
SAFETY IS EVERYBODY'S BUSINESS

TRAINMASTERS

R. D. SHUGRUE.....San Rafael
S. J. MACKIE.....Santa Rosa
L. E. DuBOSE.....Eureka

ASSISTANT TRAINMASTERS

E. E. SHIPLEY.....Willits
M. P. FORD.....Willits
GERALD FOSTINE.....Eureka
H. R. RUTLER.....Eureka

ROAD FOREMAN OF ENGINES

H. E. JAMIESON.....Eureka

CHIEF TRAIN DISPATCHER

W. M. BALDOCK.....San Rafael

NORTHWESTERN PACIFIC RAILROAD COMPANY



TIMETABLE

31

EFFECTIVE SUNDAY, SEPTEMBER 27, 1953

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

G. L. MORRISON

Vice President and General Manager

A. G. BAYS

Superintendent

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco...	Dr. W. W. Washburn...	Chief Surgeon
Sausalito.....	Dr. C. F. Larson.....	District Physician and Surgeon
Tiburon.....	Dr. D. L. Wagner.....	District Physician and Surgeon
Mill Valley.....	Dr. R. B. Hartman.....	District Physician and Surgeon
San Anselmo.....	Dr. D. L. Wagner.....	District Physician and Surgeon
San Rafael.....	Dr. H. O. Hund.....	District Physician and Surgeon
San Rafael.....	Dr. C. A. DeLancey.....	District Physician and Surgeon
San Rafael.....	Dr. D. L. Wagner.....	District Physician and Surgeon
Novato.....	Dr. R. J. Weseman.....	District Physician and Surgeon
Petaluma.....	Dr. F. E. Ems.....	Associate Physician and Surgeon
Petaluma.....	Dr. J. J. Mohrman.....	District Physician and Surgeon
Petaluma.....	Dr. Robert C. West.....	Oculist and Aurist
Petaluma.....	Dr. L. S. Sanella.....	Assistant Oculist and Aurist
Sebastopol.....	Dr. Chester Marsh.....	Emergency Physician and Surgeon
Guerneville.....	Dr. W. N. Makaroff.....	District Physician and Surgeon
Santa Rosa.....	Dr. E. T. Noall.....	District Physician and Surgeon
Santa Rosa.....	Dr. A. M. Bowles.....	District Physician and Surgeon
Santa Rosa.....	Dr. Paul T. Quarry.....	District Physician and Surgeon
Santa Rosa.....	Dr. J. L. Spear.....	Oculist and Aurist
Healdsburg.....	Dr. K. J. Dunlavy.....	District Physician and Surgeon
Sonoma.....	Dr. W. J. Newman.....	Emergency Physician and Surgeon
Cloverdale.....	Dr. F. E. Sohler, Jr.....	District Physician and Surgeon
Ukiah.....	Dr. E. K. Van Allen.....	Ass't District Physician and Surgeon
Ukiah.....	Dr. W. M. Vest.....	District Physician and Surgeon
Willits.....	Dr. Raymond Babcock.....	District Physician and Surgeon
Willits.....	Dr. G. W. Patterson.....	Ass't District Physician and Surgeon
Scotia.....	Dr. R. N. Treadwell.....	District Physician and Surgeon
Fortuna.....	Dr. C. Schwartz.....	District Physician and Surgeon
Eureka.....	Dr. J. W. Walsh.....	District Physician and Surgeon
Eureka.....	Dr. G. B. Watson.....	Ass't District Physician and Surgeon
Eureka.....	Dr. W. C. Carey.....	Oculist and Aurist
Eureka.....	Dr. W. W. Dolfini.....	Oculist and Aurist
Arcata.....	Dr. B. Cooper.....	District Physician and Surgeon
Arcata.....	Dr. Chas. N. Earl.....	Ass't District Physician and Surgeon

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.

HOSPITALS

GENERAL HOSPITAL.....	SAN FRANCISCO
GENERAL HOSPITAL.....	EUREKA
EMERGENCY HOSPITAL.....	SAN RAFAEL
EMERGENCY HOSPITAL.....	PETALUMA
EMERGENCY HOSPITAL.....	SANTA ROSA
EMERGENCY HOSPITAL.....	WILLITS

WATCH INSPECTORS

RULE 2. Designated Watch Inspectors:

C. D. Fabrin, Manager Time Service.....	65 Market Street, San Francisco
A. Solari.....	745 3rd Street, San Francisco
G. D. Davidson Co., Traveling Watch Inspector.....	
C. R. Ellis.....	Sausalito
Herbert-Rohrer.....	1238 4th St., San Rafael
Lynn Richey.....	165 Main Street, Petaluma
Chester Kradjan.....	502 4th Street, Santa Rosa
Harry D. Roberts.....	106 W. Standley Street, Ukiah
A. B. Guslander.....	Willits
J. C. Tario, Jr.....	Eureka
W. J. Thomas.....	Eureka

LOCATION OF STANDARD CLOCKS

Tiburon.....	Train-Order Office
San Rafael.....	Ticket Office
San Rafael.....	Train Dispatcher's Office
Sonoma.....	Train-Order Office
Santa Rosa.....	Train-Order Office
Healdsburg.....	Train-Order Office
Ukiah.....	Train-Order Office
Willits.....	Train-Order Office
Willits.....	Roundhouse
Island Mountain.....	Train-Order Office
South Fork.....	Train-Order Office
Scotia.....	Train-Order Office
Fortuna.....	Train-Order Office
Eureka.....	Train-Order Office
Eureka.....	Roundhouse

SOUTHERN DIVISION - ATLANTA ROCK SUBDIVISION

WESTWARD				EASTWARD			
SECOND CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS	
88	87	86	85	84	83	82	81
12:30	12:31						
12:31							
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2:00							

NOTICE: This schedule is subject to change without notice. For full details, please refer to the Southern Railway Company's official timetables. The times listed are approximate and may vary due to operational requirements. Passengers are advised to arrive at the station with sufficient time to board the train. The Southern Railway Company reserves the right to modify this schedule at any time.

SOUTHERN DIVISION—SANTA ROSA SUBDIVISION

Capacity of sidings	EASTWARD		Mile Post Location	Timetable No. 31 September 27, 1953	Station Number	Distance from Willits	WESTWARD									
	FIRST CLASS						FIRST CLASS		SECOND CLASS							
	4 Eureka Express Leave Daily	4					3	Eureka Express Arrive Daily	81 Freight Arrive Daily	85 Freight Arrive Daily	87 Freight Arrive Daily	89 Freight Arrive Daily	81 Freight Arrive Daily	85 Freight Arrive Daily	87 Freight Arrive Daily	89 Freight Arrive Daily
STATIONS																
Tiburon yard BKWDTP		PM 7.50	6.5	TO-R TIBURON	5	131.4	s AM 7.40		AM 8.35			AM 12.50				
21		8.03	11.4	4.9 MEADOWSWEET	10	126.5	f 7.28		8.16			12.31				
Yard Limits YP		8.07	12.7	1.3 DETOUR	11	125.2	f 7.24									
90	Yard Limits BKWYP	s 8.15 8.30	17.0	ABS TO-R SAN RAFAEL	14	122.5	s 7.05 6.30		8.04	Via Black Point	Via Black Point	12.19 AM				
68	Yard Limits YP	f 8.45	24.9	7.9 TO-R IGNACIO	22	114.6	f 6.16		7.41	AM 11.40	PM 7.00	11.55 PM				
37	P	s 8.56	27.8	2.9 TO NOVATO	25	111.7	s 6.11		7.35	11.35	6.55	11.50				
43	P	f 9.01	31.3	3.5 BURDELL	28	108.2	f 6.02		7.28	11.28	6.48	11.43				
85	WIP	s 9.12	38.5	7.2 TO PETALUMA	36	101.0	s 5.50		7.11	11.11	6.31	11.26				
35		9.20	39.2	0.7 PARK SIDING	37	100.3	f 5.43									
106	P	f 9.31	46.1	6.9 COTATI	43	93.4	f 5.32		6.51	10.51	6.11	11.06				
E-83 W-104	Yard Limits BKWDYP	s 9.55	53.8	7.7 TO-R SANTA ROSA	51	85.7	s 5.16		6.32	10.32	5.52	10.47				
52	P	f 10.03	58.5	4.7 FULTON	55	81.0	f 5.02		6.20	10.20	5.40	10.35				
10	P	f 10.10	62.9	4.4 WINDSOR	60	76.6	f 4.56		6.12	10.12	5.32	10.27				
75	Yard Limits BKWTP	s 10.16	68.0	5.1 TO-R HEALDSBURG	65	71.5	s 4.48		6.01	10.01	5.21	10.16				
82	P	f 10.32	75.8	7.8 TO GEYSERVILLE	73	63.7	s 4.34		5.44	9.44	5.04	9.59				
35	P	f 10.39	81.3	5.5 ASTI	78	58.2	s 4.24		5.34	9.34	4.54	9.49				
58	Yard Limits P	s 10.47	85.2	3.9 TO CLOVERDALE	82	54.3	s 4.16		5.27	9.27	4.47	9.42				
20	P	f 10.57	89.8	4.6 ECHO	87	49.7	f 4.03		5.13	9.13	4.33	9.28				
60	P	f 11.11	95.3	5.5 PIETA	92	44.2	f 3.49		4.56	8.56	4.16	9.11				
85	P	f 11.23	100.1	4.8 TO HOPLAND	97	39.4	s 3.37		4.41	8.41	4.01	8.56				
47	P	f 11.33	103.9	3.8 LARGO	101	35.6	f 3.25		4.30	8.30	3.50	8.45				
91	Yard Limits BKTP	s PM 11.52	114.0	10.1 TO-R UKIAH	111	25.5	s 3.05		4.03	8.03	3.23	8.18				
78	Yard Limits WYP	s AM 12.14	122.1	8.1 REDWOOD VALLEY	119	17.4	s 2.45		3.37	7.37	2.57	7.52				
	P	f 12.20	124.0	1.9 LAUGHLIN	121	15.5	f 2.39		3.15	7.15	2.35	7.30				
32	Yard Limits P	f 12.47	131.4	7.4 RIDGE	128	8.1	f 2.16		2.45	6.45	2.05	7.00				
		1.06	138.4	7.0 MUIR	135	1.1										
	Yard Limits BKWDYP	s 1.10 AM	139.5	1.1 TO-R WILLITS	136	0.0	s 1.55 AM		2.10 AM	6.10 AM	1.30 PM	6.25 PM				
		Arrive Daily		(131.4)			Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily				

No. 3 turn train at Detour. No. 3 sound whistle signal 14(1) approaching private crossing at west end paint shop, Tiburon. Junction switch to Schellville Branch is located west of station Ignacio.

RULE 5. Schedule time and train-order time between trains to and from the Santa Rosa line and the Schellville Branch will apply at the east switch of the wye at Ignacio on the Santa Rosa line.

RULE S-72. No. 4 is superior to No. 3 Ukiah to Willits, and between switch at west end of train yard and east switch of scale track at Willits. No. 3 will use scale track at Willits when meeting No. 4.

SOUTHERN DIVISION—SANTA ROSA SUBDIVISION

EAST-WARD		Timetable No. 31 September 27, 1953 SCHELLVILLE BRANCH			Station Number	Distance from Ignacio	WESTWARD			
SECOND CLASS							85		87	
Capacity of sidings		Mile Post Location					Freight	Freight		
Yd. Limits			STATIONS				Arrive Daily	Arrive Daily		
BKDP	44.8	TO-R	SONOMA	620	18.9	PM 12.50	PM 8.10			
WYP	40.4	TO-R	SCHELLVILLE	616	15.5					
P	35.2	(9 Cars)	FAIRVILLE (Spur-W)	610	10.3					
	30.8	(3 Cars)	RECLAMATION (Spur-E)	606	5.9					
IP	28.5	(15 Cars)	BLACK POINT (Spur-W)	604	3.6					
Yard Limits 88 YP	24.9	TO	IGNACIO	22	0.0	11.40 AM	7.00 PM	Leave Daily	Leave Daily	

EAST-WARD		Timetable No. 31 September 27, 1953 SAUSALITO BRANCH			Station Number	Distance from Detour	WESTWARD			
Capacity of sidings		Mile Post Location	STATIONS							
Sausalito yard WPB	6.5	TO	SAUSALITO	305	7.8					
	9.9		ALMONTE	308	4.4					
	12.6	(5 Cars)	CORTE MADERA (Spur-E)	311	1.7					
	13.0		BALTIMORE PARK	312	1.3					
Yard Limits YP	14.3		DETOUR	11	0.0					

EAST-WARD		Timetable No. 31 September 27, 1953 LARKSPUR BRANCH			Station Number	Distance from Larkspur	WESTWARD			
Capacity of sidings		Mile Post Location	STATIONS							
	13.0		BALTIMORE PARK	312	0.4					
	13.4	(4 Cars)	LARKSPUR (Spur-E)	501	0.0					

EAST-WARD		Timetable No. 31 September 27, 1953 MILL VALLEY BRANCH			Station Number	Distance from Mill Valley	WESTWARD			
Capacity of sidings		Mile Post Location	STATIONS							
	9.9		ALMONTE	308	1.8					
P	* 11.7		MILL VALLEY	402	0.0					

ADDITIONAL STATIONS			
Station No.	NAME	Mile Post	Capacity
9	Reed..... (Spur)	10.1	6P
12	Greenbrae.....	14.9	..
16	Cerro.....	18.7	17P
18	*Gallinas..... (Spur)	21.1	23
21	*Hamilton Field.....	23.8	..
34	Haystack.....	36.7	..
35	McNear..... (Spur)	37.1	54
38	*Crown..... (Spur)	41.0	9
40	*Penn Grove..... (Spur)	43.3	10
46	Wilfred.....	48.7	..
58	Shiloh..... (Spur)	61.0	7
63	*Grant.....	66.4	12
64	Bailhache.....	67.0	..
66	Finlayson.....	69.0	..
66	Oliveto..... (Spur)	69.1	6
67	Chiquita..... (Spur)	70.0	3
68	Simi.....	70.5	10
69	*Lytton.....	71.9	42P
71	Nervo..... (Spur)	73.9	3
75	Omus..... (Spur)	77.0	9
76	*Chianti..... (Spur)	78.8	6
79	Icaria..... (Spur)	82.7	6
84	*Preston..... (Spur)	87.1	15
107	*El Roble.....	109.6	10P
110	Asylum.....	113.1	17
113	Presswood.....	115.8	52P
114	Norlake..... (Spur)	117.0	7
115	Pomo.....	118.0	..
117	*Calpella.....	120.1	..P
125	Hilpass..... (Spur)	127.9	6P
Schellville Branch			
612	McGill..... (Spur)	36.7	21
618	Vineburg..... (Spur)	42.3	17
618	Batto..... (Spur)	42.4	7
618	Bonilla.....	43.1	..
619	Stando..... (Spur)	43.8	3
619	Sebastiani..... (Spur)	44.2	26
Sausalito Branch			
306	Waldo.....	8.4	..P
307	Manza..... (Spur)	9.2	..
309	Alto..... (Spur)	11.0	9

*Flag stop for Nos. 3 and 4.

NORTHERN DIVISION—SOUTH FORK SUBDIVISION

Capacity of sidings	EASTWARD			Mile Post Location	Timetable No. 31 September 27, 1953	Station Number	Distance from Eureka	WESTWARD					
	FIRST CLASS		4 Eureka Express Leave Daily					FIRST CLASS		SECOND CLASS			
	3							75	91	77	79		
Arrive Daily		AM 1:30	Freight	Freight	Freight	Freight	Freight	Freight	Freight				
Yard Limits BKWDYP		AM 1:30	139.5	TO-R	WILLITS	136	144.6	s AM 1:30	AM 10:05	AM 11:22	PM 6:05	AM 3:18	
54 P	f	1:38	143.7		4.2 OUTLET	141	140.4	f 1:21	9:50	11:08	5:50	3:04	
P	f	1:50	148.7		5.0 ARNOLD	146	135.4	f 1:09	9:32	10:50	5:32	2:46	
81 P	f	2:00	152.5		3.8 LONGVALE	149	131.6	f 12:59	9:19	10:37	5:19	2:33	
44 P	f	2:14	158.2		5.7 FARLEY	155	125.9	f 12:45	9:00	10:18	5:00	2:14	
46 P	s	2:40	166.5	TO	8.3 DOS RIOS	163	117.6	s 12:24 AM	8:32	9:50	4:32	1:47	
39 P	f	3:04	175.5		9.0 NASHMEAD	172	108.6	f 11:56 PM	8:02	9:20	4:02	1:17	
81 P	f	3:16	180.0		4.5 SPYROCK	177	104.1	f 11:43	7:48	9:06	3:48	1:03	
54 P	f	3:28	184.3		4.3 BELL SPRINGS	181	99.8	f 11:31	7:33	8:51	3:33	12:48	
P	f	3:41	189.3		5.0 RAMSEY	186	94.8	f 11:17	7:15	8:33	3:15	12:30	
Yard Limits KDP	s	3:55	194.5	TO	5.2 ISLAND MOUNTAIN	191	89.6	s 11:04	6:57	8:15	2:57	12:12 AM	
31 P	f	4:11	200.3		5.8 KEKAWAKA	197	83.8	f 10:48	6:36	7:54	2:36	11:51 PM	
54 P	s	4:37	209.1	TO	8.8 ALDERPOINT	206	75.0	s 10:26	6:08	7:26	2:08	11:23	
Yard Limits P	s	5:01	216.6	TO	7.5 FORT SEWARD	214	67.5	s 10:02	5:46	7:04	1:46	11:01	
43 P	s	5:23	225.1		8.5 EEL ROCK	222	59.0	f 9:36	5:23	6:41	1:22	10:37	
53 P	s	5:43	232.2		7.1 McCANN	229	51.9	s 9:16	4:59	6:18	12:59	10:14	
Yard Limits BKYP	s	6:03	237.3	TO-R	5.1 SOUTH FORK	234	46.8	s 9:05	4:46	6:05 AM	12:46	10:01	
52 P	f	6:13	241.7		4.4 LARABEE	239	42.4	f 8:49	4:31		12:31	9:46	
56 P	f	6:23	245.6		3.9 SHIVELY	243	38.5	f 8:39	4:18		12:18	9:33	
P	f	6:33	250.0		4.4 ELINOR	247	34.1	f 8:28	4:04		12:04 PM	9:19	
Yard Limits BKWP	s	6:50	255.6	TO	5.8 SCOTIA	253	28.5	s 8:16	3:47		11:47 AM	9:02	
P	f	7:00	259.0	(19 Cars)	3.4 STONE (Spur-W)	256	25.1	f 8:01					
Yard Limits WP	f	7:08	262.7	TO	3.7 ALTON	260	21.4	f 7:54	3:22		11:22	8:37	
75 P		7:11	264.5		1.8 ROHNERVILLE	261	19.6	7:50	3:16		11:16	8:31	
19 BKP	s	7:21	268.1	TO-R	1.6 FORTUNA	263	18.0	s 7:46	3:11		11:11	8:26	
Yard Limits P	s	7:31	268.7	TO	2.6 FERNBRIDGE	266	15.4	s 7:34	3:03		11:03	8:18	
10 P	s	7:37	271.0	TO	2.3 LOLETA	268	13.1	s 7:30	2:56		10:56	8:11	
Yard Limits P	f	7:52	277.8		6.8 SOUTH BAY	275	6.3	f 7:16	2:38		10:38	7:53	
Yard Limits P	s	8:02	282.0		4.2 BUCKSPORT	279	2.1						
BKDTYP	s	8:10 AM	284.1	TO-R	2.1 EUREKA (144.6)	281	0.0	7:00 PM	2:15 AM		10:15 AM	7:30 PM	
		Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

RULE S-72. No. 4 is superior to No. 3 between switch at west end of train yard and east switch of scale track at Willits. No. 3 will use scale track at Willits when meeting No. 4.

RULE 83. If No. 4 or a section of No. 4 is met at Willits or at a station on South Fork Subdivision, it will indicate to No. 3 that No. 4 or that section of No. 4 has also arrived at Willits on Santa Rosa Subdivision.

Automatic Block Signals from east switch Island Mountain through tunnel 27.

NORTHERN DIVISION—SOUTH FORK SUBDIVISION

EAST-WARD		Timetable No. 31 September 27, 1953 KORBLEX BRANCH		Station Number	WEST-WARD	
Capacity of sidings	Mile Post Location					Distance from Korblex
Yard Limits BKDTYP	284.1	TO-R	EUREKA	281		11.1
Yard Limits YP	292.5	TO-R	8.4 ARCATA	808		2.7
Yard Limits 20 P	295.2		2.7 KORBLEX	811		0.0
STATIONS						
EAST-WARD		Timetable No. 31 September 27, 1953 SAMOA BRANCH		Station Number	WEST-WARD	
Capacity of sidings	Mile Post Location					Distance from Samoa
Yard Limits YP	292.5	TO-R	ARCATA	808		8.0
Yard Limits P	299.8		7.3 SAMOA YARD	907		0.7
Yard Limits 20	300.5		0.7 SAMOA	908		0.0
STATIONS						
EAST-WARD		Timetable No. 31 September 27, 1953 CARLOTTA BRANCH		Station Number	WEST-WARD	
Capacity of sidings	Mile Post Location					Distance from Carlotta
Yard Limits 29 WP	262.7	TO	ALTON	260		5.0
Yard Limits P	267.7		5.0 CARLOTTA	705		0.0
STATIONS						

ADDITIONAL STATIONS			
Station No.	NAME	Mile Post	Capacity
164	*Indian Springs.....	168.0	..
165	*Deer Lodge.....	169.0	..
168	*Woodman..... (Spur)	171.1	2P
171	*Camp Rest.....	174.4	..
173	*River Garden.....	177.2	..
...	Quarry Spur..... (Spur)	195.7	11
...	*MP 201..... (Spur)	201.0	8
202	Cain Tock..... (Spur)	205.5	15P
218	*Brock Creek.....	221.5	42P
224	*Smith..... (Spur)	227.7	5
225	*Tanoak..... (Spur)	228.3	12
227	**Sequoia..... (Spur)	230.1	18P
232	*Camp Grant..... (Spur)	234.8	25
236	Perrott Creek.....	238.4	..P
240	*Larabee Ranch.....	242.4	..
241	*Bryan.....	243.2	..
251	Glynn.....	255.6	..P
254	Yoder..... (Spur)	256.1	50P
258	Dinsmore..... (Spur)	261.0	30P
265	Worswick..... (Spur)	268.2	27
271	*Beatrice.....	273.9	..P
272	Zerus..... (Spur)	275.0	3
	Korblex Branch		
804	Brainard..... (Spur)	287.5	23
805	Bracut..... (Spur)	289.2	10
	Samoa Branch		
905	Manila..... (Spur)	297.5	28

*Flag stop for Nos. 3 and 4.
**Stop for No. 4. Flag stop for No. 3.

RULE 5. At Carlotta, train-order time will apply at switch leading to The Pacific Lumber Co. Yager creek spur near MP 267.3.

SPECIAL INSTRUCTIONS—ALL DIVISIONS

RULE A. The following rules have been revised. Revised pages have been printed covering these changes, and employes must have revised pages in their copy of Book of Rules.

Page Number	Rule Revised
17.....	7-A
19.....	10-G
35.....	104-C
104.....	306
108.....	536
126.....	822
127.....	825
130.....	831
131.....	832 (cancelled)

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the divisions, and employes must be familiar with their location and avoid personal injury.

RULE 10-J. Where speed signs prescribing an increase in speed are not installed, Speed Restrictions tables will indicate permissible speeds between mile post locations named.

RULE 14. Trackman's Call: Four long followed by four short sounds of whistle (— — — — o o o o) is Trackman's call. This signal may be used when necessary to summon trackmen. It must not be used unnecessarily. Upon hearing this signal by day or night, trackmen must immediately respond. Foremen must keep their men posted as to this signal.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as shown on pages 2 and 4.

RULE 105. Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

RULE 206. Second paragraph will not apply to Southern Pacific engines.

RULE 211. Form N train order may be issued to authorize lowering of train-order signal arm twice and its return to stop position as a calling-on signal at stations where letter type indicator for display of "M" is not installed, and such operation of the signal will be an indication to an approaching train that orders are to be delivered which will authorize movement to the next station at least, against and ahead of, all superior trains. Engineer must acknowledge this calling-on signal by sounding signal 14(b), and will proceed on main track to receive orders.

If train is delayed between the time of acknowledging the calling-on signal and receipt of train orders, protection by flagman against any superior train must be provided.

Operation of the signal in above manner is prohibited unless operator has received Form N train order, and provided time limit named in the order has not expired.

RULE 535. SPRING SWITCHES

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movement with switch points in normal position, as indicated in Speed Restrictions tables must not be exceeded.

GENERAL REGULATIONS

RULE 811. The crew must eat as a unit, and conductor's instructions in this respect will govern.

RULE 821. Speed of equipment over inundated tracks must not exceed 3 MPH, and the depth of water above top of rail must not be more than the following:

Diesel engines.....	3 inches
Passenger cars and steam engines equipped with roller bearings.....	6 inches
Other passenger cars and steam engines.....	12 inches

RULE 827. On freight trains a member of the crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train.

When a train handling loaded open top cars is to be met or passed by a train, member of the train crew must make inspection of all such cars to insure that no hazard of personal injury or accident exists.

AIR BRAKE RULES

Before hoses are parted, angle cocks must be closed on both sides of hose couplings.

RULE 13. Should all power units of a diesel engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

MISCELLANEOUS

HELPER SERVICE:

Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.

Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.

Not more than one helper engine will be placed behind steel underframe cabooses.

MAXIMUM CAR LOADINGS

Load limit (car and contents) must not exceed 188,000 pounds except load limit at Carlotta to end of industry track and on wharves Samoa Yard must not exceed 169,000 pounds. Loads in excess of 188,000 pounds but not to exceed 210,000 pounds may be handled in cars of 140,000 pound capacity but loads in excess of 188,000 pounds must not be placed together or next to cars with loads in excess of 188,000 pounds and speed, while handling, must not exceed 25 MPH.

Cars of 100,000 pound capacity must not be loaded to exceed 169,000 pounds. Cars of 140,000 pound capacity must not be loaded to exceed 210,000 pounds.

Loads must not exceed 13 feet above top of rail.

Unless authorized by chief train dispatcher, heavier loads must not be handled.

Relief outfit No. 40 weighs 170,000 pounds. Relief outfit No. 41 weighs 166,800 pounds. For movement of these relief outfits on tracks, where engines heavier than 142,000 pounds on drivers are not permitted to operate, maximum speed must not exceed 10 MPH.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
C.....	40	40	20
DF-100, 114 to 119.....	55	55	55
DF-101 to 112.....	55	55	55
DF-200 to 204.....	55	55	55
DF-300 to 303.....	55	55	55
DS-4, 5.....	45	45	45
DS-200 to 201.....	35	35	35
T-55, 59.....	55	55	20

OTHER SPEED RESTRICTIONS

Logs loaded on flat or logging cars, except:..... 25 MPH
 On curves 20 MPH
 Over truss bridges, through tunnels and passing stations 15 MPH

Steam engines operated coupled tender to tender must not exceed speed permitted for light engines running backward.

Maximum speed of disabled engines hauled in train or running under own steam must not exceed 20 MPH.

Trains handling steam shovels, ditchers, cranes, spreaders, pile drivers, and derricks must not exceed 25 MPH.

Facing point movements over spring switches must not exceed 35 MPH for passenger trains and 30 MPH for freight trains.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine or equipment must not be handled in train until train order designating maximum speed is issued.

Dead engines, either steam or diesel, hauled in train and weighing 150,000 lbs. or more on drivers should be placed not less than 8 cars behind road engine. If weight on drivers is less than 150,000 lbs., dead engine should be placed near rear of train. Dead road engines should be headed in direction of movement when possible.

When a diesel locomotive is derailed, attempt to rerail it must not be made unless an officer or supervisor of the Mechanical Department (or in their absence other qualified officer) is present.

When train order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

MISCELLANEOUS

Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a diesel-powered train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks and chains, and power plants and steam generators, if any, on diesel engine shut down.

RULE 21-C. Train indicators on trains, arriving Tiburon or Willits, may be displayed until engine reaches roundhouse or delivery track but must be removed immediately on arrival at roundhouse or delivery track.

RULE 83-A. At the following stations only trains indicated will register:

- San Rafael.....Nos. 3 and 4, and trains originating or terminating.
- Santa Rosa.....Nos. 3 and 4, and trains originating or terminating.
- Healdsburg.....Trains originating or terminating.
- Ukiah.....Trains originating or terminating.

RULE 93. Yard limits are established at the following stations:

West MP		East MP
6.5	Sausalito (Sausalito Branch) Incl. Waldo.....	8.65
6.5	Tiburon (Santa Rosa Line).....	8.24
12.17	Detour.....	14.73
15.58	San Rafael.....	17.30
24.30	Ignacio.....	27.05
26.80	" (Schellville Branch).....	
45.06	Schellville.....	38.93
36.38	Petaluma.....	39.52
52.36	Santa Rosa.....	55.66
65.65	Healdsburg.....	69.55
84.64	Cloverdale.....	85.57
112.37	Ukiah.....	114.95
121.10	Redwood Valley.....	122.39
130.76	Ridge.....	132.12
138.23	Willits.....	140.90

The switch leading from track 1 (scale house) to the turntable track, and the switch leading from track 1 to track 9 (sand house), at Tiburon, must be kept lined for straightaway movement on track 1, except when movement is being made through either of these switches.

SP trains and engines are not permitted to operate on NWP tracks west of MP 41.70, on Schellville Branch.

RULE 98. Railroad crossings at grade not interlocked:
 Petaluma.....P&SRRR crossing of yard tracks—STOP. Flag protection must be provided.
 Schellville.....Wye crossing of main track—Stop and do not proceed until intersecting track is known to be clear.

RULE 99-C. Will apply between Ignacio and Tiburon, on Sausalito Branch, Mill Valley Branch, and on Schellville Branch.

RULE 103-A.

Tiburon: Movements on yard track over highway crossing MP 7.26, just east of water tank must be protected by a flagman. Engines or cars must not be left on this yard track within 100 feet of the crossing.

San Rafael: Automatic warning device and "Stop" signs at crossing Cheda spur in the vicinity of overhead structure crossing Highway 101 and all movements must be stopped at these "Stop" signs before continuing over crossing.

Movements over Francisco Blvd. or Toll Road, crossing the B St. route must be protected by a flagman.

Hamilton Field: Movements must stop before continuing over road crossing in east yard just west of cold storage plant.

Novato: Public Utilities Commission order prohibits cars being stored within 100 feet on either side of Grant Ave., first street east of station. When this crossing is cut by trains occupying siding, member of crew must protect traffic if cars are within 100 feet of either side of crossing.

Petaluma: Adams St. or D St., first street west of passenger station, crossing must not be blocked. No. 4 may block Washington St. crossing, first street east of passenger station, in order to clear Adams St. or D St.

Westward freight trains, making stop on main track, must stop 1000 feet east of Washington St. and eastward freight trains, making stop on main track, must stop 1000 feet west of Adams St. or D St. to avoid unnecessary operation of automatic warning devices.

Should automatic warning devices be inoperative at Adams St., D St., or Washington St. movements over these crossings must be protected by a flagman.

Switching movements over the following crossings must not be made until flag protection to traffic has been provided:

- Adams St. or D St.
- Copeland St.—East end of P&SRRR interchange.
- Washington St.

Uncontrolled movement of cars over these crossings prohibited.

Santa Rosa: When cars are standing within 200 feet of Barham Ave. crossing, flag protection must be provided for movements over crossing.

Flag protection must be provided for movements over 13th St. crossing.

Wigwags at 6th, 7th, 8th and 9th Street crossings operate only when movements are made on main track.

When movements, over these crossings, are made from other tracks and wigwags are not operating, movement must not be made until flag protection has been provided.

Crossings at 6th, 7th, and 8th Street are protected by a watchman between 8:00 AM and 12:00 Noon and 1:00 PM and 5:00 PM.

Fire siren, located on watchman's tower 7th Street crossing and will be sounded by City Fire Department when necessary to operate fire equipment over tracks 7th Street crossing.

When siren is sounded all movements must be stopped before crossing is blocked, or if crossing is blocked, cut must be made immediately to permit movement of the fire equipment over crossing.

When eastward freight trains with 50 or more cars are occupying this crossing, a brakeman must detrain at this crossing and remain on south side of track until train has cleared the crossing.

If the Fire Department requests to use the crossing, effort must be made to clear it, without delay, and, when necessary train must be stopped and crossing cut.

Public Utilities Commission order prohibits all movements over the following crossing unless movements first brought to a stop and traffic on the highway protected by a member of the crew:

- Beaver Street.....On cross town line.

Ukiah: Perkins St. crossing, first street east of the station, must not be blocked.

Trains and engines must not stand within 100 feet of River Road crossing to avoid unnecessary operation of wigwags.

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

RULE 104. Normal position of switches at west end of Schellville is from track No. 1 through east crossover to main track, and from main track to east leg of wye.

RULE 105. At the following stations, sidings are located as shown below:

Ignacio: On south side of main track, from crossover at MP 24.77 to east crossover switch.

Santa Rosa: Eastward siding leaves main track at MP 52.67 (1770 feet west of Barham Ave.) and enters main track at MP 53.58 (460 feet west of Third St.).

Westward siding leaves main track at MP 54.97 (20 feet west of Jennings Ave.) and enters main track at MP 53.83 (120 feet west of Sixth St.).

RULE 221. Unit for display of flashing white light installed at the following locations:

Station	Location	Direction
Petaluma	East end siding	Eastward trains
Healdsburg	East end siding	Eastward trains
Santa Rosa	On train-order signal mast	Eastward and westward trains

Display of white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery and such train orders do not restrict train at that station and train may pass fouling point of siding if not restricted by timetable or train orders previously received.

Ignacio: No. 85 and No. 87 are not required to obtain clearance.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Detour	West wye switch
Detour	East wye switch
Detour	Sausalito Branch wye switch
San Rafael	East switch
Ignacio	West wye switch on Branch
Ignacio	East switch on Santa Rosa line
Schellville	East switch
Redwood Valley	East switch
Willits	West switch

Light signal indicating position of switch for facing point movement at above locations is located from 25 to 70 feet in approach to switch. When movement has been completed through switch, reverse movement must not be made until points close and signal light indicates proceed.

RULE 605. DRAWBRIDGES INTERLOCKED

MP 28.8 Black Point Petaluma Creek
MP 37.2 Petaluma Petaluma Creek

Petaluma: Circuit controller located at west switch of siding just east of westward interlocking signal at Petaluma drawbridge. Westward trains on siding must not pass sign reading "Interlocking Limit" to enter main track until switch has been lined for the siding and interlocking signal displays proceed indication.

TELEPHONE SIGNALS

Semaphore type signals are located at Ridge and Redwood Valley. When these signals indicate stop, conductor (or engineer in case of light engine) must communicate with the train dispatcher by telephone. The normal position of these signals is proceed.

RULE 825. Willits: Train crews must not release brakes on outbound trains until engine is coupled to train and brake pipe is charged.

AIR BRAKE RULES

RULE 3. Freight trains between Redwood Valley and Willits will carry 90-lb. brake pipe pressure.

RULE 17. When retainers are used on trains between Willits and Redwood Valley, the following will govern:

On westward trains when retainers are turned up on loaded cars, and retainer is of the three position type, it must be in the high pressure position, which is midway, or 45 degree position. On eastward trains between Ridge and Willits, retainers must not be used on any equipment in high pressure position.

Retainers, when required, will be turned up on westward freight trains at Willits, and turned down at Redwood Valley; and on eastward freight trains will be turned up at Redwood Valley and turned down at Willits.

Retainers will be turned up on all cars on westward freight trains, except that 9 retainers will be left turned down for each 1500 HP diesel or equivalent, (two 800 HP diesel units) with dynamic brakes in operation on head end of train.

Eastward freight trains, Redwood Valley to Willits, must have not less than one retainer for each 100 tons except if dynamic brakes are operative, retainers need not be used unless requested by the engineer.

Retainers to be used by trains handled by DF-300 to 303 class, with or without dynamic brake, or steam engines on descending grades between Willits and Redwood Valley are as follows:

Westward trains . . . All retainers.

Eastward trains . . . One retainer for each 100 tons in train.

Train must be stopped to clear Valley Street 350 feet west of west switch Willits for the purpose of turning down retainers.

In case of air pump failure on the Ridge hill, engineer will sound one short blast of the whistle and brakemen must immediately set sufficient hand brakes to hold the train.

Passenger trains descending grade Ridge to Redwood Valley must have retainers turned up on all cars before leaving Ridge and retainers must be turned down at Redwood Valley, except if dynamic brakes are operative and weight of train does not exceed 600 tons, retainers need not be used unless requested by engineer. If weight of train exceeds 600 tons retainers must be turned up on all cars.

If road engine is equipped with dynamic brake, and engineer is qualified to operate dynamic brake, the following will apply:

Dynamic brake on westward freight trains must be tested before leaving Willits, and again before leaving Ridge. On eastward freight trains dynamic brake must be tested before leaving Ridge.

FREIGHT TRAINS

RULE 33. Trains handled by DF-300 to 303 class, with or without dynamic brake operative, or steam engines must not exceed 60 tons per operative brake on descending grade Ridge to Redwood Valley, exclusive of engine and caboose.

When dynamic brakes are operative on diesel engines, except DF-300 to 303 class, trains must not exceed 65 tons per operative brake on descending grade Ridge to Redwood Valley, exclusive of engine and caboose.

PASSENGER TRAINS

RULE 39. Running air brake test must be made by passenger trains leaving Ridge.

WILLITS JOINT TRACK

NWP main track from west yard switch to the crossover at MP 138.95 and the CWRR main track between a point 150 feet west of the west crossover switch at MP 138.95 to the west yard switch and the CWRR siding between Valley Street and a point 1500 feet west, at Willits, will be used jointly by the NWP and the CWRR.

CWRR main track between crossover at MP 138.95 and crossover at MP 139.33, and the CWRR siding between Valley St. and a point approximately 1500 feet west, are designated as interchange tracks for the receipt and delivery of cars between NWP and CWRR.

CWRR first-class trains must not use NWP main track between crossover at MP 138.95 and crossover at MP 139.33, except under flag protection.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines.....	Hamilton Field ..Beyond Door 44 on tracks 3 and 4 in east yard.
"	Ignacio .....Beet spur.

Grape spur, Calpella, cannot be used beyond east end of plywood building.

Heavner Mill bark spur, Willits, cannot be used beyond 200 feet from switch.

HELPERS

WILLITS AND REDWOOD VALLEY

Unless otherwise instructed, helper engines will be left in train between Willits and Redwood Valley and will be placed in train as follows:

EASTWARD TRAINS:

One, two or three units....Ahead of road engine except the unit combination including road engine and helper engines on head end of train, must not exceed 6000 HP or four units. Additional units, when used, will be placed ahead of caboose and any wooden under-frame cars.

WESTWARD TRAINS:

One or two helper units.....Ahead of road engine.
 Three or more helper units....Two units ahead of road engine and other units cut in ahead of caboose or any wooden under-frame cars, except not more than four units or 6000 HP, including road engine, may be placed on head end of train.

When dynamic brake is not operating on diesel engine used as helper engine, place helper engine in train ahead of caboose and any wooden under-frame cars but not more than two units coupled together are to be placed next to caboose at Willits or Redwood Valley and any additional units will be cut in at least seven cars ahead of other helper units.

When train order provides for cutting out helper engines at Ridge, train will stop so that helper engines at rear end of train will be cut out at leaving switch of siding.

When helper engines are cut in either at Willits or Redwood Valley the large type of power must be placed ahead of the lighter power. When used as helper engines on head end of train DF-300 to 303 class engines must be placed behind DF-101 to 112, DF-114, 116 to 119 class helper engines or road engine.

At Ridge, after helper engines are cut out and caboose placed on train and air brakes cut in, helper engineer will sound signal 14(m) and road engineer will repeat the signal for rear-end test. When ready to proceed, the proceed signal must be relayed by trainmen from rear end to road engineer. Road engineer must not start until such proceed signal is received. Trainmen must be so distributed as to promptly pass these signals.

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK SIDINGS AND SPURS

Mile Post	At or Near	Description	Side or Overhead
37.2	Petaluma	Drawbridge	Overhead and side
53.8	Santa Rosa	Eaves of cement shed of Mead Clark Lumber Co.	Side
		Warehouse opposite Tidewater Associated Oil Co.	Side
68.0	Healdsburg	Steel bridge over Russian River	Side
122.1	Redwood Valley	Water tank spout	Side
131.4	Ridge	Water tank spout	Side
140.0	Willits	Lan-Car, Inc. near roundhouse	Overhead
28.5	Black Point	Drawbridge	Side
37.8		Wingo drawbridge	Side

Tracks 3 and 4 in front of roundhouse at Willits do not provide clearance one with the other for engines standing or moving on these tracks unless engines are more than 65 feet from edge of roundhouse. Engines should not be left standing on either of these tracks between the points where clearance is restricted.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and OTHER SPEED RESTRICTIONS appearing on page 7 of Special Instructions for All Divisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER	FREIGHT
BETWEEN:		
MP		
Tiburon and 18.79 (Cerro), except	25	20
7.90 and 7.91 (highway)	10	10
18.79 and 19.16	30	25
19.16 and 22.00	40	25
22.00 and 36.30	50	35
36.30 and 48.53, except	40	25
37.10 and 37.20 (bridge)	10	10
*38.00 and 39.25 (Petaluma)	20	20
46.20 and 48.53	30	20
48.53 and 53.00	40	35
53.00 and 55.07 (Santa Rosa)	25	25
55.07 and 85.00, except	50	35
67.10 and 67.50	40	30
67.50 and 67.80 (bridge)	20	20
67.80 and 69.10 (Healdsburg)	25	25
70.9 and 71.4	30	30
85.00 and 85.62 (Cloverdale)	25	25
85.62 and 87.64	35	25
87.64 and 109.00	25	20
109.00 and 118.00, except	50	30
112.23 and 112.34	35	30
113.50 and 114.50 (Ukiah)	25	25
118.00 and 124.00	25	20
124.00 and 136.70	20	15
136.70 and 139.50 (Willits)	40	30
Ignacio and Sonoma, except:	25	25
24.90 and 25.80 (Ignacio)	20	15
28.69 and 29.10 (drawbridge)	10	10
40.40 and 44.19	20	15
44.19 and 45.06 (Sonoma city limits)	10	10
Baltimore Park and Larkspur	20	20
Sausalito and Detour, except:	20	20
Through Corte Madera tunnel	15	6
Almonte and Mill Valley, except:	20	20
Passing High School MP 10.30	6	6
Stop before crossing Millwood St. MP 11.40	..	..

Trains must approach and cross Wingo drawbridge with caution, watching carefully for pedestrians and vehicles.

*Regulated by City ordinance.

For other than main tracks and branch lines	With caution Not Exceeding MPH
Through sidings, yard and other tracks, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
Through all sidings, yard tracks, and other tracks with steam engine running backward	10
Wye tracks	10

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Debur and Mill Valley Larkspur and Sausalito	Tiburon and San Rafael	San Rafael to Ignacio	Sonoma and Petaluma	Petaluma to Healdsburg	Healdsburg to Cloverdale	Cloverdale to Redwood Valley	Redwood Valley to Willits	Willits to Redwood Valley	Redwood Valley to Largo	Largo to Petaluma	Ignacio to San Rafael
C-5, 8, 9, 10	2513 to 2599, 2624 to 2860.....	1204	1549	754	3800	2297	1953	1549	426	730	2744	3600	1138
DF-101 to 112	5203 to 5278.....	1850	2150	1150	5000	3350	2825	2150	700	1100	4025	5000	2075
*DF-114, 116 to 118	5279 to 5293, 5308 to 5335.....	2350	2750	1425	5000	3350	2825	2150	700	1100	4025	5000	2075
DF-200 to 204	5100 to 5118.....	725	850	450	2150	1300	1125	850	275	450	1550	2050	650
DF-300 to 303	4600 to 4621.....	1175	1350	725	3325	2113	1800	1375	437	687	2525	3325	1150
DS-4, 5	1004 to 1016.....	700	825	425	2125	1275	1075	825	250	400	1525	2025	600
T-28, 31	2312 to 2362.....	1020	1312	639	3450	1945	1653	1312	385	617	2302	3045	950
T-55, 59	181 to 183.....	921	1184	613	3175	1755	1492	1184	344	588	2070	2928	900

*Engines 5308, 5316 to 5335 equipped with steam boiler.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

RULE 21-C. Train indicators on trains, arriving Eureka or Willits, may be displayed until engine reaches roundhouse but must be removed immediately on arrival at roundhouse.

RULE 83-A. At the following stations only trains indicated will register:
 South Fork.....Nos. 3 and 4 and trains originating or terminating.
 Fortuna.....Trains originating or terminating.

RULE 93. Yard limits are established at the following stations:

West MP		East MP
138.23	Willits.....	140.90
193.39	Island Mountain.....	195.62
215.94	Fort Seward.....	217.47
236.53	South Fork.....	238.04
255.03	Scotia.....	256.41
261.65	Alton.....	263.31
	" (Carlotta Branch).....	264.35
266.52	Carlotta.....	267.78
267.83	Fernbridge.....	269.31
277.01	South Bay.....	278.35
280.56	Eureka.....	285.51
291.53	Arcata (Korblex Branch).....	End Track
	" (Samoa Branch).....	293.94
298.57	Samoa.....	End of NWP Track

RULE 98. Railroad crossings at grade not interlocked:
 MP 292.50.....Arcata—California Barrel Company west leg of wye—STOP.

RULE 99-C. Will apply on Carlotta Branch, Korblex Branch and Samoa Branch.

RULE 104. Normal position of junction switch of Carlotta Branch at Alton is for siding.

Normal position of junction switch of Samoa Branch at Samoa is for Hammond Lumber Co.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Willits.....	West switch.....Main track

Light signal indicating position of switch for facing point movement at above locations is located from 25 to 70 feet in approach to switch. When movement has not been completed through switch, reverse movement must not be made until points close and signal light indicates proceed.

GENERAL REGULATIONS

RULE 825. Willits: Train crews must not release brakes on outbound trains until engine is coupled to train and brake pipe is charged.

RULE 827. Log trains required to double through Tunnel 40 will double from Loleta and logs must be inspected before leaving Loleta, instead of Fernbridge.

Trains handling logs not loaded in gondolas should not be in motion on tracks adjacent to main track when passenger trains are passing. If necessary to saw-by, passenger train must remain standing until caboose is clear of main track and train with logs has stopped.

Eastward trains handling cars loaded with logs from Carlotta Branch must be inspected at Carlotta, Alton and Fernbridge.

Special attention must be given to the inspection of chocks and height of loads. Loads must not exceed 12 feet 6 inches in height above top of rail. If car is improperly loaded, it must not be moved and, if in the train, must be set out.

LIGHT TYPE INDICATORS

Light type indicators are installed on the Scotia Bluff to assist patrolmen in protecting (until flag protection can be provided) any condition which may affect the movement of trains. Lunar white light indicates proceed, and red aspect indicates stop.

Control switches are located on poles—MP 256 Poles 12 and 19, MP 257 Poles 0, 6, 11 and 20, MP 258 Pole 6.

Boxes containing these switches are sealed with car seals. If any condition is found to require protection, patrolmen or others will break the seal and open any one of these switches, which will cause the indicator to display a red aspect. Such switch must not be closed until the conditions are corrected for the normal movement of trains.

The protective equipment is so designed as to cause the indicators to assume a stop position if any of the bents should be disturbed by falling rock or high water.

When indicator displays a red aspect, train must stop and then proceed at not to exceed 4 MPH to next indicator. Trainmen and enginemen must observe wooden trestles to see if any of the bents have been displaced or damaged.

WILLITS JOINT TRACK

NWP main track from west yard switch to the crossover at MP 138.95 and the CWRR main track between a point 150 feet west of the west crossover switch at MP 138.95 to the west yard switch and the CWRR siding between Valley Street and a point 1500 feet west, at Willits, will be used jointly by the NWP and the CWRR.

CWRR main track between crossover at MP 138.95 and crossover at MP 139.33, and a point approximately 1500 feet west, are designated as interchange tracks for the receipt and delivery of cars between NWP and CWRR.

CWRR first-class trains must not use NWP main track between crossover and MP 138.95 and crossover at MP 139.33, except under flag protection.

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines.....	Bell Springs ... Clearance point of spur.
All engines, except DS-4, 5 (1004 to 1016) and DF-300 to 303 (4600 to 4621) classes.....	Eureka..... Trestle to log dump Hammond Plant No. 2.
All engines.....	Samoa..... Beyond restrictive sign placed 100 feet from end of long track serving Warehouse No. 14, Hammond Lumber Co.
All engines and cars.....	Samoa..... Beyond north end warehouse on track 1.

Heavner Mill bark spur, Willits, cannot be used beyond 200 feet from switch.

Following tracks are interchange tracks between NWP and The Pacific Lumber Company:

- Glynn..... 2090.5 feet of siding adjacent to main track.
- "..... 1700 feet of siding adjacent to Highline track.
- "..... First 1862 feet of Highline track.
- Scotia..... 880 feet of house track.
- "..... First 1000 feet of dump spur adjacent to main track, 205 feet west of Yoder switch.

Carloads of logs must not be interchanged on Scotia house track.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK, SIDINGS AND SPURS

Mile Post	At or Near	Description	Side or Overhead
284.1.....	Eureka.....	Eureka Boiler Works—posts at entrance of building.....	Side
284.1.....	Eureka.....	Acme Foundry—building.....	Overhead and Side
284.1.....	Eureka.....	Eureka Redwood Co.....	Side
284.1.....	Eureka.....	Hammond Log spur—gate post and fence.....	Side
140.0.....	Willits.....	Lan-Car, Inc. near roundhouse.....	Overhead

Tracks 3 and 4 in front of roundhouse at Willits do not provide clearance one with the other for engines standing or moving on these tracks unless engines are more than 65 feet from edge of roundhouse. Engines should not be left standing on either of these tracks between the points where clearance is restricted.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES and OTHER SPEED RESTRICTIONS** appearing on page 7 of Special Instructions for All Divisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER	FREIGHT
Between: MP MP		
Willits and 143.00.....	35	20
143.00 and 232.00, except:.....	25	20
165.70 and 165.80.....	15	15
166.90 and 167.30.....	15	15
183.80 and 184.10.....	15	15
187.30 and 187.50.....	15	15
190.20 and 190.30 (slide area).....	10	10
196.00 and 196.10.....	20	15
213.25 and 221.50.....	25	25
232.00 and 256.60, except:.....	30	20
234.05 and 237.05.....	35	30
239.70 and 240.30.....	25	20
248.30 and 249.50.....	25	20
251.60 and 251.90.....	15	15
256.60 and 258.20 (Scotia Bluff).....	15	15
258.20 and 272.35.....	35	20
272.35 and 273.40.....	35	25
273.40 and 277.00.....	50	35
277.00 and 278.00.....	40	30
278.00 and 279.50.....	50	35
279.50 and 280.20.....	15	10
280.20 and 281.50.....	35	20
281.50 and 284.10 (Eureka).....	20	20
*Between Eureka and Korblex, except:.....	20	20
★A and L Streets, Eureka.....	10	10
284.75 and 285.65.....	15	15
285.65 and 285.80 (drawbridge).....	6	6
285.80 and 286.50.....	15	15
292.50 and 295.20.....	15	15
*Between Arcata and Samoa.....	20	20
*Between Carlotta and Alton.....	15	15
*With relief outfit.....	..	10

★Regulated by City ordinance.

For other than main tracks and branch lines	With caution Not Exceeding MPH
Through sidings, yard and other tracks, balloon tracks, crossovers and turnouts, except:.....	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
Through all sidings, yard tracks, and other tracks with steam engine running backward.....	10
Wye tracks.....	10
Through turnout to TPLCo. yard at Yoder.....	20
DS-4, 5, (1004 to 1016) and DF-300 to 303 (4600 to 4621) on trestle to log dump Hammond Plant No. 2 at Eureka.....	10

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Willits to Loleta	Loleta to Beatrice	Beatrice and Eureka	Eureka and Arcata	Arcata and Samoa	Arcata to Korblox	Korblox to Arcata	Beatrice to Loleta	Loleta to Willits	Alton to Carlotta	Carlotta to Alton
C-5, 8, 9, 10	2513 to 2559, 2624 to 2860.....	2969	1915	2968	....	....	....	....	1782	2062	....	....
DF-101 to 112	5203 to 5278.....	5000	3475	5000	....	....	....	....	2650	2650	....	....
*DF-114, 116 to 118	5279 to 5293, 5308 to 5335.....	5000	3475	5000	....	....	....	....	2650	2650	....	....
DF-200 to 204	5100 to 5118.....	1650	1350	3000	3000	3000	600	1525	975	1150	900	775
DF-300 to 303	4600 to 4621.....	3325	2200	3325	3325	3325	950	2400	1450	1450	1400	1200
DS-4, 5	1004 to 1016.....	1625	1325	2975	4000	4000	575	1475	950	1125	875	725
T-28, 31	2312 to 2362.....	2514	1621	2514	....	....	....	....	1447	1746	....	....
T-55, 59	181 to 183.....	2268	1463	2394	....	....	....	....	1305	1575	....	....

*Engines 5308, 5316 to 5335 equipped with steam boiler.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPEED TABLE

TIME PER MILE	MILES PER HOUR
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'24"	25
2'30"	24
2'45"	21.8
3'00"	20
3'20"	18
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6

MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

RMH

SCALE IN MILES



PACIFIC OCEAN



**SAUSALITO
AND SAUSALITO TERRITORY**
SCALE IN MILES



**EUREKA
AND VICINITY**
SCALE IN MILES

