

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SHASTA DIVISION

To Take Effect Sunday, February 17, 1929, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)



For the government and information of employees only.

F. L. BURCKHALTER,
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. WFYPBK											Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
											6.30AM	11.59PM	1.35PM	7.05AM	2.15AM	1.05AM	213.8
86-47 P											6.42	12.08AM	1.43	7.13	2.24	1.14	215.8
63-57 WP											6.55	12.16	s 1.51	s 7.23	f 2.34	1.22	218.9
69 P											7.10	12.26	2.02	7.32	2.44	1.31	223.4
21																	228.9
82 P											7.23	12.33	2.14	f 7.41	2.51	1.39	232.2
76 WP											7.35	12.42	f 2.24	s 7.53	3.02	1.48	238.6
76 P											7.42	12.47	2.31	8.00	3.08	1.55	240.4
71 P											7.47	12.51	f 2.39	s 8.08	3.14	2.00	244.2
66 P											7.58	12.59	2.50	f 8.18	3.27	2.10	247.1
82-86 WBPB I											8.13	1.08	s 3.05	s 8.35	f 3.38	2.21	258.5
67 P											8.25	1.17	3.19	f 8.46	3.48	2.32	258.2
P													f	s			263.9
54 WP											8.35	1.26	3.28	8.58	3.57	2.41	267.2
84 P											8.43	1.33	3.35	f 9.05	4.04	2.51	268.0
88 P											8.55	1.44	3.52	s 9.19	4.14	3.01	271.0
60 P											9.02	1.50	3.59	f 9.26	4.20	3.07	275.7
86 YWPF											9.07	1.55	4.05	f 9.31	4.26	3.12	278.3
47 P											9.16	2.03	4.15	f 9.42	4.34	3.20	280.2
86 P											9.26	2.12	4.25	f 9.54	4.43	3.30	283.8
77 P											9.40	2.20	4.35	10.06	4.52	3.39	287.6
83 WP											10.00	2.35	s 4.50	s 10.26	5.05	3.52	291.1
39 P											10.09	2.43	5.00	f 10.35	5.14	4.01	296.7
74 P											10.19	2.52	5.10	f 10.44	5.23	4.10	300.2
73 P											10.25	2.57	5.15	f 10.49	5.28	4.15	304.0
68 WP											10.34	3.07	5.26	f 11.01	5.37	4.24	308.0
84 P											10.43	3.15	5.34	f 11.14	5.44	4.32	309.4
52 P											10.49	3.20	f 5.40	s 11.32	5.50	4.37	313.1
76 P											11.02	3.27	5.48	f 11.42	5.57	4.45	316.3
Term Yard PBK											11.10AM	3.34	5.53	11.49	6.05	4.52	318.3
Term Yd. WFTPBK												s 3.39AM	s 5.58PM	s 11.55AM	s 6.10AM	s 5.00AM	321.2
											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	322.1

Time Table No. 41
February 17, 1929

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
OULP	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 OASTELLA	3.0
OASTLE CRAG	2.9
TO-R DUNSMUIR YARD	0.9
TO-R DUNSMUIR (Pass.Sta.)	

Block Signals

(4.40) 23.01 (3.40) 29.54 (4.23) 24.70 (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	Any Station	Receive	Black Butte	Any Station
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

GERBER SUBDIVISION

WESTWARD

Time Table No. 41

February 17, 1929

STATIONS	Distance from Dunsmuir	FIRST CLASS					THIRD CLASS													
		11	15	17	13	7	201	239	237	203	205									
		Shasta	West Coast	Cascade	Oregonian	Coach Special	Freight	Local Freight	Local Freight	Freight	Freight									
TO-R GERBER	108.3	s 4.30AM	s 12.30PM	s 2.25PM	s 10.45PM	s 3.50AM	6.25AM	9.00AM		5.10PM	11.40PM									
PROBERTA	106.3																			
RAWSON	103.2	4.21	12.20	2.17	10.35	3.40	6.14	8.45		4.56	11.24									
TO RED BLUFF	98.7	4.14	s 12.14	2.11	s 10.27	3.32	6.06	8.30		4.48	11.16									
BLUNT	93.2	4.05	12.03PM	2.02	10.14	3.24	5.56	8.15		4.38	11.06									
IVREA (Spur)	89.9																			
HOOKER	88.5	3.58	f 11.55AM	1.54	10.02	3.15	5.41	8.05		4.23	10.51									
TO COTTONWOOD	81.7	3.47	s 11.42	1.44	s 9.48	3.02	5.21	7.53 7.30		4.10	10.38									
CULP	77.9	3.41	11.36	1.38	9.41	2.51	5.14	6.40		4.03	10.31									
TO ANDERSON	75.0	3.36	s 11.31	1.34	s 9.34	2.41	5.09	6.30		3.57	10.25									
GIRVAN	68.6	3.27	11.21	1.25	f 9.20	2.31	4.58	6.15		3.46	10.14									
TO-R REDDING	63.9	3.20	s 11.11	1.19	s 9.09	2.21	4.49	6.00AM	1.10PM	3.36	10.04									
KESWICK	58.2	3.07	10.54	1.07	f 8.49	2.10	4.31		12.50	3.19	9.47									
TO MATHESON	54.9		s		f															
MOTION	54.1	2.58	10.43	12.58	8.37	2.01	4.15		12.22	2.58	9.33									
CORAM	51.1	2.51	10.36	12.51	f 8.29	1.54	4.04		12.12PM	2.49	9.24									
TO KENNET	46.4	2.41	s 10.25	12.41	s 8.17	1.44	3.45		11.55AM	2.35	9.10									
PITT	43.8	2.35	10.18	12.35	f 8.06	1.33	3.37		11.23	2.27	9.02									
MORLEY	41.9	2.30	10.13	12.30	f 8.00	1.27	3.31		11.17	2.21	8.56									
ELMORE	38.3	2.22	f 10.04	12.22	f 7.50	1.18	3.20		11.06	2.10	8.45									
TO POLLOCK	34.5	2.12	9.54	12.13	f 7.40	1.09	3.03		10.54	1.58	8.33									
SMITHSON	31.0	1.57	9.40	12.05PM	7.30	1.00	2.52		10.43	1.47	8.22									
TO DELTA	25.4	1.44	f 9.24	11.53AM	s 7.14	12.47	2.35		10.26	1.25	8.00									
LAMOINE	21.9	1.34	f 9.12	11.44	f 7.04	12.39	2.15		10.09	1.14	7.49									
GIBSON	18.1	1.24	9.01	11.35	f 6.53	12.30	2.03		9.35	1.02	7.37									
FISHER	16.1	1.19	8.56	11.30	f 6.47	12.25	1.57		9.22	12.56	7.31									
TO SIMS	12.7	1.11	8.46	11.22	f 6.37	12.17	1.46		9.07	12.45	7.20									
CONANT	9.0	1.03	8.35	11.14	f 6.25	12.09	1.35		8.52	12.33	7.08									
TO CASTELLA	6.8	12.57	f 8.30	11.09	s 6.18	12.04AM	1.28		8.45	12.26	7.01									
CASTLE ORAG	3.8	12.50	8.22	11.02	f 6.11	11.57PM	1.19		8.32	12.17	6.52									
TO-R DUNSMUIR YARD	0.9	12.43	8.15	10.55	6.03	11.50	1.10AM		8.20AM	12.05PM	6.40PM									
TO-R DUNSMUIR (Pass Sta.)	0.0	12.38AM	8.10AM	10.50AM	5.58PM	11.45PM														
(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily									

Time over District.....	(3.52)	(4.20)	(3.35)	(4.47)	(4.05)	(5.15)	(3.00)	(4.50)	(5.05)	(5.00)
Average speed per hour.....	28.00	24.99	30.22	22.64	26.52	20.46	14.80	13.03	21.12	21.48

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

Time of No. 237 at Redding applies at switch of crossover to storage track.

Nos. 11 and 15 will stop at Dunsmuir Yard to allow employees to detrain.

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

Train	Going	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
7	Westward	Any Station (Redding and Red Bluff)	Discharge		Black Butte
11	Westward		Receive and discharge	Davis	Dunsmuir
13	Westward	Castle Rock MP 316.4	Receive and Discharge	Any Station	Any Station
13	Westward	Sweet Briar MP 314.8	Receive and Discharge	Any Station	Any Station
13	Westward	Antler MP 190.5	Receive and Discharge	Any Station	Any Station
13	Westward	Cent. Mine MP 265.9	Receive and Discharge	Any Station	Any Station

DUNSMUIR SUBDIVISION

WESTWARD

Time Table No. 41

February 17, 1929

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 5.43 PM	s 11.35 PM	s 12.23 AM		7.55 AM	3.10 PM		4.45 PM	8.10 PM	4.20 AM
TO SHASTA SPRINGS	104.1	f		f									
SMALL	103.4	7.41	10.27	5.28	11.20	12.11		7.35	2.30		4.29	7.55	4.03
CANTARA	101.9	7.37	10.23	f 5.24	11.15	12.06 AM		7.30	2.00		4.24	7.50	3.43
MOTT	98.1	7.25	10.12	f 5.11	11.03	11.54 PM		7.10	1.35		4.12	7.37	3.26
AZALEA	96.0	7.18	10.06	f 5.05	10.58	11.48		6.58	1.20		3.55	7.30	3.19
TO MOUNT SHASTA	92.8	s 7.10	9.59	s 4.57	s 10.50	11.41		6.40	1.07		3.25	7.20	3.09
UPTON	90.4	7.02	9.54	f 4.48	10.41	11.36		6.25	12.45		3.05	7.10	3.01
DEETZ	87.2	6.55	9.47	f 4.39	10.34	11.29		6.10	12.20		2.55	6.48	2.51
TO-R BLACK BUTTE	84.5	f 6.49	f 9.40	4.30 PM	f 10.25	11.22 PM		5.46	12.10 PM	1.30 PM	2.45 PM	6.39	2.42
HOTLUM	77.3	6.31	9.28		f 10.10			5.28		1.08		6.17	2.20
BOLAM	72.3	6.23	9.20		f 10.01			5.16		12.40		6.03	2.06
ANDESITE	68.8	6.17	9.15		f 9.55			4.56		12.28		5.54	1.57
COUGAR	64.7	6.11	9.09		f 9.48			4.45		12.07 PM		5.33	1.36
POMEROY (No Siding)	62.9												
TO-R GRASS LAKE	61.0	6.04	9.03		f 9.40			4.33		11.50 AM		5.22	1.21
ERICKSON	56.4	5.56	8.57		f 9.30			4.18		11.35		4.59	12.59
PENOYAR	52.3	5.47	8.52		f 9.23			4.08		11.15		4.44	12.44
TO LEAF (No Siding)	48.9	5.39	8.48		s 9.16			3.59		10.40		4.32	12.32
BRAY	47.6	5.37	8.46		f 9.11			3.55		10.15		4.29	12.29
KEGG	43.5	5.31	8.40		f 9.02			3.45		9.20		4.14	12.14
JEROME	39.5	5.25	8.35		f 8.55			3.35		9.10		4.04	12.04 AM
TO-R MT. HEBRON	35.5	5.19	8.30		f 8.46			3.30 AM	3.25	8.55 AM		3.50	11.50 PM
TO MACDOEL	32.8	5.15	8.26		f 8.36			3.15	3.15			3.35	11.35
SOMERSET	31.2	5.13	8.24		f 8.32			3.00	3.05			3.32	11.32
MAY	26.9	5.08	8.18		f 8.25			2.45	2.55			3.24	11.24
TO DORRIS	22.4	f 5.02	8.12		s 8.17			2.30	2.45			3.16	11.16
OALOR	17.9	4.56	8.06		f 8.08			1.30	2.31			3.06	11.06
WORDEN	13.9	4.51	8.01		f 8.01			1.15	2.11			2.57	10.57
ADY	11.3	4.47	7.57		f 7.55			1.05	2.04			2.51	10.51
MIDLAND	7.2	4.41	7.51		f 7.48			12.55	1.54			2.43	10.43
TEXUM	3.3	4.36	7.46		f 7.42			12.45	1.45			2.35	10.35
TO-R KLAMATH FALLS	0.0	4.30 AM	7.40 AM		7.35 PM			12.30 AM	1.30 AM			2.20 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

Time Over District.....	(3.25)	(3.00)	(1.13)	(4.00)	(1.01)	(3.00)	(6.25)	(3.00)	(4.35)	(2.00)	(5.50)	(6.00)
Average Speed per hour.....	31.43	35.80	18.82	26.85	22.52	11.83	16.88	7.93	10.69	11.90	13.56	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 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)
13 13 7	Upper Soda Springs MP 321.1 Shasta Retreat.....MP 323.8 Any Station	Receive and Discharge Receive and Discharge Receive and Discharge	Any Station Any Station Any Station	Any Station Any Station Any Station

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. 41 February 17, 1929	Distance from Crescent Lake	FIRST CLASS			SECOND CLASS		THIRD CLASS			
				386 G. N. Ry. Freight	220 Freight	16 West Coast	8 Cosch Special	18 Cascade				15 West Coast	17 Cascade	7 Cosch Special	207 Freight	387 G. N. Ry. Freight	227 Local Freight	209 Freight	225 Local Freight Logger	211 Freight
	Term Yd. WFTPBK			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
			8.15 AM	3.00 AM	10.02 PM	9.25 AM	7.10 AM	429.5	TO-R KLAMATH FALLS 2.4	98.9	s 4.15 AM	s 7.30 AM	s 7.25 PM	10.15 AM	2.30 PM	2.25 PM	5.05 PM	8.25 PM	1.20 AM	
64 P			8.21	3.09	10.07	f 9.30	7.14	431.9	CHELSEA 2.1	96.5	4.07	7.24	f 7.16	10.00	2.21	2.05	4.57	8.17	1.10	
68 P			8.27	3.15	10.12	f 9.34	7.20	434.0	WOCUS 4.9	94.4	4.01	7.20	f 7.11	9.53	2.15	1.40	4.50	8.10	1.03	
83 P			8.37	3.27	10.20	s 9.43	7.28	438.9	TO ALGOMA 3.7	89.5	3.53	7.13	s 7.04	9.43	2.05	1.20	4.40	7.55	12.53	
62 P			8.44	3.47	10.26	f 9.49	7.33	442.6	OUXY 4.6	85.8	3.47	7.08	f 6.58	9.20	1.55	1.05	4.32	7.43	12.45	
83 P			8.53	3.57	10.33	s 9.56	7.39	447.2	TO MODOC POINT 4.6	81.2	3.40	7.02	s 6.51	9.11	1.45	12.50	4.23	7.29	12.36	
69 P			9.02	4.08	10.40	f 10.02	7.45	451.8	LOBERT 4.9	76.6	3.34	6.56	f 6.44	9.02	1.35	12.30	4.13	7.15	12.26	
90 WYPBK			9.11	4.18	f 10.47	s 10.11	7.52	456.7	TO CHILOQUIN 1.3	71.7	f 3.27	6.50	s 6.39	8.47	1.25	12.05 PM	4.03	7.00	12.16	
88 P			9.15	4.23	10.50	f 10.16	7.55	458.0	TO PINE RIDGE 3.1	70.4	3.23	6.47	f 6.32	8.40	1.14	11.45 AM	3.53	6.50	12.06	
62 P			9.22	4.31	10.55	f 10.21	8.00	461.1	TO BRAYMILL 2.6	67.8	3.19	6.43	f 6.27	8.33	1.06	11.30	3.48	6.40	12.01 AM	
								463.7	LUMBERTON (Spur) 1.6	64.7			f							
85 P			9.32	4.42	11.01	f 10.27	8.05	465.3	CALIMUS 2.6	63.1	3.14	6.38	f 6.19	8.23	12.56	11.15	3.40	6.26	11.53 PM	
								467.9	WARKO (Spur) 1.2	60.5			f							
								469.1	MARTIN (Spur) 1.2	59.3			f							
10			9.42	4.55	11.08	f 10.36	8.13	470.3	TO-R KIRK 4.2	58.1	3.08	6.32	f 6.11	8.13	12.44	11.00 AM	3.25	6.11	11.38	
122-71 WYPBK			9.52	5.06	11.14	f 10.44	8.18	474.5	FUEGO 4.3	53.9	3.02	6.27	f 6.04	7.53	12.35		3.17	5.50	11.14	
101 P			10.02	5.17	11.20	f 10.51	8.24	478.8	CHINCHALO 1.0	49.6	2.57	6.21	f 5.58	7.44	12.26		3.09	5.35	10.53	
101 WP			10.12	5.29	11.27	f 10.59	8.30	483.4	LENZ 4.8	45.0	2.51	6.15	f 5.51	7.36	12.17		3.01	5.20	10.43	
101 P			10.22	5.43	11.34	f 11.06	8.36	488.2	MAZAMA 4.4	40.2	2.45	6.09	f 5.44	7.21	12.08 PM		2.46	4.55	10.33	
101 P			10.32	6.03	11.40	f 11.13	8.42	492.6	DIAMOND LAKE 5.4	35.8	2.39	6.03	f 5.38	7.13	11.59 AM		2.38	4.41	10.25	
101 P			10.43	6.16	11.48	f 11.23	8.49	498.0	LONROTH 5.3	30.4	2.32	5.56	f 5.30	6.58	11.48		2.28	4.24	10.15	
99 PBK			11.05 AM	6.29	11.57 PM	s 11.33	8.56	503.3	TO-R CHEMULT 3.9	25.1	2.25	5.49	s 5.23	6.49	11.37 AM		2.18	4.08	10.05	
101 WYP				6.39	12.03 AM	f 11.40	9.01	507.2	PAUNINA 7.6	21.2	2.20	5.44	f 5.15	6.39			2.03	3.58	9.55	
101 P				6.57	12.13	f 11.50	9.11	514.8	MOWICH 4.7	13.6	2.10	5.34	f 5.05	6.19			1.49	3.40	9.40	
101 P				7.09	12.22	f 11.58 AM	9.17	519.5	KOTAN 4.5	8.9	2.03	5.28	f 4.58	6.00			1.30	3.25	9.30	
101 P				7.20	12.29	f 12.06 PM	9.23	524.0	UMLI 4.4	4.4	1.57	5.22	f 4.52	5.45			1.15	3.15	9.20	
Term. Yd. WYFYPBK				7.35 AM	s 12.37 AM	s 12.15 PM	s 9.30 AM	528.4	TO-R CRESCENT LAKE (98.9)	0.0	1.50 AM	5.15 AM	4.45 PM	5.30 AM			1.00 PM	3.00 PM	9.05 PM	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	

(2.50)	(4.35)	(2.35)	(2.50)	(2.20)	Time over District	(2.25)	(2.15)	(2.40)	(4.45)	(2.53)	(3.25)	(2.40)	(5.25)	(4.15)
26.05	21.57	38.28	34.90	42.38	Average speed per hour	40.92	43.95	37.09	20.82	25.59	11.94	24.22	18.26	23.27

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

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.

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.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
8	Any Station	Receive and Discharge		

Capacity of Sidings in Car Lengths	THIRD CLASS			FIRST CLASS			Distance from San Francisco Via Marysville	Time Table No. 41 February 17, 1929		Distance from Ashland	FIRST CLASS		THIRD CLASS		
	224			14		12		STATIONS	13		11	233	223		
	Freight			Oregonian	Shasta	TO-R			Oregonian		Shasta	Local Freight	Freight		
			Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily					
M-27 E-82 W-113 WYP			8.15 PM	1.31 PM	7.31 AM	345.0	TO-R BLACK BUTTE	85.3	s 4.29 PM	s 11.21 PM		9.20 AM	2.40 PM		
57 P			8.21	f 1.37	7.36	347.0	IGERNA	83.3	f 4.23	11.15		9.10	2.25		
59-77 WFYFKB			8.31	s 1.45	f 7.43	348.4	TO-R WEED	80.7	s 4.16	f 11.08		9.00 AM	1.45		
53 WYP			8.50	s 2.01	7.57	353.4	TO EDGEWOOD	75.7	s 4.00	10.56			1.10		
77 P			8.59	2.07	8.03	357.1	METCALF	72.0	3.51	10.50			12.55		
75 P			9.11	s 2.15	8.09	361.0	TO GAZELLE	68.1	s 3.43	10.44			12.40		
74 P			9.27	s 2.27	8.20	369.1	TO GRENADA	60.0	s 3.30	10.34			12.15 PM		
70 PK			9.41	s 2.43	f 8.30	375.5	TO MONTAGUE	53.6	s 3.18	f 10.24			11.50 AM		
71 YP			10.16	f 3.05	8.38	380.7	SNOWDON	48.4	f 3.05	10.16			11.10		
57 P			10.36	f 3.16	8.49	386.2	AGER	42.9	f 2.54	10.05			10.50		
24 P			10.45	f 3.21	8.54	388.4	THRALL	40.7	f 2.48	10.00			10.35		
45 WP			11.00	f 3.26	8.59	390.5	KLAMATHON	38.6	f 2.42	9.55			10.20		
Yard WFYFKB			11.55 PM	s 3.41	s 9.14	393.1	TO-R HORN BROOK	36.0	s 2.35	s 9.50			10.00 9.09		
73 P			12.10 AM	3.47	9.20	395.6	PILOT	33.5	f 2.20	9.39			8.45		
72 P			12.20	f 3.54	9.27	397.5	ZULEKA	31.6	f 2.15	9.34			8.35		
54 P			12.50	s 4.07	9.40	401.8	TO HILT	27.3	s 2.01	9.23			8.15		
22			12.55	4.09	9.42	402.8	COLE	26.3	1.59	9.21			7.30		
78 WP			1.00	4.11	9.44	403.6	ORCAL	25.5	1.57	9.19			7.25		
62 P			1.20	4.23	9.56	407.4	GREGORY	21.7	1.47	9.09			7.08		
73 P			1.35	f 4.31	10.04	410.0	WHITE POINT	19.1	f 1.39	9.01			6.47		
101 TP			2.00	s 4.41	f 10.14	412.2	TO SISKIYOU	16.9	s 1.30	f 8.54			6.35		
65 P			2.15	4.46	10.19	414.1	VIADUCT	15.0	1.20	8.44			6.22		
23 P			2.30	4.51	10.24	415.6	WALL CREEK	13.5	1.15	8.39			6.12		
75 P			2.40	4.55	10.28	416.9	FOLIAGE	12.2	1.09	8.34			6.02		
60 WP			3.00	s 5.06	10.39	419.3	STEINMAN	9.8	f 1.00	8.26			5.50		
76 P			3.15	f 5.16	10.48	422.9	MISTLETOE	6.2	f 12.48	8.16			5.30		
76 P			3.30	f 5.25	10.55	425.5	OLAWSON	3.6	f 12.39	8.09			5.15		
Term. Yd. WFTPBK			4.00 AM	s 5.35 PM	s 11.05 AM	429.1	TO-R ASHLAND	0.0	12.30 PM	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	(3.59) 21.41	(3.21) 25.46		(0.20) 13.30	(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.

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 and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water supply one quarter mile east of Grenada.

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

ADDITIONS TO OR MODIFICATION OF THE RULES AND REGULATIONS OF THE TRANSPORTATION DEPARTMENT



RULE D-10 (G). Where there are two or more main tracks, an unattended red signal, except a fixed signal or fusee, will not apply to the track on which the train is running if displayed beyond the first rail of an adjoining main track.

RULE D-11 (A). Where there are two or more main tracks, a fusee will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track.

RULE D-72 (A). 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 85 (A). Third-class trains may pass and run ahead of second-class trains.

RULE 91 (B). When a train leaves continuously block signaled territory a ten minute fusee will be left immediately after passing last signal for purpose of spacing trains. This will not apply at an open train-order office.

RULE 99 (C). Rule 99 will ordinarily be regarded as complied with in protecting rear end of a first-class train standing at station platform at

Table with 3 columns: Gerber, Redding, Dunsmuir; Black Butte, Klamath Falls, Crescent Lake; Hornbrook, Ashland

when flagman takes position thirty (30) feet to the rear of his train, provided no first-class train in the same direction is due by time-table. If time of stop be of unusual length, or if vision be obstructed by fog or storm, or other conditions make it necessary to increase the distance, flagman must go back sufficient distance to insure full protection.

RULE 221. That portion of Rule 221 reading: "Train order office hours will be shown in the time-table" is cancelled. When a 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 221 (B). If the date of a clearance card is incorrect, or omitted, trains will not stop for another clearance card.

RULE 509. That portion reading: "—or to enter a terminal yard, provided the switch is set for receiving track and the route is clear to the fouling point of switch," will also apply to double track.

RULE 672. Second sentence of Rule 672 is changed to read: "When so arranged they will be semi-automatic and distinguished by a number plate and the letters 'SA' near the number plate."

RULE 822. Modified as follows:

Table with 2 columns: When main rod only is removed...30 miles per hour; When side rods only are removed...30 miles per hour; When both main and side rods are removed...20 miles per hour

RULE 866. Within the State of California, when cars are left on sidings for any reason whatever, except when performing station switching, the Chief Train Dispatcher must be notified promptly. This does not supersede or modify Rule 98 (A) requiring trains to enter sidings with caution.

SPECIAL INSTRUCTIONS

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. Dunsmuir, Cal., Chas. O. Carlquist. Red Bluff, Cal., G. C. Wilkins. Klamath Falls, Ore., A. F. Glover. Redding, Cal., F. R. Dobrowsky. Ashland, Ore., Chas. A. White. Portland, Ore., Belding and Salton, 245 Washington Street.

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

RULE 14 (D). From West, four long, one short.

RULE 14 (E). From East, six long.

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.

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.

RULE 83 (B). Trains except those originating or terminating may register by ticket at

Table with 3 columns: Chemult, Kirk; Mt. Hebron, Black Butte, Grass Lake; Dunsmuir Yard, Redding

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

RULE 83 (C). The Dunsmuir Subdivision register at the yard office must be checked 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).

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

Table with 1 column: 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, Mt. Hebron, Crescent Lake; Dunsmuir

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

Track extending from crossover 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 crossover 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.

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.

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

Table with 2 columns: Red Bluff, Redding, Dirigo, Mount Shasta, Deetz, Dorris, Dorris, Chiloquin, Modoc Point, Weed, Montague; All street crossings, All street and highway crossings, Highway crossing over industrial track, Alma Street, Highway crossings over industrial tracks, Highway crossing over industrial track, Highway crossing east of station, Main crossing, Highway crossing over all tracks, All street crossings, All street crossings

Automatic street and road crossing signals do not protect crossings against movements on auxiliary tracks or reverse movements on main or auxiliary tracks. 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 516. Overlap posts affecting trains are located:

Table with 2 columns: 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.

Table with 2 columns: Westward Trains: Wall Creek—Fouling point west switch; Pine Ridge—Near middle of yard; Somerset—Middle of yard.

RULE 873. TRAIN AND AIR INSPECTION

Table with 2 columns: Descending Grades; This applies between Edgewood and Black Butte; Snowdon and Ashland; Grass Lake and Delta

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 engine man 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 Duns-
muir 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 re-
tainers 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 re-
quired number are turned up, Grass Lake to Black Butte.

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 engineman, 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.

Where retainers are used the rate of speed of freight trains on any grade of over
one per cent (1%) will not exceed 25 miles per hour, and on grades of this character
MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME
CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN
THREE MINUTES. This will not be authority to exceed specified speed restrictions.

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
Orcal or Hilt.....	5 minutes
Weed or Edgewood.....	5 minutes
Mott or Azalea.....	5 minutes
Andesite (except Weed Leaf Logger).....	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,
Dry Canyon Viaduct between Hotlum and Bolam, Klamath River Bridge east of Klamath-
on, Castle Creek Bridge east of Castella and all crossings except 2nd, 4th, 15th
and 18th, over Sacramento River, 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 in-
spected to see that proper clearance exists to insure safe movement for passenger train.

Light engines descending grade between Hornbrook and Ashland, stop sufficient
time at established freight train inspection stations for inspection of engine and to
permit heat of tires to equalize.

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.

RULE 875. Running air brake test must be made:

Snowdon.....	Eastward passenger trains.
Black Butte.....	Siskiyou Line passenger trains.
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 do so at Black Butte.

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.

**INSTRUCTIONS TO PREVENT ACCUMULATION OF MOISTURE IN
BRAKE PIPE**

- (a) Car inspectors must blow water out of yard air line fully and suddenly be-
fore 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 engine to any train at any time from October 1st to May
1st, brake pipe must be blown out at angle cock on end of engine next to
train, while engineman 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 acces-
sible place between the 8th and 15th car from head end between October
1st and May 1st, in addition to the emergency hose in middle of train.

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 and 4299 at Klamath Falls; 5282 at Crescent Lake, may
proceed with caution, not exceeding six miles per hour.

Routing arm on signal 4112 at west end of tunnel No. 13 is normally in stop
position and may be passed, providing upper 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 crossover switch, and main track is
not occupied between signal 4112 and fouling point of connection to turntable track,
upper arm of signal 4112 will indicate stop and routing arm will indicate proceed, per-
mitting 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
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.

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.

Signal 3218 at Dunsmuir governs movement from work track through crossover
and on main track to signal 3222. Dwarf light signal 3214 at derail east end of drill
track Dunsmuir Yard governs movement from drill track to work track and will
indicate proceed only when both derail and switch to work track are open and track
is unoccupied. Signal 3222 at Dunsmuir governing eastward trains is located on left
side of main track.

Signal 5031 on Great Northern Ry. at junction switch, Chemult, governs move-
ment of trains and engines from Great Northern Railway track to joint track, and
signal 5025 at derail on left side west end of interchange track, Chemult, governs
movement from interchange track to main 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 light signal does not indicate proceed 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 electri-
cally 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.

MISCELLANEOUS

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.

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

Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or
other buildings.

Passenger equipment handled in freight trains must be placed between cars
equipped with carmen cutting lever.

Engines equipped with pilot plows must not be operated past log landings.

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.

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.

ASHLAND

Passenger Trains.....	Two brakes on east end.
Freight Trains.....	{Five brakes on east end. Five brakes on west end.

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.

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

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

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

Locomotive cranes or other similarly constructed cranes must be handled in train
with heavy end forward and must not be moved in through freight trains.

GERBER SUBDIVISION

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.

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

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.

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

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.

SPECIAL INSTRUCTIONS—Continued.

DUNSMUIR SUBDIVISION

The following rules will govern the handling of a passenger train which has parted from any cause on grades between Dunsmuir, Ashland and Grass Lake: 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.

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.

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.

Locomotives must not operate over following Industrial Tracks:

- Montague.....Wetzel Spur.
- Ager.....Spur beyond signal just east of Road Crossing.

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.

Engines heavier than 210 M's on drivers 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.

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

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.

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

Rear brakemen on freight trains descending grades between Black Butte and Metcalf, Snowdon-Ashland, Grass Lake and Dunsmuir 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.

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.

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.

Siding at Weed is located east of station building on opposite side of main track. SP-1 and 2 type engines backing up must not use back coach track at Weed from east leg of wye.

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

At Ashland eastward freight trains use No. 1 track and when necessary double over to No. 3 track. Westward freight trains 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 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 engine house.

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

KLAMATH FALLS SUBDIVISION

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.

Engines heavier than 210 M'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

Track scale at Matheson is private scale

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR SHOWN BELOW:

Page No.	Between	PASSENGER			FREIGHT AND MIXED		LIGHT ENGINES RUNNING FORWARD		
		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	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.....	45	45	50	25	25	40	45	35
2, 3	Redding and one mile east of Middle Creek.....	40	40	40	25	25	40	45	30
2, 3	One mile east of Middle Creek and Dunsmuir.....	28	28	28	20	15	25	25	25
2, 3	Exception: Eastward Freight Trains (One mile east of Middle Creek and Dunsmuir).....				25	15	25	25	25
4, 5	Dunsmuir and Azalea.....	25	25	25	20	15	25	25	25
4, 5	Azalea and Deetz.....	30	30	30	20	15	25	25	25
4, 5	Deetz and Edgewood.....	25	25	25	20	15	25	25	25
4, 5	Black Butte MP 345 to 355½.....	35	35	35	25	15	25	25	25
4, 5	MP355½ and Klamath Falls.....	45	45	60	25	20	30	45	30
6, 7	Klamath Falls and Crescent Lake.....	45	45	60	25	20	30	45	30
7	Edgewood and Snowdon.....	45	45	50	25	20	30	45	30
7	Snowdon and Ager.....	30	30	30	20	15	25	25	25
7	Ager and Thrall.....	25	25	25	20	15	25	25	25
7	Thrall and Hornbrook.....	30	30	30	20	15	25	25	25
7	Hornbrook and Hilt.....	25	25	25	15	10	20	20	20
7	Hilt and Cole.....	30	30	30	20	10	20	20	20
7	Cole and Clawson.....	25	25	25	15	10	20	20	20
7	Clawson and Ashland.....	30	30	30	20	10	20	20	20
..	Through Crossovers, Turnouts and on Sidings.....				10	6			

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

Passenger trains handled by SP and F type locomotives must not exceed 25 miles per hour on curves between one mile east of Middle Creek and Edgewood, Snowdon and Klamath and between Hornbrook and Ashland.

On dredger fills between Worden and Midland, Texum and Klamath Falls, Wocus and Ouxy, 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.

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

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT ON TANGENT TRACK BETWEEN MILE POST 355½ AND CRESCENT LAKE, THE MAXIMUM SPEED MUST NOT EXCEED 60 MILES PER HOUR UNLESS WATER CAPACITY OF ENGINE TENDER IS LESS THAN NINE THOUSAND GALLONS WHEN THE MAXIMUM SPEED OF 50 MILES PER HOUR MUST NOT BE EXCEEDED
 MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN MUST NOT EXCEED 35 MILES PER HOUR EXCEPT THAT ON TANGENT TRACK BETWEEN MILE POST 355½ AND CRESCENT LAKE MUST NOT EXCEED SPEED OF 40 MILES PER HOUR.

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.
- All crossings over Sacramento River except 2d, 4th, 5th and 18th crossings.

Speed must be reduced to ten miles an hour when delivering ice, mail or bundles of papers.

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

	Miles per hour
Red Bluff.....	12
Redding.....	15
Chiloquin.....	25

First class trains approach passenger station Dunsmuir and Ashland with caution when track next to main track is occupied by passenger train expecting to find main track fouled by baggage or express trucks.

SPECIAL INSTRUCTIONS—Continued.

Revised to April 9th 1928.

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	Snowdon to Edgewood	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	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	2698 to 2751.....												
C-8	C-57 22/30 192-S	2624 to 2679.....												
C-5	C-57 22/30 187-S	2680 to 2693.....												
C-5	C-57 22/30 185-S	2624 to 2679.....												
C-5	C-57 22/30 180	2680 to 2693.....												
C-5	C-57 22/30 178	2600 to 2611.....												
C-2	C-57 22/34 180-S	2612 to 2623.....												
C-4	C-57 22/34 183-S	2600 to 2611.....												
C-2	C-57 22/34 172	2612 to 2623.....												
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 1/30 206-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 1/32 273-S	3600 to 3652.....	200	1160	1800	3300	2430	3300	6100	6700	2800	4300	8000	4950
F-4, 5	F-63 29 1/32 306/B-61-SF	3668 to 3763.....	200	1250	2000	3930	2600	3700	6960	7650	3200	4900	8000	5650
F-5	F-63 29 1/32 306/B-62-SF	3764 to 3768.....												
F-6	F-63 29 1/32 314/B-61-SF	3769.....												
MC-2	MC-57 2 5/8-4 3/4 394	4000 to 4009, 4011 to 4016.....	200	1350	2200	4830	2900	4300	8000	.....	.....	.....	.....	.....
MC-4	MC-57 2 5/8-4 3/4 398	4017 to 4027.....												
MC-6	MC-57 2 5/8-4 3/4 401-S	4029 to 4040, 4042, 4043.....												
MC-6	MC-57 2 5/8-4 3/4 395-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			..	3	3	3	3	3	6	6	3	3	6	6
Less than 40 M's.....			..	0	0	0	0	0	3	3	0	0	3	3
40 M's to 50 M's.....			..	0	0	0	0	0	0	0	0	0	0	0
More than 50 M's.....			..	0	0	0	0	0	0	0	0	0	0	0

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.

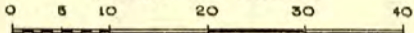
MAP OF THE SHASTA DIVISION

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

