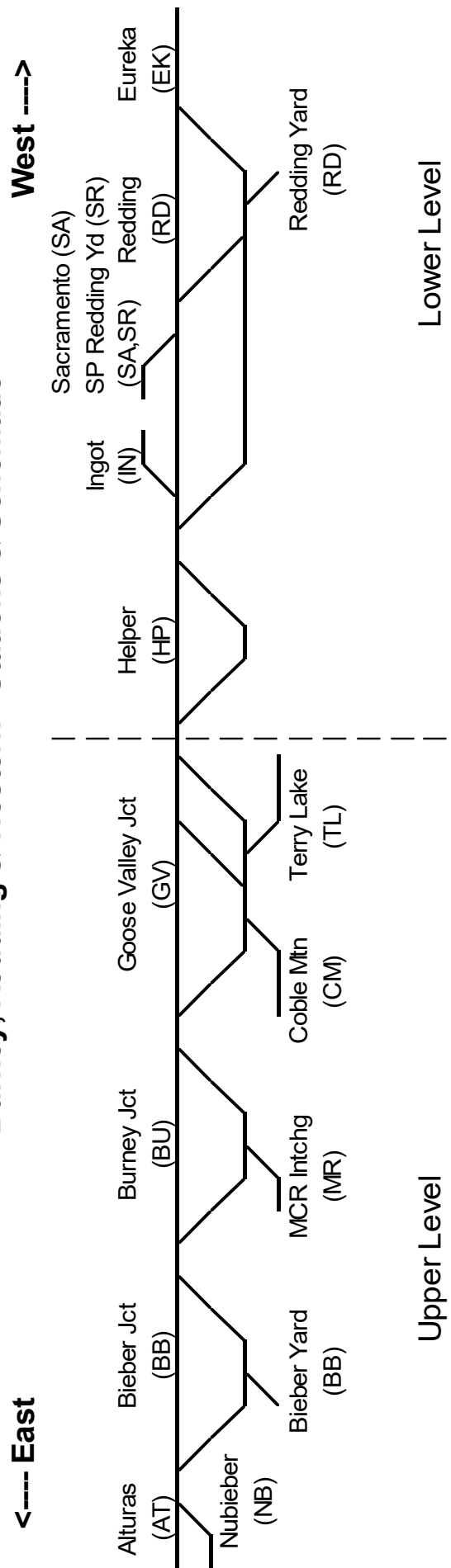


## Burney, Redding & Western - Stations & Schematic



# Burney Redding & Western

## TIMETABLE

9

**EFFECTIVE SUNDAY MAY, 26 1946  
12:01 AM PACIFIC STANDARD TIME**

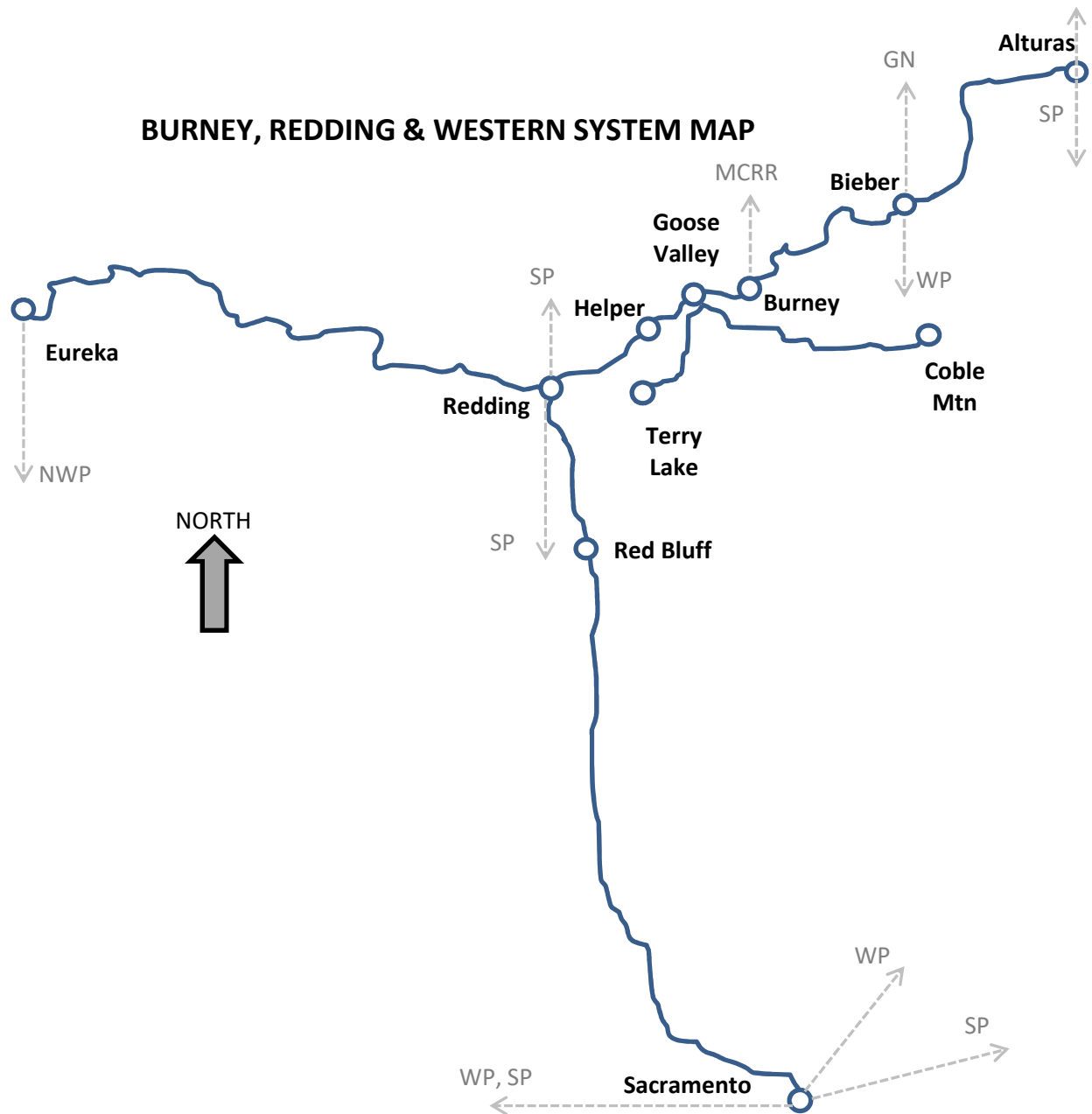
**AL DAUMANN**

President, Superintendent

**CONNOR DAUMANN**

Vice President, Trainmaster

## BURNEY, REDDING & WESTERN SYSTEM MAP



### Key Operating Rules and General Instructions

**Rule 71:** A train is superior to another train by right, class or direction.

**Rule 72:** Trains of the first class are superior to those of the second.

**Rule 73:** Extra trains are inferior to regular trains.

**Rule 81:** A main track must not be fouled or occupied without authority, unless protected as prescribed by Rule 99.

**Rule 83:** Conductors of all trains will register their trains in the train register at points designated by time-table. When

**Rule 87:** An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time required by rule must be protected as prescribed in Rule 99. Extra trains must clear the time of opposing regular trains by not less than 5 minutes unless otherwise provided.

**Rule 88:** At meeting points between extra trains, the train in the inferior time-table direction must take the siding unless otherwise provided.

**Rule 93:** Within yard limits the main track may be used clearing first class trains when due to leave the last station where time is shown. In case of failure to clear the main track, protection must be given as prescribed by Rule 99. Within yard limits the main track may be used without protecting against second class and extra trains. Within yard limits second and inferior class, extra trains and engines must move at restricted speed.

**Rule 99:** When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals to insure full protection. The front of the train must be protected in the same way when necessary.

*Based on The Consolidated Code of Operating Rules & General Instructions - Rev 1945 Great Northern Railway Co*

BURNEY, REDDING & WESTERN																													
EASTWARD												ALTURAS SUBDIVISION							WESTWARD										
Car Capacity		Day Opr, Fuel, Jct, Night Opr, Phone, Register, Scale, Water, Yard	SECOND CLASS					FIRST CLASS				Distance from Eureka	Timetable No. 9		Telegraph Calls	Distance from Alturas	FIRST CLASS				SECOND CLASS								
Siding	Other Tracks			216 Sac Stk Special	232 Nubieber Express	220 Sac Expediter	222 Alturas Expediter	12 Mountain Mail	14 Capitol Mail	2 Empr Bldr GN Rwy	28 NW Chief ATSF Rwy		Effective May 26, 1946				1 Empr Bldr GN Rwy	27 NW Chief ATSF Rwy	11 Mountain Mail	13 Capitol Mail	231 Morning Perishable	215 AM Stock Special	221 Eureka Expediter	217 PM Stock Special					
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
				PM	PM	AM	AM	PM	PM	AM	AM							AM	AM	PM	PM	AM	AM	PM	PM				
Yard	30	DFNPWY		11:05	3:10	10:45	2:40	9:10	5:00		4:40	....	TO Eureka	EK	105		s 8:32	s 4:18	s 8:23	s 2:18		s 2:33							
12	94	DFJNPR SWY		s 11:08 11:20	s 3:12 3:30	s 10:48 11:00	s 2:42 3:00	s 9:13 9:30	s 5:02 5:15		4:42 5:00	14	TO-R Redding Jct	RD	91	s 4:22	s 8:15	s 4:00	s 8:03	s 2:03	s 10:28	s 2:13	s 10:53						
....	....	JPY										20	Ingot Jct / E Redding	....	85														
4	7	DPW			3:33		3:03	f 9:35		9:02		32	TO Helper	HP	73	4:20		f 3:57			s 10:25		s 10:50						
17	6	DJNPRW			s 3:53		3:06	f 9:39		9:05		61	TO-R Goose Valley Jct	GV	44	4:18		f 3:53			10:18		10:43						
8	10	DJP			3:54		3:07	f 9:43		9:06		70	TO Burney Jct	BU	35	4:17		f 3:49			10:17		10:42						
....	....	J										85	Fall River Mills	....	20														
12	40	DFNPRS WY			s 3:56		s 3:09 3:20	s 9:45 9:55		s 9:08		100	TO-R Bieber Jct	BB	5	4:15		s 3:45 3:33			s 10:15 10:03		s 10:40 10:23						
Yard	28	DFNPWY					s 3:23	s 9:58				105	TO Alturas	AT	....			3:30			10:00		10:20						
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
EASTWARD SACRAMENTO SUBDIVISION WESTWARD																													
Car Capacity		Fuel, Jct, Phone, Register, Water, Yard	SECOND CLASS					FIRST CLASS				Distance from Redding Jct	Timetable No. 9		Telegraph Calls	Distance from Sacramento	FIRST CLASS				SECOND CLASS								
Siding	Other Tracks			216 Sac Stk Special		220 Sac Expediter			14 Capitol Mail		28 NW Chief ATSF Rwy		May 26, 1946					27 NW Chief ATSF Rwy		13 Capitol Mail	231 Morning Perishable		221 Eureka Expediter						
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
				s 11:08 11:20		s 10:48 11:00		10:00 10:25	s 5:02 5:15		4:42 5:00		....	TO-R Redding Jct		RD	10		8:30 s 8:15		8:20 s 8:03	s 2:15 2:03		2:30 s 2:13					
....	....	P						10:28				4	Red Bluff	....	6		8:13												
Yard	51	DFNPWY		s 11:23		s 11:03		10:24	s 5:18		5:03	10	TO Sacramento	SA	....		8:12		8:00	2:00		2:10							
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Leave Daily			
EASTWARD GOOSE VALLEY BRANCH WESTWARD																													
Car Capacity		Fuel, Jct, Phone, Water, Yard	SECOND CLASS					FIRST CLASS				Distance from Terry Lake	Timetable No. 9		Telegraph Calls	Distance from Coble Mtn	FIRST CLASS				SECOND CLASS								
Siding	Other Tracks												May 26, 1946																
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard	14	DFNPWY										....	TO Terry Lake	TL	18														
17	6	DJNPRW										5	TO-R Goose Valley Jct	GV	13														
4	8	P										18	Coble Mountain	....	....														
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Eastward Read Down														Westward Read Up															
SPECIAL INSTRUCTIONS - ALL SUBDIVISIONS AND BRANCHES														SPECIAL INSTRUCTIONS - ALTURAS SUBDIVISION															
1. Eastward trains are superior to Westward trains of the same class. 2. When freight cars, except cars with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed maximum permissible speed for freight trains in the territory operated. 3. Capacity of sidings column indicates the number of revenue cars of average length 40 feet that the siding will hold between fouling points, with steam engines counting as 2 cars each and a caboose counting as 1 car. 21 foot ore cars count as 1/2 car. 4. Maximum permissible speed for passenger trains. 50 MPH 5. Maximum permissible speed for freight trains. 30 MPH 6. Maximum permissible speed for trains handling log cars. 10 MPH 7. Trains handling skeleton cars loaded with logs must stop immediately before passing through tunnels, make thorough inspection of all cars of logs, making certain all are in safe conditions before proceeding.														1. Maximum permissible speed for passenger trains between Helper and Goose Valley Jct. 30 MPH 2. Maximum permissible speed for freight trains between Helper and Goose Valley Jct. 20 MPH 3. Trains may not depart Redding Junction to Ingot or Ingot to Redding Junction with out being in possession of the Ingot Branch staff.															
														SPECIAL INSTRUCTIONS - GOOSE VALLEY BRANCH															
														1. Maximum permissible speed for all trains between Goose Valley Junction and Coble Mountain. 10 MPH 2. Clearance or train orders not required between Goose Valley Junction and Coble Mountain. 3. Trains may not depart Goose Valley Junction or Coble Mountain without being in possession of the Goose Valley Branch staff. 4. At Goose Valley Jct, regular trains may register by ticket.															
Notes: Single Times Are Departure Times; Multiple Times Are Arrival Times Followed By Departure Times. Times Preceded By "s" Are Regular Station Stops; By "f" Are Flag Stops; Meet Times in <b>Bold</b>																													