

GERBER SUB ~ 1926

My Prototype Dream

by Gary Ray



Southern Pacific Company

1926

No. A 47209

Pass

Account **Gary Ray - General Manager**
Gerber Sub - Shasta Division

OVER PACIFIC LINES UNTIL DECEMBER 31ST, 1926

UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK

VALID WHEN COUNTERSIGNED BY T. M. SCHUMACHER, M. J. CURRY OR W. W. W. ARTHUR
COUNTERSIGNED BY

M. J. Curry

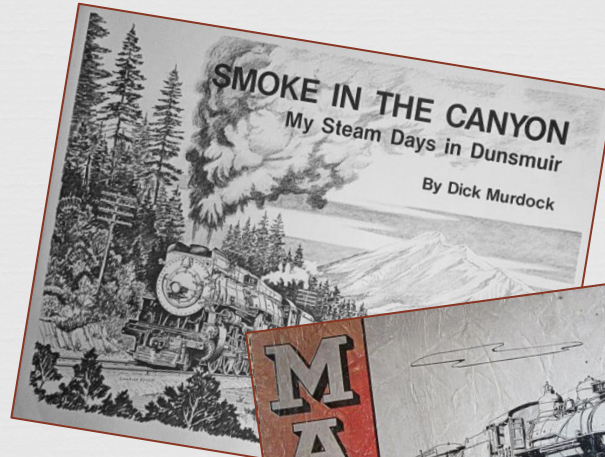
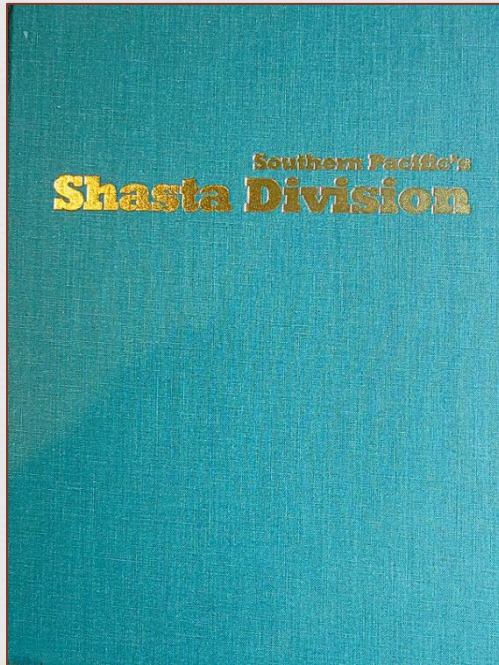
W. W. W. Arthur
PRESIDENT



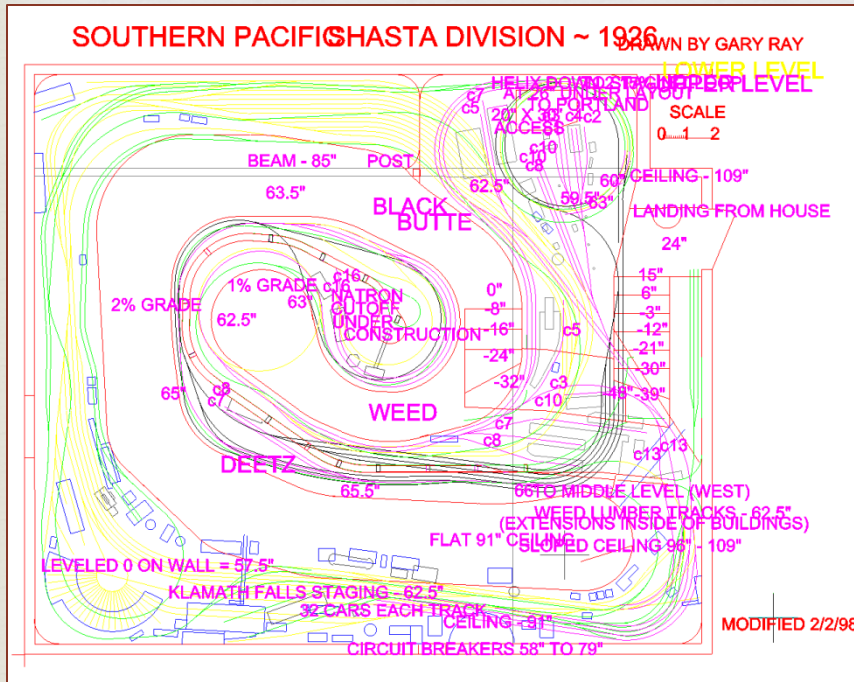
Start with Research



My main source was John Signor's SP Shasta Division.



First Try & Lessons Learned



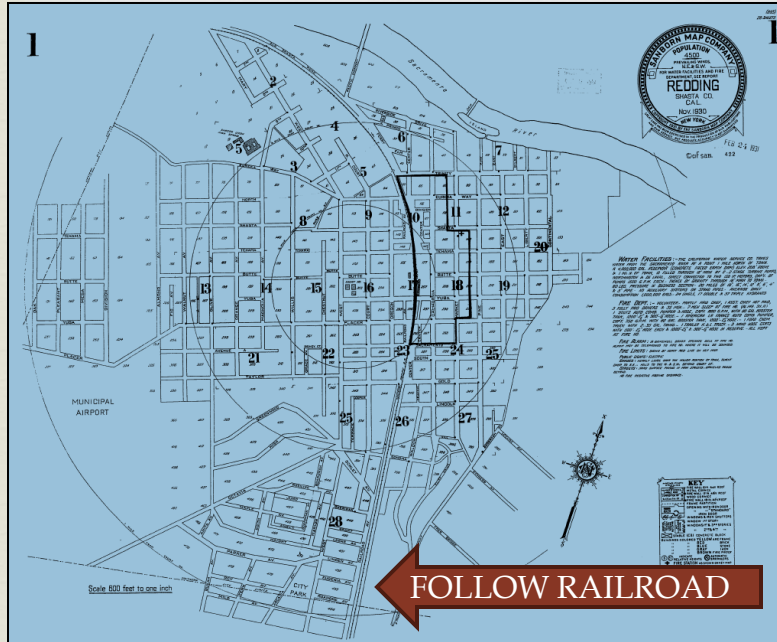
CadRail drawing - 4 levels superimposed

- 30" radius to tight for large locos
- Didn't like one level over another
- Not enough local industry
- Don't waste time coving ceiling
- Slow progress ~ family first
- CAD drawing is a great asset
- More room became available
- More time became available
- Mushroom layouts in publications
- Visited mushroom layouts
- LDE idea introduced

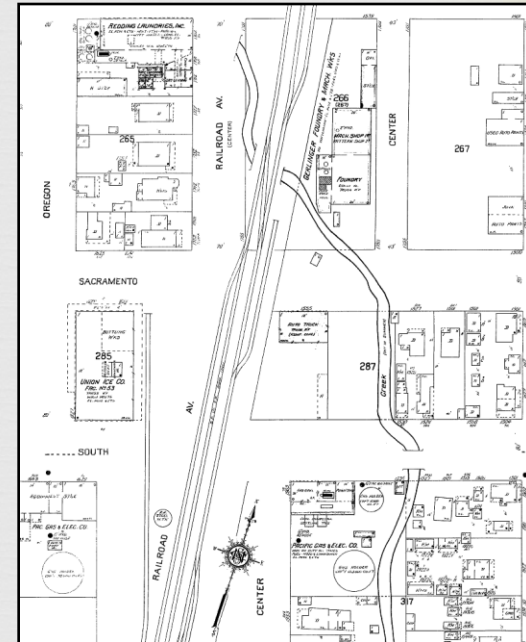
More Prototype Research



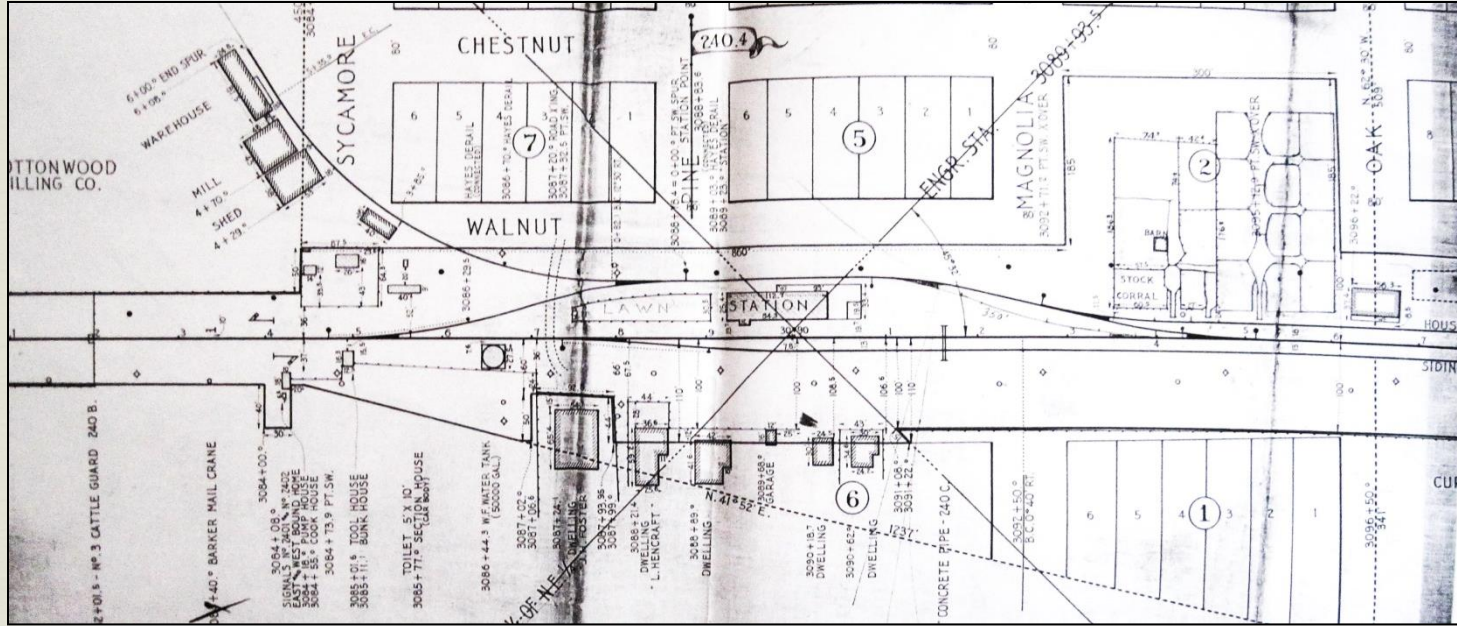
Sanborn Maps



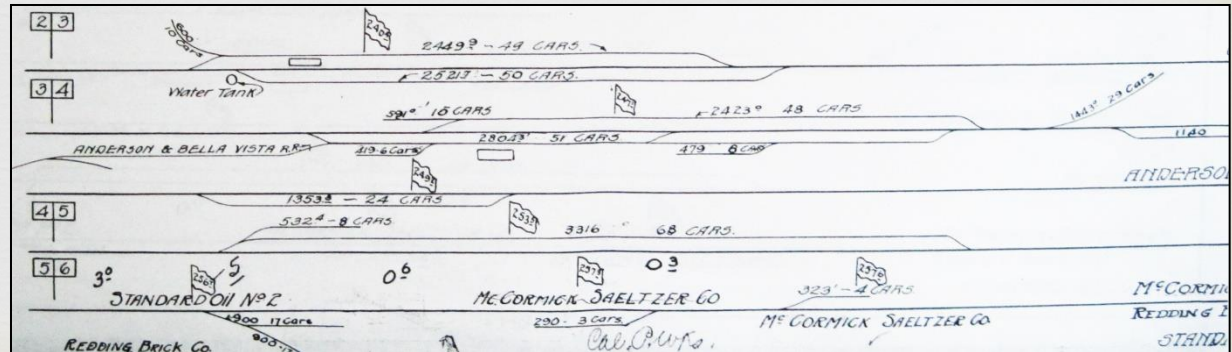
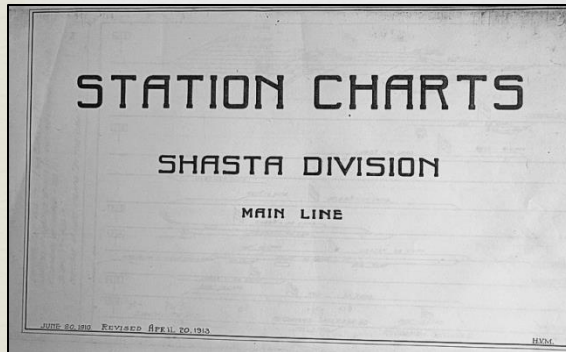
SHEET		SHEET		
Willis	1118-1163	3	Holt's, Jas., Brick Yard	2
"	1165-1394	8	Hotel Idanha	19
"	1400-1668	*14	" Lorenz	17
"	1429-1669	*15	" Redding	24
"	1700-1868	*21	" Western	16
"	1701-1929	*22		
Y		M		
Yuba	1000-1059	20	McCormick & Saelzer Co., Hardw. & Agric'l Impl'ts W. Ho.	17
"	1100-1259	19	McCormick & Saelzer Co., The	18
"	1300-1459	18	" " Co.'s W. Ho. No. 1	10
"	1500-1659	17	Masonic Hall	18
"	1700-1871	16	Mother Church of Inspirational Theosophy & Healing	11
"	2200-2269	14		
SPECIALS				
A		P		
African M. E. Church	6	Pac. Gas & Elec. Co.	4	
All Saints Episc'l Church	16	Crossing Plant	23	
Aussem Hotel	11	Equipment: St'ge & Gas Holder	11	
		Mach. & Repair Shops	18	
		Post Office	19	
		Public School	19	
C		R		
California H'wy Commission Div. No. 2	6	Redding Creamery	6	
Carnegie Library	17	" Feed Co., Inc.	12	
Christian Science Society	16	" Grammar School (East Side)	9	
City Hall & Jail	11	" " (West Side)	9	
Columbus Hotel	11	" Hotel	10	
		" Iron Works	10	
		" Laundries, Inc.	23	
D		S		
Del Monte, Lodg's & Tenements	16	St. Caroline Sanitarium	24	
Diamond Match Co.	17	St. Joseph's R. C. Church	23	
Dozier Sanitarium	21	Seventh Day Adventist Church	15	
		Shasta County Court Ho.	16	
		" " Office Bld'g	22	
		" Union High School	5	
F		T		
Fine, W., & Sons, Feed & Fuel W. Ho.	10	S. P. Co., Freight W. Ho.	17	
Fire Ho.	11	" " Passenger Depot	17	
First Baptist Church	16	Sterling Lumber Co.	17	
First M. E. Church	24			
" Presby't'n Church	19	Temple Hotel	18	
G		U		
Gerlinger Foundry & Mach. W'ks.	23	Union Ice Co., Fac. No. 53.	23	
Glover's, Auto Sales & Rep'g.	24	U. S. Indian Service	25	
Golden Eagle Hotel	18			



Archive Visits



The 1917 map of Cottonwood from the SP engineering department show size and type of buildings, fences, and the lawn. Other SP maps show land contour, electrical, drainage. The 1913 chart shows station name by mileage (also used in conductor's log books) and siding lengths.



Givens and 'Druthers



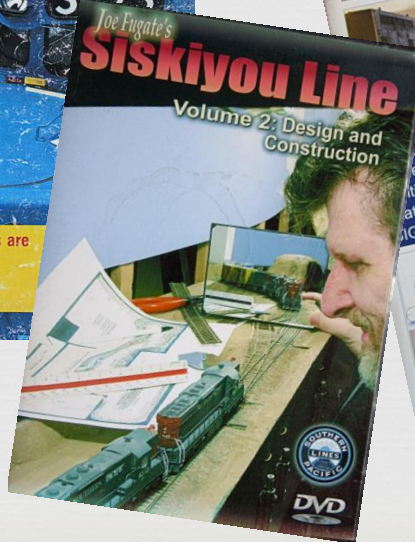
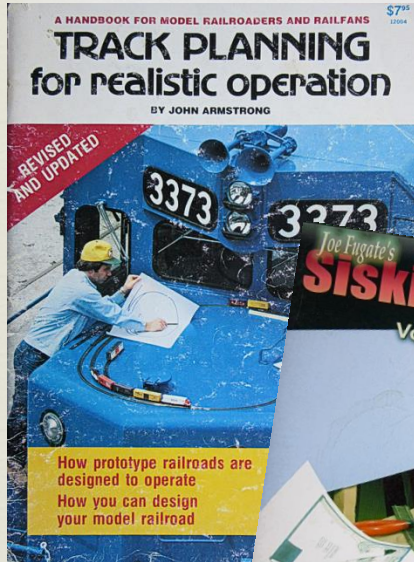
In 2004, I started planning.

3rd PlanIt CAD® drawing
Interior 23'x59'
8' ceiling



- ❧ Stick with summer of 1926 time frame
- ❧ 40" Minimum Radius for 2/10/4's
- ❧ Minimum of 30" walkways, 3' goal, 4' in major yard
- ❧ #6 switches for most of layout, # 8 for sidings
- ❧ Lots of local industry ~ Priority on switching
- ❧ 10' sidings to allow for 20 car trains
- ❧ Continue to use knowledge of SP Shasta Division
- ❧ Historically accurate track alignments
- ❧ Division or subdivision yard
- ❧ A sincere walk along track plan
- ❧ Operators should not be able to see the next town site
- ❧ Staging yards (hopefully loops) at each end
- ❧ Wireless DCC with no buss
- ❧ Operations using switch lists like Dallas Gilbertson

Planning ~ Phase 1

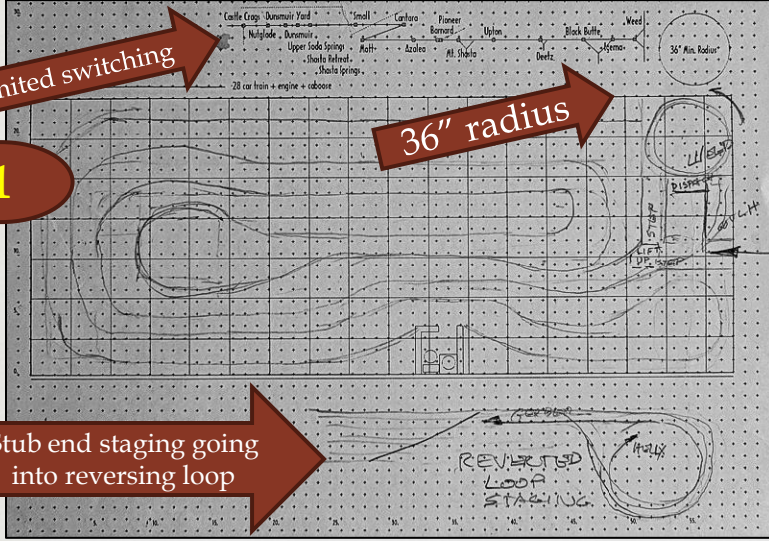


Limited switching

1

36" radius

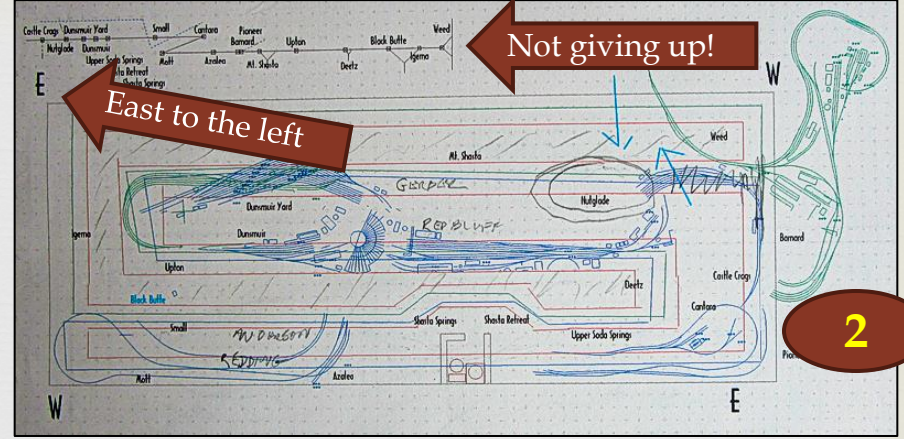
Stub end staging going into reversing loop



Not giving up!

East to the left

2

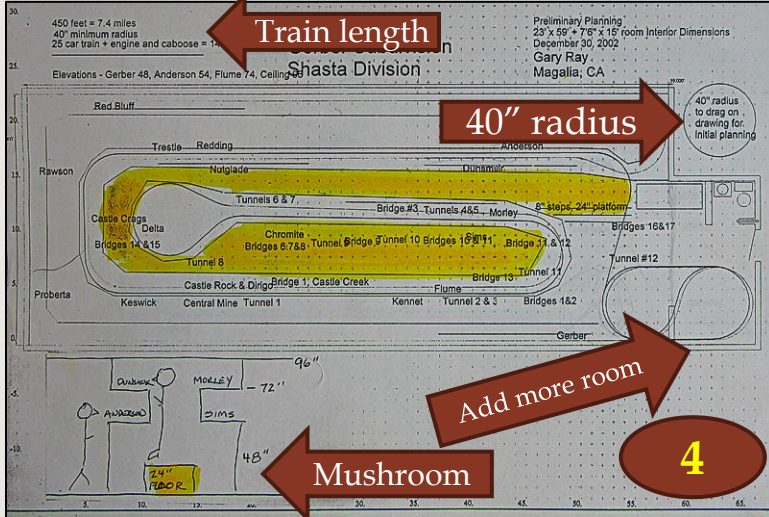


Train length

40" radius

Mushroom

4

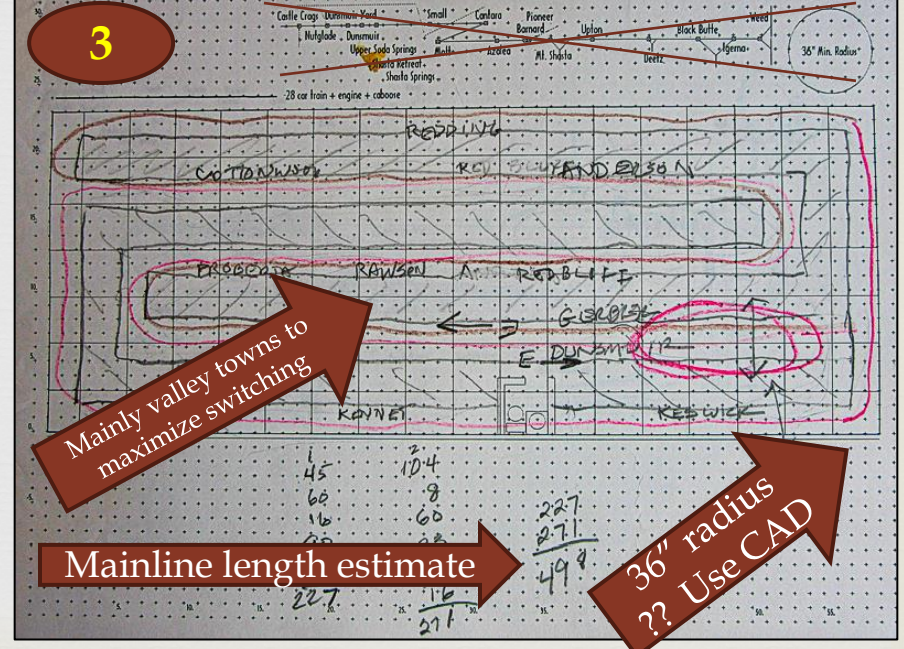


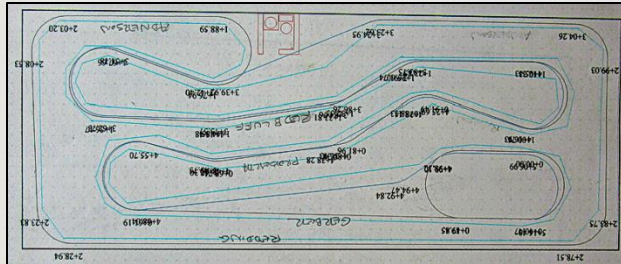
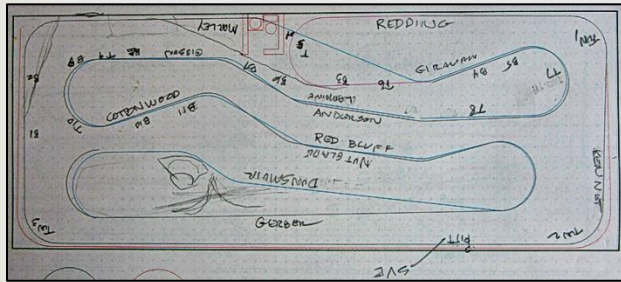
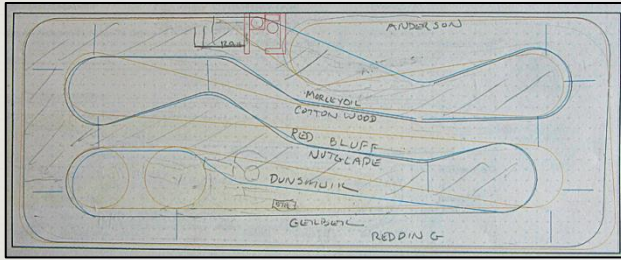
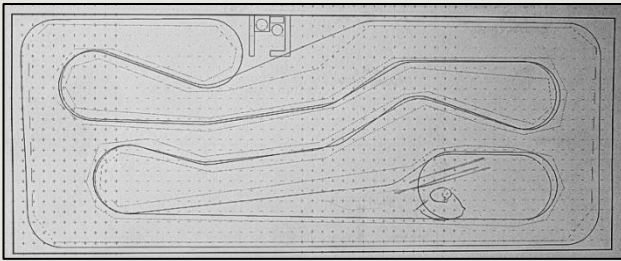
3

Mainly valley towns to maximize switching

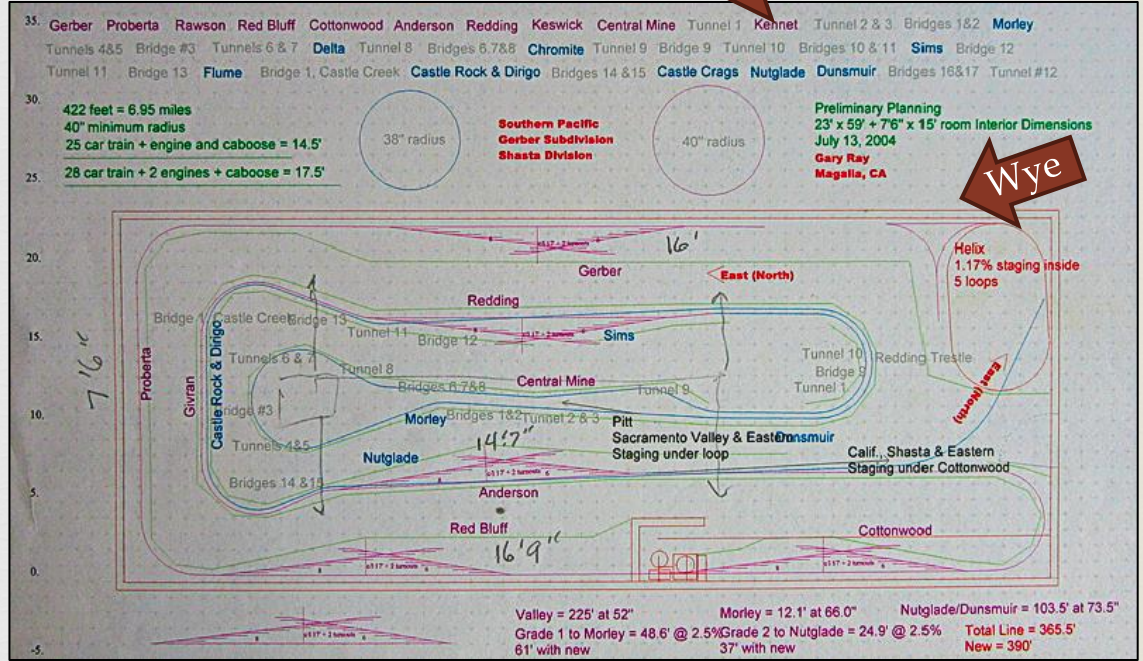
Mainline length estimate

36" radius ?? Use CAD





Towns in order



- Still using CADRail®. After dozens of drawings, I finally have an approximation of the layout.
- Towns roughed in to give 14' sidings.
- Still having problems with Gerber wye.

Gerber Subdivision of Southern Pacific's Shasta Route

Gerber (213.8) to Dunsmuir (322.1); Total Distance= 109.7 miles

Gerber – MP 213.8

Elevation 266 ft.
(Have Sanborn Maps 1930)
Station (have blueprints)
Sand (have blueprints)
Freight House
SPOil
Store House
SP Ice House (have blueprint?)
SP Storage and Refrigeration Plant
Alfalfa Mill (1929), two warehouses
Stock Corral & Barn
Hay Shed (have blueprint)
Second Mill
SP Lumber Shed (have blueprints)
SP Coal House
Track Scales
Private Ice House
(have blueprints for toilet & bath house, Car repairers house, engine house, car repairers shop, switchman's shanty, tool room and wash room)

Note about
blueprints I have

Proberta – MP 215.8

Stock Yards – cattle, sheep, hogs 100 cars/year
Freight House – wool and prunes
DePue Warehouse (1929)

Car loading info

Rawson – MP 218.9

Elevation 289'
Siding
Section House

Red Bluff-MP 223.4

(Have Sanborn Maps 1912 & 1949)
Station (avg. 78 arrivals, 81 depart), mail car set out for new p.o.)
Freight House
Cone & Kimball Warehouses (2 in 1920)
Herbert Craft Co Warehouse (1920)
Red Bluff Warehouse & Storage Co (1918)
Ore Bin (1920)

Cone Ice & Cold Storage (1926)
Flour Mill (1926)
Ger. Merchandise Store & Warehouse
Auto Unloading Spur (1924)
Calif. Highway Commission (1924)
H. Shafer Wood Yard (1924)
PG. & E. (1924) Unload Oil
Diamond Match Co (1924), Planning Mill and Shed (1917)
Growers Packing Spur (1924)
R.B. Storage & Warehouse Co.
Sunsweet Plant #29 (Prune & Apricot Growers Assoc.)
H.P. Stuec Pioneer Fruit Co. (1917)
Oil jSpur/ Tank in town (1912) abandoned?
Harry Palsley Warehouse (1912)
Brown-Doane Lumber (1912)
James Feeley Fruit Packers (1917)
Porter Bros Packing House
15 ton derrick
Fruit Growers Warehouse (1924)
Sanitary Fruit Co (1920)
Associated Oil (1919)
Just out of town:
Standard Oil (1924)
Stock Corral (1924)
Union Oil (1924)
Shell Oil (1924)
State Hwy. Oil Plant (1923); also shop and equipment shed (1939)
Mohawk Oil (1939)

Equipment

Sanborn map year

Blunt-MP 228.9

Siding
Spur

Ivrea (Spur) – MP 232.2

Set out cars to double train over Hooker Hill (18 cars at a time in 1924 for consolidations)

Hooker - MP 233.6

Elevation 345'
Section House
Fright House
Siding
Spur
Set out, pick up cars that had been doubled

Helper operations

Standard Oil #1 – MP 256

Redding – MP 258.2

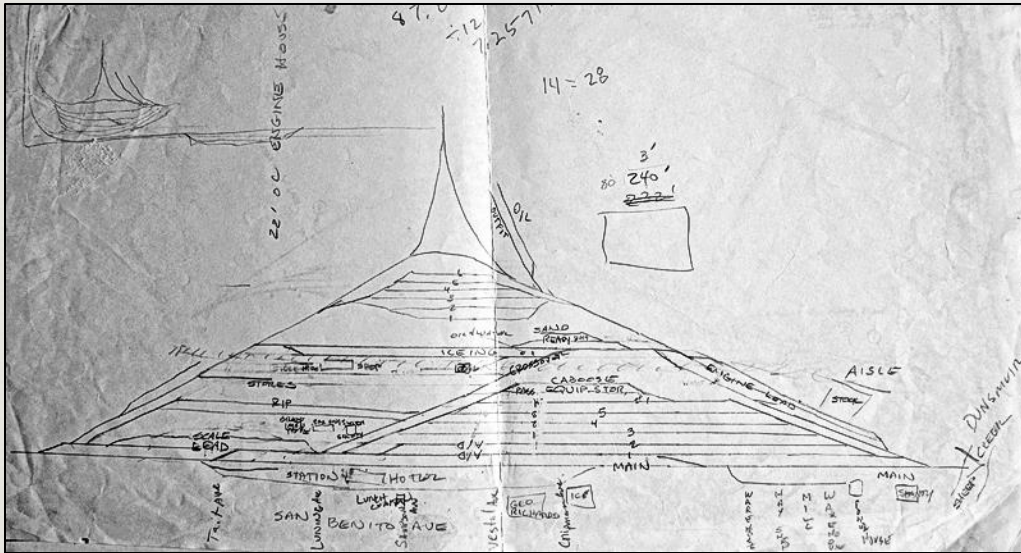
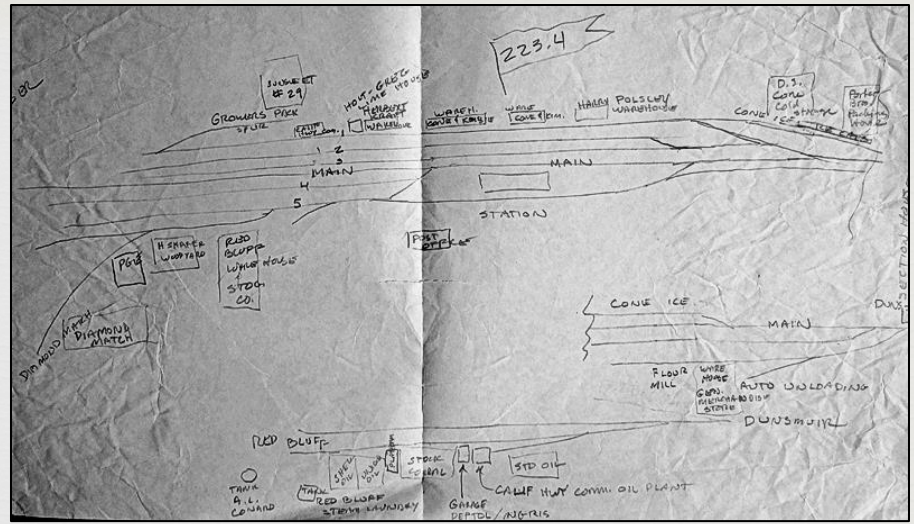
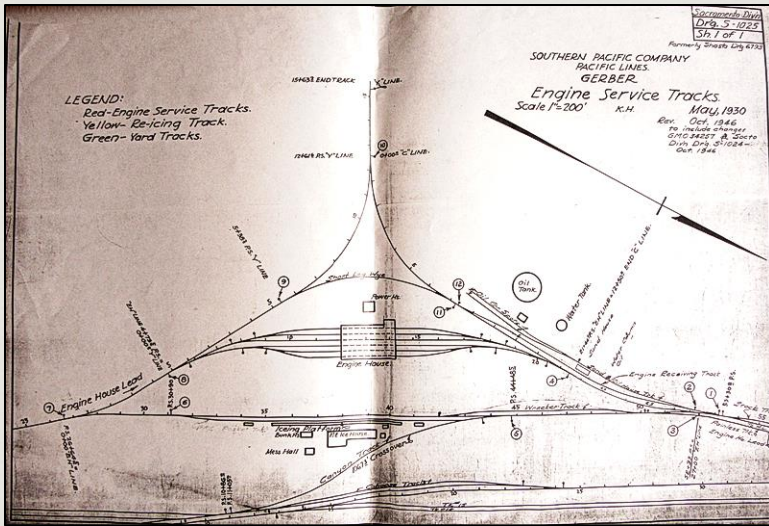
Elevation 536'
(Have Sanborn Map 1930)
St. Bridge
Local Freight Tie Up at night (1925); two 240 car trains, East and West crews eat Auto/Machinery unloading platform
Station (have blueprint)
3 warehouses (1923), Dean & Watson/ Fine & Sons/ McCormick Saelzler
McCormick Saelzler Co. (Calif. Powder Works-Girvan/Redding)
Shell Oil (600,000 gal/year in 1922)
Standard Oil (1922)
Lime House (1919)
Powder Spur (1919)
Lumber Shed
Creamery
Swayne Co Lumber Spur
Elmore Ice Cream Co & Fine & Co. share spur
Stock Corral
Associated Oil
Union Oil
Gilmore Oil (?)
Hancock Oil (?)
Pacific Constructors Material Yard (?)
Gantry Crane
Platform
Ice House & Bottling Works (1923)
Union Ice Storage (1923)
Foundry and Machine Works (1923)
S.O. Power House (1923)
Diamond Match (1921)
Redding Lime & Brick Co. Yard
Wells Fargo (1919)
Redding Feed Co (coal House, Lumber Shed)
Castle Rock Water
Redding Lumber Co.
PG&E (1925)
Warren Construction Co (1928)
Pacific Gold Dredging- Ground for Handling Dredging Material (1916)

Scheduling

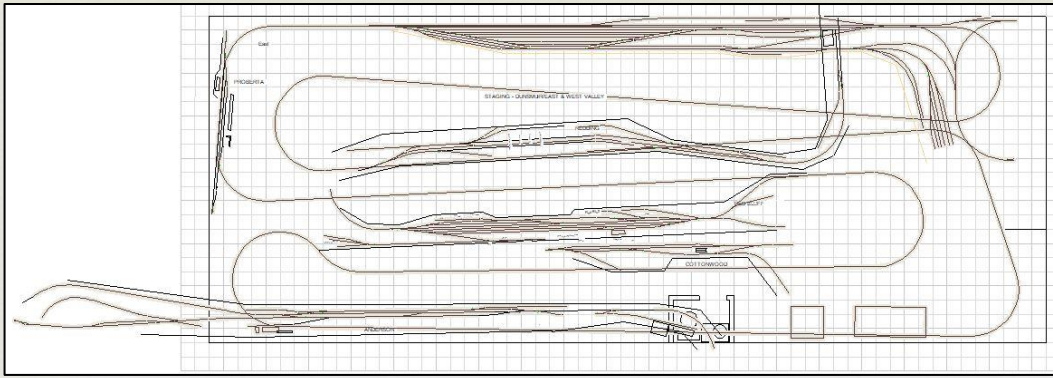
Middle Creek (Spur) – MP 261.0

Elevation 526'

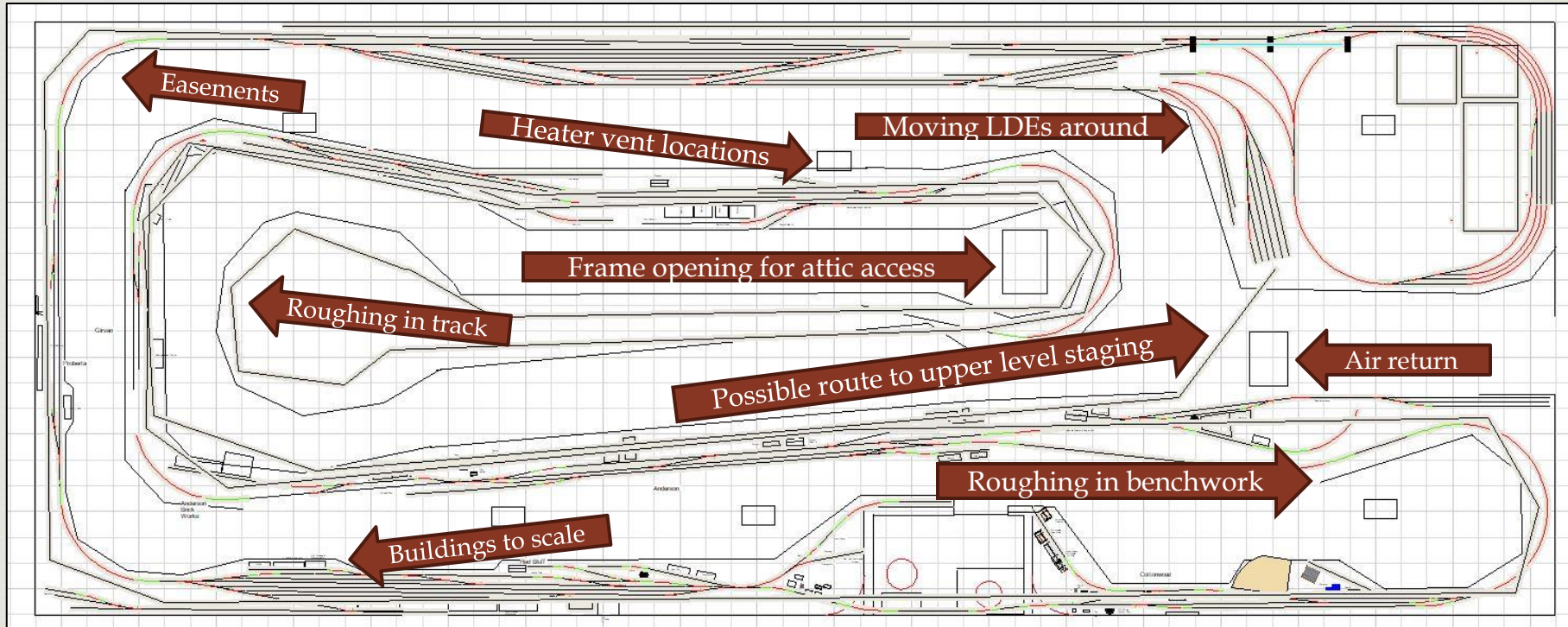
🌀 Various resources were used to gather industrial information, especially the Sanborn Fire Maps®. Not only the location in town, but the name and size of each structure.

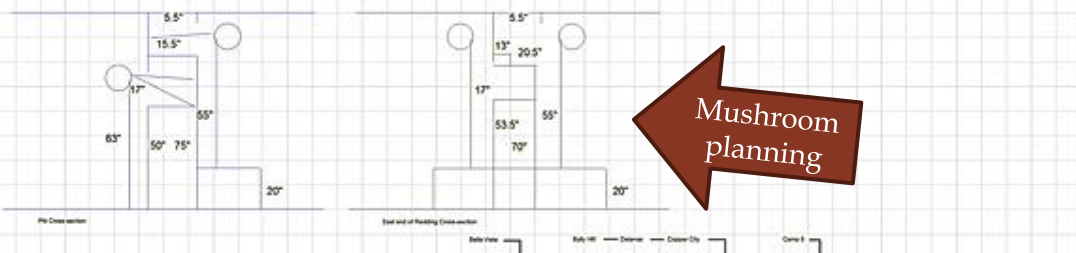


- 🌀 Each town site sketched
- 🌀 These became LDE's
- 🌀 LDE = Layout Design Element. Choosing track and structure elements from the prototype. Design work already done for you! Selective compression as needed.



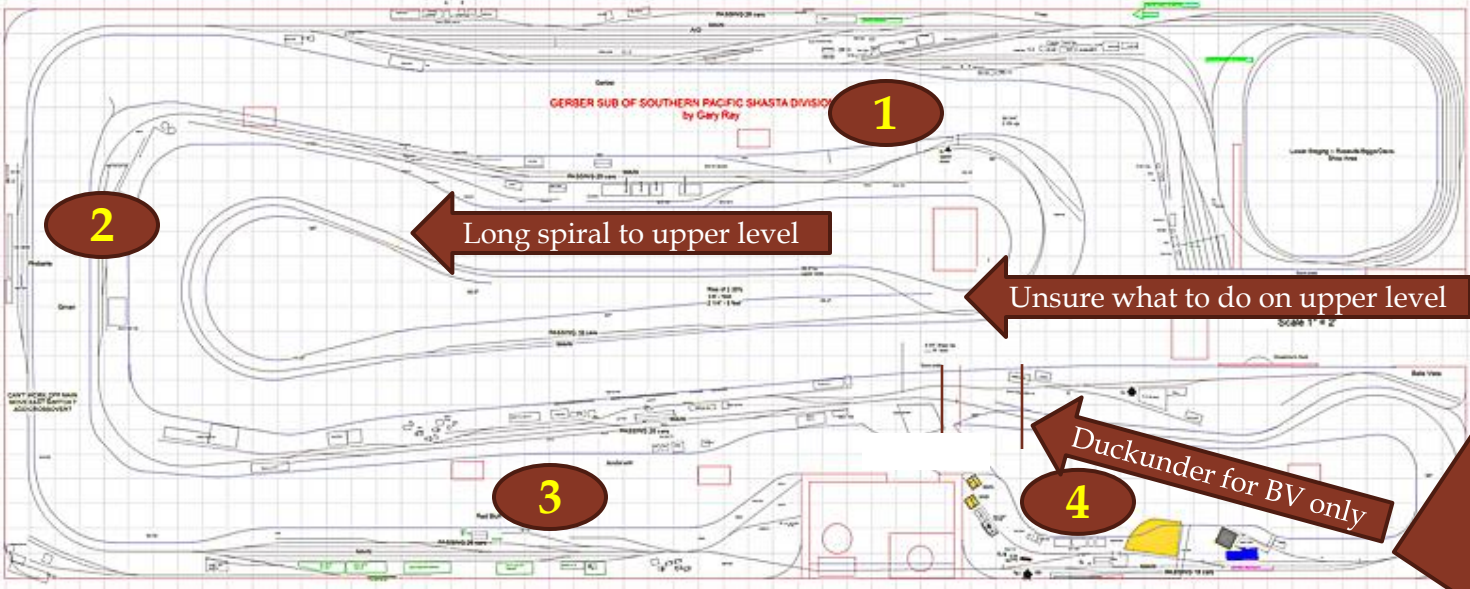
- Now using 3rdPlanit®
- CAD allows you to move LDEs around.
- Accurate drawings





- ☞ Benchwork height = 50"
- ☞ Raised platform = 20"
- ☞ Opening between valance that hides lights = 17"

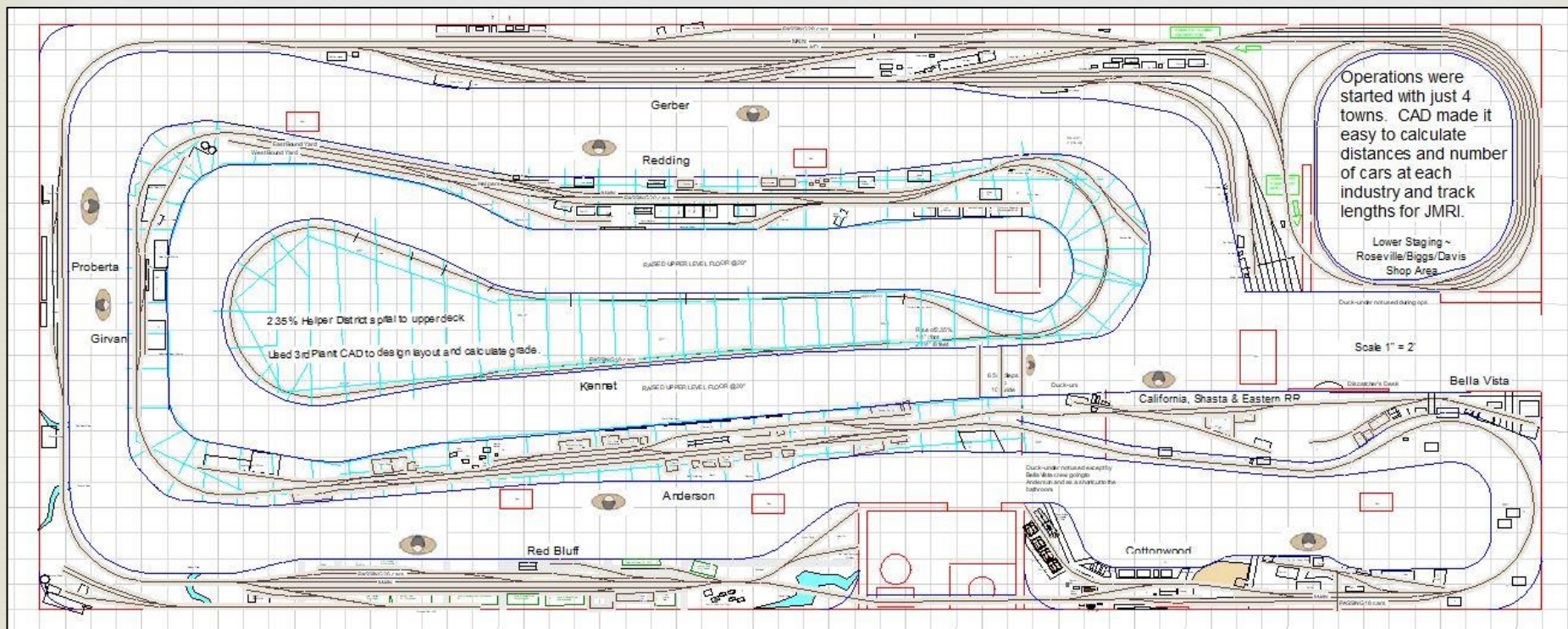
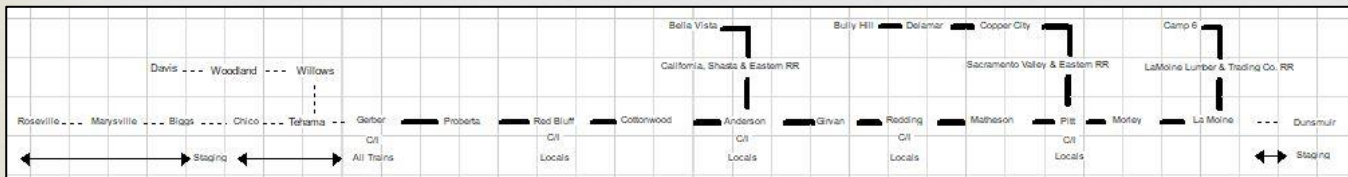
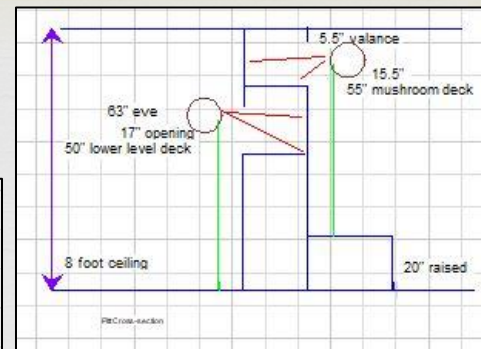
The GERBER SUB OF SOUTHERN PACIFIC SHASTA DIVISION in 1926 is housed in a separate 24' x 60' room. There is a 40' minimum radius with easements. When possible, design elements were made following original SP and Sanborn Fire Maps. The Gerber Wye and engine house had to be relocated to the west end of the yard instead of coming off the stock yard and PFE icing facility tracks which would have extended it far into the room. The layout is designed for switching operations using JMRI generated switch lists and uses EasyDCC. Lighting is CFL on 30" centers. I'm the sole builder and have had 2 op sessions using RailOp on the portion of the layout that is done. Construction started in December, 2009. Future plans including mushrooming the layout past Cottonwood and going up the Sacramento River Canyon (depending on how construction is going) or just adding staging past Redding.



Operations started with 3 towns around wall:
 Gerber
 Proberta
 Red Bluff
 Cottonwood was soon added

Initial construction stopped here with 3 staging tracks

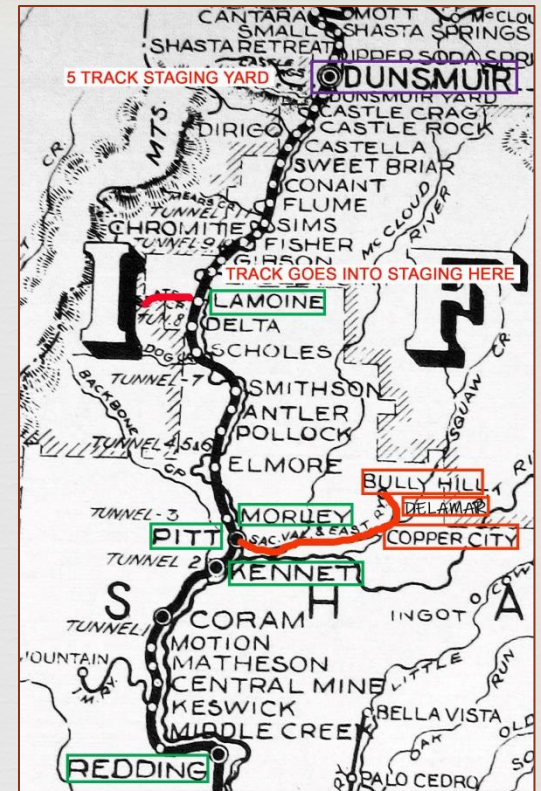
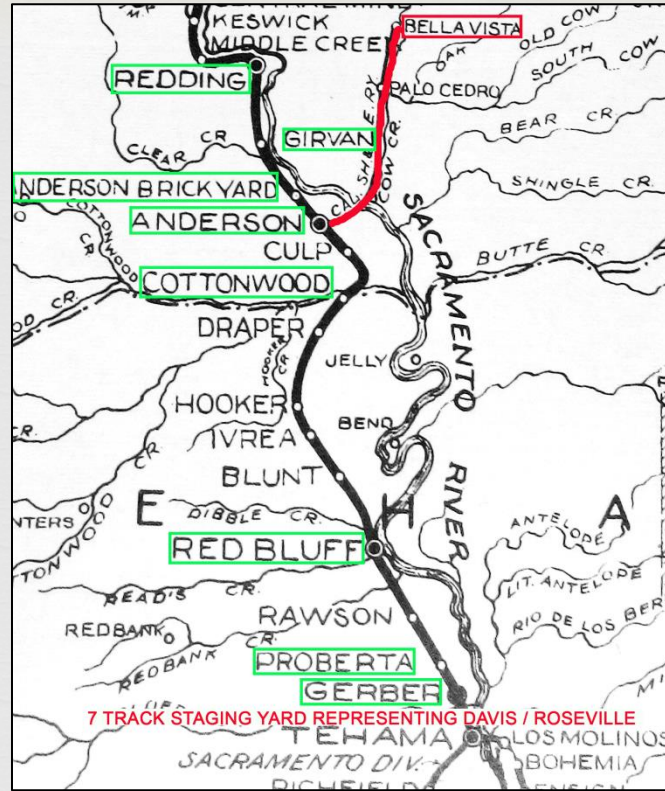
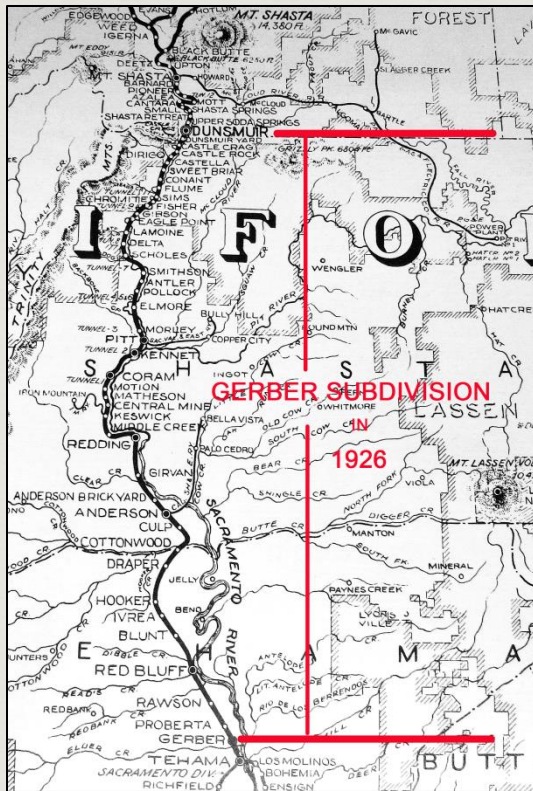
More refinement of plan including benchwork for mushroom. Aisle in Gerber = 40", Red Bluff = 36", Proberta = 30", Cottonwood = 40". One duckunder for Bella Vista.



Operations were started with just 4 towns. CAD made it easy to calculate distances and number of cars at each industry and track lengths for JMRI.

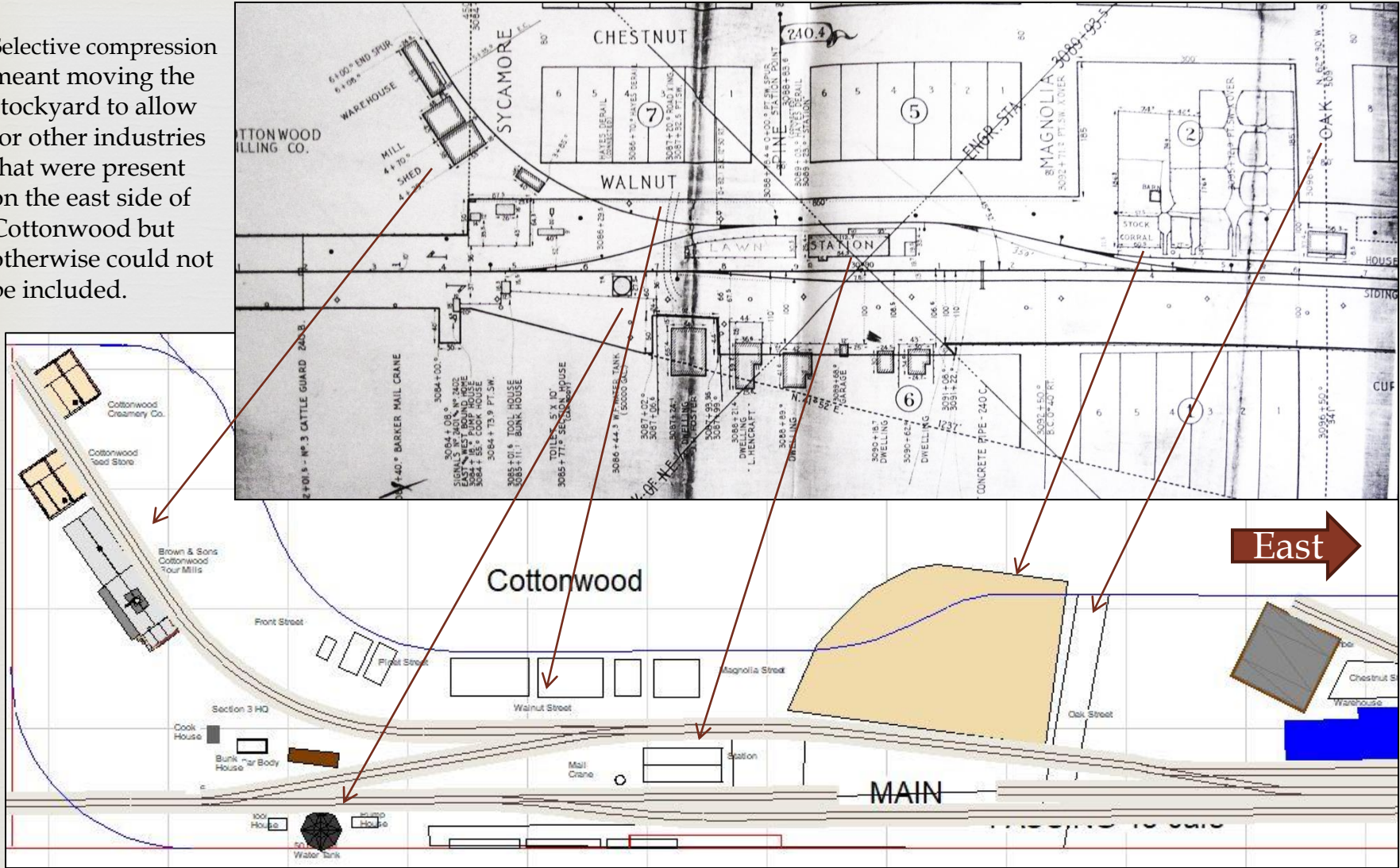
Lower Staging ~ Roseville/Biggs/Davis Shop Area

Scale 1" = 2'



- Area modeled is Southern Pacific's Shasta Division's Gerber Subdivision. The main line is 550'. Towns modeled are in **green**. Branch lines and their towns modeled are **red**.
- Roseville/Davis has a 7 track staging yard, Dunsmuir 5 tracks.

Selective compression meant moving the stockyard to allow for other industries that were present on the east side of Cottonwood but otherwise could not be included.



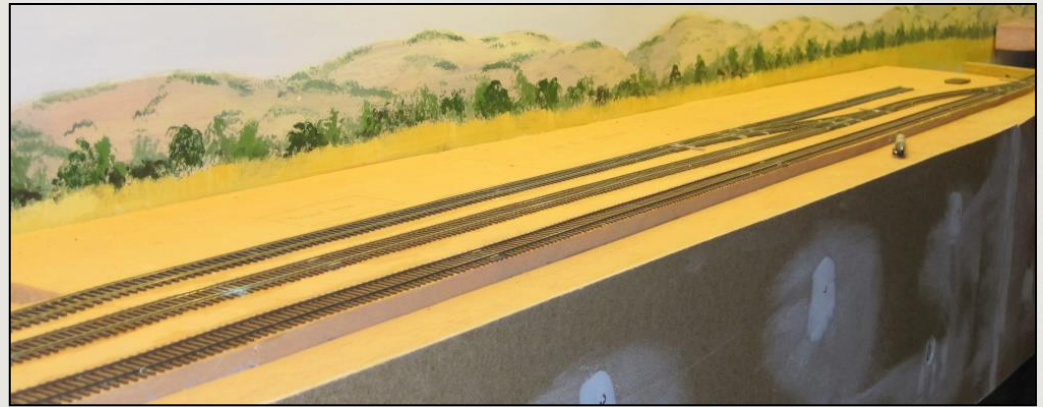
Construction ~ Phase 1

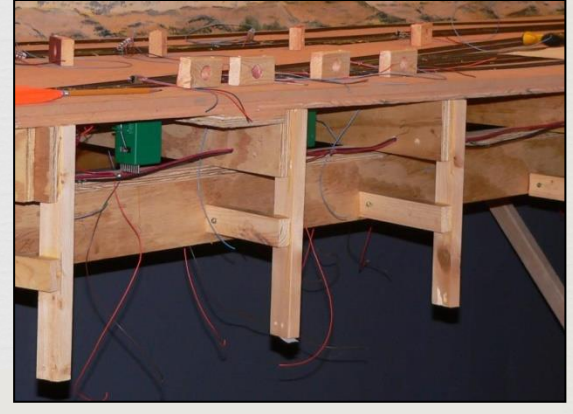
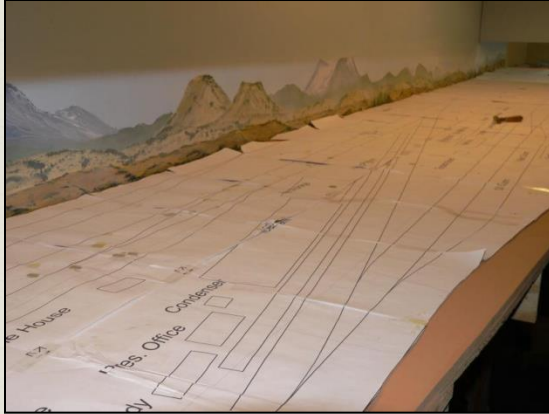
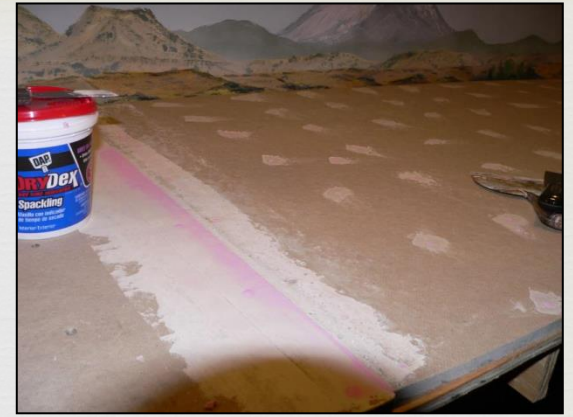


- ⌘ Each set of lights has its own circuit breaker and there are sockets in the ceiling to plug in each string of lights. 60 watt CFL in photo replaced now with LED bulbs.
- ⌘ CAD drawings printed out full size on 11"x17" paper. Mark joists location on supports.
- ⌘ Coved corners are 1/8" non-tempered hardboard, taped, sheet rock mud sanded smooth.

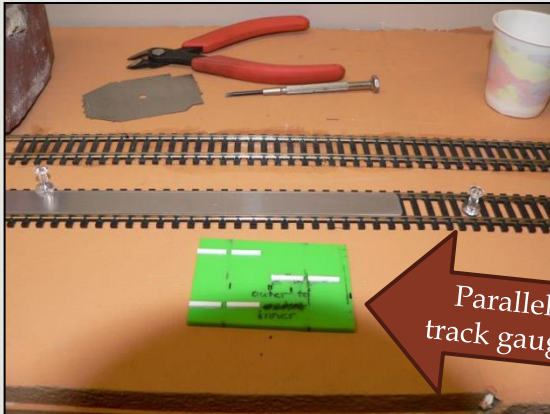
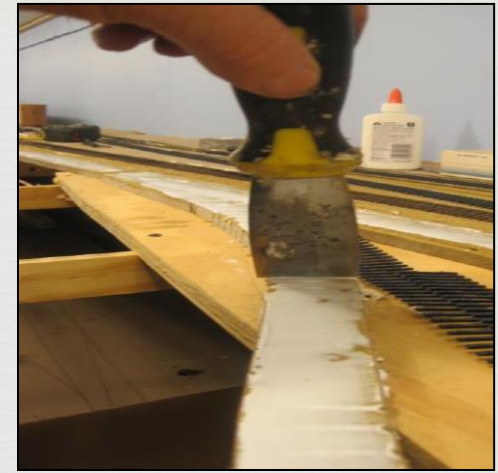


- ❧ **Benchwork is $\frac{3}{4}$ " 7 ply plywood that had been stashed away for previous layout. Was around \$12/sheet 15 years ago.**
- ❧ **Photos of area where used when painting backdrops. Sometimes I painted prior to benchwork, other times after. Acrylic was used. Screws in fascia are countersunk and then puttied over and sanded smooth.**





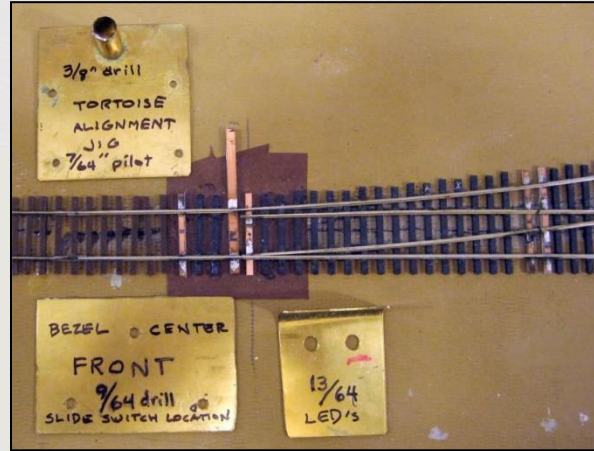
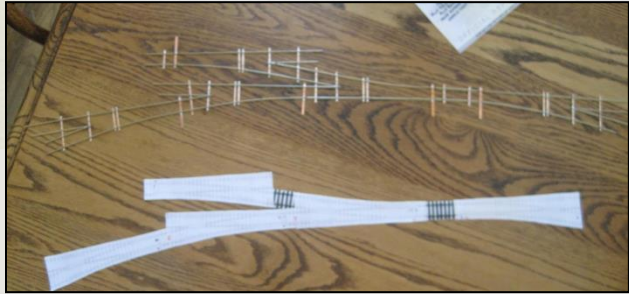
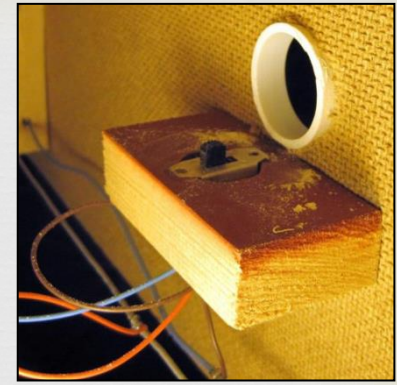
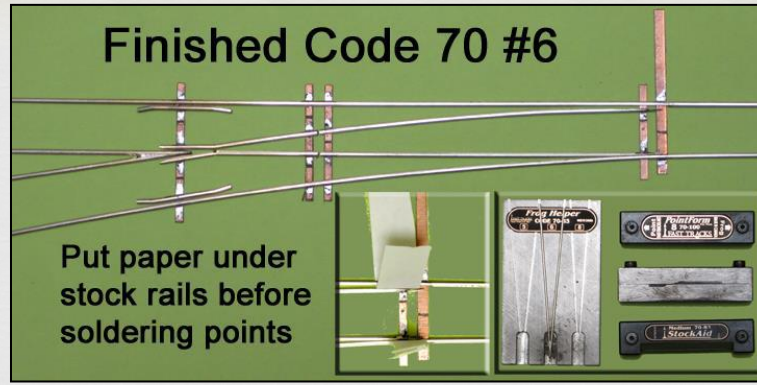
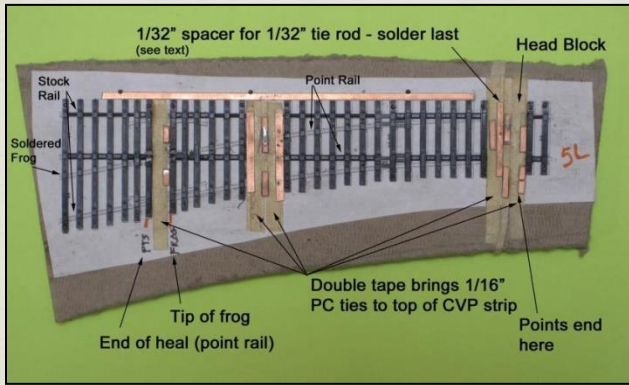
- ❧ Homasote® is glued, screwed, remove screws, leveled with DAP® spackling.
- ❧ Orange & white wires are 10 gauge feeder for one of 11 DCC blocks.
- ❧ Ponce wheel used to transfer drawing. Cut open frog location and inked.
- ❧ Every track section is connected with 22 gauge feeder.
- ❧ Power supply for eventual 220 Tortoise switch machines.



Parallel track gauge



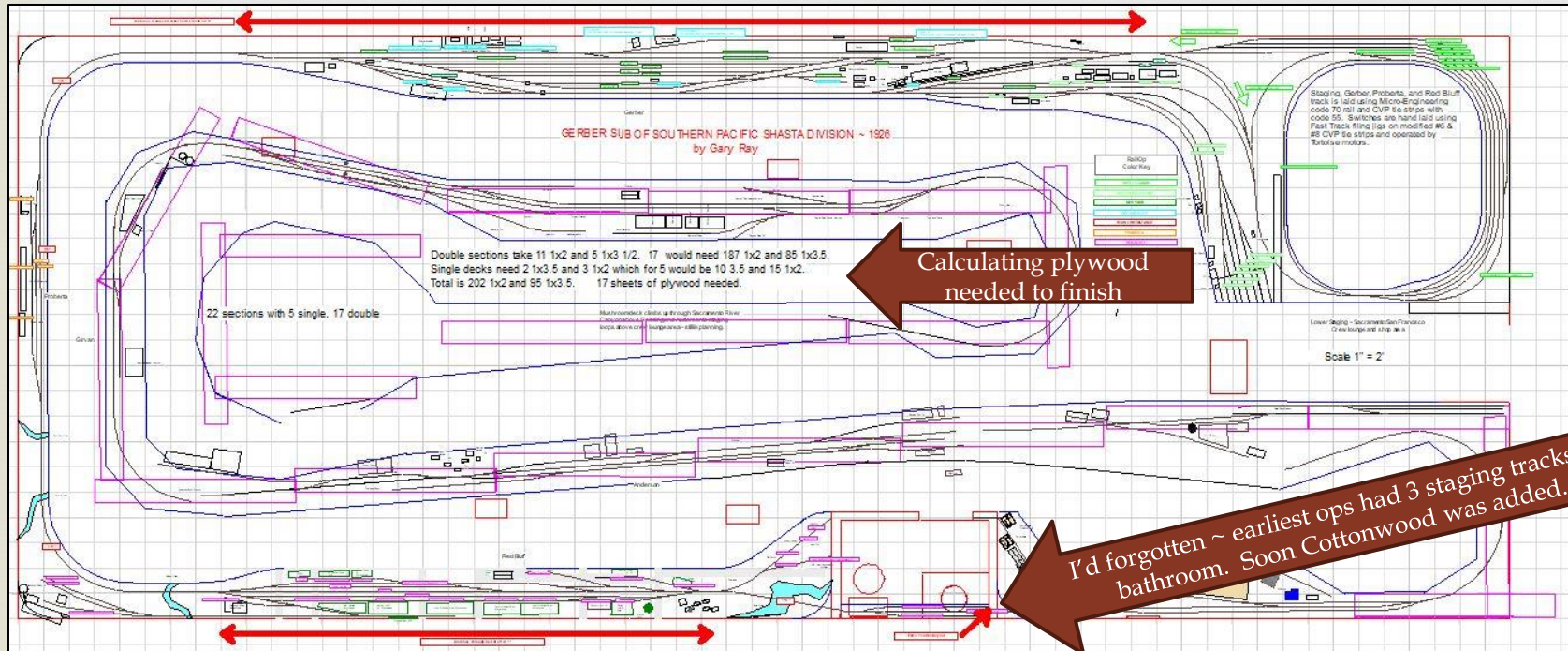
- 350 8' strips cut for 8 layers of 1/8"x1" untempered splines and then track glued directly on it for 40" curves.
- Most of the layout is MicroEngineering® flex. I would buy unweathered if doing again because I ended up painting ties and rails anyway. Also easier to solder. Ties glued with DAP Clear ADHESIVE Caulk.®
- Many areas are laid on CVMW® tie strips with rails attached with Barge Cement® and MEK.

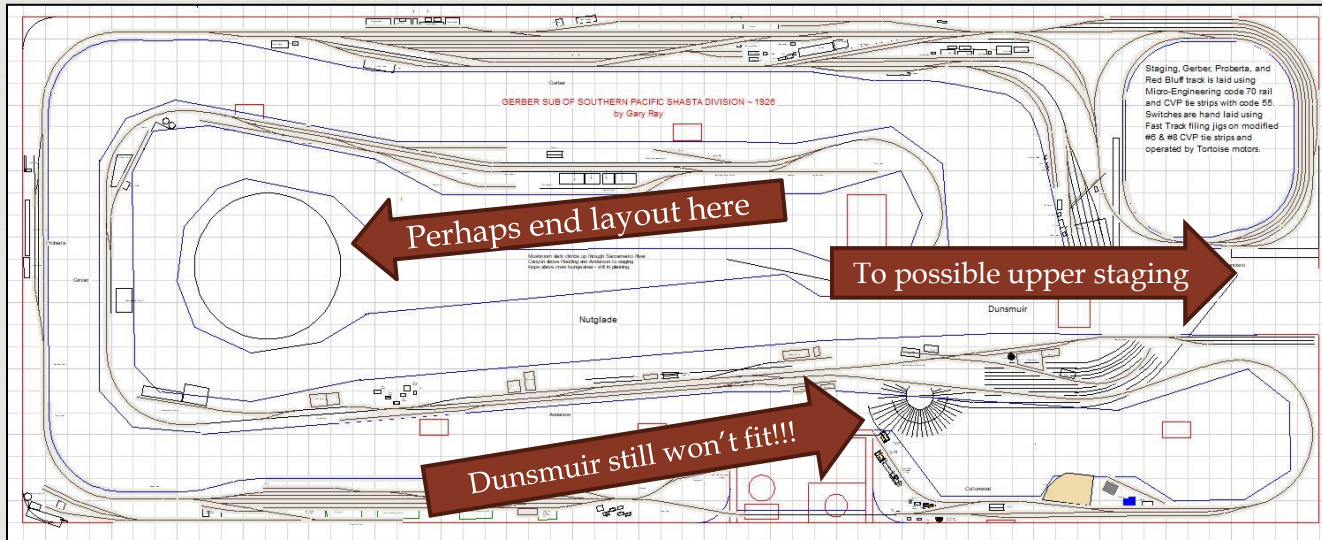


- ❧ Fast Tracks® did not offer tie strips when I first started, but I did use their filing jigs and frog soldering jig.
- ❧ I made my own jigs so I could use Central Valley® tie strips. Layout has #8's for main line trains, #6's for yard and switching areas, #5's on the 3 branch lines.
- ❧ Later found it better to make groups of switches for better flow.

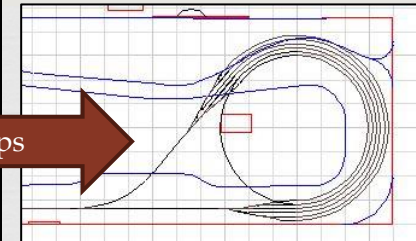
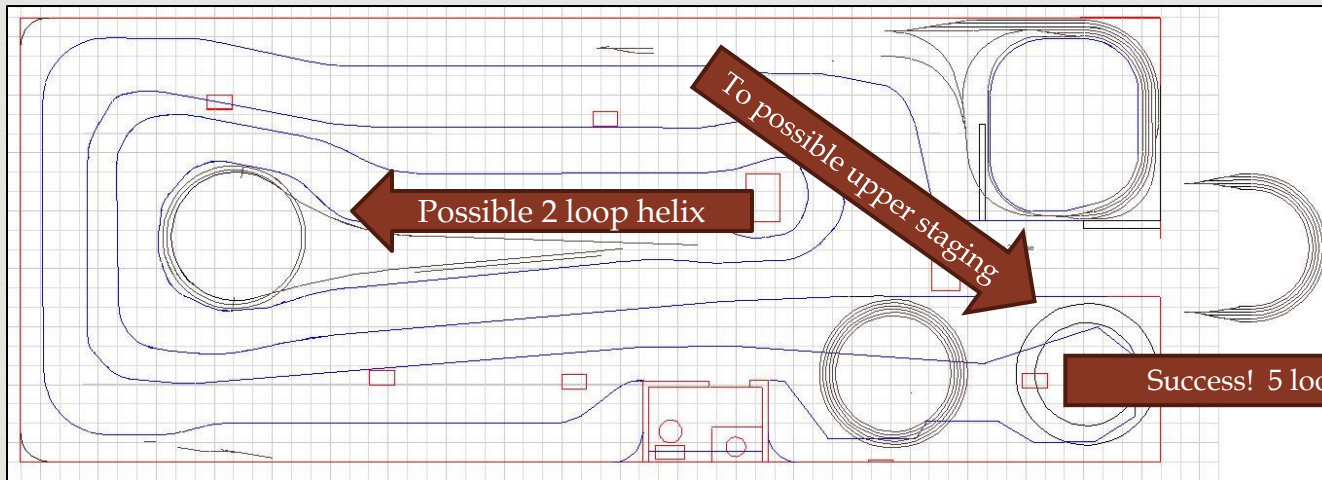
- ❧ Slide switch throws points - push away points move away from person.
- ❧ I made an alignment jig to come up from the underneath layout to locate mounting holes for Tortoise. Paper covers hole.
- ❧ 1" PVC couplings were turned on a lathe and made 250 for less than \$8. I had contacted the developer of these and they were close to \$1 each.

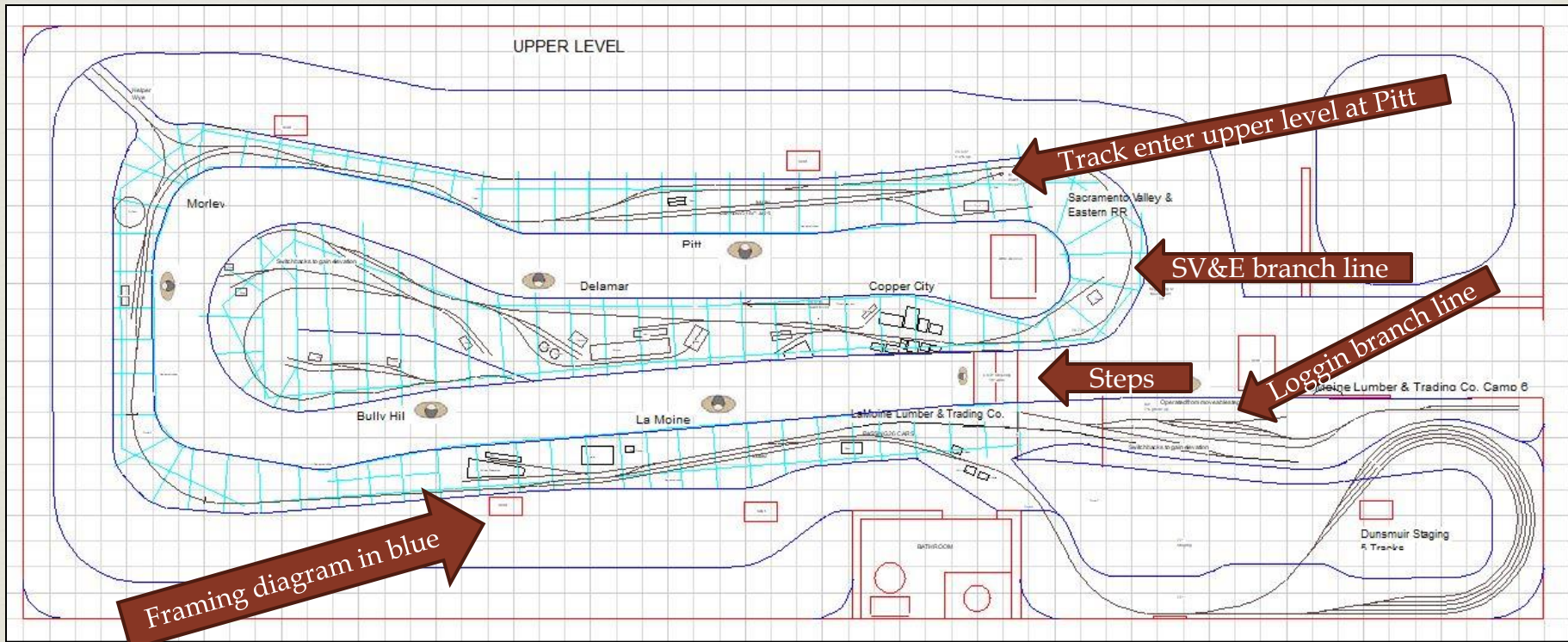
Planning ~ Phase 2





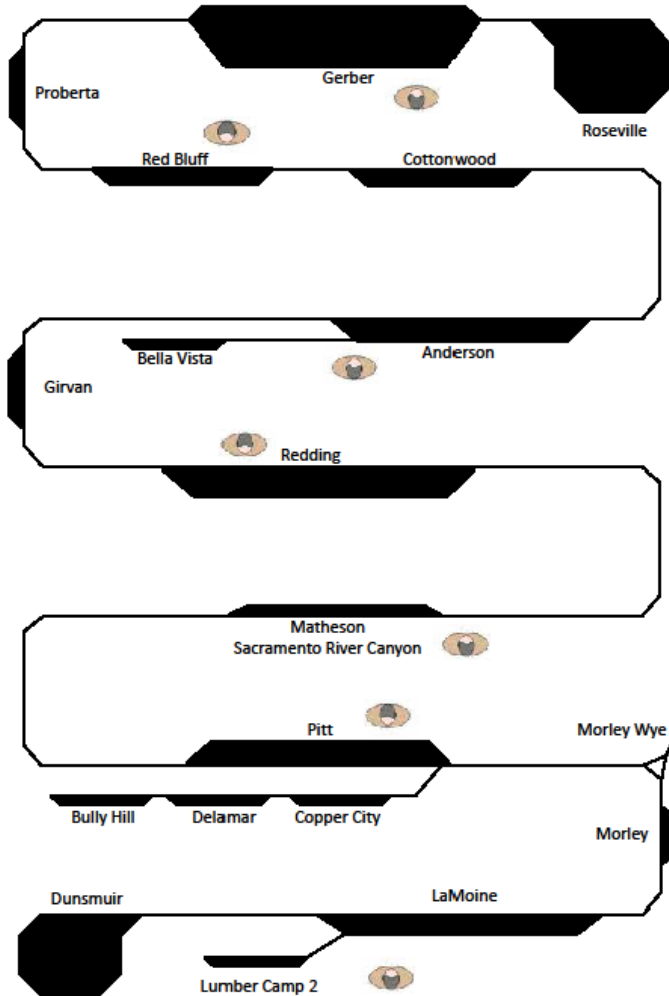
- ❧ I thought about abandoning the mushroom idea and just have staging in loop past Redding.
- ❧ Decided to move forward with mushroom. Finding a place to put staging helped rest fall in place.
- ❧ Instead of a helix to move to upper level a helper grade of 2.35% starting right after Redding and ending at Pitt was used. Found 2-8-0 could pull 6 to 8 cars.



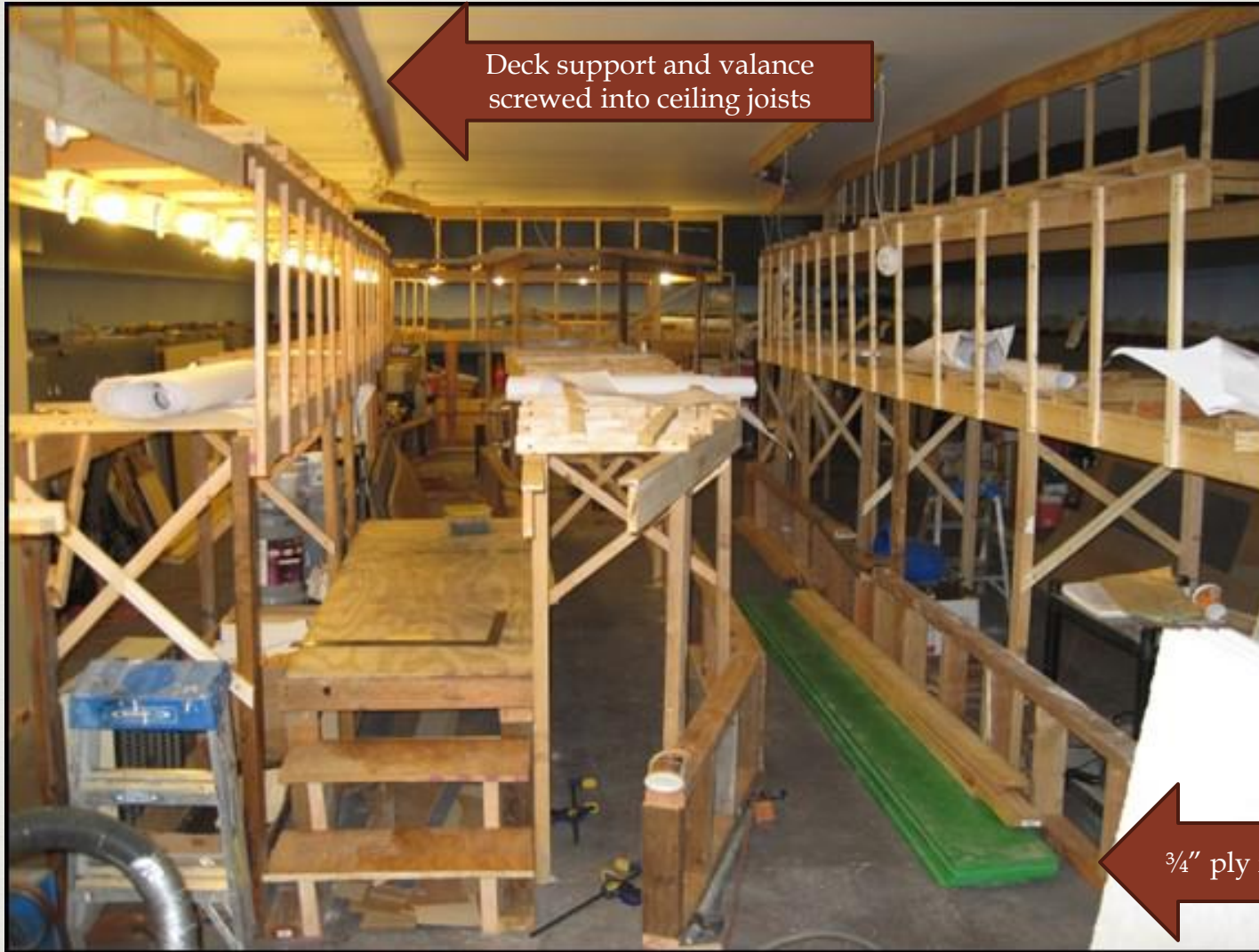


- ❧ **Layout Design Elements were used to design Pitt, Morley, LaMoine and towns on the Sacramento Valley & Eastern Railroad: Copper City, Delamar, and Bully Hill.**
- ❧ **With the exception of Morley all the other towns are now under Lake Shasta.**
- ❧ **The long spiral from Redding to Pitt follows the Sacramento River Canyon up the 2.35% grade.**
- ❧ **Each loco is being rated for the number of cars. All helpers are put on at Redding ahead of caboose requiring 2 man crews. Locomotives can be turned at Morley to return to helper ready track in Redding.**

Southern Pacific
Gerber to LaMoine



- ❧ CAD drawings allowed upper sections to be built on floor and then lift to ceiling.
- ❧ Floor was marked to insure alignment.
- ❧ By using CAD, only 3 cross-pieces needed to be moved to install switch machines.

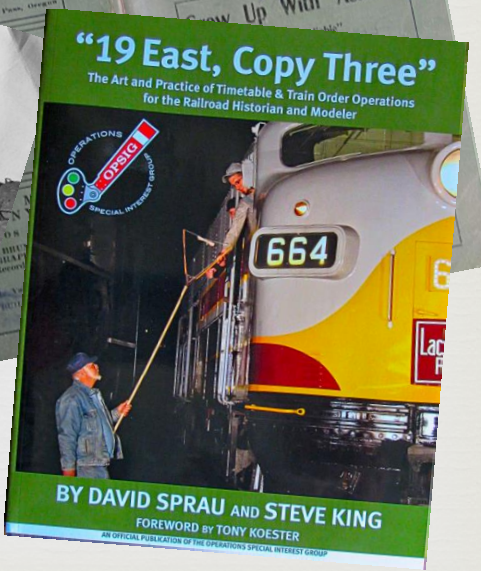
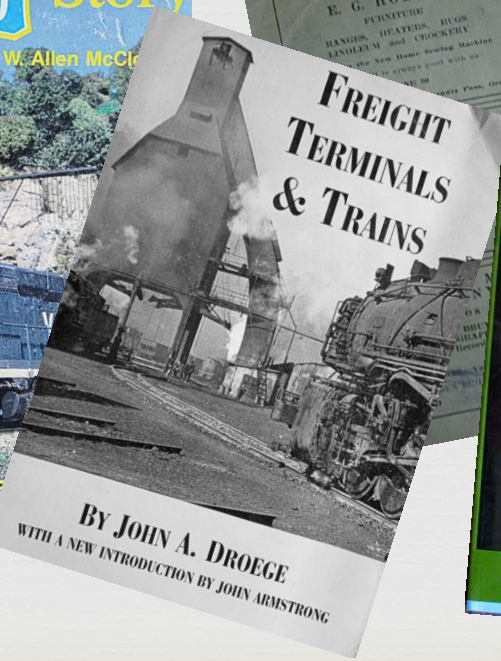
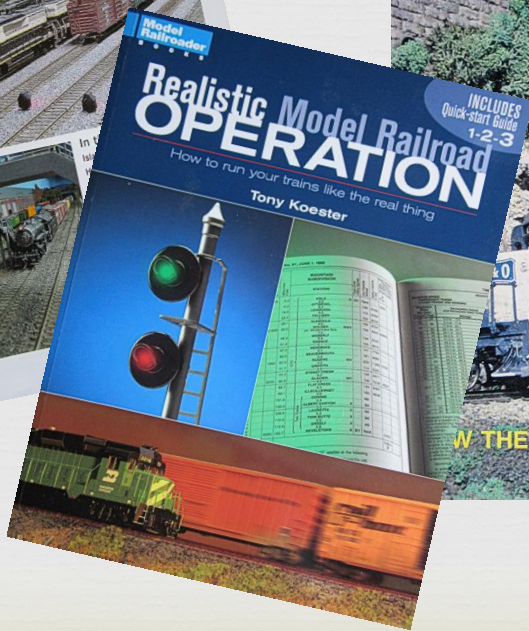
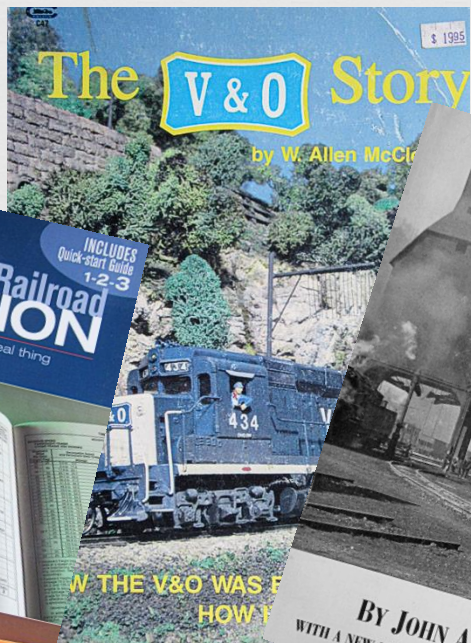


Deck support and valance
screwed into ceiling joists

- ⌘ Headroom with 8' ceiling is 6'4".
- ⌘ Benchwork height is 55" compared to 50" on lower level.
- ⌘ Mushroom construction means no trackwork above another level when viewing.
- ⌘ Open viewing area on upper level is 15.5" compared to 17" on lower level.
- ⌘ Could not easily be built without CAD drawings. Easy to turn each level on or off.

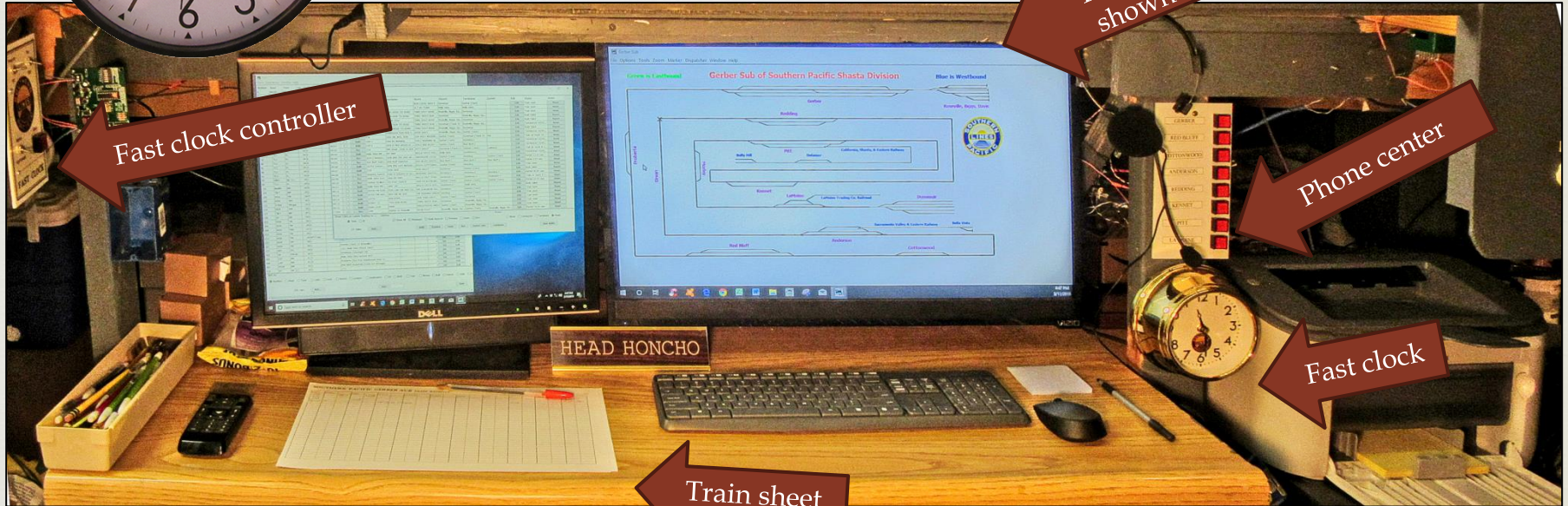
3/4" ply floor supported by 2x4s

Operations





☞ JMRI Ops switchlists are generated at the dispatcher's desk in real time on 1/2 sheets of paper.



☞ Dispatcher can call any of 8 stations. Call light latches on. Phone system is a party line.

219-Pitt West - DUN to GEB

Engine 2872 Track 1

Scheduled work for Dunsmuir

Train Originates 00:02

<input checked="" type="checkbox"/>	A	RN	Car No	Type	Track	Destination
{ }	P	H&T	40164	XM	Track 1	LaMoine
{ }	P	ERIE	70593	XM	Track 1	Morley
{ }	P	SHPX	9056	TMI	Track 1	Pitt
{ }	P	MP	45203	XM	Track 1	Pitt
{ }	P	CM	5338	XM	Track 1	Gerber (Yard)
{ }	P	HOX	210	TM	Track 1	Gerber (Yard)
{ }	P	HOX	204	TM	Track 1	Gerber (Yard)
{ }	P	SOO	34000	XM	Track 1	Gerber (Yard)
{ }	P	SP	652	NE	Track 1	Gerber (Yard)

Train departs Dunsmuir Westbound 472 Tons 380 Feet Cars-8 (P-9)

Scheduled work for LaMoine

Train Arrives 00:06 Estimated Departure 00:11

8 min. water stop.

<input checked="" type="checkbox"/>	A	RN	Car No	Type	Track	Destination
{ }	D	H&T	40164	XM	Gas	

Train departs LaMoine Westbound 449 Tons 340 Feet Cars-7 (D-1)

Scheduled work for Morley

Train Arrives 00:15 Estimated Departure 00:20

<input checked="" type="checkbox"/>	A	RN	Car No	Type	Track	Destination
{ }	D	ERIE	70593	XM	Freight House	

Train departs Morley Westbound 422 Tons 291 Feet Cars-6 (D-1)

Scheduled work for Pitt

Train Arrives 00:24 Estimated Departure 00:34

<input checked="" type="checkbox"/>	A	RN	Car No	Type	Track	Destination
{ }	D	SHPX	9056	TMI	General Store	
{ }	D	MP	45203	XM	Sacramento Valley&Eastern	

Train departs Pitt Westbound 268 Tons 202 Feet Cars-4 (D-2)

Scheduled work for Kennet

Train Arrives 00:38 Estimated Departure 00:38

Train departs Kennet Westbound 268 Tons 202 Feet Cars-4

Scheduled work for Girvan

Train Arrives 00:42 Estimated Departure 00:42

Loco & staging location

Take water 8 min.

Crew directions @ termination

Cars to be set out

Train tonnage & # cars

Sample switchlist using JMRI OPS. Final printout modified by Dan Foltz "Manifest Creator" to fit on 1/2 sheets of paper. Requires installation of Microsoft Excel®.

Train departs Girvan Westbound 268 Tons 202 Feet Cars-4

Scheduled work for Redding

Train Arrives 00:46 Estimated Departure 00:46

Train departs Redding Westbound 268 Tons 202 Feet Cars-4

Scheduled work for Anderson

Train Arrives 00:50 Estimated Departure 00:50

Train departs Anderson Westbound 268 Tons 202 Feet Cars-4

Scheduled work for Cottonwood

Train Arrives 00:54 Estimated Departure 00:54

8 min. water stop.

Train departs Cottonwood Westbound 268 Tons 202 Feet Cars-4

Scheduled work for Red Bluff

Train Arrives 00:58 Estimated Departure 00:58

Train departs Red Bluff Westbound 268 Tons 202 Feet Cars-4

Scheduled work for Proberta

Train Arrives 01:02 Estimated Departure 01:02

Train departs Proberta Westbound 268 Tons 202 Feet Cars-4

Scheduled work for Gerber (Yard)

Train Arrives 01:06 Estimated Departure 01:31

Leave train on A/D track.

Turn Loco to face east, service, move to ready track.

Hand manifest to YM. See dispatcher.

YM - always drop cabooses on east end of track 5.

Yardmaster OS when train is broken down.

<input checked="" type="checkbox"/>	A	RN	Car No	Type	Track	Destination
{ }	D	CM	5338	XM	7 Biggs Davis	
{ }	D	HOX	210	TM	7 Biggs Davis	
{ }	D	HOX	204	TM	7 Biggs Davis	
{ }	D	SOO	34000	XM	7 Biggs Davis	
{ }	D	SP	652	NE	5 Caboose	

Train terminates at Gerber (Yard) (D-5)

MIC14JMRI Version 4.41 as of 08/15/18



PenPal® from Walmart®

Clipboard holder & uncoupling skewers every few feet

Carber Facility PU-Pu Train Track B
 Schedule/Train for Carber Facility
 Train Arrives 01:00

Car #	Car No.	Type	Track	Destination
11 P	1000	SM	1	Black Control
11 P	1001	SM	1	Black Control
11 P	1002	SM	1	Black Control
11 P	1003	SM	1	Black Control
11 P	1004	SM	1	Black Control
11 P	1005	SM	1	Black Control
11 P	1006	SM	1	Black Control
11 P	1007	SM	1	Black Control
11 P	1008	SM	1	Black Control
11 P	1009	SM	1	Black Control
11 P	1010	SM	1	Black Control
11 P	1011	SM	1	Black Control
11 P	1012	SM	1	Black Control
11 P	1013	SM	1	Black Control
11 P	1014	SM	1	Black Control
11 P	1015	SM	1	Black Control
11 P	1016	SM	1	Black Control
11 P	1017	SM	1	Black Control
11 P	1018	SM	1	Black Control
11 P	1019	SM	1	Black Control
11 P	1020	SM	1	Black Control
11 P	1021	SM	1	Black Control
11 P	1022	SM	1	Black Control
11 P	1023	SM	1	Black Control
11 P	1024	SM	1	Black Control
11 P	1025	SM	1	Black Control
11 P	1026	SM	1	Black Control
11 P	1027	SM	1	Black Control
11 P	1028	SM	1	Black Control
11 P	1029	SM	1	Black Control
11 P	1030	SM	1	Black Control
11 P	1031	SM	1	Black Control
11 P	1032	SM	1	Black Control
11 P	1033	SM	1	Black Control
11 P	1034	SM	1	Black Control
11 P	1035	SM	1	Black Control
11 P	1036	SM	1	Black Control
11 P	1037	SM	1	Black Control
11 P	1038	SM	1	Black Control
11 P	1039	SM	1	Black Control
11 P	1040	SM	1	Black Control
11 P	1041	SM	1	Black Control
11 P	1042	SM	1	Black Control
11 P	1043	SM	1	Black Control
11 P	1044	SM	1	Black Control
11 P	1045	SM	1	Black Control
11 P	1046	SM	1	Black Control
11 P	1047	SM	1	Black Control
11 P	1048	SM	1	Black Control
11 P	1049	SM	1	Black Control
11 P	1050	SM	1	Black Control

Train Arrives 01:00 Estimated Departure 01:04

The NEXT LIST IS CARB TO BE PICKED UP AT INDUSTRIES. THE TRACKS IN THE LIST TO BE SET OUT AT INDUSTRIES FROM THE APPROXIMATE TRACK.

You can coordinate the track lists if you wish. The first list below only are from and back to tracks.

Car #	Car No.	Type	Track	Destination
11 P	1000	SM	1	Black Control
11 P	1001	SM	1	Black Control
11 P	1002	SM	1	Black Control
11 P	1003	SM	1	Black Control
11 P	1004	SM	1	Black Control
11 P	1005	SM	1	Black Control
11 P	1006	SM	1	Black Control
11 P	1007	SM	1	Black Control
11 P	1008	SM	1	Black Control
11 P	1009	SM	1	Black Control
11 P	1010	SM	1	Black Control
11 P	1011	SM	1	Black Control
11 P	1012	SM	1	Black Control
11 P	1013	SM	1	Black Control
11 P	1014	SM	1	Black Control
11 P	1015	SM	1	Black Control
11 P	1016	SM	1	Black Control
11 P	1017	SM	1	Black Control
11 P	1018	SM	1	Black Control
11 P	1019	SM	1	Black Control
11 P	1020	SM	1	Black Control
11 P	1021	SM	1	Black Control
11 P	1022	SM	1	Black Control
11 P	1023	SM	1	Black Control
11 P	1024	SM	1	Black Control
11 P	1025	SM	1	Black Control
11 P	1026	SM	1	Black Control
11 P	1027	SM	1	Black Control
11 P	1028	SM	1	Black Control
11 P	1029	SM	1	Black Control
11 P	1030	SM	1	Black Control
11 P	1031	SM	1	Black Control
11 P	1032	SM	1	Black Control
11 P	1033	SM	1	Black Control
11 P	1034	SM	1	Black Control
11 P	1035	SM	1	Black Control
11 P	1036	SM	1	Black Control
11 P	1037	SM	1	Black Control
11 P	1038	SM	1	Black Control
11 P	1039	SM	1	Black Control
11 P	1040	SM	1	Black Control
11 P	1041	SM	1	Black Control
11 P	1042	SM	1	Black Control
11 P	1043	SM	1	Black Control
11 P	1044	SM	1	Black Control
11 P	1045	SM	1	Black Control
11 P	1046	SM	1	Black Control
11 P	1047	SM	1	Black Control
11 P	1048	SM	1	Black Control
11 P	1049	SM	1	Black Control
11 P	1050	SM	1	Black Control

Train Arrives 01:00 Estimated Departure 01:04



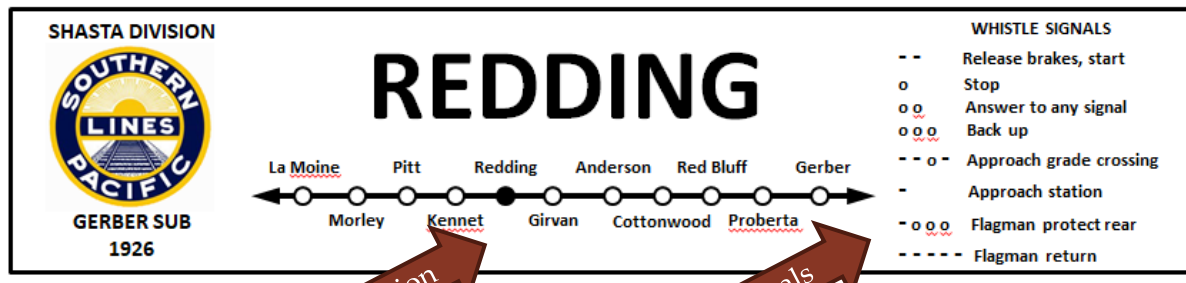
Drink holder



Green shows switch aligned for main

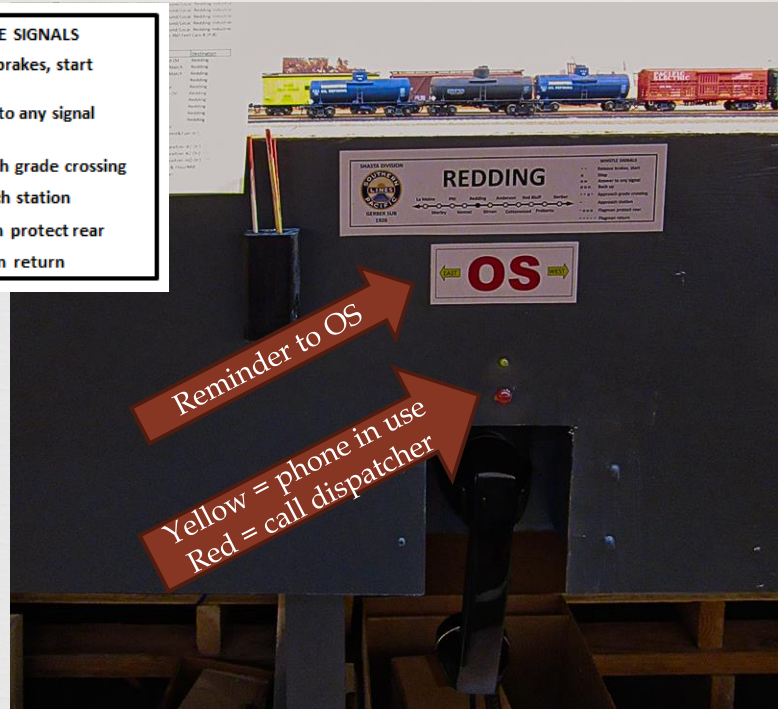


Push slide switch toward wall moves points toward wall



Current location

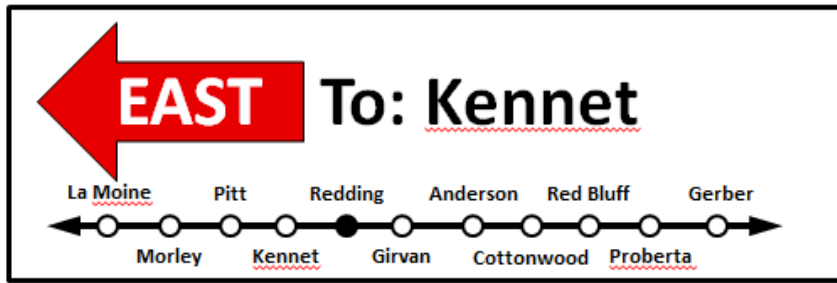
Whistle signals

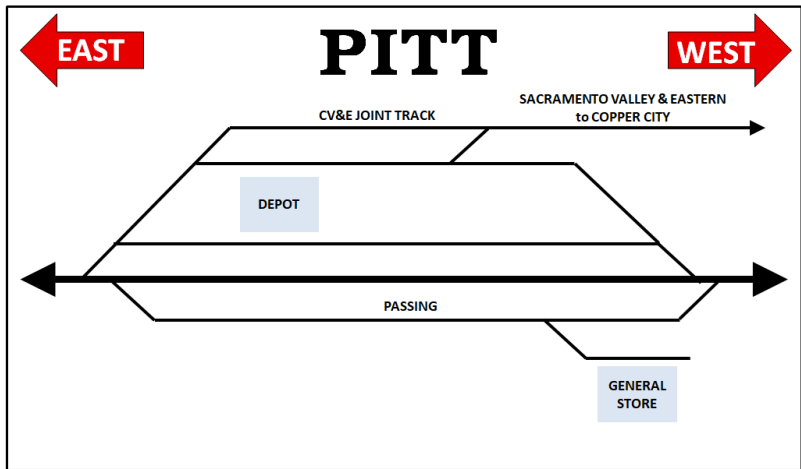
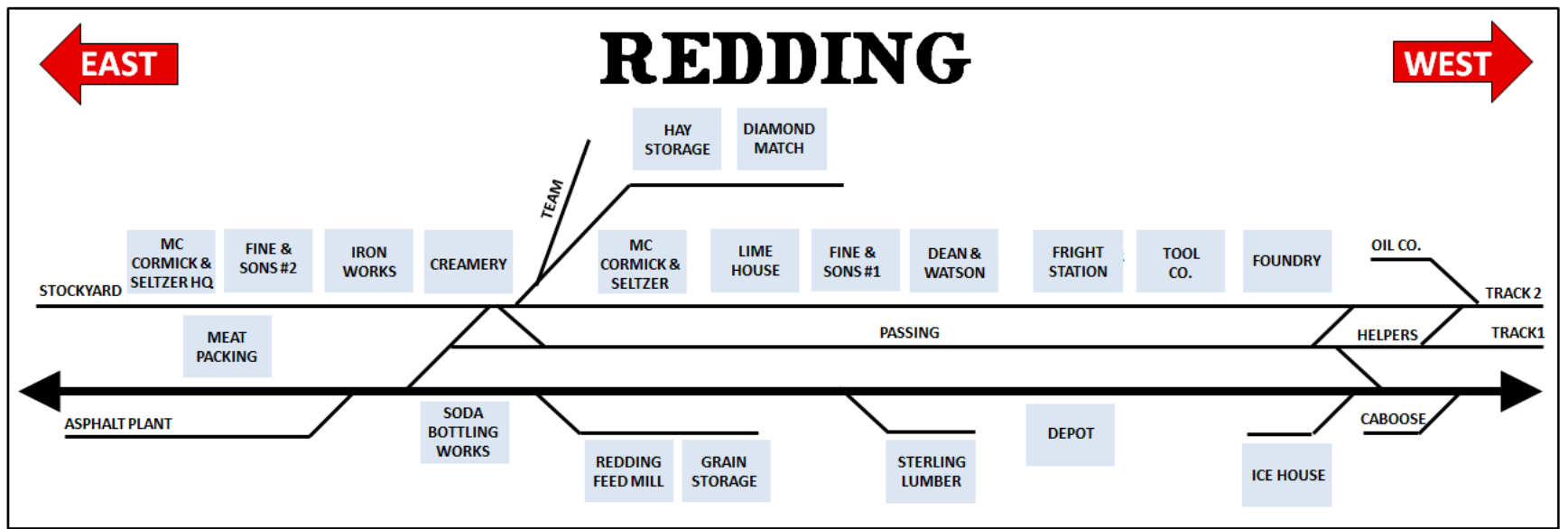


Reminder to OS

Yellow = phone in use
Red = call dispatcher

- ☞ Most stations have a phone at the station and require crew to OS upon arrival & departure.
- ☞ Direction signs are at each end of yard limits.





Track diagrams help local crews with industry locations.

GERBER SUBDIVISION

WESTWARD

Time Table No. 34

September 19, 1926

FIRST CLASS

SECOND CLASS

STATIONS

TO-R GERBER	108.3
PROBERTA	108.3
RAWSON	103.2
TO RED BLUFF	98.7
BLUNT	93.2
IVREA (Spur)	89.9
HOOKER	88.5
TO COTTONWOOD	81.7
OULP	77.9
TO ANDERSON	75.0
ANDERSON BRICK YARD	72.9
GIRVAN	68.6
TO-R REDDING	63.9
MIDDLE CREEK (Spur)	61.1
KESWICK	58.2
CENTRAL MINE	56.2
TO MATHESON	54.9
MOTION	54.1
COORAM	51.1
TO KENNET	46.4
TO FITT	43.8
MORLEY	41.9
ELMORE	38.3
TO POLLOCK	34.5
ANTLER (Spur)	31.6
SMITHSON	31.0
TO DELTA	26.4
TO LAMOINE	21.9

Distance from District Division	FIRST CLASS				SECOND CLASS							
	11 The Rheta	15 Southern California Express	13 Portland San Francisco Express	53 Oregonian	239 Freight	235 Local Freight	241 Freight	237 Local Freight	217 Freight	229 Freight	223 Manifest Freight	221 Portland Manifest
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Monday	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
108.3	5.40AM	9.45AM	11.15PM	2.30AM	5.30AM	12.40PM	1.20PM		7.45PM	12.40AM	6.00AM	8.50AM
108.3					5.16	12.25	1.03		7.31	12.23	5.45	8.30
103.2	5.30	9.30	11.00	2.15	5.07	12.15PM	12.54		7.22	12.14AM	5.30	8.00
98.7	5.21	9.22	10.48	2.05	4.52	11.45AM	12.39		7.07	11.50PM	5.08	7.28 7.01
93.2	5.08	9.10	10.34	1.52								
89.9					4.37	11.30	12.24		6.52	11.44	4.37	6.40
88.5	4.56	8.59	10.22	1.42	4.17	11.10	12.04PM		6.32	11.24	4.00	6.15
81.7	4.43	8.47	10.05	1.29	4.10	10.50	11.57AM		6.25	11.17	3.35	5.40
77.9	4.36	8.40	9.53	1.22	4.04	10.40	11.51		6.19	11.11	3.10	5.20
75.0	4.32	8.36	9.46	1.16								
72.9					3.53	10.20	11.40		6.08	11.00	2.28	4.50
68.6	4.21	8.25	9.28	1.06	3.45	10.00AM	11.32	5.55PM	6.00	10.52	2.10	4.11
63.9	4.11	8.15	9.16	12.55								
61.1					3.28		11.15	5.35	5.43	10.35	1.25	3.28
58.2	3.56	7.58	8.55	12.40								
56.2												
54.9												
54.1	3.46	7.46	8.43	12.29	3.14		11.01	5.10	5.29	10.21	1.00	2.57
51.1	3.39	7.39	8.33	12.21	3.04		10.52	4.54	5.20	10.12	12.31	2.27
46.4	3.28	7.28	8.20	12.09	2.42		10.38	4.15	5.06	9.58	12.09AM	2.05
43.8	3.21	7.19	8.07	12.01AM	2.34		10.28	3.45	4.49	9.49	11.40PM	1.45
41.9	3.14	7.14	8.01	11.54PM	2.28		10.16	3.25	4.43	9.43	11.25	1.30
38.3	3.06	7.03	7.50	11.46	2.17		10.02	3.05	4.32	9.32	10.55	1.10
34.5	2.57	6.51	7.38	11.37	2.05		9.34	2.50	4.20	9.20	10.35	12.50
31.6												
31.0	2.48	6.41	7.27	11.28	1.54		9.18	2.35	4.09	9.09	10.15	12.40
26.4	2.35	6.26	7.10	11.15	1.32		8.56	2.15	3.47	8.47	9.50	12.30
21.9	2.26	6.17	6.58	11.06	1.21		8.45	1.50	3.36	8.36	9.35	11.50

Block Signals

- ☞ 1926 employees timetable used to help create scheduled trains.
- ☞ Adjoining divisions were looked at to better understand traffic.
- ☞ Special instructions and speeds over district are used.

SOUTHERN PACIFIC COMPANY
PACIFIC SYSTEM

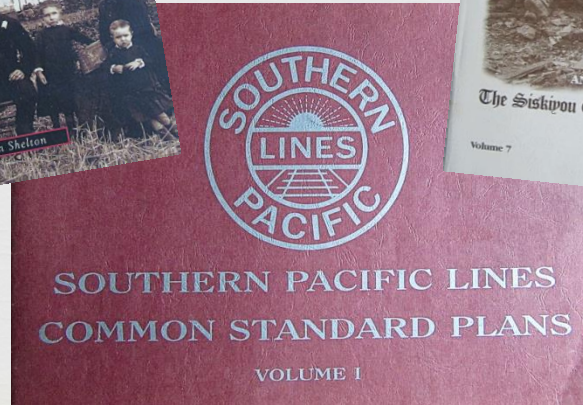
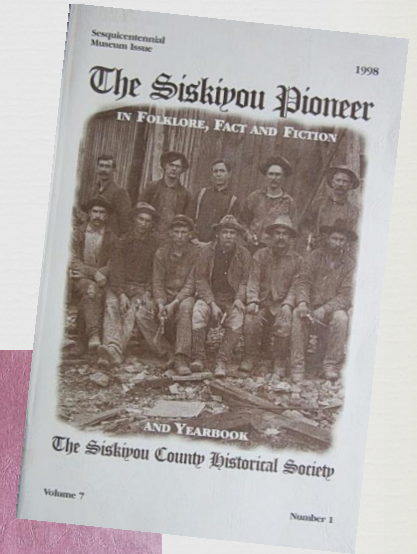
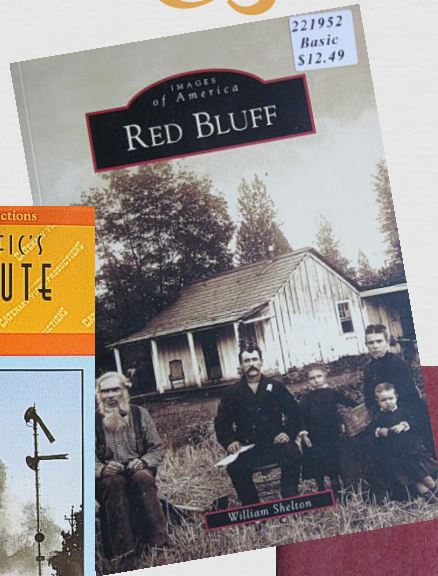
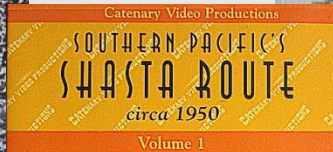
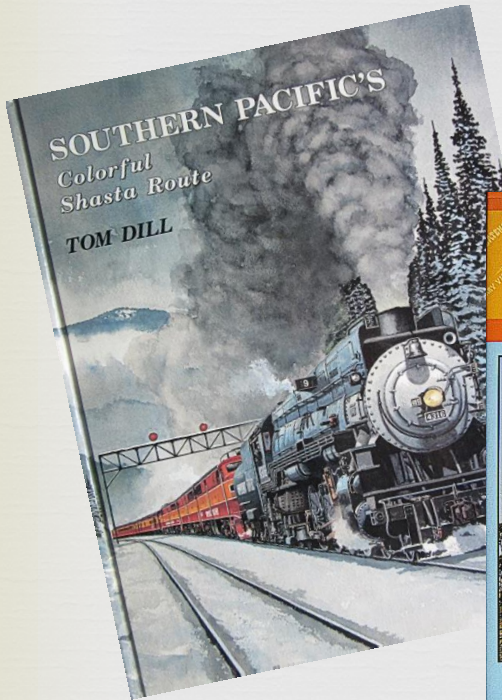
TIME TABLE
SHAS DIVISION

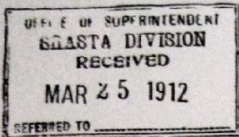
To The...
34

For the protection and convenience of shippers only, and not intended for the use of the public

J. H. DIXIE
E. L. BIRD
G. W. BARNETT
W. H. BIRD
J. H. BIRD

Research Continues





E-

Sacramento, March 21, 1912

Mr. J.W. Motcalf,
Dunsmuir, Cal.

Your file P-996 Of March 8th, regarding proposed industry spur to serve Cottonwood Flour Milling Co. at Cottonwood.

Beg to advise one of our traveling representatives was at Cottonwood last week and in checking up our agent's records find that during the last six months twenty-five cars of wheat and barley were received for this mill and during that period a total of 126,285 lbs. of less carload shipments of flour and rolled barley, were made to points north of Cottonwood to Montague inclusive.

We find this mill is finding a ready market everywhere for a particularly fine grade of flour which it is turning out. In addition to this, the mill is doing a large amount of advertising in newspapers located at different towns where a market is available and they also have men on the road taking orders. Mr. C.F. Tozier is president of the mill and other prominent merchants, like Mr. E.G. Carter and Messrs. Butterway Bros. are part owners. These parties have leased the property to Messrs. Brown & Sons, late of the Sperry Flour Co. Mr. Brown, Sr has been with the Sperry Flour Co. in the Pajaro Valley for the last twenty-five years and we do not believe that he would put all his money in a venture of this kind if the prospects were not good enough to insure good returns on the investment.

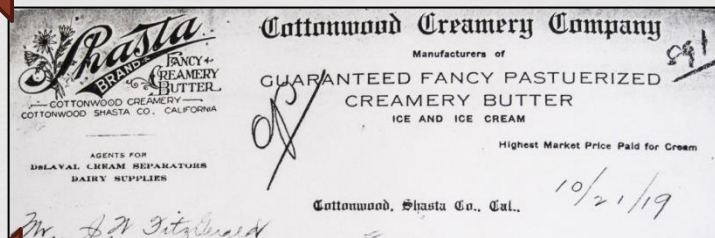
Practically all the wheat and barley for this mill will be received from outside points located on our mills as far south as Willows and Marysville, thus giving us a line haul on their imports, which is considerable there being hardly any grain at all raised in vicinity of Cottonwood.

Mr. Tozier states that the Earl Orchard Co. will also purchase a piece of land located on the proposed spur and build a loading platform with an overhead shed to take care of their fruit shipments, as it will be more convenient to load from this platform instead of the team track where no loading platform or protection shed is provided, causing damage to shipments at different times when cars are not available. Shipments of fruit from the Earl Orchard Co. average from 35 to 55 cars of green fruit per season, all of which go to eastern destinations on which we receive the long haul.

Mr. Tozier further states that considerable wood will also be loaded on the end of the new spur instead of the team track, making it unnecessary to pile the wood on our right of way alongside the team track which is blocking all of the available ground. We also hope to obtain a satisfactory wood rate in the near future which will enable the wood dealers to dispose of their wood more readily.



25 cars of wheat & barley in 6 mo.
Shipped north to Montague.



Cottonwood does not grow wheat.
Shipped from Marysville & Williams.

55 cars of green fruit per season.

Lumber will be unloaded at spur end
Instead of team track

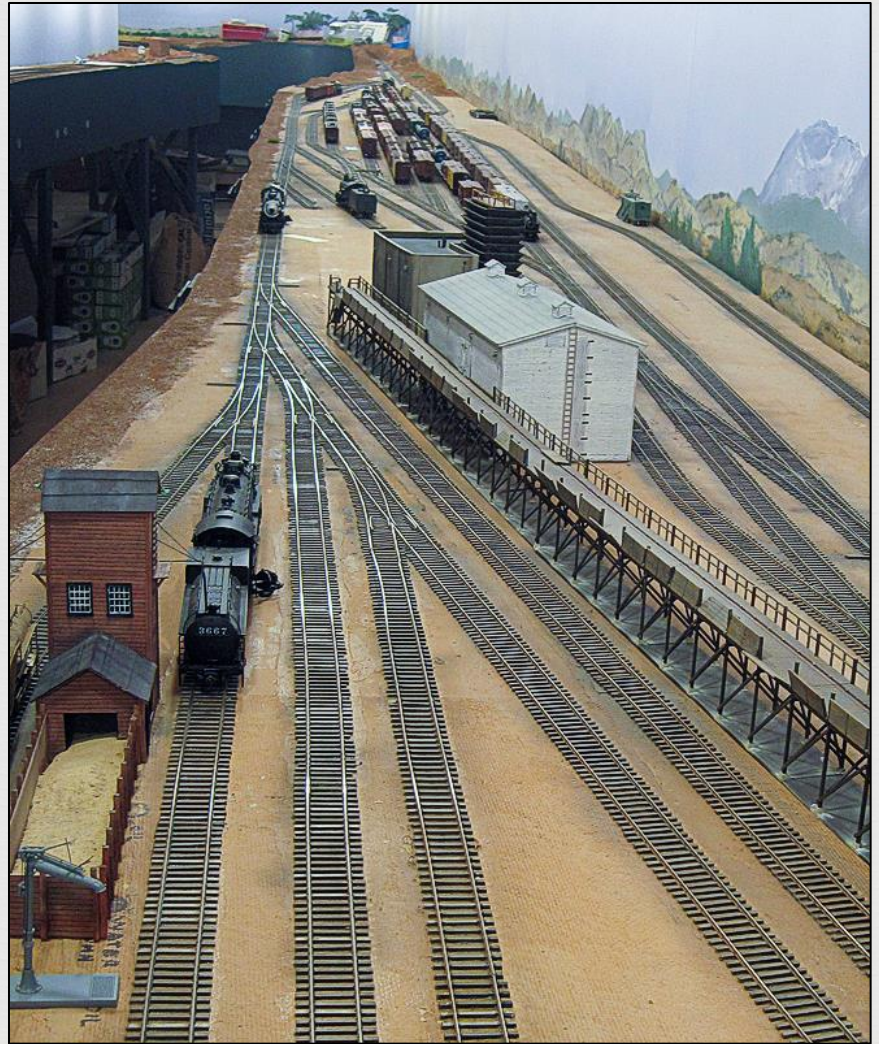
A Quick Tour

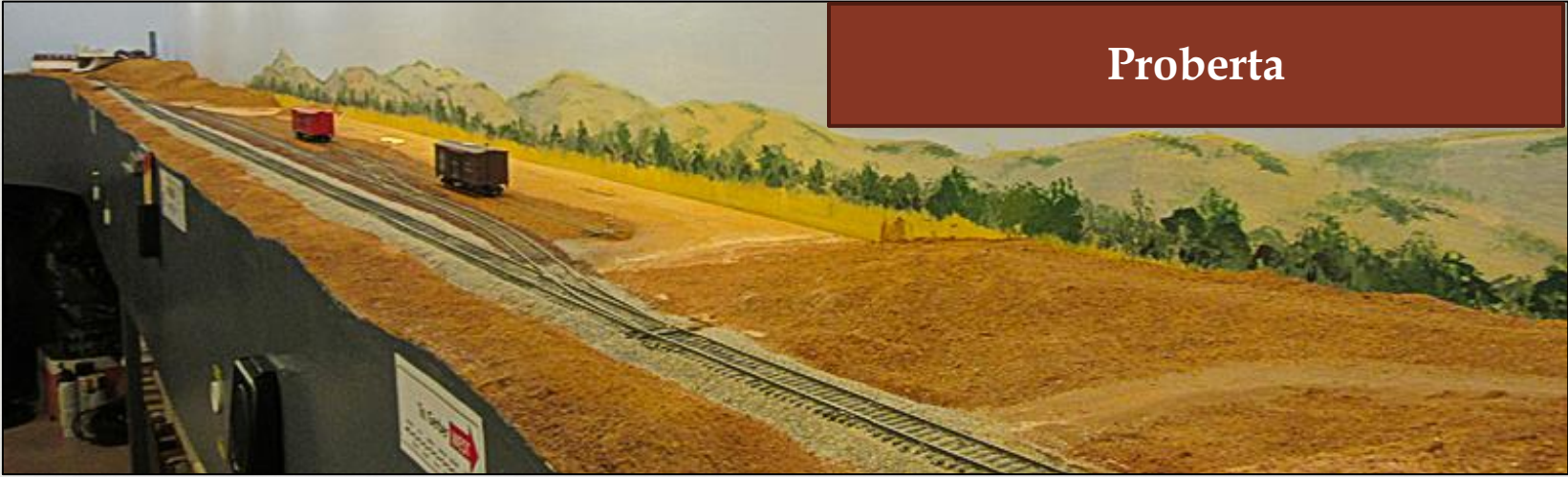


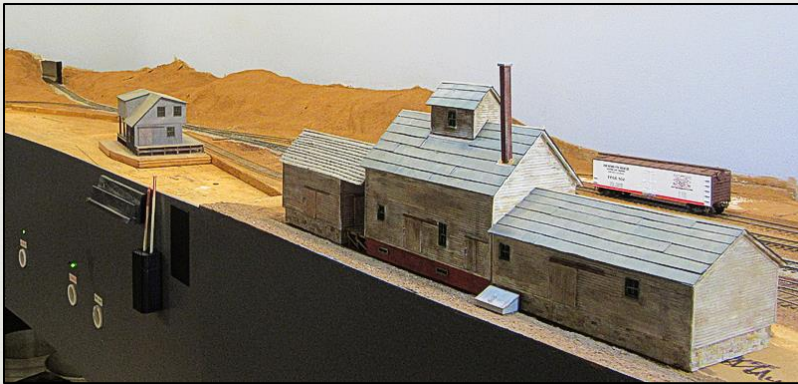


Roseville/Davis Staging

Gerber ~ A Subdivision Point



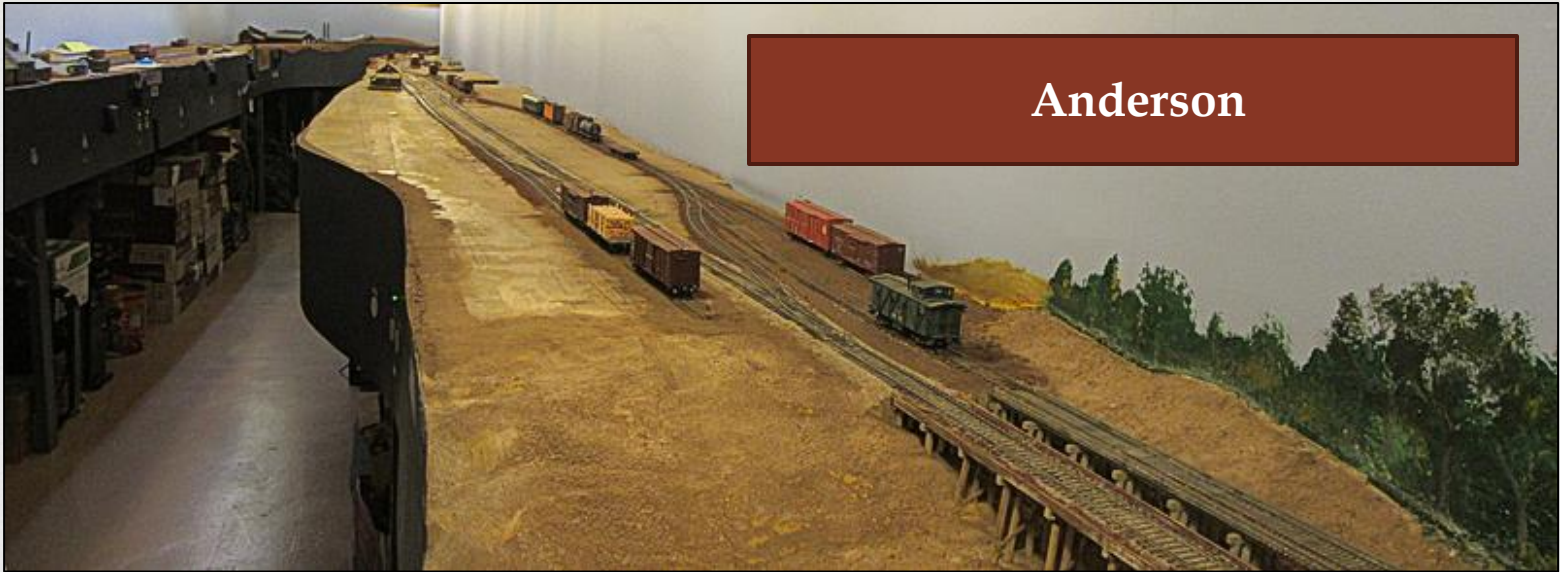




Red Bluff

Cottonwood





Anderson

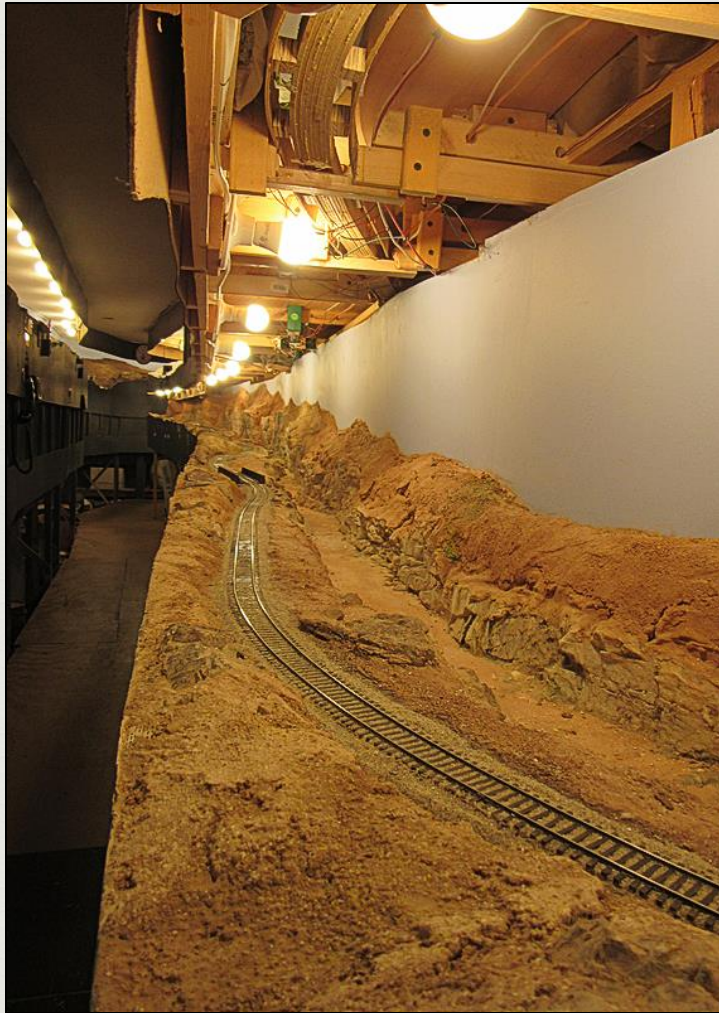




Girvan

Redding





Kennet

Sacramento River Canyon



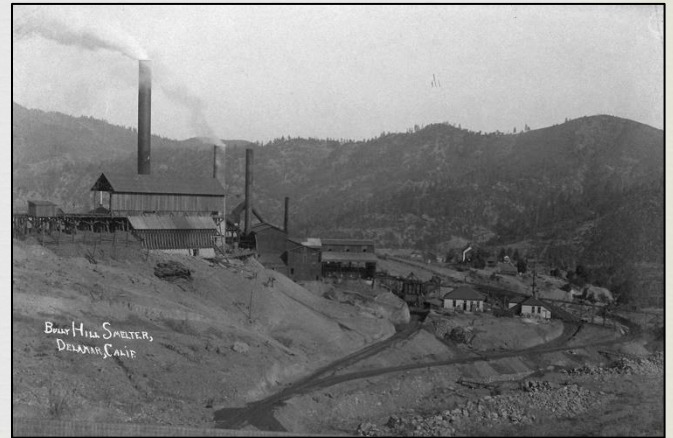
SP Main Line to Pitt

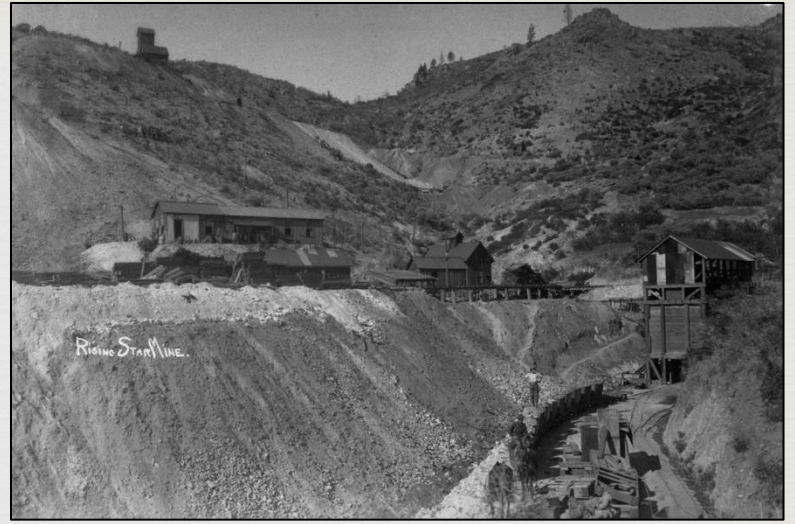
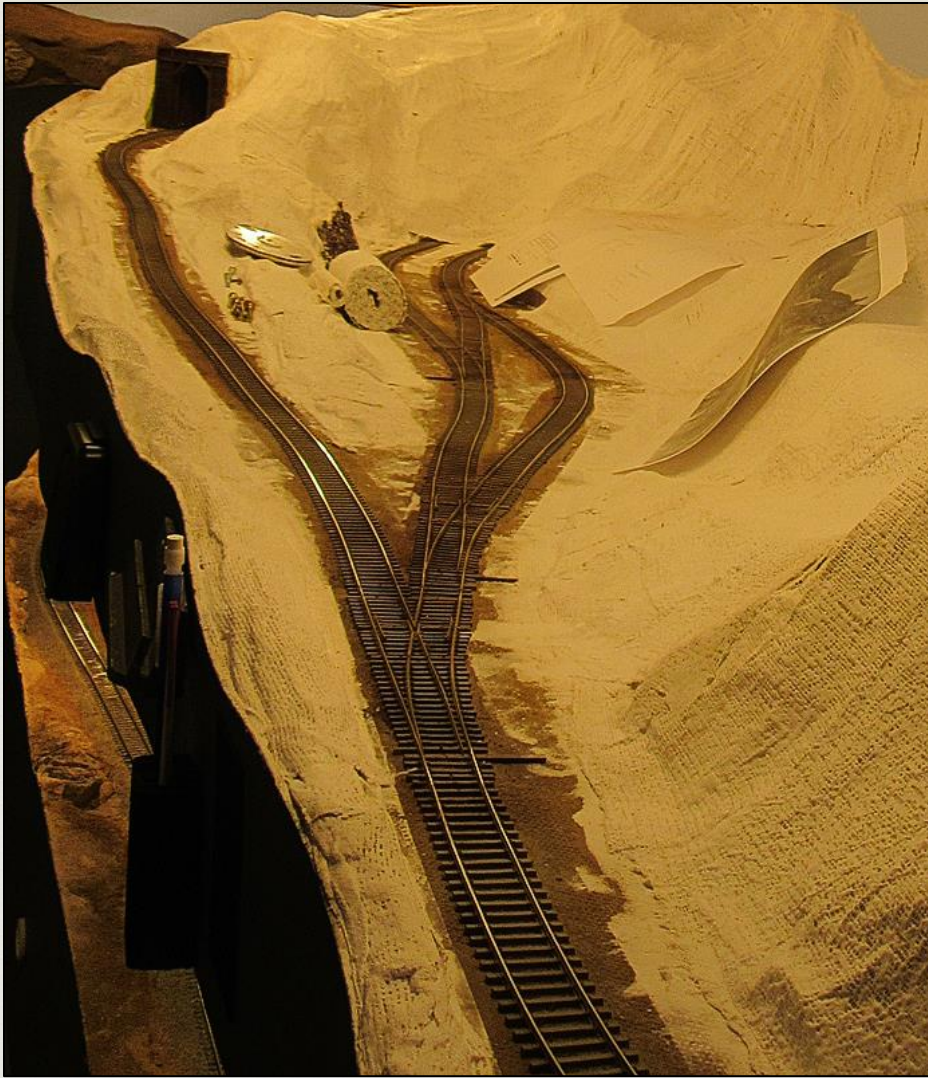


Copper City

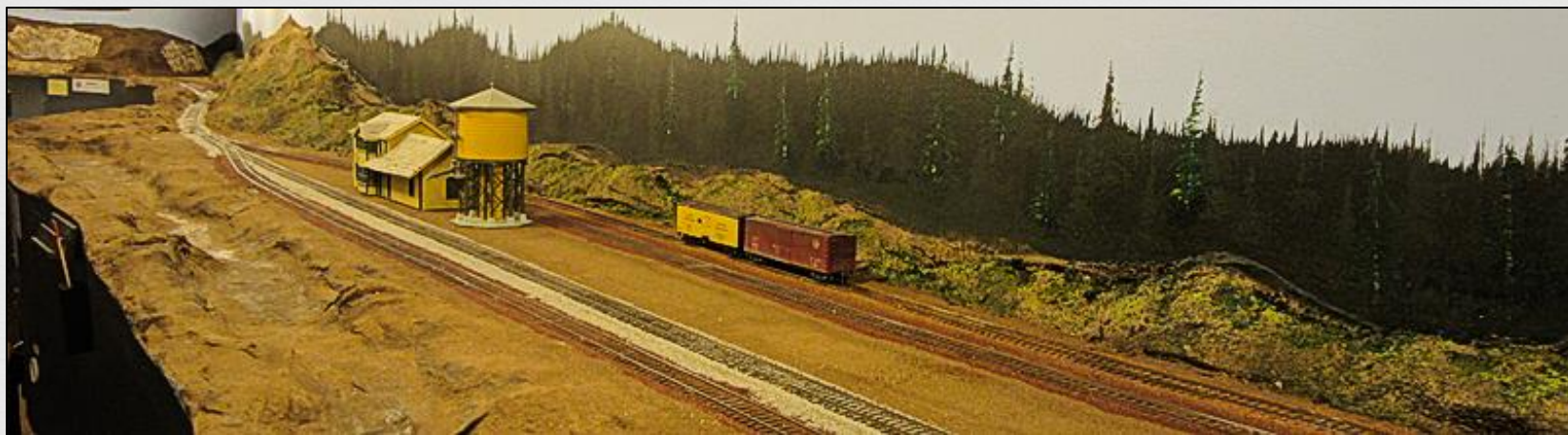


Delamar

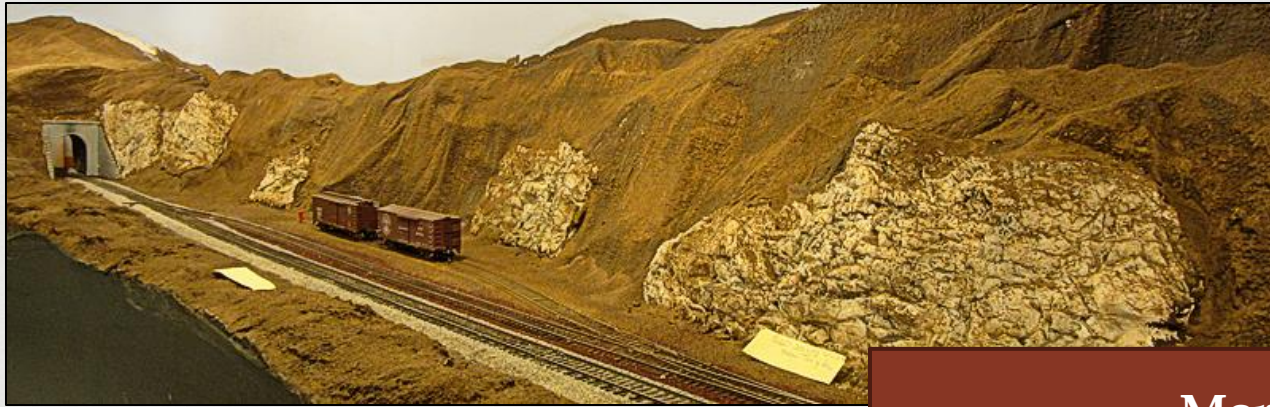




Bully Hill



Pitt

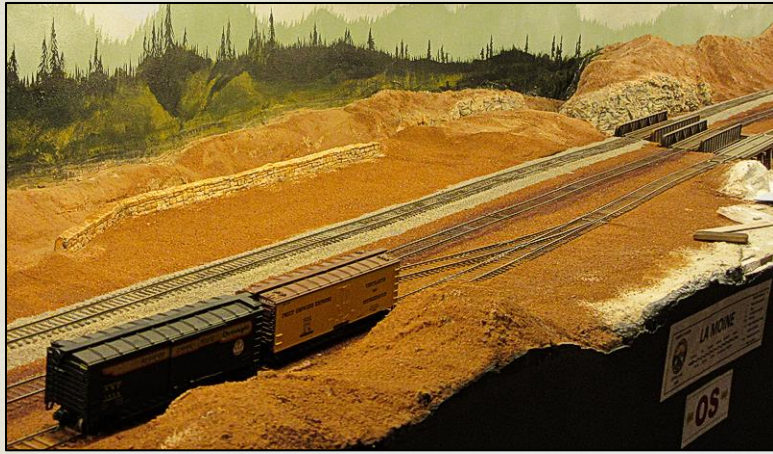


Morley

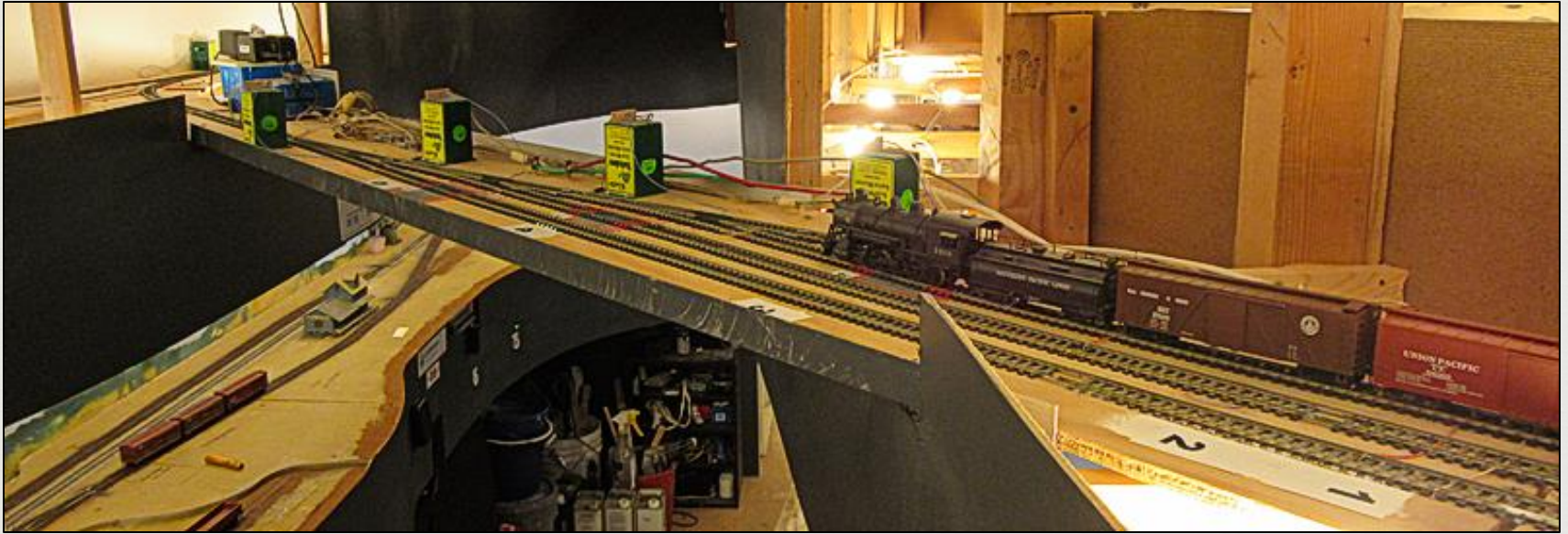


LaMoine

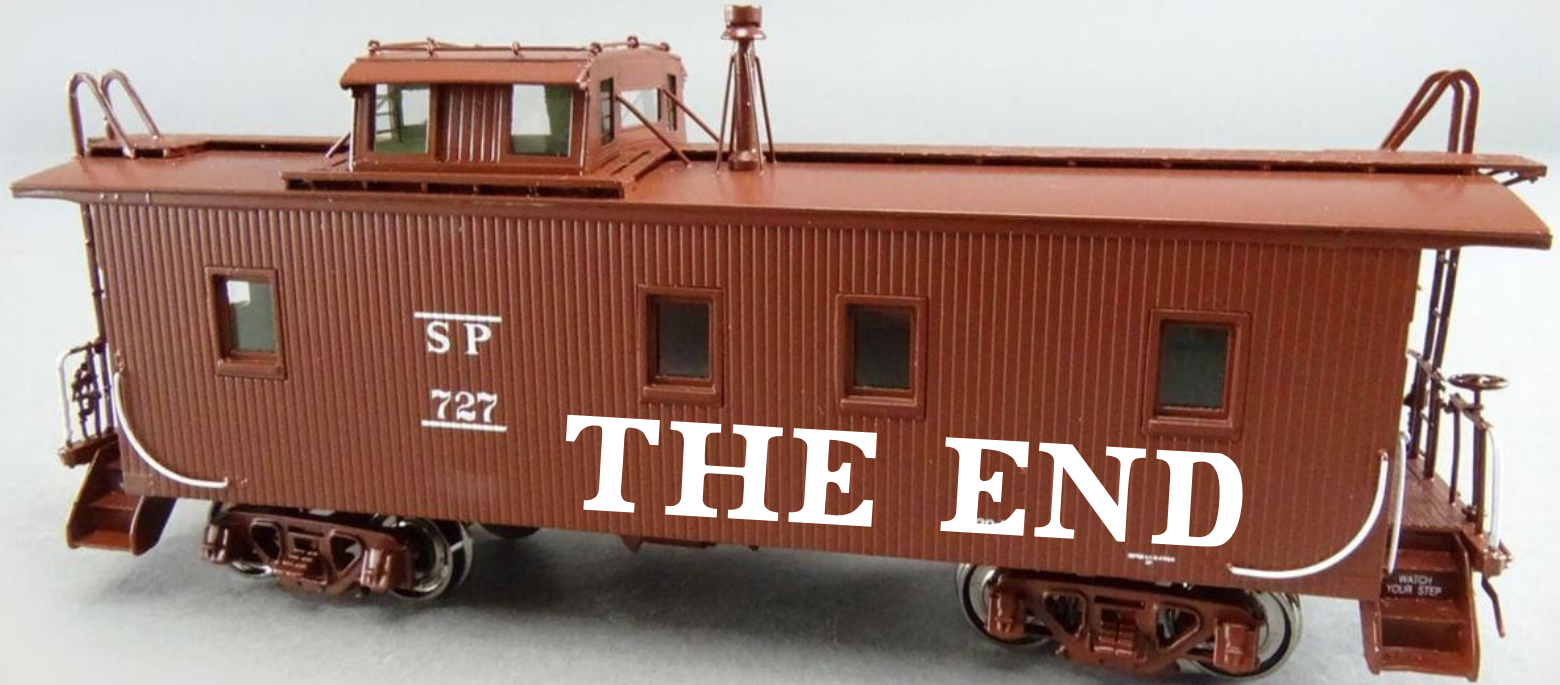




LaMoine Lumber Co.
Camp 6



Dunsmuir Staging



Thanks for coming!