

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE FOR THE SHASTA DIVISION

# 48



To Take Effect Sunday, August 7, 1932, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

F. L. BURCKHALTER,  
*General Manager.*

W. B. KIRKLAND,  
*Superintendent of Transportation.*

L. U. MORRIS,  
*Assistant General Manager.*

J. W. FITZGERALD,  
*Superintendent.*



EASTWARD

REDDING SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS			FIRST CLASS			Distance from San Francisco via Marysville	Time Table No. 48 August 7, 1932	Distance from Dunsmuir	FIRST CLASS			THIRD CLASS					
	620			18	16	6				5	15	17	637	639	641			
	Freight			Cascade	West Coast	Klamath				Klamath	West Coast	Cascade	Freight	Local Freight	Freight			
Term. Yd. WOYPBK	1.30 PM			11.27 PM	2.25 PM	2.00 AM	213.8	(TO-R GERBER 0.5)	108.3	s 4.05 AM	s 1.15 PM	s 1.30 PM						
							215.8	PROBERTA 2.0	106.3									
85-46 P	1.40			11.35	2.34	2.09	218.9	RAWSON 3.1	103.2	3.55	1.04	1.21						
49-40 WP	1.50			11.42	s 2.44	s 2.19	223.4	TO RED BLUFF 6.5	98.7	s 3.48	s 12.56	1.15						
81 P	2.00			11.50	f 2.53	2.29	228.9	BLUNT 3.3	93.2	3.38	f 12.44	1.07						
Spur 20							232.2	IVREA 1.4	89.9									
80 P	2.10			11.56 PM	f 3.01	f 2.39	233.6	HOOKER 2.9	88.5	f 3.29	f 12.34	1.01						
74 WP	2.22			12.04 AM	s 3.11	s 2.50	240.4	TO COTTONWOOD 3.5	81.7	s 3.18	s 12.22	12.53						
76 P	2.29			12.09	3.17	2.56	244.2	OULP 2.9	77.9	3.12	12.14	12.48						
70 P	2.34			12.13	s 3.23	s 3.06	247.1	TO ANDERSON 6.4	75.0	s 3.06	s 12.08 PM	12.45						
91 P	2.45			12.21	f 3.32	f 3.16	253.5	GIRVAN 4.7	68.6	f 2.56	f 11.58 AM	12.38						
77-80 WPK I	2.55			12.28	s 3.42	s 3.28	258.2	TO REDDING 5.7	63.9	s 2.47	s 11.49	12.32						
83 P	3.09			12.40	f 3.54	3.40	263.9	KESWICK 3.3	58.2	2.35	f 11.33	12.20						
P							267.2	TO MATHESON 0.8	54.9									
49 WP	3.19			12.49	4.04	3.50	268.0	MOTION 2.0	54.1	2.25	11.23	12.11						
81 P	3.27			12.56	f 4.11	3.57	271.0	CORAM 4.7	51.1	2.18	f 11.16	12.04 PM						
85 P	3.39			1.06	f 4.23	4.09	275.7	TO KENNET 2.6	46.4	2.07	s 11.04	11.54 AM						
57 P	3.46			1.12	f 4.29	4.15	278.3	PITT 1.9	43.8	2.00	f 10.57	11.48						
83 YWPO	3.51			1.17	f 4.34	4.20	280.2	MORLEY 3.5	41.9	1.55	f 10.52	11.43						
48 P	4.00			1.26	f 4.42	4.28	283.8	ELMORE 3.5	38.3	1.46	f 10.44	11.35						
82 P	4.10			1.35	f 4.51	4.37	287.6	POLLOCK 3.5	34.5	1.35	f 10.35	11.26						
75 P	4.19			1.43	4.59	4.45	291.1	SMITHSON 5.6	31.0	1.24	10.26	11.18						
81 WP	4.40			1.58	s 5.16	5.03	296.7	TO DELTA 3.5	25.4	1.11	f 10.14	11.06						
40 P	4.56			2.06	f 5.24	5.11	300.2	LAMOINE 3.5	21.9	1.03	f 10.04	10.58						
71 P	5.08			2.15	f 5.33	5.20	304.0	GIBSON 2.0	18.1	12.54	f 9.55	10.49						
72 P	5.13			2.20	f 5.38	5.25	306.0	FISHER 3.4	16.1	12.49	f 9.50	10.44						
70 WP	5.25			2.28	f 5.46	5.33	309.4	SIMS 3.7	12.7	12.41	f 9.42	10.36						
81 P	5.37			2.36	f 5.55	5.41	313.1	CONANT 2.9	9.0	12.33	f 9.34	10.28						
56 P	5.46			2.41	f 6.00	5.46	315.3	TO CASTELLA 3.0	6.8	12.28	f 9.29	10.23						
86 P	5.58			2.48	f 6.08	5.53	318.3	CASTLE CRAG 2.9	3.8	12.21	f 9.21	10.16						
Term. Yard PBK	6.08 PM			2.55	6.15	6.00	321.2	DUNSMUIR YARD 0.0	0.9	12.14	f 9.14	10.09						
Term. Yd. WOTPBK				s 3.00 AM	s 6.20 PM	s 6.05 AM	322.1	(TO-R DUNSMUIR (Pass Sta.))	0.0	12.10 AM	9.10 AM	10.05 AM						
Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily		(108.3)		Leave Daily	Leave Daily	Leave Daily						
	(4.38) 23.17			(3.33) 30.50	(3.55) 27.65	(4.05) 26.52		Time over District.....		(3.55) 27.67	(4.05) 26.52	(3.25) 31.69						
								Average Speed per Hour.....					(5.15) 20.45	(2.05) 21.31	(4.45) 22.61			

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
15 & 16	Antler MP 290.5	Receive and Discharge	Any Station	Any Station	
15 & 16	Sweet Briar MP 314.5	Receive and Discharge	Any Station	Any Station	
15 & 16	Castle Rock MP 316.4	Receive and Discharge	Any Station	Any Station	
5	Bet. Dunsmuir & Redding	Discharge	Any Station	East of Dunsmuir	
18	Any Station	Receive	Klamath Falls or beyond where train scheduled to stop		
18	Redding	Discharge	Points on Stikivou Line	Richmond and West	
17	Redding	Receive	Any Station		

Additional Stations: Jessup Industrial Track M. P. 249.2  
Middle Creek Spur M. P. 261.0  
Antler Spur M. P. 290.5  
Flume Spur M. P. 311.8

EASTWARD

BLACK BUTTE SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	FIRST CLASS				Distance from via Marysville	Time Table No. 48 August 7, 1932	Distance from Klamath Falls	FIRST CLASS				THIRD CLASS							
	624	622	16	6				8	18	15	17	5	7	631	623	633	635		
	Freight	Freight	West Coast	Klamath				Shaasta	Cascade	West Coast	Cascade	Klamath	Shaasta	Freight	Freight	Freight	Freight		
Term. Yd. PBK	8.00 PM	7.30 PM				321.2	DUNSMUIR YARD	107.9											
Term. Yd. WOTPBK			6.30 PM	6.15 AM	3.35 AM	3.14 AM	322.1	TO-R DUNSMUIR (Pass Sta)	107.0	s 9.00 AM	s 9.55 AM	s 11.35 PM	s 11.50 PM						
P					f		325.4	SHASTA SPRINGS	103.7										
86 P	8.43	7.55				326.1	SMALL	103.0	8.46	9.44	11.20	11.37		5.58	4.45	3.48	1.47		
26 P	8.48	8.01			f 3.52	3.31	327.6	CANTARA	101.5	8.42	9.40	11.15	11.33		5.53	4.40	3.43	1.42	
84 P	9.01	8.22			f 4.04	3.43	331.4	MOTT	97.7	8.30	9.29	11.02	11.21		5.41	4.15	3.30	1.29	
87 P	9.11	8.32			f 4.10	3.49	333.5	AZALEA	95.6	8.24	9.23	10.55	11.15		5.34	4.05	3.23	1.22	
106 WYP	9.21	8.45	s 7.14	s 6.59	s 4.19	3.58	336.7	TO MOUNT SHASTA	92.4	s 8.16	9.16	s 10.48	f 11.06		5.24	3.55	3.13	1.12	
93 P	9.45	8.52			f 4.23	4.02	339.1	UPTON	90.0	8.11	9.11	f 10.39	11.02		5.19	3.20	3.07	1.06	
80 YP	10.00	9.00			f 4.28	4.06	341.9 342.3	DEETZ	87.2	8.07	9.07	f 10.33	10.57		5.14	3.10	3.01	1.00	
M-27 E-80 W-111 WYP	10.15 PM	9.20	f 7.31	f 7.15	s 4.35 AM	4.13	345.0	TO-R BLACK BUTTE	84.5	f 8.00	f 9.00	f 10.25	10.50 PM		5.05	3.00 PM	2.52	12.51	
82 P		9.40			f 7.28		352.2	HOLLUM	77.3	7.46	8.48	f 10.09			4.49		2.30	12.31	
113 P		9.59			f 7.38	4.35	357.2	BOLAM	72.3	7.38	8.40	f 9.59			4.35		2.16	12.17	
82 P		10.12			f 7.44	4.41	360.7	ANDESITE	66.8	7.32	8.36	f 9.52			4.23		2.07	12.08 AM	
83 P		10.24			f 7.50	4.47	364.8	COUGAR	64.7	7.26	8.31	f 9.44			4.02		1.46	11.47 PM	
Spur 202							366.6	POMEROY	62.9										
125 WYP		10.39			f 7.58	4.54	368.5	TO GRASS LAKE	61.0	7.20	8.27	f 9.35			3.47		1.31	11.32	
88 P		10.50			f 8.05	5.01	373.1	ERICKSON	56.4	7.14	8.22	f 9.27			3.31		1.09	11.12	
81 P		10.57			f 8.16	5.06	377.2	PENOFAR	52.3	7.07	8.16	f 9.20			3.16		12.54	10.57	
No siding YP		11.03			s 8.24	5.10	380.6	TO LEAF	48.9	7.02	8.12	s 9.14			3.02		12.42	10.42	
91 WP		11.05			f 8.30	5.12	381.9	BRAY	47.6	6.59	8.10	f 9.11			2.59		12.39	10.39	
80 P		11.12			f 8.36	5.17	386.0	KEGG	43.5	6.53	8.04	f 9.05			2.44		12.24	10.24	
80 P		11.19			f 8.42	5.22	390.0	JEROME	39.5	6.47	7.59	f 8.58			2.34		12.14	10.14	
96 101 WOYK P		11.34			f 8.49	5.27	394.0	TO MT. HEBRON	35.5	6.42	7.54	f 8.52			2.21		12.01 PM	10.01	
81 P		11.39			s 8.54	5.31	396.7	TO MACDOEL	32.8	6.38	7.51	f 8.42			2.05		11.45 AM	9.45	
80 P		11.42			f 8.57	5.34	398.3	SOMERSET	31.2	6.36	7.49	f 8.37			2.02		11.42	9.34	
81 P		11.50			f 9.03	5.39	402.6	MAY	26.9	6.31	7.44	f 8.30			1.54		11.34	9.24	
96 F		11.58 PM	s 9.13	s 9.10		5.44	407.1	TO DORRIS	22.4	f 6.25	7.39	s 8.23			1.46		11.26	9.13	
81 P		12.06 AM			f 9.18	5.50	411.6	CALOR	17.9	6.19	7.34	f 8.15			1.36		11.16	9.02	
82 WP		12.13			f 9.25	5.55	415.6	WORDEN	13.9	6.14	7.29	f 8.09			1.27		11.07	8.55	
61-82 P		12.19			f 9.32	5.59	418.2	ADY	11.3	6.10	7.25	f 8.04			1.21		11.01	8.48	
69 P		12.28			f 9.39	6.04	422.3	MIDLAND	7.2	6.04	7.20	f 7.58			1.13		10.53	8.40	
82 P		12.35			f 9.46	6.09	426.2	TEXUM	3.3	5.59	7.15	f 7.52			1.05		10.45	8.30	
Term. Yd. WYOTPBK		12.45 AM	s 9.50 PM	s 9.55 AM		6.15 AM	429.5	TO-R KLAMATH FALLS	0.0	5.55 AM	7.10 AM	7.45 PM			12.50 AM		10.30 AM	8.15 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(107.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(2.15) 10.58	(5.15) 20.55	(3.20) 32.10	(3.40) 29.18	(1.00) 22.50	(3.01) 35.47		Time over District.....	(3.05) 34.70	(2.45) 38.90	(3.50) 28.53	(1.00) 22.50		(5.23) 20.04	(2.00) 11.70	(5.35) 19.32	(5.50) 18.49		

Additional Stations {Graham Industrial Track M.P. 356.0  
Ivan Spur M.P. 413.5

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.

The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station. Water Supply—Three quarter mile east of Cantara.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
5 & 6	Shaasta Retreat . MP 323.5 Any Station West Black Butte	Receive and Discharge Receive and Discharge	Any Station (Any Station for points East of Black Butte)	Any Station
8	Any Station East Black Butte	Receive and Discharge Discharge	Any Station	Points West of Gerber Weed and East Any Station
16	Lead or Mt. Hebron	Discharge		
18	Any Station	Discharge		
5	Any Station	Receive and Discharge	Any Station	



EASTWARD

KIRK SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS				FIRST CLASS			Distance from San Francisco via Marysville	Time Table No. 48 August 7, 1932	Distance from Crescent Lake	FIRST CLASS			SECOND CLASS		THIRD CLASS		
		386	626		16	6	18				15	17	5	621	387	647		
		G. N. Ry. Freight	Freight		West Coast	Klamath	Cascade				West Coast	Cascade	Klamath	Freight	G. N. Ry. Freight	Freight		
		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily		<b>STATIONS</b>	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Term. Yd. WOTYPBK		8.15 AM	3.00 AM		10.05 PM	10.10 AM	6.25 AM	429.5	TO-R KLAMATH FALLS 2.4	98.9	s 5.40 AM	s 7.00 AM	s 7.20 PM	9.35 AM	2.30 PM	5.05 PM		
83 P		8.21	3.09		10.10	f 10.15	6.30	431.9	CHELSEA 2.4	98.5	5.36	6.55	f 7.12	9.25	2.21	4.67		
66 P		8.27	3.15		10.14	f 10.19	6.34	434.1	WOCUS 4.3	94.4	5.31	6.48	f 7.06	9.18	2.15	4.60		
110 P		8.37	3.27		10.19	s 10.27	6.42	438.9	TO ALGOMA 4.3	89.5	5.26	6.42	s 6.59	9.09	2.05	4.40		
62 P		8.44	3.37		10.25	f 10.32	6.46	442.6	OUXY 3.7	85.8	5.21	6.37	f 6.54	9.01	1.55	4.32		
82 P		8.53	3.49		10.32	s 10.41	6.52	447.2	TO MODOC POINT 4.8	81.2	5.14	6.31	s 6.47	8.53	1.45	4.23		
67 P		9.02	4.01		10.38	f 10.48	6.58	451.8	LOBERT 4.9	78.6	5.08	6.25	f 6.40	8.43	1.35	4.13		
170 WYPK		9.11	4.16		f 10.45	s 10.58	7.04	456.7	TO OHIOQUIN 1.3	71.7	f 5.02	6.19	s 6.31	8.33	1.25	4.03		
87 P		9.15	4.24		10.49	f 11.04	7.06	458.0	TO PINE RIDGE 3.7	70.4	4.57	6.17	f 6.26	8.18	1.17	3.53		
63 P		9.22	4.33		10.53	f 11.09	7.10	461.1	BRAYMILL 4.3	67.3	4.53	6.13	f 6.21	8.12	1.10	3.48		
86 P		9.32	4.47		10.59	f 11.15	7.15	465.3	CALIMUS 2.3	63.1	4.47	6.08	f 6.14	8.01	1.00	3.40		
Spur 15								469.1	MARTIN 1.2	59.3			f					
122-60 WYP		9.42	5.00		11.06	f 11.25	7.21	470.3	KIRK 4.3	58.1	4.41	6.02	f 6.07	7.43	12.49	3.25		
102 P		9.52	5.11		11.12	f 11.31	7.26	474.5	FUEGO 4.3	53.9	4.36	5.57	f 6.00	7.26	12.40	3.17		
102 P		10.02	5.22		11.17	f 11.37	7.31	478.8	OHINOHALO 4.3	49.6	4.30	5.51	f 5.54	7.13	12.31	3.09		
102 WP		10.12	5.46		11.22	f 11.43	7.36	483.4	LENZ 4.3	46.0	4.24	5.46	f 5.48	7.05	12.22	3.01		
102 P		10.22	5.56		11.28	f 11.49	7.41	488.2	MAZAMA 4.4	40.2	4.18	5.41	f 5.42	6.52	12.07 PM	2.46		
102 P		10.32	6.06		11.35	f 11.55 AM	7.46	492.6	YAMSAY 5.4	35.8	4.12	5.36	f 5.36	6.45	11.55 AM	2.38		
102 P		10.43	6.16		11.43	f 12.01 PM	7.53	498.0	DIAMOND LAKE 5.4	30.4	4.05	5.29	f 5.29	6.35	11.35	2.28		
102 PBK		11.05 AM	6.25		11.49	s 12.09	7.59	503.3	TO-R CHEMULT 3.9	26.1	3.59	5.23	s 5.22	6.25	11.20 AM	2.18		
102 YP			6.40		11.54 PM	f 12.15	8.04	507.2	PAUNINA 7.0	21.2	3.54	5.18	f 5.15	6.16		2.03		
102 P			6.55		12.03 AM	f 12.25	8.14	514.8	MOWICH 4.7	13.6	3.44	5.08	f 5.05	6.02		1.49		
102 P			7.05		12.09	f 12.31	8.20	519.5	KOTAN 4.7	8.9	3.38	5.02	f 4.58	5.54		1.30		
102 P			7.20		12.15	f 12.37	8.26	524.0	UMLI 4.4	4.4	3.32	4.56	f 4.52	5.45		1.15		
Term. Yd. WOYPBK			7.35 AM		s 12.22 AM	12.45 PM	s 8.32 AM	528.4	TO-R CRESCENT LAKE (88.9)	0.0	3.25 AM	4.50 AM	4.45 PM	5.30 AM		1.05 PM		
		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		(2.50) 26.04	(4.35) 21.57		(2.17) 41.76	(2.35) 38.28	(2.07) 46.72		Time over District.....	(2.15) 43.95	(2.10) 5.64	(2.35) 38.28		(4.05) 24.22	(3.10) 23.30	(4.00) 24.72		
									Average Speed per Hour.....									

The schedule time of Nos. 386 and 387 at Klamath Falls applies at Great Northern Junction Switch. Mile post 428.4. The 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

Trains	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
6	Any Station	Receive and Discharge		
17	Chiloquin	Receive and Discharge	Berkeley, Oakland and San Francisco	Portland
18	Chiloquin	Receive and Discharge	Portland	Berkeley, Oakland and San Francisco

EASTWARD

BLACK BUTTE SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS			FIRST CLASS			Distance from main line via Marysville	Time Table No. 48		Distance from Ashland	FIRST CLASS			THIRD CLASS			
	624			8				August 7, 1932			7			645		623	
	Freight			Shasta							Shasta			Local Freight Logger		Freight	
		Leave Daily			Leave Daily			Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily			
M-27 E-52 W-113 WYP		10.17 PM			4.36 AM	345.0		TO-R BLACK BUTTE	85.3	s 10.40 PM			2.20 AM	2.40 PM			
No Siding P Spur				f 4.41		347.0 345.8		IGERNA	83.8	f 10.42			2.10				
55-109 WOYFKB		10.34		s 4.48		348.4		TO-R WEED	80.7	s 10.34			2.00 AM	2.00			
60 WYP		10.55		s 5.02		353.4		TO EDGEWOOD	75.7	s 10.19				12.40			
No Siding					5.09	357.1		METCALF	72.0	10.13							
71 P		11.14		s 5.17		361.0		TO GAZELLE	68.1	s 10.07				12.01 PM			
61 P		11.30		s 5.30		369.1		TO GRENADA	60.0	s 9.53				11.45 AM			
68 PK		11.45 PM		s 5.43		375.5		TO MONTAGUE	53.6	s 9.42				11.20			
68 YP		12.01 AM		f 5.53		380.7		SNOWDON	48.4	f 9.34				10.40			
55 P		12.16		f 6.07		386.2		AGER	42.9	f 9.21				10.20			
No Siding P				f 6.13		388.4		THRALL	40.7	f 9.15							
No Siding WP				f 6.19		390.5		KLAMATHON	38.6	f 9.09							
79 Yard WOYF		12.55		f 6.31		393.1		TO HORN BROOK	36.0	s 9.02				9.17			
No Siding P					6.37	395.6		PILOT	33.5	f 8.50							
70 P		1.12		f 6.42		397.5		ZULEKA	31.6	f 8.45				8.25			
61 P		1.27		s 6.54		401.8		TO HILT	27.3	s 8.34				8.00			
No Siding					6.57	402.8		COLE	26.3	8.32							
76 WP		1.37			6.59	403.6		ORCAL	25.5	8.30				7.25			
60 P		1.55		f 7.10		407.4		GREGORY	21.7	f 8.20				7.10			
60 P		2.04			7.18	410.0		WHITE POINT	19.1	8.12				6.47			
101 TP		2.15		s 7.28		412.2		TO SISKIYOU	16.9	s 8.04				6.35			
No Siding P					7.35	414.1		VIADUCT	15.0	7.54							
No Siding					7.40	415.6		WALL CREEK	13.5	7.49							
71 P		2.45			7.45	416.9		FOLIAGE	12.2	7.44				6.02			
59 WP		3.00		s 7.55		419.3		STEINMAN	9.8	f 7.37				5.50			
72 P		3.15		f 8.05		422.9		MISTLETOE	6.2	f 7.27				5.30			
No Siding P					8.14	425.5		CLAWSON	3.6	7.18							
Term. Yd. WOTPK		4.00 AM		s 8.25 AM		429.1		TO-R ASHLAND	0.0	7.10 PM				5.00 AM			
		Arrive Daily		Arrive Daily				(85.3)		Leave Daily			Leave Daily Ex. Sunday	Leave Daily			
		(5.43) 14.92		(3.49) 22.34				Time over District	(3.39) 23.35			(0.20) 13.80	(9.40) 8.82				
								Average Speed per Hour									

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 and Discharge	To (or Beyond)	From (or Beyond)
7 and 8	Colstin MP 409	Receive and Discharge	Any Station	Any Station



MERRILL SUBDIVISION

Capacity of Sidings and Spurs in Car Lengths	EASTWARD		Distance from San Francisco	Time Table No. 48 August 7, 1932	Distance from Klamath Falls	WESTWARD	
	SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS
	628 Northwest Special	22 Passenger				23 Passenger	625 Oregon Special
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily
				<b>STATIONS</b>			
Term. Yd. WOYFBK		<b>1.50 PM</b>	457.9	TO-R ALTURAS YARD	97.9	<b>1.50 PM</b>	
P		s 1.55	458.8	R ALTURAS	98.8	s 1.35	
Term. Yd. WOYFBK	<b>3.30 PM</b>	<b>2.10</b>	457.9	TO-R ALTURAS YARD	97.9	<b>1.21</b>	<b>8.00 PM</b>
66 cars	<b>3.37</b>	f 2.15	459.9	JUNIPER	95.9	f 1.16	<b>7.53</b>
76 P	<b>4.00</b>	f 2.31	470.6	FLETOHER	85.2	f 12.59	<b>7.25</b>
81 WYP	<b>4.30</b>	s 2.42	477.7	TO GHENT	78.1	s 12.48	<b>7.05</b>
79 YP	<b>5.30</b>	f 3.01	485.4	AMBROSE	70.4	f 12.29	<b>6.25</b>
77 P	<b>6.00</b>	f 3.08	489.8	BOLES	66.0	f 12.22	<b>6.00</b>
85 WYOP	<b>6.35</b>	s 3.14	493.6	HACKAMORE	62.2	s 12.16	<b>5.40</b>
77 P	<b>6.55</b>	f 3.25	500.8	MEARES	55.0	f 12.05 PM	<b>4.43</b>
84 WYP	<b>7.20</b>	f 3.35	506.1	PEREZ	49.7	f 11.56 AM	<b>4.20</b>
No Siding	<b>7.30</b>	f 3.41	508.9	DRY LAKE	46.9	f 11.51	<b>4.12</b>
77 P	<b>7.50</b>	f 3.52	515.4	CORNELL	40.4	f 11.41	<b>3.52</b>
77 WP	<b>8.15</b>	f 4.06	524.3	STRONGHOLD	31.5	f 11.27	<b>3.25</b>
I No Siding			525.4	Great Northern Ry. Crossing	30.4		
No Siding P	<b>8.26</b>	s 4.16	529.7	TULE LAKE	26.1	s 11.19	<b>3.15</b>
No Siding P	<b>8.33</b>	f 4.22	533.2	HATFIELD	22.6	f 11.14	<b>3.08</b>
No Siding	<b>8.38</b>	f 4.28	536.0	MALONE	19.8	f 11.09	<b>3.02</b>
77 P	<b>8.45</b>	s 4.32	537.9	TO MERRILL	17.9	s 11.05	<b>2.55</b>
No Siding	<b>9.15</b>	f 4.43	543.8	HOSLEY	12.0	f 10.51	<b>2.30</b>
77 P	<b>9.25</b>	f 4.49	547.1	STUKEL	8.7	f 10.46	<b>2.23</b>
Term. Yd. WOYFBK	<b>10.00 PM</b>	<b>5.05 PM</b>	556.8	TO-R KLAMATH FALLS	0.0	<b>10.30 AM</b>	<b>2.00 PM</b>
	Arrive Daily	Arrive Daily		(98.8)		Leave Daily	Leave Daily
	(6.30) 15.06	(3.15) 30.40		.....Time over District.....	(3.20) 29.64	(6.00) 16.31	
				.....Average Speed per Hour.....			

Nos. 22 and 23 will obtain clearance at Alturas Yard before proceeding to Alturas Station.

The schedule time and train orders of Nos. 22 and 23 at Alturas Yard applies at junction switch, Lake View Branch.

NO. 23 WILL HEAD AROUND WYE ALTURAS YARD AND BACK TO ALTURAS PASSENGER STATION.

NO. 22 WILL BACK UP FROM ALTURAS PASSENGER STATION AND HEAD AROUND WYE AT ALTURAS YARD.

MERRILL SUBDIVISION

Capacity of Sidings and Spurs in Car Lengths	EASTWARD		Distance from San Francisco	Time Table No. 48 August 7, 1932	Distance from Lakeview	WESTWARD	
	SECOND CLASS	630				629	SECOND CLASS
		Mixed				Mixed	
		Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	
				<b>STATIONS</b>			
P		<b>2.10 PM</b>	457.8	R ALTURAS	64.5	s 11.05 AM	
		f	459.7	MATTES	52.6	f	
Spur 6		f	466.9	SURPRISE	45.4	f	
26-P		s 3.00	478.6	TO DAVIS CREEK	33.7	s 9.50	
Spur 24		f	481.3	GARRET	31.0	f	
10-P		s 3.30	491.2	TO WILLOW RANCH	21.1	s 9.10	
Spur 2		f	495.1	JOFFRE	17.2	f	
See Note 23-P		s 4.20	497.8	FAIRPORT	14.5	s 8.40	
Spur 1		f	503.5	SNELLING	8.8	f	
Term. Yd. WYFBK		<b>5.30 PM</b>	512.3	TO-R LAKEVIEW	0.0	<b>8.00 AM</b>	
		Arrive Daily Ex. Sunday		(64.5)		Leave Daily Ex. Sunday	
	(3.20) 16.35			.....Time over District.....	(3.05) 17.67		
				.....Average Speed per Hour.....			

Additional Water Supply { Whittier Tank MP 485.8  
Ramers MP 487.5

Siding at Fairport located 1525 feet East of Station. Schedule Time and Train Orders will apply at Siding.

# SPECIAL INSTRUCTIONS



**RULE 2.** The following are designated Watch Inspectors:  
 San Francisco, 65 Market St., S. A. Pope, Manager Time Service.  
 Sacramento, Cal., 1022 K St., H. T. Harger Weed, Cal.,..... Jos. Chenis  
 Red Bluff, Cal.,..... G. C. Wilkins Klamath Falls, Ore.,..... F. W. Bertram  
 Redding, Cal.,..... F. R. Dobrowsky Ashland, Ore.,..... Chas. A. White  
 Dunsmuir, Cal.,..... John Evans Alturas, Cal.,..... Wm. Mayben  
 Portland, Ore., Wm. H. Saxton, 245 Washington Street.

Following whistle signals will be used by Siskiyou line trains to recall flag between Junction Switch at Black Butte and Weed, and by Modoc Line trains between Stukel and Klamath Falls.

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

**RULE 14 (e).** From East, six long.

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

**RULE 83 (A).** Nos. 7, 8, 623 and 624 and trains originating and terminating register at Weed.

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

Westward G. N. Ry. trains register by ticket at Klamath Falls.

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

Gerber	Black Butte	Ashland	Crescent Lake
Red Bluff	Weed	Mt. Hebron	Alturas
Redding	Montague	Klamath Falls	Hackamore
Dunsmuir	Hornbrook	Kirk	Lakeview

Nos. 22 and 23 will use Cascade Line main track between Modoc Line junction switch and passenger station Klamath Falls under the direction of Yardmaster, and will proceed with caution.

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

Movement of engines and trains between Alturas Yard and Alturas will be directed by yardmaster, when yardmaster on duty.

### RAILROAD CROSSINGS INTERLOCKED

**RULE 98.** Great Northern Railway one-half mile east of east switch Stronghold. Automatic Interlocking Plant, without signal operators, governing Great Northern Railway crossing one-half mile east of east switch Stronghold.

Train movements over the crossing governed by interlocking signals of the semaphore type.

Normal indication of home signals—STOP.

When train approaches crossing and enters the approach circuit, the home and distant signals should change to PROCEED.

When home signal indicates "Proceed" speed of engine must not exceed twenty (20) miles per hour between the home signal and the crossing.

If no cause for signals being at "STOP" is seen, or if there is a train on intersecting track with no indication that it is to immediately proceed, flagman must be sent ahead to operate a release located in iron box at the crossing. BEFORE OPERATING TIME RELEASE, FLAGMAN MUST ASSURE HIMSELF THAT TRACK BETWEEN HOME SIGNALS ON INTERSECTING LINE IS UNOCCUPIED. Door is provided with standard switch lock. Instructions for the operation of the release posted inside the box.

**RULE 206 (A).** Clearance dated at Dunsmuir will authorize second class and inferior trains at Dunsmuir Yard.

### BLACK BUTTE

**RULE 104.** The normal position of Junction Switch (1200 feet west of Train Order Office) is for Cascade Line.

Track extending from connection 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 connection 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 90.

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 is 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.

Modoc Line main track parallels south side of Cascade Line main track at Klamath Falls, from a point at Cascade Line Mile Post 427.023 and Modoc Line Mile Post 553.2 to Cascade Line Mile Post 427.786. Junction switch of Modoc Line and Cascade Line at Klamath Falls is 1000 feet west of Mile Post 428. Normal position of junction switch is for Cascade Line.

### ALTURAS YARD

Junction switch of Lakeview Branch and Modoc Line main track at Alturas Yard is 480 feet west of Mile Post 458. Normal position of junction switch is for Modoc Line.

**RULE 220.** Third paragraph of rule will be complied with by Nos. 623 and 624 at Weed.

**RULE 221.** Light will not be displayed in train order signals on Lakeview Branch at Davis Creek and Willow Ranch except when train orders are to be delivered.

Trains obtain a clearance before leaving Redding.

No. 630 obtain clearance before leaving Alturas.

**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.

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

### USE OF RETAINERS

#### Passenger Trains

Siskiyou to Ashland..... All retainers.  
 Siskiyou to Orcas..... All retainers.  
 Milepost 400 to Hornbrook..... All retainers.  
 Black Butte to Edgewood..... Accessible retainers.  
 Azalea to east switch Dunsmuir..... Accessible retainers.  
 Ambrose to Ghent..... Accessible retainers.  
 Retainers on head end cars must be left turned up from Orcas to Mile Post 400, but should be turned down momentarily if stop is made at Hilt.  
 Accessible retainers will be turned down after passing Yard Limit sign at Ashland. Retainers may be turned down if stop is made at Shasta Springs or west.  
 In operating retainers, they should be turned up commencing at the head end, and when turned down, commencing at the rear end.

#### Freight Trains

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

Retainers will be turned up solid on head end of train in such number, depending upon the total weight of train, one operative retainer for the amount of M's shown as follows:

Siskiyou to Ashland.....	} One (1) retainer for each 90 M's.
Siskiyou to Hornbrook.....	
Azalea to Dunsmuir Yard.....	} One (1) retainer for each 120 M's.
Black Butte to Edgewood.....	
Ambrose to Ghent.....	
Snowdon to Hornbrook.....	
Grass Lake to Azalea.....	} One (1) retainer for each 200 M's.
Dunsmuir Yard to Gibson.....	
} One (1) retainer for each 400 M's.	

Example: A train consisting of 80 cars 7,000 M's Grass Lake to Azalea requires 35 retainers and from Azalea to Dunsmuir Yard 58 retainers turned up solid on head end.

Sufficient retainers will be turned up, in the judgment of the engineer, to properly control trains of logs descending grade between Kirk and Chilcoquin.

Retainers must be turned down momentarily ascending grade Orcas to Hilt. Retainers must be turned down if stop is made between Thrall and Hornbrook. The maximum retaining pressure must be used from Siskiyou to Ashland and Siskiyou to Hornbrook on loaded cars, except refrigerators, equipped with the 10-20 and 15-30 pound retainers.

Solid stock trains Snowdon to Hornbrook and Grass Lake to Azalea may be handled with no retainers provided engineer can properly control speed of train and charge brake pipe to standard pressure between applications. If necessary to use retainers to control speed of train, engineer will instruct train crew number of retainers required.

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

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 restriction.

### TRAIN AND AIR INSPECTION

**RULE 827.** Passenger trains descending grade will stop four minutes at Steinman and freight trains descending grade will stop as indicated below for inspection of and for heat of wheels to equalize.

Steinman or Foliage.....	10 minutes
Gregory or White Point.....	10 minutes
Orcas or Hilt.....	5 minutes
Weed or Edgewood.....	10 minutes
Mott or Azalea.....	5 minutes
Cougar or Andesite.....	10 minutes
Bolam (If stop not made at Andesite).....	5 minutes
Ghent.....	10 minutes

In addition to the designated stops for inspection no freight train will make a continuous run of more than fifty miles without a stop for inspection.

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 Chilcoquin, Dry Canyon Viaduct between Hotlum and Bolam, Klamath River Bridge east of Klamathon, 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 Diets 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 and no movement of the train attempted until the passenger train has passed.

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.

Running air brake test must be made:

Snowdon.....	Eastward passenger trains.
Black Butte.....	Siskiyou Line passenger trains.
Grass Lake.....	Westward passenger trains.
Ambrose.....	Westward passenger trains.

Standing air brake test must be made:

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

Eastward trains which have made standing air brake test at Mt. Shasta or Deets need not do so at Black Butte.

The tonnage of any freight train between Hornbrook and Ashland must not exceed 100 Ms per operative brake when handled on descending grade by AC, 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 tonnage of any freight train descending grade between Mt. Shasta and Dunsmuir, and between Ambrose and Ghent, must not exceed 120 Ms per operative brake.

**RULE 869.**—Descending Steep Grades.

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

### AUTOMATIC BLOCK SYSTEM

Trains or engines stopped by signals 3208 or 3209 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 4288-4293 and 4297 at Ashland; 4292, 4293 and 4295 at Klamath Falls; 5282 at Crescent Lake, may proceed with caution, not exceeding 12 miles per hour.

Routing arm in proceed position on signal 4112 west of Siskiyou, authorizes train to proceed and enter siding.



## SPECIAL INSTRUCTIONS—Continued.

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.

Eastward engines or trains will leave turntable lead at east switch located 200 feet west of Signal 4124.

When necessary to send flagman through tunnel 13, train must wait until flagman calls on telephone from opposite end of tunnel.

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.

Signal 3218 at Dunsuir 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 Dunsuir governs movement from drill track to work track and will indicate proceed only when both derail and switch to work track are lined for movement to main track and track is unoccupied. Signal 3222 at Dunsuir governing eastward trains is located on left side of main 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.

Signal 5025 at derail on left side west end of interchange track, Chemult, governs movement from interchange track to main track.

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.

Station protection set is located at Haekamore. In addition to the application of other rules governing Automatic Block System, all trains approach Signals 4934 and 4937 prepared to stop, expecting to find motors or engines with or without cars of the Pickering Lumber Co., moving across main track between west end of siding on south side of main track and west end of storage tracks on north side. Dwarf type light signal No. 4936 governs movements of Pickering Lumber Co. from west end of storage track to west end of siding through connection with and over main track. Dwarf type light signal No. 4935 governs movements from west end of siding to main track and movements to west end of storage track through connection between main track and storage track. Derails or switches of connection between storage track and main track or of main track must not be unlocked or lined unless indicator shows block clear. If signals 4936 or 4935 do not display a green light within 2 minutes after first switch lined for movement desired, main track must not be fouled or occupied except under flag protection.

## INTERLOCKING

Switches at east end of westward siding at overhead bridge Redding are electrically controlled and operated from telegraph office.

## MISCELLANEOUS

Not more than one 2-10-2, AC or Mallet class engine must be placed on head end of freight trains, nor more than two Consolidations or one Mikado and one Consolidation, 2-10-2, AC or Mallet class engines must not be coupled ahead of engines smaller than Consolidation, when tonnage behind such engines is in excess of its rating as shown in time tables.

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 engine man will shut off the steam one half mile from station.

Engines of freight trains on descending grades of 1% or over, also westward at Cottonwood, Chiloquin and Lens, must be detached to take water. Engines of freight trains, except eastward at Morley, must be detached to take oil.

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, engineer will place automatic brake valve on lap, then sound one long whistle signal. Helper engineer will then make fifteen pounds reduction of brake pipe pressure, leading engineer noting fall of brake pipe pressure will release brakes and after brake pipe has been charged, helper engine may then be cut off. Trainers will not cut off helper engine until advised by helper engineer that brake pipe has been recharged.

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 AND DUNSMUIR YARD

Passenger Trains.....	Two brakes on East End. Three 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 employee releasing any of these brakes, must set as many others to replace them.

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

Trains or yard engines moving on track No. 3, Dunsuir Yard, will move with caution approaching roundhouse, and will stop before passing turntable if engine is being turned with draw heads extending over end of turntable.

## REDDING SUBDIVISION

At Redding, EASTWARD siding will be used by eastward trains and is first track from main track going east to connection with WESTWARD siding at water column. WESTWARD siding will be used by westward trains and is second track from main track going east and continues to overhead bridge.

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.
Kennet.....	High Line Spur and Bridge.
Pollock.....	Spur.
Lamoine.....	Industrial Tracks Little Slate Creek Bridge and west thereof.

Gibson.....Spur.

Dirigo.....Industrial Tracks north side of main track.

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 Dunsuir Yard and westward engines and trains, except first class, will not pass signal 3213 at signal shop east end Dunsuir Yard, without proceed signal from yardman.

## BLACK BUTTE SUBDIVISION

The following rules will govern the handling of a passenger train which has parted from any cause on grades between Dunsuir, 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.

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.

Igema.....	Spur.						
Deetz. A. C. and M. C. class engines may use stem of Wye leading to rock crusher at Deetz as far as Highway crossing but must not go on curved portion of balloon track.							
Weed. Engines larger than the 2500 Consolidation class must not be used on tracks of the Long Bell Lumber Co. at Weed as follows:							
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

When necessary to perform switching on these tracks, care should be exercised to see that heavy class power is not used on such tracks.

Locomotives must not operate over following Industrial Tracks:

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 except Consolidation, 4000 and 4200 class engines can use lumber spur back of stoek corral Maedocel, Box Factory spur Bray and all spurs Dorris.

At Mt. Hebron EASTWARD siding will be used by eastward trains and is located on left side of main track going east. WESTWARD siding will be used by westward trains and is located on left side of main track going west. East connection switch on EASTWARD siding must be normally lined for Stoek 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 Dunsuir will observe track from rear door of caboose that trains may be stopped in event of derailment. Diets 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. When there is a Westward train on siding Grass Lake, Eastward freight trains pull to clear west switch of siding and cut out helper through connection east of east leg 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. Light engines arriving at Dunsuir from East, desiring to enter roundhouse lead, will sound whistle signal as follows: "Short, long, two short."

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.

## KIRK SUBDIVISION

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

## MERRILL SUBDIVISION

At Alturas Yard, trainmen will perform necessary switching, put engine away, take charge of engine at enginehouse and place on train, during the hours yard engine is not on duty.

## SCALES

Track scale at Matheson is private scale

## 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 3165 AND REDDING AND BETWEEN MILE POST 3554 AND CRESCENT LAKE, THE MAXIMUM SPEED MUST NOT EXCEED 50 MILES PER HOUR UNLESS WATER CAPACITY OF ENGINE TENDER IS 7000 GALLONS OR LESS, EXCEPT TENDER CLASSES 70-R1 AND 70-SC-1, 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 2161 AND REDDING AND BETWEEN MILE POST 3554 AND CRESCENT LAKE, THE MAXIMUM SPEED MUST NOT EXCEED 40 MILES PER HOUR.



SPECIAL INSTRUCTIONS—Continued.

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

Page No.	Between	PASSENGER						FREIGHT AND MIXED			LIGHT ENGINES				
		Maximum	With T 1, 2, 7 to 23, 28, 31, 34, 36 MK 5 to 9 Engines	With C 2 to 19, C 18 to 29 F 1 Engines	With C 11, 12, 14, 15 17 TW MK 2 and 4 G. N. Ry. F 5 Engines	With F 3, 4, 5, 6 AM MM AC 4, 5, 6 S. P. 1, 2, 3 Engines	With AC 1, 2, 3 MC 2, 4, 6, Engines	Maximum	With AC 1, 2, 3 MC 2, 4, 6 Engines	With Engine Running Backward	Running Forward			Running Backward All Classes	
											Maximum	M. T., C 3 to 10, C 13 to 25, TW MK 5 to 9, F 1, 3, 4, 5, 6, S. P. 1, 2, 3	AC 4, 5, 6 AM C 11 to 17 TW MK 2 and 4 MM G. N. Ry. F 5		AC 1, 2, 3 MC 2, 4, 6
2	Gerber and M. P. 216.5	50	50	45	40	45	40	35	35	20	35	35	30	30	20
2	M. P. 216.5 and Redding	60	50	45	40	45	40	40	40	20	40	35	30	30	20
2	Redding and one mile east of Middle Creek	40	40	40	40	40	40	35	35	20	40	35	30	30	20
2	One mile east of Middle Creek and Dunsmuir	28	28	28	28	25	20	20	20	15	28	25	25	20	15
2	Exception: Eastward freight trains one mile east of Middle Creek and Dunsmuir														
3	Dunsmuir and Azalea	25	25	25	25	25	20	25	20	15	25	25	25	20	15
3	Azalea and Mt. Shasta	30	30	30	30	25	20	20	20	15	25	25	25	20	15
3	Mt. Shasta and Deets	50	50	45	40	45	40	35	35	20	40	35	30	30	20
3	Deets and Black Butte	25	25	25	25	25	20	20	20	15	25	25	25	20	15
3	Black Butte M. P. 345 and M. P. 355½ Cascade Line	35	35	35	35	35	35	25	25	15	35	35	30	30	20
3	M. P. 355½ and Klamath Falls	60	50	45	40	45	40	40	40	20	40	35	30	30	20
4	Klamath Falls and Crescent Lake	60	50	45	40	45	40	40	40	20	40	35	30	30	20
5	Black Butte and Edgewood	50	25	25	25	25	20	20	20	15	25	20	20	20	15
5	Edgewood and Snowdon	50	50	45	40	45	40	35	35	20	40	35	30	30	20
5	Snowdon and Ager	30	30	30	30	25	20	20	20	15	30	25	25	25	15
5	Ager and Thrall	25	25	25	25	25	20	20	20	15	25	20	20	20	15
5	Thrall and Hornbrook	30	30	30	30	25	20	20	20	15	30	25	25	20	15
5	Hornbrook and Hilt	25	25	25	25	25	20	15	15	10	25	25	25	20	10
5	Hilt and Cole	30	30	30	30	25	20	20	20	10	30	25	25	20	10
5	Cole and Clawson	25	25	25	25	25	20	15	15	10	30	25	25	20	10
5	Clawson and Ashland	30	30	30	30	25	20	20	20	15	25	25	25	25	15
6	Ashland and Ghent	40	40	40	40	40	40	30	30	20	40	35	30	25	20
6	Ghent and Ambrose	25	25	25	25	25	20	20	20	15	25	25	25	25	15
6	Ambrose and Klamath Falls	40	40	40	40	40	40	30	30	20	40	35	30	25	20
6	Klamath Falls and Lakeview	30	30	30	30	25	20	25	25	15	30	25	25	20	15
6	Lakeview and Through Crossovers, turnouts and on sidings	15	15	15	15	15	10	10	10	10	15	15	15	10	10
See Note	Relief trains with steam derricks							25							
See Note	Trains handling logs loaded on flat or logging cars, Tangent track							25							
See Note	Trains handling logs loaded on flat or logging cars, Curved track							20							
3	Dredger fills, Worden and Klamath Falls	50						35							
4	Dredger fills, Wocus and Ouxy	50						35							

Note: Respect freight train restrictions where slower speed prescribed.

Trains must not exceed fifteen miles per hour Klamath Falls yard between Sixth Street Viaduct and Main Street crossing.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

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

Dead or disabled engines running under own steam (except yard engines) will not be moved to exceed following speed:

- 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

Yard engines dead in train or running under own steam, 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.

When a train handled by GS (4400) class engine is doubleheaded with GS, AC or SP class engine, the speed over Sacramento River Bridges, 14th and 15th Crossings between Castella and Castle Crag and the 17th Crossing between Small and Cantara, must not exceed 10 miles per hour while the engines are moving on the bridge.

Trains handling logs must not exceed 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.
- All crossings over Sacramento River except 2d, 4th, 5th and 18th crossings.
- First and Second crossings Pit River, Lakeview Branch.

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

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

	Miles per hour
Red Bluff . . . . .	15
Redding . . . . .	15
Chiloquin . . . . .	25
Klamath Falls, Main St. . . . .	15

SPECIAL INSTRUCTIONS—Continued.

STRUCTURES LESS THAN STANDARD CLEARANCE

M.P.	BETWEEN	Structure	Height	Crossing
.....	Redding	North Street	Bridge	21' 8"
276.6	Kennet	Pitt	Tunnel No. 2	17' 10"
273.9	Pitt	Morley	Tunnel No. 3	18' 2"
286.4	Elmore	Antler	Bridge No. 3	21' 11"
288.9	Pollock	Antler	Tunnel No. 6	21' 2"
295.6	Smithson	Delta	Tunnel No. 7	18' 6 1/2"
299.8	Delta	Lamoine	Tunnel No. 8	18' 2"
301.8	Lamoine	Gibson	Bridge No. 6	21' 9"
302.2	Lamoine	Gibson	Bridge No. 7	21' 5"
305.3	Gibson	Fisher	Bridge No. 8	21' 6"
305.4	Gibson	Fisher	Tunnel No. 9	17' 11"
306.7	Fisher	Sims	Bridge No. 9	21' 0"
307.0	Fisher	Sims	Tunnel No. 10	18' 1"
308.6	Fisher	Sims	Bridge No. 10	21' 6"
308.9	Gibson	Sims	Bridge No. 11	21' 6"
310.3	Sims	Flume	Bridge No. 12	23' 9"
310.6	Sims	Flume	Bridge No. 13	21' 4"
317.6	Castle Rock	Castle Crag	Bridge No. 14	21' 9"
317.8	Castle Rock	Castle Crag	Bridge No. 15	21' 7"
325.0	Shasta Retreat	Shasta Springs	Bridge No. 16	21' 10"
327.2	Small	Cantara	Bridge No. 17	21' 10"
329.4	Cantara	Mott	Tunnel No. 12	18' 10 1/2"
390.9	Klamathon	Hornbrook	Bridge	21' 6 1/2"
411.3	White Point	Siskiyou	Tunnel No. 13	18' 00"
414.6	Viaduct	Wall Creek	Tunnel No. 14	18' 7"
415.2	Viaduct	Wall Creek	Tunnel No. 15	18' 4"
419.9	Steinman	Mistletoe	Tunnel No. 16	18' 0"
407.8	Dorris	Calor	Tunnel No. 1	21' 2"
410.0	Dorris	Calor	Tunnel No. 2	21' 2"
427.1	Texum	Klamath Falls	Highway Bridge	21' 9"
456.0	Lobert	Chiloquin	Bridge	23' 7"

Steinman water tank, 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.
Dunsmuir	Dr. E. J. Cornish	District Surgeon.
Dunsmuir	Dr. A. H. Newton	District Surgeon.
Mt. Shasta	Dr. Paul Wright	District Surgeon.
Weed	Dr. H. L. Vidriksen	District Surgeon.
Montague	Dr. G. W. Dwinell	District Surgeon.
Montague	Dr. Chas. Fins	District Surgeon.
Hornbrook	Dr. F. B. Lucas	District Surgeon.
Hilt	Dr. Joe Langer	District Surgeon.
Ashland	Dr. F. G. Swedenburg	District Surgeon.
Ashland	Dr. E. A. Woods	Assistant District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Red Bluff	Dr. F. L. Doane	District Surgeon.
Cottonwood	Dr. R. O. Frey	District Surgeon.
Anderson	Dr. G. E. Fiors	District Surgeon.
Redding	Dr. C. D. Sewall	Acting District Surgeon.
Dorris	Dr. Paul Baron	District Surgeon.
Klamath Falls	Dr. E. D. Johnson	Division Surgeon
Klamath Falls	Dr. Chas. V. Rugh	Assistant District Surgeon.
Klamath Falls	Dr. Ralph W. Stearns	Oculist and Aurist.
Klamath Falls	Dr. R. W. Oldenburg	Asst. District Surgeon.
Chiloquin	Dr. B. E. Faden	District Surgeon.
Alturas	Dr. John Stiles	District Surgeon.
Lake View	Dr. C. E. Leithead	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 ALTURAS ALTURAS YARD CRESCENT LAKE

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Class	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070		
Baggage—66 ft.	127,610		
Baggage—70 ft.	122,620		
Baggage—70 ft. (with Auto. End Door)	125,800		
Baggage—(Dynamo)	98,730		
Baggage and Mail—60 ft.	103,620	87,120	81,120
" " " —69 ft.	124,760		
" " " —70 ft.	129,140		
Baggage and Passenger	108,675	103,500	99,200
Express Refr.—(NP Ry)		112,640	76,320
" " " —(GN Ry)		74,000	60,000
" " " —(A.R.E.) No. 40-154		78,000	70,000
" " " " " 155-224		89,000	
" " " " " 500-508		110,000	
" " " " " 1101-1175		85,000	
" " " —(P.F.E.) " 500-799		83,000	
Tea and Silk			48,150
Express, Horse	133,050		81,033
Postal	112,120		
Postal Storage—40 ft.	74,530		
Postal Storage—60 ft.	105,120		
Club	146,210	122,300	
Official	170,700	155,370	109,370
Chair—60 ft.	100,620		84,740
Chair—74 ft.	163,900		
Coaches—60 ft.	98,130		
Coaches—70 ft.	137,640		
Coaches—72 ft.	139,660		
Coaches—73 ft.	148,040		
Coaches—72 ft. (Interurban)	120,000		
Coaches			81,210
All-Day Lunch—Chair	105,970		
All-Day Lunch—Coach	103,875		
Cafe Coach		138,600	
Diner—70 ft.		135,930	131,040
Diner—72 ft.	155,330	146,930	134,530
Diner—77 ft. (Arch Type Roof)	156,000		
Diner—77 ft. (Clere Story Roof)	161,520	165,530	
Diner—79 ft.	169,100		
Diner—80 ft.	175,200		
Cafe Parlor	148,950	161,200	
Lounge	173,000		
Observation—75 ft.	154,400		
Observation—77 ft.	173,300		
Observation		141,870	121,300
Pullman—Observation	164,600	153,000	
Pullman—Observation Lounge	171,200		
Pullman—Lounge	168,700		
Pullman—Parlor	155,600	147,500	
Pullman—Bedroom Car	167,600		
Pullman—Standard Sleeper	164,600	144,000	
Pullman—Tourist	140,600	133,000	
Rail Car—Gas-Electric, 400 H.P.	158,400		
Rail Car—Gas-Electric, 600 H.P.	167,200		
Rail Car—McKeen—55 ft.	64,140		
Rail Car—McKeen—70 ft.	71,530		
Observation (Open Top)			62,000



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	Klamath Falls to Alturas	Alturas to Klamath Falls
				Single	Single	Single	Single	Single	Single	Double Hooker H&H	Single	Single	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	1550	600
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 2310	210	590	1010	1930	1350	1930	3430	3780	.....	.....	.....	.....	.....	.....
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	700	1100	2120	1480	2120	3770	4140	1750	2600	5250	3050	2450	1050
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	800	1260	2380	1670	2380	4190	4610	1960	2950	5850	3400	2750	1200
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															
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	640	1030	1980	1380	1800	3500	3900	1650	2500	5000	2900	2300	1000
MK-2, 4	MK-57 231/30 206-S	3200 to 3240	210	930	1470	2780	1950	2550	4910	5400	.....	.....	.....	.....	.....	.....
MK-2, 4	MK-57 231/30 206-SF	3241 to 3277	210	970	1550	2950	2050	2750	5300	5800	.....	.....	.....	.....	.....	.....
MK-5, 6	MK-63 26/28 210-S															
F-1	F-63 271/32 273-S	3600 to 3652	200	1160	1800	3300	2430	3300	6100	6700	2800	4300	8000	4950	.....	.....
F-4, 5	F-63 291/32 306/B-61-SF	3668 to 3763	200	1250	2000	3930	2600	3700	6960	7650	3200	4900	8000	5650	4850	2150
F-5	F-63 291/32 306/B-62-SF	3764 to 3768														
F-6	F-63 291/32 314/B-61-SF	3769														
AC-1, 2, 3	AC-57 22 1/2 441-SF	4000 to 4048	210	1350	2200	4830	2900	4300	8000	.....	3350	5550	8000	6400	5200	2350
MM-2	MM-63 22 1/2 320-SF	4200 to 4211	200	1130	1650	3510	2450	3250	6270	6890	2600	4400	8000	5050	.....	.....
AM-2	AM-63 22 1/2 320-SF	4200 to 4211														
MT-1,3,4,5	MT-73 28/30 246/B-60-SF	4300 to 4376	210	1000	1660	3340	2310	3240	6220	6850	2500	3850	7800	4500	.....	.....
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	.....	1750	3550	.....	3350	6450	7100	2700	4050	8000	4800	.....	.....
SP-1	SP-63 22 1/2 316/B-60-SF	5000 to 5015	225	1440	2300	4750	3140	4350	8000	.....	3650	5400	8000	6250	5550	2450
SP-2, 3	SP-63 22 1/2 317/B-61-SF	5016 to 5048														
Allowance for Empty and Underloaded Cars			Less than 40 M's	3	3	3	3	3	6	6	3	3	6	6	6	3
			40 M's to 50 M's	0	0	0	0	0	3	3	0	0	3	3	3	0
			More than 50 M's	0	0	0	0	0	0	0	0	0	0	0	0	0

**TRAINMASTERS**  
 H. G. McCARTHY..... Dunsmuir, Cal.  
 H. A. SPRAGUE..... Klamath Falls, Ore.  
 J. J. SULLIVAN..... Dunsmuir, Cal.  
 G. W. ROSE, Asst. Trainmaster... Crescent Lake, Ore.

**CHIEF TRAIN DISPATCHER**  
 M. A. WALLACE..... Dunsmuir, Cal.  
**ASSISTANT CHIEF TRAIN DISPATCHER**  
 P. B. BELL..... Dunsmuir, Cal.

SHASTA DIVISION:		Main Lines.	
Gerber to Calif.-Ore. State Line	C. P. Ry.	.....	191.60
Calif.-Ore. State Line to Ashland	S. P. Co.	.....	27.80
Black Butte to Odell Lake	C. P. Ry.	.....	187.57
Paola to Klamath Falls	N-C-O Ry.	.....	2.31
	C. P. Ry.	.....	95.41
		.....	97.72
Total Main Lines		.....	594.79
Lakewick		.....	56.12
Total Shasta Division		.....	540.91

**ROAD FOREMAN OF ENGINES**  
 W. C. DAVIS, Dunsmuir, Cal.

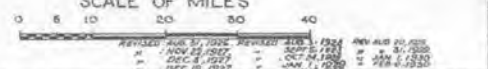
**T. J. FOLEY,**  
*Assistant Superintendent.*

# MAP OF THE SHASTA DIVISION

## SOUTHERN PACIFIC COMPANY

AUGUST 5, 1926

JFM  
SCALE OF MILES



REVISED AND RE-DESIGNED BY THE SOUTHERN PACIFIC COMPANY  
 NOV. 23, 1925  
 DEC. 1, 1925  
 JAN. 1, 1926  
 FEB. 1, 1926

