

NORTHWESTERN PACIFIC RAILROAD CO.

TIME TABLE

222

To Take Effect Sunday, October 17, 1943, at 12:01 P. M.

PACIFIC STANDARD TIME

For the government and information of employees only.

C. A. VEALE,
Vice President and General Manager

Eastward

SOUTHERN DIVISION

Westward

SANTA ROSA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS		Distance from San Francisco	Time Table No. 22 October 17, 1943		Distance from Santa Rosa	FIRST CLASS	
	4 Eureka Express			3 Eureka Express				
	Leave Daily	Arrive Daily		Arrive Daily	Leave Daily			
Tiburon Yard WTOPBK		7.15 PM	8.5	TO-R TIBURON	45.7	s 9.05 AM		
5		7.30	10.1	3.6 REED (Spur-E)	42.1	8.50		
6			11.4	1.3 MEADOWSWEET (Spur-E)	40.8			
YP Yard Limits		7.35	12.7 14.3	1.3 DETOUR	39.5	8.45		
WYPBK Yard Limits		s 7.40 8.00	14.9 17.0	0.6 GREEN BRAE	38.9			
20 P		8.06	18.7	2.1 TO-R SAN RAFAEL } Double Track	36.8	s 8.30 7.55		
28			21.1	1.7 CERRO	35.1	7.50		
30 P		8.13	21.7	2.4 GALLINAS (Spur-E)	32.7			
26			22.0	0.6 MILLER	32.1	7.45		
71 WYOPK Yard Limits		8.21	24.9	0.3 ST. VINCENT (Spur-E)	31.8			
38 P		s 8.33	27.8	2.9 TO IGNAOIO	28.9	7.39		
44 P		8.40	31.3	0.9 IGNACIO WYE	28.0			
49		8.50	36.7	2.0 TO NOVATO	26.0	s 7.33		
98 WP		s 9.10	38.5	3.5 BURDELL	22.5	7.26		
37			39.2	5.4 HAYSTACK	17.1	7.17		
8			41.0	1.8 TO PETALUMA	15.3	s 7.12		
31		9.17	42.0	0.7 PARK SIDING	14.6			
52 WP		9.24	46.1	1.8 CROWN (Spur-W)	12.8			
19			48.3	1.0 ELY	11.8	6.55		
23		9.35	51.3	1.3 PENN GROVE	10.5			
WPK Yard Limits		s 9.40 PM	53.8	2.8 COTATI	7.7	6.48		
		Arrive Daily		2.6 WILFRED	5.1			
				2.6 BELLEVUE	2.5	6.37		
				2.5 TO-R SANTA ROSA	0.0	6.32 AM		
						Leave Daily		

No. 3 and No. 4 stop on flag at any station to receive and discharge passengers.

No. 3 turn train at Detour.

Passengers to and from San Francisco will use Pacific Greyhound Lines between San Rafael and San Francisco.

Eastward

SOUTHERN DIVISION

Westward

SANTA ROSA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS		Distance from San Francisco	Time Table No. 22 October 17, 1943		Distance from Detour
	3 Eureka Express					
	Arrive Daily	Leave Daily				
Sausalito Yard WOPBK			6.5	TO SAUSALITO	7.8	
14			9.9	3.4 ALMONTE	4.4	
			11.5	1.6 SOUTH PORTAL	2.8	
			12.2	0.7 NORTH PORTAL	2.1	
5			12.6	0.4 CORTEMADERA (Spur-E)	1.7	
Yard Limits YP			18.0	0.4 BALTIMORE PARK	1.3	
			14.3	1.3 DETOUR	0.0	

Eastward

SOUTHERN DIVISION

Westward

SANTA ROSA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS		Distance from San Francisco	Time Table No. 22 October 17, 1943		Distance from Glen Ellen
	3 Eureka Express					
	Arrive Daily	Leave Daily				
71 WYOPBK Yard Limits			24.9	TO IGNAOIO	26.4	
12 P			28.5	3.6 BLACK POINT (Spur-E)	22.8	
19			30.8	2.3 RECLAMATION	20.5	
8			33.4	2.6 SEARS POINT (Spur-W)	17.9	
8 P			35.2	1.8 FAIRVILLE (Spur-E)	16.1	
30 YWP Yard Limits			40.4	5.2 TO SCHELLVILLE	10.9	
20 P			44.8	4.4 SONOMA	6.5	

Junction switch main track and Schellville Branch is located opposite station Ignacio.

4 Eastward **NORTHERN DIVISION** Westward
SOUTH FORK SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS			Distance from San Francisco	Time Table No. 22 October 17, 1943	Distance from South Fork	FIRST CLASS				
	4 Eureka Express	Leave Daily	STATIONS				3 Eureka Express	Arrive Daily	STATIONS	3 Eureka Express	Arrive Daily
Yard Limits WYOPBK	1.43 AM	139.5	TO-R WILLITS 4.2	97.8	s 2.03 AM						
53 P	1.54	143.7	OUTLET 5.0	93.6	1.54						
55 P	2.07	148.7	ARNOLD 3.8	88.6	1.40						
60 WP	2.17	152.5	LONGVALE 5.7	84.8	1.29						
44 P	2.31	158.2	FARLEY 3.6	79.1	1.13						
41 WP	2.40	161.8	TATU 4.7	75.5	1.02						
47 WOP	s 2.56	166.5	TO DOS RIOS 4.6	70.8	s 12.48						
35 P	3.08	171.1	WOODMAN 4.4	66.2	12.31						
41 P	3.20	175.5	NASHMEAD 4.5	61.8	12.19						
63 P	3.32	180.0	SPYROOK 4.3	57.3	12.05 AM						
54 WOP	3.45	184.3	BELL SPRINGS 5.0	53.0	11.51 PM						
24 P	4.00	189.3	RAMSEY 5.2	48.0	11.35						
54 WOTP	4.17	194.5	TO ISLAND MOUNTAIN 5.8	42.8	s 11.18						
32 WP	4.36	200.8	KEKAWAKA 5.2	37.0	11.00						
15 P		205.6	CAIN ROCK (Spur-E) 3.6	31.8							
54 P	s 5.01	209.1	TO ALDERPOINT 7.5	28.2	s 10.35						
53 WOP	5.22	216.6	TO FORT SEWARD 4.9	20.7	10.11						
42 P	5.35	221.5	BROCK CREEK 3.6	15.8	9.57						
43 P	5.45	225.1	BEL ROCK 5.0	12.2	9.45						
21 P	5.57	230.1	SEQUOIA 2.1	7.2	9.31						
52 WP	6.03	232.2	McCANN 5.1	5.1	9.20						
Yard Limits WYOPBK	s 6.15 AM	237.3	TO-R SOUTH FORK	0.0	9.07 PM						
	Arrive Daily				Leave Daily						

Eastward **NORTHERN DIVISION** Westward
EUREKA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS			Distance from San Francisco	Time Table No. 22 October 17, 1943	Distance from Eureka	FIRST CLASS				
	4 Eureka Express	Leave Daily	STATIONS				3 Eureka Express	Arrive Daily	STATIONS	3 Eureka Express	Arrive Daily
Yard Limits WYOPBK	6.19 AM	237.3	TO-R SOUTH FORK 4.4	46.8	s 9.03 PM						
24 P	6.29	241.7	LARABEE 3.9	42.4	8.53						
15 P	6.40	245.6	SHIVELY 4.4	38.5	8.43						
27 P	6.52	250.0	ELINOR 5.6	34.1	8.32						
Yard Limits 43 PKW	s 7.08	255.6	TO SCOTIA 3.4	28.5	s 8.20						
21 P	7.20	259.0	STONE 2.0	25.1	8.05						
36 P		261.0	DINSMORE 1.7	23.1							
Yd. Limits { 29 WP	7.27	262.7	ALTON 1.8	21.4	7.56						
41 P		264.5	ROHNERVILLE 1.6	19.6							
21 P	s 7.35	266.1	TO FORTUNA 2.6	18.0	s 7.48						
Yard Limits 19 P	s 7.44	268.7	TO FERNBRIDGE 2.3	15.4	s 7.40						
16 P	7.51	271.0	TO LOLETA 2.3	13.1	s 7.33						
3		273.3	MILFORD (Spur-E) 0.6	10.8							
23 P	7.59	273.9	BEATRICE 3.9	10.2	7.24						
Yard Limits 30 WP	8.08	277.8	SOUTH BAY 3.0	6.3	7.16						
Yd. Limits { 23 P		280.8	B. & E. R. CROSSING 1.2	3.3							
WYO PBK	8.20	282.0	BUCKSPORT 2.1	2.1	7.06						
	s 8.25 AM	284.1	TO-R EUREKA	0.0	7.00 PM						
	Arrive Daily				Leave Daily						

Rule 5—At Glynn time and train orders will apply at the west switch of the cross-over at M.P. 254, leading into Pacific Lumber Co. yard.

No. 3 and No. 4 stop on flag at any station to receive and discharge passengers.

Eastward **NORTHERN DIVISION** Westward
EUREKA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS			Distance from San Francisco	Time Table No. 22 October 17, 1943	Distance from Samoa	FIRST CLASS				
	4 Eureka Express	Leave Daily	STATIONS				3 Eureka Express	Arrive Daily	STATIONS	3 Eureka Express	Arrive Daily
Yard Limits WYOPBK	284.1	TO-R EUREKA 8.4	16.6								
Yard Limits WYPK	292.5	TO-R ARCATA 7.3	8.2								
Yd. Limits { P	299.8	SAMOA YARD 0.9	0.9								
6 WY	300.7	SAMOA	0.0								

Eastward **NORTHERN DIVISION** Westward
EUREKA SUBDIVISION

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS			Distance from San Francisco	Time Table No. 22 October 17, 1943	Distance from Carlotta	FIRST CLASS				
	4 Eureka Express	Leave Daily	STATIONS				3 Eureka Express	Arrive Daily	STATIONS	3 Eureka Express	Arrive Daily
Yard Limits 29 WP	262.7	ALTON 5.0	5.0								
Yard Limits P	267.7	CARLOTTA	0.0								

SPECIAL INSTRUCTIONS

Employees whose duties are prescribed by Rules and Regulations of the Transportation Department, effective February 15, 1943, must each obtain a book containing these Rules and Regulations.

RULE 2. Designated Watch Inspectors:

- S. A. Pope, Manager Time Service.....65 Market Street, San Francisco
- E. J. Land.....745 3rd Street, San Francisco
- G. F. Davidson, Traveling Watch Inspector.....
- C. R. Ellis.....Sausalito
- W. F. Rohrer.....San Rafael
- A. H. Ross.....Petaluma
- L. M. Britton.....Santa Rosa
- P. H. Joseph.....Ukiah
- A. B. Guslander.....Willits
- Ernest Mueller.....Eureka
- J. C. Tario.....Eureka
- W. J. Thomas.....Eureka

RULE 14. 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.

RULE 21 (C). Passenger engines to handle trains from Tiburon, Willits or Eureka will display indicators before leaving roundhouse.

Indicators of engines on trains arriving Tiburon, Willits or Eureka will be displayed until engine reaches roundhouse, but must be removed immediately after arrival at roundhouse.

RULE 21 (D). Will not apply to Southern Pacific engines.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). Freight trains will register at the following stations:

- San Rafael
- Schellville
- Ukiah
- Ignacio (Branch trains only)

RULE 93. Yard limits are established at the following stations:

Sausalito includes Waldo	Hopland
Tiburon	Ukiah includes Asylum
Detour	Redwood Valley
San Rafael	Ridge
Ignacio	Willits
Cloverdale	South Fork
Schellville	Scotia
Petaluma includes Haystack,	Alton includes Rohnerville
McNear and Park Siding	Fernbridge
Santa Rosa includes Wye Siding	South Bay
Fulton	Eureka includes B. & E.R. R.R. crossing
Healdsburg includes Grant,	Bucksport and Russ
Bailhache, Finlayson and Oliveto	Arcata includes Korblex
Geyserville includes Tosca and Omus	Samoa includes Samoa Yard
Asti	Carlotta

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:

- M.P. 40.5 Schellville, S. P. R. R.—STOP.
- M.P. 53.3 Santa Rosa, P. & S. R. R.
- M.P. 280.8 B. & E. R. R. R., STOP.
- M.P. 282.2 B. & E. R. R. R., Holmes Eureka Log Dump track, STOP.
- M.P. 292.5 Arcata, California Barrel Co., West leg wye.
- Petaluma Yard—Crossing two P. S. R. tracks—Flag Protection must be provided.

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. 285.6 Eureka.....Eureka Slough

RULE 99 (C). The following territory is designated as territory in which it is permissible to use train order Form I, Example (2), as specified in second paragraph of Rule 99 (C), Rules and Regulations of the Transportation Department, effective February 15, 1943:

- Between Ignacio and Tiburon
- Sausalito Branch
- Schellville Branch
- Carlotta Branch
- Samoa Branch

RULE 103 (A). At Tiburon train and engine movements on siding over highway crossing M.P. 7.26, 449 feet east of water tank, must be protected by flagman. Engines or cars must not be left on this siding within 100 feet of crossing.

No train, engine, motor or car must be operated over 13th Street crossing Santa Rosa or Toll Road crossing San Rafael—"B" Street route, unless vehicular traffic is protected by member of train crew or other competent railroad employee acting as flagman.

At Petaluma switching movements 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 such streets:

- Adams Street, also known as east D Street; first street west of passenger station.
- Copeland Street; first street west of passenger station.
- Washington Street; first street east of passenger station.

RULE 105. At the following stations, sidings are located as shown:

Ignacio. On east side (compass direction) of main track; from west switch to east crossover switch.

Fulton. On west side (compass direction) of main track; from west switch to east switch of scale track.

Windsor. On east side (compass direction) of main track.

Geyserville. On east side (compass direction) of main track; from first switch east of station to east switch.

Ukiah. On west side (compass direction) of main track; from west switch to first switch east of station.

Scotia. On west side (compass direction) of main track; from west switch to switch opposite station.

Fernbridge. On west side (compass direction) of main track; from west switch to first switch east of station.

South Bay. On west side (compass direction) of main track; from first switch west of station stop to first switch east of water tank.

RULE 221. 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).

RULE 221 (A).

Trains must not leave Arcata, Eureka, South Fork, Willits, Santa Rosa, Schellville or San Rafael without a clearance.

RULE 509. 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 flagman.

SPRING SWITCHES

When making trailing point movement and train is stopped on switch a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used while passing over these switches.

Switches are located as follows:

- Green Brae: End of Double track.
- Detour: West Wye switch to main track Tiburon Line.
- East Wye switch to main track Tiburon Line.
- West Wye switch to Sausalito Branch.
- San Rafael: End of double track at Mission Street.

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

SAN RAFAEL

Derails located on Cheda Spur, 436 feet east of switch, and on Grady Spur, 530 feet east of switch, are connected with floodlights which illuminate track and highway. Derailers must be kept on rail and locked, except when movements are being made over crossing. No train, engine, motor or car shall be operated over these crossings except with caution. Trainmen must protect movements over these crossings.

Double track extends between Mission Street, San Rafael, and Green Brae. Normal position of the switch at Mission Street is for westward track. Normal position of switch at Green Brae is for eastward track.

TELEPHONE SIGNALS

Semaphore type signals are located at Ridge and at Redwood Valley. When these signals indicate stop, conductor (or engineer in case of light engine) will immediately communicate with train dispatcher by telephone. The normal position of these signals is proceed.

Electric lights for night indication are controlled by track circuits which are 1000 feet in length.

TRAIN INSPECTION

On freight trains, when conditions are favorable, and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection, from one water stop to the next water stop, except that a distance of 70 miles must not be exceeded between inspections.

Westward passenger trains and eastward and westward freight trains will stop at Ridge for inspection. Westward freight trains will stop at Redwood Valley for inspection.

AIR BRAKE RULES

RULE 24.

Rear end air tests must be made at Ridge by eastward and westward freight trains, and westward passenger trains; also at Redwood Valley by eastward freight trains.

RULE 33.

Freight trains descending grade Ridge to Redwood Valley must not exceed an average of 110 Ms per operative brake, except that where road locomotive is equipped with cross compound compressor, 120 Ms per operative brake may be operated. Retaining valves will be turned up on all cars on westward freight trains before leaving Ridge, and must be turned down when stop is made at Redwood Valley. Passenger trains descending grade Ridge to Laughlin must have retaining valves turned up before leaving Ridge, and must be turned down when train leaves Laughlin.

Freight trains descending grade Ridge to M.P. 136 must have not less than 10 retainers turned up solid on the head end of train before leaving Ridge, and must be turned down when train reaches M.P. 136. Engineer may request additional retainers if, in his judgment, additional retainers are required, and trainmen must so provide when request is made.

When retaining valves are turned down while train is in motion, speed of train must not be more than 10 M.P.H. If, in the judgment of conductor, it is necessary to stop train to turn down retaining valves, train must be stopped.

RULE 39.

Running air brake tests must be made by passenger trains at Ridge.

HELPERS—RIDGE HILL

(A) With two engine trains, helper will be placed on head end.

(B) With three engine trains, two helpers will be cut in ahead of caboose.

(C) With four engine trains, two helpers will be cut in ahead of the caboose, and the other helper spaced approximately seven cars ahead of the other helpers.

(D) When helpers are cut in either at Willits or Redwood Valley, the larger type of power must be placed ahead of lighter power.

(E) Wooden underframe equipment must be handled on the rear of trains; and with three or four engine trains, helpers must be cut in ahead of this class of equipment.

(F) Retainers will be turned up after the stop is made at Ridge, before cutting out helpers. When train is again coupled or intact, rear end plug test will then be made. Ample time must be allowed for retainers to blow down before attempting to start train from Ridge.

(G) Westward trains will make the stop at Ridge, so that helpers on the rear of train will be cut out at the east switch of siding.

(H) Eastward trains will make the stop at Ridge, so that helpers on the rear of train will be cut out at the west switch of siding.

(I) Air Brake Rule 29, outlining the manner in which locomotive throttles are to be handled when preparing stop, must be carefully complied with at Ridge.

MISCELLANEOUS

Engines are not permitted on Beet Spur at Ignacio.

Engines heavier than 114 Class are not permitted on spur track at McGill.

Engines are not permitted on spur at Cain Rock.

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

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

Engines on freight trains of 30 cars or over must be cut off at water or fuel stops.

No helper engine will be placed behind wooden underframe cars or cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

SPECIAL INSTRUCTIONS—Continued

SPEED RESTRICTIONS

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

BETWEEN:	Passenger	Frt.
Tiburon and Cerro.....	25	18
Cerro and M.P. 20, east of Cerro.....	35	25
M.P. 20, east of Cerro, and M.P. 63, Windsor.....	40	25
M.P. 63, Windsor, and M.P. 69, Finlayson.....	50	30
M.P. 69, Finlayson, and M.P. 85, Cloverdale.....	40	30
M.P. 85, Cloverdale, and M.P. 109, west of El Roble.....	25	18
M.P. 109, west of El Roble, and M.P. 118.....	50	30
M.P. 118 and M.P. 123.....	25	18
M.P. 123 and M.P. 124, Laughlin.....	35	..
M.P. 123 and M.P. 124, Laughlin.....	Ascending ..	18
	Descending ..	15
M.P. 124, Laughlin, and M.P. 136.7.....	Ascending ..	22
	Descending ..	18
M.P. 136.7 and M.P. 139.5, Willits.....	45	30
M.P. 139.5, Willits, and M.P. 143, west of Outlet.....	(Curves Tangent	30 20
M.P. 143, west of Outlet, and M.P. 232, McCann.....	25	18
M.P. 232, McCann, and M.P. 256.3, east of Yoder.....	(Curves Tangent	30 20
M.P. 256.3, east of Yoder, and M.P. 258.2 (Scotia Bluff).....	15	15
M.P. 258.2 and M.P. 284, Eureka.....	(Curves Tangent	30 20
Eureka and Arcata.....	15	15
Arcata and Samoa.....	15	15
Alton and Carlotta.....	15	15
Almonte and Mill Valley.....	20	20
Baltimore Park and Larkspur.....	20	20
Sausalito and Detour.....	20	20
Ignacio and Sonoma.....	15	15

The above speeds may be further restricted as shown in the following table, or by slow orders, slow boards, or timetable bulletins.

ADDITIONAL SPEED RESTRICTIONS

Page	BETWEEN	Passenger	Frt.
2	Hilarita, highway crossing, M.P. 7.9, Tiburon Line.....	10	10
3	High School, M.P. 10.3, Mill Valley Branch.....	6	6
3	Millwood Street, M.P. 11.4, Mill Valley Branch. Eastward Westward—stop before crossing	6	6
2	Through Tunnel 1, Corte Madera.....	15	6
2	Corte Madera, road crossing east of station platform.....	20	20
2-3	San Rafael, within city limits.....	25	25
2	Gallinas Drawbridge, M.P. 20.9.....	25	25
2	Petaluma Drawbridge, M.P. 37.2.....	6	6
2	Petaluma, within city limits*.....	25	25
2	East Switch Cotati to West Switch Wilfred.....	30	20
2-3	Santa Rosa, within city limits.....	25	25
2	Black Point Drawbridge, M.P. 28.8 (Draw span only).....	6	6
2	Sonoma, within city limits.....	10	10
2	M.P. 43.3 and M.P. 44.0.....	35	20
3	Healdsburg, within city limits.....	25	25
3	Healdsburg, Russian River Bridge, M.P. 67.6.....	20	20
3	Cloverdale, within city limits.....	25	25
3	Ukiah, within city limits.....	25	25
4	M.P. 239.6 and M.P. 240.3.....	25	18
4	M.P. 243.3 and M.P. 243.8.....	25	18
4	M.P. 248.4 and M.P. 249.5.....	25	18
4	M.P. 251.0 and M.P. 252.0.....	25	18
4	M.P. 271, Loleta, and M.P. 272.8, east of Tunnel 40.....	25	18
4	Elk River Bulkhead, M.P. 279.5 to M.P. 280.2.....	20	20
4	Bucksport, crossing Gregg Street, M.P. 282.....	30	20
4	"A" and "L" Streets, Eureka*.....	10	10
4	Eureka Slough Drawbridge, M.P. 285.6.....	6	6

*—Maximum fixed by City Ordinance.

Speeds shown are the maximum speeds permitted. Slower speeds must be run when otherwise provided for and when conditions make a slower speed advisable. Trains moving steam shovels, ditchers, cranes, spreaders, pile drivers, and derricks, must not exceed 25 miles per hour.

Maximum speed of disabled engines hauled in train or running under own steam must not exceed 20 miles per hour.

SPEED RESTRICTIONS—Continued

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 at Yoder.

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

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

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

Trains loaded with logs must not exceed a maximum speed of 15 miles per hour except that at the following locations a maximum speed of 10 miles per hour must not be exceeded: Through tunnels, over Van Duzen bridge M.P. 261.8 and while passing tracks occupied by outfit cars.

Maximum speeds for freight trains apply to log trains having no cars loaded with logs.

Eastward trains hauling cars loaded with logs must be inspected at Carlotta, Alton, Fernbridge and Eureka. Doubling trains will double from Loleta and must be inspected at that point instead of Fernbridge.

Rear car on train and on cut in doubling must be equipped with Conductor's valve or tail hose.

Special attention must be given to inspection of loads and chocks. If there is any doubt as to whether a load will move safely or if improperly loaded it must not be moved, and if it is in train it must be set out.

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS

Location	Mile Post	Switch Connection	Car Capacity
TIBURON TO KORBLEX			
Green Brae.....	14.0	West	4
De Witt.....	23.5	West	110
San Antonio.....	33.1	..	..
McNear.....	37.1	West	54
Finlayson.....	69.1	Siding	13
Olivet.....	69.2	West	6
Simi.....	70.5	Siding	10
Nervo.....	73.9	West	3
Tosca.....	76.5	West	5
Omus.....	77.0	West	9
Chianti.....	78.8	West	6
Fountain.....	96.8	East	10
Asylum.....	113.2	Siding	17
Indian Springs.....	168.0	..	..
Deer Lodge.....	169.0	..	..
Camp Rest.....	174.4	..	..
Spur Track.....	195.7	East	11
Golden Spike.....	206.4	..	..
Steelhead.....	211.6	..	..
Tanoak.....	228.3	West	4
Camp Grant.....	234.8	West	25
Perrott Creek.....	238.5	East	..
Larabee Ranch.....	242.4	..	..
Bryan.....	243.1	..	..
Glynn.....	254.0	West	48
Yoder.....	256.1	East	50
Spur Track.....	256.7	East	8
Nanning Creek.....	257.0	West	2
Worswick.....	268.2	East	27
Zerus.....	275.0	West	3
Eureka Tallow Company.....	280.7	East	3
B. & E. R. Connection.....	280.9	East	4
Associated Oil Company.....	281.3	West	18
Press.....	281.7	East	16
Standard Oil Company.....	281.8	West	10
Holmes Eureka Lumber Co.....	282.0	East	8
Korblex.....	295.2	West	20
SAUSALITO TO DETOUR			
Waldo.....	8.4	East	18
Manza.....	9.0	West	9
Alto.....	11.0	East	9

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS—Continued

Location	Mile Post	Switch Connection	Car Capacity
IGNACIO TO SONOMA			
McGill.....	36.7	West	21
Vineburg.....	42.2	Siding	16
Batto.....	42.6	West	7
Bonilla.....	43.1	West	3
Stando.....	43.9	East	3
Sebastiani.....	44.3	West	26

HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION
Dr. C. A. Walker.....	Chief Surgeon & Manager..	General Hospital, 1400 Fell St., San Francisco
Dr. O. E. Eklund.....	Division Surgeon.....	Medical Bldg., 909 Hyde St., San Francisco (GRaystone 0274)
Dr. O. D. Hamlin.....	District Surgeon.....	Oakland
Dr. C. F. Larson.....	District Surgeon.....	Sausalito
Dr. L. Michael.....	Emergency Surgeon.....	San Leandro
Dr. G. M. Landrock.....	District Surgeon.....	Sausalito
Dr. C. W. Clark.....	District Surgeon.....	San Anselmo and Tiburon
Dr. O. W. Jones.....	District Surgeon.....	San Anselmo
Dr. Leo J. McMahon.....	Dental Surgeon.....	San Anselmo
Dr. Rodney Hartman.....	District Surgeon.....	Mill Valley
Dr. H. O. Hund.....	District Surgeon.....	San Rafael
Dr. C. A. DeLancey.....	District Surgeon.....	San Rafael
Dr. G. G. Vanderlip.....	Dental Surgeon.....	San Rafael
Dr. W. J. Newman.....	Emergency Surgeon.....	Sonoma
Dr. R. J. Weseman.....	District Surgeon.....	Novato
Dr. H. S. Rogers.....	District Surgeon.....	Petaluma
Dr. H. L. Lorentzen.....	Associate District Surgeon.....	Petaluma
Dr. F. H. Phillips.....	Dental Surgeon.....	Petaluma
Dr. A. B. Herrick.....	District Surgeon.....	Santa Rosa
Dr. Elmer T. Noall.....	Assistant District Surgeon.....	Santa Rosa
Dr. E. T. McMannis.....	Dental Surgeon.....	Santa Rosa
Dr. Chester Marsh.....	District Surgeon.....	Sebastopol
Dr. W. N. Makaroff.....	District Surgeon.....	Guerneville
Dr. F. E. Sohler.....	District Surgeon.....	Healdsburg
Dr. K. J. Dunlavy.....	Associate District Surgeon.....	Healdsburg
Dr. M. F. Clark.....	District Surgeon.....	Cloverdale
Dr. H. O. Cleland.....	District Surgeon.....	Ukiah
Dr. Raymond Babcock.....	District Surgeon.....	Willits
Dr. Rupert Hauser.....	District Surgeon.....	Scottia
Dr. H. W. Comfort.....	District Surgeon.....	Fortuna
Dr. J. F. Walsh.....	District Surgeon.....	Eureka
Dr. W. W. Dolfini.....	Oculist and Aurist.....	Eureka
Dr. B. Cooper.....	District Surgeon.....	Arcata

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

ADDITIONAL WATER STATIONS

Stony Creek.....	M.P. 169.6	Steelhead.....	M.P. 211.6
Hamman Gulch.....	M.P. 204.3	Water Tank.....	M.P. 224.5
		Water Tank.....	M.P. 248.2

LOCATION OF ADDITIONAL TELEPHONES

Waldo.....	Slide, M. P. 190.25
De Witt.....	East Portal Tunnel 27, M.P. 195.2
Ignacio Wye.....	Slide, M. P. 201
Wingo.....	Hamman Gulch, M.P. 204.3
Vineburg.....	Steelhead
Fulton (Scale house).....	Perrott Creek
Black Point Drawbridge.....	M.P. 246.6
Petaluma Drawbridge.....	Glynn
South End Petaluma Yard.....	Nanning Creek
Sebastopol Ave., Santa Rosa.....	Yoder
Third Street, Santa Rosa.....	Eureka Slough Drawbridge M.P. 285.6
Ukiah Freight House.....	Korblex

ADDITIONAL FUEL STATIONS

Santa Rosa—emergency only.

ENGINE TONNAGE RATING IN Ms BACK OF TENDER

CLASSIFICATION	ENGINE	Boiler Pressure	TIBURON and SAN RAFAEL	SAN RAFAEL 4th Street to MILLER	SAN RAFAEL Irwin St. to MILLER	PETALUMA to HEALDSBURG	HEALDSBURG to CLOVERDALE	CLOVERDALE to REDWOOD VALLEY	REDWOOD VALLEY to RIDGE	WILLITS to RIDGE	LARGO to MILLER	REDWOOD VALLEY to LARGO	MILLER to SAN RAFAEL	DETOUR and SAUSALITO	WILLITS to LOLETA	LOLETA to BEATRICE	BEATRICE to EUREKA	EUREKA to BEATRICE	BEATRICE to LOLETA	LOLETA to WILLITS	
			Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
T 57-19/26-110	108	180	1750	890	930	2750	2270	1750	540	920	3660	3360	1275	1400	3650	2200	3650	3650	1750	2480	
T 57-19/26-105	109	180	1750	890	930	2750	2270	1750	540	920	3660	3360	1275	1400	3650	2200	3650	3650	1750	2480	
T 57-19/26-110	111-114	180	1750	890	930	2750	2270	1750	540	920	3660	3360	1275	1400	3630	2200	3630	3630	1730	2460	
T 63-20/28-135-s	139-143	200	2000	1000	1070	3200	2720	2000	600	1050	4400	4100	1535	1680	4300	2600	4300	4300	2300	2900	
T 63-21/28-141-s	178	200	2210	1140	1220	3535	3005	2210	700	1190	4830	4530	1725	1855	4800	3250	4800	4800	2240	3250	
T 63-20/28-142-s	179	200	2000	1000	1070	3200	2720	2000	600	1050	4400	4100	1535	1680	4300	2600	4300	4300	2300	2900	
T 63-21/28-148-s	180-184	200	2830	1190	1280	3900	3315	2630	730	1250	4900	4600	2000	2045	5040	3250	5040	5040	2900	3500	
P 68-24/26-157-s	SP 3104-3108	180	2210	1140	1220	3535	3005	2210	660	1190	4830	4530	1725	1855	4800	3250	4800	4800	2240	3250	
C 57-22/30-194-s	SP 2514-2836	210	3261	1475	1587	4836	4110	3261	905	1550	6076	5776	2528	2535	6250	4030	6250	6250	3750	4650	
T 63-22/28-162-s	SP 2318-2339	210	2761	1250	1344	4095	3480	2762	767	1313	5145	4845	2110	2147	5292	3413	5292	5292	3045	3675	
Allowance for Empty and Underloaded Cars.....Ms.....			Less than 40 Ms.....	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.	3 Ms.
			40 to 50 Ms.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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' 6"	15' 5"	15' 3"	14' 5"	13' 10"	13' 8"	12' 10"	12' 2"	10' 9"	9' 0"	15' 5"	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 Sonoma.....	HEIGHT	22'	22'	21' 11"	21' 1"	20' 7"	20' 4"	20'	19' 9"	19' 6"	19' 2"	22'	12'
Fulton and Echo.....	HEIGHT	20' 3"	20' 3"	19' 10"	19' 3"	18' 10"	18' 9"	18' 6"	18' 4"	18' 1"	17' 11"	20' 3"	12'
Echo and Willits.....	HEIGHT	16'	15' 8"	15' 6"	14' 10"	14' 1"	13' 7"	13'	12' 8"	12' 3"	11' 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	18' 10"	18' 10"	18' 6"	17' 8"	17' 2"	16' 10"	16' 3"	16' 3"	16' 0"	15' 9"	18' 10"	12' 0"
Eureka and Arcata.....	HEIGHT	22'	22'	22'	22'	21' 10"	21' 7"	21' 3"	21'	20' 9"	20' 6"	22'	12'
Arcata and Samoa.....	HEIGHT	22'	22'	22'	22'	22'	22'	22'	22'	22'	22'	22'	12'

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

WEIGHT OF PASSENGER CARS

CLASS	NUMBERS	WOOD	STEEL
Baggage.....	*613-*615	.....	91,900
".....	*625-*626	.....	86,400
".....	675-680	.....	96,400
Business.....	00	.....	124,500
Chair.....	550-553	.....	107,200
Coach.....	"	83,500	.....
".....	73	.....	.....
".....	453	.....	102,600
".....	459-460	.....	104,300
Mail and Express.....	640-645	.....	103,200

*Steel Underframe.

SOUTHERN PACIFIC AND PULLMAN

Class	All Steel	Steel Underframe	Wood
Baggage 60 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	.....	.....
Coaches.....	.....	.....	81,210
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.....	157,280	.....	.....
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	.....

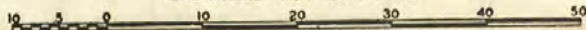
Train Dispatchers
W. M. BALDOCK **G. E. NIVISON** **A. R. LUDWIG**
P. NOVAGLIA **V. L. GRUBE**
Sausalito, Cal.

W. V. HARDESTY, <i>Chief Train Dispatcher, Sausalito, Cal.</i>	A. H. BARCKLOW, <i>Night Chief Dispatcher, Sausalito, Cal.</i>	R. D. SHUGRUE, <i>Trainmaster, Sausalito, Cal.</i>	J. F. LAUX, <i>Trainmaster, Santa Rosa, Cal.</i>	A. C. HENNINGSEN, <i>Trainmaster, Eureka, Cal.</i>	C. W. GIBSON, <i>Road Foreman Engines, Tiburon, Cal.</i>
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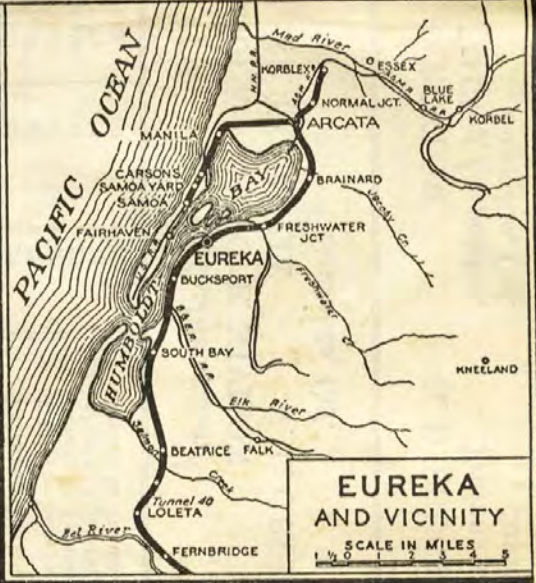
MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

RMH

SCALE IN MILES



PACIFIC OCEAN



SAUSALITO AND ADJACENT TERRITORY
SCALE IN MILES