

WESTWARD

TIME TABLE

EASTWARD

California Western Railroad & Navigation Co.

TIME TABLE

To Take Effect Sunday, June 25th, 1944, at 1:00 P. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees and not intended for the use of the public.

The Management reserves the right to vary from this time table when necessary.

F. L. HANSON, Superintendent.

A. T. NELSON, General Manager.

CALIFORNIA WESTERN RAILROAD AND NAVIGATION COMPANY

EASTWARD From Fort Bragg

TIME TABLE

Toward Fort Bragg WESTWARD

NO. 44

JUNE 25, 1944

Capacity of Sidings and spurs in car lengths, and location of Fuel, Water and Turning Stations.		FIRST CLASS MOTOR		Dist. from Ft. Bragg & Stat No	Stations	Dist. from Willits	FIRST CLASS MOTOR		Phone Office Hours
		3	1				2	4	
		Daily	Daily				Daily	Daily	
Term. Yd.	KPFWYB	6:30PM	10:00AM	0.0	DNR FORT BRAGG	40.0	4:00 PM	9:00AM	7:00 A.M to 6:00 P.M.
35		f 6:35	f 10:05	2.0	2.0 Pudding Creek	38.0	f 3:54	f 8:54	
2	P	f 6:39	f 10:09	3.4	1.4 Glen Blair Jct.	36.6	f 3:51	f 8:51	
8	P	f 6:47	f 10:17	6.7	3.3 South Fork	33.3	f 3:41	f 8:41	
30	P	f 6:54	f 10:24	9.0	2.3 Ranch	31.0	f 3:35	f 8:35	
	P	f 6:59	f 10:28	10.0	1.0 Redwood Lodge	30.0	f 3:30	f 8:30	
10	P	f 7:08	f 10:33	12.6	2.6 Grove	27.4	f 3:24	f 8:24	
		f 7:20	f 10:43	16.0	3.4 Camp Silverado	24.0	f 3:14	f 8:14	
15	P	f 7:26	f 10:47	18.0	2.0 Alpine	22.0	f 3:09	f 8:09	
4		s 7:32	s 10:51	19.8	1.8 Camp Marwedel	20.2	s 3:05	s 8:05	
	PW	f 7:35	f 10:52	20.0	0.2 Olde Camp Seven	20.0	f 3:04	f 8:04	
20	PW	7:40PM 7:35AM	s 10:55	21.2	1.2 R NORTHSPUR	18.8	s 3:00	8:00 s 7:59	
	PY	7:45 AM	f 11:05	23.9	2.7 Irmulco	16.1	f 2:50	7:50AM	
10	P		f 11:11	26.7	2.8 Shake City	13.3	f 2:44		
12	P		f 11:15	27.7	1.0 Burbeck	12.3	f 2:41		
6	PW		f 11:27	30.2	2.5 Clare Mill	9.8	f 2:34		
6	P		f 11:38	32.6	2.4 Crowley	7.4	f 2:27		
22	P		f 11:50	35.2	2.6 Summit	4.8	f 2:19		
Term. Yd.	KPFWYO		12:01 PM	40.0	DNR WILLITS	0.0	2:05 PM		24 Hours

ADDITIONAL SIDINGS, SPURS AND WATER STATIONS

Location	Mile Post	Switch Connection	Car Capacity	Tank Capacity
Gravel Pit	5.7	East	10	
Hay Shed	5.8	Siding	4	
Rock Pit	7.3	East	4	
Redwood Lodge	10.5			Water 8,000 Gals.
Redwood Ck.	24.46	Siding	40	
Redwood Ck.	25.1	East	7	
McMullin Ck.	26.87	West	2	
High Fill	31.3	Siding	6	
Crater	34.0			Water 8,000 Gals.
Summit	35.2	West	9	
Sage Mill	38.6	East	10	

CALIFORNIA WESTERN RAILROAD AND NAVIGATION COMPANY

NORTHWARD From Fort Bragg			TIME TABLE NO. 44 JUNE 25, 1944	Toward Fort Bragg SOUTHWARD	
	Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations.				
	Term. Yd. KPFWYB	0.0	Ten Mile Railroad		Phone Office Hours 7:00 A. M. to 6:00 P. M.
		3.0	DNR FORT BRAGG		
	P	8.9	3.0 Cleone		
22	P	11.0	5.9 North Fork Jct.		
		12.9	2.1 Mill Creek		
35	PFWY	13.8	1.9 R Camp 2		
	P	15.2	0.9 Clark Fork Jct.		
		16.4	1.4 Camp 4		
		17.6	1.2 Camp 5		
27	P	17.6	1.2 Camp 6		
		13.8	Clark Fork Branch		
	P	16.5	Clark Fork Jct.		
20	PW		2.7 Clark Fork Landing		

SPECIAL INSTRUCTIONS

Employees whose duties are prescribed by Rules and Regulations of the Transportation Department, effective Feb. 1st, 1914, must each obtain a book containing these Rules and Regulations.

All overhead truss bridges between Fort Bragg and Irmulco have impaired side clearances. Those between Fort Bragg and mile 10.78 (including Bridge 24) have impaired overhead clearance. Trainmen shall not ride on top of box cars or loaded flat cars, or on the sides of moving cars, passing over these structures.

Steam trains will come to full stop at Redwood Highway crossing, Willits, and station a flagman each side of train on highway before crossing over.

Motor passenger trains will not exceed 5 miles per hour over Redwood Highway crossing, Willits.

Main Street crossing Willits is flag stop for all passenger trains.

Eastward and Southward trains are superior to trains of the same class in the opposite direction, (See Rule 72.)

Service on Ten Mile Railroad will be handled by extras.

Steam Trains must not exceed 12 miles per hour around curves between mile 28.50 and 34.50.

Steam Trains must not exceed 12 miles per hour descending grade East of Summit.

Employees using siding must look out for derails and know that they are in proper position before and after using.

Two Engines must not be coupled together between Fort Bragg and Irmulco, Helper engine must be cut back in trains between these points.

For government and information of employees only.

The Company reserves the right to vary from this time table when necessary.

TIME INSPECTORS

NAME	LOCATION
S. A. Pope Mgr. Time Service	65 Market St. San Francisco
B. P. Stuart, -----	Fort Bragg
A. B. Guslander, -----	Willits

O. A. KING, Dispatcher, Fort Bragg, Calif.

Dr. P. J. BOWMAN, Chief Surgeon, Fort Bragg, Calif.

Dr. RAYMOND BABCOCK, Emergency Surgeon, Willits, Calif.

Southward Time Table

TIME TABLE

Northward Time Table

NO. 44

JUNE 22 1914

Station	Time	Station	Time
San Francisco	12:00	San Francisco	12:00
Oakland	12:15	Oakland	12:15
Emeryville	12:30	Emeryville	12:30
San Francisco	12:45	San Francisco	12:45
Oakland	13:00	Oakland	13:00
Emeryville	13:15	Emeryville	13:15
San Francisco	13:30	San Francisco	13:30
Oakland	13:45	Oakland	13:45
Emeryville	14:00	Emeryville	14:00
San Francisco	14:15	San Francisco	14:15
Oakland	14:30	Oakland	14:30
Emeryville	14:45	Emeryville	14:45



SAFETY FIRST

SPECIAL INSTRUCTIONS

All over time tables between San Francisco and Oakland are published by the Transportation Department, effective for the month of June 22, 1914. These tables are published by the Transportation Department, effective for the month of June 22, 1914. These tables are published by the Transportation Department, effective for the month of June 22, 1914.

TIME INSPECTORS

NAME	LOCATION
A. B. Gardner	San Francisco
R. E. Smith	Oakland
S. A. Long	Emeryville

For assignment and instructions of employees only. The Company reserves the right to vary from this time table when necessary.

Mr. J. R. King, Dispatcher, Port Branch, Calif.
 Mr. F. J. Thomas, Chief Engineer, Port Branch, Calif.
 Mr. Raymond Langdon, Engineer, Port Branch, Calif.