

JOHN A. TORBERT

SACRAMENTO NORTHERN RAILWAY

TIME 18 TABLE

In Effect 12:01 A. M. "Pacific" Time

SUNDAY, MAY 15, 1938

This Time Table is for the exclusive use and guidance of the employes concerned. The Company reserves the right to vary from it at pleasure.

Always have the revised Book of Rules of the Transportation Department at hand for reference.

J. B. ROWRAY,
General Manager

W. W. NELSON,
Trainmaster, Sacramento

FIRST SUBDIVISION

Westward

Time Table No. 18 May 15, 1938		Distance from Mallard	FIRST CLASS										SECOND CLASS		Capacity of Sidings in Freight Cars
STATIONS			15 San Fran. Passenger	17 San Fran. Passenger	1 San Fran. Passenger	3 The Meteor	29 San Fran. Passenger	7 The Comet	27 San Fran. Passenger	9 San Fran. Passenger	19 San Fran. Passenger	11 San Fran. Passenger	293 Oakland Local Freight		
		Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SAT., SUN & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Sunday Only	Arrive Daily	Arrive Daily Ex. Sunday			
SAN FRANCISCO 3.01		45.59	7.55AM	8.35AM	10.15AM	1.55 PM	3.55PM	5.15PM	5.35PM	7.55PM	7.55 PM	10.35PM			
Key System Passenger Ferry PIER TERMINAL EMERYVILLE JCT. SAN PABLO AVE. OAKLAND (40th & Shafter)	3.40	42.58	7.40	8.20	10.00	1.40	3.40	5.00	5.20	7.40	7.40	10.20			
	0.40	39.18	7.37	8.12	9.55	1.37	3.34	4.56	5.17	7.35	7.35	10.12			
	1.09	38.78	7.29	8.04	9.47	1.29	3.26	4.48	5.09	7.27	7.27	10.04			
		37.78	7.28	8.03	9.46	1.28	3.25	4.47	5.08	7.26	7.26	10.03			
		37.69	7.25	8.00	9.43	1.25	3.22	4.44	5.05	7.23	7.23	10.00			
2S	OAKLAND (40th & Shafter) 1.79	37.69	7.24	7.59	9.42	1.23	3.21	4.42	5.04	7.22	7.22	9.58			
Automatic Block Signals	ROCKRIDGE 1.21	35.90	7.18	7.53	9.36	1.17	3.15	4.36	4.57	7.16	7.16	9.52			
	TEMESCAL 2.50	34.69	7.15	7.50	9.32	1.13	3.11	4.34	4.53	7.12	7.12	9.48			
	HAVENS 3.30	32.19	7.11	7.46 ¹²	9.28	1.09	3.07	4.30 ²⁸	4.48	7.08	7.08	9.44			
	PINEHURST 2.13	28.89	7.04	7.36	9.21	1.02	3.01	4.24	4.40 ²⁸	7.00	7.00 ³⁶	9.37			
	MORAGA 0.91	26.76	7.00	7.30	9.16	1.02	2.57	4.20	4.35	6.55	6.55	9.33			
	ST MARYS 1.90	25.85	6.57	7.27	9.14 ³⁰	1.02	2.55 PM	4.18	4.33	6.53	6.53	9.31			
	BURTON 2.45	23.95	6.54	7.24	9.11 ¹⁶	1.02		4.15	4.30	6.50	6.50	9.28			
	LAFAYETTE 1.62	21.50	6.50	7.19	9.07	1.02		4.11	4.26	6.46	6.46	9.24			
	SARANAP 1.73	19.88	6.46	7.16	9.05	1.02		4.09	4.23	6.44	6.44	9.21			
	D	WALNUT CREEK 2.02	18.15	6.43	7.14	9.03	1.02		4.07	4.19	6.42	6.42	9.19		
		SPARKLE 0.10	16.13	6.38	7.09	8.59	1.02		4.03	4.14	6.39 ³²	6.39	9.14 ¹⁰		
		LASJUNTAS (S.P.R.R. Crsg.) 0.55	16.03	6.37	7.08	8.58	1.02		4.02	4.13	6.37	6.37	9.13		
		BANCROFT 0.91	15.48	6.35	7.06	8.57	1.02		4.01	4.11	6.35	6.35	9.12		
		MEINERT 2.72	14.57	6.33	7.04	8.55	1.02		4.00	4.09	6.33	6.33	9.10		
	D	CONCORD 2.30	11.85	6.30AM	7.00AM	8.52 ²	1.02		3.57	4.05PM	6.30	6.30	9.07		
	OHMER 1.17	9.55			8.44	1.02		3.53		6.25	6.25	9.02			
	CLYDE (B.P.&C.R.R. Crsg.) 1.82	8.38			8.40	1.02		3.51		6.22	6.22	9.00			
DN	PORT CHICAGO 3.43	6.56			8.35	1.02		3.48		6.18	6.18	8.56			
	McAVOY 1.13	3.13			8.30	1.02		3.44		6.14	6.14	8.51			
	SHELL POINT 1.19	2.00			8.28	1.02		3.42		6.11	6.11	8.48			
	WEST PITTSBURG 0.81	0.81			8.25	1.02		3.40		6.08 ⁸	6.08 ⁸	8.46			
	Suisun Bay Car Ferry MALLARD	0.00			8.22AM	1.02		3.37PM		6.04PM	6.04PM	8.43PM			
	(45.59)		Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Sunday Only	Leave Daily			
	Time Over District	1.07	1.12	1.33	1.35	0.39	1.19	1.12	1.27	1.31	1.29	Leave Daily Ex. Saturday			
	Average Speed Per Hour	27.5	25.6	27.5	26.9	25.7	32.3	25.6	28.8	28.1	28.7				

Schedule meeting points are ACTUAL meeting points unless changed by train order.
See Rules S-72, 83, S-88 to S-90B, inclusive.

EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers from (or Beyond)
All Trains	College Ave., Oakland	Receive or Discharge	{ Rail or Stage Points East of Sacramento. Stage Points East of Rio Vista Jct. }
All Trains	All Stations (Through Tickets only)	Discharge	
1-3-9-11-15-17-19-27	{ Kilgore, Pleasant Hill, Walden, Raliez, West Lafayette, Valle Vista, Canyon, Sequoia, Wilcox, Eastport, Thornhill, Terrace }	Receive or Discharge	
1-3-9-11-19	Nichols, Adeline	Receive or Discharge	
9-15-17-19-27	Glenside	Receive or Discharge	
27	Heimboldt Crossing	Receive or Discharge	
1 (School Days Only)	Bacon St., Concord	Discharge	
11 Daily (Except Sun. and Holidays)	McAvoy (Stage Connection)	Receive or Discharge	To or from Pittsburg

The schedules shown between Pier Terminal and 40th and Shafter indicate time of train movements only over the Key System tracks. All employees in train and yard service must familiarize themselves with the Key System Rules and Current Time Table and be governed by them.

- No. 1 take siding at Concord for No. 2.
- Nos. 9 and 19 take siding at West Pittsburg for No. 8.
- No. 17 take siding at Havens for No. 12.
- Westward trains when taking siding at Havens will use the spur.
- Nos. 15-17-27 only will register at Concord.
- No. 9 only will register at West Pittsburg.
- No. 293 has no time table superiority.
- Nos. 1-3-7-9-19 must get a clearance card at West Pittsburg.
- No. 11 must get a clearance card at West Pittsburg Sunday only.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

Eastward

FIRST SUBDIVISION

Eastward		FIRST SUBDIVISION--HOLLAND BRANCH			Westward	
		Distance from San Francisco	Time Table No. 18 May 15, 1938	Distance from Oxford	Capacity of Sidings in Freight Cars	
		STATIONS				
P.		86.95	RIVERVIEW 3.92	15.77	28	10 (Spur)
P.		90.87	ARGENTA 0.81	11.85	20	
P.		91.68	BERMUDA 1.16	11.04	20	
P.		92.84	TASCO 0.44	9.88	79	
P.		93.28	WILLOW POINT 0.90	9.44	16	
P.		94.18	CONISTON 0.83	8.54	22	10 (Spur)
P.		95.01	NEWTOWN 0.59	7.71	42	
P.		95.60	CENTRAL 1.86	7.12	36	13 (Spur)
P.		97.46	GREENDALE 1.52	5.26	30	14 (Spur)
P.		98.98	SILVERDALE 1.16	3.74	18	(Spur)
P.		100.14	SORROCA 1.06	2.58	28	
P.		101.20	VALDEZ 1.52	1.52	23	12 (Spur)
P.		102.72	OXFORD	0.00	16	21 (Spur)
			(15.77)			
			Time Over District			
			Average Speed Per Hour			

P. Scales, Wyes, Bulletin, Register Station, Standard Clocks, Interlocking Plant	SECOND CLASS	FIRST CLASS					Distance from San Francisco
	292 Sacramento Local Freight	10 Sacramento Passenger	8 The Meteor	6 Chico Passenger	18 Sacramento Passenger	2 The Comet	
	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily	
P.	2.30 AM	f 10.00 PM	6.22 PM	f 3.12 PM	f 12.39 PM	9.21 AM	46.03
P.		f 10.02	6.24	f 3.14	f 12.41	9.22	47.09
P.		f 10.05	6.26	f 3.17	f 12.44	9.25	48.44
P.		f 10.07	6.28	f 3.20 ⁷	f 12.46	9.27	49.98
P.		f 10.11	6.32	f 3.24	f 12.50	9.30	51.97
P.		f 10.16	6.37	f 3.29	f 12.55	9.35	56.42
P.		f 10.18	s 6.40	f 3.31	f 12.57	s 9.38	57.78
P.Y.		f 10.22	6.44	f 3.34	f 1.01	9.41	60.78
P.		10.25	6.47	3.37	1.05	9.44	63.69
P.		f 10.26	6.48	f 3.38	f 1.06	9.45	64.55
P.		f 10.29	6.50	f 3.41	f 1.09	9.48	67.49
P.		f 10.32	6.53	f 3.44	f 1.12	9.50	70.10
P.		10.33	6.54	3.45	1.13	9.51	71.04
P.		f 10.37	6.58	f 3.49	f 1.17	9.55	74.12
P.		f 10.38	6.59	f 3.50	f 1.18	9.56	75.23
P.		f 10.43	7.04	f 3.55	f 1.23	10.00	79.71
P.		f 10.50	7.10	f 4.02	f 1.29	10.06	84.03
P.		f 10.54	7.14	f 4.06	f 1.33	10.10	86.95
P.		f 10.56	7.16	f 4.10	f 1.35	10.12	88.65
P.		f 10.59	7.19	f 4.14	f 1.38	10.14	91.56
P.I.		f 11.02	f 7.22	f 4.18	f 1.41	f 10.17	92.37
P.	9.00 AM	11.04	7.24	4.20	1.43	10.19	92.67
P.R.B.K.Y.		s 11.10 PM	s 7.30 PM	s 4.30 PM	s 1.50 PM	s 10.25 AM	93.89
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily	
		1.10	1.08	1.18	1.11	1.04	
		41.0	42.2	36.8	40.4	44.9	

Time Table No. 18 May 15, 1938	
STATIONS	
Sulsun Bay Car Ferry	
CHIPPS	1.06
SPOONBILL	1.35
DUTTON	1.54
MONTEZUMA	1.99
MOLENA	4.45
GARFIELD	1.36
RIO VISTA JCT.	3.00
CREED	2.91
OLCOTT	0.86
DOZIER	2.94
VALE	2.61
BUNKER	0.94
BELLEAIR	3.08
LIBFARM	1.11
YOLANO	4.48
SAXON	4.32
ARCADE	2.92
RIVERVIEW	1.70
JEFFERSON	2.91
WESTGATE	0.81
BRODERICK	0.30
SAC. Front & M (S.P.R.R. Crag.)	1.22
Union Station	
SACRAMENTO	(47.86)
Time Over District	
Average Speed Per Hour	

Schedule Meeting Points are ACTUAL meeting points unless changed by train order. See Rules S-72, 83, S-88 to S-90B, inclusive

EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers to (or Beyond)
All Trains	Third & M St., 8th & K St., Sacramento	Discharge	Stage Points East of Rio Vista Jct. Rail or Stage Points East of Sacramento Revenue Passengers Only
All Trains	All Stations (Through Tickets only)	Receive	
2	Spoonbill, Dutton, Molena	Discharge	
18-6-10	{ Honker, Denver, Norris, Delhi, } { Bevan }	Receive or Discharge	

Nos. 292 and 294 have no time table superiority.
Nos. 16-108-36 must get a clearance card at West Pittsburg.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

Eastward

FIRST SUBDIVISION--PITTSBURG BRANCH

P. Scales, Wyes, Bulletin, Register Station, Standard Clocks	SECOND CLASS	FIRST CLASS												Distance from San Francisco	Time Table No. 18 May 15, 1938	
	294 Pittsburg Local Freight	118 ¹⁰ Pittsburg Passenger	116 ¹¹ Pittsburg Passenger	36 Pittsburg Passenger	114 ⁸ Pittsburg Passenger	112 ⁷ Pittsburg Passenger	110 ⁶ Pittsburg Passenger	108 ⁴ Pittsburg Passenger	106 ³ Pittsburg Passenger	16 Pittsburg Passenger	104 ² Pittsburg Passenger	102 ¹ Pittsburg Passenger				
	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Sunday Only	Leave Sun. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily				
P.Y.R.	12.30 AM	9.45 PM	8.46 PM	7.57 PM	6.10 PM	3.40 PM	2.58 PM	12.26 PM	12.05 PM	9.57 AM	9.08 AM	8.25 AM	44.78	WEST PITTSBURG 2.17		
P.B.R.K.	12.45 AM	9.50 PM	8.51 PM	s 8.02 PM	s 6.15 PM	s 3.45 PM	s 3.03 PM	s 12.31 PM	s 12.10 PM	s 10.02 AM	s 9.13 AM	s 8.30 AM	46.95	PITTSBURG (2.17)		
	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Sunday Only	Arrive Sun. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily				

FIRST SUBDIVISION

Westward

Time Table No. 18 May 15, 1938	Distance from Sacramento	FIRST CLASS					SECOND CLASS		Capacity of Sidings in Freight Cars
		1	3	7	19	11	293		
		San Fran. Passenger	The Meteor	The Comet	San Fran. Passenger	San Fran. Passenger	Oakland Local Freight	Arrive Daily Ex. Saturday	
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. Only	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Saturday	
Suisun Bay Car Ferry	47.86	s 8.10AM	s 11.50AM	s 3.26PM	s 5.53PM	s 8.32PM		11.00PM	43
CHIPPS 1.06									11 (Spur)
SPOONBILL 1.35	46.80	f 8.07	f 11.48	3.24	f 5.51	f 8.30			5 (Spur)
DUTTON 1.54	45.45	f 8.04	f 11.44	3.22	f 5.49	f 8.27			10 (Spur)
MONTEZUMA 1.99	43.91	f 8.02	f 11.42	3.20 ⁶	f 5.47	f 8.25			26 (Spur)
MOLENA 4.45	41.92	f 7.58	f 11.38	3.17	f 5.44	f 8.21			69
GARFIELD 1.36	37.47	7.53	f 11.33	3.11	5.39	f 8.16			9 (Spur)
RIO VISTA JCT. 3.00	36.11	s 7.51	f 11.31	f 3.09	s 5.37	f 8.14			24 (Spur)
CREED 2.91	33.11	7.48	f 11.28	3.05	5.34	f 8.10			71
OLCOTT 0.86	30.20	7.45	11.25	3.02	5.31	8.07			13 (Spur)
DOZIER 2.94	29.34	7.44	f 11.24	3.01	5.30	f 8.06			11 (Spur)
VALE 2.61	26.40	7.41	f 11.21	2.58	5.27	f 8.03			16
BUNKER 0.94	23.79	7.38	f 11.18	2.56	5.24	f 8.00			7 (Spur)
BELLEAIR 3.08	22.85	7.37	11.17	2.55	5.23	7.59			47
LIBFARM 1.11	19.77	f 7.33	f 11.13	2.51	5.19	f 7.54			22
YOLANO 4.48	18.66	f 7.32	f 11.12	2.50	5.18	f 7.53			25 (Spur)
SAXON 4.32	14.18	7.27	f 11.07	2.46	5.13	f 7.48			46
ARCADE 2.92	9.86	7.20	f 11.00	2.40	5.06	f 7.41			13 (Spurs)
RIVERVIEW 1.70	6.94	7.16	f 10.56	2.36	5.02	f 7.37			8
JEFFERSON 2.91	5.24	7.14	f 10.54	2.34	5.00	f 7.33			15 (Spur)
WESTGATE 0.81	2.33	f 7.11	f 10.51	2.31	4.57	f 7.30			Yard
BRODERICK 0.30	1.52	f 7.08	f 10.48	f 2.28	f 4.54	f 7.28			Yard
SAC. Front & M (S.P.R.R. Crsg.) 1.22	1.22	7.06	10.46	2.26	4.52	7.26 ⁸		5.15PM	Yard
Union Station D.S. SACRAMENTO	0.00	7.00AM	10.40AM	2.20PM	4.45PM	7.20 ⁸ PM			Yard
(47.86)		Leave Daily	Leave Daily	Leave Daily	Leave Sun. Only	Leave Daily		Leave Daily Ex. Saturday	
Time Over District		1.10	1.10	1.06	1.08	1.12			
Average Speed Per Hour		41.0	41.0	43.5	42.2	39.9			

Eastward		FIRST SUBDIVISION--VACAVILLE BRANCH			Westward	
Fones, Scales, Wyes, Bulletins, Register Stations, Standard Closets	Distance from San Francisco	Time Table No. 18 May 15, 1938		Distance from Vacaville	Capacity of Sidings in Freight Cars	
		STATIONS				
		Y.P.	68.38			VACAVILLE JCT. 4.58
	72.96	VACAVILLE (4.58)	0.00	24 (Spurs)		
		Time Over District				
		Average Speed Per Hour				

Eastward		FIRST SUBDIVISION--WILLOTTA BRANCH			Westward	
Fones, Scales, Wyes, Bulletins, Register Stations, Standard Closets	Distance from San Francisco	Time Table No. 18 May 15, 1938		Distance from Willotta	Capacity of Sidings in Freight Cars	
		STATIONS				
		Y.P.	60.78			CREED 5.34
P.	66.12	CORDERO 2.26	11.82	20		
Y.P.	68.38	VACAVILLE JCT. 2.60	9.56			
	70.98	ARMIJO 3.11	6.96	18 (Spur)		
	74.09	FAIRFIELD 2.14	4.65	9		
	75.43	CLIMA 0.18	2.51	18 (Spur)		
	75.61	SUVAL 0.36	2.33	12 (Spur)		
	75.97	CHADBOURNE 0.70	1.97	21 (Spurs)		
	76.67	RUSSELL 0.96	1.27	15 (Spurs)		
	77.63	DANIELSON 0.31	0.31	4 (Spur)		
	77.94	WILLOTTA	0.00	21 (Spur)		
		(17.16)				
		Time Over District				
		Average Speed Per Hour				

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EXCEPTIONS TO--AND ADDITIONAL--FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers from (or Beyond)
All Trains	Third & M St., 8th & K St., Sacramento	Receive.....	{ Stage Points East of Rio Vista Jct. Rail or Stage Points East of Sacramento }
All Trains	All Stations (Through Tickets only)	Discharge.....	
3-11	{ Bevan, Delhi, Norris, Denver, Honker }	Receive or Discharge.....	

Nos. 293 and 295 have no time table superiority.

HOLIDAYS INDICATED ARE:
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

FIRST SUBDIVISION--PITTSBURG BRANCH

Westward

Time Table No. 18 May 15, 1938	Distance from Pittsburg	FIRST CLASS									SECOND CLASS		Capacity of Sidings in Freight Cars
		101 ¹	103 ²	105 ³ ₁₈	109 ⁶	111 ⁷	9	113 ⁸ ₁₉	115 ¹¹	117 ¹⁰	295		
		San Fran. Passenger	Sacramento Passenger	San Fran. Sacramento Passenger	Sacramento Passenger	San Fran. Passenger	San Fran. Passenger	San Fran. Sacramento Passenger	San Fran. Passenger	Sacramento Passenger	Oakland Local Freight	Arrive Daily Ex. Sunday	
WEST PITTSBURG 2.17	2.17	s 8.22AM	s 9.05AM	s 12.02PM	s 2.53PM	s 3.35PM	s 5.50PM	s 6.05PM	8.43 PM	9.43 PM		12.30AM	Yard
PITTSBURG D (2.17)	0.00	8.17AM	9.00AM	11.57AM	2.48PM	3.30PM	5.45PM	6.00PM	8.38 PM	9.38 PM		12.15AM	Yard
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Sunday Only	Leave Sunday Only		Leave Daily Ex. Sunday	

Fone, Scales, Wyes, Bulletin, Register Station, Standard Clocks, Interlocking Plant	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 18 May 15, 1938	Distance from Marysville	FIRST CLASS			SECOND CLASS			Capacity of Sidings in Freight Cars
	192 Chico-Oroville Local Freight			8 Chico Passenger	6 Chico Passenger	2 Chico Passenger				3 San Francisco Passenger	7 San Francisco Passenger	11 San Francisco Passenger	193 Sacramento Local Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Monday	Arrive Daily	
P.R.B.Y.K.				7.40 PM	4.40 PM	10.35 AM	93.89	DS SACRAMENTO	41.63	s 10.30 AM	s 2.10 PM	s 7.00 PM				Yard
				f 7.45	f 4.45	f 10.40	94.96	SACRAMENTO, C. ST.	40.56	f 10.22	f 2.01	f 6.51				
P.O.	10.00 PM			7.47	4.47	10.42	95.56	HAGGIN	39.96	10.19	1.59	6.49				7.00 AM Yard
P.				f 7.50	f 4.50	f 10.44	96.54	GLOBE, W.P.R.R. Cross.	38.98	f 10.17	f 1.56	f 6.47				Yard
P.				f 7.52	f 4.52	f 10.46	97.02	NORTH SACRAMENTO	38.50	f 10.16	f 1.54	f 6.45				31 6 (Spur)
P.				f 7.54	f 4.55	f 10.50	99.05	DEL PABO	36.47	f 10.13	f 1.51	f 6.42				8 (Spur)
P.				f 7.56	f 4.58	f 10.53	100.86	ROBLA	34.66	f 10.10	f 1.48	f 6.39				8 (Spur)
P.				f 7.59	f 5.02	f 10.57	103.16	RIO LINDA	32.36	f 10.07	f 1.45	f 6.36				38
P.				f 8.02	f 5.05	f 11.00	104.47	ELVERTA	31.05	f 10.04	f 1.42	f 6.33				6 (Spur)
P.				f 8.06	f 5.09	f 11.05	107.41	RIEGO	28.11	f 10.00	f 1.38	f 6.29				9 (Spur)
P.I.				f 8.10	f 5.12	f 11.09	109.39	SANKEY, W.P.R.R. Cross.	26.13	f 9.57	f 1.34	f 6.26				27 (Spur)
P.				f 8.15	f 5.16	f 11.14	112.77	PLEASANT GROVE	22.75	f 9.53	f 1.30	f 6.21				34 12 (Spur)
P.				f 8.17	f 5.19	f 11.17	114.82	OATLETT	20.70	f 9.50	f 1.28	f 6.18				39 (Spurs)
P.				f 8.19	f 5.21	f 11.20	116.03	STRIPLIN	19.49	f 9.48	f 1.26	f 6.15				12 (Spur)
P.				f 8.23	s 5.26	s 11.25	119.00	D EAST NICOLAUS	16.52	s 9.44	s 1.23	s 6.11				19 34 (Spurs)
P.				f 8.25	f 5.28	f 11.27	120.05	STOLE	15.47	f 9.42	f 1.19	f 6.09				10 (Spur)
P.				f 8.29	f 5.32	f 11.31	122.42	RIO OSO	13.10	f 9.38	f 1.15	f 6.05				42 (Spurs)
P.				f 8.32	f 5.36	f 11.35	124.53	ALGODON	10.99	f 9.35	f 1.12	f 6.01				14 (Spur)
P.				f 8.34	f 5.38	f 11.37	126.44	LEWIS	9.08	f 9.32	f 1.10	f 5.58				12 (Spur)
P.				f 8.35	f 5.40	f 11.39	127.40	PLUMAS	8.12	f 9.31	f 1.09	f 5.57				6 (Spur)
P.				f 8.37	f 5.42	f 11.41	128.92	ARBOGA	6.60	f 9.29	f 1.07	f 5.55				32 (Spurs)
P.				f 8.38	f 5.43	f 11.42	129.76	REED JCT.	5.76	f 9.28	f 1.05	f 5.54				8 66 (Spurs)
P.				f 8.41	f 5.47	f 11.45	132.42	ALIOIA	3.10	f 9.24	f 1.02	f 5.51				9 (Spur)
P.				8.43	5.49 ¹¹	11.47	134.00	SOUTH YUBA	1.52	9.22	1.00	5.49 ⁶				52
P.I.				8.45	5.51	11.49	134.90	OLIVER, W.P.R.R. Cross.	0.62	9.20	12.59	5.48				
P.R.B.Y.	1.00 AM			s 8.51 PM	s 5.58 PM	s 11.55 AM	135.52	2S MARYSVILLE	0.00	9.14 AM	12.55 PM	5.43 PM				2.00 AM Yard
	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		(41.63)		Leave Daily	Leave Daily	Leave Daily				Leave Daily
	Ex. Sunday															Ex. Monday
				1.11	1.18	1.20		Time Over District		1.16	1.15	1.17				
				35.2	32.0	31.2		Average Speed Per Hour		32.9	33.3	32.4				

Schedule meeting points are ACTUAL meeting points unless changed by train order. See Rules S-72, 83, S-88 to S-90B, inclusive.

Nos. 192 and 193 have no time table superiority.

RULE 83 (D). In addition to this rule all trains must get a clearance card at Marysville.

EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers from (or Beyond)
All Trains	G. St. Sacramento, Altos, Hagginwood, Brooke, Allison, Ardmore, Short, Esmeralda, Bear River, Howard.	Receive or Discharge	

Fone, Scales, Wyes, Bulletin, Register Stations, Standard Clocks, Interlocking Plant	EASTWARD							Distance from San Francisco	Time Table No. 18 May 15, 1938	Distance from Chico	WESTWARD							Capacity of Sidings in Freight Cars				
	SECOND CLASS		FIRST CLASS								FIRST CLASS								SECOND CLASS			
	190 Colusa Local Freight Leave Daily Ex. Sundays	192 Chico Oroville Local Freight Leave Daily Ex. Sundays	210 Colusa Passenger Leave Daily	8 Chico Passenger Leave Daily	208 Colusa Passenger Leave Daily	6 Chico Passenger Leave Daily	206 Colusa Passenger Leave Daily				2 Chico Passenger Leave Daily	205 Marysville Passenger Arrive Daily	3 San Francisco Passenger Arrive Daily	7 San Francisco Passenger Arrive Daily	207 Marysville Passenger Arrive Daily	11 San Francisco Passenger Arrive Daily	209 Marysville Passenger Arrive Daily		191 Marysville Local Freight Arrive Daily Ex. Sunday	193 Sacramento Local Freight Arrive Daily Ex. Monday		
P.R.B.Y.	2.45AM	2.00AM	8.56PM	8.54PM	6.03PM	6.01PM	12.04PM	12.02PM	135.52	28	MARYSVILLE	48.89	9.05AM	9.12AM	12.52PM	5.31PM	5.36PM	8.40PM	9.15AM	1.00AM	Yard	
P. O.			s 9.06	s 9.04	s 6.13	s 6.11	s 12.14	s 12.12	137.33	DT	YUBA CITY S.P.R.R. Cross.	47.08	s 8.55	s 9.02	s 12.42	5.21	s 5.26	s 8.30			Yard	
P.			f 9.10	f 9.07	f 6.17	f 6.15	f 12.18	f 12.15	139.34		PALORO	45.79									44 (Spurs)	
P. R. Y.	3.00AM				6.19PM	6.16	12.19PM	12.16	139.83		HARTER	45.07	f 8.51	f 8.58	f 12.39	5.17	f 5.22	f 8.26			31 (Spurs)	
P.				f 9.09		f 6.17		f 12.17	140.18		COLUSA JUNCTION	44.58	8.50AM	8.57	12.38	5.16PM	5.21	8.25PM	9.00AM		Yard	
P.				f 9.11		f 6.19		f 12.18	141.66		TIERRA BUENA	44.23		f 8.56	f 12.37		f 5.20				7 (Spur)	
P.				f 9.13		f 6.21		f 12.20	142.37		PEASE	42.75		f 8.54	f 12.35		f 5.19				24 10 (Spur)	
P.				f 9.15		f 6.23		f 12.22	143.69		NUESTRO	42.04		f 8.52	f 12.33		f 5.17				41	
P.				f 9.17		f 6.24		f 12.23	144.64		SANDERS	40.72		f 8.50	f 12.32		f 5.15				7 (Spur)	
P.				f 9.18		f 6.25		f 12.24	145.27		ENCINAL	39.77		f 8.48	f 12.31		f 5.13				25	
P.				f 9.20		f 6.27		f 12.28	147.01		STAFFORD	39.14		f 8.47	f 12.30		f 5.12				5 (Spur)	
P. I.				f 9.22		s 6.31		s 12.31	148.75		WALTON	37.40		f 8.45	f 12.28		f 5.10				8 (Spur)	
P.				f 9.26		f 6.35		f 12.35	150.50		D LIVE OAK S.P.R.R. Cross.	35.66		s 8.42	s 12.23		s 5.07				22 26 (Spurs)	
P.				f 9.28		f 6.37		f 12.37	151.57		RIVIERA	33.91		f 8.38	f 12.19		f 5.03				4 (Spur)	
P.				f 9.30		f 6.39		f 12.40	152.72		OHANDON	32.84		f 8.37	f 12.18		f 5.02				10 (Spur)	
P.				f 9.32		s 6.43		s 12.43	154.45		MANZANITA	31.69		f 8.35	f 12.16		f 5.00				8 (Spur)	
P.				f 9.34		f 6.45		f 12.45	156.13		D EAST GRIDLEY	29.96		s 8.32	s 12.14		s 4.57				24 65 (Spurs)	
P.				f 9.36		f 6.47		f 12.47	157.28		PEACHTON	28.28		f 8.30	f 12.11		f 4.54				6 (Spur)	
P.				f 9.38		f 6.49		f 12.49	158.78		RIOHLAND	27.13		f 8.28	f 12.09		f 4.52				3 (Spur)	
P.				f 9.39		f 6.51		f 12.50	159.34		EAST BIGGS	25.63		f 8.26	f 12.08		f 4.51				17 (Spur)	
P.				9.40		6.52		12.51	160.40		RIO BONITO	25.07		f 8.25	f 12.06		f 4.50				13 (Spur)	
P.				f 9.41		f 6.54		f 12.52	160.89		LOSEE	24.01		8.23	12.05		4.49				6 (Spur)	
P.				f 9.43		f 6.56		f 12.55	162.25		HASELBUSCH	23.52		f 8.22	f 12.04		f 4.48				3 (Spur)	
P.R.Y.				s 9.49		s 7.02		s 1.03	165.07		LORRAINE	22.16		f 8.20	f 12.03PM		f 4.46				10 (Spur)	
P.				f 9.54		f 7.07		f 1.09	167.87		OROVILLE JCT.	19.34		s 8.13	s 11.57AM		s 4.38				Yard	
P.				f 9.56		f 7.09		f 1.11	169.54		SHIPPEE	18.54		f 8.09	f 11.52		f 4.34				22 (Spurs)	
P.				f 9.58		f 7.11		f 1.13	171.29		RAMADA	14.87		f 8.07	f 11.50		f 4.32				20	
P.				f 10.02		f 7.15		f 1.17	174.30		BLAVO	13.12		f 8.04	f 11.48		f 4.29				27	
P.				f 10.07		s 7.20		s 1.22	177.35		ESQUON	10.11		f 8.00	f 11.44		f 4.25				25 (Spur)	
P.				f 10.15		f 7.27		f 1.29	181.60		D DURHAM	7.06		s 7.56	s 11.40		s 4.20				27 (Spurs)	
P.				f		f		f	182.17		SPEEDWAY	2.81		f 7.50	f 11.33		f 4.13				13	
P. Y.		7.00AM		f 10.19		f 7.31		f 1.32	183.09		STIRLING JCT. S.P.R.R. Cross	2.24		f	f		f				Yard	
P.R.B.Y.K.				f 10.20		f 7.32		f 1.33	183.43		MULBERRY	1.32		f 7.46	f 11.30		f 4.10				9.00PM	Yard
				s 10.25PM		s 7.40PM		s 1.40PM	184.41		CHICO 16TH ST.	0.98		f 7.45	f 11.29		f 4.09				Yard	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(48.89)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
	0.15	1.31	0.16	1.39	0.15	1.38	0.15	1.38		Time Over District		0.15	1.32	1.27	0.15	1.33	0.15	1.33	0.15			
	17.2	32.2	16.2	29.6	17.2	29.9				Average Speed Per Hour		17.2	31.9	33.7	17.2	31.5	17.2					

Schedule meeting points are ACTUAL meeting points unless changed by train order.

See Rules S-72, 83, S-88 to S-90B, inclusive.
 RULE 83 (D). In addition to this rule all trains must get a clearance card at Marysville.
 Nos. 205, 206, 207, 208, 209 and 210 will register at Colusa Junction.
 Nos. 190, 191, 192 and 193 have no time table superiority.

EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS			
TRAINS	STATIONS	Receive or Discharge	Passengers to (or Beyond)
All Trains	Chico, 4th & Main and 9th & Main Sts.; Savona, Yocum's Crossing, Galinda, Bihlman, Tharp, Gomez, Yuba City 2nd St., Marysville WP Depot, Marysville Hotel	Receive or Discharge	
All Trains	Oroville Jct. (Stage Connection)	Receive or Discharge	To or from Oroville

SECOND SUBDIVISION—COLUSA BRANCH

Fone, Scales, Wyes, Bulletin, Register Stations, Standard Clocks, Interlocking Plant	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 18 May 15, 1938	Distance from Colusa	FIRST CLASS			SECOND CLASS			Capacity of Sidings in Freight Cars
	190 Colusa Local Frt. Lv. Daily Ex. Sunday	210 ⁸ Colusa Passenger Leave Daily	208 ⁶ ₁₁ Colusa Passenger Leave Daily	206 ² Colusa Passenger Leave Daily	205 ³ Marysville-Passenger Arrive Daily	207 ⁶ ₁₁ Marysville-Passenger Arrive Daily				209 ⁸ Marysville Passenger Arrive Daily	191 Marysville Local Freight Arrive Daily Ex. Sunday					
												Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	
P. R. Y.	3.00AM				8.49AM	5.15PM	8.24PM	9.00AM								
P.		f 9.15	f 6.22	f 12.23	f 8.46	f 5.12	f 8.21									7 (Spur)
P.		s 9.20	s 6.27	s 12.28	s 8.42	s 5.07	s 8.17									15 23 (Spurs)
P.		f 9.21	f 6.28	f 12.29	f 8.41	f 5.06	f 8.16									6 (Spur)
P.		f 9.24	f 6.31	f 12.32	f 8.38	f 5.03	f 8.13									8 (Spur)
P.		f 9.26	f 6.33	f 12.34	f 8.36	f 5.01	f 8.11									18 (Spur)
P.		f 9.28	f 6.35	f 12.36	f 8.33	f 4.58	f 8.08									26
P.		f 9.30	f 6.37	f 12.38	f 8.31	f 4.56	f 8.06									24 (Spur)
P.		9.31	6.38	12.39	8.30	4.55	8.05									38
P.I.		s 9.34	s 6.41	s 12.42	s 8.28	s 4.53	s 8.03									62 (Spurs)
P.		f 9.37	f 6.44	f 12.45	f 8.25	f 4.50	f 8.00									8 (Spur)
P.		f 9.40	f 6.47	f 12.48	f 8.22	f 4.47	f 7.57									12 (Spur)
P.		9.45	6.52	12.53	8.17	4.42	7.52									15 (Spur)
Y. P. R. B.	7.00AM Ar. Daily Ex. Sunday	s 9.47 PM	s 6.55 PM	s 12.55 PM	8.15 AM	4.40 PM	7.50 PM	7.15 AM								Yard
		Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday								
		0.34 38.4	0.35 37.3	0.34 38.4	0.34 38.4	0.35 37.3	0.34 38.4									

Schedule meeting points are ACTUAL meeting points unless changed by train order.
See Rules S-72, 83, S-88 to S-90B, inclusive.
Nos. 190, 191, 194 and 195 have no time table superiority.

EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers to (or Beyond)
All Trains—Colusa Branch	(Girdner, Cromer Avenue, Humphrey, Rowena, Hooper, Farman)Receive or Discharge.....	

SECOND SUBDIVISION—OROVILLE BRANCH

Fone, Scales, Wyes, Bulletin, Register Stations, Standard Clocks	SECOND CLASS		Distance from San Francisco	Time Table No. 18 May 15, 1938	Distance from Oroville	SECOND CLASS		Capacity of Sidings in Freight Cars
	194 Thermalito Local Freight Leave Daily Ex. Sunday	195 Sacramento Local Freight Arrive Daily Ex. Sunday						
						Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	
P. R. Y.	6.00AM		165.07	OROVILLE JCT. 2.05	5.49	7.40PM	Yard	
P.			167.12	SUMMIT 1.26	3.44		16	
P.	7.00AM		168.38	THERMALITO 1.09	2.18	7.00PM	14 23 (Spurs)	
P.			169.47	OROVILLE, Marysville Road 1.09	1.09		Yard	
P. R. B. K.			170.56	D OROVILLE	0.00		Yard	
	Ar. Daily Ex. Sunday			(5.49)		Leave Daily Ex. Sunday		
				Time over District				
				Average Speed per Hour				

Fones, Scales, Weigh, Bulletin, Register Stations, Standard Clocks, Interlocking Plant	FIRST CLASS										Distance from San Francisco	FIRST CLASS										Distance from Woodland	SECOND CLASS	Capacity of Sidings in Freight Cars																
	SECOND CLASS		56		54		52		50			48		46		44		42		41					43		45		47		49		51		53		55		197	
	196	Woodland Local Freight	Woodland Passenger	Woodland Passenger	Woodland Passenger	Woodland Passenger	Woodland Passenger	Woodland Passenger	Woodland Passenger	Woodland Passenger		Woodland Passenger	Woodland Passenger	Woodland Passenger	Woodland Passenger	Woodland Passenger	Woodland Passenger	Woodland Passenger	Woodland Passenger	Sacramento Passenger	Sacramento Passenger				Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Lv. Daily EX. SUN. & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily EX. SUN. & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUN. & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUN. & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUN. & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUN. & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUN. & HOLIDAYS	Arrive Daily				
P.R. B.Y.K.		11.10 PM	6.15 PM	5.20 PM	4.40 PM	2.15 PM	12.35 PM	10.30 AM	7.25 AM	93.89	DS SACRAMENTO	18.48	7.20 AM	8.55 AM	12.05 PM	1.55 PM	4.35 PM	6.05 PM	7.35 PM	12.25 AM																				
I.	9.00 AM	11.17	6.23	5.28	4.48	2.22	12.42	10.38	7.33	92.67	Sacr., Front & M Sts., S.P.R.R. Cross. } D.F.	17.26	7.11	8.46	11.58 AM	1.48	4.26	5.57	7.28	12.18																				
P.		f 11.18	f 6.25	f 5.30	f 4.50	f 2.24	f 12.43	f 10.40	f 7.35	92.37	BRODERICK	16.96	f 7.08	f 8.44	f 11.56	f 1.47	f 4.24	f 5.55	f 7.26	f 12.16																				
I.		11.20	6.27	5.32	4.52	2.26	12.45	10.42	7.37	93.89	MIKON, S.P.R.R. Cross.	15.44	7.06	8.41	11.54	1.45	4.21	5.53	7.24	12.14																				
P.		f 11.21	f 6.28	f 5.34	f 4.53	f 2.27	f 12.46	f 10.43	f 7.38	94.52	ROSE OROHARD	14.81	f 7.04	f 8.39	f 11.53	f 1.43	f 4.19	f 5.52	f 7.23	f 12.13																				
P.		f 11.22	f 6.29	f 5.35	f 4.54	f 2.28	f 12.47	f 10.44	f 7.39	94.93	LOVDAL	14.40	f 7.03	f 8.38	f 11.52	f 1.42	f 4.18	f 5.51	f 7.22	f 12.12																				
P.		f 11.24	f 6.31	f 5.38	f 4.56	f 2.30	f 12.49	f 10.46	f 7.41	96.91	FOURNESS	12.42	f 7.01	f 8.36	f 11.50	f 1.40	f 4.16	f 5.49	f 7.20	f 12.10																				
P.		f 11.25	f 6.32	f 5.39	f 4.57	f 2.31	f 12.50	f 10.47	f 7.42	97.54	MARTY	11.79	f 7.00	f 8.35	f 11.49	f 1.39	f 4.15	f 5.47	f 7.19	f 12.09																				
P.		f 11.26	f 6.34	f 5.41	f 4.59	f 2.33	f 12.51	f 10.49	f 7.44	98.62	BEATRICE	10.71	f 6.58	f 8.33	f 11.47	f 1.37	f 4.13	f 5.45	f 7.17	f 12.07																				
P.		f 11.27	f 6.35	f 5.42	f 5.00	f 2.34	f 12.52	f 10.50	f 7.45	99.37	VIN	9.96	f 6.57	f 8.32	f 11.46	f 1.36	f 4.12	f 5.42	f 7.16	f 12.06																				
P.		f 11.29	f 6.37	f 5.44	f 5.02	f 2.36	f 12.54	f 10.52	f 7.47	100.42	KIESEL	8.91	f 6.55	f 8.30	f 11.45	f 1.35	f 4.10	f 5.40	f 7.15	f 12.05																				
P.		f 11.31	f 6.40	f 5.46	f 5.05	f 2.38	f 12.56	f 10.55	f 7.50	101.89	FREMONT	7.44	f 6.53	f 8.28	f 11.43	f 1.33	f 4.08	f 5.38	f 7.13	f 12.03 AM																				
P.		f 11.36	f 6.45	f 5.51	f 5.10	f 2.43	f 1.01	f 11.00	f 7.55	104.02	CONAWAY	5.31	f 6.48	f 8.23	f 11.38	f 1.28	f 4.03	f 5.33	f 7.08	f 11.58 PM																				
P.		f 11.40	f 6.49	f 5.55	f 5.14	f 2.46	f 1.05	f 11.04	f 7.59	107.01	HEBRON	2.32	f 6.44	f 8.19	f 11.34	f 1.24	f 3.59	f 5.29	f 7.04	f 11.54																				
I.		f	f	f	f	f	f	f	f	108.96	Woodland, S.P.R.R. Cross.	0.37	f	f	f	f	f	f	f	f																				
P.R.Y.	11.50 AM	s 11.45 PM	s 6.55 PM	s 6.00 PM	s 5.20 PM	s 2.50 PM	s 1.10 PM	s 11.10 AM	s 8.05 AM	109.33	D WOODLAND	0.00	6.40 AM	8.15 AM	11.30 AM	1.20 PM	3.55 PM	5.25 PM	7.00 PM	11.50 PM																				
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Ar. Daily EX. SUN. & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily		(18 48)	Leave Daily EX. SUN. & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Lv. Daily EX. SUN. & HOLIDAYS	Leave Daily	Leave Daily Ex. Sunday																					
		0.35	0.40	0.40	0.40	0.35	0.35	0.40	0.40		Time Over District	0.40	0.40	0.35	0.35	0.40	0.40	0.35	0.35																					
		31.7	27.7	27.7	27.7	31.7	31.7	27.7	27.7		Average Speed Per Hour	27.7	27.7	31.7	31.7	27.7	27.7	31.7	31.7																					

Schedule meeting points are ACTUAL meeting points unless changed by train order. See Rules S-72, 83, S-88 to S-90B, inclusive. No. 51 will take siding at Vin for No. 52.

Nos. 196 and 197 have no time table superiority.

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas

EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Trains	Stations	Receive or Discharge	Passengers to (or Beyond)
All Trains	{ Bryte, Silva Crossing, Beardslee, Leeman, Birch, Harbinson, Deaner, 3rd & M, 8th & K Sts., Sacramento }Receive or Discharge.....	

“SAFETY FIRST”

SPECIAL RULES

SPEED RESTRICTIONS GENERAL

Oakland, Shafter Avenue.....22 mi. per hr.
 Between Temescal and Rockridge—
 Passenger trains.....22 mi. per hr.
 Freight and work trains.....10 mi. per hr.
 Between Walden and Temescal—Passenger
 trains all sharp curves.....40 mi. per hr.
 Except—Curve Melin Cut.....25 mi. per hr.
 Except—Curve East of Pinehurst.....15 mi. per hr.
 Except—Curve East of Valle Vista.....15 mi. per hr.
 Except—Walden Curve.....30 mi. per hr.
 Tunnel No. 1, Passenger Trains.....25 mi. per hr.
 Freight and Work Trains.....15 mi. per hr.
 West Portal Tunnel No. 1 to Rockridge,
 Descending Grade, Passenger Motors
 and Freight Engines operated as
 single unit, unless equipped with
 electric brakes.....10 mi. per hr.
 Havens to Rockridge (Descending Grade),
 Passenger Trains use 5 minutes,
 actual running time.
 Walnut Creek—Switch Standard Oil Spur
 —Westward Trains.....Proceed with Caution
 Meinert—East Switch—Westward Trains.....20 mi. per hr.
 Concord—All Switches and Public Cross-
 ings between Willow Pass and Clay-
 ton roads, both inclusive.....Proceed with Caution

Concord—Concord Boulevard.....20 mi. per hr.
 West Pittsburg—Under Pass Curve,
 Passenger Trains.....30 mi. per hr.
 Freight and Work Trains.....20 mi. per hr.
 Pittsburg—City Limits.....15 mi. per hr.
 Pittsburg—All Street Crossings.....10 mi. per hr.
 Pittsburg—Columbia St.....Stop and flag
 Mallard—Eastward Trains.....Stop
 Ferry Ramon—All movements on and off
 Ferry.....5 mi. per hr.
 Chipps—Westward Trains.....Stop
 Between Chipps and Montezuma all long
 trestles.....40 mi. per hr.
 Drawbridge—Montezuma Slough.....10 mi. per hr.
 Highway—State Highway Crossing.....Stop
 Lisbon Trestle (use 3 min. & 30 sec. time).....40 mi. per hr.
 Except—Curve East end.....30 mi. per hr.
 Riverview Trestles.....25 mi. per hr.
 Holland Branch.....25 mi. per hr.
 Except—All curves.....15 mi. per hr.
 M Street Bridge.....15 mi. per hr.
 Highway crossing west end “M” Street
 Bridge.....10 mi. per hr.
 Sacramento City Limits.....20 mi. per hr.
 Except—Between 8th & M and 12th & I
 streets.....15 mi. per hr.
 Except—All street intersections.....15 mi. per hr.
 Except—Other points covered by
 special time table instructions.

Sacramento — Arterials — All Trains, Yard
 Motors, deadhead equipment and street
 cars.....Stop.
 Exception—No stop need be made when
 traffic thereat is directed or controlled
 by an officer, flagman, semaphore or
 other traffic signal device (when such
 signal device is in operation).
 Sacramento — Traffic Light Signals — All
 movements governed by signal indica-
 tion or traffic officer signal.
 Sacramento—N. W. corner 12th and I Sts.....5 mi. per hr.
 Sacramento—16th & D Sts.....10 mi. per hr.
 Sacramento, 19th & C St., westward trains
 and motors.....5 mi. per hr.
 Marysville City Limits.....12 mi. per hr.
 Marysville—Highway crossing north end
 D St. Bridge, yard engines.....Stop and flag
 Marysville—Arterials—Trains, Yard Engines
 and Street Cars.....Stop.
 Marysville, 4th & Orange Sts.....Stop and flag
 Yuba City, City Limits.....12 mi. per hr.
 Yuba City—Arterials—Trains, Yard Engines
 and Street Cars.....Stop.
 NOTE: At Plumas and Bridge Streets stop
 must be made even though a member of
 the train crew acts as a flagman.
 Yuba City, Cooper Ave., eastward trains.....6 mi. per hr.

Yuba City, Cooper Ave., westward trains.....Stop
 Yuba City, Cooper Ave., yard engines.....Slow and flag
 Live Oak, City Limits.....15 mi. per hr.
 Edgar Slough Highway Crossing.....Proceed with Caution
 Chico City Limits.....12 mi. per hr.
 Woodland City Limits.....12 mi. per hr.
 Woodland—Arterials—Trains and Yard En-
 gines.....Stop.
 Road crossing, Shell Oil Plant, Woodland.....6 mi. per hr.
 Fremont Trestle.....25 mi. per hr.
 Oroville City Limits.....10 mi. per hr.
 Highway Crossing, Thermalito.....10 mi. per hr.
 Meridian Bridge.....6 mi. per hr.
 Rowena Road Crossing.....20 mi. per hr.
 Colusa City Limits.....12 mi. per hr.
 Approaching Spring Switches.....6 mi. per hr.
 Passenger trains and light motors splitting
 spring switches, except oil buffer
 switches.....6 mi. per hr.
 All trains splitting oil buffer switches.....10 mi. per hr.
 Birney cars—between Sacramento and Mul-
 bery.....20 mi. per hr.
 Freight Engines, running light — Maximum
 Speed.....30 mi. per hr.
 Speed restriction signs indicating speed of passenger and
 freight trains are located at various places where speed
 should be reduced.
 Maximum speeds permitted under city ordinance do not
 dispense with the observance of Rule 93.

MISCELLANEOUS

Westward freight and work trains must make air brake inspection and test at Pinehurst before train is moved over any portion of descending grade between Havens and Rockridge, comply with instructions on Test Card Form 182, and be governed by tonnage rating and car limit as shown in schedule of locomotive ratings. Stop must be made at Havens for the purpose of turning up the retainers on all cars and placing the test card in the box.

Locomotives 603 and 604 are equipped with transfer valves, power and control connections so that these two locomotives when coupled can be handled as a single unit by one Motorman.

Locomotives 660 and 661 are equipped with transfer valves but no power nor control connections so that these two locomotives when coupled will require two motormen for power operation but the motorman on the head locomotive will control the air brakes. This same method of operation will apply to locomotives 603 and 660 coupled, 604 and 660 coupled, 603 and 661 coupled and 604 and 661 coupled.

When two locomotives coupled are used in handling trains, not less than 3 air compressors must be in service.

When single locomotives are used both compressors must be in service.

Ninety (90) pounds brake pipe pressure must be carried at all times with main reservoir pressure setting of 110 - 130 pounds.

The A. A. R. recommended practice for air brake test and inspection must be observed, namely: that the cylinder condition and retaining valve be such that the brake would remain applied at least three minutes and that the piston travel on all cars be adjusted to nominally 7 inches.

Havens to Temescal—Rock, Sand and Construction Material Service:

Trains not in excess of 10 cars with an average gross load not in excess of 85 tons per car may be handled by two locomotives coupled and equipped with transfer valves. Speed must not exceed 10 miles per hour, and the brake on each car in the train must be properly adjusted and in operative condition.

No attempt should be made to handle any cars down this grade in these heavy tonnage trains with the brake inoperative either from the air brake failure or foundation rigging failure.

Retaining valves must be in service on all cars.

Havens to Rockridge:

Trains having not less than 85% of the air brakes operative and whose total tonnage does not exceed 50 tons per operative brake may be handled by either two locomotives coupled or by one locomotive provided they do not exceed the car limit.

Speed must not exceed 20 miles per hour, Havens to Temescal, and 10 miles per hour, Temescal to Rockridge. Retaining valves must be used on all cars having operative brakes.

Trainmen on all westward freight and work trains, between Havens and Rockridge, must ride the cars when leaving Havens until it is known that the Motorman has control of the train, and when leaving Temescal must ride the front platform of the caboose and the rear end of the motor and be ready with their brake clubs to set hand brakes in case of an emergency.

No westward freight nor work train heavier than 50 tons per operative air brake will operate between Temescal and Rockridge unless permission is obtained from the Trainmaster.

Helper Engine must be used on rear of all eastward freight and work trains between Oakland Yard and Havens.

The trolley or pantograph must be down before removing any jumpers, handling 600-1200 volt switches, when picking up or setting out passenger equipment, when cutting trains at the Ferry or when the motorman is repairing electrical equipment.

The whistle must be blown approaching each street intersection on Shafter Ave., Oakland, and blasts must be so spaced that the last blast will continue to the intersection. The air gong may be used, but the engine bell should be used only in emergency.

The use of the pneumatic air horn west of Terrace, on Shafter Ave., Oakland, and within the city limits of Pittsburg is prohibited. The old type whistle must be used, and if inoperative, the air gong will be used.

Conductor or Brakeman must ride in cab with the Motorman on all westward trains between Rockridge and College Ave., and all eastward trains between 40th and Shafter and College Ave., to assist in checking clearances between trains and parked automobiles.

Trains must not be stopped at San Pablo Ave., Oakland, to receive or discharge passengers from and to the A. T. & S. Fe R. R. except No. 11 discharge passengers for A. T. & S. Fe R. R. Train No. 2.

Motormen of Eastward trains approaching Walnut Creek will sound signal 14 (L) for the Main Highway crossing and use signal 14 (J) for the second crossing and train-order signal, combined, and omit signal 14 (G) when operator is on duty. When train order office is closed use signal 14 (L) for the second crossing.

High cars when placed on the old Ice House spur at Concord must be left west of the sand bins, so that motormen will have a clear view of the highway crossing, switches and signals.

Cars must not be left standing on Willow Pass road crossing located M. P. 33.8 just east of Concord station.

Cars set out at Clyde for loading or unloading must be spotted back from the West Road crossing as far as possible. Not more than six cars are to be spotted on the delivery track for the B. P. & C. R. R. at any one time.

Controls operated by selectors in the dispatcher's office have been installed on block signals 218-H and 219-H at Burton and block signals 646-H and 647-H at Dozier and are used to stop trains for train orders. After the train has been cleared by the dispatcher, the conductor shall clear the signals by pressing a button which is located by the side of the telephone and must see that the signals are clear before leaving the station.

Signs reading—Cars must not be switched beyond this point by S.P. Co. - S.N. Ry.—are located on tracks 1 and 7 at the Shell Chemical Plant, Shell Point. A derail is located 30 feet east of the cement house on track 7 and is locked with a Shell Chemical Co. lock. When necessary to spot cars beyond the derail secure the key from the Yardmaster at the Plant.

Trains approaching West Pittsburg must not stop foul of Branch track unless Branch train has arrived.

Cars must not be stored on wye at West Pittsburg.

The yard limits of Pittsburg include all tracks in Pittsburg, and between Pittsburg and the yard limit signs at West Pittsburg and Mallard. All movements between Pittsburg and West Pittsburg will be made in accordance with Rule 93. Scheduled and Extra trains must receive a clearance from the Dispatcher for all movements between West Pittsburg and Pittsburg, and in the reverse direction.

Cars containing shipments of explosives or inflammables, must not be handled in mixed trains next to a car carrying passengers.

Loaded cars in excess of 169,000 pounds, gross weight, must not be accepted from connecting lines nor handled in trains, unless permission is obtained from the proper officer.

Motormen shall sound signal 14 (m) while approaching and before passing the Train Ferry Signs located one-half mile on either side of the ferry at Chipps and Mallard, and shall immediately reduce to 25 miles per hour preparatory to making the stop before moving onto the Ferry.

Should the motorman fail to give signal 14 (m) and reduce as herein prescribed the conductor must take immediate action to stop the train.

All freight engine pantographs should be lowered and mechanical lever left in down position before going on apron of boat and kept in that position during any operation over aprons at the Chipps and Mallard slips. When tying up freight engine the pantograph must be securely locked in the down position.

Motormen must shut off power at all sectional insulators both in trolley and third rail except at places where insulators have been designed for pantograph operation.

The Captain, or his pilot, will have direct charge of train crews in loading and unloading the Ferry, and movements must be made in accordance with his instructions. 700 gross tons is the maximum load limit. Heavy and light cars must be placed on the Ferry so as to keep the load well balanced. Each track on the Ferry is approximately 220 feet long, but, only 210 track feet may be used. When shoving cars on the Ferry ahead of Motor, no cars are to be coupled on to, or handled behind the motor.

Hand and air brakes must be set on all freight cars—air brakes set on freight engines; wheels must be blocked on passenger cars (using 4 blocks to each track)—air brakes set and all vestibule and trap doors of passenger cars must be opened while train is on Ferry Ramon except that when it is necessary to cut a passenger train and move it on the Ferry in two cuts, then the vestibule doors facing the opposite track shall be left closed. At night, all marker and classification lamps must be removed.

When necessary to barge freight cars on the Ferry with passenger trains, not more than four (4) freight cars or one (1) locomotive and three (3) freight cars will be permitted on the Ferry at the same time with a passenger train. The freight cars must be loaded on the Ferry so that there will be room at each end for passengers to walk around the freight cars in order to get to the life-boats in case of an emergency.

Blocks must not be removed until Ferry is against apron.

Motorman must observe Rule 1006 and remain in cab while train is on Ferry.

Motormen must move slowly and watch to the rear until entire train is moved off the Ferry.

Cars containing explosives or inflammables must not be handled on Ferry Ramon with cars carrying passengers.

The spur track which serves the packing house at Chadbourne crosses a State Highway. All trains, engines, motors or cars must come to a stop and no movement made over the crossing until a member of the train crew or other competent employee acting as a flagman has protected traffic on the highway.

The siding at Cordero and the siding at Belleair are crossed by County Roads. At such times as cars are allowed to stand on these sidings within a distance of one hundred (100) feet of either side of these county roads, a member of the train crew or other competent employee shall protect the traffic on said roads by acting as a human flagman for all trains, engines, motors or cars operating over the adjacent main line track. Cars which are stored on these sidings must not be left standing within 100 feet of either side of the road crossing.

Inside switches of both crossovers at Riverview must be left lined and locked for Holland Branch.

East switch of cross over, located just west of Westgate crossing, must be left lined and locked for storage track.

The W. P. tracks on Front and R Streets leading to the C. P. C. Plant and P Street Dock may be used by S. N. yard crews under yard rules. W. P. yard engines have preference on these tracks.

The three way switch in the eastward track at C Street is lined for the street car track and must be thrown by all trains.

All switches serving the Union Station are spring switches and must be lined as follows: Switch on 11th Street leading to I Street lined as last used. Switches on I Street leading to 12th Street lined for I St. All inside yard switches lined as last used.

Yard Engines, Street Cars, and dead head equipment moving east on I Street, must come to a stop before crossing 11th Street. All trains and dead head equipment moving out of the Union Station and going east on I Street must stop before reaching I Street. Trains moving east on I Street have the preference at 11th Street junction. Westward trains have the preference at 12th Street junction. Eastward trains must not cross 12th Street junction while westward trains are moving over switch leading to 12th Street.

Trains, dead head equipment, yard engines, and street cars making continuous westward movements on I Street must stop 75 feet from the curb line at 11th Street. Westward trains leaving Union Station at 11th Street, have the preference.

Should two trains leave the Union Station simultaneously, the train on the right hand track will have the preference.

All switching movements at the Union Station, Sacramento, must be made in west end of yard. No switching movements are to be made from the yard on to 12th Street.

City Ordinances require all street cars, trains and yard engines within one hundred feet of an intersection to stop immediately on the approach of any police, ambulance, or fire apparatus sounding siren or signal gong except they be at the time on, or crossing an intersection, in which event crossing must be cleared and then stop.

Civil, Military or Funeral processions must not be obstructed.

When trains, street cars, yard engines or dead head equipment approach a street intersection simultaneously, except where traffic is controlled by traffic signals in service or traffic officer, the train, car, yard engine, or dead head equipment moving eastward must reduce speed, stopping if necessary, and must not enter the intersection until the train, car, yard engine, or dead head equipment, moving in the westward direction has passed entirely out of the intersection and the motorman has a clear and unobstructed view; except that regular scheduled trains moving in either direction will have the preference at all street intersections over street cars, yard engines, and dead head equipment.

Street Cars of the C. C. T. Co. operating over the tracks used jointly between 8th and J and 8th and M Sts. have the same time table directions as S. N. trains.

Trains and Yard Engines operating on X St. will assume time table directions of C. C. T. Co. trains as follows:

Eastward—Alhambra Blvd. to Front St.

Westward—Front St. to Alhambra Blvd.

Interurban trains, yard engines and street cars operated on tracks in Sacramento running Easterly and Westerly have precedence in the use of the crossing over other interurban trains, yard engines and street cars operated on tracks running Northerly and Southerly except that trains or yard engines in whatever direction they may be running, have the precedence in the use of such crossings over street cars operated in street railway service.

Street cars of the P. G. & E. Co. after stopping at any crossing with the S.N. Ry. will not move over the crossing if a train or yard engine of the S.N. Ry. is approaching within the distance of one city block, but as soon as the train or yard engine comes to a stop at the crossing the street car or cars of the P. G. & E. Co. may start to move over the crossing until such time as the motorman on the train or yard engine sounds his gong or whistle indicating that his train is to move over the crossing.

At crossings protected by traffic light signals or traffic officers all movements will be governed by signal indication or traffic officer signal.

Motormen must not give a proceed signal to street car men to cross ahead of their trains while the train is standing to receive or discharge passengers or stopped at the street car crossing for other reasons.

The tracks in Haggin Yard are used by Western Pacific yard engines and crews when switching their cars to and from the Southern Pacific interchange. Crew must obtain a lineup of S.N. trains from the S.N. dispatcher before using the main track and obey yardmaster's instructions.

Yard engines when switching at Plant 11, C. P. C., must avoid delay to trains and street cars.

Freight trains must not go west of 15th and D Sts., Sacramento.

Spring Switches, except tongue switches, are indicated by yellow lenses and targets on Sacramento Northern tracks. On the joint track at Marysville, all inside switches on the Western Pacific have yellow lenses and targets, but are not spring switches.

The tracks on "X" Street, Sacramento, are operated jointly with the C. C. T. Company.

Street cars of the C. C. T. Company have preference over Sacramento Northern yard engines.

Trains entering or leaving the Swanston Branch, at Globe, must not stand on the Western Pacific crossing.

Switch point locking devices are installed on switch leading to American Packing Shed Meinert, switch leading to Standard Oil Plant Walnut Creek, west switch old siding Westgate, west switch siding at Pease and east switch siding at Encinal. To operate these devices, push down on footlever when throwing the switch.

When throwing oil Buffer switches by hand, sufficient time must be allowed for the point to fit the traffic rail before movement is made over the switch.

Freight trains must not go west of 5th and G Streets, Marysville.

Opposing trains must not move around the double track curve at Fifth and "D" Streets, Marysville, at the same time as the clearance between the two trains is not sufficient. Westward trains have the preference at this curve.

Trains and yard engines must not block Plumas Street, Yuba City.

Back up movements from the west end of the yard at Yuba City on to Bridge Street must be protected by a member of the train or yard crew acting as a flagman. Back up movements over other street intersections or around sharp curves in switching service where the motorman's view is obstructed must be protected in the same manner. The conductor or foreman on the crew is jointly responsible with the motorman for this protection being given.

Back-up hose must be used by yard crews in Sacramento yard and Pittsburg yard when shoving cars ahead of motor over city streets.

Yard crews must be cleared by Dispatcher for movements between Haggin and Globe, and between Mulberry and Stirling Jct.

Cars of gasoline when spotted for unloading at any oil spur must be left between the insulated joints and the end of the spur. No cars are to be left standing over the insulated joints or coupled to cars spotted between the insulated joints and end of spur.

Where power switches are installed on gasoline unloading tracks, they must not be closed until it has first been ascertained by a member of the crew that all cars have been disconnected and are ready to move. The power switches must be left opened after switching has been completed.

There is no third rail on the Diamond Match Spur at Live Oak, therefore when spotting or picking up cars it will be necessary to hold on to several cars so that the motor will not lose contact with the third rail on the main track.

Freight trains are limited to engine and three cars on Main Street, Chico.

Freight motors, but not freight cars may be moved around the North leg of the wye at 1st and Main sts., Chico.

Passenger trains will discharge passengers at First and Main Streets, Chico, before going around the wye.

Color light signals which indicate red are installed on the train order masts at East Nicolaus and East Gridley, and are used for stopping trains for train orders when no operator is on duty. After receiving train order Conductor will clear the signal by pressing a button located near the telephone.

Rule 10 (H). When a yellow signal is required it will be displayed to the right of track in the direction of approach, one-quarter mile from structure or track over which speed of trains must be restricted. Where two or more main tracks are affected the signal will be displayed on each track the same as if it were a single track.

A green signal will be displayed similarly on each track immediately beyond the structure or track affected.

Trains must not exceed the speed specified by train order or bulletin, or fifteen miles an hour if no different speed is specified, while passing over the structure or track affected, until the rear of train clears the limit, which shall be indicated by a green signal.

Slow boards, where used, will be similarly placed and observed.

Rule 14-L—Motormen will sound signal 14 (L) in such a manner so as to prolong the last blast of the whistle until the train enters the road crossing. On slow speed movements the signal 14 (L) should be repeated if necessary.

Rule 17 amended. The headlight will be displayed at the front of every train when the visibility is such that a dark object as large as a man of average size can not be seen at a distance of 1500 feet. The headlight must be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of two or more tracks or at junctions.

Rule 17-C—Head lights must be dimmed while moving within city limits of Sacramento.

Rule 18—Modified. Yard engines when making a continuous movement along city streets will not display the headlight at the rear by night. A red light must be displayed to the rear.

Rule 84—Amended. A passenger train must not be started from its initial station or any intermediate station, where trucks or mail carts are used in the handling of Baggage, Express or Mail or where destination signs are displayed, until the truck, mail cart, or destination sign has been moved at least six feet away from the train on the side used to receive or discharge passengers.

Rule S-88—Fourth paragraph modified as follows:

At meeting point when it is necessary for train which takes siding to back in, train will be brought to a stop before it proceeds over the switch, and in obscure places, or when other conditions require, flagman must precede train at least 350 feet, or a sufficient distance to insure full protection before going over the switch to back in.

Rule S-88—At following stations the designated switches and tracks are the points where trains take siding. Train holding main track will remain clear until opposing train shall have cleared.

Havens—Eastward trains use the siding.
Westward trains use the spur.

Meinert—Siding.

Concord—Westward trains use the field track.
Eastward trains use sub-station spur.

Westgate—All trains use west end long siding.

Woodland—All trains use wye switch passenger depot.

Sacramento—

Eastward passenger trains use switch west end double track "M" Street.

Eastward freight trains use switch leading to Front Street.

Westward freight trains use Haggin switch west of American River Bridge.

Westward passenger trains use switch east end double track under subway.

North Sacramento—Siding.

Arboga—West spur.

Marysville—

Eastward passenger trains use switch west end double track passenger depot.

Eastward freight trains use west switch joint track siding.

Westward trains use switch east end double track Yuba City.

Colusa Jct.—West switch of wye.

Colusa—All trains use switch west end double track.

Live-Oak—Siding west of depot.

Oroville Jct.—West switch of big wye.

Mulberry—Shop siding.

Chico—Eastward passenger trains use switch west end double track Main Street.

Rule S-90A—When a trainman of the opposing train opens a switch he should stay there, signal to the motorman of the other train with a slow down signal and then a slow proceed signal to apprise the motorman of the fact that the switch has been opened and also receive answer from the motorman that his signal is understood before he leaves the switch.

Rule 93—Second paragraph of Rule 93 is abrogated, and the following will govern:

Second and inferior class trains, extra trains and engines must approach and move with caution within yard limits.

When not protected by block signals or when moving against the current of traffic, first-class trains must approach and move with caution within yard limits.

Rule 99-A—The interpretation of this rule is that when a flagman is either sent to hold a train or is left at a point to hold a train, that his instructions must be in writing on Flagman's Hold Order, form 27.

Rule 104 (C)—The interpretation of this rule is that the switch must be locked after a train takes siding when meeting another train or when train is standing on the main track and the switch is lined for the passing track for the opposing train to take siding.

After the train to be met has passed and it is necessary to back the train on the siding in returning to the main track there must be a man in the rear, either on the ground preceding the movement, or on the rear step or platform, stationing himself in such a position that the motorman will be able to see him and his signals at all times. The signal to back the train shall not be given until the switch is lined for the siding and trainman has determined the train that has passed has cleared the switch a sufficient length so that there will be no possibility of a collision between the train backing out of siding and train that has passed in the event the latter train would come to a sudden stop. If the train

on the siding consisted of three cars no signal should be given to the motorman of that train to back out of the siding until the train that has passed is five car lengths past the switch point.

Rule 509—Amended. On single track when a preceding train is seen in the block in which the signals are actuated by track circuits, and the intervening track is seen to be clear, train after stopping, will proceed at once with caution not exceeding 12 miles per hour.

Rule 509—The sending of a flagman ahead as prescribed by this rule does not apply to the operators of one-man street cars.

Rule 838—Cars must not be left standing on any spur or siding within 200 ft. of any highway crossing, if possible to avoid it.

Rule 890 is amended as follows:

A member of the train crew must ride in the last car of each passenger train at all times when his duty does not require his presence elsewhere, when such train consists of two or more cars, except on trains carrying parlor cars in which case the trainman will ride in the next car ahead.

When passing over long trestles in third rail territory conductor or brakeman must observe trestle from rear of train and be on lookout for fires which may start from third rail arcs.

When approaching and while passing over facing point spring switches on either a passenger or freight train, trainmen must be distributed over the train so as to observe the movement of the entire train over the spring switch and be prepared to stop it promptly in event of derailment.

The Conductor and Motorman are jointly responsible for the speed of trains which must not exceed six miles per hour during the movement of the entire train over a facing point spring switch.

Motormen must not apply any power while going over spring switches unless it be to maintain the speed allowed.

Rule 970 must be observed by train crews before passing through tunnel No. 1, over ferry slips, and all long trestles and bridges.

Rule 1011—When wigwags or bells are found inoperative, train or engine must stop and be preceded over the crossing by a flagman. When a reverse movement is made on Main track or on siding or spur which is not in wigwag circuit a flagman must protect the crossing before the movement is made.

Some wigwag signals are set into operation by third rail shoe contacts and others by trolley contacts. Motormen must slow down at points where trolley and third rail overlap, and where wigwags are operated by trolley contacts so that the trolley can be put on the wire before reaching the "Brush Contacts."

When one train is following another closely in yard limits or closing up at stations where wigwag circuits are maintained the train in the rear must not enter the wigwag circuit before the leading train has passed the wigwag cutout when such circuit is not a track circuit.

Flasher signals which operate in conjunction with wigwag signals are installed in advance of all wigwags which swing parallel with the tracks.

Rule 1070—Applies to two or more freight motors coupled and operated as one unit. Air-brake test must be made before the unit is moved and when motorman changes his operating position from one motor to the other.

Rule 1072 must be observed, air cut in all cars on all yard or train movements over City streets, "M" St. bridge and when switching on any track on a heavy grade.

INTERLOCKING AND BLOCK SIGNALS

The Interlocking Plant at 40th and Shafter, governs all movements to and from the Key System tracks on 40th Street. Dwarf semaphore signals govern movements from tracks in Oakland Yards to 40th Street.

The standard color of the masts supporting home signals is white, and the masts supporting distant signals is yellow.

Trains finding a Home Block Signal Dark will make a test and if the Red Signal is working may proceed. In making this test train must be backed out of circuit after getting "Red" indication before proceeding.

At meeting points, the train taking the siding, may back out after the train has been met without waiting for the switch indicator to clear and if the facing Home Block Signal is clear may proceed.

Key System crossing College Avenue M. P. 9.0.

All cars, trains and yard engines must stop at College Avenue and no car, train or yard engine of either line shall proceed over this crossing if there is a car or train approaching on the other line at a distance, from same, that would not permit of safe passage.

Southern Pacific Crossing M.P. 29.60 at Las Juntas is protected by Stop Boards. All trains, engines, motors and cars must stop at stop boards and signal 14-B sounded before proceeding over the crossing, providing that there is no locomotive, motor, train or car of the Southern Pacific approaching the crossing from either direction.

When view is obscured by fog or inclement weather, a member of the crew must go forward to the crossing and ascertain that no train is approaching on the Southern Pacific Railway before proceeding over the crossing.

Bay Point & Clayton Railroad crossing M. P. 37.1 at Clyde, No signals.

All trains, engines, motors, and cars, must stop at stop boards and signal 14 (b) sounded before proceeding over the crossing.

When view is obscured by fog or inclement weather a member of the crew must go forward to the crossing and ascertain that no train is approaching on the B. P. & C. R. R. before proceeding over the crossing.

When trains, engines, motors, or cars of both companies approach the crossing simultaneously the train, engine, motor, or car of the B. P. & C. R. R. will have the right to pass first over the crossing.

The tracks at the Shell Chemical Company's plant at Shell Point are used jointly by the Sacramento Northern and Southern Pacific. All movements over these tracks must be made with caution. The tracks leading from the Sacramento Northern and from the Southern Pacific cross at grade. All trains, motors, engines or cars of the Sacramento Northern shall stop at the "STOP" signs located at each approach to the crossing, and shall not proceed over the crossing until it has been ascertained that it is safe to do so. Several derails, properly signed, are installed on the various tracks.

A. T. & S. Fe R. R., crossing at Pittsburg is protected by stop boards. All engines, trains, motors and cars must come to a stop at the "STOP" boards located on either side of the crossing and no movement made over this crossing until a flagman has preceded over the crossing and ascertained that it is safe to proceed. A. T. & S. Fe R. R., have the preference at this crossing.

Southern Pacific Railroad crossing at Front and M Streets, Sacramento, is protected by flagman.

Southern Pacific trains moving on Front Street, Sacramento, and yard engines switching on Front Street, shall stop before reaching the crossing at Front, and M Streets, and will proceed on hand signals from flagman on the ground at the crossing, flagman using a green flag by day and green light by night.

Sacramento Northern trains and yard engines moving over the crossing shall stop before reaching the crossing at Front and M Streets, and will proceed on hand signals from the flagman stationed on the platform of Watchman's Shelter, flagman using a yellow flag by day and a yellow light by night.

All single track curves at 19th and C, 15th and D, 15th and I, 8th and I and 8th and M Streets are protected by block signals operated by trolley contacts. The block signals are located on poles in advance of the curves. The normal indication of the signals is dark. Trains entering the block limit will receive a yellow signal and will be protected by a red signal on the opposite end. Trains entering the block simultaneously will cause the signals to indicate both yellow and red in which case both trains must stop and the train or car moving in the westward direction will proceed.

Track between 30th and C Sts., and Alhambra Blvd. and F Sts., Sacramento, is protected by block signals. All yard engine and street car movements must be governed by signal indication.

AUTOMATIC INTERLOCKER C & X STREETS, SACRAMENTO

Automatic Interlocking Color Light Signals governing movements of Western Pacific trains and Sacramento Northern trains are located at the crossings on "C" and "X" streets, Sacramento.

MOVEMENT OF TRAINS OVER "C" STREET CROSSING, SACRAMENTO

WESTERN PACIFIC—Home signal located 480 feet east of crossing governs movement of trains over the crossing westward; Home signal located 450 feet west of crossing governs movement of trains over the crossing eastward. No distant signals.

MOVEMENT OF TRAINS OVER "X" STREET CROSSING, SACRAMENTO

WESTERN PACIFIC—Home signal located 450 feet east of crossing governs movement of trains over the crossing westward; Home signal located 450 feet west of crossing governs movement of trains over the crossing eastward. One distant signal 1480 feet west of home signal.

MOVEMENT OF TRAINS OVER "C" STREET CROSSING, SACRAMENTO

SACRAMENTO NORTHERN—Home signals governing movement of trains with the current of traffic over the crossing located at the curb line 72.5 feet on either side of crossing. Back-up signals governing reverse train movements over the crossing are located at the curb line 72.5 feet on either side of crossing. No distant signals.

Operators of street cars after passing the signal in PROCEED position will make a safety stop 25 feet from the crossing before moving over it. Cars must not be left standing between the home signals unless coupled to another car or an engine which is standing outside of the home signals.

MOVEMENT OF TRAINS OVER "X" STREET CROSSING, SACRAMENTO

CENTRAL CALIFORNIA TRACTION COMPANY—SACRAMENTO NORTHERN—Home signals governing movement of trains with the current of traffic over the crossing located at the curb line 72.5 feet on either side of crossing; back-up signals governing reverse train movements over the crossing are located at the curb line 72.5 feet on either side of crossing. No distant signals.

Cars must not be left standing between the home signals unless coupled to another car or an engine which is standing outside of the home signals.

Cars or trains finding the home signals at "STOP" will stop clear of signal to permit it to change to PROCEED position when train on the Western Pacific has passed out of home signal limits.

CLOCK WORK TIME RELEASE

If no cause for signals being at "STOP" is seen, or if there is a train on the Western Pacific tracks standing outside of the home signals with no indication that it is to immediately proceed, operator must be sent ahead to operate a release located in a wooden box attached to the outside of signals governing reverse train movements, one release for each track. Box is provided with standard switch locks. Instructions for the operation of release are posted inside box. The instructions follow:

To operate clock work time release, turn knob to right about one-quarter ($\frac{1}{4}$) turn; hold knob to right about two (2) seconds, and then let go of knob, allowing release mechanism to run down, which will require sixty (60) seconds at "C" Street and forty-five (45) seconds at "X" Street.

After release has run down, a red pilot light located inside of the release box should light up. This pilot light indicates home signals on intersecting tracks are in STOP POSITION. Sacramento Northern signal should then change to Proceed.

The release must not be operated when Western Pacific trains or engines are between the home signals, or seen to be approaching.

In case the operation of the release does not clear the signal, the car or train will then proceed slowly to a point within fifteen (15) feet of the crossing, and, after stopping, operator must again proceed, on foot, to the center of the crossing, and, after making sure that no Western Pacific trains are approaching within the limits of the home signals, may then proceed over the crossing.

Speed of cars or trains over automatic interlocker must not exceed ten (10) miles per hour.

AUTOMATIC INTERLOCKER, SANKEY

Sankey automatic interlocking plant crossing the Western Pacific tracks is located one-half mile west of Sankey.

Interlocking limits on the W. P. track extend from home light signal 600 feet east of crossing to home light signal 600 feet west of crossing, and on S. N. Ry. track between home light signals located 600 feet on both sides of crossing.

The distant signals are located 3000 feet in advance of the home signals, and the preliminary circuits extend 3000 feet in advance of the distant signals.

The instructions governing the operation of signals and the movement of trains through the interlocking plant at Live Oak will apply at Sankey interlocker.

AUTOMATIC INTERLOCKER, LIVE OAK

Live Oak automatic interlocking plant crossing the Southern Pacific tracks is located one-half mile east of Live Oak.

Interlocking limits on the S. P. track extend from home light signal SA-1522, 517 feet west of crossing, to home light signal SA-1523, 523 feet east of crossing, and on S. N. Railway track between home light signals located 600 feet on both sides of crossing.

The westbound distant signal is located 3000 feet in advance of the home signal and the preliminary circuit begins at a point 4800 feet east of the home signal. The eastbound distant signal is located 1300 feet in advance of the home signal, and the preliminary circuit begins at a point 2500 feet west of the home signal.

Normal Indication of Interlocking Home Signals—"STOP":

When train approaches the crossing and enters approach circuit, the home and distant signals should change to "PROCEED."

Motormen operating single truck Birney cars, after receiving clear indication at home signal will bring the car to a stop not closer than 30 feet from the crossing. The Conductor will then close the Shunt Switch located in a box on the west side of the crossing. Closing this switch holds the signals on the intersecting track at stop. After the movement over the crossing has been made the Conductor will open the Shunt Switch and leave it open. The box must be left locked.

When home signal indicates "PROCEED" or "PROCEED WITH CAUTION" the speed of engine must not exceed thirty (30) miles per hour between the home signal and the crossing.

If no cause for signals being at "STOP" is seen or if there is a train on intersecting tracks standing outside of the home signals, with no indication that it is to immediately proceed, flagman must be sent ahead to operate a release located in box at the crossing. Box is provided with standard switch lock. Instructions for the operation of release will be posted inside box. The instructions follow:

CLOCK WORK TIME RELEASE

To Operate Clockwork Time Release:

(a) The release must not be operated when trains or engines are between the home signals or seen to be approaching on the intersecting tracks.

(b) To operate clockwork time release, turn knob to right to extreme position about one-quarter turn, then let go of knob and allow automatic release mechanism to run down, which will require four minutes. When knob is turned to extreme position and release mechanism has completed its operation, a red indicator light located near this clock release should light up immediately indicating that home signals on intersecting track are in "STOP" position. The home signal on S.N. Ry. should then change from "STOP" to "PROCEED WITH CAUTION."

Note: Where home signals are involved in automatic block signal territory, flagman, upon receiving a red indicator light, must lock box and proceed in accordance with automatic block system rules and where no automatic block signals are involved, flagman will remain at the crossing until train arrives.

In case indicator light fails to appear, the movement must be protected in each direction on the intersecting line.

(c) In case operation of release does not change the home signal indication from "STOP" to "PROCEED WITH CAUTION" after predetermined time has elapsed, a repeater red indicator light located at home signal should then light up, indicating that home signals on intersecting line are in "STOP" position.

JOINT TRACK MARYSVILLE

Sacramento Northern trains operate over Western Pacific track between Sacramento Northern connection with Western Pacific main track, located 356 feet east and 355 feet west of bridge 178.18, Yuba River, Marysville. Sacramento Northern freight trains operate over Western Pacific passing siding between the west switch and the switch leading to the Sacramento Northern track opposite the Western Pacific passenger station at Marysville. These tracks are designated as Joint Tracks.

AUTOMATIC INTERLOCKING Signals governing the Joint Track are located as follows:

THE WESTERN PACIFIC RAILROAD COMPANY

EASTWARD—Home Signal 789 feet west of bridge 178.18; Normal position stop.
Distant Signal 2,500 feet west of Home Signal; Normal position caution.
Home Signal 724 feet east of bridge 178.18; Normal position clear.
Distant Signal 789 feet west of bridge 178.18; Normal position caution.

WESTWARD—Home Signal east end of bridge 178.79; Normal position clear.
Home Signal 724 feet east of bridge 178.18; Normal position stop.

Eastward Signal located 789 feet west of bridge 178.18, will give clear indication when approaching train reaches a point within 3,500 feet from the signal, provided the block is clear, and will go to stop position when the forward wheels of an engine or car passes the signal.

Westward Signal located 724 feet east of bridge 178.18, will give a clear indication when approaching train reaches a point within 500 feet from the signal, provided the block is clear, and will go to stop position when the forward wheels of an engine or car passes the signal.

SWITCH INDICATORS are located as follows:

- Switch west end of passing siding.
- West end of main track switch leading to interchange tracks.
- East end of main track switch leading to interchange tracks.
- West end of cross-over leading from main track to passing siding.
- Switch east end of High Line Track, located 1,400 feet west of Mile Post 180.

SACRAMENTO NORTHERN RAILWAY

EASTWARD—Home Signal 542 feet west of bridge 178.18, located at left of track; Normal position stop.

WESTWARD—Home Signal 525 feet east of bridge 178.18; Normal position stop.

Home Signals located 542 feet west of bridge 178.18, and 525 feet east of bridge 178.18, will go to clear position when the junction switch and derails are lined up for the Sacramento Northern track, provided the block is clear, and will go to stop position when the forward wheels of an engine or car passes the signal.

SWITCH INDICATORS are located as follows:

- Main track junction switches east and west of Bridge 178.18.
- All trains and engines must have a clear indication by switch indicator before throwing the switch to enter the W. P. main track.

No engine, car or train of the Western Pacific or Sacramento Northern shall be operated over the railroad crossing located 752 feet east of bridge 178.18 where the Western Pacific house track crosses the Sacramento Northern track, without being brought to a stop at the stop board and preceded over the crossing by a member of its crew who shall determine first that it is safe to proceed. The Stop Boards are located on each side of this crossing 100 feet from the crossing. Sacramento Northern trains and yard engines must approach this crossing with caution and not move onto or over the crossing until it shall be determined first that it is safe to proceed.

DERAILS: Derailing switches, pipe connected and operated with the main track switches are located as follows:

- On Western Pacific passing siding 193 feet east of west switch.
- On Sacramento Northern Track 182 feet west of Junction Switch west of bridge 178.18 and 157 feet east of Junction Switch east of bridge 178.18.

Care must be used in the handling of switches which are pipe connected to the derails to avoid a derailment. Employee opening main track switch that is pipe connected to derails, must lock the switch open and it must remain locked until train has cleared derailing switch.

Motorman must not start his train until home signal clears and brakeman has crossed over track to opposite side of switch stand.

NORMAL POSITION OF SWITCHES—Junction switches must be locked for Western Pacific main track when not in use.

MOVEMENT OF TRAINS—Movement of trains over the Joint Track will be made in accordance with the indication of signals, regardless of right or class. All trains of both companies must approach and pass through the limits of the Joint Track with caution, not exceeding a speed of fifteen (15) miles per hour.

If no cause for signals being at stop is seen or if there is a train on W. P. track outside of home signals with no indication that it is to immediately proceed, be governed by Rule 663.

In using the Joint Track freight trains should avoid delays to other trains of either Company.

NOTE: WITH CAUTION, means—To run at restricted speed, according to conditions, prepared to stop short of a train, engine, car, misplaced switch or other obstruction, or before reaching a stop signal. Where circumstances require, train must be preceded by a flagman.

W. P.-S. P. crossing 9th Street, Marysville, interlocked. All movements over this crossing will be made in accordance with the rules in Western Pacific current time table.

The single track between Marysville and Yuba City is protected by Automatic Block Signals. Movement of Trains, Yard Engines, Deadhead equipment, and street cars will be made over this track in accordance with the indication of signals regardless of right or class.

The single track between 9th Street, Chico, and Mulberry is protected by block signals operated as follows: Light signals are installed on poles at 9th Street, 16th St. and at Mulberry, the color indications being yellow and red. The track between 9th Street and 16th St. is protected by one set of signals and the track between 16th St. and Mulberry is protected by another set of signals. When the blocks are not occupied the signals will indicate dark. Trains entering the block will receive a yellow signal and will be protected by a red signal on the opposite end. Only one train is permitted within the block limits at a time.

S. P. Crossing—Mikon. Interlocked. Home signals and derails 300 feet east and west of crossing. No distant signals.

S. P. Crossing—Woodland. Interlocked. Home signals and derails 300 feet east and west of crossing. No distant signals.

DRAWBRIDGE SIGNALS

Montezuma Slough Drawbridge located at M. P. 48.6 has train stop arms. Home Signals located 659 feet East and 840 feet West indicate position of draw. Distant Signals 2119 feet East and 1740 feet West of Home Signals.

M STREET BRIDGE

Bridge Interlocking Signals and Derails:

NOTE: Directions used are those applicable to the Main Track to Oakland.

Signals and derails are located 413 feet east of Bridge on M Street, 285 feet east of Bridge on Front Street, and 350 feet west of Bridge. Back up derail is located in east bound track on M Street. The switch leading to the River Spur serves as a derail west of the Bridge.

The interlocking home signal at River Spur derailing switch is a three unit signal, the upper signal governs movements to M Street, the middle signal governs movements to Front Street, and the lower signal governs movements to the River Spur.

Signal No. 2 located at the east end of the Bridge governing eastward movements is a three indication light signal. Green indication governs movements to M Street. Yellow indication governs movements to Front Street. The red indication is a stop signal.

The switch at the east end of the Bridge is electrically operated from the tower.

Broderick Junction Interlocking Plant:

Interlocking home signals are located 163 feet east of Junction switch on Woodland Branch, 712 feet west of Junction Switch on main track, and 13 feet east of Junction switch on main track. The interlocking home signal located 13 feet east of Junction Switch is a two unit light signal. The upper signal governs movements to Oakland main track, and the lower signal governs movements to Woodland Branch. These interlocking signals are operated by remote control from the tower.

Dual Control Switch:

The dual control switch at Broderick Junction is operated by remote control from the tower and is so equipped that it may be operated by trainmen, when authorized to do so by the towerman. When trainmen are authorized by towerman to operate this dual control switch by hand, the selector lever must be kept in hand-throw position until all movements over the switch have been completed. All movements within the working limits must be made with caution and upon completion notify towerman.

Trainmen must notify motorman when the selector lever is in hand-throw position, and also notify him when it is returned to motor position, so he may know when to be governed by the interlocking signals governing movements over the switch.

The selector and hand-throw levers must not be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for Woodland Branch when dual control use was started it must be again lined for Woodland Branch before selector lever is restored to motor position.

Block Signal System:

The automatic block signal system on the First Sub-division begins and ends at the home block signal located 350 feet west of the M Street Bridge.

Switch Indicators:

The switches leading into the main track from Westside Spur and the drill track are protected by switch indicators. The switch leading from the River Spur to the main track is protected by light signals operated from the tower.

Movement of Trains and Yard Motors:

Movements through and between these two interlocking plants shall be made in accordance with signal indication. In case of signal failure at M Street Bridge Interlocking Plant, be governed by Rule 663 and failure at Broderick Junction Interlocking Plant, be governed by Rules 663 and 509.

Trains and yard motors must not exceed a speed of 15 miles per hour over the Bridge and 10 miles per hour over the highway crossing west of the bridge.

Eastward trains and yard motors entering the main track from the drill track at east switch Westgate must have clear indication by switch indicator before opening the switch.

When the switch is opened an indicator light in the tower will light, indicating to the towerman that a train is approaching. When the interlocking home signal clears, train or yard motor may proceed.

When the interlocking home signal at east switch Westgate indicates "STOP" eastward trains of more than three cars on either the main track or drill track shall remain back of the County Road crossing until the signal clears.

Telephones:

Telephones are installed in the tower, at Interlocking Home Signal on M Street, Front Street, in the shelter house at Broderick Junction, and on a post half way between River Spur and Westside Spur for trainmen to communicate with the towerman. The telephones on Front Street and Broderick Junction have a double-throw switch to connect the phone on the dispatcher's line.

Whenever there is switching to be done on the River Spur or Westside Spur, which requires several movements from the main track to these spurs, or movements on the main track through or into the limits of the Interlocking Plant at Broderick Junction, the conductor shall communicate with the towerman and advise him so that there shall be no delay in the operation of signals or switches.

There is a signal box located on the interlocking home signal on Front Street which is operated by using a switch key. Operation of this signal box gives the towerman an indication in the tower that a train is on Front Street, and ready to move through the plant. This signal box is to be used when whistle signal cannot be heard.

Route Whistle Signals:

- From M or Front Street to Oakland 0
- From M or Front Street to Woodland 0 0
- From M to Front or in reverse direction 0 0 0 0
- From Oakland or Woodland to M Street 0
- From Oakland or Woodland to Front Street 0 0 0
- From Oakland or Woodland to River Spur 0 0
- From River Spur to Main track 0 0
- From Oakland to Woodland or in reverse direction 0 0 0 0
- From main track between interlocking plants to Oakland 0
- From main track between interlocking plants to Woodland 0 0

Regular passenger trains leaving Sacramento will not sound the route whistle signals if the interlocking signals are clear, indicating that the route desired is lined.

Meridian Bridge. Interlocked. Home signals and derails 300 feet east and west of the bridge.

HOSPITALS

- Chico Enloe Hospital
- Oroville Oroville-Curran Hospital
- Marysville Rideout Hospital
- Colusa Pay ward at County Hospital
- Sacramento Sisters Hospital
- Pittsburg Pittsburg Emergency Hospital
- Oakland Providence Hospital
- Suisun Pay ward at County Hospital

FIRST AID STATIONS

(Supplied with First Aid Cabinets and Stretchers)

- Oakland Baggage Room
- Eastport
- Concord
- Ferry Ramon
- Drawbridge
- Dozier
- Riverview
- Sacramento Baggage Room
- East Nicolaus
- Vacaville Jct.
- Colusa Jct.
- Oroville Jct.

The following is a list of all Steam and Electric Railroad crossings and Junctions, protection provided for movements over them, and the name of the Railroad having prior right in the use of the crossing or Junction not protected by signals or flagman:

LOCATION	NAME OF RR.	PROTECTION	RESTRICTION	RIGHT
Oakland—40th & Shafter	Key System	Interlocking Signals	5 mi. per hr.	Governed by Signal
Oakland—College Ave.	Key System	Crossing Signals	Stop	S. N. Ry.
Las Juntas	S. P. Co.	No Signals	Stop	S. P. Co.
Clyde	B. P. & C. R. R.	No Signals	Stop	B. P. & C. R. R.
Shell Point Shell Chem. Co.	S. P. Co.	No Signals	Stop	S. N. Ry.
Sacramento:				
Front & "M" Sts.	S. P. Co.	Flagman	Stop	Governed by Flagman
3rd & "M" Sts.	P. G. & E.	No Signals	5 mi. per hr.	S. N. Ry.
7th & "M" Sts.	P. G. & E.	No Signals	5 mi. per hr.	S. N. Ry.
8th & "M" Sts.	C. C. T. Co.	Block Signals	5 mi. per hr.	Governed by Signal
8th & "K" Sts.	P. G. & E.	No Signals	Trains—Yd. Motors DH Equip. 5 mi. per hr. Street Cars—Stop	S. N. Ry. P. G. & E.
8th & "J" Sts.	P. G. & E.	No Signals	Trains—Yd. Motors DH Equip. 5 mi. per hr. Street Cars—Stop	S. N. Ry. P. G. & E.
Globe	W. P. R. R.	No Signals	Stop	W. P. R. R.
Sankey	W. P. R. R.	Automatic Interlocking Signals	30 mi. per hr.	Governed by Signal
Marysville—Joint Track	W. P. R. R.	Interlocking Signals	15 mi. per hr.	Governed by Signal
Marysville—House Track	W. P. R. R.	No Signals	5 mi. per hr.	S. N. Ry.
Yuba City	S. P. Co.	No Signals	Stop—Except when proceed signal is received from flagman	S. P. Co.
Live Oak	S. P. Co.	Automatic Interlocking Signals	30 mi. per hr.	Governed by Signal
Stirling Jct.	S. P. Co.	No Signals	Stop	S. P. Co.
PITTSBURG BRANCH				
Pittsburg	A. T. & S. F. R. R.	No Signals	Stop and Flag	A. T. & S. F. R. R.
SACRAMENTO BELT LINE				
Sacramento: Front St. N. to "Q" Inc.	S.P.Co.&W.P.R.R. Industrial Tracks	No Signals	Caution	S. P. Co. & W. P. R. R.
Front & "R" Sts.	S.P.Co. & W.P.R.R.	No Signals	Stop and Flag—Except when proceed signal is received from flagman.	S. P. Co. & W. P. R. R.
Front & "X" Sts.	C. C. T. Co.	No Signals	Caution	Caution
8th & "X" Sts. Jct. Joint Track	C. C. T. Co.	No Signals	Stop	C. C. T. Co.
10th & "X" Sts.	P. G. & E.	No Signals	5 mi. per hr.	S. N. Ry.
19th & "X" Sts.	W. P. R. R.	Automatic Interlocking Signals	10 mi. per hr.	Governed by Signal
21st & "X" Sts.	P. G. & E.	Arterial Stop Sign	Stop—5 mi. per hr.	S. N. Ry.
28th & "X" Sts.	P. G. & E.	No Signals	5 mi. per hr.	S. N. Ry.
Alhambra Blvd. & "X" St. Jct. Joint Track	C. C. T. Co.	No Signals	Stop	C. C. T. Co.
Alhambra Blvd. & "R" St.	S. P. Co.	No Signals	Stop and Flag—Except when proceed signal is received from flagman.	S. P. Co.
Alhambra Blvd. & "J" St.	P. G. & E.	No Signals	5 mi. per hr.	S. N. Ry.
19th & "C" Sts.	W. P. R. R.	Automatic Interlocking Signals	10 mi. per hr.	Governed by Signal
WOODLAND BRANCH				
Mikon	S. P. Co.	Interlocking Signals	20 mi. per hr.	Governed by Signal
Woodland	S. P. Co.	Interlocking Signal	10 mi. per hr.	Governed by Signal
OROVILLE YARD				
Swayne Lumber Co.	W. P. R. R.	No Signals	Stop	W. P. R. R.
CHICO YARD				
9th & Orange Sts.	S. P. Co.	No Signals	Stop and Flag	S. P. Co.
D. M. Yard, all crossings.	D. M. Co.	No Signals	Stop	D. M. Co.

LOCOMOTIVE RATING IN TONS

Engine	Working Voltage	Sacramento Yard	Car Limit	Tons Per Operative Brake	Oakland to Temescal	Temescal to Havens	Havens to Concord	Concord to Las Juntas	Las Juntas to Havens	Concord and P. Chicago	P. Chicago and Sacramento	W. Pitts. to Pittsburg	Pittsburg to W. Pitts.	Riverview and Oxford	Front St. to Broderick	Creed and Cordero	Cordero and Vaca Jct.	Vacaville and Willotta	Sacramento to Chico	Chico to Yuba City	Yuba City to Alicia	Alicia to Sacramento	Summit to Oro. Jct.	Oro. Jct. to Oroville	Colusa Branch	Sycamore and Beet Spur
402	600	300																450	720	720	360	720	720	720	300	
403	600	300																450	720	720	360	720	720	720	300	
404	600	300																450	720	720	360	720	720	720	300	
405	600	300																450	720	720	360	720	720	720	300	
410	600	700																900	1400	1400	780	1400	1400	1200	700	
420	600	700																900	1400	1400	780	1400	1400	1200	700	
430	600	600																850	1300	1300	680	1300	1300	1100	600	
440	600	425																620	950	950	475	950	950	850	425	
441	600	630																900	1365	1365	715	1365	1365	1155	630	
442	600	600																850	1300	1300	680	1300	1300	1100	600	
601	600 1200	225	6	50	75	75	225	450	150	150	450	225	150	450	150	450	225	400	450	450	225	450	450	360	225	
602	600 1200	225	6	50	75	75	225	450	150	150	450	225	150	450	150	450	225	400	450	450	225	450	450	360	225	
603	600 1200	500	10	50	150	200	500	1000	340	340	1000	500	340	1000	340	1000	500	670	1000	1000	500	1000	1000	800	500	
604	600 1200	500	10	50	150	200	500	1000	340	340	1000	500	340	1000	340	1000	500	670	1000	1000	500	1000	1000	800	500	
605	600 1200	500	8	50	200	200	500	1000	340	340	1000	500	340	1000	340	1000	500	670	1000	1000	500	1000	1000	800	500	
606	600 1200	400	8	50	170	170	400	800	275	275	800	400	275	800	275	800	400	540	800	800	400	800	800	640	400	
607	600 1200	225	6	50	75	75	225	450	150	150	450	225	150	450	150	450	225	400								
650	600 1200	750	10	50	300	400	750	1650	540	450	1650	750	480	1650	450	1650	750	1065	1650	1650	880	1650	1650	1300	750	
651	600 1200	750	10	50	300	400	750	1650	540	450	1650	750	480	1650	450	1650	750	1065	1650	1650	880	1650	1650	1300	750	
652	600 1200	750	10	50	300	400	750	1650	540	450	1650	750	480	1650	450	1650	750	1065	1650	1650	880	1650	1650	1300	750	
653	600 1200	750	10	50	300	400	750	1650	540	450	1650	750	480	1650	450	1650	750	1065	1650	1650	880	1650	1650	1300	750	
654	600 1200	750	10	50	300	400	750	1650	540	450	1650	750	480	1650	450	1650	750	1065	1650	1650	880	1650	1650	1300	750	
660	600 1200	750	10	50	300	400	750	1650	540	450	1650	750	480	1650	450	1650	750	1065	1650	1650	880	1650	1650	1300	750	
661	600 1200	750	10	50	300	400	750	1650	540	450	1650	750	480	1650	450	1650	750	1065	1650	1650	880	1650	1650	1300	750	

NOTE: Between Havens and Oakland Engines 603 & 604 coupled, and Engines 660 & 661 coupled, car limit 20 cars. Engines 601 & 602 or 607 coupled, car limit 12 cars.

YARD LIMITS DEFINED BY YARD LIMIT SIGNS

Oakland	South Yuba	} Marysville Yard
Walnut Creek	Marysville	
Concord	Yuba City	
Port Chicago	Paloro	
Pittsburg	Harter	} Colusa Yard
West Pittsburg	Colusa Jct.	
Mallard	Colusa	
	Arbee	
Chippis	Live Oak	} Oroville Yard
Creed	East Gridley	
Riverview	Oroville Jct.	
Woodland	Oroville	
Westgate	Marysville Road	} Chico Yard
Broderick	Stirling Jct.	
Sacramento	Mulberry	
Haggin	Chico	
Globe		
N. Sacramento		

STOCK CORRALS

Moraga	Molena	Olcott
Concord	Garfield	Vale
Dutton	Rio Vista Jct.	Bunker
Montezuma	Saxon	Libfarm
Cordero		
Woodland	Meridian	Durham
Sankey	Colusa	Chico
Arboga	Sutter	Shippee
Sycamore		Swanston

SIDE AND OVERHEAD OBSTRUCTIONS
(Not Standard Clearance)

Tunnel No. 1—Side and overhead. Protected by Signal Bell Tell Tale.

Walnut Creek—Field track—warehouse—sides.

Meinert—Pole. Stewart Spur—Side.

Concord—Hay Warehouse side and overhead.

Clyde—Building—side.

Ferry Ramon—End towers outside tracks—side and overhead.

General—All loading platforms—side.

Chico—Chico Vecino, Trees, side.

Crane Spur—Marysville Road.

All Stock Corrals—side.

Marysville—Westn. Sts. Groc. Co. Warehouse, side and overhead.

" Sand Bunkers Yuba River—side.

Haggin—Sand Bunkers.

Sacramento—Subway, side and overhead.

Woodland—West Valley Lumber Spur, side.

Trainmen will at all times look out for low hanging trolley and span wires.

SPURS AND COMMERCIAL TRACKS

Stations	Distance from San Francisco	Capacity in Freight Cars
Greenspot	42.54	2
Swanston	98.06	9
Pearson	130.44	38
Reed	131.15	26

INTERCHANGE TRACKS

Oakland —Key System.—40th and Shafter.

Las Juntas —S. P. R. R.

Clyde —B. P. & C. R. R.

Port Chicago—A. T. & S. Fe R. R.

McAvoy —S. P. R. R.

Sacramento—W. P. R. R., Haggin, and 19th & X Streets.

S. P. R. R., B Street, and Front & X Streets.

C. C. T. Co., Front & X Streets.

Chico —S. P. R. R., 9th & Orange Streets.

Oroville —W. P. R. R.

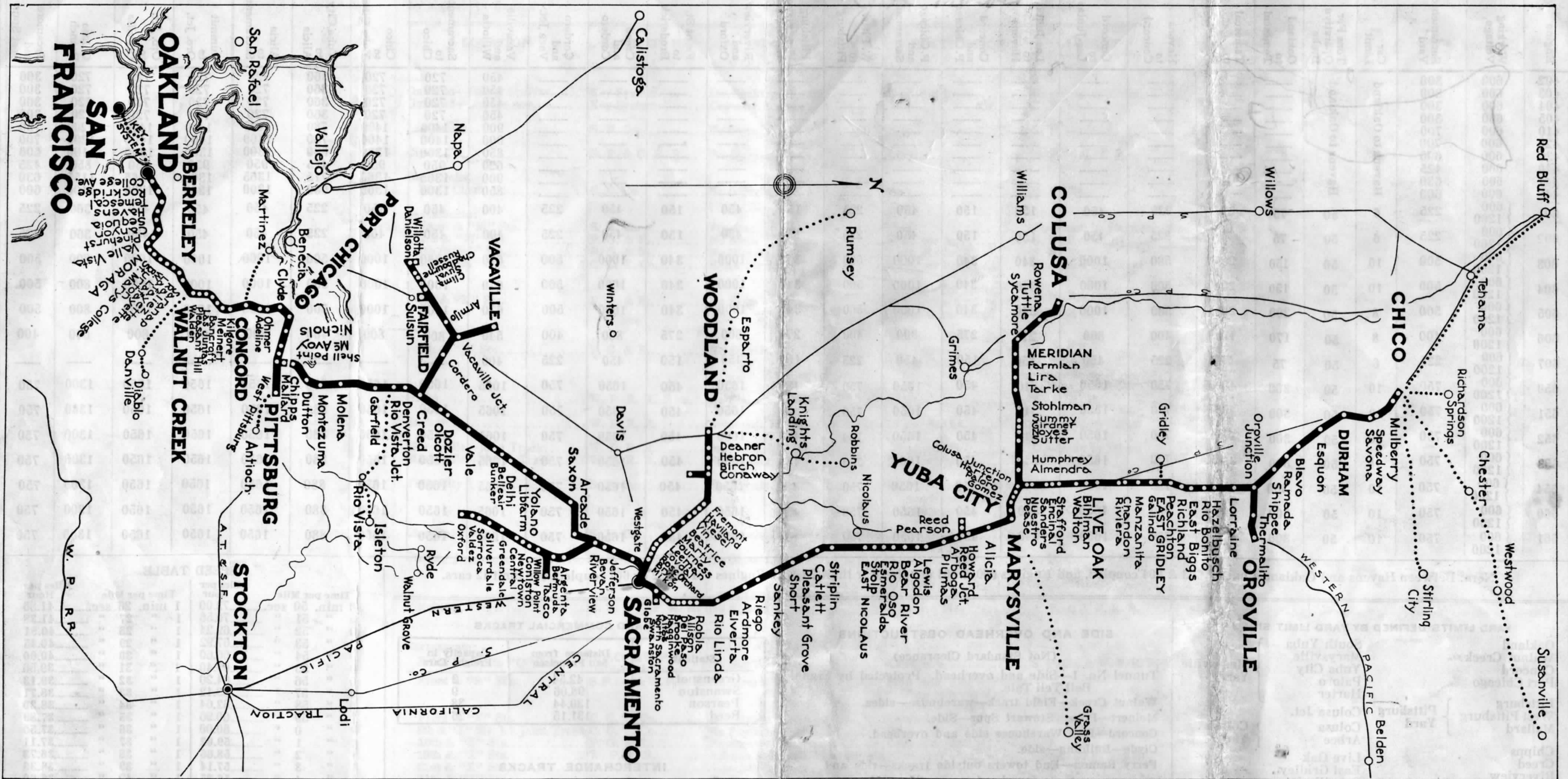
Marysville —W. P. R. R.

S. P. R. R.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 50 sec.	72.00	1 min. 26 sec.	41.86
0 " 51 "	70.56	1 " 27 "	41.38
0 " 52 "	69.24	1 " 28 "	40.91
0 " 53 "	67.92	1 " 29 "	40.45
0 " 54 "	66.60	1 " 30 "	40.00
0 " 55 "	65.40	1 " 31 "	39.56
0 " 56 "	64.20	1 " 32 "	39.13
0 " 57 "	63.12	1 " 33 "	38.71
0 " 58 "	62.04	1 " 34 "	38.30
0 " 59 "	60.96	1 " 35 "	37.89
1 " 0 "	60.00	1 " 36 "	37.50
1 " 1 "	59.02	1 " 37 "	37.11
1 " 2 "	58.06	1 " 38 "	36.73
1 " 3 "	57.14	1 " 39 "	36.36
1 " 4 "	56.25	1 " 40 "	36.00
1 " 5 "	55.38	1 " 41 "	35.64
1 " 6 "	54.55	1 " 42 "	35.29
1 " 7 "	53.73	1 " 43 "	34.95
1 " 8 "	52.94	1 " 44 "	34.62
1 " 9 "	52.17	1 " 45 "	34.29
1 " 10 "	51.43	1 " 46 "	33.96
1 " 11 "	50.70	1 " 47 "	33.64
1 " 12 "	50.00	1 " 48 "	33.33
1 " 13 "	49.31	1 " 49 "	33.03
1 " 14 "	48.65	1 " 50 "	32.73
1 " 15 "	48.00	1 " 51 "	32.43
1 " 16 "	47.37	1 " 52 "	32.14
1 " 17 "	46.75	1 " 53 "	31.86
1 " 18 "	46.15	1 " 54 "	31.58
1 " 19 "	45.57	1 " 55 "	31.30
1 " 20 "	45.00	1 " 56 "	31.03
1 " 21 "	44.44	1 " 57 "	30.77
1 " 22 "	43.90	1 " 58 "	30.51
1 " 23 "	43.37	1 " 59 "	30.25
1 " 24 "	42.86	2 " 0 "	30.00
1 " 25 "	42.35		

Map of Sacramento Northern Railway and Connections



RAILROAD SURGEONS

DR. D. H. MOULTON, Chief Surgeon.....	Chico
DR. N. T. ENLOE, Consultant, Assistant Surgeon.....	Chico
DR. P. L. HAMILTON, Assistant Surgeon.....	Chico
DR. J. O. CHAPPELLA, Eye, Ear, Nose and Throat.....	Chico
DR. EUGENE KILGORE, Consultant.....	San Francisco
DR. ALSON E. KILGORE, Consultant.....	San Francisco
DR. G. E. SMITH, Consultant.....	San Francisco
DR. T. E. GIBSON, Consultant.....	San Francisco
DR. E. C. BULL, Consultant.....	San Francisco
DR. HOWARD FLEMING, Consultant.....	San Francisco
DR. W. B. PALAMOUNTAIN, Assistant Surgeon.....	Oakland
DR. T. C. LAWSON, Assistant Surgeon.....	Oakland
DR. ALBERT BOLES, Assistant Surgeon, Eye, Ear, Nose and Throat.....	Oakland
DR. EDWARD B. RADFORD, Assistant Surgeon.....	Walnut Creek
DR. ARTHUR H. BEEDE, Assistant Surgeon.....	Walnut Creek
DR. H. W. STIREWALT, Consultant.....	Concord
DR. E. B. TODD, Eye, Ear, Nose and Throat.....	Concord
DR. H. D. NEUFELD, Assistant Surgeon.....	Concord
DR. H. B. FLANDERS, Assistant Surgeon.....	Port Chicago
DR. L. C. GREGORY, Assistant Surgeon.....	Pittsburg
DR. M. P. STANSBURY, Assistant Surgeon.....	Vacaville
DR. A. P. FINAN, Assistant Surgeon.....	Suisun
DR. C. H. McDONNELL, Assistant Surgeon.....	Sacramento
DR. BERT S. THOMAS, Assistant Surgeon.....	Sacramento
DR. MAX C. ISOARD, Assistant Surgeon.....	Sacramento

DR. GUSTAVE WILSON, Consultant

DR. G. A. SPENCER, Eye, Ear, Nose and Throat.....	Sacramento
DR. MICHAEL J. LIPP, Assistant Surgeon.....	Sacramento
DR. HARRY H. BEAUCHAMP, Assistant Surgeon.....	Sacramento
DR. JOHN L. FANNING, Consultant, Skin Diseases.....	Sacramento
DR. C. H. FAIRCHILD, Consultant.....	Woodland
DR. W. J. BLEVINS, Assistant Surgeon.....	Woodland
DR. W. J. BLEVINS, Jr., Assistant Surgeon.....	Woodland
DR. HOMER WOOLSEY, Assistant Surgeon.....	Woodland
DR. JOHN SCOTT, Assistant Surgeon.....	Colusa
DR. E. V. JACOBS, Assistant Surgeon.....	Meridian
DR. W. L. STEPHENS, Assistant Surgeon.....	Meridian
DR. G. W. STRATTON, Consultant.....	Marysville
DR. WM. L. CRUTCHETT, Assistant Surgeon.....	Marysville
DR. E. E. GRAY, Assistant Surgeon.....	Marysville
DR. PHILIP B. HOFFMAN, Assistant Surgeon.....	Marysville
DR. STANLEY H. PARKINSON, Assistant Surgeon.....	Marysville
DR. F. B. LAWTON, Assistant Surgeon.....	Yuba City
DR. B. F. MILLER, Assistant Surgeon.....	Yuba City
DR. E. A. KUSEL, Assistant Surgeon.....	Oroville
DR. F. M. WHITING, Assistant Surgeon.....	Oroville
DR. G. A. HIGGINS, Assistant Surgeon.....	Oroville
DR. J. W. HIGGINS, Assistant Surgeon.....	Live Oak
DR. J. D. COULTER, Assistant Surgeon.....	Portola
DR. W. B. MCKNIGHT, Assistant Surgeon.....	Portola
DR. JOHN W. MOORE, Assistant Surgeon.....	Quincy

WATCH INSPECTORS

S. A. POPE, Manager of Time Service, San Francisco			
J. R. CHILDRESS.....	Oakland	JAS. R. DUPEN.....	Chico
A. C. GRIFFEN.....	Walnut Creek	O. D. PAYNE.....	Woodland
H. A. MINASIAN.....	Pittsburg	J. D. POOLE.....	Marysville
H. T. HARGER.....	Sacramento	R. A. WILLIAMS.....	Oroville
T. B. MONK.....	Sacramento	J. A. McMILLAN.....	Colusa
C. J. WIENER.....			Fairfield

ASSISTANT TRAINMASTER

W. R. PARKS.....Sacramento

TRAIN DISPATCHERS

G. A. Rogers T. C. Morebeck W. M. Bugbey
 Relief Dispatcher: J. E. Chapman
 Chief Dispatcher: H. J. Prickett