

SOUTHERN PACIFIC COMPANY



SHASTA DIVISION

TIMETABLE

55

EFFECTIVE SUNDAY, JULY 10, 1949

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

R. E. HALLAWELL,
General Manager.

V. M. PETTERSON,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

A. S. McCANN,
Superintendent of Transportation.

J. A. MCKINNON,
Superintendent.

TRAINMASTERS

B. W. BISHOP.....Dunsmuir, Cal.
K. E. GWINN.....Dunsmuir, Cal.
H. A. TEAL.....Klamath Falls, Ore.
H. C. CHASE.....Klamath Falls, Ore.

ASSISTANT TRAINMASTER

F. J. DEON.....Alturas, Cal.

ROAD FOREMEN OF ENGINES

A. L. SHOUBE.....Klamath Falls, Ore.
R. M. DICKSON.....Dunsmuir, Cal.

CHIEF TRAIN DISPATCHER

W. J. MANLEY.....Dunsmuir, Cal.

R. R. ROBINSON

Assistant Superintendent, Dunsmuir, Cal.

HOSPITAL DEPARTMENT SURGEONS

| LOCATION | NAME | TITLE |
|---------------|---------------------------------------|------------------------------------|
| San Francisco | Dr. W. W. Washburn | Chief Surgeon |
| Dunsmuir | Dr. E. Y. Anderson | District Physician and Surgeon |
| Dunsmuir | Dr. D. D. Todorovic | District Physician and Surgeon |
| Mt. Shasta | Dr. J. B. McGuire | District Physician and Surgeon |
| Montague | Dr. R. W. Jones (Residence —Yreka) | District Physician and Surgeon |
| Hilt | Dr. R. F. Schlappi | District Physician and Surgeon |
| Ashland | Dr. H. A. Woods | District Physician and Surgeon |
| Ashland | Dr. Charles A. Haines | Asst. Dist. Physician and Surgeon |
| Red Bluff | Dr. E. R. Wilson | District Physician and Surgeon |
| Anderson | Dr. E. K. Harris | District Physician and Surgeon |
| Redding | Dr. H. R. McVickers | District Physician and Surgeon |
| Redding | Dr. J. L. Price | District Physician and Surgeon |
| Gerber | Dr. R. G. Frey | District Physician and Surgeon |
| Dorris | Dr. E. S. Peeke | District Physician and Surgeon |
| Klamath Falls | Dr. C. V. Hugh | Division Physician and Surgeon |
| Klamath Falls | Dr. Marvin Nersoth | District Physician and Surgeon |
| Klamath Falls | Dr. R. H. Englecke | Asst. Dist. Physician and Surgeon |
| Klamath Falls | Dr. E. D. Lamb | Assoc. Dist. Physician and Surgeon |
| Klamath Falls | Dr. R. W. Stearns | Oculist and Aurist |
| Tule Lake | Dr. Isaac Spomer | District Physician and Surgeon |
| Alturas | Dr. J. Paul McKenney | District Physician and Surgeon |
| Alturas | Dr. Phillip W. McKenney | District Physician and Surgeon |
| Lakeview | Dr. C. E. Leithead | District Physician and Surgeon |
| Yreka | Dr. R. W. Jones | District Physician and Surgeon |

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

HOSPITALS

GENERAL SAN FRANCISCO
EMERGENCY GERBER

WATCH INSPECTORS

San Francisco C. D. Fabrin, Manager of Time Service, 65 Market St.
Red Bluff Everett G. Smith
Redding Adolph F. Dobrowsky
Dunsmuir J. A. Forber
Dunsmuir Delmar I. Griffin
Weed J. N. Wilmarth
Ashland C. B. Ramsey
Klamath Falls Lawrence Bertram
Alturas Todd D. Fountain
Lakeview A. E. Rugg

LOCATION OF STANDARD CLOCKS

Gerber Train-Order Office
Gerber Roundhouse
Redding Train-Order Office
Dunsmuir Yard Yard Office
Dunsmuir Train-Order Office
Dunsmuir Chief Dispatcher's Office
Dunsmuir Truck Dispatcher's Office
Dunsmuir Crew Dispatcher's Office
Mt. Hebron Train-Order Office
Dorris Train-Order Office
Klamath Falls Yard Train-Order Office
Klamath Falls Train-Order Office
Klamath Falls Roundhouse
Weed Train-Order Office
Weed Roundhouse
Montague Train-Order Office
Hornbrook Train-Order Office
Ashland Train-Order Office
Ashland Roundhouse
Chiloquin Train-Order Office
Chemult Train-Order Office
Crescent Lake Train-Order Office
Alturas Train-Order Office
Lakeview Train-Order Office

REDDING SUBDIVISION

| Capacity of sidings in car lengths | | EASTWARD | | | | | | | | Mile Post Location | Timetable No. 55 July 10, 1949 STATIONS | | Distance from Gerber |
|---------------------------------------|---------------------------------|-----------------|-----------------|-----------------|-------------|-----------------|-----------------|--------------------|-----------------|-----------------------|---|-------|-------------------------|
| | | THIRD CLASS | | | FIRST CLASS | | | | | | | | |
| | | 622 | 620 | 618 | | 12 | 16 | 10 | 20 | | | | |
| | | Freight | Freight | Freight | | Cascade | West Coast | Shasta Daylight | Klamath (c) | | | | |
| Leave Daily | | Leave Daily | | Leave Daily | | Leave Daily | | Leave Daily | | | | | |
| Gerber yard | 164 BKWOYP | PM 4.30 | AM 8.30 | AM 12.30 | | PM 9.55 | PM 2.25 | AM 11.43 | AM 1.50 | 213.8 | TO-R GERBER | 0.0 | |
| | P | | | | | | | | | 214.8 | 1.0 KISKA | 1.0 | |
| | | | | | | | | | | 215.8 | 1.0 PROBERTA | 2.0 | |
| | 102 P | 4.40 | 8.40 | 12.40 | | 10.02 | 2.38 | 11.49 | 2.08 | 218.9 | 3.1 RAWSON | 5.1 | |
| Vd. Limits | 54 P | 4.50 | 8.50 | 12.50 | | 10.09 | s 2.50 | AM 11.55 | s 2.23 | 223.4 | TO RED BLUFF | 9.6 | |
| | 98 P | 4.53 | 8.53 | 12.53 | | 10.11 | 2.52 | | 2.25 | 224.5 | 1.1 GLADE | 10.7 | |
| | 101 P | 5.03 | 9.03 | 1.03 | | 10.17 | 3.00 | PM 12.01 | 2.31 | 228.9 | 4.4 BLUNT | 15.1 | |
| | 108 P | 5.13 | 9.13 | 1.13 | | 10.23 | 3.09 | 12.06 | 2.40 | 233.6 | 4.7 HOOKER | 19.8 | |
| | 97 WP | 5.25 | 9.25 | 1.25 | | 10.30 | c 3.17 | 12.12 | s 2.50 | 240.4 | TO COTTONWOOD | 26.6 | |
| | 106 P | 5.31 | 9.31 | 1.31 | | 10.34 | 3.21 | | 2.54 | 244.2 | 3.8 CULP | 30.4 | |
| | 102 P | 5.37 | 9.37 | 1.37 | | 10.37 | s 3.27 | 12.18 | s 3.01 | 247.1 | TO ANDERSON | 33.3 | |
| | 106 P | 5.47 | 9.47 | 1.47 | | 10.43 | 3.34 | | 3.08 | 253.5 | 6.4 GIRVAN | 39.7 | |
| | E 181 Yard Limits W 96 BKWIP | 6.00 | AM 10.00 | 2.00 | | s 10.50 | s 3.50 | s 12.29 | s 3.40 | 258.2 | TO REDDING | 44.4 | |
| | 102 WOYP | | | | | | | | | 263.0 | 4.8 SILVERTHORN | 49.2 | |
| | 102 P | | | | | | f 4.05 | | | 266.3 | 3.3 CENTRAL VALLEY | 52.5 | |
| | 102 P | | | | | | | | | 270.4 | 4.1 MCCOLL | 56.6 | |
| | 90 P | | | | | | | | | 273.2 | 2.8 PITBRIDGE | 59.4 | |
| | 102 P | | | | | | | | | 277.6 | 4.4 O'BRIEN | 63.8 | |
| | 102 P | | | | | | | | | 281.2 | 3.6 MEAD | 67.4 | |
| | 106 WYP | | | | | | | c | | 285.7 | 4.5 LAKEHEAD | 71.9 | |
| | 110 WP | | | | | | f 4.50 | | s 4.30 | 289.8 296.7 | 4.1 DELTA | 76.0 | |
| | 111 P | | | | | | | | | 300.2 | 3.5 LAMOINE | 79.5 | |
| | 105 P | | | | | | | | | 304.0 | 3.8 GIBSON | 83.3 | |
| | 67 P | | | | | | | | | 306.0 | 2.0 FISHER | 85.3 | |
| | 110 WP | | | | | | | | | 309.4 | 3.4 SIMS | 88.7 | |
| | 114 P | | | | | | | | | 313.1 | 3.7 CONANT | 92.4 | |
| | 53 P | | | | | | | | f 5.15 | 315.3 | 2.2 CASTELLA | 94.6 | |
| Dunsmuir yard | 106 P | 9.30 PM | 1.30 PM | 5.30 AM | | | | | | 318.3 | 3.0 CASTLE CRAG | 97.6 | |
| | BKP | | | | | s 12.35 AM | s 6.00 PM | s 1.59 PM | s 5.40 AM | 321.2 | TO-R DUNSMUIR YARD | 100.5 | |
| | BKWOTP | | | | | | | | | 322.1 | TO-R DUNSMUIR | 101.4 | |
| | | Arrive Daily | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (101.4) | | |
| | | (5.00) 20.01 | (5.00) 20.01 | (5.00) 20.01 | | (2.40) 38.02 | (3.35) 28.28 | (2.16) 44.73 | (3.50) 26.43 | | Time over District..... | | |
| | | | | | | | | | | | Average Speed per Hour..... | | |

Automatic Block System

Centralized Traffic Control

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

RULE 86. Except within Centralized Traffic Control System second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9 and 10 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Dirigo..... | 316.1 | .. |

REDDING SUBDIVISION

| Mile Post Location | | Distance from Dunsmuir | | WESTWARD | | | | | | | | | | | |
|-----------------------------------|---------------------------|------------------------|--|--------------|--------------|-----------------|--------------|--|--|--|--|--|--|--|--|
| | | | | FIRST CLASS | | | | | | | | | | | |
| | | | | 11 | 15 | 9 | 19 | | | | | | | | |
| Timetable No. 55 July 10, 1949 | | STATIONS | | Cascade | West Coast | Shasta Daylight | Klamath | | | | | | | | |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | |
| 213.8 | TO-R GERBER 1.0 | 101.4 | | AM 6.50 | PM 2.25 | PM 7.13 | AM 2.20 | | | | | | | | |
| 214.8 | KISKA 1.0 | 100.4 | | | | | | | | | | | | | |
| 215.8 | PROBERTA 3.1 | 99.4 | | | | | | | | | | | | | |
| 218.9 | RAWSON 4.5 | 96.3 | | 6.41 | 2.10 | 7.05 | 2.08 | | | | | | | | |
| 223.4 | TO RED BLUFF 1.1 | 91.8 | | 6.35 | s 1.58 | 7.01 | s 1.58 | | | | | | | | |
| 224.5 | GLADE 4.4 | 90.7 | | 6.33 | 1.50 | | 1.49 | | | | | | | | |
| 228.9 | BLUNT 4.7 | 86.3 | | 6.27 | 1.44 | 6.55 | 1.42 | | | | | | | | |
| 233.6 | HOOKER 6.8 | 81.6 | | 6.21 | 1.37 | 6.50 | 1.35 | | | | | | | | |
| 240.4 | TO COTTONWOOD 3.8 | 74.8 | | 6.13 | s 1.28 | 6.44 | s 1.25 | | | | | | | | |
| 244.2 | CULP 2.9 | 71.0 | | 6.09 | 1.20 | | 1.19 | | | | | | | | |
| 247.1 | TO ANDERSON 6.4 | 68.1 | | 6.06 | s 1.16 | 6.38 | s 1.15 | | | | | | | | |
| 253.5 | GIRVAN 4.7 | 61.7 | | 6.01 | 1.08 | 6.32 | 1.05 | | | | | | | | |
| 258.2 | TO REDDING 4.8 | 57.0 | | f 5.55 | s 1.00 | s 6.28 | s 12.55 AM | | | | | | | | |
| 263.0 | SILVERTHORN 3.3 | 52.2 | | | | | | | | | | | | | |
| 266.3 | CENTRAL VALLEY 4.1 | 48.9 | | | f 12.35 | | | | | | | | | | |
| 270.4 | MCCOLL 2.8 | 44.8 | | | | | | | | | | | | | |
| 273.2 | PITBRIDGE 4.4 | 42.0 | | | | | | | | | | | | | |
| 277.6 | O'BRIEN 3.6 | 37.6 | | | c | | | | | | | | | | |
| 281.2 | MEAD 4.5 | 34.0 | | | | | | | | | | | | | |
| 285.7 | LAKEHEAD 4.1 | 29.5 | | | | | | | | | | | | | |
| 289.8 | DELTA 3.5 | 25.4 | | | f 12.05 PM | | | | | | | | | | |
| 296.7 | LAMOINE 3.8 | 21.9 | | | c | | | | | | | | | | |
| 300.2 | GIBSON 2.0 | 18.1 | | | | | | | | | | | | | |
| 304.0 | FISHER 3.4 | 16.1 | | | | | | | | | | | | | |
| 309.4 | SIMS 3.7 | 12.7 | | | | | | | | | | | | | |
| 313.1 | CONANT 2.2 | 9.0 | | | | | | | | | | | | | |
| 315.3 | CASTELLA 3.0 | 6.8 | | | f 11.15 AM | | | | | | | | | | |
| 318.3 | CASTLE CRAG 2.9 | 3.8 | | | | | | | | | | | | | |
| 321.2 | TO-R DUNSMUIR YARD 0.9 | 0.9 | | | | | | | | | | | | | |
| 322.1 | TO-R DUNSMUIR | 0.0 | | 4.10 AM | 11.00 AM | 5.00 PM | 10.50 PM | | | | | | | | |
| (101.4) | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | | | |
| Time over District..... | | | | (2.40) | (3.25) | (2.13) | (3.30) | | | | | | | | |
| Average Speed per Hour..... | | | | 38.02 | 29.68 | 44.99 | 28.97 | | | | | | | | |

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

RULE 86. Except within Centralized Traffic Control System second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9 and 10 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

| ADDITIONAL STATIONS | | |
|-----------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Keswick Branch | | |
| Middle Creek | 261.0 | .. |
| Kesdam | 262.3 | .. |
| Central Mine | 265.9 | .. |

| Capacity of sidings in car lengths | EAST-WARD | Timetable No. 55 July 10, 1949 | | WEST-WARD |
|------------------------------------|--------------------|-----------------------------------|-----------------|---------------------|
| | Mile Post Location | Keswick Branch | | Distance from Coram |
| STATIONS | | | | |
| | | TO | REDDING | 12.8 |
| | | | 5.7 | |
| | | | KESWICK | 7.1 |
| | | | 3.3 | |
| | | | MATHESON | 3.8 |
| | | | 0.8 | |
| | | | MOTION | 3.0 |
| | | | 3.0 | |
| | | | CORAM | 0.0 |
| (12.8) | | | | |

BLACK BUTTE SUBDIVISION

EASTWARD

| Capacity of sidings in car lengths | THIRD CLASS | | | FIRST CLASS | | | | | Mile Post Location | Timetable No. 55 July 10, 1949 | Distance from Dunsmuir Yard | | | |
|---------------------------------------|-----------------|-----------------|-----------------|-------------------|--------------------|-----------------|-----------------|-----------------|-----------------------|-----------------------------------|--------------------------------|-------------------------|--------------------|-------|
| | 630 | 628 | 626 | 16 | 10 | 328 | 20 | 12 | | | | | | |
| | Freight | Freight | Freight | West Coast (c) | Shasta Daylight | Passenger | Klamath | Cascade | | | | | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | |
| Dunsmuir yard | BKP | | | | | | | | 321.2 | Centralized Traffic Control | TO-R DUNSMUIR YARD | 0.0 | | |
| | BKWOTP | | | | PM 6.20 | PM 2.04 | AM 6.25 | AM 6.05 | AM 12.45 | | 322.1 | TO-R DUNSMUIR | 0.9 | |
| | P | | | | c | | | | c | | 325.4 | 3.3 | SHASTA SPRINGS | 4.2 |
| | 116 P | | | | | | | | | | 326.1 | 0.7 | SMALL | 4.9 |
| | P | | | | | | | | | | 327.6 | 1.5 | CANTARA | 6.4 |
| | 147 P | | | | | | | | | | 331.4 | 3.8 | MOTT | 10.2 |
| | 120 P | | | | | | | | | | 333.5 | 2.1 | AZALEA | 12.3 |
| | 101 WYP | | | | s 7.10 | | s 7.15 | s 7.00 | | | 336.7 | 3.2 | MOUNT SHASTA | 15.5 |
| | 118 P | | | | | | | | | | 339.1 | 2.4 | UPTON | 17.9 |
| | 123 P | | | | | | | | | | 342.0 | 2.9 | DEETZ | 20.8 |
| 210 Yard Limits WYP | PM 8.15 | PM 12.10 | AM 4.10 | | | s 7.35 AM | 7.15 | 1.40 | 345.1 | 2.8 | TO BLACK BUTTE | 23.6 | | |
| 107 P | 8.35 | 12.30 | 4.30 | | | 7.40 | 3.01 | | 352.2 | 7.0 | HOTLUM | 30.6 | | |
| 106 P | 8.50 | 12.50 | 4.50 | | | 7.50 | 3.09 | | 357.2 | 5.0 | TO BOLAM | 35.6 | | |
| 107 P | 9.08 | 1.02 | 5.02 | | | 7.55 | 3.14 | | 360.7 | 3.5 | ANDESITE | 39.1 | | |
| 111 P | 9.20 | 1.14 | 5.14 | | | 8.01 | 3.19 | | 364.8 | 4.1 | COUGAR | 43.2 | | |
| E 111 W 117 WYP | 9.40 | 1.35 | 5.35 | | | f 8.12 | 3.25 | | 368.5 | 3.7 | TO-R GRASS LAKE | 46.9 | | |
| 96 P | 9.51 | 1.46 | 5.46 | | | 8.20 | 3.31 | | 373.1 | 4.6 | ERICKSON | 51.5 | | |
| 109 P | 10.00 | 1.55 | 5.55 | | | 8.26 | 3.36 | | 377.2 | 4.1 | PENOYAR | 55.6 | | |
| YP | | | | | | s 8.36 | | | 380.6 | 3.4 | LEAF | 59.0 | | |
| 102 WP | 10.08 | 2.03 | 6.03 | | | 8.38 | 3.41 | | 381.9 | 1.3 | TO BRAY | 60.3 | | |
| 77 P | 10.16 | 2.11 | 6.11 | | | 8.43 | 3.46 | | 386.0 | 4.1 | KEGG | 64.4 | | |
| 103 P | 10.23 | 2.18 | 6.18 | | | 8.48 | 3.51 | | 390.0 | 4.0 | JEROME | 68.4 | | |
| E 94 W 89 Yard Limits BKWYP | 10.31 | 2.26 | 6.26 | | | 8.53 | | | 394.0 | f 8.56 | 2.53 | TO MT. HEBRON | 72.4 | |
| 56 P | | | | | | f 8.58 | 3.56 | | 396.7 | s 9.01 | | TO MACDOEL | 75.1 | |
| 102 P | 10.41 | 2.36 | 6.36 | | | 9.00 | | | 398.3 | | 2.58 | SOMERSET | 76.7 | |
| 106 P | 10.48 | 2.50 | 6.43 | | | 9.05 | 4.01 | | 402.6 | 9.07 | 3.03 | MAY | 81.0 | |
| 102 KP | 10.55 | 2.58 | 6.50 | | | s 9.11 | 4.05 | | 407.1 | s 9.15 | 3.08 | TO DORRIS | 85.5 | |
| 56 P | 11.03 | 3.05 | 6.58 | | | 9.20 | 4.10 | | 411.6 | 9.20 | 3.13 | CALOR | 90.0 | |
| 102 P | 11.09 | 3.11 | 7.04 | | | 9.25 | 4.14 | | 415.6 | 9.25 | 3.18 | WORDEN | 94.0 | |
| 56 P | 11.14 | 3.15 | 7.09 | | | 9.28 | | | 418.2 | 9.28 | 3.21 | ADY | 96.6 | |
| 97 P | 11.20 | 3.21 | 7.15 | | | 9.33 | 4.20 | | 422.3 | 9.33 | 3.25 | MIDLAND | 100.7 | |
| Klamath Falls yard | P | 11.27 | 3.25 | 7.22 | | 9.38 | 4.24 | | 426.2 | 9.38 | 3.30 | TEXUM | 104.6 | |
| | BKWOTYP | | | | | | | | 428.7 | | | TO-R KLAMATH FALLS YARD | 107.1 | |
| | BKWOTYP | 11 35 PM | 3 30 PM | 7 30 AM | | | s 9 50 PM | s 4 31 PM | | 429.5 | s 9 55 AM | s 3 40 AM | TO-R KLAMATH FALLS | 107.9 |
| | Arrive Daily | Arrive Daily | Arrive Daily | | | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | |
| | (3.20) 25.24 | (3.20) 25.24 | (3.20) 25.24 | | | (3.30) 30.82 | (2.27) 45.03 | (1.10) 20.22 | | (3.50) 28.12 | (2.55) 36.70 | | | |

Automatic Block System

Centralized Traffic Control

Water Supply—Three-fourths mile east of Cantara.

RULE 86. Except within Centralized Traffic Control System second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9 and 10 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Pioneer.....(Spur) | 335.1 | .. |
| Kegg Pit..... | 386.9 | .. |

BLACK BUTTE SUBDIVISION

| Timetable No. 55 July 10, 1949 | | WESTWARD | | | | | | | | | |
|-----------------------------------|----------------------------------|---------------|------------------|-------------------------|------------------|----------------------|---------------|--|--|--|--|
| | | FIRST CLASS | | | | | | | | | |
| | | 11 Cascade | 15 West Coast | 9 Shasta Daylight | 327 Passenger | 19 Klamath (c) | | | | | |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | |
| 321.2 | TO-R DUNSMUIR YARD 0.9 | 107.9 | | | | | | | | | |
| 322.1 | TO-R DUNSMUIR 3.3 | 107.0 | AM s 4.00 | AM s 10.45 | PM s 4.55 | PM s 9.45 | PM s 10.25 | | | | |
| 325.4 | SHASTA SPRINGS 0.7 | 103.7 | | | | | | | | | |
| 326.1 | SMALL 1.5 | 103.0 | | | | | | | | | |
| 327.6 | CANTARA 3.8 | 101.5 | | | | | | | | | |
| 331.4 | MOTT 2.1 | 97.7 | | | | | | | | | |
| 333.5 | AZALEA 3.2 | 95.6 | | | | | | | | | |
| 336.7 | MOUNT SHASTA 2.4 | 92.4 | | s 10.02 | | s 9.00 | s 9.40 | | | | |
| 339.1 | UPTON 2.9 | 90.0 | | | | | | | | | |
| 342.0 | DEETZ 2.8 | 87.1 | | | | | | | | | |
| 342.3 | | | | | | | | | | | |
| 345.1 | TO BLACK BUTTE 7.0 | 84.3 | 3.05 | 9.44 | 4.00 | 8.45 PM | c 9.18 | | | | |
| 345.2 | | | | | | | | | | | |
| 352.2 | HOTLUM 5.0 | 77.3 | 2.50 | 9.31 | 3.49 | | 8.58 | | | | |
| 357.2 | TO BOLAM 3.5 | 72.3 | 2.40 | 9.25 | 3.41 | | f 8.50 | | | | |
| 360.7 | ANDESITE 4.1 | 68.8 | 2.35 | 9.19 | 3.36 | | 8.43 | | | | |
| 364.8 | COUGAR 3.7 | 64.7 | 2.30 | 9.13 | 3.30 | | 8.37 | | | | |
| 368.5 | TO-R GRASS LAKE 4.6 | 61.0 | 2.23 | 9.08 | 3.25 | | f 8.30 | | | | |
| 373.1 | ERICKSON 4.1 | 56.4 | 2.15 | 9.01 | 3.20 | | 8.20 | | | | |
| 377.2 | PENoyAR 3.4 | 52.3 | 2.09 | 8.55 | 3.15 | | f 8.12 | | | | |
| 380.6 | LEAF 1.3 | 48.9 | | | | | s 8.08 | | | | |
| 381.9 | TO BRAY 4.1 | 47.6 | 2.02 | 8.49 | 3.10 | | 8.04 | | | | |
| 386.0 | KEGG 4.0 | 43.5 | 1.56 | 8.43 | 3.06 | | 7.58 | | | | |
| 390.0 | JEROME 4.0 | 39.5 | 1.47 | 8.37 | 3.02 | | 7.52 | | | | |
| 394.0 | TO MT. HEBRON 2.7 | 35.5 | 1.43 | 8.32 | 2.58 | | s 7.45 | | | | |
| 396.7 | TO MACDOEL 1.6 | 32.8 | | | | | f 7.40 | | | | |
| 398.3 | SOMERSET 4.3 | 31.2 | 1.38 | 8.27 | 2.54 | | 7.37 | | | | |
| 402.6 | MAY 4.5 | 26.9 | 1.33 | 8.22 | 2.50 | | 7.32 | | | | |
| 407.1 | TO DORRIS 4.5 | 22.4 | 1.28 | s 8.17 | 2.46 | | s 7.27 | | | | |
| 411.6 | CALOR 4.0 | 17.9 | 1.22 | 8.08 | 2.42 | | 7.19 | | | | |
| 415.6 | WORDEN 2.6 | 13.9 | 1.17 | 8.03 | 2.38 | | 7.14 | | | | |
| 418.2 | ADY 4.1 | 11.3 | 1.14 | 7.59 | | | 7.10 | | | | |
| 422.3 | MIDLAND 3.9 | 7.2 | 1.09 | 7.54 | 2.32 | | 7.05 | | | | |
| 426.2 | TEXUM 2.5 | 3.3 | 1.04 | 7.50 | 2.28 | | 7.01 | | | | |
| 428.7 | TO-R KLAMATH FALLS YARD 0.8 | 0.8 | | | | | | | | | |
| 429.5 | TO-R KLAMATH FALLS | 0.0 | 1.00 AM | 7.45 AM | 2.23 PM | | 6.55 PM | | | | |
| | (107.9) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| |Time over District..... | | (3.00) | (3.00) | (2.32) | (1.00) | (3.30) | | | | |
| |Average Speed per Hour..... | | 35.67 | 35.67 | 42.23 | 23.50 | 30.57 | | | | |

Westward freight trains using siding at Mt. Hebron to meet or permit trains to pass, will make a cut in front of train-order office sufficient to clear the county road crossing.

Water Supply—Three-fourths mile east of Cantara.

RULE 86. Except within Centralized Traffic Control System second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9 and 10 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

KIRK SUBDIVISION

EASTWARD

| Capacity of sidings in car lengths | | SECOND CLASS | | | | FIRST CLASS | | | | Mile Post Location | Timetable No. 55 July 10, 1949 | Distance from Klamath Falls |
|---------------------------------------|----------|-----------------|-----------------|----------------------|-----------------|-----------------|--------------------|-----------------|-----------------|-----------------------|-----------------------------------|--------------------------------|
| | | 636 | 634 | 384 | 632 | 16 | 10 | 20 | 12 | | | |
| | | Freight | Freight | G. N. Ry. Freight | Freight | West Coast | Shasta Daylight | Klamath | Cascade | | | |
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| Klamath Falls yd. | BKWOTYP | PM 4.00 | AM 9.10 | AM 8.45 | AM 1.15 | PM 10.05 | PM 4.41 | AM 10.10 | AM 3.50 | 429.5 | TO-R KLAMATH FALLS | 0.0 |
| | P | 4.12 | 9.22 | 8.57 | 1.27 | 10.09 | | 10.15 | 3.53 | 431.9 | 2.4 CHELSEA | 2.4 |
| | 102 | P 4.22 | 9.32 | 9.07 | 1.37 | 10.15 | 4.46 | 10.20 | 3.57 | 434.1 | 2.2 WOCUS | 4.6 |
| | 101 | P 4.30 | 9.40 | 9.15 | 1.45 | c 10.21 | 4.51 | c 10.26 | 4.02 | 438.9 | 4.8 ALGOMA | 9.4 |
| | 107 | P 4.36 | 9.46 | 9.22 | 1.51 | 10.26 | 4.55 | 10.32 | 4.07 | 442.6 | 3.7 OUXY | 13.1 |
| | 102 | P 4.42 | 9.53 | 9.29 | 1.57 | c 10.31 | 4.59 | c 10.37 | 4.12 | 447.2 | 4.6 MODOC POINT | 17.7 |
| | 103 | P 4.50 | 10.01 | 9.37 | 2.05 | 10.36 | 5.03 | 10.44 | 4.17 | 451.8 | 4.6 LOBERT | 22.3 |
| Yd. Limits. | 187 KWYP | 4.59 | 10.11 | 9.47 | 2.14 | s 10.45 | 5.08 | s 10.54 | 4.23 | 456.7 | 4.9 CHILOQUIN | 27.2 |
| | 82 P | 5.01 | 10.13 | 9.49 | 2.16 | | | | | 458.0 | 1.3 PINE RIDGE | 28.5 |
| | 105 | P 5.13 | 10.23 | 10.01 | 2.26 | 10.53 | 5.13 | 11.02 | 4.27 | 461.1 | 3.1 BRAYMILL | 31.6 |
| | 97 | P 5.39 | 10.38 | 10.21 | 2.41 | 11.00 | 5.17 | 11.09 | 4.32 | 465.3 | 4.2 CALIMUS | 35.8 |
| E 112 W 107 | WYP | 5.45 | 10.50 | 10.36 | 2.53 | f 11.07 | 5.22 | c 11.18 | 4.37 | 470.3 | 5.0 KIRK | 40.8 |
| | 95 | P 5.51 | 10.57 | 10.44 | 3.00 | 11.12 | 5.26 | 11.25 | 4.41 | 474.5 | 4.2 FUEGO | 45.0 |
| | 95 | P 5.57 | 11.05 | 10.51 | 3.08 | 11.17 | | c 11.31 | 4.45 | 478.6 | 4.1 CHINCHALO | 49.1 |
| | 96 | WP 6.04 | 11.13 | 10.59 | 3.16 | 11.22 | 5.33 | c 11.39 | 4.50 | 483.4 | 4.8 LENZ | 53.9 |
| | 95 | P 6.12 | 11.20 | 11.09 | 3.24 | 11.27 | 5.37 | c 11.45 | 4.55 | 488.2 | 4.8 MAZAMA | 58.7 |
| | 106 | P 6.19 | 11.27 | 11.17 | 3.31 | 11.37 | 5.41 | 11.50 | 4.59 | 492.6 | 4.4 YAMSAY | 63.1 |
| | 95 | P 6.27 | 11.35 | 11.25 | 3.39 | PM 11.51 | | c AM 11.55 | 5.05 | 498.0 | 5.4 DIAMOND LAKE | 68.5 |
| | 95 | BKP 6.37 | 11.45 | AM 11.35 | 3.49 | f AM 12.05 | 5.50 | s PM 12.03 | c 5.11 | 503.3 | 5.3 CHEMULT | 73.8 |
| | 96 | WYP 6.44 | AM 11.52 | | 3.57 | 12.10 | 5.53 | 12.11 | 5.15 | 507.2 | 3.9 PAUNINA | 77.7 |
| | 96 | P 6.57 | PM 12.05 | | 4.10 | 12.25 | 6.00 | f 12.22 | 5.25 | 514.8 | 7.6 MOWICH | 85.3 |
| | 95 | P 7.05 | 12.13 | | 4.18 | 12.31 | 6.06 | 12.29 | 5.30 | 519.5 | 4.7 KOTAN | 90.0 |
| | 96 | P 7.12 | 12.20 | | 4.26 | 12.37 | 6.11 | 12.43 | 5.35 | 524.0 | 4.5 UMLI | 94.5 |
| Yard Limits Psgr. 45 BKWOYP | | 7.20 PM | 12.28 PM | | 4.35 AM | s 12.45 AM | 6.17 PM | s 12.50 PM | 5.40 AM | 528.6 | 4.6 TO-R CRESCENT LAKE | 99.1 |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (99.1) | |
| | | (3.20) 29.73 | (3.18) 30.01 | (2.50) 26.00 | (3.20) 29.73 | (2.40) 37.16 | (1.36) 61.93 | (2.40) 37.18 | (1.50) 54.05 | |Time over District..... | |
| | | | | | | | | | | |Average Speed per Hour..... | |

Main track at Crescent Lake between switches of passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is between main track and station building.

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.

RULE 86. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9 and 10 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Gilchrist Jct. | 513.2 | .. |

KIRK SUBDIVISION

| Mile Post Location | | Timetable No. 55 July 10, 1949 | | Distance from Crescent Lake | | WESTWARD | | | | | | | | | | | | | |
|----------------------------------|----------------------------------|-----------------------------------|--------------|-----------------------------|--------------|------------------|----------------------|---------------|---------------|--|--|--|--|--|--|--|--|--|--|
| | | | | | | FIRST CLASS | | | | | | | | | | | | | |
| | | | | | | 15 West Coast | 9 Shasta Daylight | 19 Klamath | 11 Cascade | | | | | | | | | | |
| STATIONS | | | | | | | | | | | | | | | | | | | |
| | | Arrive Daily | | Arrive Daily | | Arrive Daily | | Arrive Daily | | | | | | | | | | | |
| 429.5 | TO-R KLAMATH FALLS 2.4 | 99.1 | AM s 7.25 | PM s 2.13 | PM s 6.35 | AM s 12.50 | | | | | | | | | | | | | |
| 431.9 | CHELSEA 2.2 | 96.7 | 7.17 | | 6.27 | 12.45 | | | | | | | | | | | | | |
| 434.1 | WOCUS 4.8 | 94.5 | 7.13 | 2.06 | 6.23 | 12.42 | | | | | | | | | | | | | |
| 438.9 | TO ALGOMA 3.7 | 89.7 | c 7.08 | 2.01 | f 6.18 | 12.37 | | | | | | | | | | | | | |
| 442.6 | OUXY 4.6 | 86.0 | 7.03 | 1.57 | 6.13 | 12.33 | | | | | | | | | | | | | |
| 447.2 | TO MODOC POINT 4.6 | 81.4 | c 6.57 | 1.53 | f 6.07 | 12.28 | | | | | | | | | | | | | |
| 451.8 | LOBERT 4.9 | 76.8 | 6.51 | 1.49 | 6.01 | 12.23 | | | | | | | | | | | | | |
| 456.7 | TO CHILOQUIN 1.3 | 71.9 | s 6.45 | 1.44 | s 5.55 | 12.17 | | | | | | | | | | | | | |
| 458.0 | PINE RIDGE 3.1 | 70.6 | | | | | | | | | | | | | | | | | |
| 461.1 | BRAYMILL 4.2 | 67.5 | 6.34 | 1.39 | 5.44 | 12.12 | | | | | | | | | | | | | |
| 465.3 | CALIMUS 5.0 | 63.3 | 6.29 | 1.35 | 5.39 | 12.07 | | | | | | | | | | | | | |
| 470.3 | TO KIRK 4.2 | 58.3 | c 6.23 | 1.30 | f 5.33 | 12.01 AM | | | | | | | | | | | | | |
| 474.5 | FUEGO 4.1 | 54.1 | 6.18 | | c 5.26 | 11.57 PM | | | | | | | | | | | | | |
| 478.6 | CHINCHALO 4.8 | 50.0 | 6.13 | 1.23 | c 5.17 | 11.52 | | | | | | | | | | | | | |
| 483.4 | TO LENZ 4.8 | 45.2 | c 6.08 | 1.19 | c 5.12 | 11.47 | | | | | | | | | | | | | |
| 488.2 | MAZAMA 4.4 | 40.4 | 6.03 | 1.15 | c 5.07 | 11.42 | | | | | | | | | | | | | |
| 492.6 | YAMSAY 5.4 | 36.0 | 5.58 | 1.11 | 5.02 | 11.37 | | | | | | | | | | | | | |
| 498.0 | DIAMOND LAKE 5.3 | 30.6 | c 5.51 | | c 4.56 | 11.31 | | | | | | | | | | | | | |
| 503.3 | TO-R CHEMULT 3.9 | 25.3 | s 5.45 | 1.02 | s 4.50 | 11.25 | | | | | | | | | | | | | |
| 507.2 | PAUNINA 7.6 | 21.4 | 5.39 | 12.59 | c 4.43 | 11.20 | | | | | | | | | | | | | |
| 514.8 | TO MOWICH 4.7 | 13.8 | c 5.25 | 12.52 | 4.33 | 11.12 | | | | | | | | | | | | | |
| 519.5 | KOTAN 4.5 | 9.1 | 5.08 | 12.47 | 4.27 | 11.06 | | | | | | | | | | | | | |
| 524.0 | UMLI 4.6 | 4.6 | 5.02 | 12.43 | 4.21 | 11.01 | | | | | | | | | | | | | |
| 528.6 | TO-R CRESCENT LAKE | 0.0 | 4.55 AM | 12.38 PM | 4.15 PM | 10.55 PM | | | | | | | | | | | | | |
| (99.1) | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | | | | | | | | | |
|Time over District..... | | | (2.30) | (1.35) | (2.20) | (1.55) | | | | | | | | | | | | | |
|Average Speed per Hour..... | | | 39.64 | 62.60 | 42.47 | 51.70 | | | | | | | | | | | | | |

Main track at Crescent Lake between switches of passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is between main track and station building.

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.

RULE 86. Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9 and 10 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

BLACK BUTTE SUBDIVISION

EASTWARD

WESTWARD

| EASTWARD | | | | Mile Post Location | Automatic Block System | Distance from Ashland | WESTWARD | | | | | |
|------------------------------------|-------------|--|--|--------------------|------------------------|-----------------------------|------------------|-----------------------|------------------|-------------|--------------|--|
| Capacity of sidings in car lengths | FIRST CLASS | | | | | | 328 Passenger | Time July 10, 1949 | 327 Passenger | FIRST CLASS | | |
| | | | | | | | | | | Leave Daily | Arrive Daily | |
| Yard Limits 210 WYP | | | | AM 7.35 | 345.2 | TO BLACK BUTTE | 85.1 | | PM 8.45 | | | |
| | | | | | 347.0 | 1.8 IGERNA | 83.3 | | | | | |
| | | | | | 345.8 | 2.6 WEED | 80.7 | s 8.25 | | | | |
| Yard Limits 53 BKWOYP | | | | s 7.57 | 348.4 | TO-R EDGEWOOD | 75.7 | s 8.11 | | | | |
| 44 WYP | | | | s 8.10 | 353.4 | 5.0 GAZELLE | 68.1 | s 7.55 | | | | |
| 67 P | | | | s 8.23 | 361.0 | 7.6 GRENADA | 60.0 | s 7.39 | | | | |
| 80 P | | | | s 8.36 | 369.1 | 8.1 MONTAGUE | 53.6 | s 7.24 | | | | |
| Yard Limits 62 KP | | | | s 9.00 | 375.5 | TO SNOWDON | 48.4 | f 7.10 | | | | |
| 63 YP | | | | f 9.15 | 380.7 | 5.2 AGER | 42.9 | f 7.01 | | | | |
| 51 P | | | | f 9.30 | 386.2 | 6.9 HORN BROOK | 36.0 | s 6.44 | | | | |
| Yard Limits 73 KWYP | | | | s 9.55 | 393.1 | TO HILT | 27.3 | s 6.18 | | | | |
| 48 P | | | | s 10.23 | 401.8 | 8.7 GREGORY | 21.7 | f 6.01 | | | | |
| 57 P | | | | f 10.40 | 407.4 | 5.6 SISKIYOU | 16.9 | s 5.46 | | | | |
| 73 TP | | | | s 10.55 | 412.2 | 4.8 STEINMAN | 9.8 | 5.20 | | | | |
| 55 WP | | | | 11.15 | 419.3 | 7.1 MISTLETOE | 6.2 | f 5.09 | | | | |
| 68 P | | | | f 11.25 | 422.9 | 3.6 ASHLAND | 0.0 | 4.55 PM | | | | |
| Ashland yard BKWOTP | | | | s 11.45 AM | 429.1 | (85.1) | | Leave Daily | | | | |
| | | | | Arrive Daily | | | | | | | | |
| | | | | (4.10) | | Time over District..... | | (3.50) | | | | |
| | | | | 20.42 | | Average Speed per Hour..... | | 22.17 | | | | |

GS and AC class engines not permitted to operate between Hornbrook and Ashland.
 Water Supply: One-fourth mile east of Grenada
 MP 390.5
 MP 403.6 (Emergency only)

| ADDITIONAL STATIONS | | |
|--------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Peters and Daly . (Spur) | 426.2 | .. |
| Belleview | 426.8 | .. |

MERRILL SUBDIVISION

| EASTWARD | | | | Mile Post Location | Timetable No. 55 July 10, 1949 | Distance from Klamath Falls | WESTWARD | | | |
|------------------------------------|-------------------|---------|----------------|--------------------|-----------------------------------|------------------------------------|----------------|----------------|----------|--|
| Capacity of sidings in car lengths | | | | | | | THIRD CLASS | | | |
| | | | | | | | 617 Freight | 619 Freight | | |
| | | | | | | | Arrive Daily | Arrive Daily | | |
| Yard Limits 61 | BKWOYP | | | 457.3 458.3 | TO-R | ALTURAS | 97.5 | PM 2.15 | AM 2.15 | |
| | | | | 459.9 | | 1.6 JUNIPER | 95.9 | | | |
| | 72 | P | | 470.6 | | 10.7 FLETCHER | 85.2 | 1.40 | 1.40 | |
| | 75 | WYP | | 477.7 | TO | 7.1 CANBY | 78.1 | 1.20 | 1.20 | |
| | 75 | YP | | 485.4 | | 7.7 AMBROSE | 70.4 | 12.50 | 12.50 | |
| | 72 | P | | 489.8 | | 4.4 BOLES | 66.0 | 12.25 | 12.25 | |
| | 81 | WP | | 493.6 | | 3.8 HACKAMORE | 62.2 | 12.15 PM | 12.15 AM | |
| | 73 | P | | 500.8 | | 7.2 MEARES | 55.0 | 11.50 AM | 11.50 PM | |
| | 105 | WYP | | 506.1 | TO | 5.3 PEREZ | 49.7 | 11.30 | 11.30 | |
| | 73 | P | | 515.4 | | 9.3 CORNELL | 40.4 | 10.58 | 10.58 | |
| | | YP | | 521.9 | | 6.5 STALEY | 33.9 | | | |
| | 73 | WP | | 524.3 | | 2.4 STRONGHOLD | 31.5 | 10.38 | 10.38 | |
| | | I | | 525.4 | | 1.1 Great Northern Ry. Crossing | 30.4 | | | |
| | 40 | P | | 529.7 | TO | 4.3 TULE LAKE | 26.1 | 10.28 | 10.28 | |
| | 97 | P | | 533.2 | | 3.5 HATFIELD | 22.6 | 10.20 | 10.20 | |
| | 73 | P | | 537.9 | TO | 4.7 MERRILL | 17.9 | 10.10 | 10.10 | |
| | 73 | P | | 547.1 | | 9.2 STUKEL | 8.7 | 9.50 | 9.50 | |
| | Klamath Falls Yd. | BKWOTYP | | 428.7 555.0 | TO-R | 7.9 KLAMATH FALLS YARD | 0.8 | 9.30 AM | 9.30 PM | |
| BKWOTYP | | | 429.5 555.8 | TO-R | 0.8 KLAMATH FALLS | 0.0 | | | | |
| | | | | | (97.5) | | Leave Daily | Leave Daily | | |
| | | | | |Time over District..... | | (4.45) | (4.45) | | |
| | | | | |Average Speed per Hour..... | | 20.88 | 20.88 | | |

RULE 5. Schedule time and train-order time at Alturas apply at train-order office.

Take water at Hackamore and Stronghold only in emergency.

| EASTWARD | | | Mile Post Location | Timetable No. 55 July 10, 1949 | Distance from Lakeview | WESTWARD | |
|--------------------|-----------------|-----------------|--------------------|-----------------------------------|------------------------|-----------------|-----------------|
| THIRD CLASS | SECOND CLASS | SECOND CLASS | | | | THIRD CLASS | |
| 648 Freight | 646 Freight | 645 Freight | | | | 647 Freight | |
| Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | | | | |
| Yard Limits BKWOYP | AM 5.00 | 458.3 456.8 | TO-R | ALTURAS | 55.5 | AM 11.30 | |
| 16 P | | 466.9 | | 10.1 SURPRISE | 45.4 | | |
| 21 P | | 478.6 | | 11.7 DAVIS CREEK | 33.7 | | |
| 20 P | AM 9.00 | 491.2 | TO | 12.6 WILLOW RANCH | 21.1 | AM 7.00 | 8.30 AM |
| 15 | | 498.2 | | 6.6 FAIRPORT | 14.5 | | |
| Yard Limits BKWYP | 11.00 AM | 512.3 | TO-R | 14.5 LAKEVIEW | 0.0 | 5.00 AM | |
| | Arrive Daily | Arrive Daily | | (55.5) | | Leave Daily | Leave Daily |
| | (2.00) 10.55 | (3.00) 11.41 | |Time over District..... | | (2.00) 10.55 | (3.00) 11.41 |
| | | | |Average Speed per Hour..... | | | |

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Alturas line | | |
| Copic..... | 520.3 | .. |
| Homestead..... | 525.6 | .. |
| Tuber..... | 527.7 | .. |
| Malone..... | 536.0 | .. |
| Lost River..... | 541.0 | .. |
| Hosley..... | 543.8 | .. |
| Gem..... | 548.1 | .. |
| Spring Lake..... | 550.3 | .. |

RULE 5. Schedule time and train-order time at Alturas apply at train-order office.

Water Supply: MP 485.8

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) | |
| 12 | Chemult..... | Flag..... | Daily..... | | Davis..... | |
| 15 | Mowich..... | Flag..... | Tues. and Sat..... | | | To entrain employes |
| 15 | Diamond Lake..... | Flag..... | Tues. and Sat..... | | | To entrain employes |
| 15 | Lenz..... | Flag..... | Tues. and Sat..... | | | To entrain employes |
| 15 | Kirk..... | Flag..... | Tues. and Sat..... | | | To entrain employes |
| 15 | Modoc Point..... | Flag..... | Tues. and Sat..... | | | To entrain employes |
| 15 | Algoma..... | Flag..... | Tues. and Sat..... | | | To entrain employes |
| 15 | Lamoine..... | Stop if necessary..... | Daily..... | | | To dispatch parcel post |
| 15 | O'Brien..... | Stop if necessary..... | Daily..... | | | To dispatch parcel post |
| 16 | Cottonwood..... | Flag..... | Daily..... | Klamath Falls..... | Gerber..... | |
| 16 | Lakehead..... | Stop if necessary..... | Daily..... | | | To dispatch parcel post |
| 16 | Shasta Springs..... | Flag..... | Daily, May 15 to Sept. 30..... | Klamath Falls..... | Redding..... | |
| 16 | Black Butte..... | Flag..... | Daily..... | Klamath Falls..... | Sacramento..... | |
| 16 | Kegg Pit..... | Flag..... | Sunday..... | | | To receive or discharge employes |
| 16 | Algoma..... | Flag..... | Daily..... | Eugene..... | Klamath Falls..... | |
| 16 | Algoma..... | Stop if necessary..... | Daily..... | | | To receive or discharge U. S. Mail or newspapers |
| 16 | Modoc Point..... | Flag..... | Daily..... | Eugene..... | Klamath Falls..... | |
| 16 | Modoc Point..... | Stop..... | Daily..... | | | To exchange U. S. Mail by locker |
| 19 | Paunina..... | Flag..... | Monday..... | Any station..... | | |
| 19 | Diamond Lake..... | Flag..... | Monday..... | Any station..... | | |
| 19 | Mazama..... | Flag..... | Monday..... | Any station..... | | |
| 19 | Lenz..... | Flag..... | Daily..... | Klamath Falls..... | Eugene..... | |
| 19 | Chinchalo..... | Flag..... | Saturday..... | Any station..... | | |
| 19 | Fuego..... | Flag..... | Saturday..... | Any station..... | | |
| 19 | Kegg Pit..... | Flag..... | Sun., Wed., Fri..... | Any station..... | Any station..... | |
| 19 | Black Butte..... | Flag..... | Daily..... | | Klamath Falls..... | |
| 19 | Shasta Springs..... | Flag..... | Daily..... | Davis..... | Klamath Falls..... | |
| 20 | Any Station Gerber to Dunsmuir | Flag..... | Daily..... | Black Butte..... | | |
| 20 | Shasta Springs..... | Flag..... | Daily..... | Klamath Falls..... | Davis..... | |
| 20 | Bolam..... | Flag..... | 13th and 29th..... | | | To entrain employes |
| 20 | Algoma..... | Flag..... | Daily..... | Eugene..... | Gerber..... | |
| 20 | Algoma..... | Flag..... | Tues. and Sat..... | | | To detrain employes |
| 20 | Modoc Point..... | Flag..... | Daily..... | Eugene..... | Gerber..... | |
| 20 | Modoc Point..... | Flag..... | Tues. and Sat..... | | | To detrain employes |
| 20 | Kirk..... | Flag..... | Daily..... | Eugene..... | Gerber..... | |
| 20 | Kirk..... | Flag..... | Tues. and Sat..... | | | To detrain employes |
| 20 | Chinchalo..... | Flag..... | Daily..... | Eugene..... | Gerber..... | |
| 20 | Lenz..... | Flag..... | Daily..... | Eugene..... | Klamath Falls..... | |
| 20 | Lenz..... | Flag..... | Tues. and Sat..... | | | To detrain employes |
| 20 | Mazama..... | Flag..... | Daily..... | Eugene..... | Gerber..... | |
| 20 | Diamond Lake..... | Flag..... | Tues. and Sat..... | | | To detrain employes |

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE 4. Designated holidays:
 New Year's Day, January 1st.
 Washington's Birthday, February 22nd.
 Decoration Day, May 30th.
 Independence Day, July 4th.
 Labor Day, first Monday in September.
 Thanksgiving Day, fourth Thursday in November.
 Christmas Day, December 25th.

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

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 steam engine and caboose.

SPECIAL INSTRUCTIONS—REDDING SUBDIVISION

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

Dunsmuir Yard } Trains originating or terminating.
 Dunsmuir }

RULE 83 (B). At open train-order offices trains may register by ticket as follows:
 Dunsmuir . . . Nos. 9 and 10.

RULE 105. Redding. Track on passenger station side next to main track is westward siding. Track on freight station side next to main track is eastward siding and extends from initial switch at west end to beginning of C. T. C.

RULE 221. First-class trains will not obtain clearance at Dunsmuir Yard.

Eastward trains originating at Dunsmuir Yard and westward trains terminating at Dunsmuir Yard need not obtain clearance at Dunsmuir.

Light engines originating must obtain clearance and register at Dunsmuir instead of Dunsmuir Yard.

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

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 Yard } Trains originating or terminating.
 Dunsmuir }

Klamath Falls Yard—Westward trains originating at Klamath Falls; eastward third-class and extra trains terminating at Klamath Falls.

Klamath Falls—All trains except westward extra freight trains originating.

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

Dunsmuir—Nos. 9 and 10.

Grass Lake—All trains.

Klamath Falls Yard—Westward first-class trains and extra passenger trains.

Klamath Falls—Westward GNRy trains.

Operator Klamath Falls will repeat registration of eastward first-class trains to operator Klamath Falls Yard for entry in register. Registration must be repeated for verification.

RULE 105. Weed. Siding located east of station building on opposite side of main track.

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.

Bray. House track must be left clear for meeting or passing of trains.

Mt. Hebron. Track on station side of main track is westward siding. 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. Westward trains receiving an order to meet an opposing train on track known as turntable lead at Siskiyou (this track is on south side of main track used by helper engines moving to and from turntable) must not pass signal 4127 until it is known that opposing train has passed signal 4112 at west end of tunnel 13. Eastward trains or engines will leave turntable lead at east switch located 200 feet west of signal 4124.

RULE 221. First-class trains will not obtain clearance at Dunsmuir Yard.

Light engines originating must obtain clearance and register at Dunsmuir instead of Dunsmuir Yard.

Other eastward trains originating at Dunsmuir Yard and westward trains terminating at Dunsmuir Yard need not obtain clearance at Dunsmuir.

First-class trains will not obtain clearance at Klamath Falls Yard.

MILEAGE

Main Line

| | | First Track | Second Track | Miles |
|------------------------------------|------------|----------------|-----------------|--------|
| Proberta to Ashland..... | (CPRy..... | 180.85 | | |
| | (SPCo..... | 27.60 | | |
| Black Butte to Crescent Lake..... | CPRy..... | 181.77 | | |
| Akturas to Klamath Falls Yard..... | CPRy..... | 97.65 | | |
| Total..... | | 487.87 | 0.0 | |
| Total Main Lines..... | | | | 487.87 |

Branches

| | | | | |
|-----------------------------------|-----------|-------|--|---------------|
| Keswick—Redding to Coram..... | USRR..... | 13.49 | | |
| Lakeview—Akturas to Lakeview..... | CPRy..... | 56.16 | | |
| Total Branches..... | | | | 69.65 |
| Total Shasta Division..... | | | | <u>557.52</u> |

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 |

O R E G O N

C A L I F O R N I A



TO PORTLAND

TO PORTLAND

TO OGDEN

CRESCENT LAKE

GILCHRIST JCT.

CHEMULT

CHINCHALO

KIRK

CHILOQUIN

ALGOMA

KLAMATH FALLS
TEXUM

ASHLAND

SISKIYOU

HORN BROOK

DORRIS

STRONGHOLD

WILLOW RANCH

MONTAGUE

GRASS LAKE

LEAF

HACKAMORE

CANBY

ALTURAS

WEED

BLACK BUTTE

MT. SHASTA

DUNSMUIR

SIMS

LAKEHEAD

PITBRIDGE

CORAM

REDDING

COTTONWOOD

RED BLUFF

GERBER

PROBERTA

TEHAMA

L. L. CO. RR.

C. N. RR.

L. B. L. CO. RR.

C. N. RR.

C. C. L. RR.

B. V. L. CO. RR.

TO SAN FRANCISCO
OCEAN VIEW
SUNNY VALLEY
SANTA FE VALLEY

SHASTA DIVISION