

NORTHWESTERN PACIFIC RAILROAD COMPANY



TIMETABLE

27

EFFECTIVE SUNDAY, SEPTEMBER 30, 1951

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

G. L. MORRISON

Vice President and General Manager

TRAINMASTERS

R. D. SHUGRUE.....San Rafael
S. J. MACKIE.....Santa Rosa
R. E. HURLBUTT.....Eureka

ASSISTANT TRAINMASTERS

F. A. SIERCK.....Eureka
R. K. JAMIESON, JR.....Willits

ROAD FOREMAN OF ENGINES

H. E. JAMIESON.....Eureka

CHIEF TRAIN DISPATCHER

W. M. BALDOCK.....San Rafael

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco...	Dr. W. W. Washburn...	Chief Surgeon
Sausalito.....	Dr. C. F. Larson.....	District Physician and Surgeon
Tiburon.....	Dr. D. L. Wagner.....	District Physician and Surgeon
Mill Valley.....	Dr. R. B. Hartman.....	District Physician and Surgeon
San Anselmo....	Dr. D. L. Wagner.....	District Physician and Surgeon
San Anselmo....	Dr. L. J. McMahon....	Dental Surgeon
San Rafael.....	Dr. H. O. Hund.....	District Physician and Surgeon
San Rafael.....	Dr. C. A. DeLancey....	District Physician and Surgeon
San Rafael.....	Dr. D. L. Wagner.....	District Physician and Surgeon
Novato.....	Dr. R. J. Weseman....	District Physician and Surgeon
Petaluma.....	Dr. F. E. Ems.....	District Physician and Surgeon
Petaluma.....	Dr. J. J. Mohrman....	District Physician and Surgeon
Petaluma.....	Dr. H. M. Every.....	Oculist and Aurist
Petaluma.....	Dr. F. H. Phillips....	Dental Surgeon
Petaluma.....	Dr. L. S. Sanella....	Ass't Oculist and Aurist
Sebastopol....	Dr. Chester Marsh....	District Physician and Surgeon
Guerneville....	Dr. W. N. Makaroff....	District Physician and Surgeon
Santa Rosa.....	Dr. E. T. Noall.....	District Physician and Surgeon
Santa Rosa.....	Dr. A. M. Bowles....	District Physician and Surgeon
Santa Rosa.....	Dr. Paul T. Quarry....	District Physician and Surgeon
Santa Rosa.....	Dr. J. L. Spear.....	Oculist-Aurist
Santa Rosa.....	Dr. E. T. McMannis....	Dental Surgeon
Healdsburg....	Dr. K. J. Dunlavy....	District Physician and Surgeon
Sonoma.....	Dr. W. J. Newman....	District Physician and Surgeon
Cloverdale....	Dr. F. E. Sohler, Jr..	District Physician and Surgeon
Ukiah.....	Dr. H. O. Cleland....	District Physician and Surgeon
Ukiah.....	Dr. E. K. Van Allen...	Ass't District Physician and Surgeon
Willits.....	Dr. Raymond Babcock.	District Physician and Surgeon
Willits.....	Dr. G. W. Patterson..	Ass't District Physician and Surgeon
Scotia.....	Dr. E. F. Gianotti....	District Physician and Surgeon
Fortuna.....	Dr. C. Schwartz.....	District Physician and Surgeon
Eureka.....	Dr. J. W. Walsh.....	District Physician and Surgeon
Eureka.....	Dr. G. B. Watson.....	Ass't District Physician and Surgeon
Eureka.....	Dr. W. C. Carey.....	Oculist-Aurist
Eureka.....	Dr. W. W. Dolfini....	Oculist-Aurist
Eureka.....	Dr. B. M. Marshall....	Consulting Physician and Surgeon
Eureka.....	Dr. J. S. Woolford....	Radiologist
Arcata.....	Dr. B. Cooper.....	District Physician and Surgeon
Arcata.....	Dr. Chas. N. Earl....	Ass't 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 Surgeons.

HOSPITALS

GENERAL HOSPITAL.....	SAN FRANCISCO
GENERAL HOSPITAL.....	EUREKA
EMERGENCY HOSPITAL.....	SAN RAFAEL
EMERGENCY HOSPITAL.....	PETALUMA
EMERGENCY HOSPITAL.....	SANTA ROSA
EMERGENCY HOSPITAL.....	WILLITS

WATCH INSPECTORS

RULE 2. Designated Watch Inspectors:

C. D. Fabrin, Manager Time Service.....	.65 Market Street, San Francisco
E. J. Land.....	.745 3rd Street, San Francisco
G. D. Davidson Co., Traveling Watch Inspector.....	
C. R. Ellis.....	Sausalito
Herbert-Rohrer.....	1238 4th St., San Rafael
Lynn Richey.....	165 Main Street, Petaluma
L. M. Britton.....	724 4th St., Santa Rosa
Chester Kradjan.....	502 4th Street, Santa Rosa
Harry D. Roberts.....	106 W. Standley Street, Ukiah
A. B. Guslander.....	Willits
J. C. Tario, Jr.....	Eureka
W. J. Thomas.....	Eureka

LOCATION OF STANDARD CLOCKS

Eureka.....	Train-Order Office
Eureka.....	Roundhouse
Island Mountain.....	Train-Order Office
San Rafael.....	Ticket Office
San Rafael.....	Dispatchers Office
Santa Rosa.....	Train-Order Office
Scotia.....	Train-Order Office
South Fork.....	Train-Order Office
Tiburon.....	Train-Order Office
Ukiah.....	Train-Order Office
Willits.....	Train-Order Office
Willits.....	Roundhouse

SOUTHERN DIVISION—WILLITS SUBDIVISION

EASTWARD		Mile Post Location	Timetable No. 27 September 30, 1951		Distance from Willits	WESTWARD	
Capacity of sidings	FIRST CLASS					FIRST CLASS	
	4 Eureka Express Leave Daily					3 Eureka Express Arrive Daily	
Yard Limits WYOPBK		PM 10.18	53.8	TO-R	85.7	AM 6.40	
52	WP	f 10.26	58.5	4.7 FULTON	81.0	f 6.29	
10	P	f 10.33	62.9	4.4 WINDSOR	76.6	s 6.21	
Yd. Limits 32	WTP	f	66.4	3.5 (12 Cars) GRANT	73.1	f	
		s 10.51	67.0	0.8 BAILHACHE	72.5		
		f 10.58	71.9	1.0 TO HEALDSBURG	71.5	s 6.12	
36	P	f 11.04	75.8	3.9 LYTTON	67.6	f 6.00	
35	P	f 11.11	81.3	3.9 TO GEYSERVILLE	63.7	s 5.51	
58	Yard Limits WOP	s 11.19	85.2	5.5 ASTI	58.2	s 5.41	
		f	87.1	3.9 TO CLOVERDALE	54.3	s 5.35	
20	P	f 11.28	89.8	1.9 (15 Cars) PRESTON (Spur-E)	52.4	f 5.20	
60	P	f 11.41	95.3	2.7 ECHO	49.7	f 5.06	
58	WP	PM 11.55	100.1	5.5 PIETA	44.2	f 5.06	
47	P	AM 12.05	103.9	4.8 TO HOPLAND	39.4	s 4.54	
10	P	f 12.19	109.6	3.8 LARGO	35.6	f 4.41	
91	Yard Limits WOTPBK	s 12.25	114.0	5.7 EL ROBLE	29.9	f 4.27	
	P	s 12.59	120.1	4.4 TO UKIAH	25.5	s 4.20	
78	Yard Limits WYP	s 1.04	122.1	6.1 CALPELLA	19.4	s 3.57	
24	P	f 1.12	124.0	2.0 REDWOOD VALLEY	17.4	s 3.51	
4	P	1.25	127.9	1.9 LAUGHLIN	15.5	f 3.45	
32	Yard Limits TWP	f 1.37	131.4	3.9 HILPASS	11.6	3.32	
		1.58	138.4	3.5 RIDGE	8.1	s 3.20	
	Yard Limits WYOPBK	s 2.01 AM	139.5	7.0 MUIR	1.1	2.58	
		Arrive Daily		1.1 TO-R WILLITS	0.0	2.55 AM	
						Leave Daily	

RULE S-72. No. 4 is superior to No. 3 Santa Rosa to Willits, and between switch at west end of train yard and east switch of scale track at Willits.

No. 3 will use scale track at Willits in meeting No. 4.

Bailhache and Calpella cannot be used for meeting or passing of trains.

SANTA ROSA SUBDIVISION

EASTWARD		Timetable No. 27 September 30, 1951 MILL VALLEY BRANCH		WESTWARD		EASTWARD		Timetable No. 27 September 30, 1951 LARKSPUR BRANCH		WESTWARD	
Capacity of sidings	Mile Post Location	STATIONS		Distance from Mill Valley	Capacity of sidings	Mile Post Location	STATIONS		Distance from Larkspur		
11	9.9	ALMONTE		1.8		13.0	BALTIMORE PARK		0.4		
P	11.7	MILL VALLEY		0.0		13.4	(4 Cars) LARKSPUR (Spur-E)		0.0		

NORTHERN DIVISION—SOUTH FORK SUBDIVISION

EASTWARD				Mile Post Location	WESTWARD			
Capacity of sidings	FIRST CLASS				Distance from South Fork	FIRST CLASS		
		4	Eureka Express			3	Eureka Express	
			Leave Daily				Arrive Daily	
Yard Limits WYOPBK		AM 2.20					AM 2.20	
54 P	f	2.28	139.5	TO-R	WILLITS	97.8	s	
56 P	f	2.41	143.7		4.2 OUTLET	93.6	f	
59 WP	f	2.51	148.7		5.0 ARNOLD	88.6	f	
44 P	f	3.05	152.5		3.8 LONGVALE	84.8	f	
39 WP	f	3.14	158.2		5.7 FARLEY	79.1	f	
46 WOP	s	3.28	161.8		3.6 TATU	75.5	f	
33 P	f	3.40	166.5	TO	4.7 DOS RIOS	70.8	s	
39 P	f	3.51	171.1		4.6 WOODMAN	66.2	f	
64 P	f	4.03	175.5		4.4 NASHMEAD	61.8	f	
54 WOP	f	4.15	180.0		4.5 SPYROCK	57.3	f	
22 P	f	4.29	184.3		4.3 BELL SPRINGS	53.0	f	
59 Yard Limits WOTPK	s	4.42	189.3		5.0 RAMSEY	48.0	f	
31 WP	f	5.04	194.5	TO	5.2 ISLAND MOUNTAIN	42.8	s	
			200.3		5.8 KEKAWAKA	37.0	f	
			205.5	(15 Cars)	5.2 CAIN ROCK (Spur-E)	31.8		
54 P	s	5.29	209.1	TO	3.6 ALDERPOINT	28.2	s	
54 Yard Limits WOP	s	5.50	216.6	TO	7.5 FORT SEWARD	20.7	s	
42 P	f	6.02	221.5		4.9 BROCK CREEK	15.8	f	
43 P	f	6.12	225.1		3.6 EEL ROCK	12.2	f	
18 P	f	6.24	230.1		5.0 SEQUOIA	7.2	f	
53 WP	f	6.30	232.2		2.1 McCANN	5.1	f	
Yard Limits WYOPBK	s	6.42 AM	237.3	TO-R	5.1 SOUTH FORK	0.0		
		Arrive Daily					Leave Daily	

RULE S-72. No. 4 is superior to No. 3 between switch at west end of train yard and east switch of scale track at Willits. No. 3 will use scale track at Willits in meeting No. 4.

Automatic Block Signals from east switch Island Mountain through tunnel 27.

SPECIAL INSTRUCTIONS—ALL DIVISIONS

RULE A. All, or portions of, the following rules have been changed. Pastors have been printed covering these changes, and employes must have the pasters in their copy of Book of Rules:

Rules	10 (G)	99	297
	10 (H)	104 (D)	705
	10 (J)	210	707
	11	221	708
	15	271	763
	26	295	837

DEFINITION of **FIXED SIGNAL** is changed to read as follows:

"A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, automatic, interlocking or absolute signal; switch, stop boards, yard limit boards or speed boards."

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULES 1 (A), 2 (A), 3 (A) and 3 (B) are cancelled, and Rules 1, 2 and 3 are amended as follows:

"RULE 1. Standard time, obtained from an authorized observatory, will be transmitted by telegraph daily except Sundays and holidays. Clocks bearing the prescribed sign 'Standard Clock' will be maintained at designated places, as shown in timetable, and employes charged with the duty of receiving time signal must set standard clock to agree with time signal and make record on prescribed form of any variation.

"At enginehouses and other locations of standard clocks where time signal is not received, employe in charge of standard clock must obtain correct time from nearest train-order operator by telephone, during, or after, transmittal of time signal, and set the clock."

"RULE 2. Each of the following employes, and such other employes as may be designated, must carry, while on duty, a reliable railroad grade watch, and must carry a watch certificate, Form CS-2821, which must be presented to an authorized watch inspector for renewal during the month of November of each year:

*Train-Order Operators	Brakemen
*Signal Operators	Engineers
*Except when assigned in offices where a standard clock is located.	Firemen
Conductors	Outside Hostlers
	Outside Hostler Helpers

"Employes must show their watches and certificates to division officers, authorized watch inspectors and traveling watch inspectors upon request."

"RULE 3. Conductors, engineers and outside hostlers must compare their watches with a standard clock, and conductors must compare time with their engineers, when commencing each day's work; and conductors must compare time with their brakemen, and engineers with their firemen, as soon thereafter as practicable.

"The time when watch is compared with standard clock, and any variation of such watch, if not set to correct time, must be recorded on prescribed form.

"When an additional engine is added to a train en route, engineer of that engine must compare time with the conductor or an engineer of the train.

"When conductors and engineers tie up at a point where there is no standard clock, time must be compared with train-order operator on duty when commencing each day's work. If this cannot be done, time must be compared with conductor or engineer of first available train.

"At train-order offices and interlockings where there is no standard clock, train-order operators and signal operators must, during each tour of duty, compare time with time signal if possible, otherwise with a train-order operator where standard clock is maintained, or time signal is received.

"Watches must be set to correct time if they reflect a variation of more than twenty seconds from correct time when comparison is made as prescribed in this rule."

RULE 7. Agents at stations are required to maintain, as a part of the station equipment, a lantern fitted with a white globe. Such lantern need not be kept lighted at night at stations within automatic block system limits. At other stations lantern will be kept lighted when trains are closely approaching and passing station.

A red globe must be on hand as part of station equipment and readily available for use in lantern in case of emergency.

RULE 10 (J) is revised to read as follows:

"Speed boards will be located to the right of track in direction of approach where practicable, except on double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

"Speed boards that prescribe reduction in speed will be located one-half mile from initial point of restriction. Speed boards that authorize an increase in speed will be located at the point where higher speed is permissible, and speed may be increased accordingly as soon as rear of train has passed the speed board.

(no change in Figures 1, 2 and 3)

"The higher number on speed board indicates the maximum speed of trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed of all other trains. Where but one number is shown it indicates the maximum speed of all trains."

Where speed boards prescribing an increase in speed are not installed, Speed Restrictions tables will indicate permissible speeds between mile post locations named.

RULE 14. Trackman's Call: Four long followed by four short sounds of whistle (— — — — o o o o) is Trackman's call. This signal may be used when necessary to summon trackmen. It must not be used unnecessarily. Upon hearing this signal by day or night, trackmen must immediately respond. Foremen must keep their men posted as to this signal.

RULE 17. Headlight will be displayed by day. When so displayed, the provisions of Rules 17, 17 (B), 17 (C) and S-17 will not apply unless other conditions require.

Headlights will not be so displayed when the engine is engaged in switching at stations or within yard limits.

RULE 19. Marker lamps are not standard equipment on engines. Extra sets of these lamps will be available at Tiburon, Santa Rosa, Willits, Island Mountain, South Fork and Eureka.

Classification lamps on rear of DF class engines will be considered as marker lamps by day or by night only when such lamps are lighted.

RULE 21 (D). Will not apply to Southern Pacific engines.

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

RULE 105. Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

RULE 221. Engineer approaching a train order office will, after observing train-order signal in the stop position, sound four short blasts of the engine whistle 14(j) and, if train order signal is changed to "Proceed," will acknowledge it by two short blasts of whistle 14(g).

GENERAL REGULATIONS

RULES 811 and 843. Crews must not tie up to eat without permission of train dispatcher, who must be advised as early as possible where the crew will eat. The crew must eat as a unit, and conductor's instructions in this respect will govern.

RULE 821. Diesel engines must not run over inundated tracks if water is more than three inches above top of rail, and when operating through water must not exceed speed of 3 MPH.

RULE 825. Fifth and sixth paragraphs are revised to read as follows:

"When empty cars are stored on tracks adjacent to buildings an opening of at least forty feet must be made every five car-lengths.

"Outfit cars must not be left adjacent to oil or gasoline loading or unloading locations, lumber yards, storehouses, warehouses or other buildings. When placed on tracks without fire protection, an opening of at least forty feet must be made every five car-lengths. Diner should not be separated from kitchen car."

RULE 826. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

RULE 827. Unless otherwise provided, when conditions are favorable and in the judgment of conductor it is safe, freight trains need not stop for train inspection. Where stops are made for other reasons, inspection of trains must be made as often as practicable. When weather conditions restrict visibility, or other conditions require, conductor will designate stops for inspection which in his judgment are necessary.

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

Westward passenger trains and eastward and westward freight trains will stop at Ridge for inspection. Westward freight trains will stop at Redwood Valley for inspection.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

When a train handling loaded open top cars is to be met or passed by a train, member of the train crew must make inspection of all such cars to insure that no hazard of personal injury or accident exists.

RULE 828 is revised to read as follows:

"Speed of freight trains must not exceed eight miles per hour for a distance sufficient to permit running inspection when starting. Trainmen must closely watch to see that brakes are released, and if necessary must signal enginemen to stop if wheels are found sliding. Conductor must promptly mail to the Vice President and General Manager a report of flat wheels discovered under cars in his train.

RULE 831 is revised to read as follows:

"Occupied wooden frame outfit cars must be placed next ahead of passenger cars if handled in mixed trains, or next ahead of caboose if handled in freight trains.

"Women and children must not be permitted to ride in outfit cars when moved by freight train. Other occupants of outfit cars must remain inside and not ride on top, sides or between these and other cars during course of road or yard movements."

Where not practical to move women and children other than in outfit cars, these cars may be moved in local freight or work train service, provided train is operated at not to exceed 15MPH, and that the women and children must remain inside the cars during movement.

RULE 832. Wooden underframe cars of any class must be placed next ahead of caboose, except that when handled in the same train with wooden frame outfit cars they must be placed next ahead of the outfit cars.

RULE 869 is cancelled.

RULE 873. Engines must not be sanded out while closely approaching or passing through tunnels.

RULE 880. Competent firemen may be provided with card, Form L-2209 from Road Foreman of Engines permitting them to handle engines in the presence and under the direction of the engineer, responsibility remaining with the engineer, as follows:

- (1) In yard service not to exceed two hours in any eight-hour shift after fireman has had at least one year's experience.
- (2) In road freight service after fireman has had two years or more actual service and at least one year in road service.
- (3) Firemen, regardless of experience, shall not be permitted to operate engines handling occupied passenger and outfit equipment.

AIR BRAKE RULES

Before hoses are parted, angle cocks must be closed on both sides of hose couplings.

The following paragraph on page 64 of Air Brake Rules and Regulations, has been cancelled:

"The hose couplings must be parted by hand to prevent the possibility of injury to hose and rubber gasket in the couplings."

MISCELLANEOUS

Engines on passenger trains must stop 50 feet from occupied passenger equipment before coupling to the equipment.

When passenger trains pick up or set out cars short of a station, a regular station stop must be made before leaving.

Employees are prohibited from giving signals of any kind to highway traffic at crossings except those employees whose duties require them to protect crossings. Signals by such employees must be limited to a display indicating "Stop".

Employees (including crossing watchmen) will not, under any circumstances, signal by hand or otherwise, for highway vehicles or pedestrians to cross over railroad tracks.

HELPER SERVICE:

Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.

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

Not more than one helper engine will be placed behind steel underframe cabooses.

DF class helpers weighing not to exceed 330,000 lbs. on the drivers may be used behind steel underframe cabooses on two-engine trains when the road engine is DF class.

SPECIAL INSTRUCTIONS—ALL DIVISIONS

MAXIMUM ENGINE WEIGHTS AND CAR LOADINGS PERMISSIBLE OVER DISTRICTS SHOWN BELOW

	Engine	(See Note 1) Gross Car Load in Lbs.
Sausalito to Detour.....	Any engine.....	188,000
Tiburon to Willits.....	Any engine.....	188,000
Ignacio to Sonoma.....	Any engine.....	188,000
Almonte to Mill Valley.....	Any engine.....	188,000
Baltimore Park to Larkspur.....	Any engine.....	188,000
Willits to Eureka.....	Any engine.....	188,000
*Eureka to Korblex.....	Not to exceed 142,000 lbs. on drivers.	188,000
*Alton to Carlotta.....	Not to exceed 150,000 lbs. on drivers.	188,000
*Carlotta to end of industry track.....	Not to exceed 142,000 lbs. on drivers.	169,000
Arcata to Samoa.....	Not to exceed 142,000 lbs. on drivers.	188,000
Samoa Yard, when operated on wharves.....	Not to exceed 138,000 lbs. on drivers.	169,000

*Except: DS-4 class engines 1004 to 1009 permitted to operate.

Note 1. Cars having normal capacity of 100,000 lbs. must not exceed a total weight on rail of 169,000 lbs. Cars having a normal capacity of 140,000 lbs. must not exceed 210,000 lbs. total weight on rail. The gross car load of 188,000 lbs., may be exceeded up to but not in excess of 210,000 lbs. total weight on rail for cars having a normal capacity of 140,000 lbs. only for single cars which have loads on each side not exceeding a gross weight of 188,000 lbs., and, further, when such loads are handled at a speed not to exceed 25 MPH.

Relief Outfit No. 40, normally kept at Willits, weighs 170,000 lbs. Relief Outfit No. 41, normally kept at Eureka, weighs 166,800 lbs. These cranes must not be moved at speeds in excess of 10 MPH in districts where weight on drivers is limited to 142,000 lbs. or less.

Official cars, with 3 axles per truck, may be handled when weight does not exceed 200,000 lbs.

Loads must not exceed 13 feet above top of rail.

Cars exceeding weights shown in this table must not be handled unless authorized by Chief Train Dispatcher.

SPEED RESTRICTIONS

Speed of light engines running forward must not exceed restrictions shown for freight trains.

Trains with steam engine running backward must not exceed 20 MPH.

Light engines running backward must not exceed speed shown for freight trains, and under no circumstances exceed 15 MPH, except between Laughlin and MP 136.7 must not exceed 12 MPH.

Steam engines operated coupled tender to tender must not exceed speed permitted for light engines running backward.

Maximum speed of disabled engines hauled in train or running under own steam must not exceed 20 MPH.

Trains handling steam shovels, ditchers, cranes, spreaders, pile drivers, and derricks must not exceed 25 MPH.

Trains handling logs loaded in other than gondolas must not exceed 15 MPH, except that at the following locations speed of 10 MPH must not be exceeded:

Through tunnels,
While passing occupied outfit cars,
Over Van Duzen Bridge, MP 261.84,
Over Larabee Bridge, MP 241.96,
Over South Fork Bridge, MP 237.74,
Passing Scotia Bluff between MP 256.6, east of Yoder and MP 258.2, west of Stone.

Maximum speed for freight trains apply to log trains having no loaded cars.

Class C-2 to 9 (engines of the 2500, 2600, 2700 and 2800 series) must not exceed 40 MPH.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Such engine or equipment must not be handled in train until train-order designating maximum speed is issued.

When train-order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

Speed through crossovers and turnouts must not exceed 15 MPH, except speed of 20 MPH may be made through turnout to TPLCo. yard at Yoder.

Speed boards have been installed to indicate speed restrictions within certain cities and have been placed one-half mile from the city limit, provided in Rule 10 (J), at following locations:

Sonoma.....	Board 600 feet west of MP 43.66,
Petaluma.....	For eastward trains, east end of the Petaluma Drawbridge, MP 37.00. For westward trains, 240 feet west of Trestle 39-E,
Santa Rosa...	For eastward trains, 3000 feet east of MP 52.00. For westward trains, 600 feet east of MP 55.00,
Healdsburg...	For eastward trains, 60 feet west of the west switch at Bailhache. For westward trains at Trestle 69-D,
Cloverdale....	For eastward trains, at MP 84-B. For westward trains—not required account other restrictions,
Ukiah.....	For eastward trains, 2510 feet west of MP 113.00. For westward trains, 881 feet east of MP 115.00.

MISCELLANEOUS

Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should the movement of a diesel-powered train be stopped with the diesel engine in the following tunnels,

Tunnel No.	1—between	Alto and Corte Madera,
" "	2—	Reed and Meadowsweet,
" "	3—	Greenbrae and San Rafael,
" "	4—	San Rafael and Cerro,
" "	6—	Preston and Echo,
" "	8—	Echo and Pieta,
" "	27—	Island Mountain and Kekawaka,
" "	38—	Larabee and Shively,
" "	39—	Shively and Elinor,
" "	40—	Loleta and Beatrice,

and it is found that in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, the train must be immediately secured by sufficient hand brakes, front and rear wheels of engine must be secured by blocks or chains, after which power plants and steam generator, if any, must be shut off.

SPECIAL INSTRUCTIONS—ALL DIVISIONS

LOCATION OF ADDITIONAL TELEPHONES	MP
Hamilton Field	23.43
Petaluma Drawbridge	37.09
West end Petaluma Yard	38.02
Santa Rosa—Sebastopol Ave.....	53.30
Santa Rosa—Third Street.....	53.70
Fulton—Baggage room.....	58.30
Ukiah freight house.....	114.00
Norlake	117.00
Slide.....	190.25
East end Tunnel 27.....	195.20
Slide.....	201.00
Water tank Hamman Gulch.....	204.30
Steelhead.....	211.60
Sequoia Gravel Plant.....	230.26
Perrott Creek.....	238.50
MP 247 pole 23 (west of Elinor).....	247.60
MP 249 pole 2 (slide).....	249.10
MP 249 pole 10 (slide).....	249.50
Yoder.....	256.10
Nanning Creek (watchman's house).....	257.00
East end Scotia Bluff.....	258.36
East end Tunnel 40.....	272.21
Eureka Drawbridge.....	285.60
Elk River bulkhead.....	280.20
Korblex.....	295.20
Sausalito Branch:	
Waldo.....	8.40
Schellville Branch:	
Black Point Drawbridge.....	28.87
Wingo Drawbridge.....	37.92
Vineburg.....	42.11

WEIGHT OF PASSENGER CARS

Class	Number	Steel
Baggage.....	*613	95,000
Baggage.....	*614	91,000
Baggage.....	*615	89,000
Baggage.....	640	103,400
Baggage.....	675	94,700
Baggage.....	676	95,500
Baggage.....	677	96,500
Baggage.....	678	96,000
Baggage.....	679	97,300
Baggage.....	680	101,800
Official (Redwood).....	06	129,540
Chair.....	552	107,500
Chair.....	553	108,600
Coach.....	459	109,100
Coach.....	460	106,600
Mail and Baggage.....	641	103,300
Mail and Baggage.....	642	103,400
Mail and Baggage.....	5036	103,300
Coach-Lounge.....	2172	111,800
Coach-Lounge.....	2183	115,600
All-Day Lunch.....	....	102,171
Pullman Standard Sleeper.....	....	178,200

*Steel Underframe.

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

RULE 83 (A). Extra trains will register at the following stations:

San Rafael,
Schellville,
Ukiah,
Ignacio (Branch trains only).

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

Sausalito (including Waldo),
Tiburon,
Detour,
San Rafael,
Ignacio,
Schellville,
Petaluma (including Haystack, McNear and Park Siding),
Santa Rosa
Healdsburg (including Bailhache, Finlayson and Oliveto),
Cloverdale,
Ukiah (including Asylum),
Redwood Valley,
Ridge,
Willits.

The switch leading from track 1 (scale house) to the turntable track, and the switch leading from track 1 to track 9 (sand house), at Tiburon, must be kept lined for straightaway movement on track 1, except when movement is being made through either of these switches.

RULE 98. Railroad crossings at grade not interlocked:
Petaluma.....P&SRRR crossing of yard tracks—STOP.
Flag protection must be provided.
Santa Rosa....P&SRRR crossing of Grace Bros. spur.
Schellville.....SP crossing of NWP.

RULE 99 (C) will apply between Ignacio and Tiburon, on Sausalito Branch, Mill Valley Branch, and on Schellville Branch.

RULE 103 (A).

Tiburon: Train and engine movements on yard track over highway crossing MP 7.26, 449 feet east of water tank must be protected by flagman. Engines or cars must not be left on this yard track within 100 feet of crossing.

San Rafael: Derails located on Cheda spur, 436 feet east of switch, and on Grady spur, 530 feet east of switch, located in vicinity of west end of highway overhead structure, are connected with floodlights which illuminate track and highway. Derailers must be kept on rail and locked, except when movements are being made over crossing. Trainmen must protect movements over highway crossing and movements must be made with caution.

No train, engine or car may be operated over Francisco Boulevard, (sometimes known as Toll Road) crossing the "B" Street route, unless vehicular traffic is protected by a member of train crew or other railroad employe acting as a flagman.

Public Utilities Commission orders prohibit operation of train, engine, motor or car over the following crossing unless first brought to a stop and traffic on the highway protected by a member of the crew:

San Rafael.....Crossing Grady spur (the westerly one of the two spurs), and no movement may be made over this crossing between 10:00 A.M. and 10:00 P.M. on week days, nor at any time on Sunday or holidays.

Hamilton Field: Trains or engines, moving in either direction, must stop before crossing the road in east yard just west (by compass) of the cold storage plant.

Engines must not go beyond Door 44 on either tracks 3 or 4 in the east yard at Hamilton Field; this due to fire hazard.

Novato: By order of Public Utilities Commission, no car may be stored less than 100 feet from either side of Grant Ave. which is first street north (CD) of station.

When this crossing is cut by trains occupying siding, member of crew must protect traffic if cars are within 100 feet of either side of crossing.

Petaluma: Adams St. (also known as D St.) the first street south (CD) of passenger station, must be kept open. No. 4 may block Washington St. the first street north of passenger station in order to clear Adams St.

Other trains must not stand on main track between 1000 feet south of Adams St. and Adams St., or between 1000 feet north of Washington St. and Washington St. except while making station stop, to prevent unnecessary operation of wig-wags. Freight trains stopping to do work at Petaluma will use siding when practicable.

No train or engine may move over Adams St. or Washington St. if wig-wags are not in operation, unless member of crew first protects traffic at the crossings.

Switching movements must not be made upon or over streets named below without protection of flagman. Cars must not be kicked nor dropped over such streets:

Adams Street, also known as "D" Street (First street south of passenger station),

Copeland Street (At east end of P&SRRR Interchange),

Washington Street (First street east of passenger station).

Santa Rosa: When cars stand on yard tracks within 200 feet of the center line of Barham Ave., but not blocking the crossing, no train, motor, engine or car shall be operated on main track across Barham Ave., unless highway traffic is protected by a competent employe acting as flagman.

Wigwags at crossings 6th, 7th, 8th, and 9th Streets operate only when train movements are made on the main track. Whenever train movements are made on yard tracks over these crossings and wigwags are not operating, vehicular traffic must be protected by a member of the train crew or other competent railroad employe acting as flagman.

Crossings at 6th, 7th, and 8th Streets are protected by a crossing watchman between 8:00 A.M. and 12:00 Noon and 1:00 P.M. and 5:00 P.M.

No train, engine or car may be operated over 13th Street crossing, (in old SP Yard), unless vehicular traffic is protected by member of the train crew or other railroad employe acting as a flagman.

Public Utilities Commission orders prohibit operation of train, engine, motor or car over the following crossings unless first brought to a stop and traffic on the highway protected by a member of the crew:

Santa Rosa.....Crossing Beaver St. on cross town line.

Ukiah: Care must be taken at all times to see that Perkins Street crossing, which is the first crossing north of the station at Ukiah, is kept open. This crossing must not be blocked, and switching operations must be so conducted as to obstruct this crossing a minimum time.

Westward trains on siding do not operate highway warning signals on River Road, 400 feet east of west switch, and before moving onto this crossing a member of crew must protect traffic at the crossing.

Redwood Valley: County Road crossing must not be unnecessarily blocked.

Vineburg: All trains and light engines will make safety stop before crossing County Road north side of Vineburg Station on Schellville Branch.

RULE 104. Double track extends between Mission Street, San Rafael and Greenbrae. Normal position of the switch at Mission Street is for westward track. Normal position of switch at Greenbrae is for eastward track.

No. 4 will use the westward main track at San Rafael between the crossover at the freight house (Irwin Street) and the end of double track at Mission Street, leaving the chair cars and Pullman equipment on the westward main track in front of the station at San Rafael for loading. During the time that No. 4 is at San Rafael, both eastward and westward main tracks may be occupied by No. 4's equipment. Trains must clear the eastward and westward main tracks between Irwin Street crossover and the end of double track at Mission Street by 7:59 P.M. for No. 4.

RULE 105. At the following stations, sidings are located as shown below (Note—(CD) is compass direction):

Ignacio: On east side (CD) of main track, from crossover at oil tank to east crossover switch.

Fulton: On west side (CD) of main track.

Windsor: On east side (CD) of main track.

Healdsburg: On south side (CD) of main track; first track adjacent to main track.

Geyserville: On east side (CD) of main track, from crossover just east of station to east switch.

Ukiah: On west side (CD) of main track, from west switch to switch opposite station.

RULE 204. Trains of the Santa Rosa or Willits Subdivisions with the same conductor and engineer operating through Santa Rosa may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 221 (A). Trains must not leave Willits, Santa Rosa, Schellville, Tiburon, or San Rafael without a clearance.

RULE 535. SPRING SWITCHES

When making trailing movement and train is stopped on switch, a reverse movement must not be made nor slack taken until the switch has been thrown by hand.

Spring switches must not be run through in a trailing position, unless the letters "SS" are displayed in normal position.

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

Location	Normal Position
Greenbrae.....End of double track.....	Eastward track
Detour.....West wye switch.....	Main track
Detour.....East wye switch.....	Main track
Detour.....Sausalito Branch wye switch.....	Tiburon line
San Rafael.....End of double track.....	Westward track
Ignacio.....East wye switch on Branch.....	Santa Rosa line

Light signal indicating position of switch for facing point movement at above locations is located from 25 to 70 feet in approach of switch. When movement has been completed through switch, reverse movement must not be made until points close and signal light indicates proceed.

RULE 605. DRAWBRIDGES INTERLOCKED

MP 28.8	Black Point.....	Petaluma Creek
MP 37.2	McNear.....	Petaluma Creek

TELEPHONE SIGNALS

Semaphore type signals are located at Ridge and Redwood Valley. When these signals indicate stop, conductor (or engineer in case of light engine) must communicate with the train dispatcher by phone. The normal position of these signals is proceed.

The night indications are controlled by track circuits 1000 feet in approach to the signals.

RULE 825. Portable rail skid is hung on a post near the west end of Hilpass siding.

When necessary to leave one or more cars on the siding, rail skid must be placed on rail, and leading wheel of first car in descending direction run on to the rail skid and hand brakes set before engine is detached.

Trains picking up cars from Hilpass must remove rail skid and return it to the post provided for that purpose and lock it in place with switch lock.

AIR BRAKE RULES

RULE 3. Freight trains between Redwood Valley and Willits will carry 90-lb. brake pipe pressure.

RULE 9. It takes approximately 8 minutes to charge AB freight brake equipment to a point where the brakes are effective, and the following instructions must be observed when picking up cars at Ridge:

- (a) Cars must be picked up from the east end,
- (b) Where 3 or more cars are to be picked up at Ridge, no movement of these cars is to be commenced until the train line has been charging for a period of at least 8 minutes. After the train line has been charged for 8 minutes, engineer will make at least a 10-lb. brake pipe reduction and trainmen will note that the brakes apply on all of the cars to be picked up before giving a proceed signal to move from the siding.

RULE 14. Westward freight trains having helpers cut in on rear of train will be started from Willits in accordance with that portion of Air Brake Rule 14 reading:

"With one or more helper engines back in the train, helper engineers will first use steam in starting. The lead engineer must be prepared to start promptly and carefully before the helper engines stall."

After train has started, helper engineers will reduce throttle to drifting position and let the road engine stretch the train and handle entire train out over initial switch during rolling inspection. Helper engineers will then carefully bunch the slack in a manner to avoid objectionable run-in.

RULE 17. When retainers are used on westward trains between Ridge and Redwood Valley, the following will govern:

When retainers are turned up on loaded cars, and retainer is of the three-position type, it must be in the high pressure position, which is midway, or 45 degree position.

When retainers are required on empty equipment, they must be turned to the low pressure position. The high pressure position must not be used on empty equipment.

When retainers are used on eastward trains between Ridge and Willits, retainers must not be used on any equipment in high pressure position.

Retaining valves will be turned up on all cars on westward freight trains before leaving Ridge and must be turned down when stop is made at Redwood Valley.

Freight trains descending grade Ridge to Willits must have not less than 1 retainer for each 100 tons. These retainers to be turned up solid on the head-end of the train before leaving Ridge. Engineer may request additional retainers if, in his judgment, additional retainers are required, and trainmen must so provide when request is made. Train must be stopped to clear Valley Street 350 feet west of the west switch at Willits for the purpose of turning down retainers.

When a stop is made by westward freight trains between MP 125 and Redwood Valley and engineer is unable to again start the train, engineer will sound whistle signal 14(b). Brakemen will commence at the rear of the train and turn down sufficient retainers to allow train to start. Retainers must again be turned up on each car as soon as the brake cylinder pressure is sufficiently reduced.

In case of air pump failure on the Ridge hill, engineer will sound one short blast of the steam whistle and all brakemen must immediately set sufficient hand brakes to hold the train.

Passenger trains descending grade Ridge to Redwood Valley must have retaining valves turned up before leaving Ridge and retainers must be turned down when the train leaves Redwood Valley.

Trainmen handling retainer valves at Ridge must use extreme care to see that cutting levers are not disturbed.

If road engine is equipped with dynamic brake, and engineer is qualified to operate dynamic brake, the following will apply:

Dynamic brake on westward freight trains must be tested before leaving Willits, and again before leaving Ridge. On eastward freight trains dynamic brake must be tested before leaving Ridge.

If dynamic brakes are operative, freight trains descending grade between Ridge and Willits need not turn up retainers unless requested to do so by engineer, and in that case not less than one retainer must be turned up for each 100 tons.

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

FREIGHT TRAINS

RULE 25. Rear-end air tests, as covered by Rule 25(b), must be made at Ridge by eastward and westward freight trains and westward passenger trains; also at Redwood Valley by eastward freight trains.

Wherever rules require rear-end tests, tests shall be made as specified in 25(b) instead of 25(a) and (c).

RULE 30. When a stop is made at Ridge with the head-end of the train over the summit of the grade or at any point on a descending grade, helper engineer must ease off on the throttle and use only sufficient steam to insure slack being bunched until train stops.

RULE 33. Freight trains descending grade Ridge to Redwood Valley must not exceed an average of 55 tons per operative brake, not including engine or caboose, except that where road engine is equipped with cross compound compressor, 60 tons per operative brake, exclusive of engine and caboose, may be operated.

If dynamic brakes are operative, trains descending grade between Ridge and Redwood Valley must not exceed 65 tons per operative brake exclusive of engine and caboose.

If dynamic brake fails in retainer territory, stop must be made immediately and after brake pressure has been restored, train may proceed being governed by steam locomotive rule. In the event tonnage per operative brake exceeds the maximum prescribed for steam locomotive, speed will be reduced to insure safety but will not exceed 15 MPH.

PASSENGER TRAINS

RULE 39. Running air brake test must be made by passenger trains leaving Ridge.

WILLITS JOINT TRACK

NWP main track from the westerly yard switch to the crossover at MP 138.81 and the CWRR main track between a point 150 feet west of the west crossover switch at MP 138.81 to the west yard switch at Willits will be jointly used by the NWP and the CWRR.

The CWRR main track between the crossover at MP 138.81 and the crossover at MP 139.33 is designated as an interchange track on which CWRR may deliver to and from which NWP will take delivery of loaded and empty cars for interchange to the NWP. Cars must be cleared from this track by 6:00 P.M.

CWRR first-class trains must not use NWP main track between crossover at MP 138.81 and crossover at MP 139.33, except under flag protection.

MISCELLANEOUS

Account shortage of water at Ignacio, trains other than the Santa Rosa-Schellville turns will take water only in emergency, and when necessary to do so, take only enough water to reach next water station.

Engines are not permitted on the beet spur at Ignacio.

Gate has been placed across spur track at McGill MP 36.8 on Schellville Branch. For setting out or picking up cars from this track, gate must be opened. At all other times gate must be kept closed.

No engine will be used on Grace Bros. spur, Santa Rosa that has a rigid wheel base of more than 15 ft. 8 in.

Cars to be set out or picked up at Hilpass must be set out or picked up only by eastward trains.

Chief train dispatcher must be advised from Willits by wire cause of any delay to No. 4 between San Rafael and Willits.

HELPER SERVICE

When helpers are used on westward trains between Ignacio and San Rafael, helper must be cut in ahead of caboose, if consist is over 75% of combined rating of road engine and helper. If less than 75% helper may be placed ahead of road engine. In this event, when moving through Tunnel 4, helper engineer should ease off to a light throttle, and let road engine pull the train through.

HELPERS—RIDGE HILL

With two-engine trains, helper will be placed on head-end of train.

With three-engine trains, two helpers will be cut in ahead of caboose.

With four-engine trains, two helpers will be cut in ahead of the caboose and the other helper spaced approximately seven cars ahead of the other helpers.

When helpers are cut in either at Willits or Redwood Valley, the large type of power must be placed ahead of lighter power.

Wooden underframe equipment must be handled on the rear of train; and with three- or four-engine trains, helpers must be cut in ahead of this class of equipment.

When stop is made at Ridge to cut out a helper engine, a 20-lb. brake pipe reduction will be made and held for three minutes before helpers are cut out. Retainers must be turned up promptly as soon as stop is made, and before helpers are cut out. When train is again coupled, rear-end test per Rule 25(b) must be made. Seven minutes must be allowed for retainers to blow down before attempting to start train from Ridge.

Westward freight trains will make stop at Ridge so that helpers on the rear of train will be cut out at the east switch of crossover.

Eastward freight trains will make stop at Ridge so that helpers on the rear of train will be cut out at the west switch of crossover.

At Ridge, after helpers are cut out and caboose placed on train and air brakes cut in, helper engineer will sound signal 14(m) and road engineer will repeat the signal for rear end test. When ready to proceed, the proceed hand or lamp signal must be relayed by trainmen from rear end to road engineer. Road engineer must not start until such proceed signal is received. Trainmen must be so distributed as to promptly pass these signals.

When freight trains are standing at Ridge on a descending grade, air brakes must be applied and released every two minutes (as covered in second paragraph of Air Brake Rule 32), until the rear end air test is made.

When starting freight trains on Ridge Hill with one or more helpers back in train, and when whistle signals cannot be heard, lead engineer will carefully stretch slack between road engine and helper engines, then make a 25-lb. brake pipe reduction. He will then return brake valve handle to release position for 25 seconds, then return handle to running position, and after brake pipe pressure has settled, make two short releases, six seconds for the first and three seconds for the second.

Road and helper engineers will carefully note time that brake valve is placed in release position, and three minutes from time that brake pipe pressure starts rising helper engineers will open throttle to start train.

If Diesel helper power is used, throttle will be opened to half-way position and after amperes have built up sufficiently to prevent slack from rolling back, release engine brakes. Road engineer will place throttle in same manner, but should allow ten seconds additional time so that helper engines will start to move first.

Engineers on all diesel engines must observe the ampere gauge and adjust throttle to prevent engine from overloading.

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

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

Mile Post	At or Near	Description	Side or Overhead
38.5	Petaluma	Drawbridge	Overhead and side
53.8	Santa Rosa	Eaves of Cement shed of Mead Clark Lumber Co. Warehouse opposite Tidewater Associated Oil Co.	Side
58.5	Fulton	Water column	Side
68.0	Healdsburg	Steel bridge over Russian River	Side
122.1	Redwood Valley	Water tank spout	Side
131.4	Ridge	Water tank spout	Side
140.0	Willits	WHCasteel Lbr. Co. near roundhouse	Overhead
28.5	Black Point	Drawbridge	Side
37.8		Wingo drawbridge	Side

Tracks 3 and 4 in front of roundhouse at Willits do not provide clearance one with the other for engines standing or moving on these tracks unless engines are more than 65 feet from edge of roundhouse. Engines should not be left standing on either of these tracks between the points where clearance is restricted.

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS

LOCATION	MILE POST	SWITCH CONNECTION	CAR CAPACITY	FLAG STOP FOR TRAINS No. 3 AND 4
Hamilton Field	23.8	West	110	*Flag Stop
McNear	37.1	West	54	
Mark West	59.8	East	8	Flag Stop
Finlayson	69.0			
Olivetov	69.1	West	6	
Chiquita	70.0	West	3	
Simi	70.5	{ East and West }	10	
Nervo	73.9	West	3	
Tosca	76.5	West	5	
Omus	77.0	West	9	
Chianti	78.8	West	6	Flag Stop
Icaria	82.7	West	6	
Asylum	113.1	{ East and West }	17	
Presswood	115.8	{ East and West }	52	
Norlake	117.0	West	7	
Pomo	118.0	West	3	
SCHELLVILLE BRANCH:				
McGill	36.7	West	21	
Vineburg	42.3	East	17	
Batto	42.4	West	7	
Bonilla	43.1	West	3	
Stando	43.8	East	3	
Sebastiani	44.2	West	26	
SAUSALITO BRANCH:				
Waldo	8.4	{ East and West }	18	
Manza	9.2	West	9	
Alto	11.0	East	9	

*Flag stop to entrain or detrain passengers to or from San Rafael or Santa Rosa or points northerly thereof.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions as prescribed by speed boards, except as specifically authorized by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER	FREIGHT
BETWEEN:		
MP MP		
Tiburon and 18.79 (Cerro), except	25	18
7.90 and 7.91 (highway)	10	10
18.79 and 19.16	30	25
19.16 and 22.00	40	25
22.00 and 36.30	50	30
36.30 and 55.07, except	40	25
37.19 and 37.29 (bridge)	6	6
*38.00 and 39.25 (Petaluma)	25	25
46.20 and 48.53	30	20
53.00 and 55.07 (Santa Rosa)	25	25
55.07 and 85.00, except	50	30
67.10 and 67.50	40	30
67.50 and 67.80 (bridge)	20	20
67.80 and 69.10 (Healdsburg)	25	25
85.00 and 85.62 (Cloverdale)	25	25
85.62 and 87.64	35	25
87.64 and 109.00	25	20
109.00 and 118.00, except	50	30
113.50 and 114.50 (Ukiah)	25	25
118.00 and 124.00	25	18
124.00 and 136.70, except	20	15
With DF class engine	18	18
136.70 and 139.50 (Willits)	40	30
Baltimore Park and Larkspur	20	20
Sausalito and Detour, except:	20	20
Through Corte Madera tunnel	15	6
Almonte and Mill Valley, except:	20	20
Passing High School MP 10.30	6	6
Stop before crossing Millwood St. MP 11.40	..	..
Ignacio and Sonoma, except:	20	15
Over Black Point drawbridge, MP 28.80	6	6
Within Sonoma City limits	10	10

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

*Regulated by City ordinance.

SPECIAL INSTRUCTIONS—SOUTHERN DIVISION

ENGINE TONNAGE RATINGS—TONS BACK OF TENDER SOUTHERN DIVISION

ENGINE NUMBERS	EASTWARD							WESTWARD					
	Sausalito to Dobour	Tiburon to San Rafael	San Rafael to Miller	Petaluma to Headlandsburg	Headlandsburg to Cloverdale	Cloverdale to Redwood Valley	Redwood Valley to Ridge	Willits to Ridge	Redwood Valley to Largo	Largo to Miller	Miller to San Rafael	San Rafael to Tiburon	Dobour to Sausalito
112.....	665	832	442	1307	1079	832	254	433	1596	1739	574	832	665
140 to 143.....	798	950	509	1520	1292	950	282	494	1948	2690	691	950	798
170.....	798	950	551	1520	1292	950	310	532	1995	2738	759	950	798
178.....	881	1050	580	1679	1428	1050	329	560	2152	2895	777	1050	881
179.....	798	950	509	1520	1292	950	282	494	1948	2690	691	950	798
180 to 184.....	921	1184	613	1755	1492	1184	344	588	2070	2928	900	1184	921
1617 to 1713.....	798	950	509	1520	1292	950	282	494	1948	2690	691	950	798
1721 to 1803.....	881	1050	580	1679	1428	1050	329	560	2152	2895	777	1050	881
1823 to 1825.....	881	1050	580	1679	1428	1050	329	560	2152	2895	777	1050	881
2283 to 2299.....	798	950	509	1520	1292	950	282	494	1948	2690	691	950	798
2301 to 2310.....	929	1204	583	1772	1507	1196	313	534	2097	2840	866	1204	929
2312 to 2362.....	1020	1312	639	1945	1653	1312	385	617	2302	3045	950	1312	1020
2513 to 2599.....	1204	1549	754	2297	1953	1549	426	730	2744	3600	1138	1549	1204
2624 to 2860.....	1204	1549	754	2297	1953	1549	426	730	2744	3600	1138	1549	1204
3100 to 3109.....	881	1050	580	1679	1428	1050	310	560	2152	2895	777	1050	881
3201 to 3240.....	1349	1735	845	2577	2187	1735	477	817	3073	4032	1274	1735	1349
4600 to 4603.....	2350	2700	1450	4225	3600	2750	875	1375	5050	6650	2300	2700	2350
5203 to 5239 (DF).....	1850	2160	1150	3350	2825	2150	700	1100	4025	5000	2075	2150	1850

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

- Willits,
- Island Mountain,
- Fort Seward,
- South Fork,
- Scotia,
- Alton,
- Fernbridge,
- South Bay,
- Eureka (including Bucksport),
- Arcata (including Korblex),
- Samoa (including Samoa Yard),
- Carlotta.

RULE 98. Railroad crossings at grade not interlocked:
 MP 280.8 B&ERRR—STOP,
 MP 282.2 B&ERRR—Holmes Eureka Log Dump track—STOP,
 MP 292.5 Arcata—California Barrel Company west leg of wye—STOP.

RULE 99 (C) will apply on Carlotta Branch, Korblex Branch and Samoa Branch.

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

RULE 105. At the following stations, sidings are located as shown below (Note—(CD) is compass direction):

Island Mountain: On east side (CD) of main track, from switch 880 feet west of oil tank to switch east of station.

Fort Seward: On east side (CD) of main track.

Scotia: On west side (CD) of main track.

Fernbridge: On west side (CD) of main track, from second switch east of station to east switch.

South Bay: On west side (CD) of main track, from first switch east of water tank to first switch east of station stop.

RULE 204. Trains of the South Fork or Eureka Subdivisions with the same conductor and engineer operating through South Fork may be issued train orders on one subdivision that affects their movement on the other, or both subdivisions.

RULE 221 (A). Trains must not leave Arcata, Eureka, South Fork or Willits without a clearance.

Trains to and from the Carlotta Branch must obtain a clearance before leaving Alton when operator is on duty.

LIGHT TYPE INDICATORS

Light type indicators are installed on the Scotia Bluff to assist patrolmen in protecting (until full flag protection can be provided) any situation which may be discovered affecting the movement of trains at normal speed. These indicators are of the light type, having a lunar white light to indicate proceed, and a red light to indicate stop. Indicators are equipped with approach lighting, the track circuit being 1000 feet in approach to each indicator.

Control switches are located on poles—MP 256 Pole 12, 256 Pole 19, 257 Pole 0, 257 Pole 6, 257 Pole 11, 257 Pole 20, 258 Pole 6.

Boxes containing these switches are sealed with car seals. If any condition is found to require protection, patrolmen or others will break the seal and open any one of these switches, which will cause the indicator to display a red light. Such switch must not be closed until the conditions are corrected for the normal movement of trains.

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

When indicator displays a red light, or in the absence of any light, train will stop and then proceed at not to exceed 4 MPH to opposing indicator. Under these circumstances, trainmen and engineers should carefully observe wooden trestles to see if any of the bents have been displaced or damaged.

GENERAL REGULATIONS

RULE 827. Log trains required to double through Tunnel 40 will double from Loleta and logs must be inspected before leaving Loleta.

In order to avoid hazard of accident, trains handling logs not loaded in gondolas should not be in motion on tracks adjacent to main track when passenger trains are passing. If necessary to saw-by, passenger train must remain standing until caboose is clear of main track and train with logs has stopped.

Eastward trains handling cars loaded with logs from Carlotta Branch must be inspected at Carlotta, Alton and Fernbridge. When cars are to be moved beyond Eureka, must be inspected at Eureka.

Special attention must be given to the inspection of chocks and height of loads. Loads must not exceed 12 feet in height above top of rail with a tolerance not to exceed 6 inches. If there is any doubt as to whether load can be moved safely or if car is improperly loaded, it must not be moved and, if in the train, must be set out.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 25. Wherever rules require rear-end tests, tests shall be made as specified in 25(b) instead of 25(a) and (c).

ADDITIONAL SIDINGS, SPURS AND FLAG STOPS

LOCATION	MILE POST	SWITCH CONNECTION	CAR CAPACITY	FLAG STOP FOR TRAINS No. 3 AND 4
Indian Springs.....	168.0	.....	P	Flag Stop
Deer Lodge.....	169.0	.....	P	Flag Stop
Camp Rest.....	174.4	.....	P	Flag Stop
River Garden.....	177.2	.....	.....	Flag Stop
Quarry Spur.....	195.7	East	11	.....
MP 201.....	201.0	West	8	Flag Stop
Steelhead.....	211.6	.....	P	Flag Stop
Smith.....	227.7	West	3	Flag Stop
Tanoak.....	228.3	West	4	Flag Stop
Camp Grant.....	234.8	West	25	Flag Stop
Perrott Creek.....	238.4	East	TPL	.....
Larabee Ranch.....	242.4	.....	P	Flag Stop
Bryan.....	243.2	.....	P	Flag Stop
Yoder.....	256.1	East	50	.....
Line Change Spur.....	256.7	East	8	.....
Nanning Creek.....	257.0	West	2	Flag Stop
Worswick.....	268.2	East	27	.....
Zerus.....	275.0	West	3	.....
Eureka Tallow Co.....	280.7	East	3	.....
B&ERRR Connection.....	280.9	East	4	.....
EUREKA TO KORBLEX:				
Brainard.....	287.5	West	23	.....
Braeut.....	289.2	West	10	.....
ARCATA TO SAMOA:				
Manila.....	297.5	East	28	.....

ADDITIONAL WATER STATIONS

Stony Creek.....	MP 169.6
Hamman Gulch.....	MP 204.3
Steelhead.....	MP 211.6
West of Eel Rock.....	MP 224.5
Camp 8.....	MP 248.2

Eastward passenger trains must not stop at Steelhead to take water, and other eastward trains take water at Steelhead only in emergency.

Westward through freight trains will take water at Stony Creek (if available) instead of Dos Rios.

SPECIAL INSTRUCTIONS—NORTHERN DIVISION

MISCELLANEOUS

Water supply for engine use at Island Mountain is limited. Work trains or engines tying up at Island Mountain, or when necessary to fill water cars should take a minimum of water from the Island Mountain supply. Preference should be given to water supply at Kekawaka and Bell Springs.

Engines must not go beyond clearance point of spur track at Bell Springs.

Engines heavier than the 180 series must not be turned on the turntable at Island Mountain.

Engines heavier than the 180 series must not operate over trestle to the log dump at Hammond Plant No. 2, Eureka.

No engine heavier than the 140 series may be used inside the Hammond Plant at Samoa.

Engines or cars must not move beyond the north end of warehouse on track 1 at Samoa.

In addition to interchange tracks at Glynn, the house track at Scotia is designated as an interchange track for cars other than cars of logs, between NWP and TPLCo. House track not to be used for the interchange of logs.

Chief Train Dispatcher must be advised by wire from Eureka cause of any delay to No. 4 between Willits and Eureka; and from Willits cause of any delay to No. 3 between Eureka and Willits.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions as prescribed by speed boards, except as specifically authorized by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

TERRITORY	PASSENGER	FREIGHT
Between: MP MP		
Willits and 143.00.....	35	20
143.00 and 232.00, except:.....	25	18
162.70 and 163.90.....	18	18
165.70 and 165.80.....	15	15
166.90 and 167.30.....	15	15
183.80 and 184.10.....	15	15
187.30 and 187.50.....	15	15
188.30 and 188.40.....	15	15
190.20 and 190.30 (slide area).....	10	10
196.00 and 196.10.....	10	10
201.20 and 201.40.....	15	15
211.50 and 211.70.....	18	18
213.25 and 221.5.....	25	25
222.10 and 222.20.....	15	15
232.00 and 256.60, except:.....	30	20
239.70 and 240.30.....	25	18
243.50 and 243.90 (tunnel).....	15	10
246.90 and 247.30 (tunnel).....	20	10
248.30 and 249.50.....	25	18
251.60 and 251.90.....	15	15
256.60 and 258.20 (Scotia Bluff).....	15	15
258.20 and 284.10 (Eureka), except:.....	35	20
279.30 and 280.20.....	15	10
282.00 and 282.10 (Gregg St.).....	30	20
*Between Eureka and Korblex, except:.....	15	15
★A and L Streets, Eureka.....	10	10
286.00 and 292.00.....	10	10
*Between Arcata and Samoa.....	15	15
*Between Alton and Carlotta.....	15	15
*With relief outfit.....	..	10

★Regulated by City ordinance.

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

Mile Post	At or Near	Description	Side or Overhead
284.1.....	Eureka...	Eureka Boiler Works—posts at entrance of building.....	Side
284.1.....	Eureka...	Acme Foundry—building.....	Overhead and Side
284.1.....	Eureka...	The Pacific Lumber Company platform.....	Side
284.1.....	Eureka...	Hammond Log spur—gate post and fence.....	Side

ENGINE TONNAGE RATINGS—TONS BACK OF TENDER NORTHERN DIVISION

ENGINE NUMBERS	EASTWARD			WESTWARD		
	Willits to Loleta	Loleta to Bearice	Bearice to Eureka	Eureka to Bearice	Bearice to Loleta	Loleta to Willits
112.....	1734	1045	1734	1734	832	1178
140 to 143.....	2043	1235	2043	2043	1093	1378
170.....	2176	1330	2176	2176	1183	1482
178.....	2280	1663	2280	2280	1250	1544
179.....	2043	1235	2043	2043	1093	1378
180 to 184.....	2268	1463	2394	2394	1305	1575
1617 to 1713.....	2043	1235	2043	2043	1093	1378
1721 to 1803.....	2280	1663	2280	2280	1250	1544
1823 to 1825.....	2280	1663	2280	2280	1250	1544
2283 to 2299.....	2043	1235	2043	2043	1093	1378
2301 to 2310.....	2291	1478	2291	2291	1318	1592
2312 to 2362.....	2514	1621	2514	2514	1447	1746
2513 to 2599.....	2969	1915	2969	2969	1782	2062
2624 to 2860.....	2969	1915	2969	2969	1782	2062
3100 to 3109.....	2280	1544	2280	2280	1064	1544
4600 to 4603.....	6650	4400	6650	6650	2900	2900
5203 to 5239 (DF).....	5000	3475	5000	5000	2500	2650

NORTHWESTERN PACIFIC RAILROAD MILEAGE

SOUTHERN DIVISION	First Track Miles	Second Track Miles	Total Miles
Tiburon to Detour.....NWPRR	6.18		
Detour to Willits.....NWPRR	125.17	2.28	
Total.....	131.35	2.28	
Total Main Lines.....			133.63
Branches:			
Larkspur.....NWPRR (Baltimore Park to Larkspur)	.63		
Mill Valley.....NWPRR (Almonte to Mill Valley)	1.73		
Sausalito.....NWPRR (Sausalito to Detour)	7.89		
Schellville.....NWPRR	17.53		
NWPRR-SPRR (Ignacio to Sonoma)	2.76		
Total Branches.....	30.54		30.54
Total Southern Division...			164.17
NORTHERN DIVISION			
Willits to Eureka.....NWPRR	144.64		
Total Main Lines.....			144.64
Branches:			
Carlotta.....NWPRR (Alton to Carlotta)	5.05		
Korblex.....NWPRR (Eureka to Korblex)	11.40		
Samoa.....NWPRR (Arcata to Samoa)	7.69		
Total Branches.....	24.14		24.14
Total Northern Division...			168.78
NWPRR Total Main Lines.			278.27
NWPRR Total Branches...			54.68
NWPRR Total.....			332.95

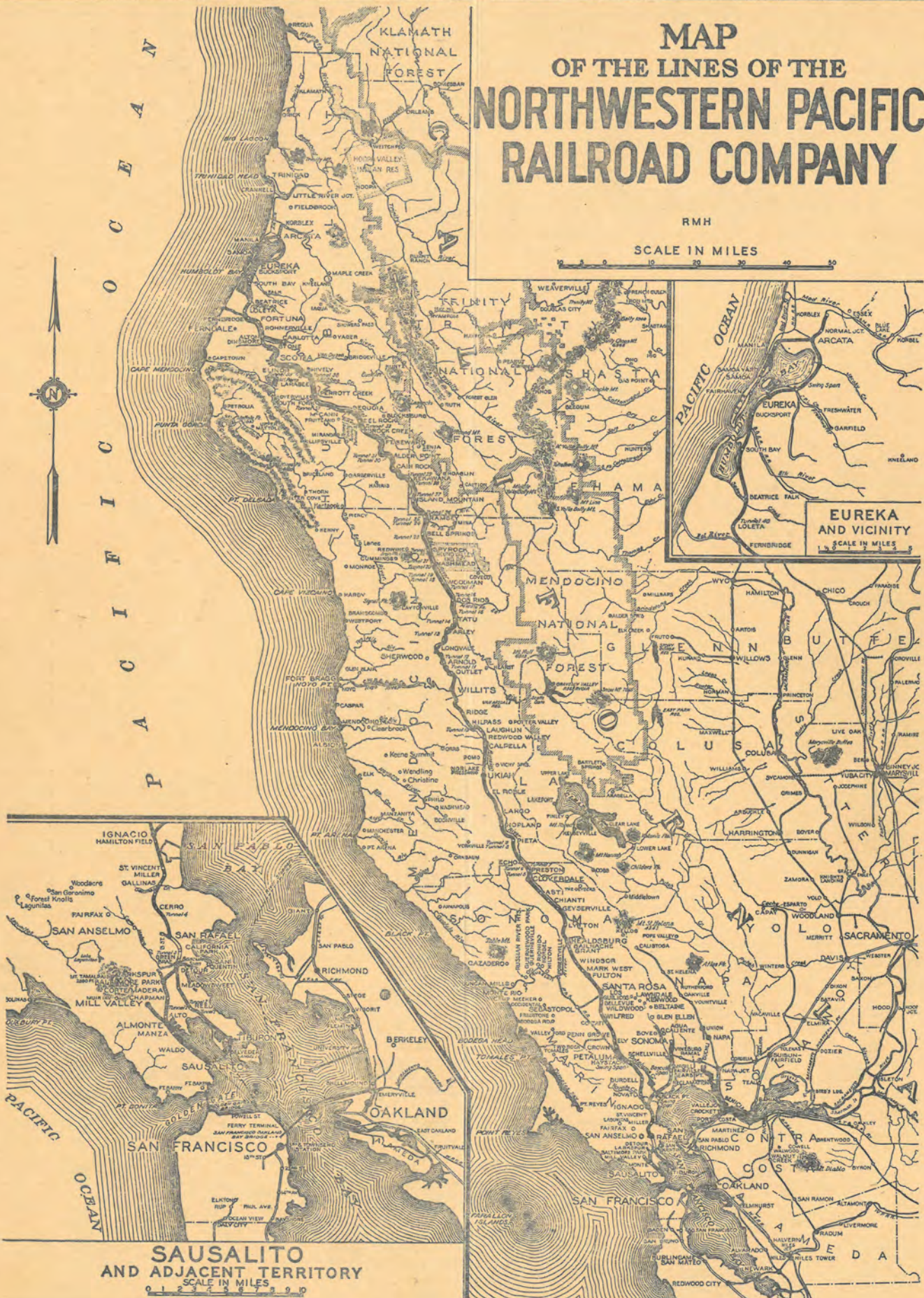
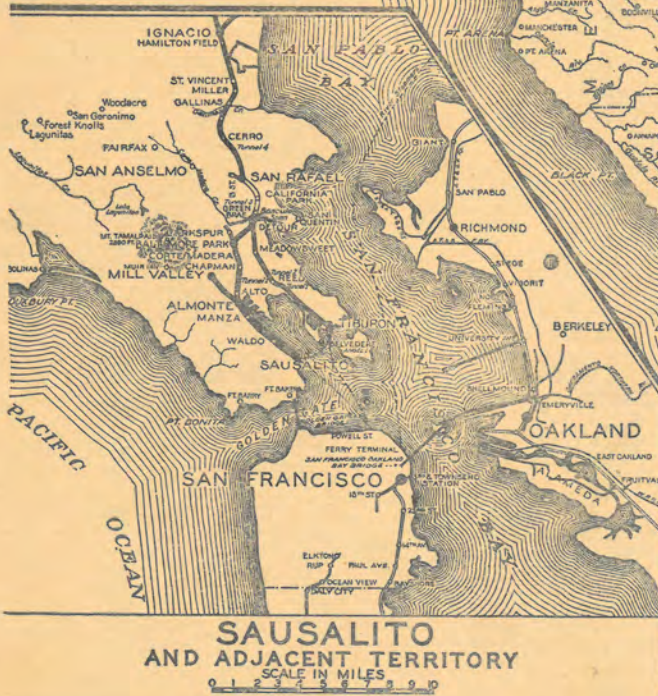
SPEED TABLE

TIME PER MILE	MILES PER HOUR
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
<hr/>	
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
<hr/>	
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
<hr/>	
1'55"	31.3
2'00"	30
2'15"	26.7
2'24"	25
2'30"	24
<hr/>	
2'45"	21.8
3'00"	20
3'20"	18
3'30"	17.1
4'00"	15
<hr/>	
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6

MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

RMH

SCALE IN MILES



**SAUSALITO
AND ADJACENT TERRITORY**
SCALE IN MILES