

TIME IS IMPORTANT
Take TIME To Be SAFE

TRAINMASTERS

A. W. KEITH.....Dunsmuir, Cal.
P. V. STONE.....Klamath Falls, Ore.
C. E. ALWARD.....Klamath Falls, Ore.
D. R. ANDERSON.....Dunsmuir, Cal.
F. J. DEON.....Alturas, Cal.

ROAD FOREMEN OF ENGINES

J. E. PETERSON.....Dunsmuir, Cal.
A. L. SHOUBE.....Klamath Falls, Ore.

ASST. ROAD FOREMEN OF ENGINES

R. M. DICKSON.....Dunsmuir, Cal.
P. G. VAUGHAN.....Klamath Falls, Ore.
K. E. GREEN.....Alturas, Cal.

CHIEF TRAIN DISPATCHER

W. R. PETTY.....Dunsmuir, Cal.

—————
J. C. SLADE

Assistant Superintendent, Dunsmuir, Cal.

125
4613
SOUTHERN PACIFIC
COMPANY



SHASTA DIVISION

TIMETABLE

62

EFFECTIVE SUNDAY, APRIL 29, 1956

AT 12:01 A. M.

PACIFIC STANDARD TIME

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

—————
W. D. LAMPRECHT,
General Manager.

A. S. McCANN,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

J. M. HATCHER,
Superintendent of Transportation.

A. W. KILBORN,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco.....	Dr. W. W. Washburn.....	Chief Surgeon
Dunsmuir.....	Dr. E. V. Anderson.....	District Physician and Surgeon
Dunsmuir.....	Dr. D. D. Fodorovic.....	District Physician and Surgeon
Dunsmuir.....	Dr. J. W. Reynolds.....	Asst. Dist. Physician and Surgeon
Mt. Shasta.....	Dr. J. B. McGuire.....	District Physician and Surgeon
Ashland.....	Dr. H. A. Woods.....	District Physician and Surgeon
Ashland.....	Dr. J. W. Bradshaw.....	Asst. Dist. Physician and Surgeon
Ashland.....	Dr. B. A. Cope.....	Oculist and Aurist
Red Bluff.....	Dr. J. L. Faulkner.....	District Physician and Surgeon
Red Bluff.....	Dr. Don E. Thompson.....	Asst. Dist. Physician and Surgeon
Red Bluff.....	Dr. R. G. Frey.....	District Physician and Surgeon
Redding.....	Dr. J. L. Price.....	District Physician and Surgeon
Redding.....	Dr. H. R. McVickers.....	Asst. Dist. Physician and Surgeon
Redding.....	Dr. Alex J. Otten.....	Oculist and Aurist
Gerber.....	Dr. R. G. Frey.....	District Physician and Surgeon
Dorris.....	Dr. C. R. Drader.....	Emergency Surgeon
Klamath Falls.....	Dr. C. V. Rugh.....	Division Physician and Surgeon
Klamath Falls.....	Dr. Marvin Nerseth.....	District Physician and Surgeon
Klamath Falls.....	Dr. R. H. Engelecke.....	District Physician and Surgeon
Klamath Falls.....	Dr. John D. Merryman.....	District Physician and Surgeon
Klamath Falls.....	Dr. R. W. Stearns.....	Oculist and Aurist
Merrill.....	Dr. F. E. Trotman.....	Emergency Physician and Surgeon
Tule Lake.....	Dr. Isaac Spomer.....	District Physician and Surgeon
Alturas.....	Dr. J. Paul McKenney.....	District Physician and Surgeon
Alturas.....	Dr. Phillip W. McKenney.....	Asst. Dist. Physician and Surgeon
Lakeview.....	Dr. C. E. Leithead.....	District Physician and Surgeon
Yreka.....	Dr. D. L. Meamber.....	Emergency Surgeon

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

HOSPITALS

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

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.
 Red Bluff.....Jones & Smith, G. C. Wilkins & Son
 Redding.....Dobrowsky's
 Dunsmuir.....L. L. Huddle
 Mt. Shasta.....Y. M. Pensertini
 Weed.....J. N. Wilmarth
 Ashland.....Jas. B. Madison, B & J Jewelers
 Klamath Falls.....J. C. Renie
 Alturas.....Virgil Pratt
 Lakeview.....B. H. Amos

CARS PASSENGER OF MOTOR

REDDING SUBDIVISION

EASTWARD

Capacity of sidings	EASTWARD								Mile Post Location	Timetable No. 62 April 29, 1956	Distance from Gerber	
	SECOND CLASS			FIRST CLASS								
	624	622	620	12	10	20	378					
	Freight	Freight	Freight	Cascade	Shasta Daylight	Klamath (c)	Pacific Coast Expediter					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.					
Gerber yard	BKWOYP	PM 4.30	AM 8.30	AM 12.30		PM 8.30	AM 11.32	AM 2.00	AM 1.30	213.8	TO-R GERBER	0.0
	P									214.8	1.0 KISKA	1.0
										215.8	1.0 PROBERTA	2.0
98	P	4.40	8.40	12.40		8.36	11.38	2.07	1.37	218.9	3.1 RAWSON	5.1
Yd Limits	54	P						s 2.13		223.4	4.5 TO RED BLUFF	9.6
	97	P	4.50	8.50	12.50		8.42	11.46	2.24	224.5	1.1 GLADE	10.7
97	P	4.57	8.57	12.57		8.47	11.50	2.30	1.49	228.9	4.4 BLUNT	15.1
105	P	5.05	9.05	1.05		8.52	11.55	2.35	1.55	233.6	4.7 HOOKER	19.8
97	P	5.15	9.15	1.15		8.58	NOON 12.00	c 2.41	2.02	240.4	6.8 TO COTTONWOOD	26.6
104	P	5.20	9.20	1.20					2.45	244.2	3.8 CULP	30.4
100	P	5.24	9.24	1.24		9.04	PM 12.06	c 2.48	2.10	247.1	2.9 TO ANDERSON	33.3
104	P	5.31	9.31	1.31		9.09	12.11	2.55	2.16	253.5	6.4 GIRVAN	39.7
Yard Limits	BKWIP	5.40	AM 9.40	1.40		s 9.16	s 12.18	s 3.15	2.22	258.2	4.7 TO REDDING	44.4
102	P									263.0	4.8 SILVERTHORN	49.2
100	P									266.3	3.3 CENTRAL VALLEY	52.5
100	P									270.4	4.1 McCOLL	56.6
	P									273.2	2.8 PITBRIDGE	59.4
120	P									277.6	4.4 O'BRIEN	63.8
100	P									281.2	3.6 MEAD	67.4
101	WYP							c		285.7	4.5 LAKEHEAD	71.9
104	WP									289.8	4.1 DELTA	76.0
110	P									296.7	3.5 LAMOINE	79.5
98	P									300.2	3.8 GIBSON	83.3
63	P									304.0	2.0 FISHER	85.3
106	WP									306.0	3.4 SIMS	88.7
108	P									309.4	3.7 CONANT	92.4
48	P									313.1	2.2 CASTELLA	94.6
Dunsmuir yard	115	P								315.3	3.0 CASTLE CRAG	97.6
	BKP	8.30 PM	12.30 PM	4.30 AM					s 4.25 AM	318.3	2.9 TO-R DUNSMUIR YARD	100.5
	BDKWOTP					s 10.50 PM	s 1.50 PM	s 5.25 AM		321.2	0.9 TO-R DUNSMUIR	101.4
		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.	322.1	(101.4)	
		624	622	620		12	10	20	378			

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Time at Gerber applies at station sign.
Time on westward first-class trains applies at train-order signal Redding.
Trains operate by CTC between Redding and Dunsmuir but at stations where time is shown must not depart ahead of time.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
30 ..	316.1	Dirigo.....	14396
15W ..	262.3	Matheson Branch	
.. ..	268.0	Kesdam.....(Spur)	14654
		Motion.....	14660

REDDING SUBDIVISION

Mile Post Location	Timetable No. 62 April 29, 1956			Station Number	Distance from Dunsmuir	WESTWARD								
						FIRST CLASS								
						11	19	9	377					
						Cascade	Klamath	Shasta Daylight	Pacific Coast Expediter					
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.							
213.8	TO-R	GERBER 1.0	11707	101.4	AM s 4.53	PM s 2.35	PM s 7.22	PM s 11.20						
214.8		KISKA 1.0	14301	100.4										
215.8		PROBERTA 3.1	14302	99.4										
218.9		RAWSON 4.5	14305	96.3	4.46	2.23	7.13	11.09						
223.4	TO	RED BLUFF 1.1	14310	91.8					s 2.15	11.01				
224.5		GLADE 4.4	14311	90.7	4.38	2.09	7.06	10.59						
228.9		BLUNT 4.7	14315	86.3	4.34	2.03	7.02	10.53						
233.6		HOOVER 6.8	14320	81.6	4.29	1.57	6.57	10.46						
240.4	TO	COTTONWOOD 3.8	14327	74.8	4.23	s 1.44	6.51	10.37						
244.2		CULP 2.9	14330	71.0	4.19	1.40			10.32					
247.1	TO	ANDERSON 6.4	14333	68.1	4.16	s 1.33	6.45	10.27						
253.5		GIRVAN 4.7	14340	61.7	4.11	1.27	6.40	10.20						
258.2	TO	REDDING 4.8	14344	57.0	s 4.07	s 1.20 PM	s 6.36	10.05						
263.0		SILVERTHORN 3.3	14349	52.2										
266.3		CENTRAL VALLEY 4.1	14353	48.9										
270.4		MCCOLL 2.8	14357	44.8										
273.2		PITBRIDGE 4.4	14359	42.0										
277.6		O'BRIEN 3.6	14364	37.6										
281.2		MEAD 4.5	14367	34.0										
285.7		LAKEHEAD 4.1	14372	29.5										
289.8		DELTA 3.5	14376	25.4										
296.7		LAMOINE 3.8	14380	21.9										
300.2		GIBSON 2.0	14383	18.1										
304.0		FISHER 3.4	14385	16.1										
309.4		SIMS 3.7	14389	12.7										
313.1		CONANT 2.2	14392	9.0										
315.3		CASTELLA 3.0	14395	6.8										
318.3		CASTLE CRAG 2.9	14398	3.8										
321.2	TO-R	DUNSMUIR YARD 0.9	14401	0.9					8.10 PM					
322.1	TO-R	DUNSMUIR	14402	0.0	2.30 AM	11.20 AM	5.05 PM							
		(101.4)			Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.						
					11	19	9	377						

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Time at Gerber applies at station sign.
Time on westward first-class trains applies at train-order signal Redding.
Trains operate by CTC between Dunsmuir and Redding but at stations where time is shown must not depart ahead of time.

Capacity of sidings		EAST- WARD	Timetable No. 62 April 29, 1956		Station Number	WEST- WARD
		Mile Post Location	Matheson Branch			Distance from Coram
Yard Limits BKWIP			STATIONS			
		258.2	TO	REDDING	14344	14.5
26		261.0		MIDDLE CREEK 2.8	14653	11.7
15	P	263.2		KETT 2.2	14655	9.5
	P	268.9		MATHESON 5.7	14659	3.8
27	P	271.0		CORAM 3.8	14663	0.0

BLACK BUTTE SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS				FIRST CLASS				Mile Post Location	Timetable No. 62 April 29, 1956	Distance from Dunsmuir Yard
		634	632	630	12	10	20	378			
		Freight	Freight	Freight	Cascade	Shasta Daylight	Klamath (c)	Pacific Coast Expediter			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.			
Dunsmuir yard	BKP							AM 4.35	321.2		
	BDKWOTP				PM 10.57	PM 1.57	AM 6.00		322.1		
	109 P								326.1		
	P								327.6		
	144 P								331.4		
	116 P								333.5		
	94 WYP						s 6.40		336.7		
	111 P								339.1		
	116 P								342.0 342.3		
	Yard Limits WYP	PM 7.10	AM 11.10	AM 3.10	PM 11.42	PM 2.42	c AM 7.00	AM 5.30	345.1 345.2		
	103 P	7.27	11.27	3.27	PM 11.54	2.54	7.13	5.43	352.2		
	102 P	7.38	11.38	3.38	AM 12.02	3.02	7.22	5.52	357.2		
	103 P	7.45	11.45	3.45	12.07	3.08	7.28	5.59	360.7		
	107 P	7.52	AM 11.52	3.52	12.13	3.14	7.35	6.06	364.8		
	W113 WYP	8.10	PM 12.10	4.10	12.19	3.20	7.41	6.12	368.5		
	95 P	8.18	12.18	4.18	12.24	3.29	7.49	6.18	373.1		
	107 P	8.23	12.23	4.23	12.28	3.35	7.54	6.23	377.2		
	YP						c 7.59		380.6		
	100 P	8.29	12.29	4.29	12.33	3.41	f 8.03	6.29	381.9		
	73 P	8.34	12.34	4.34	12.38		8.09	6.34	386.0		
	105 P	8.39	12.39	4.39	12.43	3.50	8.14	6.39	390.0		
	90 P	8.44	12.44	4.44	12.47	3.54	c 8.19	6.43	394.0		
	P						s 8.24		396.7		
	100 P	8.49	12.49	4.49	12.51	3.58	8.31	6.47	398.3		
	104 P	8.54	12.54	4.54	12.55		8.38	6.51	402.6		
	114 P	9.00	1.00	5.00	12.59	4.05	s 8.44	6.55	407.1		
	101 P	9.11	1.11	5.11	1.08	4.14	8.57	7.05	415.6		
	96 P	9.20	1.20	5.20	1.14	4.20	9.05	7.12	422.3		
	P				1.17	4.23	9.09	7.16	426.2		
	BDKWOTYP	9.30 PM	1.30 PM	5.30 AM				s 7.20 AM	428.7		
	BDKWTYP				s 1.25 AM	s 4.30 PM	s 9.20 AM		429.5		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.			
		634	632	630	12	10	20	378			

STATIONS

TO-R DUNSMUIR YARD	0.0
TO-R DUNSMUIR	0.9
SMALL	4.0
CANTARA	1.5
MOTT	3.8
AZALEA	2.1
MOUNT SHASTA	3.2
UPTON	2.4
DEETZ	2.9
TO BLACK BUTTE	2.8
HOTLUM	7.0
BOLAM	5.0
ANDESITE	3.5
COUGAR	4.1
TO GRASS LAKE	3.7
ERICKSON	4.6
PENOYAR	4.1
LEAF	3.4
TO BRAY	1.3
KEGG	4.1
JEROME	4.0
MT. HEBRON	4.0
TO MACDOEL	2.7
SOMERSET	1.6
MAY	4.3
TO DORRIS	4.5
WORDEN	8.5
MIDLAND	6.7
TEXUM	3.9
TO-R KLAMATH FALLS YARD	2.5
TO-R KLAMATH FALLS	0.8
(107.9)	

Automatic Block Signal System

Centralized Traffic Control

Water Supply—Three-fourths mile east of Cantara.

RULE 5. Trains operate by CTC between Dunsmuir and Black Butte but at stations where time is shown must not depart ahead of time.

RULE 82-A. Authority for movement of second-class trains and sections thereof Dunsmuir Yard to Black Butte will be authorized by clearance and trains will register and display signals and indicators Dunsmuir Yard to Black Butte accordingly.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
20 W ..	335.1	Pioneer..... (Spur)	14414
211 E ..	386.9	Kegg Pit..... (6 tracks)	14465

BLACK BUTTE SUBDIVISION

Mile Post Location	Timetable No. 62 April 29, 1956	Station Number	Distance from Klamath Falls	WESTWARD															
				FIRST CLASS															
				19 Klamath (c) Arrive Daily	9 Shasta Daylight Arrive Daily	377 Pacific Coast Expediter Ar. Daily Ex. Sun., Mon.	11 Cascade Arrive Daily												
	STATIONS																		
321.2	TO-R DUNSMUIR YARD 0.9	14401	107.9																
322.1	TO-R DUNSMUIR 3.3	14402	107.0	AM s 10.55	PM s 4.55				AM s 2.20										
326.1	SMALL 4.0	14406	103.0																
327.6	CANTARA 3.8	14407	101.5																
331.4	MOTT 2.1	14411	97.7																
333.5	AZALEA 3.2	14413	95.6																
336.7	MOUNT SHASTA 2.4	14416	92.4	s 10.10															
339.1	UPTON 2.9	14418	90.0																
342.0	DEETZ 2.8	14421	87.1																
342.3																			
345.1	TO BLACK BUTTE 7.0	14424	84.3	c 9.57	4.11	7.02	1.26												
345.2																			
352.2	HOTLUM 5.0	14431	77.3	9.44	3.59	6.49	1.14												
357.2	BOLAM 3.5	14436	72.3	9.35	3.51	6.40	1.06												
360.7	ANDESITE 4.1	14440	68.8	9.29	3.46	6.35	1.01												
364.8	COUGAR 3.7	14444	64.7	9.23	3.40	6.29	12.55												
368.5	TO GRASS LAKE 4.6	14447	61.0	9.17	3.35	6.23	12.50												
373.1	ERICKSON 4.1	14452	56.4	9.10	3.29	6.16	12.45												
377.2	PENOPYAR 3.4	14456	52.3	9.05		6.08	12.40												
380.6	LEAF 1.3	14460	48.9	s 8.58															
381.9	TO BRAY 4.1	14461	47.6	8.55	3.19	6.01	12.33												
386.0	KEGG 4.0	14465	43.5	8.49															
390.0	JEROME 4.0	14469	39.5	8.44	3.10	5.51	12.19												
394.0	MT. HEBRON 2.7	14473	35.5	c 8.40		5.47													
396.7	TO MACDOEL 1.6	14476	32.8	s 8.35															
398.3	SOMERSET 4.3	14477	31.2	8.31	3.03	5.42	12.12												
402.6	MAY 4.5	14482	26.9	8.26		5.37													
407.1	TO DORRIS 8.5	14486	22.4	s 8.20	2.56	5.32	12.04 AM												
415.6	WORDEN 6.7	14495	13.9	8.05	2.47	5.22	11.55 PM												
422.3	MIDLAND 3.9	14501	7.2	7.58	2.41	5.15	11.49												
426.2	TEXUM 2.5	14505	3.3																
428.7	TO-R KLAMATH FALLS YARD 0.8	14508	0.8			5.00 PM													
429.5	TO-R KLAMATH FALLS	14509	0.0	7.50 AM	2.35 PM		11.43 PM												
	(107.9)			Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.	Leave Daily												
				19	9	377	11												

Water Supply—Three-fourths mile east of Cantara.

RULE 5. Trains operate by CTC between Black Butte and Dunsuir but at stations where time is shown must not depart ahead of time.

BLACK BUTTE SUBDIVISION

EASTWARD

WESTWARD

SECOND CLASS

Timetable No. 62

April 29, 1956

STATIONS

Capacity of sidings	SECOND CLASS			Mile Post Location	Station Number	Distance from Ashland	WESTWARD		
	640	638	636						
	Freight	Freight	Freight						
	Leave Daily	Leave Daily	Leave Daily						
Yard Limits 230 WYP	PM 9.20	PM 1.20	AM 5.20	345.2	TO BLACK BUTTE	14424	85.1		
				347.0	1.8 IGERNA	14702	83.3		
Yard Limits 98 BKYP	9.35	1.35	5.35	348.4	TO-R 2.6 WEED	14704	80.7		
41 P	9.50	1.50	5.50	353.4	5.0 EDGEWOOD	14709	75.7		
65 P	10.07	2.07	6.07	361.0	7.6 TO GAZELLE	14717	68.1		
P				369.1	8.1 GRENADA	14725	60.0		
Yard Limits 62 BKP	10.31	2.31	6.31	375.5	6.4 TO MONTAGUE	14732	53.6		
61 P	10.39	2.39	6.39	380.7	5.2 SNOWDON	14737	48.4		
P				386.2	5.5 AGER	14742	42.9		
Yard Limits 71 WYP	11.15	3.15	7.15	393.1	6.9 TO HORN BROOK	14749	36.0		
46 P	PM 11.50	3.50	7.50	401.8	8.7 TO HILT	14758	27.3		
P				407.4	5.6 GREGORY	14763	21.7		
74 P	AM 12.30	4.30	8.30	412.2	4.8 SISKIYOU	14768	16.9		
WP				419.3	7.1 STEINMAN	14775	9.8		
66 P	1.15	5.15	9.15	422.9	3.6 MISTLETOE	14779	6.2		
Ashland yard BDKWTP	AM 1.40	PM 5.40	AM 9.40	429.1	6.2 TO-R ASHLAND	14785	0.0		
	Arrive Daily	Arrive Daily	Arrive Daily		(85.1)				
	640	638	636						

Automatic Block Signal System

Water Supply:

MP 390.5
MP 403.6 (Emergency only)

ADDITIONAL STATIONS			
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
6E ..	426.8	Belleview (Spur)	14783

KIRK SUBDIVISION

Capacity of sidings		EASTWARD				Mile Post Location	Timetable No. 62 April 29, 1956	Station Number	Distance from Crescent Lake	WESTWARD				
		FIRST CLASS								FIRST CLASS				
		10 Shasta Daylight	20 Klamath	378 Pacific Coast Expediter	12 Cascade					19 Klamath	9 Shasta Daylight	377 Pacific Coast Expediter	11 Cascade	
		Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.	Leave Daily	STATIONS				Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.	Arrive Daily	
Klamath Falls yd.	BDKWTYP	PM 4.40	AM 9.50	AM 8.30	AM 1.35	429.5	TO-R KLAMATH FALLS 2.4	14509	99.1	s AM 7.30	s PM 2.25	s PM 4.25	s PM 11.33	
	P					431.9	CHELSEA 2.2	14511	96.7	7.18	2.20	4.15	11.25	
	119	P				434.1	WOCUS 4.8	14513	94.5					
	121	P				438.9	ALGOMA 8.3	14518	89.7					
	121	P		c		447.2	MODOC POINT 9.5	14526	81.4					
	121	WP		s 10.25		456.7	CHILOQUIN 8.6	14536	71.9	s 6.45				
	140	P				465.3	CALIMUS 5.0	14544	63.3					
	121	WYP				470.3	KIRK 4.2	14549	58.3					
	121	P				474.5	FUEGO 8.9	14553	54.1					
	121	WP				483.4	LENZ 4.8	14562	45.2					
		P				488.2	MAZAMA 4.4	14567	40.4					
	121	P				492.6	YAMSAY 5.4	14572	36.0					
	121	P				498.0	DIAMOND LAKE 5.3	14577	30.6	c				
	190	BKP		s AM 11.25		c 503.3	TO CHEMULT 3.9	14582	25.3	s 5.53				
		YP				506.6	PAUNINA 7.6	14586	21.4					
	130	P				514.8	MOWICH 9.2	14594	13.8					
	121	P				524.0	UMLI 4.6	14603	4.6					
	Yard Limits Psgr. 45 BKWOYP		6.25 PM	s 12.10 PM	10.40 AM	3.20 AM	528.6	TO-R CRESCENT LAKE	14608	0.0	5.22 AM	12.44 PM	2.30 PM	9.50 PM
			Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun., Mon.	Arrive Daily	(99.1)				Leave Daily	Leave Daily	Lv. Daily Ex. Sun., Mon.	Leave Daily
			10	20	378	12					19	9	377	11

RULE 5. Passenger siding at Crescent Lake 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.

Trains operate by CTC between Klamath Falls and Crescent Lake but at stations where time is shown must not depart ahead of time.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	451.8	Lobert	14531
.. ..	458.0	Pine Ridge	14537
66 ..	513.2	Gilchrist Jct	14593
.. ..	519.5	Kotan	14598

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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.....	
19	Diamond Lake.....	Flag.....	Monday.....	Any station.....		
19	Mt. Hebron.....	Stop if necessary.....	Daily except Sun.....			To exchange U. S. Mail
19	Black Butte.....	Flag.....	Daily.....		Klamath Falls.....	
20	Cottonwood.....	Stop.....	Monday and day following Holi-days.....			To exchange U. S. Mail
20	Anderson.....	Stop.....	Monday and day following Holi-days.....			To exchange U. S. Mail
20	Lakehead.....	Stop if necessary.....	Daily.....			To dispatch parcel post
20	Any Station					
20	Gerber to Dunsmuir	Flag.....	Daily.....	Black Butte.....		
20	Black Butte.....	Flag.....	Daily.....	Klamath Falls.....	Sacramento.....	
20	Leaf.....	Stop.....	Daily except Sun. and Holidays.....	Any station.....	Any station.....	Mail
20	Mt. Hebron.....	Stop.....	Daily except Sun. and Holidays.....			To exchange U. S. Mail
20	Modoc Point.....	Stop.....	Daily.....			To exchange U. S. Mail

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

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

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 }
 Dunsmuir } Trains originating or terminating.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:
 Dunsmuir—Nos. 9, 10, 11 and 12.

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

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

RULE 221. Westward trains originating at Dunsmuir need not obtain clearance at Dunsmuir Yard. Eastward trains terminating at Dunsmuir need not obtain clearance at 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 second-class and extra trains terminating at Klamath Falls.	
Klamath Falls—All trains except westward extra freight trains originating.	
Weed—Trains originating or terminating.	

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

Dunsmuir—Nos. 9, 10, 11 and 12.
 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 is first track on station 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.

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

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

RULE 221. 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.

SPECIAL INSTRUCTIONS—KIRK SUBDIVISION

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

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

Klamath Falls. . . . GNRy trains.
 Crescent Lake. . . . First-class 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 85. Sections of first-class schedules must not pass or run ahead of another section of the same schedule without first exchanging number and signals.

RULE 221. Chemult is a train-order office for Westward GNRy trains only.

SPECIAL INSTRUCTIONS—MERRILL SUBDIVISION

RULE 221. Light will not be displayed in train-order signal at Willow Ranch except when train-order operator is on duty.

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"	28.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6

MAP OF THE SHASTA DIVISION SOUTHERN PACIFIC COMPANY

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

