

A day on the California Western Railroad

The **Mill Switcher** (Fort Bragg Yardmaster) works the mill loading tracks, builds Trains #100 and #150 for Willits. Works the RIP tracks as needed. Handles the cabooses. The mill loads 3-6 cars per shift for 2 shifts per day (6-2). Works the incoming #101 and #151 sorting cars as needed.

The **Fort Bragg Switcher** assists the passenger trains, pulls & spots the REA car/s off train #12. Takes the Pullman car from Train #2 to the shops for servicing and returns it for Train #1. Works the industries at Fort Bragg, working with the Mill Switcher.

Northwestern Pacific Trains

Times are at Willits station

Note: We are not yet running the NWP day trains through Willits

NWP West Yard switcher pulls and picks up Pullman cars from NWP and CWR. Helps shuffle passenger cars as needed. Handles REA cars for CWR. Switches and sorts CWR cars off Interchange track #712. Builds NWP Westbound trains. Sorts Eastbound NWP trains into CWR, Willits and Eureka cuts. Sorts Westbound NWP trains into CWR, Eureka, SP and ATSF cuts. Places CWR cars onto track #713 for pickup by CWR trains #101 and #151.

NWP East Yard switcher works the East end of the Willits yard including the roundhouse, MOW/RIP tracks and industries in Willits. Prepares Eastbound trains for Eureka

		Engineer
First train:	ar. 5:30 am NWP #4 East "Redwood" Sausalito to Eureka Passenger (Leaves Pullman in Willits for CWR #2 EAST to Ft. Bragg)	<input type="text"/>
Second train:	6:00am CWR #2 Willits to Fort Bragg Passenger	<input type="text"/>
Third train:	ar. 6:00 am NWP #77 West Freight- Eureka to Tiburon (staging)	<input type="text"/>
Fourth Train:	ar. 7:00 am NWP #X_____E Extra Freight Tiburon - Eureka (staging)	<input type="text"/>
Fifth Train:	8:00am CWR #100 Freight to Willits	<input type="text"/>
Sixth Train:	8:00am CWR #101 Empties and freight for Fort Bragg	<input type="text"/>
Seventh Train:	10:00am CWR #11 Fort Bragg to Willits Passenger carries REA cars to Willits (pulls the REA car/s before leaving Fort Bragg)	<input type="text"/>
Eighth Train:	12:01pm CWR #21/22 Halfway & return Passenger	<input type="text"/>
Ninth Train:	12:01pm CWR #62/61 Halfway & return Passenger	<input type="text"/>
Tenth Train:	2:04pm CWR #12 Willits to Fort Bragg Passenger carries REA cars to Fort Bragg	<input type="text"/>
Eleventh Train:	4:18pm CWR #150 Freight to Willits	<input type="text"/>
Twelfth Train:	5:05pm CWR #151 Empties and freight for Fort Bragg	<input type="text"/>
Thirteenth Train:	6:00pm CWR #1 Fort Bragg to Willits Passenger carries Pullman (Sleeper) to Willits to connect to NWP Sausalito Train	<input type="text"/>
Fourteenth Train:	ar. 9:00 pm NWP #3 West "Redwood" Eureka to Sausalito Passenger (Picks up Pullman in Willits left by the CWR #1 for Sausalito)	<input type="text"/>

The **log train** works back and forth to the log landing as many times as needed. Normal routing is through the yard and onto the 10 Mile Branch. Use 0-6-0 for switching and the SP 44 tonner for the run to the loading tracks in the woods and return. Run as an Extra in yard limits for entire trip. 5 cars max.