

TIME IS IMPORTANT
Take TIME To Be SAFE

TRAINMASTERS

D. R. ANDERSON.....Dunsmuir
L. E. DUBOSE.....Dunsmuir
E. A. VOTAW.....Klamath Falls

ROAD FOREMEN OF ENGINES

T. B. WAGNER.....Dunsmuir
R. M. DICKSON.....Klamath Falls
M. R. FRIBERG.....Alturas

CHIEF TRAIN DISPATCHER

W. R. PETTY.....Dunsmuir

J. C. SLADE

Assistant Superintendent, Dunsmuir

SOUTHERN PACIFIC COMPANY



SHASTA DIVISION

TIMETABLE

67

EFFECTIVE SUNDAY, APRIL 24, 1960

AT 12:01 A. M.

PACIFIC STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY, WHO MUST ALSO
CARRY COPY OF CURRENT ISSUE
OF SPECIAL INSTRUCTIONS**

W. D. LAMPRECHT,
General Manager.

**E. D. MOODY,
J. A. McKINNON,
M. A. McINTYRE,**
Assistant General Managers.

J. M. HATCHER,
General Superintendent of Transportation.

J. P. GRIFFIN,
Superintendent of Transportation.

S. B. BURTON,
Superintendent

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco.....	Dr. Vance M. Strange.....	Chief Surgeon
Dunsmuir.....	Dr. E. V. Anderson.....	District Physician and Surgeon
Dunsmuir.....	Dr. D. D. Todorovic.....	District Physician and Surgeon
Dunsmuir.....	Dr. J. W. Reynolds.....	Asst. Dist. Physician and Surgeon
Mt. Shasta.....	Dr. B. L. McGuire.....	District Physician and Surgeon
Weed.....	Dr. H. L. Vidricksen.....	Emergency Surgeon
Weed.....	Dr. Victor J. Thompson.....	Emergency Surgeon
Ashland.....	Dr. H. A. Woods.....	District Physician and Surgeon
Ashland.....	Dr. J. W. Bradshaw.....	Asst. Dist. Physician and Surgeon
Ashland.....	Dr. B. A. Cope.....	Oculist and Aurist
Red Bluff.....	Dr. J. L. Faulkner.....	District Physician and Surgeon
Red Bluff.....	Dr. Don E. Thompson.....	Asst. Dist. Physician and Surgeon
Red Bluff.....	Dr. R. G. Frey.....	District Physician and Surgeon
Redding.....	Dr. J. L. Price.....	District Physician and Surgeon
Redding.....	Dr. H. R. McVickers.....	Asst. Dist. Physician and Surgeon
Redding.....	Dr. Alex J. Otten.....	Oculist and Aurist
Gerber.....	Dr. R. G. Frey.....	District Physician and Surgeon
Dorris.....	Dr. C. R. Drader.....	Emergency Surgeon
Klamath Falls.....	Dr. R. H. Engelage.....	District Physician and Surgeon
Klamath Falls.....	Dr. J. M. Adams.....	Division Physician and Surgeon
Klamath Falls.....	Dr. George Zupan.....	District Physician and Surgeon
Klamath Falls.....	Dr. M. E. Robinson.....	District Physician and Surgeon
Klamath Falls.....	Dr. R. W. Stearns.....	Oculist and Aurist
Merrill.....	Dr. F. E. Trotman.....	Emergency Physician and Surgeon
Tule Lake.....	Dr. Isaac Spomer.....	District Physician and Surgeon
Alturas.....	Dr. J. Paul McKenney.....	District Physician and Surgeon
Alturas.....	Dr. Phillip W. McKenney.....	Asst. Dist. Physician and Surgeon
Yreka.....	Dr. D. L. Meamber.....	Emergency Surgeon

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

HOSPITALS

GENERAL.....SAN FRANCISCO
 EMERGENCY.....GERBER

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.
 Red Bluff.....Wilkins Jewelry
 Redding.....Dobrowsky's
 Dunsmuir.....L. L. Huddle
 Mt. Shasta.....Donald D. Heppner
 Weed.....Donald D. Heppner
 Ashland.....Jas. B. Madison, B & J Jewelers
 Klamath Falls.....J. C. Renie
 Alturas.....Virgil Pratt
 Lakeview.....B. H. Amos

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
19	Chemult	} Flag.....	Daily.....	Any station.....	Any station.....	}
19	Chiloquin					
20	Chiloquin					
20	Chemult					

REDDING SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS									FIRST CLASS					Mile Post Location	Timetable No. 67		Distance from Gerber		
	624			622			620			12		376		10		20	378		April 24, 1960	
	Freight			Freight			Freight			Cascade		Starpacer		Shasta Daylight		Passenger	Pacific Coast Expediter		STATIONS	
	Leave Daily			Leave Daily			Leave Daily			Leave Daily		Lv. Tu., Wed., Thurs., Sat.		Leave Daily		Leave Daily	Lv. Tue., Wed. Thurs., Sat.			
Yard Limits	BKDYP	PM 4.30	AM 8.30	AM 12.30					PM 8.30	PM 2.45	AM 11.27	AM 3.20	AM 3.00	213.8	TO-R GERBER	0.0				
	P													214.8	1.0 KISKA	1.0				
														215.8	1.0 PROBERTA	2.0				
	98	P 4.43	8.43	12.43					8.36	2.51	11.33	3.26	3.06	218.9	3.1 RAWSON	5.1				
Yd.Lmts.	54	P 4.52	8.52	12.52					8.42	2.58	11.39	3.33	3.13	223.4	TO 4.5 RED BLUFF	9.6				
	97	P 4.52	8.52	12.52					8.42	2.58	11.39	3.33	3.13	224.5	1.1 GLADE	10.7				
	97	P 5.02	9.02	1.02					8.47	3.03	11.44	3.38	3.18	228.9	4.4 BLUNT	15.1				
	105	P 5.14	9.14	1.14					8.52	3.10	11.49	3.43	3.24	233.6	4.7 HOOKER	19.8				
	97	P 5.22	9.22	1.22					8.58	3.17	11.55	3.50	3.30	240.4	6.8 COTTONWOOD	26.6				
	104	P 5.27	9.27	1.27						3.20		3.53	3.34	244.2	3.8 CULP	30.4				
	100	P 5.31	9.31	1.31					9.04	3.23	12.01	4.01	3.38	247.1	TO 2.9 ANDERSON	33.3				
	104	P 5.40	9.40	1.40					9.09	3.29	12.06	4.13	3.44	253.5	6.4 GIRVAN	39.7				
Yard Limits	177	BKIP 5.48	AM 9.48	1.48				s 9.16	3.35	s 12.14	s 4.45	3.50		258.2	TO 4.7 REDDING	44.4				
	102	P												263.0	4.8 SILVERTHORN	49.2				
	100	P												266.3	3.3 CENTRAL VALLEY	52.5				
	100	P												270.4	4.1 McCOLL	56.6				
	120	P												277.6	7.2 O'BRIEN	63.8				
	100	P												281.2	3.6 MEAD	67.4				
	101	YP												285.7	4.5 LAKEHEAD	71.9				
	104	P												289.8	4.1 DELTA	76.0				
	110	P												296.7	3.5 LAMOINE	79.5				
	98	P												300.2	3.8 GIBSON	83.3				
	106	P												304.0	5.4 SIMS	88.7				
	108	P												309.4	3.7 CONANT	92.4				
Yard Limits	115	P												313.1	5.2 CASTLE CRAG	97.6				
	BKP	8.30 PM	12.30 PM	4.30 AM						5.25 PM			s 5.50 AM	318.3	2.9 DUNSMUIR YARD	100.5				
	BDKTP							s 10.50 PM		s 1.45 PM	s 6.30 AM			321.2	0.9 DUNSMUIR	101.4				
		Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Ar. Tu., Wed., Thurs., Sat.	Arrive Daily	Arrive Daily	Ar. Tue., Wed. Thurs., Sat.			(101.4)					
		624	622	620				12	376	10	20	378								

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Time at Gerber applies at station sign.
Time at Redding for westward first-class trains, except No. 377, applies at train-order signal.

RULE S-72. Exception: No. 12 is superior to No. 377.
No. 10 is superior to No. 19.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	273.2	Pitbridge	14359
.. ..	306.0	Fisher	14385
6E ..	315.3	Castella	14395
30 ..	316.1	Dirigo	14396
Matheson Branch			
19W ..	262.3	Kesdam	14654
.. ..	268.0	Motion	14660

REDDING SUBDIVISION

Mile Post Location	Timetable No. 67 April 24, 1960	Station Number	Distance from Dunsmuir	WESTWARD							
				FIRST CLASS							
				11 Cascade	19 Passenger	9 Shasta Daylight	377 Pacife Coast Expediter				
Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tue., Wed. Thur., Sat.								
213.8	TO-R GERBER 1.0	11707	101.4	AM 4.40	PM 2.30	PM 7.22	PM 10.50				
214.8	KISKA 1.0	14301	100.4								
215.8	PROBERTA 3.1	14302	99.4								
218.9	RAWSON 4.5	14305	96.3	4.30	2.19	7.15	10.42				
223.4	TO RED BLUFF 1.1	14310	91.8								
224.5	GLADE 4.4	14311	90.7	4.23	2.09	7.09	10.32				
228.9	BLUNT 4.7	14315	86.3	4.18	2.03	7.04	10.26				
233.6	HOOKER 6.8	14320	81.6	4.13	1.57	6.58	10.19				
240.4	COTTONWOOD 3.8	14327	74.8	4.06	1.50	6.52	10.11				
244.2	CULP 2.9	14330	71.0	4.03	1.47	6.49	10.07				
247.1	TO ANDERSON 6.4	14333	68.1	4.01	1.44	6.46	10.03				
253.5	GIRVAN 4.7	14340	61.7	3.55	1.37	6.41	9.56				
258.2	TO REDDING 4.8	14344	57.0	s 3.50	s 1.30 PM	s 6.35	9.50				
263.0	SILVERTHORN 3.3	14349	52.2								
266.3	CENTRAL VALLEY 4.1	14353	48.9								
270.4	McCOLL 7.2	14357	44.8								
277.6	O'BRIEN 3.6	14364	37.6								
281.2	MEAD 4.5	14367	34.0								
285.7	LAKEHEAD 4.1	14372	29.5								
289.8	DELTA 3.5	14376	25.4								
296.7	LAMOINE 3.8	14380	21.9								
300.2	GIBSON 5.4	14383	18.1								
304.0	SIMS 3.7	14389	12.7								
309.4	CONANT 5.2	14392	9.0								
313.1	CASTLE CRAG 2.9	14398	3.8								
318.3	DUNSMUIR YARD 0.9	14401	0.9								
321.2											
322.1	TO-R DUNSMUIR	14402	0.0	2.15 AM	11.35 AM	5.05 PM	8.10 PM				
	(101.4)			Leave Daily	Leave Daily	Leave Daily	Lx. Tue., Wed. Thur., Sat.				
				11	19	9	377				

RULE 5. Time at Gerber applies at station sign.
Time at Redding for westward first-class trains, except No. 377, applies at train-order signal.

RULE S-72. Exception: No. 12 is superior to No. 377.
No. 10 is superior to No. 19.

Capacity of sidings		EAST-WARD	Timetable No. 67 April 24, 1960		Station Number	WEST-WARD
		Mile Post Location				Distance from Coram
Yard Limits BKWIP		258.2	TO	REDDING	14344	14.5
26	P	261.0		MIDDLE CREEK	14653	11.7
15	P	263.2		KETT	14655	9.5
	P	268.9 267.2		MATHESON	14659	3.8
27	P	271.0		CORAM	14663	0.0
				(14.5)		

BLACK BUTTE SUBDIVISION

EASTWARD

Capacity of sidings		SECOND CLASS			FIRST CLASS					Mile Post Location	Timetable No. 67 April 24, 1960	Distance from Dunsmuir Yard
		634	632	630	12	376	10	20	378			
		Freight	Freight	Freight	Cascade	Starpacer	Shasta Daylight	Passenger	Pacific Coast Expediter			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tu., Wed., Thur., Sat.	Leave Daily	Leave Daily	Lv. Tue., Wed. Thurs., Sat.			
Yard Limits	BKP					PM 5.30			AM 5.55	321.2		
	BKDTP				PM 10.55		PM 1.50	AM 7.00		322.1		
	109 P									326.1		
	144 P									331.4		
	116 P									333.5		
	94 WP									336.7		
	111 P									339.1		
	116 P									342.0 342.3		
	Yard Limits 230 WYP	PM 7.00	AM 11.00	AM 3.00	11.40	6.35	2.33	7.50	6.55	345.1 345.2		
	103 P	7.14	11.14	3.14	11.51	6.48	2.44	8.01	7.07	352.2		
	102 P	7.24	11.24	3.24	PM 11.59 AM 12.04	6.56	2.52	8.09	7.15	357.2		
	103 P	7.32	11.32	3.32	12.04	7.02	2.57	8.15	7.21	360.7		
	107 P	7.42	AM 11.42	3.42	12.10	7.10	3.03	8.21	7.28	364.8		
	E 107 W 113 WYP	8.10	PM 12.10	4.10	12.15	7.16	3.08	8.28	7.35	368.5		
	95 P	8.18	12.18	4.18	12.21	7.22	3.14	8.34	7.41	373.1		
	107 P	8.23	12.23	4.23	12.25	7.27	3.18	8.39	7.46	377.2		
	100 P	8.29	12.29	4.29	12.30	7.33	3.26	8.44	7.52	381.9		
	73 P	8.34	12.34	4.34	12.36	7.38	3.35	8.49	7.57	386.0		
	105 P	8.39	12.39	4.39	12.42	7.43	3.40	8.54	8.02	390.0		
	90 P	8.44	12.44	4.44	12.47	7.47	3.44	8.59	8.06	394.0		
	P									396.7		
	100 P	8.49	12.49	4.49	12.51	7.52	3.48	9.05	8.13	398.3		
	104 P	8.54	12.54	4.54	12.55	7.57	3.53	9.10	8.18	402.6		
	Yard Limits 114 P	9.00	1.00	5.00	1.00	8.02	3.58	s 9.15	8.24	407.1		
	101 P	9.11	1.11	5.11	1.10	8.12	4.08	9.37	8.34	415.6		
	96 P	9.20	1.20	5.20	1.16	8.19	4.14	9.43	8.41	422.3		
Yard Limits	P				1.19	8.23	4.18	9.47	8.45	426.2		
	BKDYP	9.30 PM	1.30 PM	5.30 AM						428.7		
	BKDTP				s 1.25 AM	s 8.30 PM	s 4.25 PM	s 9.55 AM	s 8.55 AM	429.5		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tu., Wed. Thurs., Sat.	Arrive Daily	Arrive Daily	Ar. Tue., Wed. Thurs., Sat.			
		634	632	630	12	376	10	20	378			

STATIONS		Distance from Dunsmuir Yard
DUNSMUIR YARD		
TO-R	DUNSMUIR	0.9
	SMALL	4.9
	MOTT	10.2
	AZALEA	12.3
	MOUNT SHASTA	15.5
	UPTON	17.9
	DEETZ	20.8
TO	BLACK BUTTE	23.6
	HOTLUM	30.6
	BOLAM	35.6
	ANDESITE	39.1
	COUGAR	43.2
TO	GRASS LAKE	46.9
	ERICKSON	51.5
	PENOYAR	55.6
	BRAY	60.3
	KEGG	64.4
	JEROME	68.4
	MT. HEBRON	72.4
TO	MACDOEL	75.1
	SOMERSET	76.7
	MAY	81.0
TO	DORRIS	85.5
	WORDEN	94.0
	MIDLAND	100.7
	TEXUM	104.6
TO-R	KLAMATH FALLS YARD	107.1
R	KLAMATH FALLS	107.9

RULE S-72. Exception: No. 10 is superior to No. 377.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
9 W P	327.6	Cantara (Spur)	14407
20 W P	335.1	Pioneer (Spur)	14414
	380.6	Leaf	14460
211 E P	386.9	Kegg Pit (6 tracks)	14465

BLACK BUTTE SUBDIVISION

Mile Post Location	Timetable No. 67 April 24, 1960	Station Number	Distance from Klamath Falls	WESTWARD															
				FIRST CLASS															
				19 Passenger Arrive Daily	9 Shasta Daylight Arrive Daily	377 Pacific Coast Expediter Ar. Tue., Wed. Thur., Sat.	11 Cascade Arrive Daily												
	STATIONS																		
321.2	DUNSMUIR YARD 0.9	14401	107.9																
322.1	TO-R DUNSMUIR 4.0	14402	107.0	AM s 11.00	PM s 5.00	PM s 8.00	AM s 2.08												
326.1	SMALL 5.3	14406	103.0																
331.4	MOTT 2.1	14411	97.7																
333.5	AZALEA 3.2	14413	95.6																
336.7	MOUNT SHASTA 2.4	14416	92.4																
339.1	UPTON 2.9	14418	90.0																
342.0 342.3	DEETZ 2.8	14421	87.1																
345.1 345.2	TO BLACK BUTTE 7.0	14424	84.3	9.55	4.17	7.00	1.24												
352.2	HOTLUM 5.0	14431	77.3	9.43	4.05	6.48	1.13												
357.2	BOLAM 3.5	14436	72.3	9.33	3.57	6.40	1.05												
360.7	ANDESITE 4.1	14440	68.8	9.26	3.52	6.35	1.00												
364.8	COUGAR 3.7	14444	64.7	9.19	3.46	6.28	12.54												
368.5	TO GRASS LAKE 4.6	14447	61.0	9.11	3.41	6.22	12.49												
373.1	ERICKSON 4.1	14452	56.4	9.03	3.35	6.15	12.43												
377.2	PENOYAR 4.7	14456	52.3	8.55	3.31	6.08	12.36												
381.9	BRAY 4.1	14461	47.6	8.44	3.26	6.02	12.30												
386.0	KEGG 4.0	14465	43.5	8.38	3.21	5.55	12.21												
390.0	JEROME 4.0	14469	39.5	8.33	3.16	5.48	12.15												
394.0	MT. HEBRON 2.7	14473	35.5	8.29	3.12	5.43	12.11												
396.7	TO MACDOEL 1.6	14476	32.8																
398.3	SOMERSET 4.3	14477	31.2	8.24	3.08	5.38	12.07												
402.6	MAY 4.5	14482	26.9	8.18	3.04	5.33	12.03 AM												
407.1	TO DORRIS 8.5	14486	22.4	s 8.10	3.00	5.27	11.59 PM												
415.6	WORDEN 6.7	14495	13.9	7.56	2.50	5.16	11.49												
422.3	MIDLAND 3.9	14501	7.2	7.49	2.44	5.10	11.43												
426.2	TEXUM 2.5	14505	3.3																
428.7	TO-R KLAMATH FALLS YARD 0.8	14508	0.8																
429.5	R KLAMATH FALLS	14509	0.0	7.40 AM	2.35 PM	5.00 PM	11.35 PM												
	(107.9)			Leave Daily	Leave Daily	Lv. Tue., Wed. Thur., Sat.	Leave Daily												
				19	9	377	11												

RULE S-72. Exception: No. 10 is superior to No. 377.

RULE 86-B. Westward extra trains originating Klamath Falls Yard are not required to clear Timetable Schedule Time of No. 377 between Klamath Falls Yard and Dorris.

BLACK BUTTE SUBDIVISION

EASTWARD					Mile Post Location	Automatic Block Signal System	Timetable No. 67 April 24, 1960	Station Number	Distance from Ashland	WESTWARD				
Capacity of sidings	SECOND CLASS			Leave Daily						Leave Daily	STATIONS			
		638 Freight	636 Freight											
Yard Limits 230 WYP		PM 4.00	AM 5.00	345.2	TO BLACK BUTTE	14424	85.1							
				347.0	1.8 IGERNA	14702	83.3							
				345.8	2.6 WEED	14704	80.7							
Yard Limits 98 BKYP		4.15	5.15	348.4	12.6 GAZELLE	14717	68.1							
Yard Limits 65 P		5.00	6.00	361.0	14.5 MONTAGUE	14732	53.6							
Yard Limits 62 KP		5.30	6.30	375.5	5.2 SNOWDON	14737	48.4							
61 P		5.40	6.40	380.7	12.4 HORN BROOK	14749	36.0							
Yard Limits 71 YP		6.15	7.15	393.1	8.7 HILT	14758	27.3							
Yard Limits 46 P		6.55	7.55	401.8	10.4 SISKIYOU	14768	16.9							
74 P		7.35	8.35	412.2	10.7 MISTLETOE	14779	6.2							
66 P		8.20	9.20	422.9	6.2 ASHLAND	14785	0.0							
Yard Limits BDKTP		8.50 PM	9.50 AM	429.1	(85.1)									
		Arrive Daily	Arrive Daily											
		638	636											

ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
21E P	353.4	Edgewood (Spur)	14709
15E P	369.1	Grenada (Spur)	14725
..	386.2	Ager	14742
6E ..	426.8	Bellevue (Spur)	14783

ALTURAS SUBDIVISION

EASTWARD			Mile Post Location	Timetable No. 67 April 24, 1960			Station Number	Distance from Klamath Falls	WESTWARD											
Capacity of sidings				SECOND CLASS																
				551 Freight	553 Freight	555 Freight			651 Freight	653 Freight	655 Freight									
			STATIONS			Arrive Daily														
	Yard Limits BKDYP		358.7	TO-R	WENDEL	13783	195.7													
	64 P		365.6		6.9 VIEWLAND	13790	188.8													
	99 P		374.7		9.1 KARLO	13799	179.7													
	Yard Limits YP		392.5		17.8 CREST	13816	161.9													
	100 P		397.9		5.4 RAVENDALE	13822	156.5													
	117 P		408.1		10.2 MORAN	13832	146.3													
	79 P		418.9		10.8 MADLINE	13843	135.5													
	112 YP		423.3		4.4 SAGE HEN	13847	131.1													
	112 KP		438.7	TO	15.4 LIKELY	13863	115.7													
	Yard Limits BKWDYP		456.9	TO-R	18.2 ALTURAS	13881	97.5	AM 5.05	PM 1.05	PM 9.05	AM 5.20	PM 1.20	PM 9.20							
	94 YP		477.7	TO	19.4 CANBY	14819	78.1	4.30	12.30 PM	8.30										
	75 P		485.4		7.7 AMBROSE	14827	70.4	3.55	11.55 AM	7.55										
	74 P		493.6		8.2 HACKAMORE	14835	62.2	3.25	11.25	7.25										
	98 YP		506.1		12.5 PEREZ	14848	49.7	2.50	10.50	6.50										
	71 P		515.4		9.3 CORNELL	14857	40.4	2.36	10.36	6.36										
	71 P		524.3		8.9 STRONGHOLD	14866	31.5	2.24	10.24	6.24										
	Yard Limits P		529.7	TO	5.4 TULE LAKE	14871	26.1	2.16	10.16	6.16										
	96 P		533.2		3.5 HATFIELD	14875	22.6	2.11	10.11	6.11										
	71 P		537.9		4.7 MERRILL	14880	17.9	2.05	10.05	6.05										
	Yard Limits	BDKYP	555.0	TO-R	17.1 KLAMATH FALLS YARD	14508	0.8	1.30 AM	9.30 AM	5.30 PM										
		BDKTYP	429.5	R	0.8 KLAMATH FALLS	14509	0.0													
					(195.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
								551	553	555	651	653	655							

EASTWARD			Mile Post Location	Timetable No. 67 April 24, 1960			Station Number	Distance from Lakeview	WESTWARD	
Capacity of sidings				Lakeview Branch						
				STATIONS						
	Yard Limits BKWDYP		458.3	TO-R	ALTURAS	13881	55.5			
	Yard Limits YP		512.3	TO	55.5 LAKEVIEW	14956	0.0			
					(55.5)					

RULE 5. Time at Alturas applies at train-order office.

ADDITIONAL STATIONS				
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number	
Alturas line				
65 P	383.6	Secret.....	13808	
.. P	388.0	Horse Lake.....	13812	
26E P	434.0	Indian Camp.... (Spur)	13858	
13E P	443.6	Bayley..... (Spur)	13868	
9W P	446.4	McArthur..... (Spur)	13870	
59 P	459.9	Juniper.....	14802	
69 P	470.6	Fletcher.....	14812	
71 P	500.8	Meares.....	14843	
34E ..	520.3	Copic..... (Spur)	14862	
36E P	521.9	Staley..... (3 Spurs)	14864	
.. ..	525.6	Homestead.....	14867	
16E ..	527.7	Tuber..... (Spur)	14869	
50 ..	536.0	Malone.....	14878	
.. ..	541.0	Lost River.....	14883	
25E ..	543.8	Hosley..... (Spur)	14886	
71 P	547.1	Stukel.....	14889	
4E ..	548.1	Gem..... (Spur)	14890	
5E ..	550.3	Spring Lake.... (Spur)	14892	
Lakeview Branch				
.. P	466.9	Surprise.....	13910	
10E P	478.6	Davis Creek.... (Spur)	14922	
.. ..	491.2	Willow Ranch... (Spur)	14934	
.. ..	498.2	Fairport.....	14941	

KIRK SUBDIVISION

EASTWARD

FIRST GLASS

Capacity of sidings		FIRST GLASS					Mile Post Location	Timetable No. 67 April 24, 1960	Distance from Klamath Falls
		376 Starpacer	10 Shasta Daylight	20 Passenger	378 Pacific Coast Expediter	12 Cascade			
		Lv. Tu., Wed., Thurs., Sat.	Leave Daily	Leave Daily	Lv. Tu., Wed., Thurs., Sat.	Leave Daily			
Yard Limits	BDKTP	PM 8.50	PM 4.40	AM 10.30	AM 9.30	AM 1.35	429.5	R KLAMATH FALLS 2.4	0
	P						431.9	CHELSEA 2.2	2.4
119	P						434.1	WOCUS 4.8	4.6
121	P						438.9	ALGOMA 8.3	9.4
121	P						447.2	MODOC POINT 9.5	17.7
121	P			c 11.00			456.7	CHILOQUIN 8.6	27.2
140	P						465.3	CALIMUS 5.0	35.8
121	YP						470.3	KIRK 4.2	40.8
121	P						474.5	FUEGO 8.9	45.0
121	P						483.4	LENZ 4.8	53.9
	P						488.2	MAZAMA 4.4	58.7
121	P						492.6	YAMSAY 5.4	63.1
121	P						498.0	DIAMOND LAKE 5.3	68.5
190	BKP			c 11.45			503.3	CHEMULT 3.9	73.8
	YP						506.6	PAUNINA 7.6	77.7
130	P						514.8	MOWICH 9.2	85.3
121	P						524.0	UWLI 4.6	94.5
Yard Limits Psg. 45 BKWOYP		11.00 PM	6.30 PM	s 12.25 PM	11.50 AM	3.20 AM	528.6	TO-R CRESCENT LAKE	99.1
		Ar. Tu., Wed. Thurs., Sat.	Arrive Daily	Arrive Daily	Ar. Tu., Wed. Thurs., Sat.	Arrive Daily		(99.1)	
		376	10	20	378	12			

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
4-tracks 146-E P	451.8	Lobert	14531
66 P	513.2	Gilchrist Jct	14593

KIRK SUBDIVISION

Mile Post Location	Timetable No. 67 April 24, 1960		Station Number	Distance from Crescent Lake	WESTWARD										
					FIRST CLASS										
					19 Passenger	9 Shasta Daylight	377 Pacific Coast Expediter	11 Cascade							
STATIONS					Arrive Daily	Arrive Daily	Ar. Tue., Wed. Thurs., Sat.	Arrive Daily							
429.5	R	KLAMATH FALLS 2.4	14509	99.1	AM s 7.05	PM s 2.25	PM s 4.35	PM s 11.25							
431.9		CHELSEA 2.2	14511	96.7											
434.1		WOCUS 4.8	14513	94.5											
438.9		ALGOMA 8.3	14518	89.7											
447.2		MODOC POINT 9.5	14526	81.4											
456.7		CHILOQUIN 8.6	14536	71.9	c 6.29										
465.3		CALIMUS 5.0	14544	63.3											
470.3		KIRK 4.2	14549	58.3											
474.5		FUEGO 8.9	14553	54.1											
483.4		LENZ 4.8	14562	45.2											
488.2		MAZAMA 4.4	14567	40.4											
492.6		YAMSAY 5.4	14572	36.0											
498.0		DIAMOND LAKE 5.3	14577	30.6											
503.3		CHEMULT 3.9	14582	25.3	c 5.48										
506.6		PAUNINA 7.6	14586	21.4											
514.8		MOWICH 9.2	14594	13.8											
524.0		UMLI 4.6	14603	4.6											
528.6	TO-R	CRESCENT LAKE	14608	0.0	5.25 AM	12.44 PM	2.40 PM	9.50 PM							
		(99.1)			Leave Daily	Leave Daily	Lv. Tue., Wed. Thurs., Sat.	Leave Daily							
					19	9	377	11							

Automatic Block Signal System

Centralized Traffic Control

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction except as noted on pages 2, 3, 4 and 5.

RULE 105. Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains.

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.

SPECIAL INSTRUCTIONS—REDDING SUBDIVISION

RULE 82-A. Extra trains originating at Redding and operating between Redding and Coram will display indicators as an Extra train on entire trip as indicated by the engine number of the lead unit leaving Redding and are authorized to operate as Extra trains between Redding and Coram without obtaining a clearance. Rule 99 will not apply between Redding and Coram.

Dunsmuir Yard: Westward trains originating, except No. 377, will display indicators as extra trains between Dunsmuir Yard and Redding as indicated by engine number of the lead unit and are authorized as extra trains between Dunsmuir Yard and Redding without obtaining a clearance at Dunsmuir Yard. No. 377 is authorized to display indicators and assume the schedule without obtaining clearance at Dunsmuir Yard.

RULE 83. Extra trains originating Redding enroute Coram, in addition to information required by the 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 Redding must also be entered in column captioned "Signals." An Extra train enroute Coram must not leave Redding until it has been ascertained from the train register that all preceding Extra trains via the route to be used have completed their trip and registered time and date of arrival at Redding accordingly.

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

Dunsmuir Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Dunsmuir—Nos. 9, 10, 11 and 12.

RULE 93. Second- and third-class and extra trains arriving Gerber may proceed on main track when proceed signal received from yardman. A proceed signal will be an indication that protection has been provided against first-class trains.

RULE 105. Redding. Siding is first track on freight station side of main track extending from MP 258.68 to MP 257.00.

Track on passenger station side of main track is designated as No. 1 track and must be left clear of cars for use in meeting or passing trains unless otherwise instructed by train dispatcher. Capacity 93 cars.

RULE 208. Third and fourth paragraphs will not apply to westward trains at Redding but it must be ascertained that train is not restricted at Redding before passing west switch of siding.

RULE 221. Dunsmuir is a train-order office only for trains originating.

Train orders covering loads of excess width and/or height may be delivered by messenger to conductor of trains originating at Dunsmuir Yard without a clearance.

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

RULE 82-A. First-class trains and sections thereof authorized on the Black Butte Subdivision and operating through Klamath Falls will not take down indicators or signals, if any, on arrival at Klamath Falls. Display of indicators and signals, if any, on first-class trains and sections thereof at Klamath Falls will indicate that such trains are authorized on the Kirk Subdivision and are not required to obtain clearance at Klamath Falls.

Eastward trains originating at Dunsmuir Yard will display indicators and signals, if any, between Dunsmuir Yard and Black Butte which may also be displayed east of Black Butte via Hotlum or Igera unless superseded by train order or clearance at Black Butte without obtaining a clearance at Dunsmuir Yard. Yardmaster at Dunsmuir Yard will advise conductor and/or engineer indication and signals, if any.

RULE 83. Eastward trains must obtain train-order check of overdue superior trains at Black Butte, but may identify opposing trains between west and east switches Black Butte, and may identify eastward superior trains between train-order office and east switch Black Butte.

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

Dunsmuir	} Trains originating or terminating.
Klamath Falls Yard	
Weed	
Montague	

Klamath Falls First-class trains and Extra Passenger trains.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Dunsmuir — Nos. 9, 10, 11 and 12.

RULE 105. Black Butte. Siskiyou siding extends from connection to controlled siding at west switch Black Butte to connection to controlled siding opposite east water column. West switch is dual controlled, east switch hand operated. Westward trains must not enter Siskiyou siding without permission from dispatcher.

Grass Lake. Track on station side of main track is westward siding. Westward trains taking siding, stop east of west switch house track. Track on opposite side of main track is eastward siding.

Siskiyou. When a westward train is holding main track 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.

RULE 208. Black Butte. Fourth paragraph will not apply to eastward trains via Hotlum and train-order operator may place such orders on delivery post for delivery to the restricted train before such train has stopped but CTC train dispatcher must not clear eastward absolute signal at east switch until such train has stopped or restriction has expired.

RULE 221. Dunsmuir is a train-order office only for trains originating.

Train orders covering loads of excess width and/or height may be delivered by messenger to conductor of trains originating at Dunsmuir Yard without a clearance. Eastward trains originating at Dunsmuir Yard must pass Dunsmuir prepared to pick up train orders covering loads of excess width and/or height without a clearance when operator is on station platform with such orders for delivery.

Klamath Falls Yard is a train-order office for trains originating and terminating; and for westward trains originating at Klamath Falls.

Before departing Klamath Falls, westward trains must obtain a clearance, OK'd by Chief Train Dispatcher.

SPECIAL INSTRUCTIONS—ALTURAS SUBDIVISION

11

RULE 82-A. Extra trains originating at Alturas and operating between Alturas and Lakeview will display indicators as an Extra train on entire trip as indicated by the engine number of the lead unit leaving Alturas and are authorized to operate as Extra trains between Alturas and Lakeview without obtaining a clearance. Rule 99 will not apply between Alturas and Lakeview.

RULE 83. Extra trains originating at Alturas enroute Lakeview, in addition to information required by the 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 Alturas must also be entered in column captioned "Signals." An extra train enroute Lakeview must not leave Alturas until it has been ascertained from the train register that all preceding Extra trains via the route to be used have completed their trip and registered time and date of arrival at Alturas accordingly.

SPECIAL INSTRUCTIONS—KIRK SUBDIVISION

RULE 82-A. First-class trains and sections thereof authorized on the Black Butte Subdivision and operating through Klamath Falls will not take down indicators or signals, if any, on arrival at Klamath Falls. Display of indicators and signals, if any, on first-class trains and sections thereof at Klamath Falls will indicate that such trains are authorized on the Kirk Subdivision and are not required to obtain clearance at Klamath Falls.

Eastward extra trains originating will display indicators as extra trains between Klamath Falls and Crescent Lake as indicated by engine number of the lead unit and are authorized as extra trains between Klamath Falls and Crescent Lake without obtaining a clearance at Klamath Falls.

RULE 83. Westward extra trains will identify westward first-class trains between Crescent Lake and Klamath Falls.

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

Klamath Falls. . . First-class trains and extra passenger trains.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Crescent Lake. . . First-class trains.

RULE 107. Chemult. Freight trains on siding Chemult for passenger trains must provide passageway for passengers to station, member of crew to be stationed at the cut. Train must not be recoupled until all passengers have passed to station side.

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
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

MAP OF THE SHASTA DIVISION SOUTHERN PACIFIC COMPANY

J.F.M.
SCALE OF MILES
0 5 10 20 30 40

