

NORTHWESTERN PACIFIC RAILROAD CO.

TIME-TABLE

To Take Effect Sunday, October 5, 1930, at 3:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

EDWARD H. MAGGARD,
President and General Manager.

WM. N. NEFF,
General Superintendent

Capacity of Sidings in ten lengths and loca- tion of Fuel, Water and Turning Sta- tions.	FIRST CLASS										Distances from San Francisco	Time-Table No. 6	
												October 5, 1930	
	4	8	6	224	10	222	66	2	STATIONS				
	Eureka Express	Healdsburg Passenger	Ukiah Passenger	Duncan Mills Passenger	Santa Rosa Passenger	Cazadero Passenger	Point Reyes Passenger	Eureka Passenger					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily					
	8.30 PM	5.15 PM	3.15 PM	1.45 PM	10.45 AM	8.45 AM	8.15 AM	7.45 AM			0.0	SAN FRANCISCO	
	9.02 PM	5.47 PM	3.47 PM	2.17 PM	11.17 AM	9.17 AM	8.47 AM	8.17 AM			6.5	SAUSALITO	
Yard WOITPBK	9.15 PM	5.50 PM	3.50 PM	2.20 PM	11.20 AM	9.20 AM	8.50 AM	8.20 AM			6.5	TO-R SAUSALITO	
18 IP											9.9	ALMONTE	
P											11.5	SOUTH PORTAL	
P											12.2	NORTH PORTAL	
IP	9.28	6.05	4.04	2.35	11.35	9.35	9.05 AM	8.35			12.6	CORTE MADERA (Spur-N)	
YP	9.30	6.07	4.06	2.37	11.37	9.37		8.37			14.3	BALTIMORE PARK	
P											14.9	DETOUR	
Yard WIYPBK	s 9.40	s 6.17	s 4.15	s 2.47	s 11.47	s 9.47		s 8.47			15.7	GREEN BRAE (Spur-N&S)	
24 P		6.24									17.0	CALIFORNIA PARK	
24 P	9.47	6.28	4.23	2.53	11.53	9.53		8.53			18.7	TO-R SAN RAFAEL	
P		f	f		f	f					20.0	CERRO	
37 P	9.50	6.31	4.26	2.56	11.56	9.56		8.56			21.1	GOLF	
Yard WTOPBK	9.55	f 6.36	s 4.34	3.01	f 12.01 PM	s 10.02		f 9.01			21.7	GALLINAS (Spur-N)	
47 P	f 10.01	s 6.41	s 4.39	f 3.06	f 12.06	f 10.07		s 9.07			22.0	MILLER	
50 WP	10.07	f 6.46	4.44	3.11	12.11	f 10.12		9.14			24.9	ST. VINCENT (Spur-N)	
62 Yard	10.15	6.53	4.53	3.18	12.18	10.19		9.21			27.8	IGNACIO	
Yard WTPBK	s 10.27	s 7.00	s 5.02	s 3.25	s 12.25	s 10.26		s 9.29			31.3	NOVATO	
45 Yard											36.7	BURDELL	
37	10.33	f 7.05	5.07	3.30	12.30	10.31		9.34			38.5	HAYSTACK	
P		f	f		f	f					39.2	PETALUMA	
64 WP	10.40	f 7.12	f 5.14	f 3.37	f 12.37	s 10.40		9.41			41.0	PARK SIDING	
23		f	f	f	f	f					42.0	CROWN (Spur-S)	
29	10.48	f 7.20	f 5.25	3.47	f 12.45	f 10.50		9.48			43.3	ELY	
Yard WPBK	s 10.53	s 7.28	s 5.34	s 3.57	s 12.50 PM	s 11.00		s 10.00			48.7	PENN GROVE	
132 Yard YP	11.05										46.1	COTATI	
Yard WOP	11.13 PM	f 7.36 PM	f 5.42 PM	s 4.05 PM		s 11.08 AM		f 10.08 AM			48.7	WILFRED	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily			51.3	BELLEVUE	

Southward trains are superior to trains of the same class in the opposite direction.

For additional schedules see Interurban Time-Table.

No. 222 stop at Green Brae on flag daily except Sunday.
 No. 4 stop at stations north of Santa Rosa to discharge passengers board-
 ing train Santa Rosa and south.
 No. 4 stop on flag at Cotati, Sunday only.

Time-Table 1	
October 5, 1930	
STATIONS:	
Ferry	SAN FRANCISCO
	SAUSALITO
	TO-R SAUSALITO
	ALMONTE
	SOUTH PORTAL
	NORTH PORTAL
	CORTE MADERA
	BALTIMORE PARK
	DETOUR
	GREEN BRAE (Spur-N&S)
	CALIFORNIA PARK
	TO-R SAN RAFAEL
	CERRO
	GOLF
	GALLINAS (Spur-N)
	MILLER
	ST. VINCENT (Spur-N)
	TO IGNACIO
	TO NOVATO
	BURDELL
	HAYSTACK
	TO PETALUMA
	PARK SIDING
	CROWN (Spur-S)
	ELY
	PENN GROVE
	TO COTATI
	WILFRED
	BELLEVUE
	TO-R SANTA ROSA
	WYE SIDING
	TO FULTON

e-Table No. 6

October 5, 1930

STATIONS

FRANCISCO 6.5	Ferry	SAUSALITO
SAUSALITO 3.4		Double Track
ALMONTE 1.6	ALMONTE	
SOUTH PORTAL 0.7	Single Track	SOUTH PORTAL
NORTH PORTAL 0.4		Double Track	CORTEMADERA (Spur-N)
MADERA (Spur-N) 0.4	BALTIMORE PARK	
BALTIMORE PARK 1.3	Double Track	DETOUR
DETOUR 0.6		GREEN BRAE (Spur-N&S)
GREEN BRAE (Spur-N&S) 0.8	Double Track	CALIFORNIA PARK
CALIFORNIA PARK 1.3		TO-R SAN RAFAEL
TO-R SAN RAFAEL 1.7	Automatic Block System	CERRO
CERRO 1.3		GOLF
GOLF 1.1	Automatic Block System	GALLINAS (Spur-N)
GALLINAS (Spur-N) 0.6		MILLER
MILLER 0.3	Automatic Block System	ST. VINCENT (Spur-N)
ST. VINCENT (Spur-N) 2.9		TO IGNACIO
IGNACIO 2.9	Automatic Block System	NOVATO
NOVATO 3.5		BURDELL
BURDELL 5.4	Automatic Block System	HAYSTACK
HAYSTACK 1.8		TO PETALUMA
TO PETALUMA 0.7	Automatic Block System	PARK SIDING
PARK SIDING 1.8		CROWN (Spur-S)
CROWN (Spur-S) 1.0	Automatic Block System	ELY
ELY 1.3		PENN GROVE
PENN GROVE 2.8	Automatic Block System	TO COTATI
TO COTATI 2.6		WILFRED
WILFRED 2.6	Automatic Block System	BELLEVUE
BELLEVUE 2.5		TO-R SANTA ROSA
TO-R SANTA ROSA 0.6	Automatic Block System	WYE SIDING
WYE SIDING 4.1		TO FULTON
TO FULTON 4.1		

Time-Table No. 6

October 5, 1930

STATIONS

Distance from Willits	FIRST CLASS										
	3 Eureka Express	221 Duncan Mills Passenger	7 Healdsburg Passenger	5 Ukiah Passenger	223 Cazadero Passenger	225 Cazadero Passenger	83 Point Reyes Passenger	1 Eureka Passenger	89 Point Reyes Passenger	11 Santa Rosa Passenger	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday Only	Arrive Sunday Only	
139.5	9.05 AM	10.32 AM	12.32 PM	3.32 PM	5.32 PM	6.32 PM	7.02 PM	7.32 PM	8.02 PM	10.25 PM	
133.0	8.30 AM	10.00 AM	11.59 AM	3.00 PM	5.00 PM	6.00 PM	6.30 PM	7.00 PM	7.30 PM	9.50 PM	
133.0	8.20 AM	9.50 AM	11.50 AM	2.50 PM	4.50 PM	5.50 PM	6.20 PM	6.50 PM	7.23 PM	9.42 PM	
129.6											
128.0											
127.8											
126.9											
126.5	8.04	9.37	11.38	2.34	4.36	5.36	6.00 PM	6.36	7.09 PM	9.29	
125.2	8.02	9.35	11.36	2.32	4.34	5.34		6.34		9.27	
124.6			f	f	f					f	
123.8											
122.5	s 7.57	s 9.30	s 11.31	s 2.27	s 4.29	s 5.29		s 6.29		s 9.22	
120.8								6.24			
119.5	7.47	9.23	11.24	2.19	4.23	5.22		6.21		9.15	
118.4		f		f	f	f					
117.8	7.43	9.20	11.21	2.16	4.20	5.19		6.18		9.12	
117.5		f	f	f	f	f					
114.6	f 7.38	s 9.15	f 11.16	2.11	s 4.15	s 5.14		f 6.13		f 9.07	
111.7	s 7.32	s 9.07	f 11.11	s 2.06	s 4.07	s 5.05		f 6.07		f 9.02	
108.2	7.26	f 9.02	11.06	f 2.01	4.02	5.00		6.02		8.57	
102.8	7.17	8.55	10.59	1.54	3.55	4.53		5.54		8.50	
101.0	s 7.13	s 8.51	s 10.55	s 1.50	s 3.51	s 4.49		s 5.50		s 8.46	
100.8											
98.6	f		f								
97.5	f 7.03	8.43	10.47	1.40	3.44	4.42		5.40		8.39	
96.2	f	f	f	f	s	s		f		f	
93.4	f 6.55	f 8.36	f 10.40	f 1.33	f 3.37	f 4.35		5.33		f 8.32	
90.8	f	f	f	f	f	f				f	
88.2	f 6.45	f 8.28	f 10.30	f 1.24	3.28	4.26		f 5.25		f 8.24	
85.7	s 6.40 6.28	s 8.24	s 10.26	s 1.20	s 3.24	s 4.22		s 5.20		s 8.20 PM	
85.1											
81.0	6.20 AM	8.12 AM	10.15 AM	1.08 PM	3.12 PM	4.10 PM		5.05 PM			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday Only	Leave Sunday Only	

Southward trains are superior to trains of the same class in the opposite direction.

For additional schedules see Interurban Time-Table.

No. 221 stop at Green Brae on flag daily except Sunday.

Nos. 1, 3 and 5 stop at stations south of Healdsburg to discharge passengers boarding train north of Healdsburg.

Northward				SOUTHERN DIVISION										Southward			
FIRST CLASS				Distance from San Francisco	Time-Table No. 6 October 5, 1930	Distance from Willits	FIRST CLASS										
	4 Eureka Express	8 Healdsburg Passenger	6 Ukiah Passenger				2 Eureka Passenger	3 Eureka Express	7 Healdsburg Passenger	5 Ukiah Passenger	1 Eureka Passenger						
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
Yard WOP	11.13PM	7.36PM	5.42PM	10.08AM	58.5 TO FULTON 1.3	81.0 f 6.20AM	f 10.15AM	f 1.08PM	f 5.05PM								
35		f	f	f 10.12	59.8 MARK WEST 3.1		f 10.12										
16 Yard P	11.19	f 7.43	s 5.50	s 10.18	62.9 TO WINDSOR 3.5	f 6.13	f 10.06	f 1.00	s 4.58								
8 Yard		f	f		66.4 GRANT 0.6		f	f									
49 Yard					67.0 BAILHACHE 1.0												
Yard WTPBK	s 11.31	7.51PM	s 6.01	s 10.28	68.0 TO-R HEALDSBURG 2.2	s 6.05	9.57AM	s 12.52	s 4.49								
			f	f	70.2 CHIQUITA (Spur-S) 1.7			f	f								
50 P	11.37		f 6.07	f 10.34	71.9 LYTTON 3.9	f 5.55		f 12.41	f 4.39								
44 Yard P	f 11.44		s 6.14	s 10.41	75.8 TO GEYSERVILLE 3.0	f 5.49		s 12.35	s 4.33								
8 P			f	f	78.8 CHIANTI 2.5	f		f	f								
44 P	11.51		f 6.24	f 10.51	81.3 ASTI 3.9	f 5.39		f 12.25	f 4.24								
Yard WOTP	s 11.59		s 6.34	s 11.02	85.2 TO OLOVERDALE 1.9	s 5.33		s 12.19	s 4.18								
31	12.03AM		f 6.38	f 11.06	87.1 PRESTON 2.7	f 5.24		f 12.12	f 4.11								
28 P	12.10		f 6.44	f 11.12	89.8 ECHO 2.0	f 5.17		f 12.06PM	f 4.05								
			f	f	91.8 CUMMISKEY (Spur-N) 0.8	f		f	f								
21 P					92.6 THORN 2.7												
71 P	12.24		f 6.57	f 11.25	95.3 PIETA 1.5	f 5.01		f 11.53	f 3.52								
			f	f	96.8 FOUNTAIN (Spur-N) 3.3	f		f	f								
69 Yard WP	s 12.36		s 7.08	s 11.40	100.1 TO HOPLAND 3.8	s 4.48		s 11.40	s 3.39								
58 P	12.43		f 7.15	f 11.47	103.9 LARGO 2.0	4.40		f 11.31	f 3.31								
22					105.9 HENRY 3.7												
16	12.53		f 7.24	f 11.56	109.6 EL ROBLE 4.4	29.9	4.31	f 11.22	f 3.22								
Yd. WOTPBK	s 1.10		7.34 PM	s 12.04 PM	114.0 TO-R UKIAH 6.1	s 4.25		11.15 AM	s 3.15								
23 P	1.20			f 12.17	120.1 CALPELLA 2.0	f 4.10			f 2.55								
47 Yard WYP	1.28			f 12.22	122.1 REDWOOD VALLEY 1.9	f 4.06			f 2.51								
33 P	1.33			f 12.27	124.0 LAUGHLIN 3.9	f 4.02			f 2.47								
11 P	1.46			12.39	127.9 HILPASS 3.5	11.6	3.49		2.34								
17 Yard WP	s 2.05			s 12.59	131.4 RIDGE 8.1	s 3.37			s 2.22								
Yard WYOPBK	2.30AM			f 1.20PM	139.5 TO-R WILLITS	0.0	3.15AM		2.00 PM								
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily								

Southward trains are superior to trains of the same class in the opposite direction.

Nos. 1, 3 and 5 stop at stations south of Healdsburg to discharge passengers boarding train north of Healdsburg.

No. 4 stop at stations north of Santa Rosa to discharge passengers boarding train Santa Rosa and south.

Northward				SOUTHERN DIVISION										Southward			
				Distance from San Francisco	Time-Table No. 6 October 5, 1930	Distance from Willits											
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.							STATIONS										
Yard WOTPBK		6.5	TO-R TIBURON 1.0	131.4													
Yard W		7.5	HILARITA 2.6	130.4													
		10.1	REED (Spur-N) 1.3	127.8													
		11.4	MEADOWSWEET (Spur-N) 1.3	126.5													
YP		12.7	DETOUR	125.2													

Northward				SOUTHERN DIVISION										Southward			
				Distance from San Francisco	Time-Table No. 6 October 5, 1930	Distance from Sherwood											
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.							STATIONS										
Yard WYOPBK		139.5	TO-R WILLITS 2.7	13.9													
22 P		142.2	NORTHWESTERN 1.7	11.2													
13 P		143.9	SHERWOOD JUNCTION 4.6	9.5													
W		148.5	ROWES (Spur) 1.1	4.9													
9		149.6	SYLVAN DALE 2.0	3.8													
9 W		151.6	EN CIMA 1.8	1.8													
5 OYP		153.4	SHERWOOD	0.0													

Northward			
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.			
Yard WYOPBK	144	Glen Ellen Passenger	Leave Sunday Only
23 P	6.38		f 6.44
24			f 6.49
20			f 6.54
			f
			f
13 P			f 7.03
Yard 37 WP			s 7.10
17 P			s 7.15
9			f
Yard 25 P			s 7.22
12			f 7.25
			s 7.27
			f 7.29
			f 7.31
			f
8			f 7.35
9			f
Yard 14 WT			7.41 PM
			Arrive Sunday Only
Southward			
Northward			
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.			
Yard WIYBP			

Northward		SOUTHERN DIVISION			Southward		
FIRST CLASS		Distance from San Francisco	Time-Table No. 6 October 5, 1930	Distance from Glen Ellen	FIRST CLASS		
144 Glen Ellen Passenger	142 Glen Ellen Passenger				141 Glen Ellen Passenger	143 Glen Ellen Passenger	145 Glen Ellen Passenger
Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	STATIONS	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	
Yard WTOPBK	6.38 PM	4.35 PM	24.9	TO-R	IGNACIO 3.6	26.3	
23 P	f 6.44	f 4.41	28.5		BLACK POINT 2.3	22.7	
24	f 6.49	f 4.46	30.8		RECLAMATION 2.6	20.4	
20	f 6.54	f 4.51	33.4		SEARS POINT 1.8	17.8	
P	f	f	35.2		FAIRVILLE (Spur-N) 1.5	16.0	
	f	f	36.7		McGILL (Spur-S) 1.1	14.5	
13 P	f 7.03	f 5.00	37.8		WINGO 2.6	13.4	
Yard 37 WP	s 7.10	s 5.07	40.4	TO	S. P. Crossing SCHELLVILLE 1.8	10.8	
17 P	s 7.15	s 5.12	42.2		VINEBURG 1.3	9.0	
9	f	f	43.5		BUENA VISTA 1.3	7.7	
Yard 25 P	s 7.22	s 5.19	44.8		SONOMA 1.3	6.4	
12	f 7.25	f 5.22	46.1		VERANO 0.7	5.1	
	s 7.27	s 5.24	46.8		BOYES SPRINGS (Spur-S) 0.6	4.4	
	f 7.29	f 5.26	47.4		FETTERS SPRINGS (Spur-N) 0.3	3.8	
	f 7.31	f 5.28	47.7		AGUA CALIENTE (Spur-S) 0.8	3.5	
	f	f	48.5		WATRISS (No Siding) 0.6	2.7	
8	f 7.35	f 5.32	49.1		S. P. Crossing MADRONE 0.7	2.1	
9	f	f	49.8		ELDRIDGE 1.4	1.4	
Yard 14 WT	7.41 PM	5.38 PM	51.2	R	GLEN ELLEN	0.0	
	Arrive Sunday Only	Arrive Daily Ex. Sunday				Leave Daily	

Southward trains are superior to trains of the same class in the opposite direction.

Northward		SOUTHERN DIVISION			Southward		
FIRST CLASS		Distance from San Francisco	Time-Table No. 6 October 5, 1930	Distance from Cazadero	FIRST CLASS		
224 Duncan Mills Passenger	222 Cazadero Passenger				221 Duncan Mills Passenger	223 Cazadero Passenger	225 Cazadero Passenger
Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	
Yard WOP	4.07 PM	11.10 AM	58.5	TO-R	FULTON 2.1	30.2	
10	f 4.11	f 11.14	60.6		MEACHAM 0.8	28.1	
22 P	f 4.13	f 11.16	61.4		WOOLSEY 2.5	27.3	
10	f 4.19	f 11.22	63.9		TRENTON 1.9	24.8	
	f 4.24	f 11.27	65.8		FORESTVILLE (Spur-S) 1.7	22.9	
11	f 4.29	f 11.32	67.5		GREEN VALLEY 1.9	21.2	
P	f 4.35	f 11.38	69.4		HILTON (No Siding) 1.0	19.3	
24 P			70.4		POCKET 0.5	18.3	
4	f	f	70.9		KORBEL 1.3	17.8	
13 WP	s 4.41	s 11.44	72.2		RIONIDO 1.3	16.5	
19			73.5		SHELLARD 0.4	15.2	
6 Yard P	s 4.47	s 11.50	73.9	TO	GUERNEVILLE 0.8	14.8	
	f 4.50	f 11.53	74.7		GUERNEWOOD PARK 0.9 - No Siding	14.0	
	f	f	75.6		MONTESSANO (Spur-N) 0.3	13.1	
	f	f	75.9		RUSSIAN RIVER HEIGHTS 1.0	12.8	
16	f 4.59	f 12.02 PM	76.9		NORTHWOOD 1.3	11.8	
Yard P	s 5.04	s 12.07	78.2		MONTE RIO 0.8	10.5	
	f	f	79.0		VILLA GRANDE (No Siding) 2.5	9.7	
Yard WOYPBK	5.14 PM	s 12.24	81.5	TO-R	DUNCAN MILLS 4.5	7.2	
9		f 12.46	86.0		WATSON 2.7	2.7	
9 T		1.00 PM	88.7	R	CAZADERO	0.0	
	Arrive Daily	Arrive Daily				Leave Daily	

Southward trains are superior to trains of the same class in the opposite direction, except No. 222 is superior to No. 223.

Trains must not leave Duncan Mills without a Clearance, except that Clearance need not be obtained when operator is not on duty.

Northward	SOUTHERN DIVISION		Southward
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco.	Time-Table No. 6 October 5, 1930	Distance from San Quentin.
		STATIONS	
Yard WIYPB	17.0	TO-R SAN RAFAEL 3.1	3.1
	20.1	SAN QUENTIN	0.0

Northward	SOUTHERN DIVISION		Southward
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco	Time-Table No. 6 October 5, 1930	Distance from Sebastopol
		STATIONS	
Yard WPBK	53.8	TO-R SANTA ROSA 2.4	6.3
	56.2	KENILWORTH (No Siding) 3.1	3.9
28	59.3	GRAVENSTEIN 0.8	0.8
22 OT	60.1	SEBASTOPOL	0.0

Northward	SOUTHERN DIVISION		Southward
Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	Distance from San Francisco.	Time-Table No. 6 October 5, 1930	Distance from Donahue.
		STATIONS	
Yard WTPBK	38.5	TO PETALUMA 5.7	6.5
	44.2	LAKEVILLE (No Siding) 0.8	0.8
	45.0	DONAHUE (Spur)	0.0

Southward

FIRST CLASS

Capacity of Sidings in car lengths, and location of Fuel, Water and Turning Stations.	FIRST CLASS																Distance from San Francisco	Time-Table No. 6									
	86		84		82		80		78		76		74		72			70		66		64		62		October 5, 1930	
	Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Lagunitas Passenger	Point Reyes passenger	Point Reyes Passenger	Lagunitas Passenger	Lagunitas Passenger	Lagunitas Passenger	Point Reyes Passenger	Point Reyes Passenger	Lagunitas Passenger	Lagunitas Passenger	Lagunitas Passenger		Point Reyes Passenger	Point Reyes Passenger	Lagunitas Passenger	Lagunitas Passenger	Lagunitas Passenger	Point Reyes Passenger	Point Reyes Passenger	Lagunitas Passenger	Lagunitas Passenger	STATIONS
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily Ex. Sat. & Sun.	Leave Saturday Only	Leave Daily Ex. Saturday	Leave Saturday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday				
IP																									13.0	BALTIMORE PARK 0.4	
P																									13.4	LARKSPUR (Spur-N) 1.3	
P																									14.7	KENTFIELD (Spur-N) 0.8	
P																									15.5	ROSS (Spur-S) 1.0	
Yard WIYP																									16.5	SAN ANSELMO 0.7	
																									17.2	YOLANDA (No Siding) 0.7	
																									17.9	PASTORI (No Siding) 0.4	
Yard P																									18.3	TO FAIRFAX (Spur-N) 0.5	
Yard P																									18.8	MANOR 2.7	
24																									21.5	WOODACRE LODGE 1.6	
P																									23.1	TO SANGERONIMO 1.5	
																									24.6	FOREST KNOLLS (No Siding) 0.6	
10 PW																									25.2	R LAGUNITAS 2.7	
																									27.9	CAMP TAYLOR (No Siding) 1.1	
9 P																									29.0	TAYLORVILLE 2.2	
P																									31.2	TOCALOMA (Spur-S) 1.7	
9																									32.9	GARCIA 3.5	
Yd. WOTPBK																									36.4	TO-R POINT REYES	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily Ex. Sat. & Sun.	Arrive Saturday Only	Arrive Daily Ex. Saturday	Arrive Saturday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				

Southward trains are superior to trains of the same class in the opposite direction. Exceptions:

For additional schedules see Interurban Time-Table.

- No. 62 is superior to No. 63;
- No. 64 is superior to No. 67;
- No. 70 is superior to No. 69;
- No. 72 is superior to No. 71;
- No. 74 is superior to No. 73;
- No. 76 is superior to No. 75;
- No. 78 is superior to Nos. 79 and 83;
- No. 80 is superior to No. 85;
- No. 84 is superior to No. 87.

Trains must not leave Fairfax without a Clearance, except that a Clearance need not be obtained when operator is not on duty.

Time-Table No. 6
October 5, 1930

STATIONS

BALTIMORE PARK	0.4
LARKSPUR (Spur-N)	1.3
KENTFIELD (Spur-N)	0.8
ROSS (Spur-S)	1.0
SAN ANSELMO	0.7
YOLANDA (No Siding)	0.7
PASTORI (No Siding)	0.4
TO FAIRFAX (Spur-N)	0.5
R MANOR	2.7
WOODACRE LODGE	1.6
TO SANGERONIMO	1.5
FOREST KNOLLS (No Siding)	0.6
R LAGUNITAS	2.7
CAMP TAYLOR (No Siding)	1.1
TAYLORVILLE	2.2
TOCALOMA (Spur-S)	1.7
GARCIA	3.5
TO-R POINT REYES	

Trains must not need not be obtained Passengers on t

Table No. 6

October 5, 1930

STATIONS

BALTIMORE PARK	0.4
LARKSPUR (Spur-N)	1.3
KENTFIELD (Spur-N)	0.8
ROSS (Spur-S)	1.0
N ANSELMO	0.7
LANDA (No Siding)	0.7
STORI (No Siding)	0.4
AIRFAX (Spur-N)	0.5
MANOR	2.7
WOODACRE LODGE	1.6
SAN GERONIMO	1.5
FOREST KNOLLS (No Siding)	0.6
LAGUNITAS	2.7
CAMP TAYLOR (No Siding)	1.1
TAYLORVILLE	2.2
TOCALOMA (Spur-S)	1.7
GARCIA	3.5
POINT REYES	

Time-Table No. 6		FIRST CLASS																		
October 5, 1930		61	63	65	67	69	71	73	75	79	83	85	87	89						
STATIONS		Point Reyes Passenger	Lagunitas Passenger	Point Reyes Passenger	Point Reyes Passenger	Lagunitas Passenger	Lagunitas Passenger	Lagunitas Passenger	Point Reyes Passenger	Point Reyes Passenger	Point Reyes Passenger	Lagunitas Passenger	Lagunitas Passenger	Point Reyes Passenger						
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturday Only	Arrive Daily Ex. Saturday	Arrive Saturday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sat. & Sun.	Arrive Daily Ex. Sunday	Arrive Sunday Only						
Automatic Block System	BALTIMORE PARK	23.4																		
	LARKSPUR (Spur-N)	23.0																		
	KENTFIELD (Spur-N)	21.7																		
	ROSS (Spur-S)	20.9																		
	SAN ANSELMO	19.9																		
	YOLANDA (No Siding)	19.2																		
	PASTORI (No Siding)	18.5																		
	FAIRFAX (Spur-N)	18.1																		
	MANOR	17.6	6.25 AM	7.25 AM	7.52 AM	10.20 AM	11.20 AM	1.20 PM	2.55 PM	3.53 PM	5.20 PM	s 5.42	5.50 PM	6.50 PM	s 6.55					
	WOODACRE LODGE	14.9	f 6.15	f 7.15	f 7.42	f 10.10	f 11.10	f 1.10	f 2.45	f 3.43	f 5.10	f 5.32	f 5.40	f 6.40	f 6.45					
	SAN GERONIMO	13.3	f 6.11	f 7.11	f 7.38	f 10.06	f 11.06	f 1.06	f 2.41	f 3.38	f 5.06	s 5.27	f 5.36	f 6.36	s 6.40					
	FOREST KNOLLS (No Siding)	11.8	f 6.07	f 7.07	f 7.34	f 10.02	f 11.02	f 1.02	f 2.37	f 3.34	f 5.02	s 5.22	f 5.32	f 6.32	s 6.35					
	LAGUNITAS	11.2	s 6.05	7.05 AM	s 7.32	s 10.00	11.00 AM	1.00 PM	2.35 PM	s 3.32	5.00	s 5.20	5.30 PM	6.30 PM	s 6.33					
	CAMP TAYLOR (No Siding)	8.5	f		f	f				f	f	f			f					
	TAYLORVILLE	7.4	f 5.55		f 7.22	f 9.50				f 3.22	f 4.50	f 5.06			f 6.20					
TOCALOMA (Spur-S)	5.2	f		f	f				f	f	f			f						
GARCIA	3.5	f 5.44		f 7.11	f 9.39				f 3.11	f 4.39	f 4.52			f 6.05						
POINT REYES	0.0	5.35 AM		7.02 AM	9.30 AM				3.02 PM	4.30 PM	4.42 PM			5.55 PM						
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Saturday Only	Leave Daily Ex. Saturday	Leave Saturday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sat. & Sun.	Leave Daily Ex. Sunday	Leave Sunday Only						

Southward trains are superior to trains of the same class in the opposite direction. Exceptions:

For additional schedules see Interurban Time-Table.

- No. 62 is superior to No. 63;
- No. 64 is superior to No. 67;
- No. 70 is superior to No. 69;
- No. 72 is superior to No. 71;
- No. 74 is superior to No. 73;
- No. 76 is superior to No. 75;
- No. 78 is superior to Nos. 79 and 83;
- No. 80 is superior to No. 85;
- No. 84 is superior to No. 87.

Trains must not leave Point Reyes without a clearance except that clearance need not be obtained when operator is not on duty.
Passengers on trains terminating at Manor will transfer to connecting electric trains.

8 Northward		NORTHERN DIVISION		Southward	
FIRST CLASS		Time-Table No. 6 October 5, 1930		FIRST CLASS	
Eureka Passenger		STATIONS		Eureka Passenger	
2	4			1	3
Leave Daily	Leave Daily			Arrive Daily	Arrive Daily
Yard WYOPBK	1.45 PM	2.45 AM	139.5	TO-R WILLITS	144.6
69 P	f 1.53	f 2.53	143.7	4.2	f 1.30 PM
71 P	f 2.02	f 3.03	148.7	OUTLET	2.10 AM
Yard 75 WP	f 2.10	f 3.11	152.5	5.0	f 1.19
65 P	f 2.21	f 3.23	158.2	ARNOLD	f 1.59
48 WP	f 2.28	f 3.30	161.8	3.8	f 1.08
59 WOP	s 2.40	s 3.41	166.5	LONGVALE	f 1.49
38 P	f 2.50	f 3.51	171.1	5.7	f 12.59
48 P	f 3.00	f 4.01	175.5	FARLEY	f 1.40
81 P	s 3.10	f 4.11	180.0	3.6	f 12.47
69 WOP	f 3.20	f 4.20	184.3	TATU	f 1.26
27 P	f 3.31	f 4.30	189.3	4.7	f 12.39
69 WOTP	s 3.43	f 4.42	194.5	TO DOS RIOS	s 12.27
42 WP	f 3.57	f 4.57	200.3	4.6	s 1.04
25 P			205.5	WOODMAN	f 12.14
69 P	s 4.16	s 5.15	209.1	4.4	f 12.49
Yard 69 WOP	s 4.33	s 5.32	216.6	NASHMEAD	f 12.05 PM
55 P	f 4.43	f 5.42	221.5	4.5	f 12.38
55 P	f 4.51	f 5.50	225.1	SPYROCK	s 11.55
26 P	f 5.01	f 6.00	230.1	4.3	f 12.28
67 WP	f 5.06	f 6.05	232.2	BELL SPRINGS	f 11.46
Yard 71 WYOPBK	s 5.18	s 6.18	237.3	5.0	f 12.17
27 P	f 5.27	f 6.27	241.7	RAMSEY	f 11.35
20 P	s 5.37	s 6.36	245.6	5.2	f 12.05 AM
33 WP			247.6	TO ISLAND MOUNTAIN	s 11.24
32 P	f 5.46	f 6.46	250.0	5.8	f 11.52
Yard 30 WPK	s 5.57	s 6.58	255.6	KEKAWAKA	f 11.11
24 P	f 6.07	7.09	259.0	5.2	f 11.36
P	f 6.09	7.11	260.2	3.6	
Yard 38 WOP	s 6.14	s 7.16	262.7	CAIN ROCK	
50	f	f	264.5	7.5	TO ALDERPOINT
24 P	s 6.21	s 7.25	266.1	3.9	s 10.54
24 P	s 6.27	s 7.33	268.7	SHIVELY	s 11.16
18 P	s 6.33	s 7.39	271.0	2.0	TO FORT SEWARD
10 P			272.5	2.4	s 10.38
25	f 6.40	f 7.46	273.9	ELINOR	f 10.28
Yard WP	f 6.47	f 7.54	277.8	5.6	f 10.46
			280.8	3.4	f 10.20
			282.0	1.2	f 10.37
			282.0	2.1	f 10.10
27 P	6.54	8.02	284.1	McCANN	f 10.06
Yard WYOPBK	7.00 PM	8.10 AM		5.1	f 10.21
	Arrive Daily	Arrive Daily		TO-R SOUTH FORK	s 9.55
				4.4	s 10.07
				LARABEE	f 9.43
				3.9	f 9.53
				SHIVELY	s 9.34
				2.0	f 9.44
				CAMP NINE	
				2.4	
				ELINOR	f 9.25
				5.6	f 9.34
				TO SCOTIA	s 9.13
				3.4	s 9.22
				STONE	9.03
				1.2	9.11
				METROPOLITAN (Spur)	f 9.01
				2.5	f 9.09
				TO ALTON	s 8.56
				1.8	s 9.03
				ROHNERVILLE	f
				1.6	f
				TO FORTUNA	s 8.49
				2.6	s 8.54
				TO FERNBRIDGE	s 8.43
				2.3	s 8.47
				TO LOLETA	s 8.38
				1.5	s 8.40
				TABLE BLUFF	
				1.4	
				BEATRICE	f 8.31
				3.9	f 8.32
				SOUTH BAY	f 8.24
				3.0	f 8.25
				B. & E. R. CROSSING	
				1.2	
				BUCKSPORT	8.15
				2.1	8.15
				TO-R EUREKA	8.10 AM
				0.0	8.10 PM
					Leave Daily
					Leave Daily

Southward trains are superior to trains of the same class in the opposite direction.
No. 4 stops at stations north of Willits to discharge passengers boarding train Santa Rosa and south.

8 Northward		NORTHERN DIVISION		Southward	
SECOND CLASS		Time-Table No. 6 October 5, 1930		SECOND CLASS	
172 Mixed		STATIONS		171 Mixed	
170 Mixed				173 Mixed	
Lv. Monday, Wednesday and Friday				Ar. Monday, Wednesday and Friday	
Leave Daily Ex. Sunday				Ar. Monday, Wednesday and Friday	
Yard WYOPBK	8.40 AM	284.1	TO-R EUREKA	28.2	2.30 PM
P		286.7	2.6	FRESHWATER JUNCT	
25		289.5	2.8	BRAINARD	
		289.8	0.3	BAYSIDE	
		291.8	2.0	A. & M. R. CROSSING	
Yard 16 WYP	9.30 AM	292.5	0.7	TO-R ARCATA	2.00 PM
P	9.10 AM	292.5	0.4	ARCATA	1.50 PM
P		292.9	0.7	A. & M. R. CROSSING	
P		293.6	1.6	NORMAL JUNCTION (Spur-N)	
21 P		295.2	0.6	KORBLEX	
		295.8	0.2	A. & M. R. CROSSING	
		296.0	1.2	MINOR JUNCTION (Spur-S)	
Yard 36 WP	f 9.50	297.2	2.6	ESSEX	f 1.30
P	f 10.05	299.8	2.1	THOMPSONS (Spur-N)	f 1.15
35 P	f 10.15	301.9	3.5	FIELDBROOK	f 1.05
Yard WY P	s 10.45	305.4	1.2	R LITTLE RIVER JCT.	s 12.50
18	f 10.55	306.6	1.8	CRANNELL	f 12.35
30 P	f 11.05	308.4	1.0	MOONSTONE	f 12.25
	f 11.10	309.4	2.9	LUFFENHOLTZ (Spur-S)	f 12.20
Yard TP	11.25 AM	312.3	TO-R TRINIDAD	0.0	12.01 PM
	Ar. Monday, Wednesday and Friday				Lv. Daily Ex. Sunday
	Arrive Daily Ex. Sun.				Lv. Monday, Wednesday and Friday

Southward trains are superior to trains of the same class in the opposite direction, except No. 172 is superior to No. 173.
Trains must not leave Trinidad without a Clearance except that Clearance need not be obtained when operator is not on duty.

8 Northward		NORTHERN DIVISION		Southward	
SECOND CLASS		Time-Table No. 6 October 5, 1930		SECOND CLASS	
STATIONS				STATIONS	
Yard 16 WYPK	292.5	TO-R ARCATA	8.2		
	296.8	4.3	MANILA (Spur-S)	3.9	
	298.7	1.9	H. N. R. R. CROSSING	2.0	
18	299.1	0.4	CARSONS	1.6	
P	299.8	0.7	SAMOA YARD	0.9	
Yard WYP	300.7	0.9	SAMOA	0.0	

8 Northward		NORTHERN DIVISION		Southward	
SECOND CLASS		Time-Table No. 6 October 5, 1930		SECOND CLASS	
STATIONS				STATIONS	
Yard 38 WOP	262.7	TO ALTON	6.0		
	263.6	0.9	NEWELL	4.1	
Yard P	267.7	4.1	CARLOTTA	0.0	

When the route in length, between Northward to Rafael.
Engineer in app signal can be seen and if "proceed" s Train Registe Train Registe Trains may m and between San table superiority. Trains moving order authority, ex ance before comm The movement Movement of t by automatic bloc irrespective of tim dering view obscu When necessa Alto Substation ma Train moveme Train moveme protected by signal preliminary posts. Train moveme by signals. Automatic blo sary, trains must b On the North Train Orders (Rul Movement of and governed by South End: Si at signal 114. North End: S at preliminary pos Trains will ap In case of ST(CEED, or should and a train cannot with caution and Approaching s On passenger car platform. Wh lamp signal to pr ductor and engine as train strikes insu signal changes, he changes. When sig to proceed, and eng On freight tr engine gangway on speed of train; mu tion as train strike vation. Circuit break accident or other section, circuit bre lights placed at a l Pressing one o breakers. When lights at both portals by ha To restore cur Northward tr at either end of tu Movements go and position of swit Whistle signal When whistle controlled by towe Before switchi Trains will stc 827). Freight trains must not handle r Redwood Valley, s between locomotiv

LOCOMOTIVE TONNAGE RATING IN Ms BACK OF TENDER.

CLASSIFICATION	ENGINE	Boiler Pressure	TIBURON and SAN RAFAEL	SAN RAFAEL 4th Street to GOLF	SAN RAFAEL Irwin St. to GOLF	PETALUMA to HEALDSBURG	HEALDSBURG to CLOVERDALE	CLOVERDALE to REDWOOD VALLEY	REDWOOD VALLEY to RIDGE	WILLITS to RIDGE	REDWOOD VALLEY to GOLF	GOLF to SAN RAFAEL	SAN RAFAEL and SAN ANSELMO	DETOUR and SAUSALITO	WILLITS to LOLETA	LOLETA to BEATRICE	BEATRICE to EUREKA	EUREKA to BEATRICE	BEATRICE to LOLETA	LOLETA to WILLITS
			Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
All Trains	9-10	140	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
All Trains	15	140	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	16	140	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	17	140	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	20	180	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	21-22-23	180	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	51 to 54	200	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	103	170	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	104	180	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	105-106	180	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	107-108	180	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	109-110	180	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	111 to 114	180	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	130 to 133	200	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	134-135	200	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	136 to 143	190	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	171-172	190	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	173	200	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	180 to 184	200	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	301	180	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	300-301	190	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
	353-354	175	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.	Ms.
Allowance for Empty and Underloaded Cars	Ms.	Ms.	6 Ms. 3 Ms.	3 Ms. 0	3 Ms. 0	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	3 Ms. 0	3 Ms. 0	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	6 Ms. 3 Ms.	3 Ms. 0	6 Ms. 3 Ms.

MAXIMUM LOCOMOTIVE WEIGHTS AND CAR LOADING PERMISSIBLE OVER DISTRICTS SHOWN

District	LOCOMOTIVE		Gross Carload Pounds	District	LOCOMOTIVE		Gross Carload Pounds
	Number	Type			Number	Type	
Sausalito to Eureka				San Quentin Branch	114	T-57-19/26-110	169,000
Almonte to Mill Valley				Willits to Sherwood	108	T-57-19/26-110	136,000
Baltimore Park to Manor and San Rafael via San Anselmo				Eureka to Arcata	142	T-63-20/28-135	169,000
Tiburon to Detour				(Any H. L. Co. Locomotive)			
Ignacio to Schellville				Arcata to Samoa, Trinidad and Little River Branch	114	T-57-19/26-110	169,000
Schellville to Glen Ellen	114	T-57-19/26-110	169,000	(Any H. L. Co. Locomotive)			
Donahue Branch	114	T-57-19/26-110	103,000	Alton to Carlotta	114	T-57-19/26-110	169,000
Santa Rosa to Sebastopol	114	T-57-19/26-110	169,000				
Fulton to Cazadero	114	T-57-19/26-110	169,000				
Manor to Point Reyes	114	T-57-19/26-110	169,000				

CLEARANCE LIMITS FOR CAR LOADING.

BETWEEN	HEIGHT ABOVE TOP OF RAIL AT WIDTHS STATED												MAXIMUM HEIGHT	MAXIMUM WIDTH
	WIDTH	2' 6"	4' 8"	7'	8' 2"	9'	9' 8"	10' 6"	11'	11' 6"	12'			
Tiburon and Cerro	HEIGHT	20' 10"	20'	19' 2"	18' 5"	17' 10"	17' 6"	17' 2"	16' 9"	16' 5"	16'	20' 10"	12'	
Sausalito and Corte Madera	HEIGHT	15' 8"	15' 8"	15' 8"	15' 1"	14' 7"	14' 4"	14' 1"	13' 10"			15' 8"	11'	
Manor and Point Reyes	HEIGHT	18' 9"	18' 4"	17' 6"	16' 11"	16' 5"	16' 3"	16'	15' 10"	15' 7"	15' 5"	18' 9"	12'	
Cloverdale and Willits	HEIGHT	16' 10"	16' 6"	16' 2"	15' 6"	15' 1"	14' 11"	14' 2"	13' 5"	12' 6"	11' 9"	16' 10"	12'	
Shively and Loleta	HEIGHT	18' 5"	18' 3"	17' 6"	17'	16' 7"	16' 5"	16' 3"	16' 1"	15' 10"	15' 3"	18' 5"	12'	
Loleta and Eureka	HEIGHT	16' 2"	15' 9"	15' 1"	14' 7"	14' 3"	14'	13' 8"	12' 9"	11' 9"		16' 2"	11' 6"	

Clearances are figured with side clearance 6 inches margin (each side), overhead clearance 6 inches margin.

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles 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	2.0	40	1.30	50	1.12

Restrictions for cars with outside truss rods, when moving in interurban electric territory—(San Rafael, Mill Valley, Sausalito, Manor and points between)—owing to danger of contact with power rail supplying electric current:

22 inches or over outside gauge of rail must be 14 inches above rail.

WEIGHT OF PASSENGER CARS

CLASS	NUMBERS	WOOD	STEEL
Baggage.....	602	40,000	.....
".....	604-606	42,000	.....
".....	608-609	79,100	.....
".....	611	34,700	.....
".....	613-615	84,300	.....
".....	675-680	.....	93,800
Baggage and Passenger.....	177-181	42,000	.....
Business.....	04	99,000	.....
".....	05	111,000	.....
Chair.....	550-553	.....	105,800
Coach.....	3- 24	41,000	.....
".....	30- 31	48,600	.....
".....	32- 38	41,000	.....
".....	50- 61	56,500	.....
".....	65- 68	58,900	.....
".....	70- 81	86,000	.....
".....	111-112	41,000	.....
".....	114	36,700	.....
".....	125-126	46,000	.....
".....	400-402	.....	101,900
".....	403-405	.....	104,300
".....	450-458	.....	102,600
".....	459-469	.....	104,300
Mail and Express.....	603	46,000	.....
".....	607	73,500	.....
".....	610	82,300	.....
".....	616-617	87,000	.....
".....	640-645	.....	100,600
".....	*900	.....	108,000
Rail Cars—Gas and Electric.....	901-902	.....	158,400
".....	903-904	.....	171,700

*Steel Underframe.

SOUTHERN PACIFIC AND PULLMAN

Class	All Steel	Steel Under-frame	Wood
Baggage 60 ft.....	93,070	.....	.....
Baggage 66 ft.....	127,610	.....	.....
Baggage 70 ft.....	122,620	.....	.....
Baggage.....	.....	87,120	81,120
Baggage (Dynamo).....	98,730	.....	.....
Baggage and Mail 60 ft.....	103,620	.....	.....
Baggage and Mail 69 ft.....	124,760	.....	.....
Baggage and Mail 70 ft.....	129,140	.....	.....
Baggage and Mail.....	.....	103,590	99,200
Baggage and Passenger.....	108,675	112,640	76,320
Express, Horse.....	133,050	.....	81,033
Postal.....	112,120	.....	.....
Postal Storage 40 ft.....	74,530	.....	.....
Postal Storage 60 ft.....	105,120	.....	.....
Club.....	146,210	122,300	.....
Official.....	170,700	155,370	109,370
Chair.....	100,620	.....	84,740
Coaches 60 ft.....	98,130	.....	.....
Coaches 70 ft.....	137,640	.....	.....
Coaches 72 ft.....	139,660	.....	.....
Coaches 73 ft.....	148,040	.....	.....
Coaches 72 ft., Interurban.....	120,000	.....	.....
Coaches.....	.....	.....	81,210
All-Day Lunch, Chair.....	105,970	.....	.....
All-Day Lunch, Coach.....	103,875	.....	.....
Cafe-Coach.....	.....	.....	117,200
Diner 70 ft.....	.....	135,930	131,040
Diner 72 ft.....	155,330	146,930	134,530
Diner 77 ft.....	157,240	165,530	.....
Diner 79 ft.....	169,100	.....	.....
Cafe-Observation.....	148,950	.....	128,550
Observation.....	.....	141,870	121,300
Pullman Observation.....	163,600	153,000	.....
Pullman Parlor.....	155,600	147,500	.....
Pullman Standard Sleeper.....	164,600	144,000	.....
Pullman Tourist.....	140,600	133,000	.....

HOSPITAL DEPARTMENT

NAME	TITLE	LOCATION
Dr. W. B. Coffey.....	Chief Surgeon and Manager.....	S. P. Bldg., 65 Market St., San Francisco.
Dr. O. E. Eklund.....	Division Surgeon.....	.....
Dr. P. F. McMurdo.....	District Surgeon.....	.....
Dr. Horace C. Pitkin.....	Orthopedic Surgeon.....	Medical Bldg., 909 Hyde St. San Francisco (G Raystone 0274).
Dr. Philip King Brown.....	Physician.....	.....
Dr. Henry Abraham.....	Physician.....	.....
Dr. A. A. Abrogast.....	Dentist.....	Flood Bldg., 870 Market St., San Francisco.
Dr. Ethan H. Smith.....	Orthopedic Surgeon.....	.....
Dr. J. N. O'Neill.....	Roentgenologist.....	St. Francis Hospital, San Francisco.
Dr. W. T. Cummins.....	Pathologist.....	S. P. Hospital, San Francisco.
Dr. H. A. R. Kreutzmann.....	Urologist.....	2000 Van Ness Av., San Francisco.
Dr. George F. Rodden.....	Dentist.....	177 Post St., San Francisco.
Dr. O. D. Hamlin.....	Emergency Surgeon.....	Oakland.
Dr. L. Michael.....	Emergency Surgeon.....	San Leandro.
Dr. C. W. Clark.....	District Surgeon.....	Tiburon and San Anselmo.
Dr. O. W. Jones.....	Emergency Surgeon.....	San Anselmo.
Dr. C. F. Larson.....	Emergency Surgeon.....	Sausalito.
Dr. W. H. Sullivan.....	District Surgeon.....	Sausalito.
Dr. J. J. Spottiswood.....	Emergency Surgeon.....	Mill Valley.
Dr. G. M. Landrock.....	Emergency Surgeon.....	Mill Valley.
Dr. F. M. Cannon.....	Emergency Surgeon.....	Point Reyes.
Dr. J. H. Kuser.....	District Surgeon.....	San Rafael.
Dr. C. A. DeLancey.....	Emergency Surgeon.....	San Rafael.
Dr. Harry O. Hund.....	Emergency Surgeon.....	San Rafael.
Dr. L. L. Stanley.....	Emergency Surgeon.....	San Rafael.
Dr. G. C. Vanderlip.....	Dentist.....	San Rafael.
Dr. E. J. Finnerty.....	Emergency Surgeon.....	Sonoma.
Dr. F. O. Butler.....	Emergency Surgeon.....	Eldridge.
Dr. G. R. Hubbell.....	District Surgeon.....	Petaluma.
Dr. H. S. Rogers.....	Emergency Surgeon.....	Petaluma.
Dr. A. R. Graham.....	Emergency Surgeon.....	Petaluma.
Dr. F. H. Phillips.....	Dentist.....	Petaluma.
Dr. S. S. Bogle.....	District Surgeon.....	Santa Rosa.
Dr. Paul T. Quarry.....	Emergency Surgeon.....	Santa Rosa.
Dr. P. A. Meneray.....	Emergency Surgeon.....	Santa Rosa.
Dr. A. M. Thomson.....	Emergency Surgeon.....	Santa Rosa.
Dr. E. T. McMannis.....	Dentist.....	Santa Rosa.
Dr. Geo. W. Burgess.....	District Surgeon.....	Guerneville.
Dr. C. W. Weaver.....	Emergency Surgeon.....	Healdsburg.
Dr. J. W. Seawell.....	Emergency Surgeon.....	Healdsburg.
Dr. F. E. Sohler.....	District Surgeon.....	Healdsburg.
Dr. H. O. Cleland.....	District Surgeon.....	Ukiah.
Dr. S. L. Rea.....	Emergency Surgeon.....	Ukiah.
Dr. Raymond Babcock.....	District Surgeon.....	Willits.
Dr. C. C. Cottrell.....	Emergency Surgeon.....	Scotia.
Dr. H. W. Comfort.....	Emergency Surgeon.....	Fortuna.
Dr. J. F. Walsh.....	District Surgeon.....	Eureka.
Dr. J. A. Lane.....	Emergency Surgeon.....	Eureka.
Dr. H. G. Gross.....	Surgeon (eye, ear, nose, throat).....	Eureka.
Dr. E. L. Walsh.....	Dentist.....	Eureka.
Dr. G. W. McKinnon.....	Emergency Surgeon.....	Arcata.

HOSPITALS: Southern Pacific General Hospital, Baker and Fell Streets, San Francisco. Phone, WEst 0236.
Emergency Hospitals..... San Rafael, Petaluma, Santa Rosa and Willits.

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

TIME INSPECTORS

NAME	Location
S. A. Pope, Manager Time Service.....	65 Market St., San Francisco.
I. S. Preston.....	210 Phelan Bldg., San Francisco.
H. Bullard, Traveling Inspector.....	1788 Seventh St., Oakland.
E. L. Stevens.....	Sausalito.
H. P. Proctor.....	San Rafael.
A. H. Ross.....	Petaluma.
John Hood Co.....	Santa Rosa.
J. P. Joseph.....	Ukiah.
A. B. Guslander.....	Willits.
Ernest Mueller.....	Eureka.
J. C. Tario.....	Eureka.

R. D. SHUGRUE,
Chief Train Dispatcher,
Sausalito, Cal.

Train Dispatchers
W. M. BALDOCK
I. P. BLACK
W. V. HARDESTY
G. E. NIVISON
Sausalito, Cal.

Train Dispatchers
W. P. VANNOY
W. S. PEACE
C. S. MAHAFFEY
P. G. MATSON
Eureka, Cal.

J. L. HALEY,
Trainmaster,
Sausalito, Cal.

J. F. LAUX,
Trainmaster,
Santa Rosa, Cal.

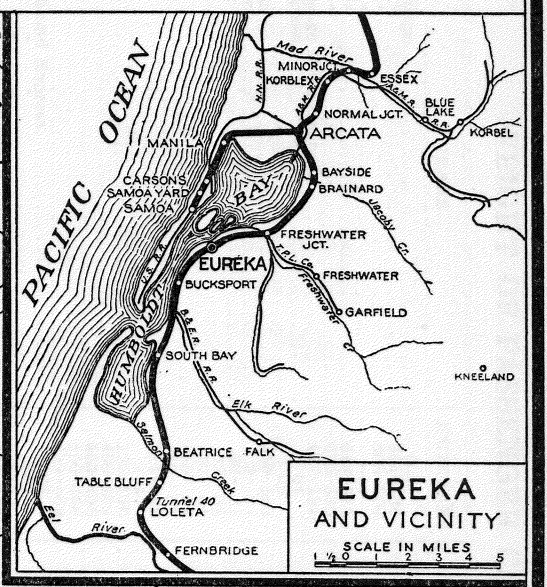
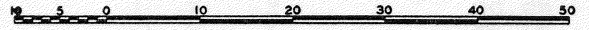
G. H. McMULLIN,
Assistant Superintendent,
Eureka, Cal.

H. W. CAVE,
Trainmaster,
Eureka, Cal.

MAP OF THE LINES OF THE NORTHWESTERN PACIFIC RAILROAD COMPANY

JUNE 1930
RMH

SCALE IN MILES



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