

**Accidents Don't Happen
They are CAUSED**

RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

NWP FOREMAN..... AT MP CALLING NWP (Train No.).....

(After train answers giving his identification): (i.e.) NWP Train.....

Foreman's Response

"THIS IS NWP FOREMAN.....IN CHARGE OF THE WORK BETWEEN MP..... AND MP..... NWP TRAIN ORDER NO..... WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL SIGN AND THROUGH THE LIMITS OF ORDER AT....MPH.MPH"*

Engineer's Response

"THIS IS ENGINEER NWP. TRAIN... I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO.... BETWEEN MP.... AND MP.... AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:
"NWP TRAIN ORDER NO....., BETWEEN MP..... AND MP.....MPH* OK."

*When no speed restriction account above Form "Y" Train Order, tell train engineer "At Maximum Authorized Speed."

SPEED TABLE

TIME PER MILE	MILES PER HOUR
1'11"	50.7
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
2'30"	24
2'45"	21.8
3'00"	20
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

NORTHWESTERN PACIFIC RAILROAD COMPANY



TIMETABLE

50

EFFECTIVE SUNDAY, MARCH 17, 1968

AT 12:01 A. M.

PACIFIC STANDARD TIME

**FOR GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

C. E. NEAL,

Vice President and General Manager.

S. J. MACKIE,
Superintendent.

TRAINMASTERS

GERALD FOSTINE.....Santa Rosa
H. R. RUTLER.....Willits
H. B. FOWLER.....Eureka

TRAINMASTER

ROAD FOREMAN OF ENGINES

J. D. LEWIS.....Willits

ASSISTANT TRAINMASTERS

W. K. MILLER.....Willits
M. P. FORD.....Eureka
R. E. RUEGAMER.....Santa Rosa

CHIEF TRAIN DISPATCHER

P. NOVAGLIA.....San Rafael

TIMETABLE NO. 50—SOUTHERN DIVISION

Mile Post Location	EAST-WARD	SANTA ROSA SUBDIVISION		Station Number	Distance from Willits	WESTWARD	
		STATIONS SIDING CAPACITIES AND FACILITIES				81 Freight	85 Freight
11.4			MEADOWSWEET	24140	126.5		
12.7			DETOUR	24110	125.2		
14.3			SAN RAFAEL BKYP	24105	122.5		
17.0	90 TO-R		IGNACIO YP	24050	114.6		
24.9			NOVATO P	24205	111.7		
27.8			BURDELL P	24209	108.2		
31.3	120 TO-R		PETALUMA KIP	24220	101.0		
38.5			COTATI P	24251	93.4		
46.1			SANTA ROSA BKYP	24410	85.7		
53.8	40 TO-R		FULTON P	24426	81.0		
58.5			HEALDSBURG BKTP	24441	71.5		
68.0	75 Yd Lmts TO-R		GEYSERVILLE P	24454	63.7		
75.8	125 Yd Lmts		ASTI P	24459	58.2		
81.3			CLOVERDALE P	24463	54.3		
85.2	58 TO		HOPLAND P	24473	39.4		
100.1	85		UKIAH BKP	24479	25.5		
114.0	Yd Lmts TO-R		REDWOOD VALLEY P	24486	17.4		
122.1	125 Yd Lmts		RIDGE P	24493	8.1		
131.4	22		WILLITS BKDTYP	24500	0.0		
139.5	Yd Lmts TO-R						
					126.5		

ADDITIONAL STATIONS			
Capacity and Direction of Entry Into Spurs	Mile Post	NAME	Station No.
8W	14.9	Greenbrae (Spur)	24109
18E	23.8	Hamilton Field . . . (Spur)	24055
40	39.2	Park Siding	24241
9W	41.0	Crown (Spur)	24244
3W	48.7	Wilfred (Spur)	24254
5E	50.7	Todd (Spur)	24257
7E	61.0	Shiloh (Spur)	24429
16E P	62.9	Windsor (Spur)	24432
7W	66.4	Grant (Spur)	24436
..	67.2	Bailhache	24439
44 P	71.9	Lytton	24450
3W	73.9	Nervo (Spur)	24452
4W	77.0	Omus (Spur)	24455
..	82.7	Icaria	24461
..	87.1	Preston	24465
..	113.1	Asylum	24478
..	115.8	Presswood	24481
15E P	120.0	Calpella	24484
14W P	124.0	Laughlin (Spur)	24488
Schellville Branch			
3E	42.3	Vineburg (Spur)	24008
3E	44.2	Sebastiani (Spur)	24003
Sausalito Branch			
..	8.4	Waldo	24121
5W	11.0	Mill Valley (Spur)	24117

SCHELLVILLE BRANCH						81 Freight	85 Freight
						AM	PM
						Arrive Daily	Arrive Daily
44.8	R	Yd Lmts	SONOMA BDP	24000	19.9	8.05	8.05
40.4	TO-R		SCHELLVILLE BKYP	23740	15.5		
30.8			RECLAMATION	24041	5.9		
28.5			BLACK POINT IP	24043	3.6		
24.9	Yd Lmts		IGNACIO YP	24050	0.0	7.15 AM	7.15 PM
						Leave Daily	Leave Daily
						81	85
SAUSALITO BRANCH							
7.1		Yard Limits	SAUSALITO	24130	7.2		
14.3			DETOUR	24110	0.0		

RULE 5. Time at Ignacio for trains to and from the Schellville Branch via Novato, applies at the east switch of the wye on the Santa Rosa line.

TIMETABLE NO. 50—NORTHERN DIVISION

EAST- WARD FIRST CLASS 4	Mile Post Location	SOUTH FORK SUBDIVISION			Station Number	Distance from Eureka	WESTWARD		EAST- WARD Mile Post Location	SOUTH FORK SUBDIVISION			Station Number	Distance	WEST- WARD
		STATIONS SIDING CAPACITIES AND FACILITIES					FIRST CLASS 3	SECOND CLASS 75		KORBLEX BRANCH					
Redwood							Redwood	Freight		STATIONS SIDING CAPACITIES AND FACILITIES					
Leave Mon., Thurs. and Sat.							Arrive Sun., Wed. and Fri.	Arrive Daily		TO-R	EUREKA	BKDTYP	24840	11.1	
PM 1.45	139.5	Yd Lmts TO-R	WILLITS	BKDTYP	24500	144.6	PM 3.17	PM 9.32	284.1	Yard Limits 20	ARCATA	Y	24920	2.7	
f 1.54	143.7	32	OUTLET		24524	140.4	f 3.06	9.21	292.5		KORBLEX	11.1	24930	0.0	
f 2.15	152.5	125	LONGVALE		24533	131.6	f 2.45	8.58	295.2						
f 2.28	158.1	44	FARLEY		24538	126.0	f 2.32	8.44							
f 2.49	166.5		DOS RIOS		24547	117.6	f 2.11	8.22							
f 3.10	175.5	21	NASHMEAD		24557	108.6	f 1.50	8.01							
f 3.21	180.0		SPYROCK		24561	104.1	f 1.39	7.49							
f 3.31	184.3		BELL SPRINGS		24565	99.8	f 1.29	7.38							
f 3.43	189.3		RAMSEY		24571	94.8	f 1.17	7.25							
s 3.56	194.5	Yd Lmts	ISLAND MOUNTAIN	P	24607	89.6	s 1.04	7.12							
f 4.11	200.3		KEKAWAKA		24613	83.8	f 12.49	6.54							
f 4.32	209.0		ALDERPOINT		24623	75.1	f 12.28	6.32							
s 4.50	216.6	90 Yd Lmts TO-R	FORT SEWARD	P	24632	67.5	s 12.11	6.14		45	ARCATA	Y	24920	8.0	
f 5.09	225.1		EEL ROCK		24643	59.0	f 11.51	5.55			SAMOA		24950	0.0	
f 5.32	237.3	60	SOUTH FORK		24705	46.8	f 11.29	5.32			8.0				
5.40	241.7	52	LARABEE		24712	42.4	11.21	5.23							
f 5.47	245.6		SHIVELY		24718	38.5	f 11.14	5.15							
f 6.06	255.6	75 Yd Lmts TO-R	SCOTIA	BKP	24729	28.5	f 10.56	4.57							
f 6.20	262.7	28	ALTON		24740	21.4	f 10.42	4.43							
	264.5	75	ROHNERVILLE		24805	19.6									
f	266.1	19	FORTUNA		24810	18.0	f								
f 6.28	268.7	36	FERNBRIDGE		24815	15.4	f 10.33	4.33							
6.41	277.8	75	SOUTH BAY		24831	6.3	10.20	4.19							
6.48	282.0		BUCKSPORT		24835	2.1									
s 7.00 PM	284.1	TO-R Yd Lmts	EUREKA	BKDTYP	24840	0.0	10.05 AM	4.04 PM							
Arrive Mon., Thurs. and Sat.			(144.6)				Leave Sun., Wed. and Fri.	Leave Daily							
4							3	75							

SAMOA BRANCH					
292.5	Yard Limits 45	ARCATA	Y	24920	8.0
300.5		SAMOA		24950	0.0
		8.0			

CARLOTTA BRANCH					
262.7	28 R	ALTON		24740	5.0
267.7		CARLOTTA		24745	0.0
		5.0			

ADDITIONAL STATIONS				
Capacity and Direction of Entry Into Spurs	Mile Post	NAME		Station No.
2W	171.1	*Woodman (Spur)		24551
2E	233.4	Camp Grant		24660
..	242.4	*Larabee Ranch		24714
..	253.8	Glynn		24727
..	256.1	Yoder		24731
2W	259.0	*Stone (Spur)		24737
10W	271.0	*Loleta		24818
Korblex Branch				
23W	287.5	Brainard (Spur)		24905
15W	289.2	Bracut (Spur)		24909
..	291.0	Gannon		24914
Samoa Branch				
..	297.5	Manila		24940

*Flag stop for Nos. 3 and 4.

RULE 5. Time at Willits for No. 3 and No. 4 will apply at MP 140.0.
Time at Eureka for No. 3, No. 4 and No. 75 will apply at the west switch to train yard, MP 282.1.

RULE 93. No. 3 and No. 4 will use coach and house track at Willits.
No. 3 and No. 4 will use Balloon lead track at Eureka.

RULE A. Employees must know they have in their possession copy of Rules and Regulations of the Transportation Department effective July 1, 1960, page revisions listed on Page 1 revised April 1, 1961.

RULE M. Employees 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 sidings.

There are numerous other structures with impaired clearances on yard and station tracks, and employees must be familiar with their location and avoid personal injury.

Employees are prohibited from riding or walking on the roof of any moving car.

Employees are prohibited from getting on top of any house or other box cars not equipped with a roof running board except when necessary to make repairs.

Employees may ride on roof of cars equipped with roof running board when necessary during switching operations, but must not cross from the roof of one car to another while in motion.

RULE 1. Form prescribed for recording variations of standard clock with time signal has been discontinued.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red **CONDITIONAL STOP** signs and yellow **PROCEED PREPARED TO STOP** signs are displayed between siding switches, they must be duplicated to right of siding in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach. Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULE 14. ENGINE WHISTLE SIGNALS.

Sound	Indication
(b) — —	"Train ready to proceed. Must also be given after stopping at a railroad crossing not protected by an interlocking." IS CANCELLED.

RULE 16(e) is cancelled.

RULE 16(k). When standing, apply or release air brakes.

RULE 19. Last sentence of Item (5), **RULE 19**, reading: "Red light must be extinguished and green light displayed when train has stopped clear of main track to be met or passed by another train outside of block system limits." is **CANCELLED.**

Where "indicators" is referred to, designation is changed to "engine numbers."

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

RULE 103-A.

Willits: Flashing light signals at Commercial Street crossing are not actuated for movements over Track 2 or House Track until equipment is within fifty (50) feet of crossing. Trains and engines using Track 2 or House Track must not proceed over crossing until flashing light signals are operating. Equipment must not be left standing on these tracks within one hundred (100) feet of the crossing. A member of the crew must afford protection to traffic while movement is being made over Highway 101 crossing on wye track at Willits.

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.

When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

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

RULE 211. First and second paragraphs of this rule are modified by substituting signal 14(g) for signal 14(b).

RULE 220-A is revised as follows:

Train orders relating to track conditions and Form Y train orders, unless annulled, must be respected by conductor and engineer on all trips made during the tour of duty on which such orders are received.

Other train orders received by a train may be made applicable to an additional trip by issuance of an order reading "RESPECT ORDER NO." or adding these words to the order creating the train for the additional trip.

FORMS OF TRAIN ORDERS

FORM G, last paragraph, is revised as follows:

"When an order, Form G, is fulfilled or annulled, other forms of orders held by the extra so created, except Forms K, V, Y, and train orders relating to track conditions, are also made void."

FORM P, Superseding an order or a part of an order:

Engine number of regular trains only may be superseded.

Example: No. 10 has Engine 6000 instead of Engine 6001.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

RULE 811. The crew must eat as a unit, and conductor will notify train dispatcher in advance where they intend to do so.

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

When trains stop through emergency brake application between Redwood Valley and Willits, a member of the train crew must inspect the train before departing to determine whether or not cars are derailed.

Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is indication of overheating. Stop need not be made if, in the judgment of engineer, it is safe to proceed.

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 872. Enginemen taking charge of engines at Eureka, Willits and Schellville will consider engines as having been amply supplied with fuel, sand and water.

MISCELLANEOUS

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

Forward brakeman in freight service will ride the lead diesel unit unless otherwise instructed by conductor or engineer.

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 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 engine shut down.

MAXIMUM CAR LOADINGS

Load limit (car and contents) must not exceed 240,000 pounds except load limit on wharf Samoa Yard must not exceed 169,000 pounds.

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

NWP MW-42, relief crane, weighs 230,840 pounds.

NWP MW-43, relief crane, weighs 222,700 pounds.

When handling 20,000 gallon loaded wine tank cars which have a gross weight of over 230,000 pounds, an empty car, or a load which does not exceed 199,000 pounds, must be handled immediately ahead of and immediately to the rear of each of these cars.

SPEED RESTRICTIONS FOR ENGINES

When engine is operated in multiple unit control the engineer in other than lead unit in direction of movement must not exceed 30 MPH, subject to further restrictions imposed by local conditions.

OTHER SPEED RESTRICTIONS

Trains handling relief cranes NWP MW-42 or NWP MW-43 must not exceed 35 MPH.

Trains handling shovels, ditchers, cranes, except NWP MW-42 and NWP MW-43, pile drivers and derricks on own wheels 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 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 is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

Dead engines hauled in train and weighing 100,000 pounds or more must be placed first behind the engine handling the train. If weight is less than 100,000 pounds, dead engines must be placed near rear of train.

Trains handling SPMW-2639, Scale Test Car must not exceed 40 MPH on main track other than Branches and 30 MPH on main track on Branches.

AIR BRAKE RULE

RULE 2. Enginemen taking charge of engine(s) at Eureka are relieved of requirement for preparation of their engine(s), except they will put units on line, check to see that cutout cock on brake valve is properly positioned, check to see that brake shoes contact wheels and brake pistons are extended, remove venting device from train line, remove blocking chain from under wheel and release hand brakes.

RULE 3. Standard brake pipe pressure for freight trains is 90 lbs.

RULE 4. If stop is made on grade and independent brake is not sufficient to hold the train, an adequate number of hand brakes must be applied to hold train before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br.Cyl.Rel.", or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 23. The following series of cars are equipped with AB brake system which has automatic change-over feature to provide proper function when car is loaded and when empty:

SSW 75700—75799	Gondolas
SSW 78500—78599	Hoppers (Open Top)
SP 333500—334399	Gondolas
SP 337500—337599	Gondolas
SP 345000—345669	Gondolas
SP 354000—354399	Gondolas
SP 463500—463999	Hoppers (Open Top)
SP 467500—467549	Hoppers (Open Top)
SP 480000—480193	Hoppers (Open Top)
SP 491000—491059	Hoppers (Covered)
SP 492000—492039	Hoppers (Covered)
SP 500604	Flat Cars
SP 590000—590099	Flat Cars

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic change-over feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 32. Except as provided in Air Brake Rule 32, trains operated with road locomotive consists which include EF-630 class units in series 8400 to 8445, inclusive, when stopped on grade must leave train brakes applied until train is ready to proceed.

First paragraph Rule 32 is revised as follows:

"When stop is made on grade, independent brake must be fully applied and unless known that it will hold train, train brakes must be left applied until ready to proceed. If necessary to restore air brake pressure to safe level before proceeding, sufficient hand brakes must be set to hold train while restoring air brake pressure. After pressure has been restored to safe level, a minimum brake pipe reduction must be made to hold train while hand brakes are being released. Hand brakes must be set on rear end of train when on ascending grade and on head end of train when on descending grade."

Second paragraph Rule 32, reading:

"When stop is for short period and retaining valves are in use, the air brakes when necessary may be applied and released once every two minutes to assist engine brakes to hold the train."

IS CANCELLED.

RULE 33. Tonnage of operating unit(s) not in dynamic braking is not to be used in determining tons per operative brake.

AIR BRAKE RULE NO. 92. A full independent brake application on road locomotive classes EP636, GF628, EF630, EF636, EF850B results in a brake cylinder pressure of 72 psi. This brake cylinder pressure must be maintained to provide required braking power at very low speeds or when stopped. Under no circumstances must self-lapping portion of independent brake valve be changed except to obtain brake cylinder pressure of 72 psi from a full independent brake application.

FREIGHT TRAINS

RULE 60. On descending grades, dynamic brake on freight trains must be reduced to one half of maximum 500 feet before entering and 1500 feet after passing through turnout or crossover and during adjustment of slack following release of train air brakes.

GENERAL REGULATIONS

RULE 20. Revised to read: "All sections, except the last, will display two green lights by day and by night in the places provided for that purpose on the front of the engine."

RULE 21. Revised to read: "Trains must be identified by engine number on lead unit. Only the number designated for identification will be continuously illuminated when engine is so equipped.

Engine number of regular trains and sections thereof, when necessary, must be furnished by train order to all trains that are to be met or passed except within CTC or interlocking limits and territory where Rule D-251 applies.

Identification of opposing trains in CTC or on double track is required only as prescribed by special instructions in timetable."

RULE 21-A. Revised to read: "Extra trains will display two white lights by day and by night in the places provided for that purpose on the front of the engine."

RULES 21-B and 21-C are CANCELLED.

RULE 22. Revised to read: "When two or more engines are coupled at the head of a train, the leading engine only will display signals; except when road engine is coupled behind a helper engine over part of a subdivision, the road engine will display signals the same as displayed on helper engine. The leading engine only will give or answer signals."

RULE 23. Where "train indicators" is referred to, designation is changed to "engine numbers."

RULE 85. Revised to read: "When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class. Second and inferior class and extra trains may pass and run ahead of second and inferior class and extra trains.

Except as hereinafter provided, a section must not pass and run ahead of another section of the same schedule without first exchanging train orders and each assuming the other's section number, displaying signals if necessary, responsibility resting with the conductor and engineer of each section. The change in sections must be reported from the first open train-order office unless otherwise instructed. If trains are met or passed after change is made, sections involved must stop and identify themselves to such trains unless train order Form F, example (5), is issued to trains involved.

Within CTC or interlocking limits or territory where Rule D-251 applies, a section may pass and run ahead of another section of the same schedule without exchanging train orders, changing signals or reversing section numbers, but must not leave those limits or territory until the change in sections has been authorized by train order."

The designation "train indicators" in Rule 763 as well as in train order Form S-C is changed to "engine numbers." Reference to train indicators in train order Form F should be deleted.

RULE 825. In addition to setting hand brakes on cars set out on a grade, wheels must be blocked. When brakes and blocking of wheels are not sufficient to hold cars, lead truck of lead car in descending direction must be chained to rail.

Rail skid, when available, must be used in lieu of block or chain. When picking up cars on grade, inspection must be made to ascertain that chain, block or rail skid has been removed.

At Willits train crews must not release hand brakes until engine is coupled to train and brake pipe is charged.

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

RULE 10-J. Speed signs to left of track:

Eastward	Reading
MP 121.40	25
Westward	Reading
MP 139.20	40
MP 37.95	10

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

Petaluma.....Trains originating and terminating.
 Santa Rosa.....Trains originating and terminating.
 Healdsburg.....Trains originating and terminating.
 Ukiah.....Trains originating and terminating.

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

West MP	East MP
6.84 Sausalito (Sausalito Branch).....	
11.00 Meadowsweet (Santa Rosa Line).....	27.05
26.80 Ignacio (Schellville Branch).....	
44.95 Schellville.....	38.25
36.38 Petaluma.....	39.52
53.00 Santa Rosa.....	55.66
65.65 Healdsburg.....	69.71
74.52 Geyserville.....	78.39
110.84 Ukiah.....	116.1
120.21 Redwood Valley.....	122.39
137.90 Willits.....	141.40

RULE 98. Railroad crossings at grade not interlocked:

Petaluma.....P&SRRR crossing of yard tracks — STOP.
 Flag protection must be provided.

RULE 99-C. Will apply on Schellville Branch and between Willits and Redwood Valley.

RULE 103-A.

San Rafael: A member of the crew must afford protection to traffic while movement is being made over Francisco Blvd. or Toll Road, crossing the B St. route.

Pedestrian crosswalk located at Los Gallinas Avenue, MP 19.3, must not be blocked by standing trains or cars.

Hamilton Field: Switching movements at Hamilton Air Force Base under jurisdiction of Air Force representative. Engines must not pass engine restriction sign without permission from Air Force representative.

Petaluma: Should automatic warning devices be inoperative at East D St., or Washington St., a member of the crew must afford protection to traffic over these crossings.

Switching movements over the following crossings must not be made until a member of the crew has afforded protection to traffic.

East D St.
 Copeland St. East end P&SRRR interchange.
 Washington St.

Uncontrolled movement of cars over these crossings prohibited.

Santa Rosa:

Wigwags at 6th, 7th and 8th Street crossings operate only when movements are made on main track and siding. Wigwag at 9th Street crossing operates 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 protection to traffic has been provided.

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

Normal position of east wye switch at Ignacio on Santa Rosa line, is for Schellville Branch.

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

SANTA ROSA. On east side of main track, from MP 54.97 (20 feet west of Jennings Ave.) to MP 53.85 (10 feet east of Sixth St.)

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

Station	Location	Direction
Petaluma.....	East end siding.....	Eastward trains
Santa Rosa.....	MP53.95.....	Westward trains
Healdsburg.....	West end siding.....	Eastward trains

Display of flashing 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.

No. 81 and No. 85 are not required to obtain clearance at Schellville.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Geyserville.....	East switch.....Main track
Redwood Valley.....	East switch.....Main track

Switch point indicator, indicating position of switch for facing point movement at above locations, are located from 25 to 100 feet in approach to switch.

GENERAL REGULATIONS

RULE 827. Westward trains departing Willits must not exceed 12 MPH until rear of train has passed over Commercial Street crossing.

AIR BRAKE RULES

RULE 2-B. Dynamic braking on head end of trains must not exceed 24 axles.

RULE 13. When train consist exceeds 60 tons per operative brake and dynamic brake fails on road engines in retainer valve territory, train must be stopped with full service brake pipe reduction. Retainers must be set on all loaded cars after which recharge will be made as prescribed by Air Brake Rule 19. After complete oral understanding with helper engineer, road engineer will make a brake pipe reduction not exceeding six pounds with pressure maintaining. Helper engines will start train, road engineer assisting if necessary, holding light brake cylinder pressure on engine brakes. Immediately after starting, helper engineer will place transition lever in maximum dynamic range and vary speed of train not to exceed twelve miles per hour, road engineer to make any further brake pipe reductions necessary.

If dynamic brake fails on rear helper engines, train may proceed without stopping provided speed can be controlled within authorized limits.

Dynamic failure on all units of a consist exceeding 60 tons per operative brake between Ridge and Laughlin requires that train, after stopping, be secured with hand brakes against movement and no attempt made to move train without first receiving instructions from the proper authority.

RULE 14. Dynamic brake will be used on descending grade by helper engines placed at or near rear of freight train unless relieved of the requirement by road engineer.

RULE 17. RETAINING VALVE TERRITORY, WILLITS—REDWOOD VALLEY.

FREIGHT AND MIXED TRAINS

EASTWARD: One retaining valve set on low pressure for each 100 tons in train, except when dynamic brakes are in operation retaining valves need not be used unless requested by engineer.

WESTWARD: All retaining valves except nine retaining valves will be left turned down for each 6 axles of dynamic brake.

Use of pressure maintaining brake valve will not dispense with the use of retaining valves when stop is made at Ridge or on descending grade between Ridge and Laughlin and it must be known that all retaining valves are turned up before attempting release of brakes.

FREIGHT TRAINS

RULE 33. Maximum tonnage per operative brake is as follows:

- Ridge to Redwood Valley —
- Without dynamic brake in operation 60 tons
- When tonnage does not exceed 1125 tons
- per 6 axles of dynamic brake 80 tons

HELPERS

WILLITS AND REDWOOD VALLEY

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

WESTWARD TRAINS:

- On trains handled by 1-2 or 3 unit road engines . . . One, two or three units ahead of caboos.
- Power to be balanced when practicable with concentration of horsepower on head end.
- On trains exceeding 6000 tons four unit road engines Three helper units ahead of caboos.
- On trains exceeding 6700 tons four unit road engines Four helper units placed approximately 1900 tons ahead of caboos.
- On trains exceeding 7700 tons four unit road engines Five helper units placed approximately 2400 tons ahead of caboos.
- On trains exceeding 8500 tons four unit road engine Six helper units placed approximately 2800 tons ahead of caboos.
- On trains exceeding 9300 tons instructions as to placement of power must be obtained from proper authority.

EASTWARD TRAINS:

- On trains not exceeding 2100 tons or 60 cars . . . Ahead of road engine.
- On trains exceeding 2100 tons or 60 cars . . . Not more than two ES-615—EF-618 and one ES-408—ES-409 class helper units placed ahead of caboos.
- On trains exceeding 2800 tons or 85 cars helper unit will be cut in not less than 24 cars ahead of caboos up to three units. 10 cars will be placed behind helpers for each additional unit used.
- Unit of power refers to ES-615 and EF-618 class of engine or equivalent.

Westward trains departing Willits must have empties placed either behind or at least 10 cars ahead of helpers when three or more units are employed on rear of train. When practicable, empties and light loads on the head end of westward trains employing three or more units of dynamic on road engines should be cut back behind ten loads.

After starting freight trains at Willits and Redwood Valley, helper engineers at rear of train will reduce throttle sufficiently to allow road engineer to stretch entire train. Helper engineer will then bunch the slack in a manner to avoid objectionable run in.

FREIGHT TRAINS

When helper engines are not employed in trains ascending grade from Willits or Redwood Valley tonnage will be reduced for eastward trains 150 tons per unit to and including four units and 200 tons per unit over four units, for westward trains 200 tons per unit to and including four units and 300 tons per unit over four units.

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

Mile Post	At or Near	Description	Side or Overhead
37.8		Wingo bridge	Side
28.5	Black Point	Drawbridge	Side
37.2	Petaluma	Drawbridge	Overhead and side
53.8	Santa Rosa	Cement Shed of Mead Clark Lumber Co.	Side
68.0	Healdsburg	Steel bridge over Russian River	Side

SP 354000-354199 series wood chip cars exceed clearances east of Cloverdale and must not be moved beyond that point. Trains handling loaded cars in above series, must reduce speed of train not exceeding 10 MPH over Healdsburg bridge, MP 67.62. On all movements, cars must be separated at least five cars from engine or caboos, train length permitting.

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

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 4 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY			TERRITORY		
MP	MP	Column:	MP	MP	Column:
EASTWARD, MEADOWSWEET TO WILLITS:			WESTWARD, WILLITS TO MEADOWSWEET		
11.00 to 19.50		20	139.50 to 139.20		20
19.50 to 36.85		45	139.20 to 136.35		40
36.85 to 37.20 (bridge)		10	%136.35 to 124.07		15
*37.20 to 39.25 (Petaluma)		20	124.07 to 122.15		20
39.25 to 53.00		45	122.15 to 119.60		45
53.00 to 55.00 (Santa Rosa)		25	119.60 to 118.28		30
55.00 to 67.60		45	118.28 to 114.54		45
67.60 to 68.58 (Healdsburg)		25	114.54 to 113.50		25
68.58 to 70.91		45	113.50 to 108.72		45
70.91 to 71.16		40	108.72 to 94.99		30
71.16 to 85.53		45	94.99 to 89.25		25
85.53 to 89.25		30	89.25 to 85.53		30
89.25 to 94.99		25	85.53 to 71.16		45
94.99 to 108.72		30	71.16 to 70.91		40
108.72 to 113.50		45	70.91 to 68.58		45
113.50 to 114.54		25	68.58 to 67.60 (Healdsburg)		25
114.54 to 118.28		45	67.60 to 55.00		45
118.28 to 119.60		30	55.00 to 53.00 (Santa Rosa)		25
119.60 to 122.15		45	53.00 to 39.25		45
122.15 to 124.07		25	*39.25 to 37.20 (Petaluma)		20
%124.07 to 136.35		15	37.20 to 36.85 (bridge)		10
136.35 to 139.20		40	36.85 to 19.50		45
139.20 to 139.50		20	19.50 to 11.00		20
EASTWARD, SONOMA TO IGNACIO			WESTWARD, IGNACIO TO SONOMA		
44.95 to 43.00 (Sonoma)		15	24.99 to 25.80 (Ignacio)		25
43.00 to 40.39 (Sonoma)		25	25.80 to 28.74		45
40.39 to 32.30		30	28.74 to 29.01 (bridge)		10
32.30 to 29.01		45	29.01 to 32.30		45
29.01 to 28.74 (bridge)		10	32.30 to 40.39		30
28.74 to 25.80		45	40.39 to 43.00 (Sonoma)		25
25.80 to 24.99 (Ignacio)		25	43.00 to 44.95 (Sonoma)		15
EASTWARD, SAUSALITO TO DETOUR:			WESTWARD, DETOUR TO SAUSALITO:		
6.84 to 11.69		20	14.30 to 12.10		20
11.69 to 12.10 (tunnel)		10	12.10 to 11.69 (tunnel)		10
12.10 to 14.30		20	11.69 to 6.84		20

*Regulated by City ordinance.

%Passenger Trains, Light Engines and trains handling passenger equipment only; 20 MPH between MP 124.07—136.35.

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

Speed to and from Ignacio through switch on main track leading to east leg of wye must not exceed 10 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With caution Not Exceeding MPH
Through Sidings, yards and other tracks, ballon tracks, crossovers and turnouts, except:.....	15
Through turnouts on other than sidings.....	10
Wye tracks, except.....	10
East Leg Ignacio Wye.....	25

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

9

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

NOMINAL CLASS	ENGINE NUMBERS	Debur and Sausalito	Meadowweet 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 Hopland	Hopland to Petaluma	Ignacio to San Rafael
ES-615.....	2700 to 2742												
EF-618.....	3800 to 3830, 3850 to 3966.....	2350	2750	1425	5000	3350	2825	2150	700	1100	4025	5000	2075
ES-408.....	1100 to 1128.....	1175	1350	725	3325	2113	1800	1375	437	687	2525	3325	1125
ES-409.....	1170 to 1179.....	1275	1500	800	3825	2300	1975	1500	500	775	2750	3625	1150

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Willits to Loloita	Loloita to Beatrice	Beatrice and Eureka	Eureka and Arelata	Arelata and Samoa	Arelata to Korblax	Korblax to Arelata	Beatrice to Loloita	Loloita to Willits	Alton to Carlotta	Carlotta to Alton
ES-615.....	2700 to 2742											
EF-618.....	3800 to 3830, 3850 to 3966.....	5000	3475	5000	5000	5000	1900	4800	2650	2650	2800	2400
ES-408.....	1100 to 1128.....	3325	2200	3325	3325	3325	950	2400	1450	1450	1400	1200
ES-409.....	1170 to 1179.....	3925	2400	3950	3950	3950	1075	2675	1700	2000	1600	1350

TPLCo. engines permitted to operate on NWP tracks between Rohnerville and South Fork and Alton and Carlotta.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines.....	Firco.....Beyond engine restriction sign placed 100 feet east of derail.
ES-615 and EF-618.....	South Bay.....Beyond engine restriction sign placed 547 feet from point of switch on PG&E Spur.
ES-615 and EF-618.....	Samoa.....Beyond engine restriction sign placed 100 feet from end of long track serving warehouse No. 14, Georgia-Pacific Co.

RULE 10-J. Speed signs to left of track:

Westward	Reading
MP 255.70	45

RULE 82-A. Extra trains are authorized to operate as extra trains between Alton and Carlotta without train order authority and without obtaining clearance at Alton.

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

Fort Seward.....Trains originating and terminating.
 Scotia.....Trains originating and terminating.
 Alton.....Nos. 3 and 4.

Extra trains departing Alton on Carlotta Branch, in addition to information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals". When trip has been completed, date of arrival at Alton must also be entered in column captioned "Signals" in the same manner.

When engine is changed before completion of a trip, crew must indicate on train register that trip was originated with Engine No. . . and completed with Engine No. . . .

An extra train enroute Alton to Carlotta or any intermediate point must not leave Alton until it has been ascertained from the train register that all preceding extra trains have completed their trip and registered time and date of arrival at Alton accordingly.

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

West MP	East MP
137.90 Willits.....	141.40
193.39 Island Mountain.....	195.62
214.25 Fort Seward.....	218.50
254.86 Scotia.....	256.60
280.56 Eureka (Korblex Branch).....	End of NWP Track
" (Samoa Branch).....	End of NWP Track

RULE 99. Flag protection to the rear is not required between Alton and Carlotta.

RULE 99-C. Will apply between Eureka and Willits.

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

Normal position of junction switch at Carlotta is for The Pacific Lumber Co. track.

GENERAL REGULATIONS

RULE 827. 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.

LIGHT TYPE INDICATORS

Light type indicators are installed on the Scotia Bluff at MP 256.85 and MP 257.49. Lunar light indicates proceed, and yellow aspect indicates proceed at reduce speed not to exceed 4 MPH over the trestle.

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

Trainmen and enginemen must closely observe trestle to determine if any of the bents have been displaced or damaged.

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

Mile Post	At or Near	Description	Side or Overhead
267.7.....	Carlotta.....	Van Duzen Camp, TPLCo. log rollway.	Side
284.1.....	Eureka.....	Simpson Plywood, track into building	Overhead and side
284.1.....	Eureka.....	Park Loading Co Track 2.....	Side
284.1.....	Eureka.....	Acme Foundry, building..	Overhead and side
284.1.....	Eureka.....	Shell Oil Co., spur.....	Side
300.5.....	Samoa.....	Georgia-Pacific Co., warehouse No. 14	Overhead

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With caution Not Exceeding MPH
Through sidings, yard and other tracks, balloon tracks, crossovers and turnouts, except:.....	15
Through turnouts on other than sidings.....	10
Wye tracks.....	10

AIR BRAKE RULES

RULE 2-B. Dynamic braking on head end of trains must not exceed 24 axles.

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

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 4 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 SAFETY, REGARDLESS OF TIME.**

TERRITORY			TERRITORY		
MP	MP	Column:	MP	MP	Column:
EASTWARD, WILLITS TO EUREKA:			WESTWARD, EUREKA TO WILLITS:		
139.50 to 141.40		20	284.10 to 283.14 (Eureka)		10
141.40 to 143.10		40	283.14 to 282.00		20
143.10 to 144.65		30	282.00 to 277.55		45
144.65 to 213.08		25	277.55 to 277.05		40
213.08 to 222.15		30	277.05 to 273.34		45
222.15 to 228.13		25	273.34 to 270.60		35
228.13 to 231.02		30	270.60 to 267.60		45
231.02 to 237.74		40	267.60 to 266.00		40
237.74 to 240.21		30	266.00 to 262.70		45
240.21 to 242.80		45	262.70 to 262.50		35
242.80 to 246.85		30	262.50 to 258.08		40
			258.08 to 257.00 (Scotia Bluff)		20
246.85 to 247.20		25	257.00 to 255.70		35
247.20 to 252.46		30	255.70 to 252.46		45
252.46 to 255.70		45	252.46 to 247.20		30
255.70 to 257.00		35	247.20 to 246.85		25
257.00 to 258.08 (Scotia Bluff)		20	246.85 to 242.80		30
258.08 to 262.50		40			
262.50 to 262.70		35	242.80 to 240.21		45
262.70 to 266.00		45	240.21 to 237.74		30
266.00 to 267.60		40	237.74 to 231.02		40
267.60 to 270.60		45	231.02 to 228.13		30
270.60 to 273.34		35	228.13 to 222.15		25
273.34 to 277.05		45	222.15 to 213.08		30
277.05 to 277.55		40	213.08 to 144.65		25
277.55 to 282.00		45	144.65 to 143.10		30
282.00 to 283.14		20	143.10 to 140.87		40
283.14 to 284.10 (Eureka)		10	140.87 to 139.50		20
EASTWARD, EUREKA TO KORBLEX			WESTWARD, KORBLEX TO EUREKA		
★284.10 to 285.80 (Eureka)		10	295.57 to 292.23		20
285.80 to 292.10		25	292.23 to 292.10		10
292.10 to 292.23		10	292.10 to 285.80		25
292.23 to 295.57		20	★285.80 to 284.10 (Eureka)		10
EASTWARD, ARCATA TO SAMOA			WESTWARD, SAMOA TO ARCATA		
		25			25
EASTWARD, ALTON TO CARLOTTA			WESTWARD, CARLOTTA TO ALTON		
		25			25

★Regulated by City ordinance.

HARKNESS COMMUNITY HOSPITAL AND MEDICAL CENTER

LOCATION	NAME	TITLE
San Francisco	Dr. V. M. Strange	Chief Surgeon
Sausalito	Dr. C. F. Larson	Dist. Phys. & Surg.
Mill Valley	Dr. R. B. Hartman	Dist. Phys. & Surg.
San Rafael	Dr. H. O. Hund	Dist. Phys. & Surg.
San Rafael	Dr. D. L. Wagner	Dist. Phys. & Surg.
San Rafael	Dr. B. Simmons	Dist. Phys. & Surgeon
San Rafael	Dr. John McGhee	Dist. Phys. & Surg.
Novato	Dr. R. J. Weseman	Dist. Phys. & Surg.
Petaluma	Dr. J. J. Mohrman	Dist. Phys. & Surg.
Petaluma	Dr. F. E. Ems	Ass't. Dist. Phys. & Surg.
Petaluma	Dr. L. S. Sannella	Oculist & Aurist
Sebastopol	Dr. L. B. Cohenour	Emergency Surgeon
Guerneville	Dr. W. I. Ellison	Emergency Surgeon
Santa Rosa	Dr. A. M. Bowles	Dist. Phys. & Surg.
Santa Rosa	Dr. C. S. Steever	Dist. Phys. & Surg.
Santa Rosa	Dr. L. E. Avery	Dist. Phys. & Surg.
Santa Rosa	Dr. H. M. Every	Oculist & Aurist
Healdsburg	Dr. Carl Harvey	Dist. Phys. & Surg.
Sonoma	Dr. C. B. Andrews	Emgey. Phys. & Surg.
Sonoma	Dr. W. J. Newman	Emgey. Phys. & Surg.
Sonoma	Dr. J. R. Schafer	Emgey. Phys. & Surg.
Cloverdale	Dr. L. Sayre	Dist. Phys. & Surg.
Ukiah	Dr. W. M. Vest	Dist. Phys. & Surg.
Ukiah	Dr. J. F. Gulyash	Oculist
Willits	Dr. W. T. Foster	Dist. Phys. & Surg.
Willits	Dr. F. Myers	Dist. Phys. & Surg.
Alderpoint	Dr. J. E. Phelps	Dist. Phys. & Surg.
Scotia (Rio Dell)	Dr. R. N. Treadwell	Dist. Phys. & Surg.
Scotia (Rio Dell)	Dr. K. Munchheimer	Dist. Phys. & Surg.
Fortuna	Dr. C. R. Schwartz	Dist. Phys. & Surg.
Eureka	Dr. J. W. Walsh	Dist. Phys. & Surg.
Eureka	Dr. W. C. Carey	Aurist
Eureka	Dr. W. W. Dolfini	Dist. Phys. & Surg.
Eureka	Dr. J. G. Smith	Oculist
Arcata	Dr. C. N. Earl	Dist. Phys. & Surg.

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

HOSPITAL

GENERAL HOSPITAL.....SAN FRANCISCO

WATCH INSPECTORS

RULE 2. Designated Watch Inspectors:

K. I. Dunlap	65 Market St., San Francisco
Manager Time Service	
Solari Jewelers	745 Third St., San Francisco
J. Herbert Hall Co., Traveling Watch Inspector	
J. Don Eaton	4 Princess St., Sausalito
Herbert-Rohrer	1219 4th St., San Rafael
Lynn Richey	165 Petaluma Blvd., No. Petaluma
Chester Jewelers	502 4th St., Santa Rosa
Linch Jewelry	17 E. Napa St., Sonoma
Harry D. Roberts	106 W. Standley St., Ukiah
A. B. Guslander	Willits
W. Willims and W. K. Scott	3rd & E. Street, Eureka
Kelly's Jewelers	837 H. St., Arcata