surgeon.....	San Rafael.
Dr. L. L. Stanley.....	District Surgeon.....	San Rafael.
Dr. E. J. Finnerty.....	District Surgeon.....	Sonoma.
Dr. F. O. Butler.....	District Surgeon.....	Eldridge.
Dr. R. J. Weesman.....	District Surgeon.....	Novato.
Dr. H. S. Rogers.....	District Surgeon.....	Petaluma.
Dr. A. R. Graham.....	District Surgeon.....	Petaluma.
Dr. F. H. Phillips.....	Dental Surgeon.....	Petaluma.
Dr. S. S. Bogle.....	District Surgeon.....	Santa Rosa.
Dr. P. A. Meneray.....	District Surgeon.....	Santa Rosa.
Dr. Elmer T. Noall.....	District Surgeon.....	Santa Rosa.
Dr. E. T. McMannis.....	Dental Surgeon.....	Santa Rosa.
Dr. Geo. W. Burgess.....	District Surgeon.....	Guerneville.
Dr. J. W. Seawell.....	District Surgeon.....	Healdsburg.
Dr. F. E. Sohler.....	District Surgeon.....	Healdsburg.
Dr. Donovan C. Oakleaf.....	District Surgeon.....	Cloverdale.
Dr. H. O. Cleland.....	District Surgeon.....	Ukiah.
Dr. S. L. Rea.....	District Surgeon.....	Ukiah.
Dr. Raymond Babcock.....	District Surgeon.....	Willits.
Dr. C. C. Cottrell.....	District Surgeon.....	Scotia.
Dr. H. W. Comfort.....	District Surgeon.....	Fortuna.
Dr. J. F. Walsh.....	District Surgeon.....	Eureka.
Dr. J. A. Lane.....	District Surgeon.....	Eureka.
Dr. H. G. Gross.....	Surgeon (eye, ear, nose, throat)	Eureka.
Dr. E. L. Walsh.....	Dentist.....	Eureka.
Dr. B. Cooper.....	District Surgeon.....	Arcata.

HOSPITALS: Southern Pacific General Hospital, Baker and Fell Streets, San Francisco. Phone, FIlmore 8781.

St. Joseph Hospital.....Eureka

Emergency Hospitals.....San Rafael, Petaluma, Santa Rosa and Willits.

NOTE:—Emergency Surgeons should be summoned only for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of District Surgeon.

TIME INSPECTORS

NAME	Location
S. A. Pope, Manager Time Service.....	65 Market St., San Francisco.
I. S. Preston.....	210 Phelan Bldg., San Francisco.
H. J. Harger, Traveling Watch Inspector.....	Sacramento.
C. R. Ellis.....	Sausalito.
M. B. Gardner.....	San Rafael.
A. H. Ross.....	Petaluma.
John Hood Co.....	Santa Rosa.
P. H. Joseph.....	Ukiah.
A. B. Gusiander.....	Willits.
Ernest Mueller.....	Eureka.
J. C. Tario.....	Eureka.

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS

Location	Mile Post	Switch Connection	Car Capacity	Flag Stop for Passengers
SAUSALITO TO EUREKA				
Waldo	8.4	North	77	
Alto Substation	10.7	North	24	
Alto	11.0	North	16	
Chapman	12.3			
Corte Madera	12.6	North	5	
Glen Park	18.1			
De Witt	23.5	South	100	All Trains
San Antonio	33.1			1-2-3-222-225
McNear	37.1	South	58	
Finlayson	69.1	Siding	24	
Oliveto	69.2	South	7	
Simi	70.5	Siding	10	
Nervo	73.9	South	4	
Tosca	76.5	South	6	
Omus	77.0	South	10	
Icaria	82.9	South	9	
McCray	86.5			1-2-3-4
Clemhorst	108.8	South	3	
Asylum	113.2	Siding	18	
Holzhauser	122.0	South	6	
Lahm	133.7	South	5	
Maple	145.3	South	6	1-2-3-4
Ali	146.7	North	6	
Peterson	148.8	South	4	
Carbon	157.2	South	4	
Sarnas	163.9	South	2	1-2
Indian Springs	168.0			1-2
Deer Lodge	169.0	South	2	1-2
Camp Rest	174.4			1-2
Richards	187.4			
Steelhead	211.6	Siding	6	1-2-3-4
Bolt	222.9	South	4	
Ladera	224.0	South	3	
Smith	227.7	South	2	1-2
Tanoak	228.3	South	4	1-2-3-4
Morani	229.6	South	1	
Hammond	234.8	South	8	
Camp Grant	235.5	South	18	
Perrott Creek	238.5	North		
Larabee Ranch	242.4			1-2-3-4
Bryan	243.1			1-2-3-4
Glynn	254.0	Siding	40	
Nanning Creek	257.0	South	2	1-2
Canyon Park	259.8			1-2 (Sun. only)
Dinsmore	261.0	Siding	36	
Newburg	265.6	Siding	26	
Palmer Creek	267.4	Siding	8	
Worswick	268.2	North	30	
Zerus	275.0	South	3	
B. & E. R. Connection	280.9	North	5	
Associated Oil Company	281.3	South	20	
Press	281.7	North	10	
Standard Oil Company	281.8	South	9	
Holmes Eureka Lumber Co.	282.0	North	13	
Russ	282.5	Siding	3	

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS—Continued

Location	Mile Post	Switch Connection	Car Capacity	Flag Stop for Passengers
BALTIMORE PARK TO MANOR				
Escale	14.0	South	8	
Larkspur	13.4	North	8	
Ross	15.5	South	5	
Yolanda	17.2			
Lansdale	17.6			
Pastori	17.9			
IGNACIO TO LOS GUILICOS				
Homefarm	26.9	South	7	All Trains
Rose	29.5	South	8	
Greenwood	31.4	South	8	
Quarries	36.0			All Trains
Batto	42.6	South	9	
Bonilla	43.1	South	4	
Stando	43.9	North	4	
Sebastiani	44.3	South	30	
Pagani	50.6	North	4	
FULTON TO DUNCAN MILLS				
Elpa	64.1	North	3	
Mirabel	66.4	South	34	All Trains
Dell	66.7			All Trains
Hacienda	68.7	Siding	9	All Trains
Odd Fellow	69.9			All Trains
Vacation Beach	75.2			All Trains
Bohemia	77.6	South	73	All Trains
Fern Cove	78.7			All Trains
Sheridan	79.9			All Trains
Moscow	80.7	South	5	All Trains

WEIGHT OF PASSENGER CARS

CLASS	NUMBERS	WOOD	STEEL
Baggage	606	42,000	
	608-609	79,100	
	613-615	84,300	
	*625-626		90,000
	675-680		93,800
Baggage and Passenger	180	42,000	
Business	04	99,000	
	05	114,000	
Chair	550-553		105,800
Coach			
	53-61	56,500	
	65-67	58,900	
	70-81	86,000	
	210-218		73,400
	400-402		101,900
	403-405		104,300
	450-458		102,600
	459-469		104,300
Mail and Express			
	616-617	87,000	
	640-645		100,600
Rail Cars—Gas Electric	*900		110,680
	901-902		158,400
	903-904		173,820

*Steel Underframe.

SOUTHERN PACIFIC AND PULLMAN

Class	All Steel	Steel Underframe	Wood
Baggage 80 ft.	93,070		
Baggage 66 ft.	127,610		
Baggage 70 ft.	122,620		
Baggage		87,120	81,120
Baggage (Dynamo)	98,730		
Baggage and Mail 60 ft.	103,620		
Baggage and Mail 69 ft.	124,760		
Baggage and Mail 70 ft.	129,140		
Baggage and Mail		103,590	99,200
Baggage and Passenger	108,675	112,640	76,320
Express, Horse	133,050		81,033
Postal	112,120		
Postal Storage 40 ft.	74,530		
Postal Storage 60 ft.	105,120		
Club	146,210	122,300	
Official	170,700	155,370	109,370
Chair	100,620		84,740
Coaches 60 ft.	98,130		
Coaches 70 ft.	137,640		
Coaches 72 ft.	139,660		
Coaches 73 ft.	148,040		
Coaches 72 ft., Interurban	120,000		81,210
Coaches			
All-Day Lunch, Chair	105,970		
All-Day Lunch, Coach	103,875		
Cafe-Coach		138,600	
Diner 70 ft.		135,930	131,040
Diner 72 ft.	155,330	146,930	134,530
Diner 77 ft.	157,240	165,530	
Diner 79 ft.	169,100		
Cafe-Parlor	148,950		128,550
Observation	154,800		
Pullman Observation	164,600	153,000	
Pullman Parlor	155,600	147,500	
Pullman Standard Sleeper	164,600	144,000	
Pullman Tourist	140,600	133,000	

MAXIMUM LOCOMOTIVE WEIGHTS AND CAR LOADING PERMISSIBLE OVER DISTRICTS SHOWN

District	LOCOMOTIVE		Gross Carload Pounds	District	LOCOMOTIVE		Gross Carload Pounds
	Number	Type			Number	Type	
Sausalito to Eureka				Eureka to Arcata	142	T-63-20/28-135	169,000
Almonte to Mill Valley				Arcata to Samoa and Korblex	(Any H. L. Co. Locomotive)		
Baltimore Park to Manor and San Rafael via San Anselmo			169,000		114	T-57-19/26-110	169,000
Tiburon to Detour					(Any H. L. Co. Locomotive)		
Ignacio to Schellville				Alton to Carlotta	143	T-63-20/28-135	169,000
Schellville to Los Guilicos	114	T-57-19/26-110	169,000				
Fulton to Duncan Mills	114	T-57-19/26-110	169,000				

LOCOMOTIVE TONNAGE RATING IN Ms BACK OF TENDER

CLASSIFICATION	ENGINE	Boiler Pressure	TIBURON and SAN RAFAEL	SAN RAFAEL 4th Street to GOLF	SAN RAFAEL Irwin St. to GOLF	PETALUMA to HEALDSBURG	HEALDSBURG to CLOVERDALE	CLOVERDALE to REDWOOD VALLEY	REDWOOD VALLEY to RIDGE	WILLITS to RIDGE	REDWOOD VALLEY to GOLF	GOLF to SAN RAFAEL	SAN RAFAEL and SAN ANSELMO	DETOUR and SAUSALITO	WILLITS to LOLETA	LOLETA to BEATRICE	BEATRICE to EUREKA	EUREKA to BEATRICE	BEATRICE to LOLETA	LOLETA to WILLITS
E 59-16/24- 54	9-10	140	Ms. 825	Ms. 380	Ms. 400	Ms. 1350	Ms. 1100	Ms. 825	Ms.	Ms.	Ms. 1700	Ms. 510	Ms. 395	Ms. 660	Ms. 1690	Ms. 1140	Ms. 1690	Ms. 1690	Ms. 790	Ms. 1140
E 61-18/24- 61	19	165	1125	610	640	1670	1440	1125	.....	.....	2540	810	625	890	2520	1700	2520	2520	1200	1700
E 69-18/24- 79	21-22-23	180	1000	640	570	1600	1375	1000	.....	.....	2470	750	550	825	2450	1640	2450	2450	1130	1640
E 63-19/26-105	51-54	200	1750	840	900	2750	2270	1750	500	880	3670	1150	1000	1400	3720	2460	3720	3720	1720	2460
T 57-19/26-110	107-108	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3650	2200	3650	3650	1750	2480
T 57-19/26-110	109-110	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3650	2200	3650	3650	1750	2480
T 57-19/26-110	111-114	180	1750	890	930	2750	2270	1750	540	920	3660	1475	1000	1400	3630	2200	3630	3630	1730	2460
T 63-20/26-130	130-133	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 63-20/26-130	134-135	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 63-20/26-130	136-139	200	2000	1000	1070	3200	2720	2000	600	1050	4400	1735	1100	1680	4300	2600	4300	4300	2300	2900
T 57-21/26-142	170	190	2000	1080	1160	3200	2720	2000	660	1130	4500	1885	1100	1680	4580	2800	4580	4580	2500	3120
T 57-21/26-142	171-172	190	2000	1080	1160	3200	2720	2000	660	1130	4500	1885	1100	1680	4580	2800	4580	4580	2500	3120
T 63-20/26-142	173	200	2000	1140	1220	3200	2720	2000	700	1190	4830	1925	1215	1855	4800	3250	4800	4800	2240	3250
T 63-20/26-142	174	200	2000	1050	1110	3200	2720	2000	630	1100	4650	1810	1152	1759	4520	3050	4520	4520	2140	3050
T 57-21/26-142	180-184	200	2630	1190	1280	3900	3315	2630	730	1250	4900	2200	1340	2045	5040	3250	5040	5040	2900	3500
C 57-22/30-192	SP2535, 2566, 2708, 2759, 2819	210	3261	1475	1587	4836	4110	3261	905	1550	6076	2728	1661	2535	6250	4030	6250	6250	3596	4340
Allowance for Empty and Underloaded Cars	Less than 40 Ms. 40 to 50 Ms.		6 Ms. 3 Ms.	3 Ms. 0	3 Ms. 0	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	3 Ms. 0	3 Ms. 0	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.

CLEARANCE LIMITS FOR CAR LOADING

BETWEEN	HEIGHT ABOVE TOP OF RAIL AT WIDTHS STATED											MAXIMUM HEIGHT	MAXIMUM WIDTH
	WIDTH	2' 6"	5'	7'	8' 6"	9' 6"	10'	10' 6"	11'	11' 6"	12'		
Sausalito and Corte Madera	HEIGHT	15' 8"	15' 8"	15' 8"	15' 1"	14' 7"	14' 4"	14' 1"	13' 10"	13' 6"	13' 3"	15' 8"	12'
Tiburon and Cerro	HEIGHT	19' 10"	18' 11"	18' 1"	17' 3"	16' 8"	16' 4"	16'	15' 8"	15' 2"	14' 10"	19' 10"	12'
Cerro and Ignacio	HEIGHT	22'	22'	22'	22'	21' 9"	21' 6"	21' 3"	21'	20' 10"	20' 8"	22'	12'
Ignacio and Petaluma	HEIGHT	20' 6"	20' 6"	20' 6"	19' 9"	19' 3"	19' 1"	18' 10"	18' 7"	18' 4"	18' 2"	20' 6"	12'
Ignacio and Los Guilicos	HEIGHT	22'	22'	21' 11"	21' 1"	20' 7"	20' 4"	20'	19' 9"	19' 6"	19' 2"	22'	12'
Fulton and Monte Rio	HEIGHT	18' 10"	18' 10"	18' 6"	18' 2"	17' 9"	17' 6"	17' 3"	16' 11"	16' 7"	16'	18' 10"	12'
Fulton and Preston	HEIGHT	20' 3"	20' 3"	19' 10"	19' 3"	18' 10"	18' 9"	18' 6"	18' 4"	18' 1"	17' 11"	20' 3"	12'
Preston and Willits	HEIGHT	18'	15' 6"	15' 2"	14' 8"	14' 2"	13' 11"	13'	12' 3"	11' 3"	10' 8"	16'	12'
Willits and Shively	HEIGHT	19' 10"	19' 10"	19' 4"	18' 6"	18' 2"	17' 10"	17' 6"	17' 3"	16' 10"	16' 7"	19' 10"	12'
Shively and Loleta	HEIGHT	18' 5"	18' 3"	17' 6"	17'	16' 7"	16' 5"	16' 3"	16' 1"	15' 10"	15' 3"	18' 5"	12'
Loleta and Eureka	HEIGHT	16' 2"	15' 4"	14' 11"	14' 5"	14' 1"	13' 10"	13' 2"	12' 6"	11' 9"	8' 0"	16' 2"	12' 0"
Eureka and Korblex	HEIGHT	21' 5"	21' 5"	21' 5"	21' 5"	21'	20' 7"	20' 3"	19' 9"	19' 7"	19'	21' 5"	12'
Arcata and Samoa	HEIGHT	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	21' 6"	12'

Clearances are figured with side clearances 6 inches margin (each side) overhead clearance 6 inches margin.

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

Restrictions for cars with outside truss rods, when moving in interurban electric territory—(San Rafael, Mill Valley, Sausalito, Manor and points between)—owing to danger of contact with power rail supplying electric current:
22 inches or over outside gauge of rail must be 14 inches above rail.

R. D. SHUGRUE,
Chief Train Dispatcher,
Sausalito, Cal.

Train Dispatchers
W. P. VANNOY
W. M. BALDOCK
C. S. MAHAFFEY
I. P. BLACK
Sausalito, Cal.

J. L. HALEY,
Trainmaster,
Sausalito, Cal.

J. F. LAUX,
Trainmaster,
Santa Rosa, Cal.

G. H. McMULLIN,
Assistant Superintendent,
Eureka, Cal.

MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

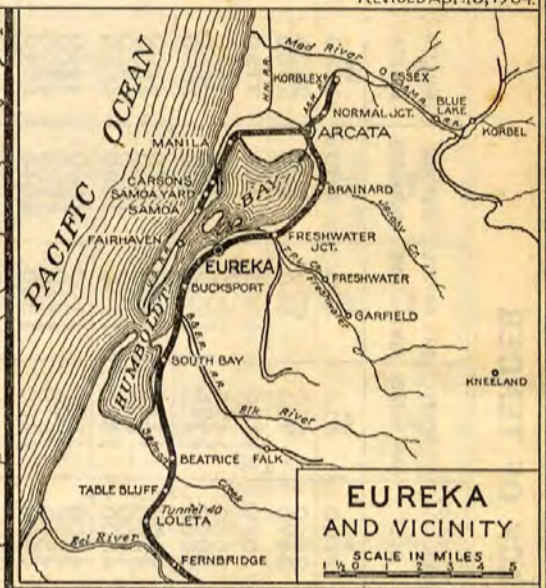
RMH

SCALE IN MILES

REVISED APR. 15, 1934



PACIFIC OCEAN



EUREKA AND VICINITY

SCALE IN MILES



SAUSALITO AND ADJACENT TERRITORY

SCALE IN MILES

