

California Western Railroad & Navigation Co.

TIME TABLE

To Take Effect Monday, June 19th, 1939, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the Government and information of employees and not intended for the use of the public

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

F. L. HANSON, Superintendent.

A. T. NELSON, General Manager.

CALIFORNIA WESTERN RAILROAD AND NAVIGATION COMPANY

EASTWARD From Fort Bragg

TIME TABLE NO. 37

Toward Fort Bragg **WESTWARD**

JUNE 19, 1939

| Capacity of Sidings in car lengths, and location of Fuel, Water and Turn- ing Stations. | | SECOND CLASS | FIRST CLASS MOTOR PASSENGER | | Dist. from Ft. Bragg & Stat No | Stations | Dist. from Willits | FIRST CLASS MOTOR PASSENGER | | SECOND CLASS | Phone Office Hours | |
|---|--------|-----------------|-----------------------------------|---------|--------------------------------------|------------------------|-----------------------|-----------------------------------|---------|-----------------|---------------------------|----------|
| | | 61 | 3 | 1 | | | | 2 | 4 | 62 | | |
| | | Daily | Daily | Daily | | | | Daily | Daily | Daily | | |
| Term. Yd. | KPFWYB | 8:30PM | 5:15PM | 10:00AM | 0.0 | DNR FORT BRAGG | 40.0 | 4:00 PM | 7:30 AM | 6:00AM | 7:00 A.M to 6:00 P. M. | |
| 35 | P | 8:35 | f 5:20 | f 10:05 | 2.0 | 2.0 Pudding Creek | 38.0 | f 3:54 | f 7:24 | 5.50 | | |
| | P | 8:40 | f 5:24 | f 10:09 | 3.4 | 1.4 Glen Blair Jct. | 36.6 | f 3:51 | f 7:21 | 5.45 | | |
| 8 | P | 8:50 | f 5:32 | f 10:17 | 6.7 | 3.3 South Fork | 33.3 | f 3:41 | f 7:11 | 5.35 | | |
| 30 | P | 9:00 | f 5:39 | f 10:24 | 9.0 | 2.3 Ranch | 31.0 | f 3:35 | f 7:04 | 5.25 | | |
| | P | 9:05 | f 5:44 | f 10:28 | 10.0 | 1.0 Redwood Lodge | 30.0 | f 3:30 | f 6:57 | 5.18 | | |
| 14 | P | 9:15 | f 5:53 | f 10:33 | 12.6 | 2.6 Grove | 27.4 | f 3:24 | f 6:43 | 5.08 | | |
| | | 9:27 | f 6:05 | f 10:43 | 16.0 | 3.4 Camp Silverado | 24.0 | f 3:14 | f 6:33 | 4.56 | | |
| 15 | P | 9:35 | f 6:11 | f 10:47 | 18.0 | 2.0 Alpine | 22.0 | f 3:09 | f 6:28 | 4.48 | | |
| 4 | | 9:39 | s 6:17 | s 10:51 | 19.8 | 1.8 Camp Marwedel | 20.2 | s 3:05 | s 3:23 | 4.43 | | |
| | PW | 9:40 | f 6:20 | f 10:52 | 20.0 | 0.2 Olde Camp Seven | 20.0 | f 3:04 | f 3:21 | 4.40 | | |
| 20 | PW | 9:45 | s 6:25 | s 10:55 | 21.2 | 1.2 R NORTHSPUR | 18.8 | s 3:00 | s 3:15 | 4.35 | | |
| 16 | PY | 10:00 | f 6:35 | f 11:05 | 23.9 | 2.7 Irmulco | 16.1 | f 2:50 | f 6:05 | 4.20 | | |
| 10 | P | 10:10 | f 6:41 | f 11:11 | 26.7 | 2.8 Shake City | 13.3 | f 2:43 | f 5:58 | 4.10 | | |
| 12 | P | 10:14 | f 6:45 | f 11:15 | 27.7 | 1.0 Burbeck | 12.3 | f 2:40 | f 5:55 | 4.04 | | |
| 6 | PW | 10:25 | f 6:57 | f 11:27 | 30.2 | 2.5 Clare Mill | 9.8 | f 2:32 | f 5:47 | 3.55 | | |
| 6 | P | 10:35 | f 7:07 | f 11:38 | 32.6 | 2.4 Crowley | 7.4 | f 2:24 | f 5:39 | 3.40 | | |
| 22 | P | 10:50 | f 7:19 | f 11:50 | 35.2 | 2.6 Summit | 4.8 | f 2:15 | f 5:30 | 3.20 | | |
| Term. Yd. | KPFWYO | 11:00PM | 7:30PM | 12:01PM | 40.0 | DNR WILLITS | 0.0 | 2:00 PM | 5:15AM | 3:00 AM | | 24 Hours |
| | | | | | | Glen Blair Branch | | | | | | |
| | P | | | | 3.4 | Glen Blair Jct. | 36.6 | | | | | |
| | P | | | | 6.5 | 3.1 Glen Blair | | | | | | |

ADDITIONAL WATER STATIONS AT MILE POSTS 10.5 AND 34.0.

CALIFORNIA WESTERN RAILROAD AND NAVIGATION COMPANY

NORTHWARD From Fort Bragg

TIME TABLE

NO. 37

JUNE 19, 1939

Toward Fort Bragg **SOUTHWARD**

| Capacity of sidings in car lengths and location of Fuel, Water and Turning Stations | | Dist. from Ft. Bragg & Stat No. | | | Phone Office Hours |
|---|--|---------------------------------|--|--|------------------------|
| Term. Yd. KPFWYB | | 0.0 | Ten Mile Branch | | 7:00 A M to 6:00 PM |
| | | 3.0 | DNR FORT BRAGG | | |
| | | 8.9 | 3.0 Cleone 5.9 North Fork Jct. 3.9 | | |
| P | | 12.8 | R Camp 2 | | |
| 35 PFWY | | 15.1 | 2.3 Camp 4 1.2 | | |
| | | 16.3 | Camp 5 1.2 | | |
| PW | | 17.5 | Camp 6 | | |
| | | | South Fork Branch | | |
| | | 8.9 | North Fork Jct. 1.3 | | |
| P | | 10.2 | Aulin 4.8 | | |
| 40 PWY | | 15.0 | CHURCHMAN | | |
| | | | | | |
| 67 PWY | | | | | |

SPECIAL INSTRUCTIONS

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

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

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

Main Street crossing Willits is flag stop for train No. 2.

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

Conductors on trains on Glen Blair Branch report to Dispatcher's office from Glen Blair Junction before entering main line.

(Otherwise movements must be made under protection of flagman.)

Yard Engines have right over Westbound Extra trains between Fort Bragg and Pudding Creek from 8:00 A. M. until 6:00 P. M.

Yard Engines protect against Westbound trains between Fort Bragg and Pudding Creek, from 6:00 P. M. until 8:00 A. M.

Service on Ten Mile Branch will be handled by extras.

Service on Glen Blair Branch will be handled by extras.

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

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

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

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

For government and information of employees only.

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

TIME INSPECTORS

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

C. A. KING, Dispatcher,

Fort Bragg, Calif.

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

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

ONE NORTHWARD TIME TABLE
ONE SOUTHWARD TIME TABLE

ONE SOUTHWARD TIME TABLE

NO. 37
JUNE 19 1933

| | | | |
|---------------|-------|---------------|-------|
| Station | Time | Station | Time |
| San Francisco | 12:00 | San Francisco | 12:00 |
| Oakland | 1:00 | Oakland | 1:00 |
| San Jose | 2:00 | San Jose | 2:00 |
| Merced | 3:00 | Merced | 3:00 |
| Stockton | 4:00 | Stockton | 4:00 |
| Yuba City | 5:00 | Yuba City | 5:00 |
| San Francisco | 6:00 | San Francisco | 6:00 |



“SAFETY FIRST”

SPECIAL INSTRUCTIONS

Employees shall stand near the front of the train and have their eyes on the road ahead at all times. They shall not be permitted to leave their positions until the train has completely stopped.

For information and reference of employees only.

The Company reserves the right to change the time table without notice.

TIME INSPECTORS

| NAME | LOCATION |
|---------------|---------------|
| A. H. Edwards | Winn |
| E. E. Stone | Winn |
| S. J. Pugh | San Francisco |

THE RAYMOND BARNETT ENGINEERING FIRM, WINN, CALIF.

DR. R. J. BOWMAN, Chief Engineer, Fort Bragg, Calif.

G. J. KING, Inspector, Fort Bragg, Calif.