

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

15

TIME TABLE
FOR THE
SHASTA DIVISION

To Take Effect Wednesday, May 20, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

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

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.



Ferm. Yd. WFTOP	SECOND CLASS		FIRST CLASS				Minimum running time between stations for passenger trains—min.	Distance from San Francisco Via Marysville	Time Table No. 15 May 20, 1914	Distance from Dunsmuir	Minimum running time between stations for freight trains—minutes	FIRST CLASS				SECOND CLASS	
	222	230	14	12	28	16						27	11	13	15	229	221
	Portland Fast Freight	Way Freight	Portland Express	Shasta Limited	Dunsmuir Passenger	Oregon Express						Dunsmuir Passenger	Shasta Limited	San Francisco Express	California Express	Way Freight	Portland Fast Freight
	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily		
9.30PM	10.10PM	9.05PM	5.30PM	4.20PM	5.20AM	223.4	DNR RED BLUFF	98.7	9.45AM	12.30PM	11.25PM	4.10AM	9.00PM	3.45AM			
75 P 9.50	10.30	9.15	5.40	f 4.30	5.30	228.9	BLUNT	93.2	f 9.35	12.20	11.12	3.53	8.45	3.20			
22						232.2	IVREA (Spur)	89.9									
65 P 10.10	10.55	9.25	5.48	f 4.40	f 5.40	233.6	HOOKEE	88.5	f 9.25	12.12PM	10.55	3.39	8.25	2.20			
49 WP 10.37	11.25PM	s 9.37	5.59	s 4.52	s 5.52	240.4	N COTTONWOOD	81.7	s 9.10	11.59AM	s 10.37	s 3.20	8.00	1.30			
47 P 11.10	12.25AM	s 9.50	6.08	s 5.03	s 6.08	247.1	D ANDERSON	75.0	s 8.55	11.49	s 10.20	s 3.00	7.10	1.10			
23				f		249.2	ANDERSON BRICK YARD	72.9	f								
67	11.30	12.50	10.05	6.18	f 5.13	f 6.18	253.5	GIRVAN	f 8.43	11.39	10.05	2.50	6.40	12.50			
33						256.5	STANDARD OIL (Spur)	65.6									
3						257.3	CAL. POWDER WORKS (Spur)	64.8									
66 WP 11.45	1.25 4.00	s 10.20	6.26	s 5.27	s 6.32	258.2	DN REDDING	63.9	s 8.35	11.30	s 9.55	s 2.40	6.26 4.50	12.30			
18	11.55PM	4.20	10.26	6.31	f 5.32	f 6.37	261.0	MIDDLE CREEK	f 8.23	11.25	9.42	2.32	4.40	12.15			
68 P 12.05AM	5.00	s 10.33	6.37	s 5.39	s 6.45	263.9	D KESWICK	58.2	s 8.15	11.19	s 9.35	f 2.25	4.30	12.05AM			
19						265.9	CENTRAL MINE	56.2									
26					f	f	266.4	CUARGO	f								
38 WP 12.25	5.20	10.45	6.47	f 5.50	f 7.00	268.0	MOTION	54.1	f 8.02	11.08	9.23	2.14	3.40	11.40PM			
85 OP 12.40	5.35	f 10.55	6.57	s 5.59	s 7.09	271.0	DN CORAM	51.1	s 7.51	11.01	s 9.14	f 2.06	3.25	11.25			
64 OP 1.00	6.30	s 11.07	7.08	s 6.12	s 7.20	275.7	DN KENNET	46.4	s 7.40	10.51	s 9.02	s 1.55	2.45	11.07			
61 P 1.10	7.00	11.14	7.15	s 6.19	f 7.30	278.3	D PITT	43.8	s 7.30	10.44	f 8.50	1.44	1.35	10.50			
87 YWP 1.40	7.24	11.19	7.19	f 6.24	f 7.39	280.2	MORLEY	41.9	f 7.24	10.40	8.45	1.40	1.25	10.40			
32 P 1.55	7.50	11.30	7.27	f 6.32	f 7.50	283.8	ELMORE	38.3	f 7.15	10.32	f 8.35	1.30	1.10	10.25			
4						290.5	ANTLER	31.6	f		f						
60 P 2.25	8.30	11.49PM	7.44	f 6.50	8.09	291.1	SMITHSON	31.0	f 6.55	10.15	8.15	1.10	12.40	9.55			
68 WP 2.50	9.00	s 12.07AM	8.00	s 7.06	s 8.29	296.7	DN DELTA	25.4	s 6.42	10.02	s 8.00	s 12.55	12.15PM	9.30			
44 P 3.05	9.53	f 12.18	8.10	s 7.16	s 8.41	300.2	D LAMOINE	21.9	s 6.30	9.53	s 7.43	f 12.44	11.45AM	9.10			
26 P 3.20	10.25	12.32	8.20	f 7.30	f 8.54	304.0	GIBSON	18.1	f 6.20	9.44	f 7.30	12.32	11.15	8.55			
74 WP 3.50	10.50	12.47	8.35	f 7.44	f 9.10	309.4	N SIMS	12.7	f 6.06	9.32	f 7.17	f 12.16	10.50	8.35			
						311.8	FLUME (Spur)	10.3	f								
66	4.05	11.28AM	12.57	8.45	f 7.54	f 9.23	313.1	CONANT	f 5.56	9.23	f 7.05	12.07	10.35	8.15			
52 P 4.20	12.01PM	f 1.07	8.52	s 8.05	s 9.33	315.3	D CASTELLA	6.8	s 5.50	9.17	s 6.55	f 12.01AM	10.15	8.05			
35						316.1	DIRIGO	6.0									
						316.4	CASTLE ROCK (Spur)	5.7	f		f						
40	4.40	12.30	1.17	9.00	f 8.17	f 9.45	318.3	CASTLE CRAG	f 5.40	9.09	s 6.45	f 11.50PM	9.45	7.50			
46 P 4.55	12.45	1.23	9.05	f 8.23	9.50	320.4	NUTGLADE	1.7	f 5.35	9.04	6.40	11.45	9.30	7.40			
Term. Yd. WFTOP	5.05AM	1.00PM	1.30AM	9.10PM	8.30PM	9.55AM	DNR DUNSMUIR	0.0	5.30AM	9.00AM	6.35PM	11.40PM	9.15AM	7.30PM			
Arrive Daily	Arrive Daily Ex. Tuesday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(98.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily			

(7.35)	(14.50)	(4.25)	(3.40)	(4.10)	(4.35)	.....Time over District.....	(4.15)	(3.30)	(4.50)	(4.30)	(11.45)	(8.15)
13.01	6.65	22.34	26.91	23.68	21.53	.....Average speed per hour.....	23.22	23.20	20.42	21.93	8.40	11.96

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

No. 14 will stop at Castle Rock and Castle Crag to discharge passengers from points west of Red Bluff.
Nos. 27 and 28 will stop on signal at Sweetbrier, Chromite, Eagle Point, Fisher, Scholes, Etter and Draper.
No. 13 will stop on signal at Sweetbrier.

Eastward.

DUNSMUIR SUBDIVISION.

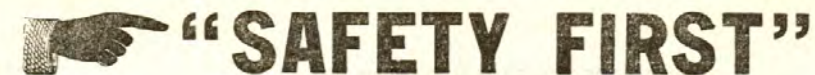
Westward.

Capacity of sidings cars, and location of scales, fuel, water, turning stations and telephone	SECOND CLASS			FIRST CLASS			Minimum running time between stations for passenger trains—min.	Distance from San Francisco Via Marysville	Time Table No. 15 May 20, 1914			Distance from Ashland	Minimum running time between stations for freight trains—minutes	FIRST CLASS			SECOND CLASS		
	222	226	230	14	12	16			11	13	15			225	229	221			
	Portland Fast Freight	Way Freight	Way Freight	Portland Express	Shasta Limited	Oregon Express			Shasta Limited	San Francisco Express	California Express			Way Freight	Way Freight	Portland Fast Freight			
Term. Yd. WFTOP	8.15AM		5.00AM	1.45AM	9.18PM	10.10AM		322.1	DNR DUNSMUIR	107.0	8.55AM	6.15PM	11.25PM						
No Siding			No Siding			f 10.15		323.1	UPPER SODA SPRINGS	106.0		f 6.10	f					2.15PM	
P	No Siding		No Siding			f 10.20	10	323.8	SHASTA RETREAT	105.3		f 6.06	f					No Siding	
P				f 1.57	s 9.28	s 10.26		325.4	D† SHASTA SPRINGS	103.7	s 8.45	s 6.01	f 11.08					No Siding	
78 P	8.38		5.30	2.00	9.35	10.38		326.1	SMALL	103.0	s 8.40	s 5.51	f 11.05					1.50	
26 P	8.45		5.40	2.05	9.40	f 10.45	4	327.6	CANTARA	101.5		f 5.44	f 11.00					1.40	
66 P	9.05		6.00	2.20	9.53	f 11.01	12	331.4	MOTT	97.7		f 5.29	f 10.45					1.05	
62	9.15		6.10	2.25	9.59	11.07	5	333.5	AZALEA	95.6		8.17	5.23	10.39				12.45	
							7	335.1	PIONEER (Spur)	94.0								3.45	
							5	335.4	BARNARD (Spur)	93.7									
120 YWP	9.35		6.50	s 2.40	s 10.10	s 11.20	5	336.7	DN SISSON	92.4		8.10	s 5.15	s 10.30				12.25PM	
35	9.45		7.00	2.45	10.16	f 11.26	7	339.1	UPTON	90.0		8.05	5.05	f 10.16				11.05AM	
56 YWP	10.00		7.20	2.54	10.25	f 11.34	8	342.3	DEETZ	88.8		7.58	f 4.56	f 10.02				10.55	
56	10.15		7.47	3.01	10.33	f 11.45	8	345.8	IGERNA	86.8		7.58	f 4.56	f 10.02				10.40	
							6	346.4	COGGINS (Spur)	83.3		7.47	4.45	f 9.50				10.15	
60 OYP	10.40		8.20	s 3.11	10.40	s 11.59AM	12	348.4	DNR WEED	82.7		7.40	s 4.35	s 9.43				3.00	
54 WFTP	11.00		8.44	s 3.24	10.52	s 12.13PM	12	353.4	D EDGEWOOD	80.7		7.26	s 4.15	s 9.23				10.00	
34 P	11.25		9.11	s 3.39	11.06	s 12.30	18	361.0	D GAZELLE	75.7		7.08	s 3.53	s 9.02				8.44	
50	11.55AM		9.45	3.52	11.17	f 12.45	18	369.1	GRENADA	68.1		7.08	s 3.53	s 9.02				8.15	
43 WP	12.27PM		10.25	s 4.06	11.27	s 1.00	15	375.5	DN MONTAGUE	60.0		6.56	3.38	f 8.47				7.15	
72 YP	12.45		10.50	4.15	11.34	f 1.10	15	380.7	SNOWDON	53.6		6.46	s 3.23	s 8.32				6.46	
68 P	1.00		11.20	f 4.27	11.45	f 1.23	7	386.2	AGER	48.4		6.38	3.08	f 8.20				6.10	
25 P	1.10		11.35AM	4.35	11.50	f 1.29	7	388.4	THRALL	42.9		6.20	f 2.53	f 8.03				5.50	
46	1.20		12.01PM	4.39	11.55PM	f 1.35	6	390.5	KLAMATHON	40.7		6.12	2.47	f 7.55				5.25	
Term. Yd. WFTOP	1.30	1.00AM	12.15PM	s 4.50	s 12.05AM	s 1.50	5	393.1	DNR HORN BROOK	38.6		6.07	2.42	f 7.50				5.10	
50 P	2.25			5.08	12.20	f 2.11	5	397.5	ZULEKA	36.0	s 6.02	s 2.35	s 7.45					11.59PM	
54 P	3.00	1.30		5.08	12.20	f 2.11	17	397.5	HILT	31.6	5.45	2.11	f 7.20					5.00AM	
23	3.35	2.15		f 5.33	12.34	s 2.32	17	401.8	COLE	27.3	5.33	f 1.53	s 7.08					11.35	
40 P	4.15	2.45		5.36	12.37	f 2.35	4	402.8	GREGORY	26.3	5.31	1.47	f 7.04					10.10	
	No Siding	No Siding		5.58	12.53	f 2.57	13	407.4	COLESTIN	21.7	5.18	1.32	f 6.50					9.50	
55 P	4.50	3.10		f 6.04		f 3.08	9	409.1	WHITE POINT	20.0		f 1.25	f 6.43					10.50	
70 TP	5.30	3.35		6.14	1.05	3.13	7	410.0	SISKIYOU	19.1	5.09	1.20	6.40					10.30	
80	6.10	3.55		s 6.24	1.15	s 3.24	9	412.2	WALL CREEK	16.9	5.02	s 1.10	s 6.30					9.25	
61 WP	6.45	4.30		6.40	1.30	3.40	14	415.6	STEINMAN	13.5	4.45	12.54	6.10					9.00	
51 P	7.15	5.00		s 6.55	1.44	s 3.56	15	419.3	MISTLETOE	9.8	4.30	f 12.35	f 5.50					7.40	
54	7.30	5.15		f 7.09	1.58	f 4.10	14	422.9	CLAWSON	6.2	4.15	12.17	f 5.32					8.30	
Term. Yd. WFTOP	7.50PM	5.30AM		7.20	2.05	4.20	10	425.5	ASHLAND	3.6	4.08	12.05PM	f 5.20					7.09	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	7.30AM	2.15AM	4.30PM	8	429.1	(107.0)	0.0	4.00AM	11.55AM	5.10PM					6.50	
				Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily					7.50PM	
																		6.35AM	
	(11.35) 9.23	(4.30) 8.00	(7.15) 9.79	(5.45) 18.60	(4.58) 21.54	(6.20) 16.88			Time over District	(4.55) 21.76	(6.20) 16.88	(6.15) 17.12	(4.09) 8.67	(9.15) 7.67	(10.20) 10.35				

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

No. 14 will stop at Upper Soda Springs and Shasta Retreat to discharge passengers from points west of Red Bluff.
†The time of Passenger trains at Shasta Springs is at the Mineral Spring and not at the Siding.

SPECIAL RULES.



EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND (2d) CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

STANDARD CLOCKS.

Red Bluff	Dunsmuir (Train Dispatcher's office)	Ashland
Redding	Klamath Falls	Weed
Hornbrook		

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector.....	San Francisco
G. C. WILKINS.....	Red Bluff
F. R. DOBROWSKY—Red Bluff to Dunsmuir.....	Redding
G. A. HUTAFF—Weed to Kirk.....	Dunsmuir
H. L. WHITED—Ashland to Dunsmuir.....	Ashland

BULLETIN BOARDS.

Red Bluff	Weed	Ashland
Dunsmuir	Klamath Falls	Hornbrook

CLEARANCES.

Rule 83-A will not apply at initial stations which are not telegraph stations, and at telegraph stations only when operator on duty. All trains will obtain clearance card (Form 2643) at Hornbrook.

REGISTERING STATIONS.

Weed registering station for branch trains, and main line extras, beginning or ending trip at Weed.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

TRAIN AND AIR INSPECTION.

Passenger trains descending the grade will make a stop of four minutes at Steinman, and freight trains descending the grade will make a stop as indicated below at the following stations, where trainmen will make a careful inspection of all cars in train:

Steinman ..10 mins.	Delta .....5 mins.	Weed or Edgewood...5 mins.
Gregory ...10 "	Motion .....5 "	Deetz .....5 "
Mile Post 359½ (Weed Subdivision) 5 mins.	Mott .....5 "	

Air brakes on all trains and air whistle signal on passenger trains must be tested as follows:

- Deetz or Sisson all trains, except No. 11.
- Edgewood all westward trains.
- Hornbrook all trains.
- Siskiyou all trains.
- Grass Lake all trains.

Engines detached from train or for any reason train line broken at any point, rear end plug test must be made.

Conductors will report to Superintendent by wire any failure to properly control train by air brake, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute tests of all retainers. The list then to be forwarded to Superintendent by mail.

19 FORM TRAIN ORDER FOR RESTRICTING TRAINS.

Within automatic block signal limits, between Red Bluff and Edgewood the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used.

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order Form "G," Example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that Dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in

blank space where time is shown. This paragraph includes territory outside of automatic block signals also.

Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order. Conductors' and Engineers' attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

A stick relay is located east of turn-table at Siskiyou to allow rear portion of freight trains to come through Tunnel 13 after head portion has cleared point where relay is located, and must not be used for any other purpose.

Automatic block signals controlled by track circuits are located east and west end of Tunnels 13 and 14, near Siskiyou. Trains approaching and passing these signals will be governed by automatic block system rules.

Referring to Rule 504, Book of Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman.

Trainmen must not depend upon the block system to protect their trains.

On single track, within automatic block system limits, last portion of Rule 86 will not apply.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211.....	40	
A-84 15-25/28 110	3000 to 3009.....	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024.....	67	46445 "
A-81 20/28 105	3025 to 3071.....	77	46380 "
T-69 21/28 149	{2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299.....}	60	44330 "
T-69 15½-26/28 142	2291, 2294, 2297.....	62	41526 "
T-63 18/30 78	{2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206.....}	52	22750 "
M-63 21/28 155	{1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779.....}	58	45190 "
M-63 21/28 144	{1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794 to 1797, 1799.....}	53	42860 "
M-63 15/26-28 144	{1730, 1733, 1786, 1793, 1798, 1802.....}	56	42000 "
E-69 18/24 69	{1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397.....}	55	30190 "
E-73 18/24 63	1430 and 1432.....	61	27570 "
MC-57 26/40-30 394	4000 to 4016.....	53	43050 "
MC-57 26/40-30 398	4017 to 4028.....	53	43050 "
MC-57 26/40-30 401-S	4029 to 4043.....	53	43500 "
MC-57 26/40-30 395-S	4044 to 4048.....	53	43500 "
C-57 22/03 180	{2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679.....}	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical distributing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed 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	40	1.30	50	1.12

Maximum speed of any train at any point must not exceed 50 miles per hour.

BETWEEN	LIGHT ENGINES	
	Running Forward	Running Backward
Ashland and Hornbrook } Pineland and Weed }	20	10
Hornbrook and Snowdon } Dunsmuir and Gazelle }	25	15
Grass Lake and Pineland } Dunsmuir and Middle Creek } Klamath Falls and Kirk }	25	15
Middle Creek and Red Bluff } Snowdon and Edgewood }	40	25
Grass Lake and Klamath Falls }		

With exceptions noted trains must not exceed the speed in miles per hour as shown below. No one mile at speed allowed must be made in faster time than shown in speed table:

	Passenger	Freight
Red Bluff-Redding.....	50	
Red Bluff-Middle Creek.....		30
Grass Lake-Klamath Falls.....	40	35
Klamath Falls-Chiloquin.....	25	25
Edgewood-Snowden.....	50	35

Passenger trains between Mile Post 400 and Hilt must not exceed 25 miles per hour.

Freight trains descending grade between Hornbrook and Clawson, Deetz and Edgewood, Sisson and Dunsmuir must not exceed speed of 15 miles per hour.

Freight trains of 20 cars or less must not exceed 18 miles per hour descending grade between Dunsmuir and Morley and 20 miles per hour between Morley and Middle Creek.

Freight trains of over 20 cars must not exceed 15 miles per hour descending grade between Dunsmuir and Morley and 18 miles per hour between Morley and Middle Creek.

Freight trains will not exceed 12 miles per hour on descending grade between Pineland and Weed.

By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the limits of Redding yard.

Trains must not exceed speed of 8 miles per hour through cross-overs or turn-outs.

Trains must not exceed 15 miles per hour over Big Canon Bridge.

Eastward passenger trains will not exceed fifteen miles per hour over west switch Gibson, and switch at Barnard. Westward passenger trains will not exceed fifteen miles per hour over east switch at Elmore.

Sufficient retainers to properly control train will be used on descending grades between Ashland and Delta, Grass Lake and Weed.

Trains must reduce speed in territory covered by slow boards, located as follows:

Small:	Curve No. 572	} 15 miles per hour—Passenger 10 miles per hour—Freight.
	West Board, 1900 feet west of Mile Post 327	
	East Board, 1000 feet west of Mile Post 327	
Cantara:	Curve No. 579.	} 15 miles per hour—Passenger 10 miles per hour—Freight.
	West Board, 700 feet west of Mile Post 328	
	East Board, 850 feet east of Mile Post 328	

SPECIAL RULES—Continued.

SPEED RESTRICTIONS—(Continued).

Edgewood:
 Curve No. 724 }
 West Board, 1650 feet west of Mile Post 354 } 25 miles per hour—Passenger.
 East Board, 1200 feet west of Mile Post 354 } 15 miles per hour—Freight.
 Curve No. 725 }
 West Board, 1050 feet west of Mile Post 354 } 25 miles per hour—Passenger.
 East Board, 500 feet west of Mile Post 354 } 15 miles per hour—Freight.
 Curve No. 732 }
 West Board, 650 feet east of Mile Post 355 } 25 miles per hour—Passenger.
 East Board, 2200 feet east of Mile Post 355 } 15 miles per hour—Freight.
 Curve No. 733 }
 West Board, 2360 feet east of Mile Post 355 } 25 miles per hour—Passenger.
 East Board, 2000 feet west of Mile Post 356 } 15 miles per hour—Freight.

Montague:
 Curve No. 760 }
 West Board, 2100 feet east of Mile Post 373 } 25 miles per hour—Passenger.
 East Board, 2200 feet west of Mile Post 374 } 15 miles per hour—Freight.
 Curve No. 761 }
 West Board, 1600 feet west of Mile Post 374 } 25 miles per hour—Passenger.
 East Board, 960 feet west of Mile Post 374 } 15 miles per hour—Freight.

Edgewood:
 Curve No. 772 }
 West Board, 2420 feet east of Mile Post 381 } 25 miles per hour—Passenger.
 East Board, 2200 feet west of Mile Post 382 } 15 miles per hour—Freight.
 Curve No. 773 }
 West Board, 2140 feet west of Mile Post 382 } 25 miles per hour—Passenger.
 East Board, 1400 feet west of Mile Post 382 } 15 miles per hour—Freight.
 Curve No. 774 }
 West Board, 1360 feet west of Mile Post 382 } 25 miles per hour—Passenger.
 East Board, 940 feet west of Mile Post 382 } 15 miles per hour—Freight.
 Curve No. 779 }
 West Board, 1620 feet west of Mile Post 383 } 25 miles per hour—Passenger.
 East Board, 1180 feet west of Mile Post 383 } 15 miles per hour—Freight.

Edgewood:
 Curve No. 791 }
 West Board, 2200 feet east of Mile Post 385 } 25 miles per hour—Passenger.
 East Board, 2800 feet east of Mile Post 385 } 15 miles per hour—Freight.
 Curve No. 793 }
 West Board, 1780 feet west of Mile Post 386 } 25 miles per hour—Passenger.
 East Board, 1430 feet west of Mile Post 386 } 15 miles per hour—Freight.

Edgewood:
 Curve No. 812 }
 West Board, 600 feet east of Mile Post 389 } 25 miles per hour—Passenger.
 East Board, 1600 feet east of Mile Post 389 } 15 miles per hour—Freight.

Edgewood:
 Curve No. 816 }
 West Board, 740 feet west of Mile Post 390 } 25 miles per hour—Passenger.
 East Board, 280 feet west of Mile Post 390 } 15 miles per hour—Freight.
 Curve No. 816A }
 West Board, 250 feet west of Mile Post 390 } 25 miles per hour—Passenger.
 East Board, 30 feet west of Mile Post 390 } 15 miles per hour—Freight.
 Curve No. 817 }
 West Board, 200 feet east of Mile Post 390 } 25 miles per hour—Passenger.
 East Board, 470 feet east of Mile Post 390 } 15 miles per hour—Freight.
 Curve No. 818 }
 West Board, 820 feet east of Mile Post 390 } 25 miles per hour—Passenger.
 East Board, 1440 feet east of Mile Post 390 } 15 miles per hour—Freight.
 Curve No. 820 }
 West Board, 1440 feet west of Mile Post 391 } 25 miles per hour—Passenger.
 East Board, 400 feet west of Mile Post 391 } 15 miles per hour—Freight.
 Curve No. 821 }
 West Board, 20 feet west of Mile Post 391 } 25 miles per hour—Passenger.
 East Board, 470 feet east of Mile Post 391 } 15 miles per hour—Freight.

Gregory:
 Curve No. 911 }
 West Board, 1800 feet west of Mile Post 408 } 15 miles per hour—Passenger.
 East Board, 50 feet west of Mile Post 408 } 10 miles per hour—Freight.

Wall Creek:
 Curve No. 955 }
 West Board, 2100 feet west of Mile Post 415 } 15 miles per hour—Passenger.
 East Board, 160 feet east of Mile Post 415 } 10 miles per hour—Freight.

Steinman:
 Curve No. 975 }
 West Board, 1350 feet west of Mile Post 418 } 10 miles per hour.
 East Board, 250 feet east of Mile Post 418 }

Mistletoe:
 Curve No. 1008 }
 West Board, 1850 feet east of Mile Post 423 } 25 miles per hour—Passenger.
 East Board, 2770 feet west of Mile Post 424 } 15 miles per hour—Freight.
 Curve No. 1011 }
 West Board, 1300 feet west of Mile Post 424 } 25 miles per hour—Passenger.
 East Board, 630 feet west of Mile Post 424 } 15 miles per hour—Freight.
 Curve No. 1013 }
 West Board, 640 feet east of Mile Post 424 } 25 miles per hour—Passenger.
 East Board, 1120 feet east of Mile Post 424 } 15 miles per hour—Freight.

Curves:
 Rocky Point, one-half mile west of Geagan. }
 One mile west of Evans } 12 miles per hour.
 Weed Yard, Lumber Co.'s crossing, eight-tenths mile east of Weed depot }

LOCATION OF OVERHEAD OBSTRUCTIONS

Main Line			
M. P.	Description	Number	Over
258.53	Bridge.....		S. P. Tracks
269.55	Tunnel.....	1	
276.61	Tunnel.....	2	
278.86	Tunnel.....	3	
285.75	Tunnel.....	4	
286.31	Tunnel.....	5	
286.43	Bridge.....	3	Sacramento River
288.87	Tunnel.....	6	
295.58	Tunnel.....	7	
299.76	Tunnel.....	8	
301.83	Bridge.....	6	Sacramento River
302.24	Bridge.....	7	Sacramento River
305.29	Bridge.....	8	Sacramento River
305.36	Tunnel.....	9	
306.68	Bridge.....	9	Sacramento River
307.04	Tunnel.....	10	
308.64	Bridge.....	10	Sacramento River
308.94	Bridge.....	11	Sacramento River
310.34	Bridge.....	12	Sacramento River
310.41	Tunnel.....	11	
310.56	Bridge.....	13	Sacramento River
315.82	Bridge.....	1	Castle Creek
317.60	Bridge.....	14	Sacramento River
317.74	Bridge.....	15	Sacramento River
323.26	Snow Shed.....		
324.98	Bridge.....	16	Sacramento River
327.23	Bridge.....	17	Sacramento River
329.43	Tunnel.....	12	
411.30	Tunnel.....	13	
414.60	Tunnel.....	14	
415.21	Tunnel.....	15	
419.91	Tunnel.....	16	
WEED SUB-DIVISION			
412.53	Tunnel.....	1	
414.73	Tunnel.....	2	
431.75	Bridge.....		S. P. Tracks

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS.

	Wood	Steel
Buffet Cars.....	114 Ms	.....
Baggage, Mail and Express.....	66 Ms	93 Ms
Baggage and Passenger.....	54 Ms	.....
Business.....	75 Ms	88 Ms
Chair Cars.....	105 Ms	.....
Dining Cars.....	87 Ms	98 Ms
Dynamo.....	128 Ms	.....
First Class Coaches.....	94 Ms	105 Ms
Horse Express.....	71 Ms	92 Ms
Observation Cars.....	81 Ms	.....
Postal Cars (60 ft.).....	122 Ms	.....
Postal Cars (40 ft.).....	.....	110 Ms
Pullman Parlor Cars.....	.....	77 Ms
Pullman Standard Sleepers.....	121 Ms	.....
Pullman Tourist Sleepers.....	128 Ms	150 Ms
Second Class Coaches.....	94 to 126 Ms	.....
Tea and Silk.....	47 Ms	.....
	48 Ms	.....

MISCELLANEOUS.

Trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "Minimum running time between stations" for passenger and freight trains respectively.

Helper engines coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water.

Engines on freight trains of twenty cars or over must in all cases be cut off before taking water.

Freight trains taking water at Steinman will observe the following rules:

Leading engines and pusher engines must not be cut from head and rear portion of train at the same time.

Trains entering sidings or other tracks will do so under control and see and know the track is clear. Responsibility for collision with cars under such circumstances is placed upon the entering train.

The side track end of ALL LINK SWITCHES at all stations after using, must be left lined up for SIDING.

When necessary to occupy Iron Mountain Railroad Company's tracks at Keswick and McCloud River Railroad Company's tracks at Sisson, including the west leg of Wye at Sisson, it must be under protection of flag.

The tonnage of any train between Siskiyou and Ashland, Siskiyou and Hornbrook, Grass Lake and Weed, must not exceed eighty M's per operative brake, and between Deetz and Edgewood, Azalea and Small, must not exceed one hundred M's per operative brake.

Light extras westward, when so designated in train orders, will take siding for eastward extras, including light extras.

SCALES.

Track scales shown at following stations are private scales: Coram, Kennet, Weed.

WATER SUPPLY BETWEEN STATIONS.

Emergency water pipe, Castella.
 Tank ¾ mile east Cantara.
 Tank 1 mile east Cole.
 Tank 1 mile west Siskiyou.
 Tank ¼ miles east of Grenada.

SPECIAL RULES—Continued.

YARD LIMITS.

Yard limits of Red Bluff extend from Yard limit board east of Red Bluff to Yard limit board west of West switch Rawson on Sacramento Division.

Yard limits of Dunsmuir extend from Yard limit board east of East switch Small to Yard limit board west of West switch Castle Crag.

Yard limits of Ashland extend from Yard limit board west of Ashland to Yard limit board east of Ashland which is also junction between Shasta Division and Portland Division.

Yard limits of Klamath Falls extend from Yard limit board west of Klamath Falls to and include Hank Spur, 3.6 miles east of Klamath Falls.

Yard limit sign boards are in place at east and west end of yards at

Red Bluff	Upton	Steinman
Redding	Deetz	Ashland
Keswick	Weed	Grass Lake
Kennet	Edgewood	Bray
Pitt	Gazelle	Dorris
Delta	Montague	Klamath Falls
Lamoine	Hornbook	Algoma
Dunsmuir	Gregory	Chiloquin
Sisson		

Rule 93 will be observed in above yards, and will apply at all stations on Weed Subdivision between Klamath Falls and Kirk, between switches.

RATING OF LOCOMOTIVES
(In M's of 1000 Pounds Back of Tender)

CLASS	ENGINE NUMBERS	Boiler Pressure	ASHLAND and HORNBOOK	DUNSMUIR and EDGEWOOD	SNOWDON to EDGEWOOD, EDGEWOOD to HORNBOOK, RED BLUFF to DUNSMUIR	HORNBOOK to SNOWDON	DUNSMUIR to RED BLUFF (Single Engine)	DUNSMUIR to RED BLUFF (Double Hooker Hill)
T-63	20/26 112	2235 to 2273	180	435	700	1330	2395	2635
T-63	21/28 144	2301 to 2310	200	565	910	1745	3130	3425
T-63	22/28 160	2311 to 2352	200	610	990	1900	3420	3755
C-51	19/30 96	2507 to 2512	150	400	630	1205	2130	2345
C-57	22/30 187	2513 to 2599, 2752 to 2830	200	695	1105	2100	3745	4115
C-57	22/30 184	2694 to 2751	185	695	1090	2055	3635	3995
C-57	22/34 176	2615, 2621 to 2623	200	715	1125	2120	3765	4135
C-57	22/30 180	2624 to 2679	180	655	1080	2130	3835	4225
C-57	22/30 178	2680 to 2693	180	625	975	1840	3240	3565
MK-57	23 1/2 / 30 205	3200 to 3208, 3216 to 3235	160	450	720	1375	2420	2690
TW-55	22/26 147	2900 to 2913	150	410	650	1230	2185	2400
TW-57	20/30 114	2926	170	490	785	1495	2635	2930
C-51	20/24 107	2500	3	3	3	3	3	3
TW-20	30/26 118	2947	0	0	0	0	0	0
Allowance for Empty and Underloaded Cars	Less than 40 M's	40 to 50 M's	0	0	0	0	0	0
	More than 50 M's		0	0	0	0	0	0

CLASS

- "T"—Ten Wheelers.
- "C"—Consolidation Engines.
- "TW"—Twelve Wheelers.

Example:—Consolidation Engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

C-57 ²²/₃₀ 187

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surgeon and Manager	San Francisco	
Dr. H. A. Parker	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. E. J. Cornish	District Surgeon	Dunsmuir	Between Sims and Mott
Dr. Paul Wright	District Surgeon	Sisson	Between Mott and Deetz
Drs. W. E. and F. H. Tebbe	District Surgeons	Weed	Between Deetz, Gazelle and Grass Lake
Dr. H. W. Smith	Emergency Surgeon	Mt. Hebron	
Dr. G. W. Dwinell	District Surgeon	Montague	Between Gazelle and Hornbrook
Dr. Chas. Pius	Asst. Surgeon	Montague	
Dr. E. Dozier	District Surgeon	Hilt	Between Ager and Siskiyou
Dr. J. S. Parsons	District Surgeon	Ashland	Between Siskiyou and Talent
Dr. W. Gavey	District Surgeon	Red Bluff	Between Red Bluff and Cottonwood
Dr. A. B. Gilliland	Emergency Surgeon	Cottonwood	
Dr. C. A. Bell	District Surgeon	Anderson	Between Cottonwood and Girvan
Dr. O. J. Lawry	District Surgeon	Redding	Between Girvan and Keswick
Dr. G. W. Sevenman	Emergency Surgeon	Keswick	
Dr. Stanholdt	District Surgeon	Kennet	Between Keswick and Delta
Dr. Phillip Petch	District Surgeon	Lamoine	Between Delta and Sims
Dr. Grant Safely	District Surgeon	Dorris	Between Grass Lake and Ady
Dr. G. W. Merryman	District Surgeon	Klamath Falls	Between Ady and Klamath Falls

HOSPITALS:—General Hospital San Francisco, Cal.; S. P. Hospital, Sacramento, Cal; Emergency Hospital, Dunsmuir, Cal.

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

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of the Company Surgeon.

Any officer of the Company is authorized to call Company Surgeon to attend the injured.

When tramps or other trespassers are injured on the Company's lines they should be turned over to friends or to city, county or other local relief authorities after immediate necessary attention has been rendered by Company Surgeon.

Stretchers are located at following stations:

Red Bluff	Kennet	Sisson	Montague	Ashland
Redding	Dunsmuir	Weed	Hornbrook	Klamath Falls

TRAIN DISPATCHERS.

H. H. CARPENTER	F. C. NOURSE	G. C. BARTON	K. W. JONES	A. J. LEBOURVEAU
CHIEF TRAIN DISPATCHER		W. B. KIRKLAND		
TRAINMASTER		G. V. GILLETTE		

J. W. METCALF,
Superintendent.

J. W. FITZGERALD,
Asst. Superintendent.

MILEAGE.

MAIN LINES.	
Red Bluff to Cal.-Ore. State Line..... C. P. Ry.....	180.55
Cal.-Ore. State Line to Ashland..... O. & C. R. R.....	26.68
Total Main Line.....	207.
BRANCH.	
Klamath Falls..... C. P. Ry..... Weed to Kirk....	126.
Total Shasta Division.....	333.



MAP OF THE SHASTA DIVISION
S.P. CO.
DEC-1911
SCALE OF MILES

Snake Creek Desert