

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

34

TIME TABLE
FOR THE
SHASTA DIVISION

To Take Effect Sunday, September 19, 1926, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)



For the government and information of employes only, and not intended for the use of the public

J. H. DYER,
General Manager.
F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

T. AHERN,
Assistant General Manager.

J. W. FITZGERALD
Superintendent.

EASTWARD

GERBER SUBDIVISION

SECOND CLASS

FIRST CLASS

Capacity of sidings in car lengths	SECOND CLASS										FIRST CLASS				Distance from San Francisco via Marysville		
									224 Manifest Freight	222 Portland Manifest				14 Puget Sound Express		16 Oregon Express	54 Oregonian
Term Yd. WFYPBK								Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
								6.00PM	7.30AM				2.45PM	6.50AM	6.30AM	1.20AM	213.8
56W 47E P								6.20	7.45				s 2.55	f 6.59	6.43	1.30	218.9
63-57 WP								6.40	8.00				s 3.07	s 7.15	6.54	1.37	223.4
73 P								7.07	8.15				3.19	7.28	7.06	1.52	228.9
82 P								7.22	8.28				3.29	f 7.40	7.18	2.02	233.6
76 WP								7.36	8.47				s 3.41	s 7.52	7.35	2.11	240.4
76 P								7.43	8.54				3.47	8.00	7.41	2.16	244.2
71 P								7.51	8.59				s 3.55	s 8.09	7.47	2.20	247.1
22																	249.2
66 P								8.04	9.12				4.05	f 8.25	7.58	2.28	253.5
82-86 WBPB I								8.28	9.30				s 4.20	s 8.48	8.15	2.36	258.2
18														f			261.0
67 P								8.55	9.43				4.31	f 9.00	8.30	2.47	263.9
P														f			265.9
54 WP								9.10	9.57				s	s			267.2
84 P								9.22	10.06				4.45	9.10	8.40	2.57	268.0
88 P								9.36	10.20				4.54	f 9.20	8.49	3.04	271.0
60 P								9.49	10.28				s 5.06	s 9.35	9.01	3.15	275.7
86 YWPF								10.00	10.34				5.12	s 9.44	9.07	3.21	278.3
47 P								10.15	10.45				5.17	f 9.51	9.13	3.26	280.2
86 P								10.35	10.59				5.27	10.02	9.23	3.34	283.8
4													5.39	f 10.14	9.34	3.45	287.6
77 P								11.28PM	11.10					f			290.5
66 WP								12.05AM	11.33				5.49	10.25	9.43	3.53	291.1
30 P								12.15	11.45				s 6.09	s 10.45	10.02	4.08	296.7
74 P								12.24	11.58AM				6.19	s 10.54	10.13	4.18	300.2
73 P								12.33	12.06PM				6.28	f 11.05	10.25	4.27	304.0
73 WP								12.52	12.19				6.38	11.10	10.33	4.32	306.0
8													6.50	f 11.22	10.44	4.42	309.4
84 P								1.07	12.34					f			311.8
55 P								1.20	12.42				7.00	f 11.32	10.52	4.53	313.1
34													s 7.10	s 11.42	11.00	4.58	315.3
39 P								1.42	12.52								316.1
Term Yard WPBK								2.05AM	1.05PM				7.20	f 11.51	11.09	5.09	318.3
Term Yd. WFTPBK													7.28	f 11.58AM	11.14	5.20	321.2
													s 7.35PM	s 12.05PM	s 11.20AM	s 5.25AM	322.1
								Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

Time Table No. 34

September 19, 1926

STATIONS

TO-R GERBER	2.0
PROBERTA	3.1
RAWSON	4.5
TO RED BLUFF	5.5
BLUNT	3.3
IVREA (Spur)	1.4
HOOKER	6.8
TO COTTONWOOD	3.8
OULP	2.9
TO ANDERSON	2.1
ANDERSON BRICK YARD	4.3
GIRVAN	4.7
TO-R REDDING	2.8
MIDDLE CREEK (Spur)	2.9
KESWICK	2.0
CENTRAL MINE	1.3
TO MATHESON	0.8
MOTION	3.0
CORAM	4.7
TO KENNET	2.6
TO PITT	1.9
MORLEY	3.6
ELMORE	3.8
TO POLLOCK	2.9
ANTLER (Spur)	0.6
SMITHSON	5.6
TO DELTA	3.5
TO LAMOINE	3.8
GIBSON	2.0
FISHER	3.4
TO SIMS	2.4
FLUME (Spur)	1.3
CONANT	2.2
TO CASTELLA	0.8
DIRIGO	2.2
CASTLE CRAG	2.9
TO-R DUNSMUIR YARD	0.9
TO-R DUNSMUIR (Pass. Sta.)	

Block Signals

(108.3)

..... Time over District.
 Average speed per hour.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Trains	At	Passengers to or from
14	Any Station	Any Station
16	Castle Rock MP 316.4	Any Station

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

(8.05)	(5.35)	4.50)	(5.15)	(4.50)	(4.05)
13.29	19.23	22.40	20.53	22.40	26.52

GERBER SUBDIVISION

WESTWARD

Time Table No. 34

September 19, 1926

STATIONS	Distance from Dunsmuir	FIRST CLASS				SECOND CLASS							
		11	15	13	53	239	235	241	237	217	229	223	221
		The Shasta	Southern California Express	Portland San Francisco Express	Oregonian	Freight	Local Freight	Freight	Local Freight	Freight	Freight	Manifest Freight	Portland Manifest
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Monday	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
TO-R GERBER 2.0	108.3	s 5.40AM	s 9.45AM	s 11.15PM	s 2.30AM	5.30AM	12.40PM	1.20PM		7.45PM	12.40AM	6.00AM	8.50AM
PROBERTA 3.1	106.3												
RAWSON 4.5	103.2	5.30	9.30	11.00	2.15	5.16	12.25	1.03		7.31	12.23	5.45	8.30
TO RED BLUFF 5.5	98.7	5.21	s 9.22	s 10.48	2.05	5.07	12.15PM	12.54		7.22	12.14AM	5.30	8.00
BLUNT 3.3	93.2	5.08	9.10	10.34	1.52	4.52	11.45AM	12.39		7.07	11.59PM	5.08	7.28 7.01
IVREA (Spur) 1.4	89.9												
HOOKER 6.8	88.5	4.56	8.59	10.22	1.42	4.37	11.30	12.24		6.52	11.44	4.37	6.40
TO COTTONWOOD 3.8	81.7	4.43	s 8.47	s 10.05	1.29	4.17	11.10	12.04PM		6.32	11.24	4.00	6.15
OULP 2.9	77.9	4.36	8.40	9.53	1.22	4.10	10.50	11.57AM		6.25	11.17	3.35	5.40
TO ANDERSON 2.1	75.0	4.32	s 8.36	s 9.46	1.16	4.04	10.40	11.51		6.19	11.11	3.10	5.20
ANDERSON BRICK YARD 4.3	72.9												
GIRVAN 4.7	68.6	4.21	8.25	f 9.28	1.06	3.53	10.20	11.40		6.08	11.00	2.28	4.50
TO-R REDDING 2.8	63.9	4.11	s 8.15	s 9.16	12.55	3.45	10.00AM	11.32	† 5.55PM	6.00	10.52	2.10	4.11
MIDDLE CREEK (Spur) 2.9	61.1												
KESWICK 2.0	58.2	3.56	7.58	f 8.55	12.40	3.28		11.15	5.35	5.43	10.35	1.25	3.28
CENTRAL MINE 1.3	56.2												
TO MATHESON 0.8	54.9		s	s									
MOTION 3.0	54.1	3.46	7.46	8.43	12.29	3.14		11.01	5.10	5.29	10.21	1.00	2.57
CORAM 4.7	51.1	3.39	7.39	f 8.33	12.21	3.04		10.52	4.54	5.20	10.12	12.31	2.27
TO KENNET 2.6	46.4	3.28	s 7.28	s 8.20	12.09	2.42		10.38	4.15	5.06	9.58	12.09AM	2.05
TO PITT 1.9	43.8	3.21	7.19	s 8.07	12.01AM	2.34		10.28	3.45	4.49	9.49	11.40PM	1.45
MORLEY 3.6	41.9	3.14	7.14	f 8.01	11.54PM	2.28		10.16	3.25	4.43	9.43	11.25	1.30
ELMORE 3.8	38.3	3.06	7.03	7.50	11.46	2.17		10.02	3.05	4.32	9.32	10.55	1.10
TO POLLOOK 2.9	34.5	2.57	6.51	f 7.38	11.37	2.05		9.34	2.50	4.20	9.20	10.35	12.50
ANTLER (Spur) 0.6	31.6			f									
SMITHSON 5.6	31.0	2.48	6.41	7.27	11.28	1.54		9.18	2.35	4.09	9.09	10.15	12.30
TO DELTA 3.5	25.4	2.35	6.26	s 7.10	11.15	1.32		8.56	2.15	3.47	8.47	9.50	12.05AM
TO LAMOINE 3.8	21.9	2.26	s 6.17	s 6.58	11.06	1.21		8.45	1.50	3.36	8.36	9.35	11.45PM
GIBSON 2.0	18.1	2.17	6.06	f 6.46	10.56	1.09		8.34	1.35	3.24	8.24	9.20	11.30
FISHER 3.4	16.1	2.12	6.01	6.38	10.51	1.03		8.28	1.25	3.18	8.18	9.05	11.18
TO SIMS 2.4	12.7	2.03	5.53	f 6.14	10.43	12.52		8.17	1.10	3.07	8.07	8.50	11.02
FLUME (Spur) 1.3	10.3												
CONANT 2.2	9.0	1.54	5.43	f 6.03	10.34	12.40		8.05	12.55	2.55	7.55	8.35	10.50
TO CASTELLA 0.8	6.8	1.49	s 5.36	s 5.56	10.29	12.33		7.58	12.42	2.48	7.48	8.20	10.40
DIRIGO 2.2	6.0												
CATTLE CRAG 2.9	3.8	1.42	5.27	f 5.46	10.22	12.24		7.49	12.20	2.39	7.39	8.10	10.30
TO-R DUNSMUIR YARD 0.9	0.9	1.35	5.20	5.40	10.15	12.15AM		7.40AM	12.01PM	2.30PM	7.30PM	8.00PM	10.20PM
TO-R DUNSMUIR (Pass.Sta.) (108.3)	0.0	1.30AM	5.15AM	5.35PM	10.10PM								
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Monday	Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time over District.....	(4.10)	(4.30)	(5.40)	(4.20)	(5.15)	(2.40)	(5.40)	(5.54)	(5.15)	(5.10)	(10.00)	(10.30)
Average speed per hour.....	25.99	24.07	19.11	24.99	20.46	16.65	18.95	10.83	20.46	20.78	10.74	10.23

Westward trains are superior to trains of the same class in the opposite direction.
 †Time of No. 237 at Redding applies at switch of cross over to storage track.
 Nos. 11, 15, 13 and 53 stop Dunsmuir Yard allow employes detrain.

Train	At	Passengers To or From
13	Castle Rock	MP 316.4
15	Any Station	Any Station
53	Redding	From Ashland or East
53	Any Station	From Cascade Line

EASTWARD

DUNSMUIR SUBDIVISION

WESTWARD

Main table containing train schedules for Eastward and Westward directions. Columns include Train No., Class (Second, First), Station, Time, and Distance. Includes sub-table 'Time Table No. 34' for September 19, 1926.

Summary table with columns for 'Time over District' and 'Average speed per hour'. Values include (12.45) 8.56, (2.10) 10.99, etc.

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

Exception: Nos. 54, 16 and 14 are superior to No. 93.

†The schedule time of First Class trains at Shasta Springs applies at the Mineral Spring.

Table titled 'ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS'. Columns: Train, At, Passengers to or From. Includes stations like Upper Soda Springs, Shasta Retreat, Gregory Section House, etc.

DUNSMUIR SUBDIVISION

EASTWARD				WESTWARD													
SECOND CLASS			FIRST CLASS			FIRST CLASS			SECOND CLASS								
Capacity of Sidings in Car Lengths	228	224	204				90	Distance from San Francisco Via Marysville	Time Table No. 34 September 19, 1926	Distance from Klamath Falls	91			201	227	223	225
	Local Freight	Manifest Freight	Local Freight				Klamath Falls Passenger				Black Butte Passenger	Local Freight	Local Freight	Manifest Freight	Freight		
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday				Leave Daily		STATIONS		Arrive Daily			Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily
74 WYP		8.00AM					2.00PM	345.0	TO-R BLACK BUTTE	84.5	s 8.35PM					2.00PM	7.35PM
76 P		8.30					f 2.15	352.2	HOTLUM	77.3	f 8.16				1.30	7.15	
20								356.0	GRAHAM (Spur)	73.5							
76 P		8.55					f 2.27	357.2	BOLAM	72.3	f 8.07				1.15	7.01	
76 P		9.20					f 2.35	360.7	ANDESITE	68.8	f 7.59				1.00	6.50	
76 P		9.45					f 2.47	364.8	COUGAR	64.7	f 7.50				12.30	6.40	
P	11.00AM	9.55					s 2.54	367.7	R JUNCTION (No Siding)	61.8	s 7.43			12.45PM	12.05PM	6.30	
76 WYP	11.35	10.15					s 3.00	368.5	TO GRASS LAKE	61.0	s 7.39			12.30PM	11.35AM	6.20	
62	11.50AM	11.00					f 3.10	373.1	ERICKSON	56.4	f 7.29			11.50AM	11.00	6.00	
82 P	12.05PM	11.15					f 3.20	377.2	PENoyer	52.3	f 7.21			11.15	10.45	5.45	
WYP	12.45	11.30					s 3.27	380.6	TO LEAF (No siding)	48.9	s 7.15			10.45	10.30	5.30	
68 P	1.35	11.45AM					s 3.31	381.9	TO BRAY	47.6	s 7.09			10.15	10.15	5.15	
84 P	2.00	12.05PM					f 3.38	386.0	KEGG	43.5	f 7.00			8.30	9.55	4.50	
63 P	2.15	12.25					f 3.44	390.0	JEROME	39.5	f 6.53			8.15	9.35	4.30	
65 WPBK	2.40PM	12.40	6.15AM				s 3.50	394.0	TO-R MT. HEBRON	35.5	s 6.46		5.15AM	8.00AM	9.20	4.10	
63 P		1.00	6.40				s 3.56	396.7	TO MACDOEL	32.8	s 6.41		5.00		8.51	4.04	
85		1.10	6.55				f 3.59	398.3	SOMERSET	31.2	f 6.37		4.55		8.45	3.59	
62		1.30	7.10				f 4.06	402.6	MAY	26.9	f 6.30		4.45		8.35	3.45	
64 P		1.50	8.20				s 4.13	407.1	TO DORRIS	22.4	s 6.23		4.30		8.20	3.25	
63 P		2.10	8.35				f 4.22	411.6	CALOR	17.9	f 6.14		3.00		8.00	3.15	
							f	413.6	IVAN (Spur)	15.9	f						
64 WP		2.25	8.50				s 4.31	415.6	WORDEN	13.9	f 6.06		2.45		7.45	3.00	
62-30		2.45	9.00				f 4.37	418.2	ADY	11.3	f 6.01		2.35		7.35	2.45	
70 P		3.00	9.15				s 4.44	422.3	MIDLAND	7.2	f 5.55		2.25		7.25	2.30	
84		3.15	9.30				f 4.51	426.2	TEXUM	3.3	f 5.48		2.15		7.15	2.20	
Term Yard WYPTKB		3.35PM	9.50AM				s 5.00PM	429.5	O.C.&E. Ry. Crossing. TO-R KLAMATH FALLS	0.0	5.40PM		2.00AM		6.55AM	2.00PM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday				Arrive Daily		(84.5)		Leave Daily			Leave Daily Ex. Monday	Leave Daily Ex. Monday	Leave Daily	Leave Daily
	(3.40) 7.17	(7.35) 11.14	(8.35) 9.91				(3.00) 28.17	 Time Over District		(2.55) 28.97			(3.15) 10.92	(4.45) 5.54	(7.05) 14.28	(5.35) 15.13
								 Average speed per hour								

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

Handwritten notes and calculations:

84.5
23.8

108.3
108.3

108.3

108.3
108.3

108.3

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS			
Train	At		Passengers To or From
91 and 90 91 and 90	Mt. Hebron Watertank Setzer	MP 393.2 MP 427.5	Any Station Any Station

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS			Distance from San Francisco Via Marysville	Time Table No. 34 September 19, 1926	Distance from Crescent Lake	FIRST CLASS			SECOND CLASS		
	224 Manifest Freight	234 Local Freight	232 Local Freight	92 Eugene Passenger	91 Klamath Falls Passenger	233 Local Freight				225 Freight	231 Local Freight	223 Manifest Freight			
													Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
Term. Yd. WFPBK	6.35PM		8.10AM	7.45AM	429.5	TO-R KLAMATH FALLS	98.9	s 3.00PM	12.55PM	2.05PM		3.55AM			
64 P	7.00		8.20	f 7.53	431.9	CHELSEA	96.5	f 2.50	12.35	1.54		3.37			
68 P	7.15		8.30	f 7.58	434.0	WOCUS	94.4	f 2.45	12.20	1.47		3.27			
83 P	7.35		9.00	s 8.08	438.9	TO ALGOMA	89.5	s 2.35	12.05PM	1.39		3.12			
64 P	7.55		9.15	f 8.17	442.6	OUXY	85.8	f 2.27	11.45AM	1.29		3.00			
83 P	8.20		9.35	s 8.27	447.2	MODOC POINT	81.2	s 2.18	11.30	1.19		2.45			
69 P	8.45		9.50	f 8.37	451.8	LOBERT	76.6	f 2.09	11.15	1.09		2.30			
84 WYP	9.05		10.15	s 8.47	456.7	TO CHILOQUIN	71.7	s 2.00	10.50	12.59		2.15			
				f	458.0	TO PINE RIDGE (Spur)	70.4	f							
66 P	9.35		10.30	f 8.54	461.1	BRAY MILL	67.3	f 1.51	10.30	12.44		1.50			
				f	463.7	LUMBERTON (Spur)	64.7	f							
85 P	9.55		10.48	f 9.03	465.3	SPRAGUE	63.1	f 1.41	9.45	12.32		1.37			
				f	467.9	WARCO (Spur)	60.5	f							
10 WYPB	10.45	5.00PM	11.10AM	s 9.15	470.3	MARTIN (Spur)	59.3	f							
86 P	11.20	5.12		f 9.23	474.5	TO-R KIRK	58.1	s 1.30	9.15AM	12.17	11.35PM	1.17			
100 P	11.45PM	5.24		f 9.29	478.8	FUEGO	53.9	f 1.20		12.03PM	11.20	12.52			
W 100 P	12.22AM	5.36		f 9.35	483.4	CHINCHALO	49.6	f 1.13		11.54AM	11.10	12.37			
100 P	12.35	5.48		f 9.42	488.2	LENZ	45.0	f 1.05		11.44	10.58	12.22			
100 P	12.55	6.01		f 9.49	492.6	MAZAMA	40.2	f 12.57		11.34	10.46	12.07AM			
100 P	1.25	6.14		f 9.56	498.0	DIAMOND LAKE	35.8	f 12.50		11.24	10.34	11.52PM			
100 P	1.45	6.26		f 10.03	503.3	LONROTH	30.4	f 12.41		11.13	10.22	11.34			
100 WYP	2.10	6.38		f 10.09	507.2	CHEMULT	25.1	f 12.32		11.01	10.09	11.16			
100 P	2.40	6.54		f 10.20	514.8	TO PAUNINA	21.2	f 12.25		10.53	9.59	10.58			
100 P	3.05	7.04		f 10.27	519.5	MOWICH	13.6	f 12.13		10.37	9.44	10.40			
100 P	3.35	7.15		f 10.35	524.0	KOTAN	8.9	f 12.05PM		10.27	9.32	10.25			
Term. Yd. WFPBK	4.00AM	7.30PM		s 10.45AM	528.4	UMLI	4.4	f 11.57AM		10.10	9.20	10.10			
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		TO-R CRESCENT LAKE	0.0	11.50AM		10.00AM	9.05PM	10.00PM			

(9.25) 10.50 (2.30) 23.24 (3.00) 13.60 (3.00) 32.96 Time over District (3.10) 31.23 (3.40) 11.12 (4.05) 24.22 (2.30) 23.24 (5.55) 16.71
 Average speed per hour 31.23

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	Passengers To or From
91 and 92	Mile Post 441.6	Any Station
91 and 92	Pelican MP 432.5	Any Station

DUNSMUIR SUBDIVISION

EASTWARD					WESTWARD							
SECOND CLASS					FIRST CLASS							
Capacity of Sidings in Car Lengths	228 Mixed				Distance from San Francisco Via Marysville	Time Table No. 34		Distance from Klamath Falls	227 Mixed			
	Leave Daily Ex. Sunday					September 19, 1926			Arrive Daily Ex. Monday			
Term. Yard	9.00AM					STATIONS			s 2.40PM			
WYFBK	f 9.15				348.4	TO-R	WEED	85.8	f 2.21			
11	f 9.25				351.7		EVANS (Spur)	82.5	f 2.09			
29	f 9.45				353.9		GEAGAN	80.3	f 1.52			
11	f 9.52				358.5		HOEY	75.7	f 1.40			
36 P	f 10.10				360.6		DELANEY	73.6	f 1.19			
30 P	f 10.14				365.9		MORRISON	68.3	f 1.15			
Y P	f 10.25				366.5		MORRISON WYE	67.7	f 1.03			
P	s 10.50AM				369.2		PINELAND (No Siding)	65.0	12.50PM			
P	Arrive Daily Ex. Sunday				372.4	R	JUNCTION (No Siding)	61.8	Leave Daily Ex. Monday			

(1.50)
13.09

..... Time Over District
..... Average speed per hour

(1.50)
13.09

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

Telephones between stations: MP 359½.

SPECIAL INSTRUCTIONS.



The Following Applications and Additions are made to the Book of Rules:

RULE 2. The following are designated Watch Inspectors:

San Francisco, 65 Market St., S. A. Pope, Supervisor Time Service.	Weed, Cal..... Joseph Chenis
Sacramento, Cal., 1008 K St., H. T. Harger	Klamath Falls, Ore..... A. F. Glover
Red Bluff, Cal..... G. C. Wilkins	Ashland, Ore..... W. H. Hodgkinson
Redding, Cal..... F. R. Dobrowsky	
Dunsmuir, Cal... Carlquist & Nunamaker	

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only trains originating and terminating will register:

- Kirk
- Mount Hebron
- Redding

Only first class trains and trains originating or terminating will register at Dunsmuir (Passenger Station). Two train registers will be maintained at Dunsmuir Yard, one for the Gerber Subdivision and one for the Dunsmuir Subdivision. First-class trains will register by ticket at Dunsmuir Yard and need not check the register against any train that appears on the Dunsmuir (Passenger Station) register.

Westward first class trains registering by ticket at Dunsmuir Yard must be shown only on the Gerber Subdivision register. Registration of westward first-class trains arriving Dunsmuir (Passenger Station) and eastward first class trains leaving Dunsmuir (Passenger Station) will be transmitted by telephone by the operator at Dunsmuir (Passenger Station) to the operator at Dunsmuir Yard who must enter same on the Dunsmuir Subdivision register. Operators will be held responsible for proper transmission and entry and the entry must be verified by the operator at the yard office repeating the registration to the operator at the passenger station.

Eastward trains except first class leaving Dunsmuir Yard must check Gerber Subdivision register against first class trains moving between the passenger station and Dunsmuir Yard if main track between those points is to be used. The Dunsmuir Subdivision register at the yard office must be checked as per Rule 83 C and any first or second class train appearing on the Dunsmuir Subdivision register at Dunsmuir Yard need not be checked against at Dunsmuir (Passenger Station).

Train orders reading "Dunsmuir" will apply to the passenger station for first class trains and to Dunsmuir Yard for all trains except first class.

The passenger station at Dunsmuir will be the initial and terminal point for first class trains and Dunsmuir Yard for all other trains.

RULE 83 (B). Trains not required to stop will register by ticket at Siskiyou, Weed, Black Butte and Dunsmuir Yard.

RULE 83 (D). First class trains will obtain clearance card before leaving Dunsmuir Yard. Trains must obtain a clearance card before leaving
Hornbrook
Redding

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

Gerber	Black Butte	Ashland	Kirk
Redding	Weed	Mount Hebron	Crescent Lake
Dunsmuir	Hornbrook	Klamath Falls	

First class trains may occupy main track without flag protection while doing station work at Gerber, Dunsmuir, Black Butte, Klamath Falls, Kirk, Crescent Lake and Ashland except when on time of a first class train.

RULE 98. The normal position of Junction Switch (1200 feet west of train order office) Black Butte is for Siskiyou line.

East Siding extends from east end Black Butte Yard to the cut-off at east end of east leg of wye.

West Siding extends from connection Siskiyou main track 1,000 feet east of train order office to extreme west switch.

Track next to House track must be kept clear and used as a running track for engines to and from wye.

The normal position of Junction Switch at Junction, eight-tenths mile west of Grass Lake is for Cascade Line.

RULE 221. That portion reading "Train-order office hours will be shown in the Time Table" is cancelled.

When train-order signal indicates proceed in both directions by day and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts affecting trains are located:
Eastward Trains:—Dunsmuir Yard—515 feet west of signal 3210.
White Point—1000 feet west of signal 4104.
Viaduct—Fouling point west end of siding.
Wall Creek—Fouling point west switch.

Westward Trains:—Wall Creek—Fouling point west switch.

RULE 867. Passenger trains descending grade will stop four minutes at Steinman, and freight trains descending grade will stop as indicated below, where trainmen will make careful inspection of all cars in train:

Steinman.....	10 minutes
Gregory.....	5 minutes
Cole or Orcal.....	5 minutes
Mile Post 359½ (Weed-Grass Lake Line).....	5 minutes
Morrison.....	10 minutes
Weed or Edgewood.....	5 minutes
Mott or Azalea.....	5 minutes

When train is delayed at White Point or Foliage ten minutes, and inspection is made at such points, it will not be necessary to make further stop at next station, as above shown.

Freight trains between Gerber and Redding need not make an additional stop for inspection, providing running inspection of train is made at Red Bluff.

Light engines on descending grade will stop sufficient time at regular freight train inspection station for inspection of engine and to permit heat of tires to equalize.

RULE 873.

DESCENDING LONG GRADES:

This applies between Edgewood and Delta
Snowden and Ashland
Grass Lake and Weed
Grass Lake and Black Butte

RULE 875. Running air brake tests must be made:

- Snowden—Eastward passenger trains.
- Black Butte—Eastward passenger trains via Weed.
- Grass Lake—Westward passenger trains via Black Butte and Morrison.

RULE 876. Standing air brake tests must be made:

- Siskiyou..... All trains.
- Grass Lake { .. Freight trains.
- { .. Westward passenger trains via Morrison.
- Hornbrook..... Eastward trains.
- Black Butte { .. Westward freight trains.
- { .. Eastward freight trains via Weed.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water, and where head engine cannot handle forward portion without assistance of helper latter must not be cut off until forward portion has been shoved beyond water tank.

Leading and helper engines must not be cut off from head and rear portion of train at the same time at Steinman when taking water. When leading engine is coupled to train, after taking water, engineman will place automatic brake valve on lap, then sound one long whistle signal. Helper engineman will then make fifteen pounds reduction of brake pipe pressure, leading engineman noting fall of brake pipe pressure will release brakes and after brake pipe has been charged, helper engine may then be cut off. Trainmen will not cut off helper engine until advised by helper engineman that brake pipe has been recharged.

AUTOMATIC BLOCK SYSTEM

Trains stopped by Signal 2134, 2141 or 2149 at Gerber; 3208 at Dunsmuir Yard; 3216, 3222 or 3223 at Dunsmuir, and 3928 and 3935 at Hornbrook, may then proceed with caution, not exceeding six miles per hour.

Route blade on Signal 4112 at west end of Tunnel No. 13 is normally in stop position and may be passed, providing top arm is in proceed position and train is to enter Siskiyou on main track.

When west switch of siding at Siskiyou is lined for siding and siding is not occupied between west switch and point sixty feet west of cross-over switch, and main track is not occupied between Signal 4112 and fouling point of cross-over to turntable track, top arm of Signal 4112 will indicate stop and route blade will indicate proceed, permitting train to pass Signal 4112 and take siding, providing train is required to take siding.

When a westward train is holding main track at Siskiyou to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

Westward trains receiving an order to meet an opposing train on track known as the turntable lead at Siskiyou (this is the track on the south side of main track used by helper engines in moving to and from turntable) will not pass Signal 4125 until it is known that opposing train has passed Signal 4112 at west end of Tunnel 13.

When necessary to send flagman through tunnel 13 train must wait until flagman calls on telephone from opposite end of tunnel and advises that track is clear for train to proceed.

When distant signal 4145 at east switch Viaduct indicates caution, westward trains must be prepared to stop before reaching fouling point at west end of siding.

Train occupying sidings or other tracks in territory protected by light signals must not open switch nor foul main track except under flag protection, when light is displayed in outgoing light signal unless train to be met has just passed. If light signal displays no indication account snow in hood, snow must be removed.

When leaving automatic block signal territory fusee must be left at or near last Block Signal governing the direction in which the train is moving.

Signals in Dunsmuir Yard will govern tracks as follows:

Signal 3218 governs movement from work track through cross-over and on main track to Signal 3223.

Dwarf light Signal 3214 at derail east end of drill track governs movement from drill track to work track and will indicate clear only when both derail and switch to work track are open and track is unoccupied.

Signal 3222 governing eastward trains is located on left side of track.

INTERLOCKING

Switches at east end of westward siding at overhead bridge Redding are electrically controlled and operated from telegraph office. Trains stopped by signals must communicate with operator by telephone located on cabinet near switches and if authorized movement may be made following flagman as per Rule 509. Prefix letter "S" applied to Number Plate Dwarf Light Signal 2586 west limits Redding designating as semi-automatic signal.

USE OF RETAINERS

Passenger Trains

From Siskiyou to Ashland: All retainers will be used except that accessible retainers will be turned down after passing Yard Limit Board, Ashland, and from Siskiyou to Orcal and before passing over Bailey Hill until the water stop is made at Hornbrook, except that retainers on head end cars must be used from Siskiyou to Hornbrook and if stop is made at Hilt, they should be turned down momentarily.

Accessible retainers to be used Black Butte to Edgewood.

From Azalea to East Switch, Dunsmuir, accessible retainers to be used, except that if stop is made at Shasta Springs or west, retainers may be released.

Pineland to Mile Post 359½ near Delaney.

In operating retainers, they should be turned up commencing at head end, and when turned down, commencing at rear end of train.

Freight Trains

All retainers will be used descending grade between Ashland and Hornbrook, except that on eastward trains of empties, or trains consisting of loads and empties, every other retainer may be used on rear portion of the train.

It must be understood that all retainers must be used descending grade from Siskiyou to Hornbrook, if necessary to cut out brake on any car conductor and engineman must be notified before train is allowed to proceed. Retainers must be turned down momentarily ascending grade Orcal to Hilt.

Sufficient retainers to control train will be used on descending grade between Dunsmuir and Edgewood, Snowden and West switch at Hornbrook, and not less than fifty per cent of retainers must be used between Edgewood and Dunsmuir.

When all retainers cannot be used, due to light grade condition, or trains consisting principally of empties, all retainers should be used on head end of train and every other retainer or every third retainer, as conditions warrant, must be turned up throughout remainder of train.

Eastward trains will make stop at Edgewood to permit brakemen to turn down retainers and, if stop is made between Thrall and Hornbrook, retainers must be turned down.

All retainers must be used descending grade Grass Lake to Mile Post 359½ near Delaney and sufficient retainers to control the train will be turned up on head end of train descending grade Kirk to Pine Ridge.

Retainers on one-third of the cars in train will be turned up on head end of all trains of forty-five cars or more Dunsmuir to Gibson and Grass Lake to Black Butte and additional retainers will be turned up or down on instructions of engineer, if, in his judgment it is necessary. Sufficient retainers to be used to hold slack of train between Grass Lake and Mount Hebron.

On loaded freight cars, except refrigerator cars, equipped with the 10-20 and 15-30 pound retainers, the maximum retaining pressure must be used on descending grade between Hornbrook and Ashland.

MISCELLANEOUS

1. Should air brakes become inoperative from any cause, train must be immediately secured with hand brakes and neither engine nor cars moved until brakes are made operative. Chief Train Dispatcher must be advised immediately of the trouble and if engineman cannot make repairs another engine must be called for. A train overtaking a train having a disabled air compressor must be properly secured with hand brakes. Engine will then be cut off and coupled to rear of the non-air train, brake pipe charged to standard pressure and air test made from front end of engine having defective air compressor. Disabled train with air brakes operative throughout will then be moved to nearest siding at a safe rate of speed, not exceeding six miles per hour on descending grades, and sufficient hand brakes must be set to effectively control slack action. If brakes on engines with defective air compressor are inoperative, Engineman will place reverse lever in opposite motion to which train is to be moved, and set hand brake on engine tender if moving forward in direction before disabled train is moved. Enginemen and conductors must have thorough understanding as to what is to be done and trainmen must be so stationed on the train as to be able to effectively pass signals.

2. Not more than one 2-10-2, SP-1 or Mallet type engine must be placed on head end of freight trains, nor more than two Consolidations or one Mikado and one Consolidation, except between Deetz and Edgewood on eastward trains, two engines may be placed on head end. 2-10-2, SP-1 or Mallet type engines must not be coupled ahead of 2200 or 2900 type engines when tonnage behind 2200 is in excess of rating as shown in time table.

3. Helper enginemen on passenger trains will close cut-out cock between reducing valve and signal valve in air signal line, allowing signal system to be charged from road engine.

4. Steam heat must be shut off and valve opened on rear of train at station one mile board approaching terminals or any other station where engine is to be detached, or where a cut is to be made between engine attached to train and rear car for any purpose.

5. Automatic street crossing signals do not protect crossings against movements on auxiliary tracks or reverse movements on main track. Trainmen must protect crossings while such movements are being made.

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

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

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

9. Instructions for setting hand brakes at Dunsmuir.

Passenger Trains..... { Two brakes on East End.
Three brakes on West End.

Freight Trains..... { Three brakes on East End.
Ten brakes east of overhead bridge.
Seven brakes on West End.

10. Instructions for setting hand brakes at Dunsmuir Yard.

Passenger Trains..... { Three brakes on East End.
Four brakes on West End.

Freight Trains..... { Ten brakes on West End.
Ten brakes in center of train.
Five brakes on east end of train.

11. Instructions for setting hand brakes at Ashland.

Passenger Trains..... { Eastward—Two Brakes on head end.
Westward—Two Brakes on rear end.

Freight Trains..... { Eastward—Five hand brakes on head end.
Westward—Five brakes on rear end.

12. Instructions for setting hand brakes at Klamath Falls.

Passenger Trains..... { Eastward—Two brakes on head end.
Westward—Two brakes on rear end.

Freight Trains..... { Eastward—Five hand brakes on head end.
Westward—Five hand brakes on rear end.

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

GERBER SUBDIVISION

14. At Redding, eastward siding is first track from main track going east to connection with westward siding at water column. Westward siding is second track from main track going east and continues to overhead bridge. Normal position of inside switches is for eastward siding.

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

16. SP-1, Mallet and 2-10-2 type engines must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars from the train must be coupled to engine while doing the work.

- Red Bluff..... Pioneer Fruit Spur.
- Redding..... Hoefer's and Sterling Lumber Co. Spurs.
- Keswick..... Iron Mountain R. R. Co. Tracks.
- Kennet..... High Line Spur.
- Pollock..... Spur.
- Lamoine..... Industry Tracks.
- Gibson..... Spur.
- Dirigo..... Industrial Tracks.

Engines larger than Mikado must not use bridge on high line at Kennet.

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

18. Westward first class trains will not pass fouling point at first lead switch west end of Dunsmuir without a proceed signal from yardman.

19. Eastward trains, except first class, will not enter west end Dunsmuir Yard without proceed signal from yardman.

DUNSMUIR SUBDIVISION

20. SP-1 Mallet and 2-10-2 type engines must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars from the train must be coupled to engine while doing the work.

- Shasta Springs..... Industry Tracks.
- Pioneer..... Industry Tracks beyond warehouse.
- Barnard..... Industry Tracks.
- Mount Shasta..... Schuler Knox Spur.
- Deetz..... Stem of Wye to Black Butte Quarry.
- Igerna..... Spur.
- Weed..... Shed Spur.

Thrall siding must not be used by passenger trains, SP-1, F-1, F-3, F-4, F-5 or Mallet type engines, except that two hundred feet of siding at west end may be used by light engines of any class. Engines must not use track of California, Oregon Power Co. at Thrall.

21. Engines larger than a consolidation must not be operated on industrial tracks between Bray and Kirk, and must use cars from the train when necessary to do the work.

25. When necessary to occupy McCloud River Railroad Company's tracks at Mount Shasta, including the west leg of wye it must be under protection of flag. Trackage arrangements with McCloud River Railroad Company prohibit this company's trains or engines using their main track from clearance with interchange track east end of yard to point opposite station building.

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

27. Rear brakemen on freight trains descending grades between Dunsmuir-Metcalf, Snowdon-Ashland Grass Lake-Weed, Grass and Black Butte will observe track from rear door of caboose that trains may be stopped in event of derailment.

On four brakemen trains fourth brakeman will be stationed near emergency hose on train, swing brakeman will ride cupola of caboose to watch train and for signals. This will not interfere with other assignment of brakemen by Conductor should necessity require it. In the absence of brakeman in cupola, Conductor must devote as much time as possible to watch train.

28. Freight trains taking siding at Grass Lake stop east of east house track switch to permit engine movement around wye track.

29. On arrival at Siskiyou, on westward trains, hand brakes must be set ahead of helper engine before cutting off and on rear portion of train when backing down to cut out helper.

30. The following rules will govern the handling of a passenger train which has parted from any cause on grades between Dunsmuir and Ashland, Hoey and Grass Lake: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes must be set on detached portion starting at rear and head end, turning up retainers on all cars as hand brakes are being set. Air brakes must immediately be fully charged on detached portion by using air hose carried in baggage car for that purpose. If for any reason detached portion cannot be recharged immediately, or if necessary to leave rear portion standing, rear truck of detached portion must be chained to the rail in such manner as to derail cars should they start. Attempt must not be made to couple to detached portion until brake pipe has been fully charged and chain removed. After the train has been coupled, air must be applied from engine before hand brakes and retainers are released.

31. The tonnage of any freight train between Siskiyou-Hornbrook and Siskiyou-Ashland must not exceed 100 Ms per operative brake or 56 loads when handled on descending grade by Mallet, 2-10-2 or SP-1 class engines. When other class engine used 90 Ms per operative brake will govern.

Westward trains must not be moved out of Ashland in excess of this tonnage per operative brake.

The limit of cars on eastward trains of empties will be governed by the full crew requirements.

32. The tonnage of any freight train descending grade Grass Lake and Weed via Morrison must not exceed 90 Ms per operative brake, nor 120 Ms per operative brake between Edgewood and Dunsmuir.

33. Light engines arriving at Dunsmuir from east, and at Ashland from west, desiring to enter roundhouse lead will sound whistle signal as follows o — o o.

34. Siding at Weed is located east of station building on opposite side of main track.

35. SP-1, type engines backing up must not use back coach track at Weed from east leg of wye.

36. Following whistle signals will be used to recall flagman in Yard Limits at Black Butte-Siskiyou Line and at all points on line between Weed and Junction.

- From east ————— o.
- From west ————— o.

37. Switch at stem of wye at Weed is initial switch for trains to and from Grass Lake via Morrison.

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

39. When there are sections of a first-class schedule, second or following sections must not pass cross-over switch leading into Ashland Yard until signal is received from yardmen.

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

SCALES

41. Track scales at Matheson is private scale.

WATER SUPPLY BETWEEN STATIONS

42. Three-quarter mile east of Cantara, one-quarter mile east of Grenada.

SPEED RESTRICTIONS

43. Speed of Passenger Trains must not exceed 50 miles per hour. Speed of Freight and Mixed Trains must not exceed 35 miles per hour. Trains with freight equipment fulfilling first class schedules will not exceed maximum speed allowed freight trains. Trains must not exceed the speed in miles per hour shown below. This does not authorize exceeding other speed restrictions specified.

Page	BETWEEN	Passenger	Freight	LIGHT ENGINES	
				Running Forward	Running Backward
2-3	Gerber and Redding.....	50	35	30	25
2-3	Redding and one mile east of Middle Creek.....	40	35	30	25
2-3	One mile east of Middle Creek and Dunsmuir.....	28	20	25	15
4	Dunsmuir and Azalea.....	25	20	25	15
4	Azalea and Deetz.....	30	20	25	15
4	Deetz and Edgewood.....	25	20	25	15
4	Edgewood and Snowden.....	50	35	30	20
4	Snowden and Ager.....	30	20	25	15
4	Ager and Thrall.....	25	20	25	15
4	Thrall and Hornbrook.....	30	20	25	15
4	Hornbrook and Hilt.....	25	15	20	10
4	Hilt and Cole.....	30	20	20	10
4	Cole and Clawson.....	25	15	20	10
4	Clawson and Ashland.....	30	20	20	10
7	Weed and Delaney.....	28	18	20	10
7	Delaney and Morrison.....	25	15	20	10
7	Morrison and Grass Lake.....	28	18	20	10
5	Black Butte and Grass Lake...	35	25	25	25
5-6	Grass Lake and Crescent Lake..	50	35	30	25

On dredger fills between Worden and Midland, Texum and Klamath Falls, Wocus and Ouxy, trains will not exceed thirty miles an hour.

By ordinance, the rate of speed of trains is limited to eight miles per hour within the city limits of Redding and 12 miles per hour Red Bluff.

Mikado, Consolidation, 2-10-2 and SP-1 type engines must not exceed 45 mile per hour.

SP-1, F-3, F-4, and F-5 type engines must not exceed 28 miles per hour between one mile east of Middle Creek and Edgewood and Snowden and Clawson.

Mallet Mogul type engines, 4200 to 4211 inclusive, must not exceed 35 miles per hour and when running light must not exceed 20 miles per hour between Ashland and Snowden, Edgewood and one mile east of Middle Creek.

Mallet Consolidation type engines, 4000 to 4059 inclusive, must not exceed 20 miles per hour.

Yard engines must not exceed 20 miles per hour on tangent and 15 miles per hour on curves.

Trains with Mallet, F-4, F-5 and SP-1 type engines must not exceed 10 miles per hour and trains with other class of engines 15 miles per hour through cross-over, turn-outs and on sidings.

Mallet, 2-10-2 and SP-1 type engines must not exceed 6 miles per hour backing through cross-over or turn-outs.

Two or more engines coupled must not be moved through cross-over located just west of Weed station building. SP-1, 2-10-2 or Mallet type engines must not be moved westward through this cross-over. Engines using cross-over must not exceed four miles an hour.

Engines moving westward on siding Lamoine must not exceed 8 miles per hour over spur switch at east end.

Engines using wye at Hornbrook must not exceed speed of 8 miles per hour.

Eastward trains must not exceed 15 miles per hour over switch at Barnard and 10 miles per hour when making switching moves.

Relief trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

Locomotive cranes or other similarly constructed cranes must be handled in train with heavy end forward and must be moved in local freight trains.

Trains handling logs must not exceed 20 miles per hour and must reduce speed to 6 miles per hour through tunnels and over bridges, and must stop and conductor know by inspection that loads of logs are safe before passing through tunnels or over bridges and must use two Dietz lanterns placed on the rear of caboose after dark in order to enable crew to detect any logs that may have fallen from train.

Speed must be reduced to 10 miles per hour when delivering ice or bundles of paper.

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED

All Engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Engines	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-1.....	3000 to 3009.....	63	45120 lbs.
MC-1.....	4000 and 4001.....	53	42760 lbs.
MC-2.....	4002 to 4016.....	53	42760 lbs.
MC-4.....	4017 to 4028.....	53	43130 lbs.
MC-6.....	4029 to 4043.....	53	43230 lbs.
MC-6.....	4044 to 4048.....	53	42630 lbs.
MK-2.....	3200 to 3203, 3205, 3206, 3210, 3211.....	49	46140 lbs.
MK-4.....	3216 to 3230, 3232 to 3235.....	49	45560 lbs.
MM-2.....	4200 to 4211.....	56	46300 lbs.
T-6.....	2187, 2190, 2194, 2200, 2203, 2204, 2205.....	50	22740 lbs.
T-6.....	2197, 2208.....	45	24110 lbs.
T-28.....	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352.....	54	46220 lbs.
TW-2.....	2946, 2948 to 2953.....	43	25860 lbs.
TW-4.....	2926 to 2931.....	44	26000 lbs.

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of Enginemen and must in no way conflict with instructions governing speed of trains.

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE
San Francisco.....	Dr. F. K. Ainsworth.....	Chief Surgeon and Manager.
Dunsmuir.....	Dr. Tucker.....	District Surgeon.
Dunsmuir.....	Dr. E. J. Cornish.....	District Surgeon.
Mt. Shasta.....	Dr. Paul Wright.....	District Surgeon.
Weed.....	Dr. W. E. Tebbe.....	District Surgeon.
Weed.....	Dr. C. W. Nutting.....	District Surgeon.
Montague.....	Dr. G. W. Dwinnell.....	District Surgeon.
Montague.....	Dr. Chas. Pius.....	District Surgeon.
Hornbrook.....	Dr. Irving L. Ward.....	District Surgeon.
Hilt.....	Dr. F. B. Lucas.....	District Surgeon.
Ashland.....	Dr. F. G. Swendenburg.....	District Surgeon.
Ashland.....	Dr. E. A. Woods.....	Assistant District Surgeon.
Gerber.....	Dr. F. J. Bailey.....	District Surgeon.
Red Bluff.....	Dr. W. Gavey.....	District Surgeon.
Anderson.....	Dr. G. E. Flora.....	District Surgeon.
Redding.....	Dr. C. E. Reed.....	District Surgeon.
Redding.....	Dr. C. A. Mueller.....	Assistant District Surgeon.
Kennet.....	Dr. J. E. Metcalf.....	District Surgeon.
Kennet.....	Dr. S. W. Cartwright.....	Assistant Surgeon.
Dorris.....	Dr. D. C. Strong.....	District Surgeon.
Klamath Falls.....	Dr. E. D. Johnson.....	District Surgeon.
Klamath Falls.....	Dr. H. L. Stewart.....	Assistant District Surgeon.
Chiloquin.....	Dr. L. T. Brock.....	District Surgeon.

HOSPITALS

GENERAL HOSPITAL.....SAN FRANCISCO, CAL.
S. P. HOSPITAL.....SACRAMENTO, CAL.

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

LOCATION OF STRETCHERS

GERBER KENNET MT. SHASTA MONTAGUE ASHLAND
REDDING DUNSMUIR WEED HORN BROOK KLAMATH FALLS
DUNSMUIR YARD

MILEAGE

Main Lines
Gerber to California-Oregon State Line..... C. P. Ry..... 190.66
California-Oregon State Line to Ashland..... O. & C. R. R..... 27.61
Black Butte Jct. to California-Oregon State Line..... C. P. Ry..... 67.23
California-Oregon State Line to Crescent Lake..... C. P. Ry..... 117.23
Total Main Line..... 402.73

BRANCH

Weed to Junction..... C. P. Ry..... 24.02
Total Shasta Division..... 426.75

TRAINMASTERS

J. J. SULLIVAN.....Dunsmuir, Cal.
H. A. SPRAGUE.....Klamath Falls, Ore.
H. G. McCARTHY.....Dunsmuir, Cal.
L. BRADFORD, Asst. Trainmaster, Klamath Falls, Ore.

CHIEF TRAIN DISPATCHER

M. A. WALLACE.....Dunsmuir, Cal.

ASSISTANT CHIEF TRAIN DISPATCHERS

T. F. CUSTER.....Dunsmuir, Cal.
P. B. BELL.....Dunsmuir, Cal.

ROAD FOREMAN OF ENGINES

W. C. DAVIS, Dunsmuir, Cal.

J. D. BRENNAN,
Assistant Superintendent.

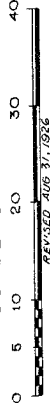
MAP OF THE SHASTA DIVISION

SOUTHERN PACIFIC COMPANY

AUGUST 5, 1926

JFM

SCALE OF MILES



REVISED AUG 31, 1926

