

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

100
FEDERAL DEPARTMENT OF COMMERCE
BUREAU OF LABOR RELATIONS
RECEIVED
JUN 10 1915
FILE No. _____

100

TIME TABLE

FOR THE

SHASTA DIVISION

To Take Effect Tuesday, June 15, 1915, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)



For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time table at pleasure

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Capacity of sidings in cars, and location of Scales, Fuel, Water, Turning Stations and Telephone.	FIRST CLASS							Minimum running time between stations for passenger trains—min.	Distance from San Francisco Via Marysville	Time Table No. 18 June 15, 1915	Distance from Dunsmuir	FIRST CLASS					SECOND CLASS	
	230	222	14	12	22	54	16					21	11	53	13	15	229	221
	Way Freight	Portland Fast Freight	Portland Express	Shasta Limited	The Statesman	Sound Special	Oregon Express					The Statesman	Shasta Limited	Exposition Special	San Francisco Express	California Express	Way Freight	Portland Fast Freight
	Leave Daily Ex. Tuesday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Tuesday	Arrive Daily
Term. Yd. WFTOP	1.30AM	12.05AM	9.05PM	5.05PM	4.20PM	8.10AM	5.20AM	223.4	DNR RED BLUFF	98.7		11.00AM	12.25PM	2.00PM	11.25PM	4.05AM	12.45AM	4.50AM
75 P	1.50	12.20	9.15	5.15	f 4.30	8.20	5.30	228.9	BLUNT	93.2	f	10.50	12.15	1.50	11.12	3.52	12.20AM	4.25
22								232.2	IVREA (Spur)	89.9								
65 P	2.10	12.40	9.25	5.23	f 4.40	8.30	f 5.40	233.6	HOOKER	88.5	f	10.40	12.07PM	1.40	10.55	3.39	11.25PM	4.00
49 WP	3.20	1.00	s 9.37	5.35	s 4.52	s 8.42	s 5.52	240.4	N COTTONWOOD	81.7	s	10.25	11.54AM	s 1.25	s 10.37	s 3.20	11.00	3.20
47 P	4.20	1.20	s 9.50	5.45	s 5.03	s 8.55	s 6.08	247.1	D ANDERSON	75.0	s	10.10	11.44	s 1.10	s 10.20	s 3.00	10.20	2.40
23					f			249.2	ANDERSON BRICK YARD	72.9	f							
67	4.35	1.35	f 10.05	5.54	f 5.13	9.05	f 6.18	253.5	GIRVAN	68.6	f	9.58	11.35	12.58	f 10.05	2.50	9.25	2.20
33								256.5	STANDARD OIL (Spur)	65.6								
3								257.3	CAL. POWDER WORKS (Spur)	64.8								
66 WP	4.55 6.32	2.00	s 10.20	6.03	s 5.27	s 9.20	s 6.32	258.2	DN REDDING	63.9	s	9.50	11.27	s 12.50	s 9.55	s 2.40	9.10 5.22	2.00
18					f		f	261.0	MIDDLE CREEK	61.1	f							
63 P	7.30	2.25	s 10.33	6.14	s 5.39	f 9.32	s 6.45	263.9	D KESWICK	58.2	s	9.32	11.16	f 12.36	s 9.35	f 2.25	4.55	1.42
19								265.9	CENTRAL MINE	56.2								
26					f		f	266.4	CUARGO	55.7	f							
38 WP	7.55	2.50	10.45	6.25	f 5.50	9.45	f 7.00	268.0	MOTION	54.1	f	9.18	11.05	12.25	9.23	2.14	4.20	1.25
85 OP	8.25	3.05	f 10.55	6.34	s 5.59	f 9.55	s 7.09	271.0	GORAM	51.1	s	9.06	10.57	f 12.15	s 9.14	f 2.06	4.05	1.12
64 OP	8.50 10.06	3.25	s 11.07	6.45	s 6.12	s 10.06	s 7.20	275.7	DN KENNET	46.4	s	8.55	10.47	s 12.03PM	s 9.02	s 1.55	3.40	12.53
61 P	10.40	3.37	11.14	6.52	s 6.19	f 10.13	s 7.30	278.3	D PITT	43.8	s	8.45	10.40	f 11.54AM	f 8.50	1.44	2.40	12.43
87 YWP	10.55	3.50	11.19	6.56	f 6.24	10.18	f 7.39	280.2	MORLEY	41.9	f	8.39	10.36	11.48	f 8.45	1.40	2.25	12.35
32 P	11.38AM	4.10	11.30	7.03	f 6.32	10.29	f 7.50	283.8	ELMORE	38.3	f	8.30	10.29	11.38	f 8.35	1.30	2.05	12.20AM
4					f		f	290.5	ANTLER (Spur)	31.6	f							
80 P	12.10PM	4.40	11.49PM	7.19	f 6.50	10.48	f 8.10	291.1	SMITHSON	31.0	f	8.10	10.13	11.20	8.15	1.10	1.35	11.49PM
68 WP	12.40	5.20	s 12.07AM	7.36	s 7.06	s 11.06	s 8.29	296.7	DN DELTA	25.4	s	7.57	10.00	f 11.06	s 8.00	s 12.55	1.10	11.05
44 P	12.55 1.25	5.40	f 12.18	7.45	s 7.15	f 11.17	s 8.41	300.2	D LAMOINE	21.9	s	7.45	9.51	f 10.49	s 7.45	f 12.44	12.55	10.40
36 P	1.55	6.00	12.32	7.55	f 7.27	11.30	f 8.54	304.0	GIBSON	18.1	f	7.35	9.42	10.35	f 7.27	12.32	12.05PM	10.25
74 WP	2.30	6.35	12.47	8.10	f 7.44	f 11.43	f 9.08	309.4	N SIMS	12.7	f	7.21	9.30	f 10.17	f 7.10	f 12.13	11.43AM	10.00
					f		f	311.8	*FLUME (Spur)	10.3	f							
66	2.45	7.11	12.57	8.20	f 7.54	11.53AM	f 9.22	313.1	CONANT	9.0	f	7.11	9.22	10.05	f 6.58	12.02AM	11.18	9.45
60 P	3.15	7.20	f 1.07	8.27	s 8.05	f 12.01PM	s 9.33	315.3	D CASTELLA	6.8	s	7.05	9.17	f 9.57	s 6.50	f 11.55PM	11.00	9.35
35								316.1	DIRIGO	6.0								
2			f		f	f	f	316.4	CASTLE ROCK (Spur)	5.7	f			f	f			
40	3.35	7.32	f 1.17	8.35	f 8.17	f 12.10	f 9.45	318.3	CASTLE CRAG	3.8	f	6.55	9.09	f 9.45	s 6.40	f 11.45	10.20	9.20
46 P	3.45	7.40	1.23	8.40	f 8.23	12.15	9.50	320.4	NUTGLADE	1.7	f	6.50	9.04	9.35	6.35	11.40	10.10	9.10
Term. Yd. WFTOP	3.55PM	7.50AM	1.30AM	8.45PM	8.30PM	12.20PM	9.55AM	322.1	DNR DUNSMUIR	0.0		6.45AM	9.00AM	9.30AM	6.30PM	11.35PM	10.00AM	9.00PM
	Arrive Daily Ex. Tuesday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily

(14.25)	(7.45)	(4.25)	(3.40)	(4.10)	(4.10)	(4.35)	..... Time over District.....	(4.15)	(3.25)	(4.30)	(4.55)	(4.30)	(14.45)	(7.50)
8.94	12.73	22.34	26.91	23.68	23.68	21.53	..... Average speed per hour.....	23.22	28.88	21.93	20.07	21.93	9.52	12.60

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Additional Stops on Signal:

- Nos. 27 and 28 at Sweetbriar, Chromite, Eagle Point, Fisher, Scholes, Etter and Draper.
- No. 13 at Sweetbriar and Chromite.
- No. 16 at Chromite. *Switch taken out.
- No. 53 at any station to discharge passengers from Roseburg or points beyond.
- No. 54 at any station to receive passengers for Roseburg or points beyond, and to discharge passengers from Sacramento or points beyond.

Capacity of siding in cars and local of stock, fuel, water turning stations and telephone.	SECOND CLASS				FIRST CLASS				Minimum running time between stations for passenger trains—min.	Distance from San Francisco Via Marysville	Time Table No. 18 June 15, 1915				Distance from Ashland	Minimum running time between stations for freight trains—minutes	FIRST CLASS				SECOND CLASS		
	222	226	230		12	54	16	14			53	11	13	15				229	221	225			
	Portland Fast Freight	Way Freight	Way Freight		Shasta Limited	Sound Special	Oregon Express	Portland Express			Exposition Special	Shasta Limited	San Francisco Express	California Express				Way Freight	Portland Fast Freight	Way Freight			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Saturday		
Term. Yd. WFTOP	10.50AM		5.05AM		8.53PM	12.35PM	10.10AM	1.45AM		322.1	DNR DUNSMUIR	107.0		9.15AM	8.53AM	6.05PM	11.20PM		3.15PM	6.15PM			
	No Siding		No Siding			f 12.38	f 10.15	f		323.1	UPPER SODA SPRINGS	106.0		f 9.08		f 5.58	f		No Siding	No Siding			
P	No Siding		No Siding			f 12.42	f 10.20	f		323.8	SHASTA RETREAT	105.3		f 9.05		f 5.53	f		No Siding	No Siding			
P					s 9.03 9.08	s 12.47 12.57	s 10.26 10.36	f 1.57		325.4	D+SHASTA SPRINGS	103.7		s 9.00 8.50	s 8.42 8.37	s 5.48 5.38	f 11.05						
78 P	11.10		5.25		9.10	1.00	10.38	2.00		326.1	SMALL	103.0		8.47	8.35	5.36	11.02		2.45	5.55			
26 P	11.20		5.35		9.15	1.06	f 10.45	2.05		327.6	CANTARA	101.5		8.40	8.30	f 5.30	f 10.56		2.35	5.45			
66 P	11.40		5.55		9.28	1.20	f 11.01	2.20		331.4	MOTT	97.7		8.25	8.17	5.14	f 10.40		2.10	5.14			
62	11.50AM		6.05		9.34	1.26	11.07	2.25		333.5	AZALEA	95.6		8.19	8.12	5.08	10.34		1.55	4.55			
										335.1	*PIONEER (Spur)	94.0											
										335.4	*BARNARD (Spur)	93.7											
120 YWP	12.15PM		6.45		s 9.45	s 1.35	s 11.20	s 2.40		336.7	DN SISSON	92.4		s 8.05	8.05	s 5.00	s 10.25		1.35	4.40			
35 P	12.25		7.10		9.51	1.41	f 11.26	2.45		339.1	UPTON	90.0		7.43	7.59	4.45	f 10.12		12.25	4.30			
56 YWP	12.38		7.30 7.52		10.00	1.50	f 11.34	2.53		342.3	DEETZ	86.8		7.35	7.52	f 4.35	f 10.00		12.05PM	4.15			
56 P	12.53		8.05		10.08	1.58	f 11.45	3.01		345.8	IGERNA	83.3		7.25	7.43	4.25	f 9.40		11.45AM	3.50			
										346.4	*COGGINS (Spur)	82.7											
60 OYP	1.10		9.00		10.15	s 2.08	s 11.59AM	s 3.11		348.4	DNR WEED	80.7		s 7.15	7.36	s 4.10	s 9.25		11.25	3.35			
54 WFTP	1.30		9.45		10.27	f 2.21	s 12.13PM	s 3.24		353.4	D EDGEWOOD	75.7		f 7.00	7.21	s 3.55	s 9.10		9.45	3.10			
34 P	1.50		10.20		10.42	f 2.36	s 12.30	s 3.39		361.0	D GAZELLE	68.1		f 6.42	7.06	s 3.35	s 8.50		9.15	2.36			
50	2.10		10.40		10.55	2.49	f 12.45	f 3.52		369.1	GRENADA	60.0		6.27	6.53	3.20	f 8.33		8.20	2.10			
43 WP	2.30		11.40		11.06	s 3.05	s 1.00	s 4.06		375.5	DN MONTAGUE	53.6		s 6.12	6.42	s 3.05	s 8.18		8.00	1.35			
72 YP	2.48		11.59AM		11.15	3.15	f 1.10	4.15		380.7	SNOWDON	48.4		6.00	6.33	2.48	f 8.05		7.20	1.10			
58 P	3.28		12.35PM		11.26	f 3.28	f 1.23	f 4.27		386.2	D AGER	42.9		f 5.44	6.18	f 2.32	f 7.50		7.00	12.35			
26	3.50		12.45		11.31	3.34	f 1.29	4.33		388.4	THRALL	40.7		5.36	6.12	2.23	f 7.41		6.35	12.20			
46	4.00		12.55		11.36	3.40	f 1.35	4.39		390.5	KLAMATHON	38.6		5.30	6.07	2.17	f 7.36		6.25	12.10			
Term. Yd. WFTOP	5.00	12.10AM	1.05PM		s 11.46PM	s 3.55	s 2.00	s 4.50		393.1	DNR HORN BROOK	36.0		s 5.25	s 6.02	s 2.10 2.00	s 7.30		6.15AM	12.01PM	11.20PM		
50 P	5.25	12.40			12.01AM	4.10	f 2.15	5.08		397.5	ZULEKA	31.6		5.08	5.45	1.47	f 7.10			10.50AM	11.00		
54 P	5.45	1.10			12.15	f 4.23	s 2.32	s 5.33		401.8	D HILT	27.3		f 4.48	5.33	s 1.35	s 6.55			10.32	10.40		
23	5.50	1.25			12.17	4.25	f 2.35	5.36		402.8	COLE	26.3		4.45	5.31	1.32	f 6.50			10.28	10.15		
40 P	6.36	1.55			12.32	4.45	f 2.57	5.58		407.4	GREGORY	21.7		4.32	5.18	1.18	f 6.36			10.10	9.55		
	No Siding	No Siding				f	f 3.08	f 6.08		409.1	COLESTIN	20.0				f 1.11	f 6.30		No Siding	No Siding			
55 P	7.05	2.20			12.42	5.00	3.13	6.14		410.0	WHITE POINT	19.1		4.24	5.09	1.08	6.28			9.50	9.30		
70 TP	7.35	2.45			s 12.50	s 5.10	s 3.24	s 6.24		412.2	DN SISKIYOU	16.9		s 4.16	s 5.02	s 1.00	s 6.20			9.40	9.20		
28 P	7.55	3.05			1.04	5.25	3.40	6.40		415.6	WALL CREEK	13.5		4.01	4.45	12.45	6.05			9.10	8.55		
61 WP	8.25	3.46			s 1.20	s 5.45	s 3.56	s 6.56		419.3	STEINMAN	9.8		3.46	4.30	f 12.30	f 5.45			8.40	8.25		
51 P	8.55	4.15			1.33	5.58	f 4.10	f 7.09		422.9	MISTLETOE	6.2		3.31	4.15	12.15	f 5.26			8.00	7.55		
54	9.15	4.30			1.40	6.10	4.20	f 7.20		425.5	CLAWSON	3.6		3.23	4.08	12.05PM	f 5.18			7.45	7.30		
Term. Yd. WFTOP	9.40PM	4.45AM			1.50AM	6.20PM	4.30PM	7.30AM		429.1	DNR ASHLAND	0.0		3.15AM	4.00AM	11.55AM	5.10PM			7.30AM	7.15PM		
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(107.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday		

(10.50) 9.87	(4.35) 7.85	(8.00) 9.30	(4.57) 21.98	(5.45) 19.16	(6.20) 17.35	(5.45) 18.60	.....Time over District.....	(6.00) 18.34	(4.53) 22.29	(6.10) 18.34	(6.10) 17.35	(9.00) 7.88	(10.45) 9.95	(4.05) 8.81
Average speed per hour.....														

Additional Stops on Signal:

Nos. 15 and 16 at Elba.

No. 53, any station, to receive passengers for Sacramento or points beyond, and to discharge passengers from Roseburg or points beyond.

No. 54, any station to receive passengers for Roseburg or points beyond, and to discharge passengers from Sacramento or points beyond or from points on Klamath Falls Branch.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)

†The time of Passenger trains at Shasta Springs is at the Mineral Spring and not at the Siding.

*Switch taken out.

Capacity of sidings in cars, and location of scales, fuel, water, turning stations and telephone

Term. Yd. WIPFO

P

12

31

11

37 P

53

31

46Y

57WP

Y

63

65

YP

70 WP

65

65

67WP

65P

65

64

66P

65

8

66W

64

72

65

Term. Yd. WFYP

66

66

66

66

66

66

66

66

71

66WYP

4

6

66

71

71YP

SECOND CLASS

FIRST CLASS

40 Klamath Falls Passenger Leave Daily

Minimum running time between stations for passenger trains—minutes.

Distance from San Francisco Via Marysville

Time Table No. 18

June 15, 1915

Distance from Kirk

Minimum running time between stations for freight trains—minutes.

FIRST CLASS

SECOND CLASS

39 Klamath Falls Passenger Arrive Daily

227 Way Freight Ar. Tues., Thur. & Sat.

231 Meva Mixed Ar. Mon. and Wed. Only

233 Kirk Mixed Arrive Friday Only

Table with columns for train numbers (234, 228, 232, 40), departure times, and arrival times for various stations.

Table with columns for distance from San Francisco, station names (WEED, EAST WEED, EVANS, etc.), and distance from Kirk.

Table with columns for arrival times for freight (227), mixed (231), and passenger (233) trains.

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) Except No. 232 is superior to No. 231 and No. 234 is superior to No. 233. Nos. 39 and 40 will stop on signal at Yannah.

SPECIAL RULES.

“SAFETY FIRST”

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND (2d) CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

STANDARD CLOCKS.

Red Bluff	Dunsmuir (Train Dispatcher's office)	Ashland
Redding	Klamath Falls	Weed
Hornbrook		

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector.....	San Francisco
G. C. WILKINS.....	Red Bluff
F. R. DOBROWSKY—Red Bluff to Dunsmuir.....	Redding
G. A. HUTAFF.....	Dunsmuir
E. G. WEED—Weed to Kirk.....	Weed
F. M. UPP.....	Klamath Falls
H. L. WHITED—Ashland to Dunsmuir.....	Ashland

BULLETIN BOARDS.

Red Bluff (Tel. Ofc.)	Klamath Falls (Frt. Ofc.)
Dunsmuir (Tel. Ofc. and Club)	Ashland (Tel. Ofc.)
Weed (Tel. Ofc.)	Hornbrook (Tel. Ofc.)

CLEARANCES.

Rule 83-A will not apply at initial stations which are not telegraph stations, and at telegraph stations only when operator on duty.
All trains will obtain clearance card (Form 2643) at Hornbrook.

REGISTERING STATIONS.

Weed registering station for branch trains, and main line extras, beginning or ending trip at Weed.

At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

TRAIN AND AIR INSPECTION.

Passenger trains descending the grade will make a stop of four minutes at Steinman, and freight trains descending the grade will make a stop as indicated below at the following stations, where trainmen will make a careful inspection of all cars in train:

Steinman ..10 mins.	Delta .....5 mins.	Weed or Edgewood...5 mins.
Gregory ...10 "	Motion .....5 "	Deetz .....5 "
Mile Post 359½ (Weed Subdivision)	5 mins.	Mott .....5 "

Air brakes on all trains and air whistle signal on passenger trains must be tested as follows:

- Deetz or Sisson all trains, except No. 11.
- Edgewood all westward trains except No. 11.
- Hornbrook all trains.
- Siskiyou all trains.
- Grass Lake all trains.

Engines detached from train or for any reason train line broken at any point, rear end plug test must be made.

Conductors will report to Superintendent by wire any failure to properly control train by air brake, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute tests of all retainers. The list then to be forwarded to Superintendent by mail.

19 FORM TRAIN ORDER FOR RESTRICTING TRAINS.

Within automatic block signal limits, between Red Bluff and Edgewood the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used.

(1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)

(2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)

(3) When issuing an order Form "G," Example 3.

(4) When giving any train right over all trains.

(5) When reducing a time order where necessary that Dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to Dispatcher train and order numbers as they appear on clearance and obtain O. K., with time and Superintendent's initials, writing same before delivery in

blank space where time is shown. This paragraph includes territory outside of automatic block signals also.

Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order. Conductors' and Engineers' attention is called to the importance of approaching at a moderate rate of speed telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

AUTOMATIC SIGNALS.

A stick relay is located east of turn-table at Siskiyou to allow rear portion of freight trains to come through Tunnel 13 after head portion has cleared point where relay is located, and must not be used for any other purpose.

Automatic block signals controlled by track circuits are located east and west end of Tunnels 13 and 14, near Siskiyou. Trains approaching and passing these signals will be governed by automatic block system rules.

Referring to Rule 504, Book of Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman.

Trainmen must not depend upon the block system to protect their trains.

On single track, within automatic block system limits, last portion of Rule 86 will not apply.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211.....	40	
	3000 to 3009.....	77	43375 lbs.
	3016 to 3024.....	67	46445 "
	3025 to 3071.....	77	46380 "
T-69 21/28 149	{2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299.....}	60	44330 "
	2291, 2294, 2297.....	62	41526 "
T-69 15½-26/28 142	{2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206.....}	52	22750 "
M-63 21/28 155	{1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779.....}	58	45190 "
	1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790, to 1792, 1794 to 1797, 1799.....	53	42860 "
M-63 21/28 144	1730, 1733, 1786, 1793, 1798, 1802 ..	56	42000 "
E-69 18/24 69	{1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397.....}	55	30190 "
	1430 and 1432.....	61	27570 "
MC-57 26/40-30 394	4000 to 4016.....	53	43050 "
MC-57 26/40-30 398	4017 to 4028.....	53	43050 "
MC-57 26/40-30 401-S	4029 to 4043.....	53	43500 "
MC-57 26/40-30 395-S	4044 to 4048.....	53	43500 "
C-57 22/03 180	{2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679.....}	52	39650 "

Note.—Maximum speed in miles per hour is based on vertical distributing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table for information of engineers and must in no way conflict with rules governing speed of trains.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

Maximum speed of any train at any point must not exceed 50 miles per hour.

BETWEEN	LIGHT ENGINES	
	Running Forward	Running Backward
Ashland and Hornbrook } Pineland and Weed . . . }	20	10
Hornbrook and Snowdon } Dunsmuir and Gazelle . . . }	25	15
Grass Lake and Pineland . . . Dunsmuir and one mile east of Middle Creek.....	25	12
Klamath Falls and Kirk..... One mile east of Middle Creek and Red Bluff.....	25	15
Snowdon and Edgewood . . . } Grass Lake and Klamath Falls }	30	25

With exceptions noted trains must not exceed the speed in miles per hour as shown below. No one mile at speed allowed must be made in faster time than shown in speed table:

	Passenger	Freight
Red Bluff-Redding.....	50	
Red Bluff and one mile east of Middle Creek..		30
Grass Lake-Klamath Falls.....	40	35
Klamath Falls-Chiloquin.....	25	25
Edgewood-Snowden	50	35

Passenger trains between Mile Post 400 and Hilt must not exceed 25 miles per hour.

Maximum speed of Mikado type of engines must not exceed 40 miles per hour over portions of division where passenger trains are permitted to make 50 miles per hour.

Freight trains descending grade between Hornbrook and Clawson, Deetz and Edgewood, Sisson and Dunsmuir must not exceed speed of 15 miles per hour.

Freight trains of 20 cars or less must not exceed 18 miles per hour descending grade between Dunsmuir and Morley and 20 miles per hour between Morley and one mile east of Middle Creek.

Freight trains of over 20 cars must not exceed 15 miles per hour descending grade between Dunsmuir and Morley and 18 miles per hour between Morley and one mile east of Middle Creek.

Freight trains will not exceed 12 miles per hour on descending grade between Pineland and Weed.

By ordinance the rate of speed of trains is limited to eight (8) miles per hour within the limits of Redding yard.

Trains must not exceed speed of 8 miles per hour through cross-overs or turn-outs.

Trains must not exceed 15 miles per hour over Big Canon Bridge.

Eastward passenger trains will not exceed fifteen miles per hour over west switch Gibson. Westward passenger trains will not exceed fifteen miles per hour over east switch at Elmore.

Sufficient retainers to properly control train will be used on descending grade between Ashland and Delta, Grass Lake and Weed.

Trains must reduce speed in territory covered by slow boards, located as follows:
Small:

Curve No. 572	} 15 miles per hour—Passenger. 10 miles per hour—Freight.
West Board, 1900 feet west of Mile Post 327	
East Board, 1000 feet west of Mile Post 327	

Cantara:

Curve No. 579.	} 15 miles per hour—Passenger. 10 miles per hour—Freight.
West Board, 700 feet west of Mile Post 328	
East Board, 850 feet east of Mile Post 328	

SPECIAL RULES—Continued.

SPEED RESTRICTIONS—(Continued).

Edgewood:
 Curve No. 724 } 25 miles per hour—Passenger.
 West Board, 1650 feet west of Mile Post 354 } 15 miles per hour—Freight.
 East Board, 1200 feet west of Mile Post 354 }
 Curve No. 725 } 25 miles per hour—Passenger.
 West Board, 1050 feet west of Mile Post 354 } 15 miles per hour—Freight.
 East Board, 500 feet west of Mile Post 354 }
 Curve No. 732 } 25 miles per hour—Passenger.
 West Board, 650 feet east of Mile Post 355 } 15 miles per hour—Freight.
 East Board, 2200 feet east of Mile Post 355 }
 Curve No. 733 } 25 miles per hour—Passenger.
 West Board, 2360 feet east of Mile Post 355 } 15 miles per hour—Freight.
 East Board, 2000 feet west of Mile Post 356 }
Montague:
 Curve No. 760 } 25 miles per hour—Passenger.
 West Board, 2100 feet east of Mile Post 373 } 15 miles per hour—Freight.
 East Board, 2200 feet west of Mile Post 374 }
 Curve No. 761 } 25 miles per hour—Passenger.
 West Board, 1600 feet west of Mile Post 374 } 15 miles per hour—Freight.
 East Board, 960 feet west of Mile Post 374 }
Snowdon:
 Curve No. 772 } 25 miles per hour—Passenger.
 West Board, 2420 feet east of Mile Post 381 } 15 miles per hour—Freight.
 East Board, 2200 feet west of Mile Post 382 }
 Curve No. 773 } 25 miles per hour—Passenger.
 West Board, 2140 feet west of Mile Post 382 } 15 miles per hour—Freight.
 East Board, 1400 feet west of Mile Post 382 }
 Curve No. 774 } 25 miles per hour—Passenger.
 West Board, 1360 feet west of Mile Post 382 } 15 miles per hour—Freight.
 East Board, 940 feet west of Mile Post 382 }
 Curve No. 779 } 25 miles per hour—Passenger.
 West Board, 1620 feet west of Mile Post 383 } 15 miles per hour—Freight.
 East Board, 1180 feet west of Mile Post 383 }
Ager:
 Curve No. 791 } 25 miles per hour—Passenger.
 West Board, 2200 feet east of Mile Post 385 } 15 miles per hour—Freight.
 East Board, 2800 feet east of Mile Post 385 }
 Curve No. 793 } 25 miles per hour—Passenger.
 West Board, 1780 feet west of Mile Post 386 } 15 miles per hour—Freight.
 East Board, 1430 feet west of Mile Post 386 }
Thrall:
 Curve No. 812 } 25 miles per hour—Passenger.
 West Board, 600 feet east of Mile Post 389 } 15 miles per hour—Freight.
 East Board, 1600 feet east of Mile Post 389 }
Klamathon:
 Curve No. 816 } 25 miles per hour—Passenger.
 West Board, 740 feet west of Mile Post 390 } 15 miles per hour—Freight.
 East Board, 280 feet west of Mile Post 390 }
 Curve No. 816A } 25 miles per hour—Passenger.
 West Board, 250 feet west of Mile Post 390 } 15 miles per hour—Freight.
 East Board, 30 feet west of Mile Post 390 }
 Curve No. 817 } 25 miles per hour—Passenger.
 West Board, 200 feet east of Mile Post 390 } 15 miles per hour—Freight.
 East Board, 470 feet east of Mile Post 390 }
 Curve No. 818 } 25 miles per hour—Passenger.
 West Board, 820 feet east of Mile Post 390 } 15 miles per hour—Freight.
 East Board, 1440 feet east of Mile Post 390 }
 Curve No. 820 } 25 miles per hour—Passenger.
 West Board, 1440 feet west of Mile Post 391 } 15 miles per hour—Freight.
 East Board, 400 feet west of Mile Post 391 }
 Curve No. 821 } 25 miles per hour—Passenger.
 West Board, 20 feet west of Mile Post 391 } 15 miles per hour—Freight.
 East Board, 470 feet east of Mile Post 391 }

Gregory:

Curve No. 911 } 15 miles per hour—Passenger.
 West Board, 1800 feet west of Mile Post 408 } 10 miles per hour—Freight.
 East Board, 50 feet west of Mile Post 408 }

Wall Creek:

Curve No. 955 } 15 miles per hour—Passenger.
 West Board, 2100 feet west of Mile Post 415 } 10 miles per hour—Freight.
 East Board, 160 feet east of Mile Post 415 }

Steinman:

Curve No. 975 } 10 miles per hour.
 West Board, 1350 feet west of Mile Post 418 }
 East Board, 250 feet east of Mile Post 418 }

Mistletoe:

Curve No. 1008 } 25 miles per hour—Passenger.
 West Board, 1850 feet east of Mile Post 423 } 15 miles per hour—Freight.
 East Board, 2770 feet west of Mile Post 424 }

Curve No. 1011 } 25 miles per hour—Passenger.
 West Board, 1300 feet west of Mile Post 424 } 15 miles per hour—Freight.
 East Board, 630 feet west of Mile Post 424 }

Curve No. 1013 } 25 miles per hour—Passenger.
 West Board, 640 feet east of Mile Post 424 } 15 miles per hour—Freight.
 East Board, 1120 feet east of Mile Post 424 }

Curves:

Rocky Point, one-half mile west of Geagan. }
 One mile west of Evans } 12 miles per hour.
 Weed Yard, Lumber Co.'s crossing, eight-tenths mile east of Weed depot }

LOCATION OF OVERHEAD STRUCTURES

Main Line					
M. P.	Between	Structure	Height	Crossing	
258.5	Redding.....	H'way Bridge	21' 0"	S. P. Tracks	
269.6	Motion.....	Tunnel No. 1	17' 10"		
276.6	Kennet.....	Pitt.....	2' 17' 9"		
278.9	Pitt.....	Morley.....	Tunnel No. 3	18' 3"	
285.7	Elmore.....	Antler.....	Tunnel No. 4	17' 11"	
286.3	Elmore.....	Antler.....	Tunnel No. 5	17' 8"	
286.4	Elmore.....	Antler.....	Bridge No. 3	21' 8"	Sacramento River
288.9	Elmore.....	Antler.....	Tunnel No. 6	21' 6"	
295.6	Smithson.....	Delta.....	Tunnel No. 7	18' 7"	
299.8	Delta.....	Lamoine.....	Tunnel No. 8	18' 2"	
301.8	Lamoine.....	Gibson.....	Bridge No. 6	21' 9"	Sacramento River
302.2	Lamoine.....	Gibson.....	Bridge No. 7	21' 9"	Sacramento River
305.3	Gibson.....	Sims.....	Bridge No. 8	21' 9"	Sacramento River
305.4	Gibson.....	Sims.....	Tunnel No. 9	17' 8"	
306.7	Gibson.....	Sims.....	Bridge No. 9	21' 9"	Sacramento River
307.0	Gibson.....	Sims.....	Tunnel No. 10	18' 0"	
308.6	Gibson.....	Sims.....	Bridge No. 10	21' 9"	Sacramento River
308.9	Gibson.....	Sims.....	Bridge No. 11	21' 9"	Sacramento River
310.3	Sims.....	Flume.....	Bridge No. 12	21' 10"	Sacramento River
310.4	Sims.....	Flume.....	Tunnel No. 11	18' 3"	
310.6	Sims.....	Flume.....	Bridge No. 13	21' 9"	Sacramento River
315.8	Castella.....	Dirigo.....	Bridge No. 1	21' 10"	Castle Creek
317.6	Castle Rock..	Castle Crags..	Bridge No. 14	21' 9"	Sacramento River
317.8	Castle Rock..	Castle Crags..	Bridge No. 15	21' 9"	Sacramento River
323.3	Upper Soda...	Shasta Retreat	Snow Shed....	20' 0"	
325.0	Shasta Retreat	Shasta Springs	Bridge No. 16	21' 9"	Sacramento River
327.2	Small.....	Cantara.....	Bridge No. 17	21' 9"	Sacramento River
329.4	Cantara.....	Mott.....	Tunnel No. 12	19' 1"	
390.9	Klamathon..	Hornbrook....	Bridge.....	21' 8"	Klamath River
411.3	White Point..	Siskiyou.....	Tunnel No. 13	18' 0"	
414.6	Siskiyou.....	Wall Creek...	Tunnel No. 14	18' 5"	
415.2	Siskiyou.....	Wall Creek...	Tunnel No. 15	18' 10"	
419.9	Steinman.....	Mistletoe....	Tunnel No. 16	18' 6"	
WEED SUB-DIVISION					
412.5	Dorris.....	Calor.....	Tunnel No. 1	21' 4"	
414.7	Dorris.....	Calor.....	Tunnel No. 2	21' 4"	
431.8	Texum.....	Klamath Falls	H'way Bridge.	21' 11"	S. P. Tracks
460.7	Lobert.....	Chiloquin....	Bridge No. 1	21' 10"	Sprague River

AVERAGE WEIGHT OF PASSENGER TRAIN CARS.

Kind of Car	AVERAGE WTS.—POUNDS		
	Wood	Steel	Steel Underframe
Pullman Parlor.....	116,000	.....	.....
Pullman Observation.....	124,500	150,000	127,000
Pullman Std. Sleepers.....	125,000	150,000	140,000
Pullman Tourist Sleepers.....	94,000	.....	110,000
Buffet.....	114,000	.....	121,000
Buffet (Dynamo).....	.....	146,000	.....
Observation.....	122,000	.....	.....
Dining.....	126,000	146,000	131,000
Business.....	107,000	178,000	135,000
Chair.....	87,000	98,000	.....
Coaches.....	80,000	92,000	.....
Postal.....	.....	{ 110,000-60' 77,000-40' }	.....
Baggage.....	78,000	88,000	.....
Baggage (Dynamo).....	.....	106,000	.....
Baggage and Passenger.....	54,000	.....	.....
Baggage and Mail.....	76,000	{ 121,900-69' 90,600-60' }	93,000
Tea and Silk.....	48,000	.....	.....
Horse Express.....	81,000	.....	.....

MISCELLANEOUS.

Trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "Minimum running time between stations" for passenger and freight trains respectively.

Helper engines coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water, and where head engines cannot handle forward portion of train without assistance of helper, latter must not be cut off until after forward portion of train has been shoved by tank.

Engines on freight trains of twenty cars or over must in all cases be cut off before taking water.

Freight trains taking water at Steinman will observe the following rules: Leading engines and pusher engines must not be cut from head and rear portion of train at the same time.

Trains entering sidings or other tracks will do so under control and see and know the track is clear. Responsibility for collision with cars under such circumstances is placed upon the entering train.

The side track end of ALL LINK SWITCHES at all stations after using, must be left lined up for SIDING.

When necessary to occupy Iron Mountain Railroad Company's tracks at Keswick and McCloud River Railroad Company's tracks at Sisson, including the west leg of Wye at Sisson, it must be under protection of flag.

The tonnage of any train between Siskiyou and Ashland, Siskiyou and Hornbrook, Grass Lake and Weed, must not exceed eighty M's per operative brake, and between Deetz and Edgewood, Azalea and Small, must not exceed one hundred M's per operative brake.

Light extras westward, when so designated in train orders, will take siding for eastward extras, including light extras.

When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(a) If view is obscured by curves, fog or storm, flagman must be sent ahead, and train may follow, under control, in the manner prescribed by Rule 504.

(b) If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, but will run under control for a distance of one-half mile, before resuming full speed.

SCALES.

Track scales shown at following stations are private scales: Coram, Kennet, Weed.

WATER SUPPLY BETWEEN STATIONS.

Emergency water pipe, Castella.
 Tank ¼ mile east Cantara.
 Tank 1 mile east Cole.
 Tank 1 mile west Siskiyou.
 Tank ¼ miles east of Grenada.

YARD LIMITS.

Yard limits of Red Bluff extend from Yard limit board east of Red Bluff to Yard limit board west of West switch Rawson on Sacramento Division.

Yard limits of Dunsmuir extend from Yard limit board east of East switch Small to Yard limit board west of West switch Castle Crag.

Yard limits of Ashland extend from Yard limit board west of Ashland to Yard limit board east of Ashland which is also junction between Shasta Division and Portland Division.

Yard limits of Bray extend from Yard limit board east of Bray to Yard limit board west of Bray wye.

Yard limits of Klamath Falls extend from Yard limit board west of Klamath Falls to and include Hank Spur, 3.6 miles east of Klamath Falls.

Yard limit sign boards are in place at the following stations:

Red Bluff	Mott	Steinman
Redding	Deetz	Ashland
Keswick	Weed	Grass Lake
Kennet	Edgewood	Bray
Delta	Hornbook	Dorris
Lamoine	Gregory	Klamath Falls
Dunsmuir		

Rule 93 will be observed in above yards, and will apply at all stations on Weed Subdivision between Klamath Falls and Kirk, between one mile station boards. At these points where view is obstructed, trains must not back out of sidings unless protected as per Rule 99. All trains must move under control within yard limits.

RATING OF LOCOMOTIVES
 (In M's of 1000 Pounds Back of Tender)

CLASS	ENGINE NUMBERS	Boiler Pressure	ASHLAND and HORNBOOK	DUNSMUIR and EDGEWOOD	SNOWDON to EDGEWOOD, EDGEWOOD to HORNBOOK, HORNBOOK to DUNSMUIR	HORNBOOK to SNOWDON	DUNSMUIR to RED BLUFF (Single Engine)	DUNSMUIR to RED BLUFF (Double Hooker Hill)
T-63	20/26 112	2235 to 2273.....	180	435	700	1330	935	2395
T-63	21/28 144	2301 to 2310.....	200	565	910	1745	1225	3130
T-63	22/28 160	2311 to 2352.....	200	610	990	1900	1325	3420
C-51	19/30 96	2507 to 2512.....	150	400	630	1205	835	2130
C-57	22/30 187	2513 to 2599, 2752 to 2830.....	200	695	1105	2100	1475	3745
C-57	22/30 184	2694 to 2751.....	200	695	1090	2055	1450	3635
C-57	22/34 176	2615, 2621 to 2623.....	185	695	1125	2120	1495	3765
C-57	22/30 180	2624 to 2679.....	200	715	1080	2130	1470	3835
C-57	22/30 178	2680 to 2693.....	180	870	1390	2675	1870	4765
MK-57	23 1/2/30 205	3200 to 3208, 3216 to 3235.....	200	625	975	1840	1295	3240
MK-63	26/28 210s	3236 to 3270.....	180	450	720	1375	965	2420
TW-55	22/26 147	2900 to 2913.....	160	490	735	1495	1050	2635
TW-57	20/30 114	2926.....	170					
TW-20	30/26 118	2947.....						
Allowance for Empty and Underloaded Cars	Less than 40 M's.....	40 to 50 M's.....	3	3	3	3	3	3
	More than 50 M's.....		0	0	0	0	0	0

CLASS

"T"—Ten Wheelers.
 "C"—Consolidation Engines.
 "TW"—Twelve Wheelers.
 "MK"—Mikado.

Example:—Consolidation Engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on drivers:

C-57 ²²/₃₀ 187

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth.....	Chief Surgeon and Manager.....	San Francisco.....	
Dr. H. A. Parker.....	District Surgeon.....	Dunsmuir.....	Between Sims and Mott
Dr. E. J. Cornish.....	District Surgeon.....	Dunsmuir.....	Between Sims and Mott
Dr. Paul Wright.....	District Surgeon.....	Sisson.....	Between Mott and Deetz
Drs. W. E. and F. H. Tebbe.....	District Surgeons.....	Weed.....	Between Deetz, Gazelle and Grass Lake
Dr. H. W. Smith.....	Emergency Surgeon.....	Mt. Hebron.....	
Dr. G. W. Dwinnell.....	District Surgeon.....	Montague.....	
Dr. Chas. Pius.....	Asst. Surgeon.....	Montague.....	Between Gazelle and Hornbrook
Dr. G. L. Helms.....	District Surgeon.....	Hilt.....	Between Ager and Siskiyou
Dr. A. W. Boslough.....	District Surgeon.....	Ashland.....	Between Siskiyou and Talent
Dr. W. Gavey.....	District Surgeon.....	Red Bluff.....	Between Red Bluff and Cottonwood
Dr. A. B. Gilliland.....	Emergency Surgeon.....	Cottonwood.....	
Dr. F. Stable.....	District Surgeon.....	Anderson.....	Between Cottonwood and Girvan
Dr. G. W. Sevenman.....	District Surgeon.....	Redding.....	Between Girvan and Keswick
Dr. Stanholdt.....	Emergency Surgeon.....	Keswick.....	
Dr. Phillip Petch.....	District Surgeon.....	Kennet.....	Between Keswick and Delta
Dr. A. A. Atkinson.....	District Surgeon.....	Lamoine.....	Between Delta and Sims
Dr. G. W. Merryman.....	District Surgeon.....	Dorris.....	Between Grass Lake and Ady
		Klamath Falls.....	Between Ady and Klamath Falls

HOSPITALS:—General Hospital San Francisco, Cal.; S. P. Hospital, Sacramento, Cal; Emergency Hospital, Dunsmuir, Cal.

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.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of the Company Surgeon.

Any officer of the Company is authorized to call Company Surgeon to attend the injured.

When tramps or other trespassers are injured on the Company's lines they should be turned over to friends or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

Stretchers are located at following stations:

Red Bluff	Kennet	Sisson	Montague	Ashland
Redding	Dunsmuir	Weed	Hornbrook	Klamath Falls

TRAIN DISPATCHERS.

H. H. CARPENTER F. C. NOURSE I. S. RUTH K. W. JONES A. J. LEBOURVEAU
CHIEF TRAIN DISPATCHER..... W. B. KIRKLAND..... DUNSMUIR
TRAINMASTER..... G. V. GILLETTE..... DUNSMUIR

J. W. METCALF,
Superintendent.

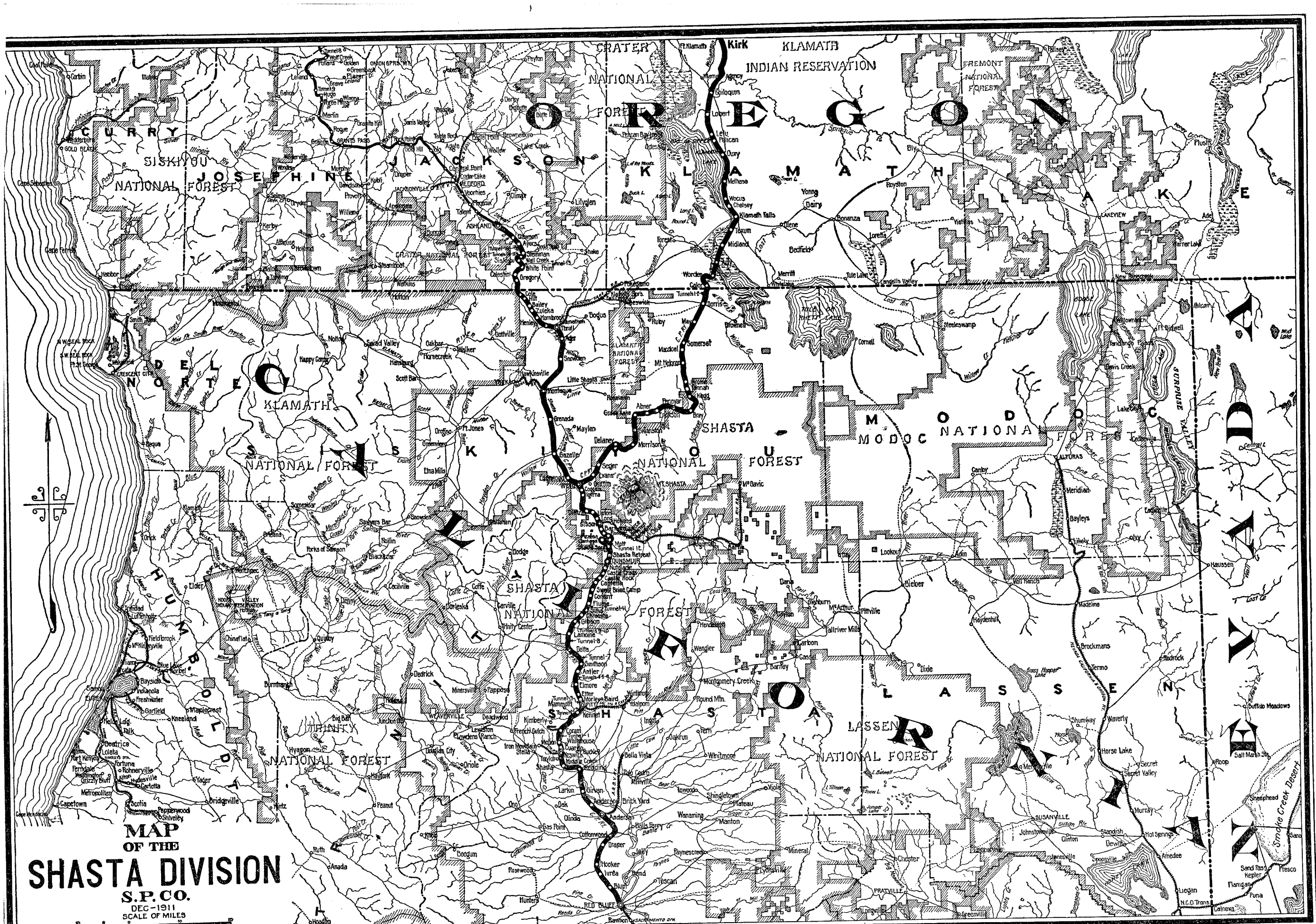
J. W. FITZGERALD,
Asst. Superintendent.

MILEAGE.
MAIN LINES.

Red Bluff to Cal.-Ore. State Line.....	C. P. Ry.....	180.55
Cal.-Ore. State Line to Ashland.....	O. & C. R. R.....	26.68
Total Main Line.....		207.23

BRANCH.

Klamath Falls.....	C. P. Ry.....	Weed to Kirk.....	126.49
Total Shasta Division.....			333.72



MAP OF THE SHASTA DIVISION S.P. CO. DEC-1911 SCALE OF MILES