

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE FOR THE SHASTA DIVISION

To Take Effect Sunday, November 18, 1928, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager.

J. W. FITZGERALD,
Superintendent.



EASTWARD

GERBER SUBDIVISION

Capacity of sidings in car lengths	SECOND CLASS										FIRST CLASS					Distance from San Francisco via Marysville	
											216	18	16	14	12		8
											Freight	Cascade	West Coast	Oregonian	Shasta		Coach Special
Term. Yd.											Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
WFYPBK											6.30AM	11.59PM	1.40PM	7.05AM	2.15AM	1.05AM	213.8
86-47 P											6.42	12.08AM	1.52	7.13	2.24	1.14	218.9
63-57 WP											6.55	12.16	s 2.10	s 7.23	f 2.34	1.22	223.4
69 P											7.10	12.26	2.20	7.32	2.44	1.31	228.9
21																	232.2
82 P											7.23	12.33	2.29	f 7.41	2.51	1.39	233.6
76 WP											7.35	12.42	f 2.38	s 7.53	3.02	1.48	240.4
76 P											7.42	12.47	2.45	8.00	3.08	1.55	244.2
71 P											7.47	12.51	f 2.53	s 8.08	3.14	2.00	247.1
66 P											7.58	12.59	3.03	f 8.18	3.27	2.10	253.5
82-86 WBPk I											8.13	1.08	s 3.18	s 8.35	f 3.38	2.21	258.2
67 P											8.25	1.17	3.33	f 8.46	3.48	2.32	263.9
P													f	s			267.2
54 WP											8.35	1.26	3.42	8.58	3.57	2.41	268.0
84 P											8.43	1.33	3.49	f 9.05	4.04	2.51	271.0
88 P											8.55	1.44	f 4.02	s 9.19	4.14	3.01	275.7
60 P											9.02	1.50	4.08	f 9.26	4.20	3.07	278.3
86 YWPF											9.07	1.55	4.13	f 9.31	4.26	3.12	280.2
47 P											9.16	2.03	4.21	f 9.42	4.34	3.20	283.8
86 P											9.26	2.12	4.30	f 9.54	4.43	3.30	287.6
77 P											9.40	2.20	4.39	10.06	4.52	3.39	291.1
83 WP											10.00	2.35	s 4.54	s 10.26	5.05	3.52	296.7
39 P											10.09	2.43	5.03	f 10.35	5.14	4.01	300.2
74 P											10.19	2.52	5.12	f 10.44	5.23	4.10	304.0
73 P											10.25	2.57	5.17	f 10.49	5.28	4.15	308.0
68 WP											10.34	3.07	5.27	f 11.01	5.37	4.24	309.4
84 P											10.43	3.15	5.36	f 11.14	5.44	4.32	313.1
52 P											10.49	3.20	f 5.41	s 11.32	5.50	4.37	316.3
76 P											11.02	3.27	5.48	f 11.42	5.57	4.45	318.3
Term Yard PBK											11.10AM	3.34	5.55	11.49	6.05	4.52	321.2
Term Yd. WTPBK												s 3.39AM	s 6.02PM	s 11.55AM	s 6.10AM	s 5.00AM	322.1
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

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STATIONS

TO-R	GERBER	2.0
	PROBERTA	3.1
	RAWSON	4.5
TO	RED BLUFF	5.5
	BLUNT	3.3
	IVREA (Spur)	1.4
	HOOKER	6.8
TO	COTTONWOOD	3.8
	CULP	2.9
TO	ANDERSON	6.4
	GIRVAN	4.7
TO-R	REDDING	5.7
	KESWICK	3.3
TO	MATHESON	0.8
	MOTION	3.0
	CORAM	4.7
TO	KENNET	2.6
	PITT	1.9
	MORLEY	3.6
	ELMORE	3.8
TO	POLLOOK	3.5
	SMITHSON	5.6
TO	DELTA	3.5
	LAMOINE	3.8
	GIBSON	2.0
	FISHER	3.4
TO	SIMS	3.7
	CONANT	2.2
TO	CASTELLA	3.0
	CASTLE CRAG	2.9
TO-R	DUNSMUIR YARD	0.9
TO-R	DUNSMUIR (Pass.Sta.)	

Block Signals

(4.40) 23.01 (3.40) 29.54 (4.22) 24.80 (4.50) 22.40 (3.55) 27.65 (3.55) 27.65 Time over District.
 Average speed per hour

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
8	Red Bluff to Redding	Receive	Klamath Falls	Or Beyond
14	Central Mine MP 265.9	Receive and Discharge	Any Station	Any Station
14	Antler MP 290.5	Receive and Discharge	Any Station	Any Station
14	Flume MP 311.8	Receive and Discharge	Any Station	Any Station
14	Sweet Briar MP 314.8	Receive and Discharge	Any Station	Any Station
14	Castle Rock MP 316.4	Receive and Discharge	Any Station	Any Station

Additional Stations: Middle Creek Spur M. P. 261.0
 Central Mine M. P. 265.9
 Antler Spur M. P. 290.5
 Flume Spur M. P. 311.8
 Dirigo Industrial Tracks M. P. 316.1

Capacity of sidings in car lengths	THIRD CLASS										SECOND CLASS				FIRST CLASS					Distance from San Francisco via Marysville	
											224				218	16	14	12	8		18
											Freight				Freight	West Coast	Oregonian	Shasta	Coach Special		Cascade
Term. Yd. PBK											Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	321.2
Term. Yd. WFTPBK											6.20 PM				2.00 PM	6.17 PM	12.10 PM	6.20 AM	5.10 AM	3.49 AM		322.1
P																f	f				325.4
86 P											6.40				2.30	6.32	12.25	6.33	5.23	4.04	326.1
28 P											6.46				2.36	6.37	f 12.30	6.37	5.27	4.09	327.6
87 P											7.10				2.55	6.53	f 12.45	6.50	5.39	4.21	331.4
87 P											7.20				3.02	7.00	f 12.52	6.58	5.45	4.28	333.5
116 WYP											7.35				3.25	f 7.13	s 1.07	f 7.10	f 5.56	4.36	336.7
33 P											7.50				3.35	7.22	f 1.14	7.17	6.03	4.41	339.1
82 YP											8.00				3.45	7.30	f 1.22	7.24	6.10	4.48	342.3
M-27 E-82 W-113 WYP											8.10 PM				4.00	f 7.38	s 1.30 PM	s 7.30 AM	f 6.17	4.54	345.0
84 P															4.25	7.52			f 6.36	5.07	352.2
115 P															4.40	8.01			f 6.46	5.16	357.2
84 P															4.52	8.11			f 6.51	5.22	360.7
84 P															5.07	8.20			f 6.57	5.29	364.8
Storage P																					366.6
128 WYP															5.36	8.31			f 7.03	5.36	368.5
60 P															5.47	8.38			f 7.10	5.42	373.1
82 P															6.00	8.45			f 7.17	5.47	377.2
WYP															6.07	8.51			s 7.25	5.51	380.6
88 P															6.10	8.53			f 7.31	5.54	381.9
84 P															6.19	9.00			f 7.39	6.00	386.0
63 P															6.27	9.07			f 7.47	6.05	390.0
96 101 WFY PBK															6.35	9.14			f 7.54	6.10	394.0
68 P															6.41	9.19			s 8.02	6.14	396.7
85 P															6.45	9.22			f 8.07	6.16	398.3
62 P															6.54	9.29			f 8.18	6.22	402.6
109 P															7.03	f 9.37			s 8.28	6.28	407.1
63 P															7.12	9.44			f 8.35	6.34	411.6
82 WP															7.20	9.51			f 8.42	6.39	415.6
62-30															7.26	9.56			f 8.48	6.43	418.2
67 P															7.48	10.03			f 8.56	6.48	422.3
83															8.00	10.10			f 9.03	6.54	426.2
Term. Yd. WFTPBK											8.15 PM				8.15 PM	s 10.17 PM			s 9.10 AM	s 7.00 AM	429.5
											Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

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STATIONS

TO-R DUNSMUIR YARD	0.9
TO-R DUNSMUIR (Pass Sta)	3.3
TO SHASTA SPRINGS	0.7
SMALL	1.5
CANTARA	3.8
MOTT	2.1
AZALEA	3.2
TO MOUNT SHASTA	2.4
UPTON	3.2
DEETZ	2.7
TO-R BLACK BUTTE	7.2
HOTLUM	5.0
BOLAM	3.5
ANDESITE	4.1
COUGAR	1.8
POMEROY (No Siding)	1.9
TO GRASS LAKE	4.6
ERICKSON	4.1
PENOYAR	3.4
TO LEAF (No Siding)	1.3
TO BRAY	4.1
KEGG	4.0
JEROME	4.0
TO-R MT. HEBRON	2.7
TO MACDOEL	1.6
SOMERSET	4.3
MAY	4.5
TO DORRIS	4.5
CALOR	4.0
WORDEN	2.6
ADY	4.1
MIDLAND	3.9
TEXUM	3.3
TO-R KLAMATH FALLS	(108.3)

Block Signals

(1.50)	(6.15)	(4.00)	(1.20)	(1.10)	(4.00)	(3.11)	
12.98	17.32	26.85	17.17	19.62	26.85	33.73	

Time over District.....
Average Speed per Hour.....

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

Third Class trains may pass and run ahead of Second Class trains.

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

First Class Trains of Cascade Line, with orders to meet or pass at Black Butte, use Middle Siding, except when order states that order received by the westward train at Black Butte.

Schedule time and train orders of first-class trains at Klamath Falls apply at passenger station.

Additional Stations {
Pioneer Spur M. P. 335.1
Barnard Spur M. P. 335.4
Graham Industrial Track M.P.356.0
Ivan Spur M. P. 413.6

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
148	Shasta Retreat..MP 323.8 Any Station	Receive and Discharge Receive	Any Station	Any Station K Falls or Beyond

Time Table No. 40

November 18, 1928

DUNSMUIR SUBDIVISION

WESTWARD

STATIONS	Distance from Klamath Falls	FIRST CLASS					THIRD CLASS						
		15	17	13	7	11	229	213	235	231	223	215	217
		West Coast	Cascade	Oregonian	Coach Special	Shasta	Local Freight	Freight	Local Freight	Local Freight	Freight	Freight	Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	
TO-R DUNSMUIR YARD	108.3												
TO-R DUNSMUIR (Pass Sta)	107.4	s 7.55 AM	s 10.40 AM	s 5.18 PM	s 11.35 PM	s 12.23 AM		7.55 AM	3.10 PM		4.45 PM	8.35 PM	4.20 AM
TO SHASTA SPRINGS	104.1	f		f									
SMALL	103.4	7.41	10.27	5.03	11.20	12.11		7.35	2.30		4.29	8.19	4.04
CANTARA	101.9	7.37	10.23	f 4.58	11.15	12.06 AM		7.30	2.00		4.24	8.14	3.43
MOTT	98.1	7.25	10.12	f 4.43	11.03	11.54 PM		7.10	1.35		4.12	8.02	3.26
AZALEA	96.0	7.18	10.06	f 4.36	10.58	11.48		6.58	1.20		3.55	7.45	3.19
TO MOUNT SHASTA	92.8	s 7.10	9.59	s 4.28	s 10.50	11.41		6.40	1.07		3.25	7.35	3.09
UPTON	90.4	7.02	9.54	f 4.18	10.41	11.36		6.25	12.45		3.05	7.22	3.01
DEETZ	87.2	6.55	9.47	f 4.09	10.34	11.29		6.10	12.20		2.55	7.04	2.51
TO-R BLACK BUTTE	84.6	f 6.49	f 9.40	4.00 PM	f 10.25	11.22 PM		5.46	12.10 PM	1.30 PM	2.45 PM	6.55	2.42
HOTLUM	77.3	6.36	9.28		f 10.10			5.28		1.08		6.33	2.20
BOLAM	72.3	6.27	9.20		f 10.01			5.16		12.40		6.19	2.06
ANDESITE	68.8	6.22	9.15		f 9.55			4.59		12.28		6.10	1.57
COUGAR	64.7	6.17	9.09		f 9.48			4.52		12.07 PM		5.48	1.36
POMEROY (No Siding)	62.9												
TO GRASS LAKE	61.0	6.12	9.03		f 9.40			4.40		11.50 AM		5.36	1.21
ERICKSON	56.4	6.06	8.57		f 9.30			4.20		11.35		5.14	12.59
PENOYAR	52.3	6.01	8.52		f 9.23			4.10		11.15		4.59	12.44
TO LEAF (No Siding)	48.9	5.57	8.48		s 9.16			4.02		10.40		4.47	12.32
TO BRAY	47.6	5.54	8.46		f 9.11			3.55		10.15		4.44	12.29
KEGG	43.5	5.42	8.40		f 9.00			3.45		9.20		4.29	12.14
JEROME	39.5	5.33	8.35		f 8.48			3.35		9.10		4.20	12.04 AM
TO-R MT. HEBRON	35.5	5.26	8.30		f 8.42		3.30 AM	3.25		8.55 AM		4.12	11.50 PM
TO MACDOEL	32.8	5.21	8.26		f 8.34		3.15	3.15				4.06	11.35
SOMERSET	81.2	5.17	8.24		f 8.29		3.00	3.05				4.03	11.32
MAY	26.9	5.11	8.18		f 8.22		2.45	2.55				3.53	11.24
TO DORRIS	22.4	f 5.04	8.12		s 8.14		2.30	2.45				3.43	11.16
CALOR	17.9	4.56	8.06		f 8.06		1.30	2.31				3.25	11.06
WORDEN	13.9	4.50	8.01		f 7.59		1.15	2.11				3.12	10.57
ADY	11.3	4.45	7.57		f 7.54		1.05	2.04				3.00	10.51
MIDLAND	7.2	4.38	7.51		f 7.48		12.55	1.54				2.52	10.43
TEXUM	3.3	4.32	7.46		f 7.42		12.45	1.45				2.44	10.35
TO-R KLAMATH FALLS	0.0	4.25 AM	7.40 AM		7.35 PM		12.30 AM	1.30 AM				2.30 PM	10.20 PM
(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily

Time Over District.....	(3.30)	(3.00)	(1.18)	(4.00)	(1.01)	(3.00)	(6.25)	(3.00)	(4.35)	(2.00)	(6.05)	(6.00)
Average Speed per hour.....	30.68	35.80	17.61	26.85	22.52	11.83	16.88	7.93	10.69	11.90	17.80	18.05

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

Additional Stations: Pioneer Spur M. P. 335.1
Barnard Spur M. P. 335.4
Graham Industrial Track M. P. 356.0
Ivan Spur M. P. 413.6

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

First class trains of Cascade Line, with orders to meet or pass, at Black Butte use Middle Siding, except when order states that order received by the westward train at Black Butte.

Schedule time and train orders first-class trains at Klamath Falls apply at passenger station.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
13 13 7	Upper Soda Springs MP 321.1 Shasta Retreat.....MP 323.8 Any Station	Receive and Discharge Receive and Discharge Discharge	Any Station Any Station	Any Station Any Station Klamath Falls

EASTWARD

KLAMATH FALLS SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS			SECOND CLASS		FIRST CLASS			Distance from San Francisco Via Marysville	Time Table No. 40 November 18, 1928	Distance from Crescent Lake	FIRST CLASS			SECOND CLASS		THIRD CLASS				
				386	220	16	8	18				15	17	7	207	387	227	209	225	211	
				G. N. Ry. Mixed	Freight	West Coast	Coach Special	Cascade				West Coast	Cascade	Coach Special	Freight	G. N. Ry. Mixed	Local Freight	Freight	Local Freight	Freight	
				Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yd. WFTPBK				8.15 AM	3.00 AM	10.32 PM	9.25 AM	7.10 AM	429.5	TO-R KLAMATH FALLS	98.9	s 4.10 AM	s 7.30 AM	s 7.25 PM	10.15 AM	s 2.30 PM	2.25 PM	5.05 PM			1.20 AM
64 P				8.21	3.09	10.37	f 9.30	7.14	431.9	CHELSEA	96.5	4.02	7.24	f 7.16	10.00	2.21	2.05	4.57			1.10
68 P				8.27	3.15	10.42	f 9.34	7.20	434.0	WOCUS	94.4	3.56	7.20	f 7.10	9.53	2.15	1.40	4.50			1.03
83 P				8.37	3.27	10.50	s 9.43	7.28	438.9	TO ALGOMA	89.5	3.48	7.13	s 7.02	9.43	2.05	1.20	4.40			12.53
62 P				8.44	3.42	10.56	f 9.49	7.33	442.6	OUXY	85.8	3.42	7.08	f 6.55	9.20	1.55	1.05	4.32			12.45
83 P				8.53	3.54	11.03	s 9.56	7.39	447.2	TO MODOC POINT	81.2	3.35	7.02	s 6.47	9.11	1.45	12.50	4.23			12.36
69 P				9.02	4.06	11.10	f 10.02	7.45	451.8	LOBERT	76.6	3.29	6.56	f 6.40	9.02	1.35	12.30	4.13			12.26
90 WYPBK				9.11	4.18	f 11.17	s 10.11	7.52	456.7	TO-R CHILOQUIN	71.7	f 3.22	6.50	s 6.32	8.47	1.25	12.05 PM	4.03	6.25 PM		12.16
88 P				9.15	4.23	11.20	f 10.16	7.55	458.0	TO PINE RIDGE	70.4	3.18	6.47	f 6.28	8.40	1.14		3.53	6.15		12.06
66 P				9.22	4.31	11.25	f 10.21	8.00	461.1	TO BRAYMILL	67.3	3.14	6.43	f 6.24	8.33	1.06		3.48	6.01		12.01 AM
									463.7	LUMBERTON (Spur)	64.7			f							
85 P				9.32	4.42	11.31	f 10.27	8.05	465.3	CALIMUS	63.1	3.09	6.38	f 6.18	8.23	12.56		3.40	5.50		11.53 PM
									467.9	WARKO (Spur)	60.5			f							
10									469.1	MARTIN (Spur)	59.3			f							
122-71 WYPB				9.42	4.55	11.38	f 10.36	8.13	470.3	TO-R KIRK	58.1	3.03	6.32	f 6.11	8.13	12.44		3.25	5.35		11.38
100 P				9.52	5.06	11.44	f 10.45	8.18	474.5	FUEGO	53.9	2.58	6.27	f 6.04	7.53	12.35		3.17	5.19		11.22
100 P				10.02	5.17	11.50	f 10.53	8.24	478.8	OHINCHALO	49.6	2.52	6.21	f 5.58	7.44	12.26		3.09	5.09		11.14
100 WP				10.12	5.29	11.57 PM	f 11.01	8.30	483.4	LENZ	45.0	2.46	6.15	f 5.51	7.36	12.17		3.01	4.57		11.06
100 P				10.22	5.43	12.04 AM	f 11.08	8.36	488.2	MAZAMA	40.2	2.40	6.09	f 5.44	7.21	12.08 PM		2.46	4.43		10.51
100 P				10.32	6.03	12.10	f 11.16	8.42	492.6	DIAMOND LAKE	35.8	2.34	6.03	f 5.38	7.13	11.59 AM		2.38	4.34		10.43
100 P				10.43	6.16	12.18	f 11.27	8.49	498.0	LONROTH	30.4	2.27	5.56	f 5.30	6.58	11.48		2.28	4.21		10.33
100 PBK				s 11.05 AM	6.29	12.27	s 11.37	8.56	503.3	TO-R OHEMULT	25.1	2.20	5.49	s 5.23	6.49	11.37 AM		2.18	4.08		10.23
100 WYP					6.39	12.33	f 11.43	9.01	507.2	PAUNINA	21.2	2.15	5.44	f 5.15	6.39			2.03	3.58		10.08
100 P					6.57	12.43	f 11.53	9.11	514.8	MOWICH	13.6	2.05	5.34	f 5.05	6.19			1.49	3.40		9.54
100 P					7.09	12.52	f 11.59 AM	9.17	519.5	KOTAN	8.9	1.58	5.28	f 4.58	6.10			1.40	3.30		9.45
100 P					7.20	12.59	f 12.07 PM	9.23	524.0	UMLI	4.4	1.52	5.22	f 4.52	5.55			1.25	3.20		9.30
Term. Yd. WFPBK					7.35 AM	s 1.07 AM	s 12.15 PM	s 9.30 AM	528.4	TO-R CRESCENT LAKE	0.0	1.45 AM	5.15 AM	4.45 PM	5.30 AM			1.00 PM	3.00 PM		9.05 PM
				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(98.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
				(2.50) 26.01	(4.35) 21.57	(2.35) 38.28	(2.50) 34.90	(2.20) 42.38		Time over District.....		(2.25) 40.94	(2.15) 43.95	(2.40) 37.09	(4.45) 20.82	(2.53) 25.59	(2.20) 11.65	(4.05) 24.22	(3.25) 20.99	(4.15) 23.27	
										Average speed per hour.....											

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

Third-class trains may pass and run ahead of second-class trains.

Time of Nos. 386 and 387 at Klamath Falls applies at Great Northern Junction Switch.

Schedule time and train orders of first-class trains at Klamath Falls apply at Passenger Station.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
8	Any Station	Discharge		Klamath Falls or Beyond

DUNSMUIR SUBDIVISION

EASTWARD				WESTWARD								
Capacity of Sidings in Car Lengths	THIRD CLASS			FIRST CLASS		Distance from San Francisco Via Marysville	Time Table No. 40 November 18, 1928	Distance from Ashland	FIRST CLASS		THIRD CLASS	
			224 Freight	14 Oregonian	12 Shasta				13 Oregonian	11 Shasta	233 Local Freight	223 Freight
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	
74-117 WYP		8.15 PM		1.31 PM	7.31 AM	345.0	TO-R BLACK BUTTE	s 3.58 PM	s 11.21 PM	9.30 AM	2.40 PM	
57 P		8.21		f 1.36	7.36	347.0	IGERNA	f 3.50	11.15	9.15	2.25	
59-77 WFYPKB		8.31		s 1.43	f 7.43	348.4	TO-R WEED	s 3.42	f 11.08	9.00 AM	1.43	
53 WYP		8.50		s 1.58	7.57	353.4	TO EDGWOOD	s 3.24	10.56		1.10	
77 P		8.59		2.04	8.03	357.1	METCALF	3.15	10.50		12.55	
75 P		9.11		s 2.11	8.09	361.0	TO GAZELLE	s 3.06	10.44		12.40	
74 P		9.27		s 2.23	8.20	369.1	TO GRENADA	s 2.52	10.34		12.15 PM	
70 PK		9.41		s 2.38	f 8.28	375.5	TO MONTAGUE	s 2.38	f 10.26		11.50 AM	
71 YP		10.18		f 2.52	8.36	380.7	SNOWDON	f 2.22	10.18		11.10	
57 P		10.36		f 3.04	8.47	386.2	AGER	f 2.07	10.07		10.50	
24 P		10.45		f 3.11	8.52	388.4	THRALL	f 1.59	10.01		10.35	
45 WP		11.00		f 3.17	8.57	390.5	KLAMATHON	f 1.52	9.56		10.20	
Yard WFYPKB		11.55 PM		s 3.32	s 9.12	393.1	TO-R HORN BROOK	s 1.45	s 9.50		10.00 9.07	
73 P		12.10 AM		3.38	9.18	395.6	PILOT	f 1.30	9.39		8.45	
72 P		12.20		f 3.45	9.25	397.5	ZULEKA	f 1.25	9.34		8.35	
54 P		12.50		s 3.58	9.38	401.8	TO HILT	s 1.11	9.23		8.15	
22		12.55		4.00	9.40	402.8	COLE	1.09	9.21		7.30	
78 WP		1.00		4.02	9.42	403.6	ORCAL	1.07	9.19		7.25	
62 P		1.20		4.14	9.54	407.4	GREGORY	12.57	9.09		7.08	
73 P		1.35		f 4.22	10.02	410.0	WHITE POINT	f 12.48	9.01		6.47	
101 TP		2.00		s 4.32	f 10.12	412.2	TO SISKIYOU	s 12.36	f 8.54		6.35	
65 P		2.15		4.39	10.17	414.1	VIADUCT	12.26	8.44		6.22	
23 P		2.30		4.44	10.22	415.6	WALL CREEK	12.21	8.39		6.12	
75 P		2.40		4.49	10.26	416.9	FOLIAGE	12.15	8.34		6.02	
60 WP		3.00		s 5.03	10.37	419.3	STEINMAN	f 12.06 PM	8.26		5.50	
76 P		3.15		f 5.13	10.47	422.9	MISTLETOE	f 11.54 AM	8.16		5.30	
76 P		3.30		f 5.22	10.55	425.5	CLAWSON	f 11.44	8.09		5.15	
Term. Yd. WFYPKB		4.00 AM		s 5.35 PM	s 11.05 AM	429.1	TO-R ASHLAND	11.35 AM	8.00 PM		5.00 AM	
		Arrive Daily		Arrive Daily	Arrive Daily		(85.3)	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	
		(7.45) 11.00		(4.04) 20.97	(3.34) 23.91		Time Over District	(4.23) 19.46	(3.21) 25.46	(0.30) 9.20	(9.40) 8.82	
							Average Speed per hour					

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

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

ADDITIONAL FLAG STOPS TO RECEIVE AND DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
13 and 14	Gregory Section House MP 407	Receive and Discharge	Any Station	Any Station

SPECIAL INSTRUCTIONS.



The Following Applications and Additions are made to the Book of Rules:

RULE 2. The following are designated Watch Inspectors:
 San Francisco, 65 Market St., S. A. Pope, Manager Time Service.
 Sacramento, Cal., 1008 K St., H. T. Harger Weed, Cal. Joseph Chenis
 Red Bluff, Cal. G. C. Wilkins Klamath Falls, Ore. A. F. Glover
 Redding, Cal. F. R. Dobrowsky Ashland, Ore. Chas. A. White
 Dunsmuir, Cal. Chas. O. Carlquist
 Portland Ore., Belding and Saxton, 245 Washington Street

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). Only first class trains and trains originating or terminating will register at Dunsmuir (Passenger Station). Two train registers will be maintained at Dunsmuir Yard, one for the Gerber Subdivision and one for the Dunsmuir Subdivision. First-class trains will register by ticket at Dunsmuir Yard.

Westward first class trains registering by ticket at Dunsmuir Yard must be shown only on the Gerber Subdivision register. Registration of westward first-class trains arriving Dunsmuir (Passenger Station) and eastward first class trains leaving Dunsmuir (Passenger Station) will be transmitted by telephone by the operator at Dunsmuir (Passenger Station) to the operator at Dunsmuir Yard who must enter same on the Dunsmuir Subdivision register. Operators will be held responsible for proper transmission and entry and the entry must be verified by the operator at the yard office repeating the registration to the operator at the passenger station.

The Dunsmuir Subdivision register at the yard office must be checked as per Rule 83-C and any first or second class train appearing on the Dunsmuir Subdivision register at Dunsmuir Yard need not be checked against at Dunsmuir (Passenger Station).

The passenger station at Dunsmuir will be the initial and terminal point for first class trains and Dunsmuir Yard for all other trains.

Rule 83 (B). Trains except those originating or terminating may register by ticket at Chemult, Kirk, Chiloquin, Mt. Hebron, Black Butte, Dunsmuir Yard and Redding.

Only trains originating and terminating register at Weed.
 Westward G. N. Ry. trains register by ticket at Klamath Falls.

RULE 83 (D). Westward first class trains will obtain clearance card before leaving Dunsmuir Yard. Trains must obtain a clearance card before leaving
 Hornbrook
 Redding

RULE 93. Yard limits are defined by yard limit signs at the following stations

Gerber	Black Butte	Hornbrook	Klamath Falls
Red Bluff	Weed	Ashland	Kirk
Redding	Montague	Mount Hebron	Crescent Lake
Dunsmuir			

Local freight crews performing initial, terminal, turning point or station switching in Red Bluff, Redding, Black Butte, Mt. Hebron, Weed, Montague, Hornbrook, Ashland, Kirk or Crescent Lake Yard will be considered yard crews within the meaning of Rule 93 of Rules and Regulations of the Transportation Department.

BLACK BUTTE

RULE 98. The normal position of Junction Switch (1200 feet west of Train Order Office) is for Cascade Line.

Track extending from cross-over at east end of east leg of wye to east end of yard will be known as EAST siding. Track extending from west end of yard to connection with Siskiyou Line main track, 1000 feet east of Train Order Office, will be known as WEST siding. Track extending from cross-over at east end of east leg of wye to connection with Siskiyou Line main track, 800 feet east of east water column, will be known as MIDDLE siding.

AUTOMATIC BLOCK SYSTEM

Trains or engines stopped by Signals 2134, 2141 or 2149 at Gerber; 3208 or 3209 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 3928 or 3935 at Hornbrook; 4288 and 4297 at Ashland; 4292 West of Station Klamath Falls; 5282 at Crescent Lake, may then proceed with caution, not exceeding six miles per hour.

Route blade on Signal 4112 at west end of Tunnel No. 13 is normally in stop position and may be passed, providing top arm is in proceed position and train is to enter Siskiyou on main track.

When west switch of siding at Siskiyou is lined for siding and siding is not occupied between west switch and point sixty feet west of cross-over switch, and main track is not occupied between Signal 4112 and fouling point of cross-over to turntable track, top arm of Signal 4112 will indicate stop and route blade will indicate proceed, permitting train to pass Signal 4112 and take siding, providing train is required to take siding.

When a westward train is holding main track at Siskiyou to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains

Trains moving in either direction between WEST and MIDDLE sidings must protect against overdue Siskiyou Line first class trains in accordance with Rule 99.

Helper engines may use that portion of Siskiyou Line main track between junction switch and a point 200 feet east of wye switch, except when a first class train is due.

Siskiyou Line trains, except first class, must approach and move between a point 200 feet east of wye switch and junction switch prepared to stop, expecting to find engines turning on wye or trains or engines moving in either direction, between WEST and MIDDLE sidings.

The normal position of switch on Siskiyou Line main track, 443 feet east of Junction Switch, is for track leading to WEST siding.

CHEMULT

Junction Switch of Great Northern Railway located in siding 130 feet east of west switch at Chemult. Normal position of Junction Switch will be for Southern Pacific track.

KLAMATH FALLS

Junction switch of Great Northern Railway is located at Mile Post 428.4, 2773 feet east of west switch of yard. Normal position of switch is for Southern Pacific main track.

The following Applications and Additions are made to the Book of Rules:

RULE 99 will ordinarily be regarded as observed in the protection of the rear end of first class trains standing at station platform at Gerber, Redding, Dunsmuir, Black Butte, Klamath Falls, Crescent Lake, Hornbrook and Ashland, when flagman takes position 30 feet to the rear of the train, providing no following first class schedule of the same direction, or section thereof, is due by timetable. If stop is longer than usual, or weather is obscured by fog or storm, or other circumstances make it necessary to increase the distance to insure safety, flagman must go back sufficient distance to insure full protection.

RULE 103 (A). A trainman must protect the following crossings before switching move is made over same:

- Red Bluff..... All street crossings.
- Redding..... All street and highway crossings.
- Dirigo..... Highway crossing over industrial track.
- Mount Shasta..... Alma Street.
- Deetz..... Highway Crossings over industrial tracks.
- Dorris..... Highway crossing over industrial track.
- Dorris..... Highway crossing east of station.
- Chiloquin..... Main crossing.
- Modoc Point..... Highway crossing over all tracks.
- Weed..... All street crossings.
- Montague..... Crossing over stock track to Post-office.

Automatic street and road crossing signals do not protect crossings against movements on auxiliary tracks or reverse movements on main or auxiliary track. Trainmen and yardmen must protect crossings while such movements are being made.

The above instructions do not relieve trainmen and yardmen from protecting other crossings if conditions make it necessary.

RULE 221. That portion reading "Train-order office hours will be shown in the Time Table" is cancelled.

When train order signal indicates proceed in both directions by day and in addition the light indicates proceed by night, the office will be considered a closed train order office.

RULE 516. Overlap posts affecting trains are located:

- Eastward Trains:—Dunsmuir Yard—515 feet west of signal 3210.
- White Point—1000 feet west of signal 4104.
- Viaduct—Fouling point west end of siding.
- Wall Creek—Fouling point west switch.
- Leaf—Fouling point west switch.
- Texum—Near middle of yard.

occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

Westward trains receiving an order to meet an opposing train on track known as the turntable lead at Siskiyou (this is the track on the south side of main track used by helper engines in moving to and from turntable) will not pass Signal 4125 until it is known that opposing train has passed Signal 4112 at west end of Tunnel 13.

When necessary to send flagman through tunnel 13 train must wait until flagman calls on telephone from opposite end of tunnel and advises that track is clear for train to proceed.

When distant signal 4145 at east switch Viaduct indicates caution, westward trains must be prepared to stop before reaching fouling point at west end of siding.

Train occupying sidings or other tracks in territory protected by light signals must not open switch nor foul main track except under flag protection, when light is displayed in outgoing light signal unless train to be met has just passed. If light signal displays no indication account snow in hood, snow must be removed.

When leaving Automatic Block Signal territory, a fusee must be left at, or near, the last signal in the direction train is moving. Conductors and enginemen having knowledge from any source of a train preceding them less than ten minutes leaving

Westward Trains:—Wall Creek—Fouling point west switch.
 Pine Ridge—Near middle of yard.
 Somerset—Middle of yard.

RULE 867. Passenger trains descending grade will stop four minutes at Steinman and freight trains descending grade will stop as indicated below, where trainmen will make careful inspection of all cars in train:

- Steinman or Foliage..... 10 minutes
- Gregory or White Point..... 5 minutes
- Cole or Oreal..... 5 minutes
- Weed or Edgewood..... 5 minutes
- Mott or Azalea..... 5 minutes
- Andesite or Bolam..... 5 minutes

Trains handling logs must stop and inspection made by crew of load and chains before passing through tunnels and over Sprague River Bridge west of Chiloquin and Dry Canyon Viaduct between Hotlum and Bolam, except local freight trains between Ashland and Hornbrook when handling few cars of logs loaded in gondola cars.

Two Dietz lanterns must be placed on rear of caboose after dark so that crew may observe track from rear door of caboose in order to enable them to detect any logs which may have fallen from train. Where trains handling logs take siding for a passenger train, train must be inspected to see that proper clearance exists to insure safe movement for passenger train.

Trains handling logs having stopped for inspection before passing over Dry Canyon Viaduct need not make an additional stop at Andesite or Bolam.

Freight trains between Gerber and Redding if stopped at Redding, need not make an additional stop for inspection, providing running inspection of train is made at Red Bluff.

Light engines on descending grade will stop sufficient time at regular freight train inspection station for inspection of engine and to permit heat of tires to equalize.

RULE 873.

DESCENDING GRADES:

This applies between Edgewood and Delta
 Snowdon and Ashland
 Grass Lake and Black Butte

RULE 875. Running air brake test must be made:

- Snowdon..... Eastward passenger trains.
- Black Butte { Westward passenger trains.
- { Eastward passenger trains via Weed.
- Grass Lake..... Westward passenger trains.

RULE 876. Standing air brake test must be made:

- Siskiyou..... All trains.
- Grass Lake..... Westward freight trains.
- Hornbrook..... Eastward trains.
- Black Butte..... Siskiyou line freight trains.

Eastward trains which have made standing air brake test at Mt. Shasta or Deetz need not make standing test at Black Butte.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water, and where head engine cannot handle forward portion without assistance of helper, latter must not be cut off until forward portion has been shoved beyond water tank.

Leading and helper engines must not be cut off from head and rear portion of train at the same time at Steinman when taking water. When leading engine is coupled to train, after taking water, engineman will place automatic brake valve on lap, then sound one long whistle signal. Helper engineman will then make fifteen pounds reduction of brake pipe pressure, leading engineman noting fall of brake pipe pressure will release brakes and after brake pipe has been charged, helper engine may then be cut off. Trainmen will not cut off helper engine until advised by helper engineman that brake pipe has been recharged.

Block Signal territory, must space themselves at last signal in accordance with Rule 91. Signals in Dunsmuir Yard will govern tracks as follows:

Signal 3218 governs movement from work track through cross-over and on main track to Signal 3222.

Dwarf light Signal 3214 at derail east end of drill track governs movement from drill track to work track and will indicate clear only when both derail and switch to work track are open and track is unoccupied.

Signal 3222 governing eastward trains is located on left side of track.

Signal 5031 on Great Northern Ry. at junction switch, Chemult, governs movement of trains and engines from Great Northern Railway track to joint track. If signal does not indicate proceed when switches are lined for this movement, joint track must not be occupied without first complying with Rules 99 and 509.

Signal 4282 located at derail on Great Northern Railway at junction switch Klamath Falls, governs movement of trains and engines from Great Northern Railway Track to joint track. If signal does not show lighted green indication after main track and derail switches are lined for this movement, joint track must not be occupied without first complying with Rules 99 and 509.

INTERLOCKING

Switches at east end of westward siding at overhead bridge Redding are electrically controlled and operated from telegraph office. Trains stopped by signals must communicate with operator by telephone located on cabinet near switches and if authorized, movement may be made following flagman as per Rule 509. Letters "SA" applied to Number plate of interlocking signals identify them as semi-automatic signals.

USE OF RETAINERS

Passenger Trains

All retainers will be used from Siskiyou to Ashland except that accessible retainers will be turned down after passing Yard Limit Board, Ashland, and from Siskiyou to Orcal and before passing over Bailey Hill until the water stop is made at Hornbrook, except that retainers on head end cars must be used from Siskiyou to Hornbrook and if stop is made at Hilt, they should be turned down momentarily.

Accessible retainers to be used Black Butte to Edgewood. From Azalea to East Switch, Dunsmuir, accessible retainers to be used, except that if stop is made at Shasta Springs or west, retainers may be released.

In operating retainers, they should be turned up commencing at head end, and when turned down, commencing at rear end of train.

Freight Trains

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

All retainers will be used descending grade between Ashland and Hornbrook, except that on eastward trains of empties, or trains consisting of loads and empties, every other retainer may be used on rear portion of the train.

All retainers must be used descending grade from Siskiyou to Hornbrook, and if necessary to cut out brake on any car conductor and engineman must be notified before train is allowed to proceed. Retainers must be turned down momentarily ascending grade Orcal to Hilt.

Sufficient retainers to control train will be used descending grade between Dunsmuir and Edgewood, Snowdon and West switch Hornbrook, and not less than fifty per cent of retainers must be used between Edgewood and Dunsmuir Yard. When all retainers cannot be used, due to light grade condition, or trains consisting principally of empties, all retainers should be used on head end of train and every other retainer or third retainer, as conditions warrant, turned up throughout remainder of train.

If stop is made between Thrall and Hornbrook, retainers must be turned down. Sufficient retainers to control trains of logs may be turned up on head end of trains descending grade between Kirk and Chiloquin.

Retainers must be turned up on half of loaded cars in train, one-half of them to be turned up solid on head end and remainder to be turned up on every other car until required number are turned up, Grass Lake to Black Butte.

Between Grass Lake and Black Butte on account of retainers being used, the speed of westward freight trains will not exceed 25 miles per hour and for the first five miles the time consumed in traveling any one mile will not be less than 3 minutes.

Retainers on one-fourth of the cars in train will be turned up on head end of all trains of forty-five cars or more Dunsmuir to Gibson.

Additional retainers will be turned up or down on instructions of engineer, if in his judgment it is necessary.

On loaded freight cars, except refrigerator cars, equipped with the 10-20 and 15-30 pound retainers, the maximum retaining pressure must be used on descending grade between Hornbrook and Ashland.

MISCELLANEOUS

1. Should air brakes become inoperative from any cause, train must be immediately secured with hand brakes and neither engine nor cars moved until brakes are made operative. Chief Train Dispatcher must be advised immediately of the trouble and if engineman cannot make repairs another engine must be called for. A train overtaking a train having a disabled air compressor must be properly secured with hand brakes. Engine will then be cut off and coupled to rear of the non-air train, brake pipe charged to standard pressure and air test made from front end of engine having defective air compressor. Disabled train with air brakes operative throughout will then be moved to nearest siding at a safe rate of speed, not exceeding six miles per hour on descending grades, and sufficient hand brakes must be set to effectively control slack action. If brakes on engines with defective air compressor are inoperative, Engineman will place reverse lever in opposite motion to which train is to be moved, and set hand brake on engine tender if moving forward in direction before disabled train is moved. Enginemen and conductors must have thorough understanding as to what is to be done and trainmen must be so stationed on the train as to be able to effectively pass signals.

2. Not more than one 2-10-2, SP-1 and 2 or Mallet type engine must be placed on head end of freight trains, nor more than two Consolidations or one Mikado and one Consolidation. 2-10-2, SP-1 and 2 or Mallet type engines must not be coupled ahead of 2200 or 2900 type engines when tonnage behind 2200 is in excess of its rating as shown in time table.

3. Helper enginemen on passenger trains will close cut-out cock between reducing valve and signal valve in air signal line, allowing signal system to be charged from road engine.

4. At points where engine is to be changed or cars set out or picked up, rear brakeman will open steam valve on rear of train at station one mile board and enginemen will shut off the steam one half mile from station.

5. Track between passenger station and main track at Klamath Falls from cross-over at freight station to easterly connection with main track will be known as PASSENGER SIDING.

- 6. Outfit cars must not be left in front of warehouses, storehouses, or other buildings.
- 7. Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.
- 8. Engines equipped with pilot plows must not be operated past log landings.
- 9. Instructions for setting hand brakes at Dunsmuir.

Passenger Trains.....	{ Two brakes on East End. Three brakes on West End.
Freight Trains.....	{ Three brakes on East End. Ten brakes east of overhead bridge. Seven brakes on West End.

- 10. Instructions for setting hand brakes at Dunsmuir Yard.
- Passenger Trains..... { Three brakes on East End.
Four brakes on West End.
- Freight Trains..... { Ten brakes on West End.
Ten brakes in center of train.
Five brakes on east end.

- 11. Instructions for setting hand brakes at Ashland.
- Passenger Trains..... { Two brakes on east end.
Five brakes on west end.
- Freight Trains..... { Five brakes on east end.
Five brakes on west end.

- 12. Instructions for setting hand brakes at Klamath Falls.
- Passenger Trains..... { Two brakes on west end.
Two brakes on east end.
- Freight Trains..... { Five brakes on west end.
Five brakes on east end.

13. Hand brakes on freight trains must be set with the assistance of a brake club after train has come to a stop. Any employe releasing any of these brakes, must set as many others to replace them.

14. Engines must not be cut off freight trains at Dunsmuir, Dunsmuir Yard, Klamath Falls and Ashland until sufficient hand brakes set to secure train and yard air must not be coupled into train until engine is cut off.

15. Engines of freight trains, except eastward at Morley, must be detached to take oil.

16. Locomotive cranes or other similarly constructed cranes must be handled in train with heavy end forward and must be moved in local freight trains.

- 17. Instructions to prevent accumulation of moisture in brake pipe:
 - (a) Car inspectors must blow water out of yard air line fully and suddenly before coupling into train at any time.
 - (b) At Klamath Falls, Crescent Lake, Ashland and Dunsmuir yard from October 1st to May 1st, upon arrival of freight trains, the hose on first five head end cars must be uncoupled and the brake pipe thoroughly blown out consecutively from an engine or yard air line.
 - (c) Before coupling locomotive to any train at any time from October 1st to May 1st, brake pipe must be blown out at angle cock on end of locomotive next to train, while engineer has brake valve handle in release position.
 - (d) Whenever any cars are set out enroute at any time, the brake pipe must be blown out from the head end of the cars set out and the angle cock left open.
 - (e) Before starting descent of grade with freight train at Kirk, Grass Lake, Black Butte with Siskiyou Line train, and Siskiyou, between October 1st and May 1st, the brake pipe at the forward portion of the train must be blown out by uncoupling the hose between the first and second cars, then opening angle cock on the head end of second car and rear of first car.
 - (f) An emergency hose must be applied on freight trains at the most accessible place between the 8th and 15th car from head end and between October 1st and May 1st, in addition to the emergency hose in middle of train.

GERBER SUBDIVISION

21. At Redding, eastward siding is first track from main track going east to connection with westward siding at water column. Westward siding is second track from main track going east and continues to overhead bridge. Normal position of inside switches is for eastward siding.

22. Freight cars must not be left on coach track, Redding, when track is occupied by passenger cars.

23. Engines heavier than 210 M's on drivers must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars from the train must be coupled to engine while doing the work.

Red Bluff.....	Pioneer Fruit Spur.
Redding.....	Hoefer's and Sterling Lumber Co. Spurs.
Keswick.....	Mountain Copper Co.
Kennet.....	High Line Spur and Bridge.
Pollock.....	Spur.
Lamoine.....	Industrial Tracks.
Gibson.....	Spur.
Dirigo.....	Industrial Tracks.

24. Engines must not use cross-over to S. V. & E. Ry. or S. V. & E. Ry. storage track east of owner's post at Pitt.

26. Eastward trains, except first class, will not enter west end Dunsmuir Yard and westward engines and trains, except first class, will not pass Signal 3213 at signal shop east end Dunsmuir Yard, without proceed signal from yardman.

DUNSMUIR SUBDIVISION

30. Engines heavier than 210 M's on drivers must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars from the train must be coupled to engine while doing the work.

Deetz.....	Stem of Wye to Black Butte Quarry.
Igerna.....	Spur.
Weed.....	Shed Spur.

31. Locomotives must not operate over following Industrial Tracks: Montague.....Wetzel Spur.
Ager.....Spur beyond signal just east of Road Crossing.

32. Thrall siding must not be used by passenger trains or engines heavier than 210 M's on drivers, except that two hundred feet of siding at west end may be used by light engines of any class. Engines must not use track of California, Oregon Power Co. at Thrall.

33. Engines heavier than 210 M's must not be operated on industrial tracks between Bray and Klamath Falls and must use cars from the train when necessary to do the work.

34. At Mt. Hebron eastward siding is located on left hand side of main track going east and westward siding on left hand side of main track going west. East cross-over switch on eastward siding must be normally lined for stock track.

36. When necessary to occupy McCloud River Railroad Company's tracks at Mount Shasta, including the west leg of wye it must be under protection of flag. Trackage arrangements with McCloud River Railroad Company prohibit this company's trains or engines using their main track from clearance with interchange track east end of yard to point opposite station building.

37. Freight trains which cannot get into clear at Cantara for first class trains will remain at Small or Mott.

38. Rear brakemen on freight trains descending grades between Dunsmuir-Metcalf, Snowdon-Ashland, Grass Lake and Black Butte will observe track from rear door of caboose that trains may be stopped in event of derailment. Dietz lantern placed on rear of caboose will be used at night to assist in observing track. On four brakemen trains fourth brakeman will be stationed near emergency hose on train, swing brakeman will ride cupola of caboose to watch train and for signals. This will not interfere with other assignment of brakemen by Conductor should necessity require it. In the absence of brakeman in cupola, Conductor must devote as much time as possible to watch train.

39. Freight trains taking siding at Grass Lake stop east of east house track switch to permit engine movement around wye track. East and West house track switches, Grass Lake, will be normally lined for legs of wye.

40. On arrival at Siskiyou, on westward trains, hand brakes must be set ahead of helper engine before cutting off and on rear portion of train when backing down to cut out helper.

41. The following rules will govern the handling of a passenger train which has parted from any cause on grades between Dunsmuir and Ashland. On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes must be set on detached portion starting at rear and head end, turning up retainers on all cars as hand brakes are being set. Air brakes must immediately be fully charged on detached portion by using air hose carried in baggage car for that purpose. If for any reason detached portion cannot be recharged immediately, or if necessary to leave rear portion standing, rear truck of detached portion must be chained to the rail in such manner as to derail cars should they start. Attempt must not be made to couple to detached portion until brake pipe has been fully charged and chain removed. After the train has been coupled, air must be applied from engine before hand brakes and retainers are released.

42. The tonnage of any freight train between Siskiyou-Hornbrook and Siskiyou-Ashland must not exceed 100 Ms per operative brake or 56 loads when handled on descending grade by Mallet, 2-10-2 or SP type engines. When other class engine used 90 Ms per operative brake will govern. Westward trains must not be moved out of Ashland in excess of this tonnage per operative brake. The limit of cars on eastward trains of empties will be governed by the full crew requirements.

45. Siding at Weed is located east of station building on opposite side of main track.

46. SP-1 and 2 type engines backing up must not use back coach track at Weed from east leg of wye.

47. Following whistle signals will be used by Siskiyou line trains to recall flag between Junction Switch at Black Butte and Weed.

From East six long.

From West four long, one short.

49. No movement of trains, engines or cars must be made on old siding in front of telegraph office Weed while a train is moving on main track.

50. At Ashland Shasta Division first class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first class train if track is known to be clear. Siding is first track to right of main track going east.

SPECIAL INSTRUCTIONS—Continued

Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track.

Westward freight trains will use No. 4 track and when necessary double to No. 2 track.

During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

The initial switch for Eastward trains at Ashland is First Switch to First Cross-over, 300 feet east of Standard Oil Co's spur.

51. Westward passenger trains making station stop at Steinman will stop with rear end west of the east switch.

KLAMATH FALLS SUBDIVISION

52. Movements of Great Northern Railway trains and engines at Klamath Falls between initial switch east end of yard and Junction switch of Great Northern Railway, will be directed by Yardmaster or his representative.

53. At Crescent Lake Shasta Division first class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first class train if track is known to be clear. Passenger siding is track between main track and station building.

55. Engines heavier than 210M's on drivers must not be operated on industrial tracks between Klamath Falls and Kirk, except engines not heavier than 275 M's on drivers may operate over the following.

Algoma	Log Spur
Modoc Point	Lamm Lbr. Co. Spur
Lumberton	Ewauna Lbr. Co. Spur

SCALES

60. Track scale at Matheson is private scale.

WATER SUPPLY BETWEEN STATIONS

61. Three-quarter mile east of Cantara, one-quarter mile east of Grenada.

SPEED RESTRICTIONS

70. Speed of Passenger Trains must not exceed 50 miles per hour except on tangent track between mile post 355½ and Crescent Lake where maximum speed of 60 miles per hour is permissible. Speed of freight and mixed trains must not exceed 35 miles per hour except on tangent track between mile post 355½ and Crescent Lake where maximum speed of 40 miles per hour is permissible.

Trains with freight equipment fulfilling first class schedules will not exceed maximum speed allowed freight trains.

Trains must not exceed the speed in miles per hour shown below. This does not authorize exceeding other speed restrictions specified.

Speed Restrictions, in Miles Per Hour, Will Apply as Follows:

Page No.	Between	PASSENGER				FREIGHT AND MIXED			LIGHT ENGINES RUNNING FORWARD		
		Maximum	With SP-1, SP-2, F-1, F-3, F-4, F-5, Engines	With MM-2, MK-2,4,5, and 6, C-2,4,5,8, 9 and 10 Engines G. N. Ry. F-5 Class	With Other Type Except MC-2,4, and 6, Engines	Maximum	With MC-1,2,4, and 6 Engines	Engines and Motors Backing (with or without trains)	SP-1, SP-2, F-1, F-3, F-4, F-5, MK-2,3,5 MT-1,3,4	E, T, A, and P Class	C, TW, and MC, MM Class G. N. Ry. F-5 Class
2, 3	Gerber and Redding.....	50	45	45	50	35	25	25	40	45	35
2, 3	Redding and one mile east of Middle Creek . . .	40	40	40	40	35	25	25	40	45	30
2, 3	One mile east of Middle Creek and Dunsuir... Exception: Eastward Freight Trains (One mile east of Middle Creek and Dunsuir).....	28	28	28	28	20	20	15	25	25	25
4, 5	Dunsuir and Azalea.....	25	25	25	25	20	20	15	25	25	25
4, 5	Azalea and Deetz.....	30	30	30	30	20	20	15	25	25	25
4, 5, 7	Deetz and Edgewood.....	25	25	25	25	20	20	15	25	25	25
4, 5	Black Butte MP 345 to 355½.....	35	35	35	35	25	25	15	25	25	25
4, 5	MP 355½ and Klamath Falls.....	60	45	45	60	35	25	20	30	45	30
6	Klamath Falls and Crescent Lake.....	60	45	45	60	35	25	20	30	45	30
7	Edgewood and Snowdon.....	50	45	45	50	35	25	20	30	45	30
7	Snowdon and Ager.....	30	30	30	30	20	20	15	25	25	25
7	Ager and Thrall.....	25	25	25	25	20	20	15	25	25	25
7	Thrall and Hornbrook.....	30	30	30	30	20	20	15	25	25	25
7	Hornbrook and Hilt.....	25	25	25	25	15	15	10	20	20	20
7	Hilt and Cole.....	30	30	30	30	20	20	10	20	20	20
7	Cole and Clawson.....	25	25	25	25	15	15	10	20	20	20
7	Clawson and Ashland.....	30	30	30	30	20	20	10	20	20	20
2, 3	Red Bluff Over Street Crossings.....	12	12	12	12	12	12	12	12	12	12
2, 3	Redding Over Street Crossings.....	15	15	15	15	15	15	15	15	15	15
7	Chiloquin Over Street Crossing.....	25	25	25	25	25	25	15	25	25	25
..	Through Crossovers, Turnouts and on Sidings..	15	.....	.....	.....	15	10	6	.....	.....	.....

Passenger trains handled by SP and F type locomotives must not exceed 25 miles per hour on curves in the following territory:

- One mile east of Middle Creek to Edgewood.
- Snowdon to Klamathon.
- Hornbrook to Ashland.

This does not authorize a speed of 25 miles per hour in territory protected by slow boards requiring a lesser speed.

On dredger fills between Worden and Midland, Texum and Klamath Falls, Wocus and Oxy, Passenger Trains will not exceed forty-five miles per hour and Freight and Mixed Trains thirty miles per hour.

Yard engines must not exceed 20 miles per hour on tangent and 15 miles per hour on curves.

Engines moving westward on siding Lamoine must not exceed 8 miles per hour over spur switch at east end.

Engines using wye at Hornbrook must not exceed speed of 8 miles per hour.

Eastward trains must not exceed 15 miles per hour over switch at Barnard and 10 miles per hour when making switching moves.

Relief trains with steam derricks must not exceed 25 miles per hour and will be governed by speed restrictions for freight trains.

Trains handling logs must not exceed 20 miles per hour and must reduce speed to six miles per hour through tunnels and over the following bridges:

- Sprague River Bridge, West of Chiloquin.
- Dry Canyon Viaduct, between Hotlum and Bolam.
- Klamath River Bridge, east of Klamathon.
- Castle Creek Bridge, east of Castella.

and all crossing over the Sacramento River except 2nd, 4th, 5th and 18th crossings. Speed must be reduced to ten miles an hour when delivering ice or bundles of papers.

First class trains approaching passenger station Dunsuir and Ashland will do so with caution when track next to main track is occupied by passenger train expecting to find main track fouled by baggage or express trucks.

SPEED TABLE

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

STRUCTURES LESS THAN STANDARD CLEARANCE

M. P.	BETWEEN	Structure	Height	Crossing
276.6	Kennet.....	Pitt.....	Tunnel No. 2..	17' 5½"
278.9	Pitt.....	Morley.....	Tunnel No. 3..	18' 2"
286.4	Elmore.....	Antler.....	Bridge No. 3..	21' 9½"
288.9	Pollock.....	Antler.....	Tunnel No. 6..	21' 2"
295.6	Smithson.....	Delta.....	Tunnel No. 7..	18' 2½"
299.8	Delta.....	Lamoine.....	Tunnel No. 8..	18' 00"
301.8	Lamoine.....	Gibson.....	Bridge No. 6..	21' 8½"
302.2	Lamoine.....	Gibson.....	Bridge No. 7..	21' 9"
305.3	Gibson.....	Sims.....	Bridge No. 8..	21' 9"
305.4	Gibson.....	Sims.....	Tunnel No. 9..	17' 8"
306.7	Fisher.....	Sims.....	Bridge No. 9..	21' 9"
307.0	Fisher.....	Sims.....	Tunnel No. 10..	18' 1"
308.6	Fisher.....	Sims.....	Bridge No. 10..	21' 9"
308.9	Gibson.....	Sims.....	Bridge No. 11..	21' 9"
310.3	Sims.....	Flume.....	Bridge No. 12..	21' 10"
310.4	Sims.....	Flume.....	Tunnel No. 11..	18' 1½"
310.6	Sims.....	Flume.....	Bridge No. 13..	21' 9"
315.8	Castella.....	Dirigo.....	Bridge No. 1..	21' 10"
317.6	Castle Rock.....	Castle Crag.....	Bridge No. 14..	21' 9"
317.8	Castle Rock.....	Castle Crag.....	Bridge No. 15..	21' 9"
325.0	Shasta Retreat.....	Shasta Springs.....	Bridge No. 16..	21' 00"
327.2	Small.....	Cantara.....	Bridge No. 17..	21' 9"
329.4	Cantara.....	Mott.....	Tunnel No. 12..	19' 00"
390.9	Klamathon.....	Hornbrook.....	Bridge.....	21' 8"
411.3	White Point.....	Siskiyou.....	Tunnel No. 13..	18' 00"
414.6	Viaduct.....	Wall Creek.....	Tunnel No. 14..	18' 3"
415.2	Viaduct.....	Wall Creek.....	Tunnel No. 15..	18' 6"
419.9	Steinman.....	Mistletoe.....	Tunnel No. 16..	18' 4"
407.8	Dorris.....	Calor.....	Tunnel No. 1..	21' 4"
400.0	Dorris.....	Calor.....	Tunnel No. 2..	21' 4"
427.1	Texum.....	Klamath Falls.....	Highway Bridge.....	21' 11"
456.0	Lobert.....	Chiloquin.....	Bridge.....	21' 10"

Steinman and Sims water tanks, impaired side clearance. Employees are warned that it is dangerous to stand erect on top of cars or to ride on sides of cars while passing these points and that they must protect themselves from injury.

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco.....	Dr. W. B. Coffey.....	Chief Surgeon and Manager
Dunsuir.....	Dr. C. W. Ankele.....	District Surgeon.
Dunsuir.....	Dr. E. J. Cornish.....	District Surgeon.
Mt. Shasta.....	Dr. Paul Wright.....	District Surgeon.
Weed.....	Dr. W. E. Tebbe.....	District Surgeon.
Montague.....	Dr. C. W. Nutting.....	District Surgeon.
Montague.....	Dr. G. W. Dwinell.....	District Surgeon.
Montague.....	Dr. Chas. Pius.....	District Surgeon.
Hornbrook.....	Dr. F. B. Lucas.....	District Surgeon.
Hilt.....	Dr. H. A. Morse.....	District Surgeon.
Ashland.....	Dr. F. G. Swedenburg.....	Assistant District Surgeon.
Ashland.....	Dr. E. A. Woods.....	District Surgeon.
Gerber.....	Dr. F. J. Bailey.....	District Surgeon.
Red Bluff.....	Dr. J. A. Owen, Jr.....	District Surgeon.
Cottonwood.....	Dr. R. G. Frey.....	District Surgeon.
Anderson.....	Dr. G. E. Flora.....	District Surgeon.
Redding.....	Dr. C. A. Mueller.....	Assistant District Surgeon
Dorris.....	Dr. Paul Baron.....	District Surgeon.
Klamath Falls.....	Dr. E. D. Johnson.....	Assistant District Surgeon.
Klamath Falls.....	Dr. Chas. V. Rugh.....	Assistant District Surgeon.
Klamath Falls.....	Dr. Bernard J. Rea.....	Oculist and Aurist.
Chiloquin.....	D. L. T. Brock.....	District Surgeon.

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO, CAL.
S. P. HOSPITAL.....SACRAMENTO, CAL.

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

LOCATION OF STRETCHERS

GERBER KENNET MT. SHASTA MONTAGUE ASHLAND
REDDING DUNSMUIR WEED HORN BROOK KLAMATH FALLS
DUNSMUIR YARD CRESCENT LAKE

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

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Ashland and Hornbrook	Dunsmuir and Edgewood to Black Butte	Snowdon to Edgewood to Hornbrook	Hornbrook to Snowdon	Gerber to Dunsmuir	Dunsmuir to Gerber	Dunsmuir to Gerber	Black Butte to Grass Lake	Mt. Hebron to Dunsmuir	Grass Lake to Klamath Falls to Crescent Lake to Mt. Hebron	Klamath Falls to Crescent Lake
				Single	Single	Single	Single	Single	Single	Double Hooker Hill	Single	Single	Single	Single
T-1	T-63 20/26 112	2235 to 2273.....	180	410	680	1320	910	1320	2360	2600	1050	1600	3250	1850
T-26	T-69 21/28 152-S	2283 to 2300.....	200	.....	800	.....	.....	.....	.....	.....	1350	2000	4100	2350
T-23	T-63 21/28 148-S	2301 to 2308.....	210	590	1010	1930	1350	1930	3430	3780	.....	.....	.....	.....
T-28	T-63 22/28 162-S	2311 to 2352.....	210	700	1100	2120	1480	2120	3770	4140	1750	2600	5250	3050
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2860.....	210	800	1260	2380	1670	2380	4190	4610	1950	2950	5850	3400
C-9, 10	C-57 22/30 194-S													
C-8	C-57 22/30 192-S													
C-5	C-57 22/30 187-S													
C-5	C-57 22/30 185-S													
C-5	C-57 22/30 180													
C-5	C-57 22/30 178													
C-2	C-57 22/34 180-S													
C-4	C-57 22/34 183-S													
C-2	C-57 22/34 172													
C-4	C-57 22/34 176	185	670	1070	2040	1430	2040	3610	3970	1700	2550	5050	2950	
MK-2, 4	MK-57 23 1/2 30 206-S	3200 to 3240.....	210	930	1470	2780	1950	2780	4910	5400	.....	.....	.....	.....
MK-5, 6	MK-63 26/28 210-S	3241 to 3277.....	200	950	1500	2840	2000	2500	5040	5540	.....	.....	.....	.....
F-1	F-63 27 1/2 32 273-S	3600 to 3652.....	200	1160	1800	3300	2430	3300	6100	6700	2800	4300	8000	4950
F-4, 5	F-63 29 1/2 32 306/B-61-SF	3668 to 3763.....	200	1250	2000	3930	2600	3700	6960	7650	3200	4900	8000	5650
F-5	F-63 29 1/2 32 306/B-62-SF	3764 to 3768.....												
F-6	F-63 29 1/2 32 314/B-61-SF	3769.....												
MC-2	MC-57 2 5/8-4 1/2 394	4000 to 4009, 4011 to 4016.....	200	1350	2200	4830	2900	4300	8000	.....	.....	.....	.....	.....
MC-4	MC-57 2 5/8-4 1/2 398	4017 to 4027.....												
MC-6	MC-57 2 5/8-4 1/2 401-S	4029 to 4040, 4042, 4043.....												
MC-6	MC-57 2 5/8-4 1/2 395-S	4044 to 4048.....												
MM-2	MM-63 2 5/8-3 3/8 320-SF	4200 to 4211.....	200	1130	1650	3510	2450	3250	6270	6890	2600	4400	8000	5050
MT-1,3,4	MT-73 28/30 246/B-60-SF	4300 to 4358.....	210	1000	1660	3340	2310	3240	6220	6850	2500	3850	7800	4500
SP-1	SP-63 2 5/8-3 3/8 316/B-60-SF	5000 to 5015.....	225	1440	2300	4750	3140	4350	8000	.....	3650	5400	8000	6250
SP-2, 3	SP-63 2 5/8-3 3/8 317/B-61-SF	5016 to 5048.....												
Allowance for Empty and Unloaded Cars			Less than 40 M's.....	3	3	3	3	3	6	6	3	3	6	6
			40 M's to 50 M's.....	0	0	0	0	0	3	3	0	0	3	3
			More than 50 M's.....	0	0	0	0	0	0	0	0	0	0	0

RULING GRADES

District	Per Cent Grade	Degree Maximum Curve	Per Cent Equivalent Grade
Gerber to Dunsmuir.....	1.27	10°	1.27
Middle Creek to Gerber.....	0.80	2°	0.87
Dunsmuir to Edgewood.....	2.2	14°	2.2
Snowdon to Edgewood.....	1.00	10°	1.00
Edgewood to Hornbrook.....	1.00	10°	1.00
Hornbrook to Ashland.....	3.3	14°	3.3
Hornbrook to Snowdon.....	1.8	10°	1.8
Dunsmuir to Mt. Shasta.....	2.2	14°	2.2
Mt. Shasta to Grass Lake.....	1.42	10°	1.42
Klamath Falls to Kirk.....	0.85	4°	0.85
Kirk to Crescent Lake.....	0.4	3°	0.4
Klamath Falls to Mt. Hebron.....	0.4	4°	0.4
Mt. Hebron to Grass Lake.....	1.0	4°	1.0

SPECIAL INSTRUCTIONS—Concluded.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Class	All Steel	Steel Underframe	Wood
Baggage—60 ft.....	92,100		
Baggage—66 ft.....	127,400		
Baggage—70 ft.....	121,300		
Baggage.....			77,600
Baggage—(Dynamo).....	102,700		
Baggage and Mail—60 ft.....	102,200		
Baggage and Mail—69 ft.....	123,900		
Baggage and Mail—70 ft.....	127,500		
Baggage and Mail.....		97,800	78,600
Baggage and Passenger.....	117,250		72,300
Baggage—(CM&StP).....	125,000		
Express Refr.—(NP RR).....		74,000	60,000
“ “ —(GN RR).....			70,000
“ “ —(A.R.E.) 40-154.....		78,000	
“ “ “ 155-224.....		89,000	
“ “ “ 500-506.....		110,000	
“ “ “ 1101-1175.....		85,000	
“ “ —(P.F.E.) 500-799.....		83,000	
Tea and Silk.....			48,100
Express, Horse.....	129,300		79,400
Postal.....	122,000		
Postal Storage 40 ft.....	74,100		
Postal Storage 60 ft.....	105,100		
Club.....	146,300	121,800	
Official.....	170,500	137,300	101,700
Official (CM&StP).....	141,000		
Chair.....	101,700		84,700
Coaches 60 ft.....	100,100		
Coaches 70 ft.....	136,800		
Coaches 72 ft.....	138,900		
Coaches 72 ft.—Interurban.....	120,000		
Coaches (CM&StP).....	133,000		
Coaches.....			75,000
All-Day Lunch—Chair.....	100,500		
All-Day Lunch—Coach.....	96,300		
Cafe-Coach.....			117,200
Diner 70 ft.....		134,900	129,000
Diner 72 ft.....	154,400	146,900	133,500
Diner 77 ft.....	153,300	156,600	
Diner 79 ft.....	167,500		
Cafe-Observation.....			119,000
Observation.....		137,700	122,000
Pullman Observation.....	163,600	153,000	
Pullman Parlor.....	155,600	147,500	
Pullman Standard Sleeper.....	164,600	144,000	
Pullman Tourist.....	140,600	133,000	
CM&StP Tourist Sleeper.....	141,000		

TRAINMASTERS

H. G. McCARTHY.....Dunsmuir, Cal.
 H. A. SPRAGUE.....Klamath Falls, Ore.
 B. S. BAUMANN.....Redding, Cal.
 G. W. ROSE, Asst. Trainmaster, Crescent Lake, Ore.

CHIEF TRAIN DISPATCHER

M. A. WALLACE.....Dunsmuir, Cal.

ASSISTANT CHIEF TRAIN DISPATCHERS

T. F. CUSTER.....Dunsmuir, Cal.
 P. B. BELL.....Dunsmuir, Cal.

ROAD FOREMAN OF ENGINES

A. CARR, Dunsmuir, Cal.

J. J. SULLIVAN,
 Assistant Superintendent.

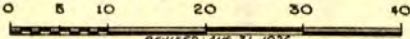
MAP OF THE SHASTA DIVISION

SOUTHERN PACIFIC COMPANY

AUGUST 5, 1926.

J.F.M.

SCALE OF MILES



REVISED AUG. 31, 1926
NOV. 22, 1927
DEC. 3, 1927
DEC. 19, 1927

