

2						-		EA	STWARD)						Manay Pedias in		MANAGER STREET
	A Company to be a			TH	IIRD CLAS	SS			THE STATE OF THE S		0 1 N 1 / 1 N 1 N 1	FIRST	CLASS					Time Table No. 143
	Capacity of sidings		280	276	270	308	306	262		A STATE OF	22	28	20	534	24	10	from	
	in car		Freight	Freight	Freight	Local Freight	Local Freight	Freight	AT A		Tahoe	San Francisco Overland Limited	Pacific Limited	Colfax MOTOR	Tonopah Express	Mail and Express	France	May 31, 1931
The state of the s	lengths	en myster	Leave Daily	Leave Daily	Leave Daily	Lv.Mon.Wed. and Friday		Leave Daily	100 100 T	100	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Distance from San Francisco	STATIONS
	Term. Yard BKTWOPY	William P.	9.00PM	4.00PM	12.30PM		4.00AM		M Inches		11.15M					12.55AM		(TO-R ROSEVILLE
	Yard P		7			N. A.	4.15AM		1	-	f			M s 11.30AM		12.00	110.6	TO ROOKLIN
	65					U. C.	See Page 3		A THOUGHT		11.32	10.31		See Page 3		1.11	115.5	LINCOLN AV., PENRYN
	84 WP		9.40	4.40	1.10	7	6.50AM	3.40			s 11.45			M = 12.05PM	A	1.20	120,2	TO NEWCASTLE
William William and Layrange	78 WP		Trans.		THE RIP		7.50				s 11.57P					1.29	124.2	AUBURN, NEVADA ST.
	68 P			ALL STRUCK			8.20		A STATE OF		12.08		4.20			1.38	129.1	BOWMAN
The state of the s	P				The state of		- Att pala	Co. Sta	The state of		A STATE OF MANY	20 301		f 12.42		1.00	131,4	CLIPPER GAP
	78 PW		7	San Prince Land	E. br		9.05	The Republic			12.18	11.06	4.29	f 12.50		1.48	134.3	EAST APPLEGATE
	75 P		•	A STATE OF THE PARTY OF THE PAR			9.30	- 11-11			12.25					1.55	137.7	N. E. MILLS
	Yard YPWBK		10.30	5.50	2.00	7.00AM	-	4.30	and the same of	I ISAM	s 12.50				- Carlotte State S	2.10	141.7	TO-R COLFAX
	60 P			man II	War and Tarris		0.00				1.04	-	-		Carried In	2.23	146.0	OAPE HORN
	125 PWOY	TI A TIME	11.15PM	6.45	2.45	8.15		5.15		ALC: THE REAL PROPERTY.	f 1.20				A Magneson	2.38	152.2	TO GOLD RUN
	6 P Spur							0.10		THE STATE OF THE S	s		g 0.20			2,30	154.1	DUTCH FLAT
	4 P Spur		177		west state					THE	S		8		TO WANT IN		156.0	ALTA
	5 Spur PW			T I W I WAR		9.00	The state of the s	- Carry	The state of the s	BENEFIT OF THE PARTY OF THE PAR	s 1.40	12.06AM	s 5.38		-	0.54		TO TOWLE
	1"		7			-	TOTAL TOTAL	-V. 10 - 0.37	A THE STATE OF THE	THE RESERVE TO SERVE		- 12.00	g 0.00			2.54	156.8	2.8
Eastward inferior trains may	75 P		-		3 7 1	9.30			A		1.55	12.20	f 5.55	-	- Williamson	2.00	159.6	AMERICAN 1.1
run ahead of No. 24 Reno to	77 WP		12.33AM	9.00	5.00	10.00	National State of the State of	7.30	A CONTRACTOR OF THE PARTY OF TH		2.10			-	-	3,09	160.7	MIDAS 4.1
Sparks.	Yard PTW		7	8.00	0.00	10.10		1.50			f 2.20	12.00	6			3.24	the second second second	KNAPP 0.7————————————————————————————————————
Sparks.	80 IPTW	•	-		A STATE OF THE PARTY OF THE PAR	10.10 11.50AM			A design of	-	f 2.30	12 50	f 6.30	-	-	2.40	165.5 166.6	BLUE CANON 5.2 TO EMICRANTI CAR
SAFETVA	82 PW	A STATE OF THE PARTY OF THE PAR	2.20	9.40	5.50	12.25PM		8.20	A	1				-	- /	3.42	171.8	TO EMIGRANT GAP
and the same of th	PWT		2.20	9.40	0.00			8.20	A CONTRACTOR OF THE PARTY OF TH		2.47					3.58		ORYSTAL LAKE
	67 PW				All years	2.05	-				f 2.54		f 6.53				180.3	TO CISCO
	P P		A TEXA								3.10	1.22	7.05			4.17	185.5	TROY
The state of the s	79		3.00	11.00PM	7.00	2.30		0.30			1 2 20	1 27	7 90	-	-		190.4	SODA SPRINGS
	PTWBI		3.00	11.00.	7.00	3.05		9.30			s 3.30	1.37	s 7.20	-		4.34	192.0	TO NORDEN
	PT					2.50									- Carrier 12	And the second of	197.7	EDER 2.9
	72 PW			A THE PARTY	STATE OF THE PARTY.	3.50			A STATE OF THE STA		2.50	1.57	7.40				200,6	ANDOVER 2.3
	Yard PWTYOBK		4.15	12.20AM	7.55	4.05		10.50			3.50					4.54		STANFORD 5.1
	PWTYOBK		4.15	12.20A	7.55	4.20PM		10.50AM	-	,	8 4.15			-	-	f 5.10	-	TO-R TRUCKEE
	68 P	4	a # %	A division of				2 16 18 19			f 4.37		A P POLE M	To the state of th		5.27	216,3	BOCA 1.8
	68 PW				William III		A STATE OF THE STA		4		4.42			-		5.31	218.1	HINTON 4.3
	No Siding WP								A		f 4.52	2.39	f 8.30			5.39	222.4	TO FLORISTON 6.1
	131 P		E 57	1 20	0.25	CA WATER	Wast of NW	12.10		THE SAME		0.55	1 2 50		-		228,5	GALVADA 3.9
	Yard P		5.57	1.30	9.35	- Philadellian	THE LEADS	12.10PM	- Carlos	24/33	f 5.15					5.57	232.4	TO VERDI
	Yard P Yard					A STATE OF THE STA			A WILLIAM		5:40	Appropriate to the second	0.20		8.25PM	8 6.20 6.30	242.9	RENO 2.6
The state of the s	Term. Yard OWTBK		7 1 5 AU	2.25#	10.450			- 0.5	A Company		6.10		s 9.35		s 8.35		245.5	SPARKS (PASS. STA.)
	OWTBK		7.15AM	2.35AM	10.45PM			1.05PM	1		• 6.15A		The state of the s	-	s 8.40PM		246.2	TO-R SPARKS (DSP.OFF.)
	The based of		Arrive Daily	Arrive Daily	Arrive Daily	and Friday	Arrive Daily Ex. Sunday	Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(137.1)
	Page 1		(10.15) 13.38	(10.35) 12.95	(10.15) 13.38	(9.20) 7.12	(5.55) 5.93	(10.05) 13. 6 0	Diozofan		(7.00) 19.59	(5.20) 25.70	(6.25) 21.37	(1.50) 19.15	(0.15) 13.20	(5.50) 23.50		
ADDITIONAL FLAG STOPS TO R	· ·		A STATE OF THE STA						EIVE OR DISCHAI		TACABLE LA REMARKANTA CONTRACTOR DE LA C	F						ough crossover near east end
	Passengers to (sengers from (o	r beyond)	Train			r Discharge P	assengers to (or t	jeyond)	Passengers from (or b	beyond)	1-11				2 4 4 4 7 7	Jught 010350 FOT HOME CHOW ON
Any Station Any Station Any Station Any Station 10 Any Station Receive Receive Smart Parad Union Mills Roseville High School Receive Receive Receive Receive Receive	Cheyer Ogden Ogden Reno				20	N. E. Mills Magra, Forel Yuba Pass, Tamarack, Union Mills Farad, Fleish, Lawton	bay,				Tridipitoria p		La Ma Fo Sm Yu	mal Stations: ander, 139.0 lagra, 148.5 orebay, 163.0 mart, 173.3 uba Pass, 176 amarack, 183	Spi Po .0 Un Pro 76.1 Ice	oruce, 187.8 olaris, 211.1 nion Mills, 2 rosser Creek eland, 220.9	213.5 k, 215.0	Wickes, 221.5 Farad, 224.7 Fleish, 229.8 Mogul, 235.8 Lawton, 237.1

EASTWARD							WEST	WARE) ***	A TOP IN	EAS			
Sel. All mary spart	Time Table No. 143	ш			FI	RST CLA	SS				THIR	D CLASS		=
306 20 534 Local Pacific Colfax	May 31 1931	Distance from Sparks	19	21	9	27	535	OI Savill	toring)	SA SA	307	305	Capacit	
Freight Limited MOTOR		Dis	Pacific Limited	Tahoe	Fast Mail	Overland Limited	Sacramento MOTOR		The second secon		Local Freight	Local Freight	of siding	
Lv. Daily Leave Leave Ex. Sunday Daily	STATIONS	The state of	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily.	Chart	- Ellar	17	Ar. Tues.,	Ar. Daily Ex. Sunday	lengths	THE REAL PROPERTY.
or straman-r	(TO-R ROSEVILLE	138.9		8 3.20AN		Committee of the Commit	■ 8.12AM				- Indis.dibat	3.00PM	The work 37 or	ard
4.15AM f 3.25PM 811.30A	TO ROCKLIN	134.9	s12.30	f 3.13	SIALAD *	9.42	8.05						P Ya	
4.30 5.20 8 3.35 811.40	TO LOOMIS	131.6	s12.22	f 3.06	3.41	4.23	s 7.57						Lymn I margani	94
6:30 f 3.45 \$11.50	TO PENRYN	128.9	s12.14	f 2.59	Thister	D-42	s 7.50							51
6.50AM 8 4.00PM 812.05F	TO NEWCASTLE	125,9	s12.05PM	2.51	3.27	4.08	• 7.42					-	WP	58
	FLINT	121.9	THE PERSON NAMED IN COLUMN	Week a hou		13/4 P - 4	Shew Mid-	- I with				12.50	P	73
The above schedules re shown only for in-	TO ATTRIDA	121,0	811.50AM	2.38	3.15	3.55	. 7.29	on the latest and the	And a second second			12.20PM	WP	50
ormation and have no	BOWMAN	117.1	f11.38	2.27	3.06	3.46	8 7.18					11.38AM	P	73
ime-table superiority etween Loomis and	OTTODED CAD	114.6	f -				f 7.12							58
ewcastle, but will be	3.2	111.6	f11.25	f 2.16	2.54	3.34	f 7.05	7-74				10.30	P	51
nown by their num-	N. E. MILLS	108.4	f11.15	2.08	2.47	3.27	6.58					- In pany di	Spur P	57
ers and handled only y train orders between	4.3	103,4	s11.00	1.55	f 2.35	3.15	6.45AM				2.00%	9.10AM	YWPBK Yard	
oomis and Newcastle.	CAPE HORN	99.1	f10.40	1.42	2.21	3.00								62
3.5	TO GOLD RUN	92,9	f10.25	f 1.28	2.07	2.46			Consistency .		1.00		WOYP	65
	DUTOH FLAT	91.0	f	f			THE PERSON		-				Spur P	6
Market Mark College (1) The College Co	TO TOWLE	88,3	f10.11	f 1.17	1.56	2.35			NAME OF THE OWNER, OF THE OWNER,				WP Spur	5
	AMERICAN 1.1	85,5	S				1 1 A 100		12 mm				TENTER OF	ide
0.800	MIDAS 4.1	84.4	f 9.55	1.07	1.46	2.24	N. W. W. W.				12.05PM		P	75
THE CASE OF THE PARTY OF THE PA	KNAPP 0.7	80.3	9.43	f 12. 57	1.36	2.13					11.40AM		P	77
	BLUE CANON 5.2	79.6	f	f		•	me water		A A SAME A				PTW	1
A STATE OF THE STA	TO EMIGRANT GAP	74.4	The same of the same of	f12.41	1.22	1.58		The second second second	, marin -			· · · · · · · · · · · · · · · · · · ·	District Control	80
California (St	YUBA PASS	70.1		f12.30	1.12	1.48	12-50		A CONTRACT		Section 192	12	Summer 60	P
Contract Of	ORYSTAL LAKE	67.9	f 9.10	12.25	1.07	1.43			A manufactor	1	10.20	Marin State	PW	82
When red re	TO CISCO		f 9.05	f	The State of the S		N Jan B						PT	
NA PROPERTY.	TROY 4.9 SODA SPRINGS			12.07AM	12.52	1.27	A Market	THE RESERVE		. I was a second			PW Summer	56 67
100	1.3		s 8.40	f			A 124						P	
TOTAL STATE OF THE PARTY.	TO NORDEN	1000		f11.50PM	12.36	1.11					8.35	70 BK	IPTBW	
11 Produces	SUMMIT 3.2	53.2	8.30		in tel	10	10.80						P (Upper) (Lower)	71
	DONNER 1.5 EDER	50.0	f 8.20	11.37	12.24	12.59	10.00					(2) 12.00	P	91
1111	ANDOVER	48.5	f 0.00		13.40		10.15							
1100	STANFORD	45.6	f 8.06	11.10	10.00	10.40	10.00					G 1 7 K	PT	
THE PARTY NAMED IN	TO-R TRUCKEE	38.2 38.0		11.19	12.08AM				Oreanal A				WP Yard	72
	BOCA	29.7	-		811.55PM				-	-	6.35AM		PWTYOB	0.00
441	HINTON	27.9		10.32		12.08	9.43 4	2.17	10.37	MER'TY		C Th		53
Weamer sort	TO FLORISTON	23,6		10.27	11.32	12.03AM	2-4-3	02.5	BEALTY C	A STILL		CO OF		64
(0.221)	OALVADA	17.6	7.05	10.20	11.20	11.55PM	Beckend Market	gring	ereland.	avenA,	-1.14	3.6	P	14
	TO VERDI			10.00	11.08	11.38	(48.0)	(8/1.0)	OA N	A TOWN			WP	
	10.4 RENO	3,3	6.20		10.50	11.38		-		No. 81				31
<u> </u>	SPARKS (PSGR. STA.)		8 6.05 8 5.55	9.25	s10.37	11.20				•			Yard P	
1	TO-R SPARKS (DSP.OFF.)	0.0	5.50AM	9.10PM	10.25PM	11.05PM	New Sold	enaro no i	VENCES C	SOTE BATE	AMOTTION ALL		Yard Term, Yar	rd
r. Daily Arrive Arrive Daily Daily	(138.9)	18.4	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Calle	Lv. Tues.,	Lv. Daily	OWTBPE	ζ_
	1.EGI_UDIODIA	1 9	(6.48) 20.42	(6.10)	(5.30)	(5.35) 24.88	(1.27)			1 date	Thur.& Sat.	MA. Sunday	1 1	

EAS	STWAR)		WES	TWARD
FIRST	CLASS		Time Table No. 143		SECOND
Capacity of sidings	152	Distance from San Francisco	May 31, 1931	 Distance from Lake Tahoe	153
in car lengths.	Mixed	Dista San F	Lake Tahoe Branch	Distar Lake	Mixed
eca.	Leave Daily		STATIONS	- Hall-	Arrive Daily
Term. Yard	6.15 AM	208.0	TO-R TRUCKEE	14.7	s 10.30PM
	f	212,1	HEADLAND	10.6	f
	f 6.30	213,6	DENVALE	9.1	f 10.15
ak rom	f	213.7	McPHETRES	9.0	f
18 P	f 6.34	214.7	BIG CHIEF	8,0	f 10.10
	f	215.7	BULLS HEAD	7.0	f
120	f 6.40	216.7	SQUAW OREEK	6.0	f 10.04
THE PARTY	f	217.6	OLD ROAD	5.1	f
100	f 6.45	218.5	DEER PARK	4.2	f 9.58
	f 6.51	220.5	RAMPART 1.5	2.2	f 9.52
- or	f	222.0	MOSS HILLS	0.7	f
Term. Yard PK	s 7.00AM	222.7	TO-R LAKE TAHOE	0.0	9.45PM
	Arrive Daily		(14.7)		Leave Daily

Water at Mystic on No. 1 track only.

Westward passenger trains from Sparks should take water at Truckee in preference to other water stations.

Additional Stations:

Lawton, 237.1.
Mogul, 235.7.
Fleish, 229.8.
Farad, 224.7.
Wickes, 221.5.
Iceland, 220.9.

Prosser Creek, 215.0. Union Mills, 213.5. Polaris, 211.1. Spruce, 187.8. Tamarack, 183.7. Smart, 173.3. Forebay, 163.4. Alta, 156.0. Magra, 148.5. Lander, 139.0.

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
535	Roseville High School	} Discharge		
27	Any Station Any Station	Discharge Discharge		Cheyenne Sparks
	Lawton Fleish Farad	THE PARTY OF THE PARTY.	DE LEGISLANDE PALESTA	
19 and 21	Union Mills Spruce	HELDER LAND LAND	designation of the state of the state of	from Minist Multiplica
anul zarenia	Smart Forebay	onliversale in m	a, when taking side	Sastybusylasii
No.	Alta (Magra			of west water colum
19	Any Station	Discharge		Foot of Done

4	(Service of				1 100	CASTRAG	- 10		EAS	WARD		YELLAND	MEST									
111111111111111111111111111111111111111		-	-10	THU	RD CLASS					1			FI	RST CLA	SS		-		CAL AL	sideTe	art I	Time Table No. 143
Capacity of sidings in car lengths.	Skipsk ob good		ISEI , LESI			230 Local Freight	224 Local Freight	222 Freight	307 306	18 Cascade	54 Gerber Motor	16 West Coast	22 Tahoe	28 San Francisco Overland Limited	Pacific Limited	534 Colfax MOTOR	42 Tehama Motor	44 Dunsmuir Express	10 Mail and Express	8 Shasta	Distance from San Francisco	May 31, 1931
toraciti	RE I	eto	anne Bran	6204	H BA I	Lv. Daily Ex. Saturday	Lv. Daily Ex. Sunday	Leave Daily	C. 1A. DOT IN	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	H-62	STATIONS
rm. Yard WOTYPI			amorya			6.45PM	- E N	8.40AM	0.6			-	10.35PM	9.35PM	2.35PM	10.40	10.35AM	1.204	12.15AM	TIVERBOA	88.88	TO-R SACRAMENTO
ard IYP	N.aa.		allebo	10 20 81	K, BOU ING	7.00	mark a bes	8.55					10.42	9.42	2.42	f10.48	10.42	1.27	12.22	LEGROOM	91.8	ELVAS
ard PW	8.00		GNAJGA		I I SEE		48	The state of the s		And the second of		Annual Control	TO, The	ECLL	f	f	f 2 2 14	0,171,1	AVERTON AND AND ADDRESS OF	THURST	93.5	SWANSTON 1.4
Yard P	710		HIAYR	ng P	Buena G	6.0 -1	ia la	- 4					10.48	9.47	2.47	f10.55	10.47	1.32	12.27	ARMERICA	94.9	BENALI
enter 86 0 Yard P	0.8		-		TO BEE		97.80	TAW				Inches and	10.59	9.58	2.58	s11.07	s10.58	1.43	12.38	6.7	102.8	ANTELOPE
erm. Yard KOPTWY	O.B		TAKES !	EN LONG D	TOP 21	7:30		10.00AM	19.6	The same and a			811.08PM	\$10.07™	s3.07PM	s11.20AN	811.08	s 1.55	12.47AM	III II	106.6	TO-R ROSEVILLE
111 P	0.7		Louisi Ga	25	77.01		- 8 H	700 100	2.61				1	GOLD I	TO A TANK		f11.17	2.07		THE STREET	112.8	WHITNEY
134 PW	0.0		SALECT W	5.J/986	Towns 1	9.25		- Com 7 1 1 2	Friedrich Gr. Ki				WALL YORK	a north	1543-Fa36-	128-18-1	811.24	8 2.15		THE STATE OF THE S	117.0	TO LINCOLN
38 P	4,4		CACH U												A STATE OF THE STA		f		To the same	DE I	121,0	EWING
106 P	农业		BELLEVE DE	B- A-L	A CONTRACTOR	9.40		1119	5.01				OU, VILL		A CONTRACTOR OF THE PARTY OF TH	Charles II	11.31	2.22		total of the	122.1	BROCK 2.7
32	8.8		THATM		Daniel	0.0 1	- Para	M Tangel						V Book of	100		811.35	f		to a series	124.8	SHERIDAN 3.3
138 PW	7.0	0 7	LILLEY BY		10,650	10.10	Total design	They was	7.43 M.C.O.S.		and the same of			100	The state of	And the second s	811.40	8 2.35	Total Control of the	COLUMN SERVICE	128.1	TO WHEATLAND
101 P	0.0		COHAT E	LAJ. Helli	Mary Mary	10.45PM					8				1000		f11.48AM	2.45			134.2	OSTROM 5.6
Tad .			rcani								100							. 0.55	49.4	DE MOVEM	139.8	DANTONI JOT.
rd KIYOWP			Sand Troty			12.10AM											812.01PM	3:10			140.8	TO-R MARYSVILLE
MILE	7 84	Marie Marie				1 1 1 1	00 11-1	CEU - P												Colonia Inc.	141.8	W. P. R. R. Crossing
112 WP				100 D T T T	200 (.O.) (Q. 0)	Say C. Sa yalar			GU-EA	-				46.81	OR. I	70.1	f12.07	3.17		BACKING !	144.7	BERG 3.0 LOMO
43	walnes T	SE TAJEW			A STATE OF THE PARTY OF THE PAR	OF THE PERSON NAMED IN	1		9 (15, 13		Anna Carlotte and			E. S. S.	- The state of the	2.13 B 2.7	f12.12	3.22	*	40	147.7	VI SUNSET
13	NUMBER AL 41-4-				40,000	THE PROPERTY OF	-00277	45.4.8									I			ZACLETHI		TO LIVE OAK
54 IP	9				Name of the last	12.50	100	Pro						Bd 7	1.33	LEST	812.19	f 3.30	TAD	TYAUTH	151.5	S. N. R. R. Crossing
108 P		7-11				1.10		security in						BATT I	OF T	og giff	812.30	8 3.40	a a	AST ABUS	158,0	TO GRIDLEY
49 WP						1.30	omeran (La do)	and the second	- <u> </u>					En I	YO.L.	19,38	s12.37	8 3.50	8,714	I ALTER	161.4	TO BIGGS
49 P						1.45	19.	73						A.1583			THE SECTION ASSESSMENT	f 4.01		DOLLO M	167.4	TO RICHVALE
97 P						2.00								78.1	20.61	TO.BI	112.52			YOUR S	171.5	NELSON 6.6
96 P						2.15								Marina and a		Entrance Control of the	s 1.02		860	1270 80	178,1	TO DURHAM
ard BKYWOP						2.304		WHEN A	86.0					TITA	SE SI	NO G. F.E.	8 1.15	* 4:35 4:55		A TOTAL	184,2	TO-R CHICO
29 P	Kurj war i				A-180 Mark - 1		711	THE STATE OF									f 1.25	5.05		9.1	191.3	NORD 2.3
122 P	2 CT 1	name .	0.812 4	Provent Con		M. Jacoba I		7.1						TEST BET	PK KI	Tito a shaking	f 1.34	5.09		and Alchel	193,6	ANITA 2.4
16	BBT Vint	Y and	-2.8(2)			COS deie M				1 = 11							f 1.39			- 02	196,0	CANA 7.0
130 WP	MAN A	DVI regg		The Lever of		1925 June 1								VI. 6. 15 2	Die Cit		1.50	f 5.22		- 14	203.0	TO VINA
15					- 60	IQL femilian L	10 30 24	AND THE RESERVE						802-18 I	BELLE I	700	f	El no ils			204.6	COPELAND 5.1
48 P							A v	STATE A	THE WOLDS								8 2.00		office or trans		209.7	TO LOS MOLINOS
120 PY							2.00AM	11			10.37M				28. 7.7	THE RESERVE	s 2.05PM			1.37AN		TO-R TEHAMA
erm. Yard SKWOPY	MARON	MEAN RESEARCH	HDANG ROS		OTEL DE LA LAKOTT	Ar. Daily Ex. Sunday	2.10AM Ar. Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	8 5.50AM Arrive Daily	Arrive Daily	Arrive Daily	213,8	(TO-R GERBER (125.0)
190 Sept. 190 Se	THE STATE OF THE STATE OF	Maria Maria	A THE PERSONS	Managara P						La Parter			1		Ning or			A. L.				
						(7.45) 12.31	(0.10) 12.60	(1.20) 13.35		(0.07) 18.00	(0.08) 15.75	(0.08) 15.75	(0.33) 32.36	(0.32) 33.38	(0.32) 33.38	(0.40) 26.70	(3.30) 35.71	(4.30) 27.77	(0.32) 33.38	(0.08) 15.75	- ::::::::	Time over DistrictAverage speed per hour

Schedule time and train orders will apply at the Junction Switch at Tehama.

Eastward trains, when taking siding at Marysville, will use crossover just west of west water column.

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
20 } 534 } 42	Walerga Gimbal Bohemia		man de la companya de	Brand Brand	
16	Any Station Any Station	Receive Receive	Klamath Falls Black Butte	Car by	

Additional Stations:

Walerga, 99.4
Clayton, 118.4
Jester, 126.0
Rupert Spur, 138.9
Binney Junction Tower, 141.8

Sullivan, 146.4 Fagan, 155.9 Riceton, 164.1 Faulkner, 181.9

Gimbal, 189.1 Soto, 198.3 Ensign, 207.1 Bohemia, 208.0

			- Oi	AAWT	SE W								\	WEST	WARD			ASTRE	ARD	- Of	LAWIT						TAGE AT	
Time Table No. 143	ď					aeasá	THEF	IRST CL	ASS		24	L.on a	GET B	dil				etalo re	THI	RD CLA	ss	d deal		1.50	GALID II	HERT -	Her I	
May 31, 1931	e fron	21	9	27	7	53	535	19	15	17	43	1202	E YaM	HIGH	11.5	237	239	231	241	229	243	319		188	1 1383		130	
I benit stand book	Distance fre	Tahoe	Fast Mail	San Fran. O verland Limited	Shasta	Sacto Motor	Sacto MOTOR	Pacific Limited	West Coast	Cascade	Dunsmuir Express			433	886	Freight	Freight	Local Freight	Freight	Local Freight	Local Freight	Freight		Lein I	Boxts	Son Son	ioni	ALC UP
STATIONS	Ω	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				100	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.	Arrive Daily	Ar. Daily Ex. Sun.				marrit	alled or		Days 1	
TO-R SACRAMENTO	125.0	10000000		M 85.20AN		Dung	88.55A				8 1.50AM		15年至後	-	et s	- Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Arrive Daily	Arrive Daily		ix, Sun	VSERIOR.	No. (gar bro	int mi	
3.0 ELVAS	And Antonials	3.51	1.00		10000	1 100	8.45	1.12	5.07		1.41	SEV SEV	ACE COM		2007	11.054	MOE.T	M-8-8-1	WY CH			5.30PM	-	0-E	KIDOSK	840	25 1.	4
SWANSTON S	120,3						f	f	0.01		72 11 12	477.55			E 08	EI.II	88.7	1 10.6	- 2	LEX		5.20		III A DEL	1000	1 8	W I	4
BENALI		3.46	4.21	5.06			18.38	1.06	4.52	10.8	1.36		TO SA		K. 879			1							1 10/2		we i	
7.9 — Ē		3.35			- (2, U, S)	3 EX				8	7 10 17 00	LI PER ALIA	GOW I		2.40	90.14	7.40	a 80.0	0.		Cares	SHEW	1000	Enthern .	MOSON	1 3	1	
ANTELOPE 3.8				4.55 W 4.45AM	200	1111	88.26	12.55	4.41	1.4	1.25	- 0	07	07	1.03	82.11	08.5	nissbi, t	L 85					t.a		0.	5, 5	T.
TO-R ROSEVILLE	101.0		4.00/	4.40			6.10A	12.45P			8 1.15	- NATIO	LARIA.		LEG	6.15AM	12.35PM		-	CONTRACTOR OF THE PERSON NAMED IN	12.35A							3
WHITNEY 4.2	96.8	Table 1 mg					100.00	Out of the last	4.18	- 81	1.03	ANO	H PLE		1,50		12.01PM			8.30	12.01				E 1995.			2
TO LINCOLN 4.0 EWING	92.8				85. V.	3 01	E	LLUB 6	84.10		812.55	30 A 431 PK	TUAN		2.802	5.30	11.50AM	6 05.5	4.00	S. L'E.	11.50P	4	FF e	8,8	184	1 0	100 11	TE.
EWING 	91.7		-				- Villa	DV II S	4.01		12.42	YAK SA	I I I I I		108,4	E 10	8.17		3.00	Cause (sq		1999	5-45		98			4
BROCK 2.7 SHERIDAN	89.0				THE L	1 21		SEAR I	83.56	3 8 1	12.42	ROTOR	FRAR		1.801 N	5.10	11.31	1 0E.6	3.40	7.35	11.30	MILS	Lorn				119	2)
SHERIDAN 3.3 TO WHEATLAND 6.1	85.7		and or beautiful		BU L	El S	A Charles on the	OHIE A	\$3.50	10000	f12.32	MADU	77. Ac.	28	1.2521 (6)	1 50	CH. 155	1 18.6	SE SE			SEAN.	HE TO	1.0			69 15	9
OSTROM 5.6	79.6							PERSONAL PROPERTY AND ADDRESS OF THE PERSONAL PR	3.40		12.32	ART			TITLE	4.50	10.55	2. 08.6		7.15			THE R. LEWIS CO.				.0 1	And Park
DANTONI JOT.	74.0				-				5.40		12.21	77	TA E		BILL	4.30	10.55	170 31	3.05	6.45	10.45	2017	2.0		1.87		Mar. III	
TO-R MARYSVILLE	73.0		1-		70 4		17. AC.	00.8	s3.30		s12.10AM	CHEST A L.I	137	200	134.5	4.10	10.30	0. 034.0	0.45	0.20	10.00	18.00	24.5	0.0	1000	MAN IN	11.9	X.
W. P. R. R. Crossing	72.0								-5.50	March of the		A 100 100 1	AT GIRL		001	4.10	10.30	700 833.6	2.45	6.30	10.30		ATE O	4.0				
2.9 BERG 3.0	69.1				100	100			3.10	1 3 5	11.49PM	- 1 YES 907	1.74	7	1881	3.45	10.10	s SO.C	0.00	E 25	10.15							W 192
LOMO	66,1				TOU ?				3.06	-	11.45	15 A 15	TOT		1861	3.40	10.10	1 90.0	2.20	5.35	10.15	C. Elen	-4-0	2.9		11 01	LOT 11 9	4
2.1 ————————————————————————————————————	64.0				for p							- FA 100			182	00.80	TIL.O.	1 810	Lery VE						0,000			
TO LIVE OAK S. N. R. Crossing	62,3				100-20				s3.00		f11.40		1 4 50 7			2 20	0.55	T to a				TOTAL STATE OF						
TO GRIDLEY							20 Miles	Service Services				BITYLOG	TOW A		I, Classic	3.30	9.55	ALC: CARLO	1.50			Name of	BHIS	0,01		pisch.		I Qu
3.4	55.8	-			1770	2 0.0	100 SF SE S	A Charles	82.50		811.30	I MA	7.3		4.00.4	3.05	9.40	AD III	1.35		9.45	_aum				1 7	Chillip	No.
6.0	52.4 46.4				500	0.0		DANGE CO.	82.40		811.20	_ ELOG	34	Jex Je V	1,803	2.55	9.30	NO NO.L	1.25			100	<u> </u>			Mile II		
TO RICHVALE 4.1 NELSON	42.3				W-250, 31		CADIN		\$2.30	-1.6	f11.13	Tree Land	HO		1.001	CARL LEG	08.9	A Constitution of	John St	3.15		CHANT I	A PARTY					
6.6	35.7	4 457			350 0	. 00	D 1		2.23 \$2.12	- 1 - 2 - 2	f11.07	ALCO W			F 10 10 4	2.30	9.10	410,700 41	2 5013	2.55	9.00	Ville Die	Stepper.			110	ia il	1
S. N. R. Crossing	THE PERSON	HOL A				1 01	201	OBSTA	-		f10.56	S.J. HS.D.				2.15	8.55		1.02	2.35	8.45	MOD.		Albert Co.			A STATE OF THE STA	and and
TO-R CHICO	29.6							artikrie.	\$2.00		\$10.45 \$10.37	0			2.7.04	2.00	8.40		12.30 ^{Pl}	2.20PM	8.30	11253			- 6.5		Market 1	
NORD 2.3	22.5	George S					4		f1.39		10.25	- Carrie	The same				1101				1	-				-1-10/00/0		1
ANITA 2.4	20,2		1		-			06.6	1.34		10.20	AMTR			L one	1.30	7.50		11.594	1	7.30	Low North	No. of London					
	17.8		- 1-4				N. N. Ind		1.30		10.15	CL LUIS	07-17-18		4 101				And I		(- 12mm)	and the second			1 1 - m			
TO VINA	10,8		110					0.15	81.20		f10.04	1 1 1	North D	1000		1.10	7.30		11.30		7.10	es The	la Fai	344				
COPELAND 5.1	9,2	-			etter .	7 1 1 1 1 1 1 1					110-1												L. Pin	V and the same		- [Tall]		N E
TO LOS MOLINOS	4.1	Villament 3			4.05	English .	or Francisco	- Parisi	81.10		f 9.52		1			DING OVERA	TELL SYSTEM	W ATTREE WA	CLA TELLE			Tulanti	ell tal	Rai Prom	Francis :	S. Link	9.41	
TO-R TEHAMA	2.1	100.07			4.074		and the same of	17.1	s1.05		f 9.47	wed sed be	P 7X 650 Shipping			12.40	7.05	10.40AM			6.50		Late alone	(A) (A)	T MENT			
(TO-R GERBER	0.0	7	•		4.00AM				12.58PM		T. Sandala Sandala					12.30AM	6.55AM	10.30AM	11.00A	4	6.35P							
° (125.0)	BAY BOY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Histor Israel	Dama oda	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Leave Daily	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	a Velogo	Live are	one oles	bar on	El Alliba Chesa ar	Subs.
Time over District	- Castary of	(0.35) 30.51	(0.35) 30.51	(0.35) 30,51	(0.07) 18.00	(0.06) 21.00	(0.40) 26.70	(0.35) 30.51	(4.17) 29.11	(0.07) 18.00	(4.10) 30.00				- arg edges i	(5.45) 18.64	(5.40) 18.72	(0.10) 12.60	(6.00) 17.86	(6.30) 11.94	(6.00) 17.86	(0.50) 21.36			e de la des	HARLE PORT	I STATE OF THE STA	A STATE OF THE PARTY OF THE PAR
								ET .	p 2					Allen Sa			Annual Rose				AL FLAG S		ECEIVE (OR DISCH	IARGE PAS	SENGERS	e dines	MY K
Schedule time and to		ers will a		the June	etion Sw	itch at		2 11	Addi	Wal Clay Jest Rup Bin Sull	tations: erga, 99.4 rton, 118.4 er, 126.0 ert Spur, 13 ey Junctio evan, 146.4 an, 155.9	n Tower.	141.8		Riceton, 1 Faulkner, Gimbal, 1 Soto, 198. Ensign, 20 Bohemia,	181.9 89.1 3 07.1			15 A	At ny Station Valerga ny Station chama		or Discharg				Passengers Line Blac	from (or bey	yond)

6				EAS	STWAR	D				MARI	WEST					WESTWA	KD			
	7	HIRD CLAS	s	SECOND	100	LID SELET	FIRST CLA	SS			Time Table No. 143	THE R	ASS DOA	IO TAMEF	IRST CLAS	s	SECOND	1	HIRD CLAS	S
Capacity of sidings in car lengths	224 Local Freight	232 Mixed	252 Local	128 Colusa Branch Mixed	243	8 Shasta	18 Cascade	54 Gerber Motor	16 West Coast	Distance from San Francisco	May 31, 1931	Distance from Tehama	7 Shasta	53 Sacramento Passenger	17 Cascade	41 Sacramento Motor	131 Colusa Branch	233 Mixed	251 Local Freight	Local Freight
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	evint.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	G 33	. STATIONS	· Francisco	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Terminal Yard	7.00 PM	4.00AM	3.45AM	5.30W		11.00 PM	8.54 PM	7.20 PM	11.05AM	75.6	TO-R DAVIS	110.7	s 6.45 AM	s 9.45AM	s 4.15PM	s 5.20PM	CE DEMONDER	12.10PM		
IWYP 100 P	7.15			08.8		11.07	9.01	f 7.29	11.13	80.7	MERRITT	105.6	6.35	f 9.35	4.08	f 5.11	3.51 4.98	O (SCHOOL)	1.25	4.45
17								f		88.2	MULLEN	103.1		f		f		e out	A I WARRION	
BKIPW Yard 107	7.35	4.20AM	4.15			f 11.18	9.08	s 7.40	s 11.25	84.9	TO-R WOODLAND S. N. R. R. Crossing.	101.4	s 6.2 8	s 9.25	4.03	s 5.05	18 + 65E	11.40AM	- 1 - CALD 1 - 5 -	4.30
25 P	7.50	_	5.10			11.25	9.14	s 7.50	11.33	89.9	TO YOLO	96.4	6.16	s 9.12	3.56	f 4.55	014 355	D.FXI	12.15PM	
29 P	Manda is layous		0.10	- monde	12.354	11.32	9.21	s 8.00	11.41	95.8	TO ZAMORA	90,5	6.08	s 9.01	3.49	f 4.48	MODIF PON-E	2.701	11.41 AM	3.49
17 P					410.01	05.8 81.	0	f 810.81		98.0	BRETONA	88.8	81.4	f		f		0.101	W. M. W. W. W.	177 6/6
36 WP	8.30		5.59	The second second	MOS.EL	11.40	9.29	s 8.12	11.50	108.2	TO DUNNIGAN	83.1	5.59	s 8.48	3.40	f 4.39		a,awy	W. M. TOOL	3.20
40 P	0.00							f 8.17		106.4	HERSHEY	79.9		f		f		DI SE	- Did Li	
118 WD					41.30	11.46	9.35	f	11.57AM	108.8	HARRINGTON	78.0	5.53	s 8.36	3.34	f 4.31	The second	Acres	10.10	
119 11 44 P	9.15		6.50			11.53	9.41	s 8.30	s 12.05 PM	118.5	TO ARBUCKLE	72.8	5.47	s 8.25	3.28	s 4.24		(J), 40(3)	9.50	2.50
80 PW	9.30				01-11	11.58PM	9.46	f 8.36	12.12	117.6	GENEVRA	68.7	5.41	f 8.17	3.23	f 4.16		TEIORX	SA IGANIA	2.35
11	0.00				83.01	62.6 30.	E	f	06.5	118,5	MACY	67.8	CAR	f		f	I many many many many many many many many	(2, M)		
50 P			8.08			12.06AM	9.53	s 8.48	s 12.23	124,2	TO WILLIAMS	62.1	5.33	s 8.08	3.15	s 4.07		And Andrew	9.20	2.20
45 P	9.58	White Line	8.55		-05-OI	12.12	9.58	f 8.55	12.30	129.1	vi CORTENA	57.2	5.27	f 7.58	3.09	f 3.57			8.55	4 55
59 WP		The second				12.16	10.02	s 9.02	s 12.37	138.0	TO MAXWELL	53.8	5.22	s 7.52	3.04	s 3.51		7 60	7.52	1.55
89 P	10.20		9.20		81.01	12.22	10.08	f 9.09	12.44	138.3	DELAVAN	48.0	5.15	f 7.42	2.57	f 3.42		1000	7.15	
84						12.27	10.13	f 9.15	12.50	142.1	NORMAN	44.2	VII.E	f		f		4000	Ta Car	
81 P								f 9.19	12.54	144.3	LOGANDALE	42.0	5.07	f 7.33	2.49	f 3.33	-			11. 12
64 BKWOYP	11.00PM		10.00 AN		at a	f 12.40	10.25	s 9.35	s 1.10	149.9	TO-R WILLOWS	36.4	s 5.00	s 7.25	2.42	s 3.25		8.00	6.40 AM	1.10
10		ALLO MANDELLO CONT			Au o	onal as		f	3.05	153.2	LYMAN	88.1	68.50	f		f		0.00,0	- 238,162	HO OI
44 P	12.01 AM					12.49	10.33	f 9.45	1.20	156,8	TO ARTOIS	29.5	4.49	8 7.09	2.33	f 3.11		N. 125	2000	AR CHI
50						12.53	10.37	f 9.50	1.25	160.7	GRAPIT	25,6	4.45	f 7.02	2.28	f 3.05	La Carrier	Andrew Cl	H LAVE	238 61
33 P					-00.9	18.87		f or o	GELE.	162,0		24.8	1888	f		f		8.27	THE RECENT	11.55
41 KPW				4.40AM	8.48	f 1.02	10.43	s 10.00	s 1.35	165.4	TO-R ORLAND	20.9	4.37	€ 6.55	2.22	\$ 2.58	4.45P	-	- 1200 April	11.55
89 PY	-			4.50AM	0.0			f	00.0	167.0	WYO	19.3	4.33	f 6.48	2.19	f	4.40 PM	d no.	Column Ala	A A CT
11							THE RESERVE	f		169.0		17.3	Contraction of the Contraction o	f	AMERICAN PROPERTY.	f		th and	The state of the s	
26 P						1.14	10.52	f 10.11	1.47	173,4		12.9	4.25	f 6.38	2.10	f 2.40		2.01		11.15
47 P				4.	00.0	1.24	10.59	s 10.20	s 2.03	178,5		7.8	4.19	s 6.30	2.03	s 2.32		10, T.		11.10
44 P						1.29	11.04	f 10.27	2.09	181,6		4.7	4.14	■ 6.23	1.58	f 2.25		Sec. 1	THE REAL PROPERTY.	10.40
120 YP					01.7				M s 2.17 PM	186.3		0.0	4.074	6.16AN	1.52 PM	2.17PM		0,0		10.40
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday					Arrive Daily		(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday (0.30) 19.24	(7.00) 10.61	Leave Dai Ex. Sunda (6.20) 17.48

Schedule time and train orders will apply at the Junction Switch at Tehama.

At Woodland, the Woodland-Oroville main track originates at east switch of siding, located 150 feet east of cattle guard 85-A.

Trains to and from Knights Landing must use Woodland siding.

West end of Harrington siding west of crossover is the westward siding and east end east of crossover is the eastward siding; Junction switch located at crossover.

Track 2 of the two tracks paralleling the main track at Wyo is the siding.

Additional Stations: Elvaton 89.2,
Dufour 92.1,
Ronda 93.7,
Delphos 126.8,
Riz 146.0.

Train	At	Receive or Discharge	THE RESERVE OF THE PARTY OF THE	Passengers from (or beyond
16 18	Any Station Harrington Any Station	Receive Discharge Receive	Klamath Falls, or beyond	Davis or West
54 53 41	Elvaton Dufeur Ronda Dufour Ronda	Receive or Discharge	iloga lila melus ai	nt less and atalians
7 7 8	Orland Willows Williams Any Station Any Station	Receive Discharge Receive	Points train is scheduled to stop. Black Butte	Black Butte

BHOSE		EASTV	VARD		Time Table No. 143	A COM	WESTW	/ARD	
66933	THIRD	SECOND CLASS	FIRST CLASS		May 31, 1931	7 68 6	FIRST CLASS	THIR	D CLASS
Capacity of sidings in car lengths.	232 Mixed	234 Oroville Mixed	May 31, Walaut Gree	Distance from San Francisco	Knights Landing and Oroville Branches	Distance from Oroville	GRACE S.	233	235 Marysville Mixed
glie'l erbul	Lv. Daily Ex. Sunday	Leave Daily Ex. Sunday	HYAYE	Пш	STATIONS	- 4	THURSDA	Ar. Daily Ex. Sunday	Arrive Dail Ex. Sunday
IBKPW Yard 107	4.20 AM	CONTRACT	MARCAS X-UT M.S	84.9	TO TO THE MINE TO THE TENTE OF	63.3	The second second	s 11.30AM	2001
16	f e,te	pplosost	19.5	87.2	GARIO	61.0	2.8	f	
23 0 4 4	f ,8,18	grants i	noriwe for 5.0	87.7	PEART	60.5	240.00	f	
19	f A.GR	144,148	HAS BATH	90.1	OURTIS	58.1	- 1.1 - 1.1	f	2 702 0
25 as aP	s 5.00	00	MAR DELE	94.0	TO KNIGHTS LANDING	54.2	TANKS	s 11.00	0.600
89.8 P	f 7.86	THE	7.85%	96,5	R GRAOE S. P. Crossing	51.7	AJAPAN)	f	B.LLL
2 Spur	f		C. B. commence was present and section of the secti	97.4	BYPASS	50.8	COUNTY LABORED	f	8,642
65	f		I I manufacture to the second	105,2	CHANDLER	43.0	BEZECOS	f	E (OTT
20	f 5.35		THE LAW OF A P.	107.5	MAROUSE	40.7	THE REAL PROPERTY.	f 10.20	6,721
19 W	f		AT	111.7	TUDOR	86.5	15. (62)	f	
STATE OF	f			112.7	ABBOTT	35.5	Salvad week	f	
	f			116.1	OSWALD	82,1		f	
A LONG SPAN	f	The supplied that	hangs of the Market and the Market a	118.0	BOGUE	80,2	Annual State	f	
19 PI	s 6.15	en Passonge	so Maces en Crientini	120.7	YUBA CITY 8. N. R. Crossing	27.5	Table No. 143	s 9.45	- 4
Yard			A CO LOCAL STATE OF THE STATE O	122.1	W.P.R. R. Crossing E STREET, MARYSVILLE	26.1	r Basia Brazen	Sum	27.88
	s 6.30AM	7.30AM	a 102.6, Kn ebad 106.2	122.7	TO-R MARYSVILLE	25.5	SHOTTAT	9.30AM	s 12.01
19		8		131.0	RAMIREZ	17.2	EXAMONA		8.00
18 P		s 8.05		135.3	HONOUT	12,9	Aalena		s 11.25
14	-	f		141.9	HEARST	6,3	KARNAS		f.00
85 P	10 48 11		aldaT agril	142.8	PALERMO 25	5.4	10.00		s 10.55
27			May 32,	145.8	VILLA VERONA	2.9	Control of the same	The even	f
ard WTPK		s 9.00AM	Berling City	148.2	TO-R OROVILLE	0.0			10.30
	Ex. Sunday		NTRTE STATE	ulle	(63.3)	00/10/2/30/3 Telest	lavoqu ad inc leace a	Lv. Daily Ex. Sunday	Leave Dat Ex. Sunda
At Was	(2.10) 17.45	(1.30) 17.00	roville main track end		Time over District	WEST		(2.00) 18.90	(1.31) 17.00

Voodland-Oroville line will use Woodland siding. Normal position of east switch is for Woodland-Oroville line.

Normal position of switch of the Woodland-Oroville main track at Marysville is for Yuba City.

sbu	Laugenour, 89.4
32 m	Saccarus, 89.7
183 vis	Coranco, 92.4
DE STATE	Cunard, 96.1
ABARTA	Vernon, 98.7
	Coulter, 101.8

Lee, 102.7

Additional Stations:-

Wilson, 109.2 Messick, 114.5 Binney Junction Tower, 122.7 Mello, 126.5 Mission, 131.8 Coxlane, 139.2 Baggett, 146.5

Additional Flag Stops to Receive or Discharge Passengers :-Nos. 232, 233, 234, and 235 Wilson Laugenour Saccarus Messick Mello Coranco Cunard Mission Vernon Coxlane and

Baggett.

Coulter

Lee

BMOITATE

Additional Stations:-Ramona, 95.5 Brown, 97.0 Alden, 98.0 Bradshaw, 99.8 Boyd, 100.3 Soudan, 103.7 Salsbury, 105.2

Nagle, 111.3 Prattrock, 111.4 Malby, 119.4 Harvey, 121.7 Cothrin, 123.1 Flonellis, 127.6 Swift, 127.8

EASTWARD

FIRST

162

Placerville Motor

Leave Daily

Via Elvas

3.17

3.20

3.25

8 3.31

3.35

3.38

3.44

3.50

3.55

4.13

4.34

4.50

5.05

5.23

5.31

Arrive Daily

5.40PM

3.00 PM

Dists San I

88.8

89.3

89.6

89.7

90.2

90.8

92.0

92.3

94.7

95.9

97.5

98.9

100.7

101.6

108.4

104.4

107.4

108.3

110.1

111.1

118.0

126.1

131.4

136.9

142.7

145.0

148.7

TO

R

TO-R

TO

THIRD

264

Local Freight

Leave Mon Wed., Fri.

Via Elvas

5.50

5.55

6.05

6.20

6.30

6.50

7.17

8.10

9.25

10.20

10.50

11.45 AM

12.30 PM

1.00 PM

Arrive Mon., Wed., Fri.

12.45

5.30 AN

Capacity of Sidings in Car Length

WOTYPBK

Yard

89 WP

29

81

8

22

35

85 P

18

31

25

9

15

6

27

32

23

Yard WTK

25 WY

Brela, 128.1 Brandon, 129.8 Bullard, 131.7 Bennett, 134.0 Cummings, 140.4 Apex, 147.7

Additional Flag Stops to Receive or Discharge Passengers:-Nos. 161 and 162 Soudan, Brown Cothrin Malby Flonellis Harvey Bradshaw Brela Brandon Salsbury Bullard Alden Bennett

Cummings

and Apex.

Prattrock

Ramona

WESTWARD

FIRST

161

Sacramento Motor

Arrive Daily

Via Elvas

9.03

9.01

8.54

8.48

8.44

8:42

8.20

8.17

8.13

8.10

7.54

7.36

7.24

7.10

6.55

6.50

Leave Daily

6.40AM

9.20AM

fron

59.9

59.4

59.1

59.0

58.5

57.9

56.7

56.4

54.0

52.8

51.2

49.8

48.0

47.1

45.3

44.3

41.8

40.4

38.6

37.6

30.7

22.6

17.3

11.8

6.0

3.7

0.0

THIRD

265

Local Freight

Thurs., Set.

12.15PM

Via Elvas

11.50 AM

11.40

11.25

11.15

11.05

11.00

10.15

10.00

9.50

9.10

8.35

8.10

7.45

7.20

7.05

Leave Tues., Thurs., Sat.

6.50 AM

Time Table No. 143

May 31, 1931

Placerville Branch

STATIONS

S. N. R. R. Crossing

JCT. SWITCH, R STREET

S. N. R. R. Crossing Western Pacific Crossing

Contral California Traction Crossing

Western Pacific Crossing

S. N. R. R. Crossing

HOMESTEAD

BRIGHTON

- 1.2 -

PERKINS

MANLOVE

MAYHEW

ROUTIER

MILLS

MATHER

CITRUS

NIMBUS

ALDER CREEK

NATOMA

FOLSOM

WHITE ROCK

LATROBE

DUGAN

SHINGLE SPRINGS

EL DORADO

DIAMOND SPRINGS

TO-R PLACERVILLE

TO-R SACRAMENTO

	(7.30) 7.98	(2.40) 22.46			ime over District rage speed per hour		(2.40) 22.46	(5.25) 11.06
	EASTW	ARD		143	- Time Table No	1	WESTWA	ARD
Capacity	THIRD CLASS	FIRST CLASS 164	e from	Ti	me Table No. 143 May 31, 1931	0 11	SECOND GLASS 165	A STATE OF THE PARTY OF THE PAR
Sidings in Car Lengths		Fair Oaks Motor	Distance fro San Francia		Fair Oaks Branch	Distance from Fair Oaks	Fair Oaks Motor	the plant
	31 trips	Leave Daily	Dag		STATIONS	Ä	Arrive Daily	ALC: HEY
35 P	225	8.28AM	104.4	R	CITRUS	1.9	8 8.41 AM	
Yard 15 P	89 xiq8i	8 8.33AM	106.8	TO-R	FAIR OAKS	0.0	8.35 AM	
	11 03	Arrive Daily	45 1		(1.9)	104	Leave Daily	
	Mary 14	(0.05) 22.86	¥		.Time over District		(0.06)	- 92

CEA	STWARD)		WES	TWARD
	FIRST		Time Table No. 143 May 31, 1931	from	FIRST
Capacity of sidings in car lengths	130 Mixed	Distance from San Francisco	Colusa Branch	Distance from Wyo	129 Mixed
Tengons	Leave Daily Ex. Sunday	E S	STATIONS	A	Arrive Daily Ex. Sunday
Yard PY	12.20PM	108,3	R HARRINGTON	72.1	s 8.30AM
40	f	112.3	COLLEGE CITY	68.1	f
33	f	116,0	GRAINO	64.4	f
101 W	s 12.55	120.8	TO GRIMES	59.6	s 7.55
30	f	124.4	SYCAMORE	56,0	f
35	f	128.8	DOLAN 4.2	51.6	f
97	s 1.40	133.0	TO COLUSA	47.4	s 7.20
50	f	143.2	STEGEMAN	87.2	f
39 W	s 2.20	145.9	PRINCETON	34.5	s 6.30
83	s 2.40	150.4	CODORA	30.0	s 6.15
64	f	155.6	GLENN 6.5	24.8	f) 2.8 8
40	f	162.1	ORDBEND	18,3	f
33	f	165.9	ROTAVELE	14.5	f.a.e.
84 W	s 4.00	170.0	TO HAMILTON	10.4	s 5.20
42 PY	s 4.40PM	180.4	WYO	0.0	4.50
0.11	Arrive Daily Ex. Sunday	22	(72.1)	a.got	Leave Daily Ex. Sunday

Additional Stations: Oak Flat 125.4, Denco 137.0, Nadine Spur 157.0, Moda 175.2 and Cory 178.6.
Additional Flag Stops to Receive or Discharge Passengers: Nos. 129 and 130, at road-crossing 300 feet west of M. P. 139, 148f, Denco, Moda, Nadine Spur and Cory.

EAST	WARD	ROOM RAILER	WESTWARD
Canacity	Distance from San Francisco	Time Table No. 143 May 31, 1931	Distance from
Capacity of sidings in car	ranco r Fra	Dantoni Branch	stanc
lengths	Sari	STATIONS	ĞΩ
10 to	139.8	DANTONI JOT.	4.4
78 maga.e	143.0	LINDA	1.2 104.5
17	144.2	DANTONI	0.0
		(4.4)	CHAP TO

EA	STWARE			WES	TWARD
GHAV	SECOND	H OO	Time Table No. 143 May 31, 1931	g g	THIRD
Capacity of sidings in car lengths	266 Fruto Mixed	Distance from San Francisco	Fruto Branch	Distance from Fruto	267 Willows Mixed
lengung	Leave Fri.	San	STATIONS	Ä	Arrive Fri.
64 WOYBKP	6.00AM	149.9	TO-R WILLOWS	17.0	s 8.45 AM
7 Spur	f	152,3	LOSA	14 6	f
20	f 6.25	155.8	KURAND	11.1	f 8.20
10	f 6.42	159.6	MILLSHOLM	7.3	f 8.03
Stops to 0	f 7.00	163.6	ATHENA	3.3	f 7.45
19 PT	s 7.15AM	166.9	R FRUTO	0.0	7.30 AM
nillemoli	Arrive Fri.	N.	(17.0)	7,101,5	Leave Fri.
Brandon	(1.15) 13.60	<u> </u>	Time over District Average speed per hour		(1.15) 13.60

	EAS	TWA	RD	Time Table No. 143	WESTWARD
Capac siding car les	ity of		Distance from San Fran- cisco	May 31, 1931 Sutter Basin Branch STATIONS	Distance from Josephine
	P		96,5	R GRACE	20,8
30	P		96.9	MARCHANT	20,4
33	-25-(a) 1 X		98.4	MACKERT	18.9
39	WP		100.4	ROBBINS	16.9
33	P		101.7	SEYMOUR	15.6
55	P		105.1	SUBACO	12,2
33			107.2	PELGER	10.1
55	P	3.5	109.3	EVERGLADE	8.0
51	P	1 68	111.2	HINSDALE 0.6	6.1
	YP		111.8	SHEFFIELD	5.5
6 44	TIME N		113.3	TISDALE	4.0
15	(Spur)	nı g	115,2	PROGRESS	2.1
24 35	(Spur)		117.3	JOSEPHINE	0.0
				(20.8)	THE REPORT OF THE

8 1	EASTWARD Capacity of sidings in ar lengths 30 P 96.9	Time Table No. 143	WESTWARD			
TO COL	pacity of lings in lengths USA PAGE 1	May 31, 1931	8 4	HOLD THE		
siding	P , 96.9	Fra	Sutter Basin Branch	Distance from Karnak		
car len		San	STATIONS	D M		
30		MARCHANT	2.5			
26		9	7.6	ENSLEY	1.8	Harry II
5	P	8	9.4	KARNAK	0.0	
		Lipson Markey	Ordina .	(2.5)	2,8	

3600, 3700, 4100, 4300 or 5000 class engines must not be operated between Dantoni Junction and Dantoni.

EASTW	ARD	The second second	WESTWARD
Capacity of	Distance from San Francisco	Time Table No. 143 May 31, 1931	Distance from Boyer
Capacity of sidings in car lengths	rance France	River Farms Branch	Boy
Cupanting Tallings	Sar	STATIONS	Ö
Ballins Bl. al	93.5	KNIGHTS LDG. JOT.	13.8
Spur 16	96.3	EASTHAM	11.0
22	99,2	AYRSHIRE	8.1
Spur 68	102.4	TYNDALL	4.9
19 Y	106.1	JIMENO	1.2
Spur 14	107.3	BOYER	0.0
Additional Statis	Stoge to Ro- 1	END OF TRACK	
6.5% manages	8 and 235	(13.8)	B. H.L. aleis

Trains must not exceed 20 miles per hour between Knights Ldg. Jct. and End of

EAS	TWARD			EASTWARD .	WES.	TWARD
FIRST	CLASS		Ti	me Table No. 143		SECOND CLASS
L and the M	532	e from	ana a	May 31, 1931	Distance from Isleton	533
Capacity of sidings in car lengths	Mixed	Distance from San Francisco		Walnut Grove Branch	Distan	Mixed
And Andreas	Leave Daily			STATIONS	tilled and	Arrive Daily
Terminal Yard WOTYPBK	8.30AM	88.8	TO-R	SACRAMENTO 0.5	32.4	s 5.55 PM
Yard	87.98	89.3		S. N. R. R. Crossing	31,9	81
Yard P	8.35	89.6	JOT	SWITCH R STREET	31.6	5.50
Yard	f 8.42	91.8		BATHS	29.4	f 5.43
60	f 8.50	94.2		DEL RIO	27.0	f 5.35
60	f 9.00	97.5		FREEPORT	23.7	f 5.25
60 P	s 9.25	105.3		7.8 HOOD	17.3	s 5.00
55	f 9.38	107.9		LAMBERT	13.3	f 4.47
44	f	111.2	4-1-10	MOFUBA	10.0	f
Yard 61 PWY	s 9.55	113.4	то	WALNUT GROVE	7.8	s 4.30
Yard PWBY	s 10.30AM	121,2	TO-R		0.0	4.00PM
ALIEA N	Arrive Daily	Bar Dames		(32.4)		Leave Daily
LI COM	(2.00) 16.20			Time over District		(1.55) 16.90

Additional Flag Stops to Receive or Discharge Passengers: Nos. 532 and 533 at Front and M Street, Sacramento, Charles, Pocket, Content, Cronin, Mosher, Acacia, Locke and Rosebud.

Additional Stations: Charles Mile Post 93.0, Pocket 96.4, Content 98.9, Cronin 100.1, Mosher 100.9, Acacia 102.6, Rosebud 103.3, Locke 112.6.

EAS	STWARE			0.058	WES	TWARD
FIRST	s 7.30		Tim	e Table No. 143		SECOND
ALLANDO	600	e from		May 31, 1931	from City	601
Capacity of sidings in car lengths	Mixed	Distance from San Francisco	St	irling City Branch	Distance from Stirling City	Mixed
CMV		142	74	STATIONS	gahring 4	Arrive Daily Ex. Sunday
Yard OYWBKP	6.00AM	184.2	TO-R	OHIOO	31.2	s 12.50PM
		186,6		S. N. R. R. Crossing	28.8	377.44
gottale en s	f 189.		ORTH RES	DREDGE	26.1	fi besned
18	f 6.35	192.6	two only	OROUGH	22.8	s 12.15 PM
21 WP	s 7.05	198.2	egu elliv	PARADISE	17.2	s 11.45 AM
12	s 7.30	203.2	out-blas	MAGALIA	12.2	s 11.15
3 P	s 7.50	206,2		APPLETON	9.2	s 10.55
10 (Spur) WP	s 8.10	210,0		DOON	5.4	s 10.30
PY Yard	8 8.40AM	215.4	TO-R S	TIRLING CITY	0.0	10.00 AM
was the same and the same	Arrive Daily Ex. Sunday			(31.2)		Leave Daily Ex. Sunday

Additional Flag Stops to Receive or Discharge Passengers: Barber (Chico yard). Oakdale Farms, Ostrander, Wagstaff, Optimo, Bush and Luce.
Additional Stations: Barber 185.1, Oakdale Farms 196.6, Ostrander 199.6, Wagstaff 200.2, Optimo 202.2, Bush 203.9, Luce 207.1.

Emergency water supply, Stirling City.

	SACRAM	MENTO YARD—O	JTBOUND, VIA E	LVAS.		PRET	I INSTRUCTIONS	y Cay		S	ACRAN	MENTO	YARD-	-INBOUND	, VIA ELVAS.	•	
The same	THIRD CLASS		FIRST CLAS	s	rich C		Time Table No. 143		ATA SA	470	F	IRST CLA	ss		THIRD CLASS		
P		264	15	162	TABLE OF THE PARTY.	iigo	May 31, 1931	from	210	161	16	32	38		265		
nal Ys	genome employed out 1, 1	Local Freight	West	Placervil Motor	e Francisco Passenger	France f	Div.).—Between appears fallifo	ance fr of Divi	Sacra- mento	Placerville Motor	West Coast	Sacramento Passenger	Sacramento Passenger	trespect does to be	Local Freight	The arms of	
Termi	animagea Laberto	Leave Mon., Wed. & Fri.	Leav Dail:	477		San	STATIONS	Dista	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Tues., Thurs. & Sat.	CHARLES AND THE RESIDENCE	
Yard	anwiner Ageory	at Andores Carrobas	5.48	5PM 3.00	PM 8.20A	88.8	TO-R SACRAMENTO (Passenger Station)	7.0	s 6.50 AM	s 9.20 AM	s 10.05 AM	s 1.00 PM	s9.15PM	STANDARD CONTRACTOR		COLUMN TO THE	
Yard	profe as Appar	5.30AM	Summit. On No. 1 to	1 100000	ed the Towns	89.8	TO-R SACRAMENTO (12th Street)	6,0	emusco str Barr Lugi	Disi-ouers	Sales other	to to the terminal	to participat	Tro-pomentary	12.15PM	se signale 15 o	
Yard I	William (BAN)	5.40	5.58	3.10	8.30	91.8	ELVAS	4.0	6.40	9.08	9.55	12.50	9.05	and the second	12.01 PM	150 M2 ST 1715	
Yard I I	d-dim	5.50AM	6.00)PM s 3.17	PM 18.35A		BRIGHTON 1.0 END OF SAC'TO DIVISION	1,0	f 6.35 AM	9.03AM	9.50 AM	f 12.45PN	f9.00PM	Zaŭapskia Zakov	11.50AM	Tanks no luy/h	
	alooder loo	Arrive Mon., Wed. & Fri.	Arriv Daily	e Arrive Daily	Arrive Daily		(7.0)	on me	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	to obrasos peol i	Leave Tues., Thurs. & Sat.	ent thought the	

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward. Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward. Brighton is register station for scheduled trains to and from Placerville only.

ton on Planerville Lan was Homestead, to a quint 314 miles ever of Penergon

TARIOR VARIANTERON & point 1,000 feet west of west switch Moss Hills:

including Danioni Branch, to a point 1,000 fear east of \$43-D, to a point 3,000 feet seast of Binney Jot, switch on Wood and Oreville Lane, to a point 1,000 feet went of west switch of cannery track at Yuke Cay. This includes E and A Street cot-off.

althur stop for inspection, providing next stop is not greater than 50 miles

SPECIAL INSTRUCTIONS



RULE 2. The following are designated Watch Inspectors:

San Francisco.......S. A. Pope, Manager of Time Service, 65 Market St.

Sacramento, H. T. Harger, 1022 "K" St. Marysville......Frank G. Mooney
Roseville.....H. T. Harger Chico.....J. R. Dupen
Sparks.....Adams & Davidson Co. Willows.....Robt. E. Boyd
Oroville......O. W. Halstead Placerville....Leo C. Burger

RULES 10 (G) and 10 (H). On double track between Sparks and east end of tunnel No. 41, signals, except fixed signals used by trackmen, will be placed on right of track in direction of movement.

RULE 14 (d). As specified below four long one short sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99.

Tehama on Davis-Tehama Line.

RULE 14 (e). As specified below six long sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Gerber Line.
Brighton on Sacramento-Placerville Line.
Davis on Davis-Tehama Line.
Oroville on Swayne Lumber Co. Logging Road.

RULE 19. Markers must be kept lighted on No. 2 track between Rocklin and Colfax and on Nos. 1 and 2 tracks Knapp and Truckee, at all hours.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE D-71 and RULE 72. Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Stockton Division to Roseville will move irrespective of time-table superiority when moving with the current of traffic.

RULE 83 (A). At the following stations, only the trains indicated will register.

Chico
Willows
Harrington
Trains originating and terminating.

Sacramento, 12th St.—Trains originating and terminating and eastward freight trains from Western Division.

RULE 83 (B). At open train-order offices trains may register by ticket as follows: Nos. 7, 8, 16, 17 and 18 at Woodland, Orland and Tehama.

Nos. 43, 44 and 15 at Tehama.

First-class trains Sacramento 12th Street, Roseville Yard Office, Colfax and
Truckee.

First-class trains on Roseville-Gerber line, register at Roseville Passenger Station.

Folsom.—Register at Junction Switch, Folsom. Trains that are required to go to Folsom or trains originating or terminating at Folsom will on return to the Junction register the same information as shown on register at station.

RULE 83 (D). Trains must obtain a clearance before leaving Marysville, Colfax, and Truckee, also at Folsom and Fair Oaks when such stations are open train-order offices. Extra trains not routed via Folsom or Fair Oaks will not go to or obtain a clearance at those stations.

RULE 93. YARD LIMITS.—Are defined by yard limit signs at the following stations:

Truckee, Colfax, Willows, Chico, Oroville, Isleton.
Blue Canon, Woodland, Orland, Folsom, Walnut Grove, Placerville.

SACRAMENTO YARD.—Between a point 1,000 feet east of Benali to a point ½ mile west of west switch Mikon to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville Line via Homestead, to a point 3½ miles east of Junction switch, R Street, on Walnut Grove Line.

ROSEVILLE YARD.—Between a point 4,000 feet west of west switch Antelope, to a point one mile east of junction switch on Roseville-Gerber Line, to a point 1,000 feet east of east switch at Rocklin, on No. 4 track and to a point 1,000 feet east of crossover on Nos. 1 and 2 tracks.

TAHOE YARD.—From a point 1,000 feet west of west switch Moss Hills.

MARYSVILLE YARD.—Between a point 1,000 feet west of Rupert Spur, and including Dantoni Branch, to a point 1,000 feet east of 143-D, to a point 4,100 feet east of Binney Jet. switch on Woodland-Oroville Line, to a point 1,000 feet west of west switch of cannery track at Yuba City. This includes E and A Street cut-off.

GERBER YARD (Shasta Div.).—Between a point 80 feet east of east switch of house track at Tehama and a point on Shasta Division east of Gerber.

SPARKS YARD (Salt Lake Div.).—Between a point one and one-half miles west of Reno to a point 2,700 feet east of east switch at Sparks.

RULE D 97 (A). On double track between Sacramento and Sparks, trains may run extra moving with the current of traffic without running orders, but must obtain clearance before commencement of trip, if an operator is on duty.

DRAWBRIDGES AND RAILROAD CROSSINGS NOT INTERLOCKED RULE 98.

Sacramento River at Knights Landing. Trains must not stop on drawbridge at Knights Landing.
Sacramento River at Tehama.

Southern Pacific trains will approach Western Pacific R. R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines will stop and ascertain that crossing is clear before proceeding.

Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

Trains will stop within two hundred feet of Sacramento Northern R. R. crossing Front and R Streets Sacramento before crossing.

Movement of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

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

Sacramento Northern trains and San Francisco & Sacramento Railroad trains will stop before reaching the crossing and will proceed on signal from the flagman in the center of the crossing flagman using a yellow flag by day and a yellow light by night.

Trains and engines on "R" Street, Sacramento, will stop before crossing Sacramento Northern tracks at 31st and "R" Streets.

RULE D-152. Does not apply between 15th Street and Sacramento River Bridge, Sacramento, between Yosemite Street first road crossing east of Roseville passenger station and cut-off at Dry Creek west of Roseville.

TRAIN AND AIR INSPECTION.

On grades retaining valves will be used as follows:

Norden to Truckee

One retaining valve for every 120 Ms in train.

Norden to Yuba Pass

One retaining valve for every 140 Ms in train.

Yuba Pass to Loomis

One retaining valve for every 100 Ms in train.

Stirling City to Mile Post 188

One retaining valve for every 80 Ms in train.

Placerville Branch

From MP-148 to MP-146 and from MP-145 to MP-138 one retaining valve for every 120 Ms in train.

MP-136 to MP-130 and from MP-129 to MP-122, one retaining valve for every 140 Ms in train.

From MP-117 to MP-112, one retaining valve for every 150 Ms in train.

When passenger train has stopped, engineer will release air brakes and retainers must be turned down and engineer notified by one sound of air signal.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

Freight trains and light engines, not equipped with tire coolers, except Mallets, on descending grade will make a stop of ten minutes between switches at the following stations to permit wheels to cool, trainmen will make a careful inspection of all cars, and engineers inspect engine:

Andover: (During storms inspection will be made in shed at Andover.)
Truckee, Five minutes.
Summit. On No. 1 track.
Norden. On No. 2 track.
Troy.
Yuba Pass.
Midas.

Gold Run.

Colfax.

Flint (except westward freight trains that stop at Auburn, will inspect at Auburn instead of Flint.)

Latrobe.

Paradise.

Doon.

Crouch.

Passenger trains stop at Paradise five minutes to cool wheels.

Freight trains on descending grade, stop between switches at Knapp, five minutes to cool wheels.

Mallet engines running light on descending grades will make stop of sufficient length of time to inspect engine.

In valley open territory, freight trains will operate from one water stop to another without making stop for inspection, providing next stop is not greater than 50 miles apart.

Light engines descending grade that are equipped with tire coolers will stop at Emigrant Gap, Truckee, and Colfax for inspection.

At all points where freight trains stop for inspection between Roseville and Sparks, engineers will drain water from main reservoirs on engines.

Westward passenger trains on No. 1 Track will make running test just before entering tunnel No. 6.

Standing air brake tests must be made at:

This test must be made immediately before departure from Norden and Summit and engineers and conductors are responsible for brake pipe pressure throughout the train.

Westward freight trains will make brake pipe test at Truckee and Summit.

The tonnage of freight trains between Stirling City and Chico must not exceed $80~\mathrm{M's}$ per operative brake.

The tonnage of freight trains between Placerville and Folsom must not exceed 100 M's per operative brake.

The tonnage of freight trains between Summit and Loomis, must not exceed 100 M's per operative brake.

The tonnage of freight trains between Norden and Truckee must not exceed 120 M's per operative brake.

Emergency hose must be used on freight trains between Sparks and Roseville. Emergency hose will be handled by carmen at Sparks and Roseville, but must be applied and removed when necessary by trainmen at intermediate stations.

AUTOMATIC BLOCK SYSTEM

When signals 889, 890, 891, 892 and 893, in Sacramento yard, indicate "stop," train will not proceed until signal indicates "proceed" or hand signals are given by switch tender, green flag by day, green light by night. In foggy or stormy weather, flagman must precede train when signal indicates "stop."

Three-arm block signal on No. 2 track at Junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signals govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined for that track.

On No. 1 track between Newcastle and Loomis and on No. 4 track between Rocklin and Loomis, block signal rules governing trains on single track will apply.

Trains stopped by signal 2134 or 2141 Gerber yard, may then proceed with caution, not exceeding 12 miles an hour.

Signal arrangement west end Sparks yard will govern as follows: Signal 2452 on bridge governs main track movements on eastward main track. Dwarf signal 2452 on signal mast governs diverging route movements from eastward track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track. Light signal 2455 governs movement from engine lead to eastward main track.

SPECIAL SIGNALS

Light signals governing movement against current of traffic on No. 2 track from crossover Emigrant Gap to west limits Summit interlocking plant and from east limits Summit interlocking plant to Andover. On No. 1 track from Andover to east limits Summit interlocking plant and from west limits Summit interlocking plant to crossover Emigrant Gap, mile post 171.5.

When these signals indicate "stop," trains moving against current of traffic on No. 1 or No. 2 tracks will be governed by paragraphs A and E of Rule No. 509.

Lower light on signal No. 2015 at Andover governs movement through crossover against the current of traffic and to signal No. 1999.

Lower light on signal No. 2010 at Andover governs movement through crossover and to signal No 2022

Lower light on signal No. 2013 at Andover governs movement through crossover and to signal No. 2003.

Signal 1706 at Emigrant Gap. Indications as follows: Rule 501, Fig. 6-Stop and proceed as per Rule 509.

Rule 504, A-Proceed.

Rule 502A, Fig. 3—Proceed prepared to stop at next home signal. Rule 502, Fig. 3—Take siding.

Disc signals located at west switch Colfax, controlled by operators, will govern movement of trains as follows:

When showing yellow disc or yellow light; take siding.

When showing white disc or green light, proceed, if train orders or schedule

Light signal on mast of signal 1427 east of Colfax, controlled by operators.—Indications are given by illuminated letters and figures as follows:

M-Hold main track.

-Take cross over for roundhouse.

-Take No. 3 siding at cross over east of road crossing. 4-Take No. 4 siding at east switch.

No light-Proceed, on time table or train order authority.

Light signal at switchman's cabin opposite yard office Roseville. This signal to be used by switchmen to give proceed signal to westward freight trains off Sparks-Roseville line to enter yard. Indications as follows:

No light—Stop and stay clear of Yosemite Street crossing. Yellow light—Proceed into yard.

When proceed signal is given the yellow light will alternately flash off and on.

Junction switch at Tehama will be normally lined for movements via Chico. Light Signal 2119 will govern Gerber-Roseville line. Light dwarf signal located on top of signal case of Signal 2119 will govern Tehama-Davis line. Normal indication of Signal 2116 will be "STOP." Trains from Tehama-Davis line will see the signal case of Signal 2116 will be "STOP." Trains from Tehama-Davis line will see the signal case of Signal 2116 will be "STOP." Trains from Tehama-Davis line. Normal indication of Signal 2116 will be "STOP." 2116 until junction switch is lined for Tehama-Davis line. Rule 509 applies.

INTERLOCKING

SACRAMENTO RIVER DRAWBRIDGE,—Extends eastward on No. 1 track to westward home signal three hundred fifty feet east of Front Street crossing and eastward on westward freight track to westward home signal three hundred fifty feet east of crossing. Interlocking home light signal governing westward movements on No. 1 track at

east end of bridge, equipped with number plate SA-887. Derails, operated by switchtender, in Front Street tracks and drill tracks seventy-

five feet from crossing.

Trains, engines and cars approaching Front Street crossing or junction of freight tracks with No. 1 and No. 2 tracks, will be governed by hand signal from switchtender, using green flag by day and green light by night.

NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific R. R.

Limits extend from interlocking home signal 400 feet west of tower to dwarf signal 250 feet east of tower.

Yard engines wishing to use industry spurs will give following signal from push button located on home signal 400 feet west of crossing.

To Valley Grocery spur—one short, two long. To Bekins spur—one long, one short, one long.

ELVAS-Limits on Sacramento-Roseville line extend from interlocking home

signal 1400 feet west of tower to automatic home Signal 924.

On Elvas-Polk line extend to interlocking home light signal at west switch to siding at Polk and to home interlocking light signal 600 feet east of Junction switch to Placerville line.

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from Signal Operator: American Can Company spur switch and derail. Derail is electrically locked.

Meister's spur switch and derail. Derail is electrically locked. Permission must be obtained for each movement into or out of American Can

Company and Meister spurs. Crossover, center siding Elvas to westward track Elvas-Polk line. Movement

governed by Signal 1355. Crossover, center siding Elvas to eastward track Polk-Elvas line. Movement governed by Signal 1354.

West switch and derail center siding Elvas. Movement governed by Signal 1351. Hopfen spur switch and derail. Movement governed by Signal 1345.

"R" Street connection, switch and derail. Movement governed by Signal 1331,

Switches and derails must be immediately returned to normal position after train has passed over them.

When giving hand signals as required by Rule 628, towerman may give them from the tower instead of from the ground.

To operate a dual control switch by hand, trainman must secure permission from the Signal Operator. When permission, including the time and working limits, is granted, he must first move selector lever to the "hand-throw" position and lock it in that position. When the time limit has expired or work is completed, the selector lever must be restored to the "switch machine" position, selector lever and hand-throw lever locked, and so reported to the Signal Operator; at the same time he must report the location of train or engine. If the main track is cleared and selector lever restored to "switch machine" position before expiration of the time limit new authorization must be obtained before again using the dual control.

The selector and hand-throw levers must never 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 siding when dual control use was started it must be again lined for siding before selector lever is restored to "switch machine" position.

When selector lever is placed in the "hand-throw" position, all signals immediately adjacent to the switch governed will indicate "stop." Under these conditions the train or engine authorized to use switch may pass these signals without stopping and make movements over the switch within the limits authorized as necessary during the time the selector lever is in the "hand-throw" position and locked. Trainman must notify engineer when the selector lever is in the "hand-throw" position, and also notify him when it is returned to the "switch-machine" position, so he may know when to be governed by the interlocking signals adjacent to the switch.

Whistle Signals governing routes as follows:

To Roseville, one long, four short.
To Sacramento, three long, one short. To Polk, two long, three short.

To Elvas Siding, three short, two long. To Third Track, two short, two long.

To American Can Spur, one long, one short, one long.

To Meister's Spur, one short, two long.

Eastward passenger trains will not be required to make running test approaching interlocking plant at Elvas, except when brake pipe has been separated.

EMIGRANT GAP.—Limits as follows:

On No. 1 Track from signal located 100 feet west of house track spur at Emigrant Gap, to signal 1711, 500 feet west of turntable.

On No. 2 Track from clearance of crossover to signal 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of signal at house track spur switch on No. 1 Track.

East switch of crossover equipped with electric lock. Derail located at clearance on east lead of turntable and equipped with electric

Westward trains stopped at interlocking signal at house track spur switch, will call operator at Emigrant Gap on telephone and be governed by his instructions and when instructed by him to operate the derail by hand, be governed by the instructions on the sign at derail.

Trains moving through crossover from No. 2 track to No. 1 track will be governed by interlocking signal located 60 feet east of crossover switch. Signal will not clear for crossover movement until crossover switches have been lined.

Trains moving off east lead of turntable to No. 1 track will be governed by signal located 60 feet west of derail. Signal will not clear until derail and switch have been Trainmen or enginemen will not unlock or throw the west switch of crossover, when

making crossover movement, until the east switch of crossover has been lined. Trainmen or enginemen will not unlock or throw switch to east lead of turntable until derail has been closed.

Eastward signal, located opposite east switch of crossover on No. 1 track, governs movement against current of traffic through derail, and to signal 1736 at Smart. Westward movement from west lead of turntable or from fire train crossover will

not be made until permission is given by operator. Rule 628 and 663 will not apply and the following will govern:

Telephones located at signals establishing communication with operator at Emigrant Gap. Trains stopped at signals will call operator for instructions and when such instructions have to do with an inoperative signal, trains will be preceded by flagman to next clear home or distant signal.

SUMMIT.—Limits as follows:

No. 1 track from interlocking home signal at west switch of siding Donner to Signal Bridge 775 feet west of Norden office. No. 2 track from signal bridge 775 feet west of Norden office to westward inter-

locking home signal opposite signal 1975 west of cross-over Eder.

Fire Train Spur.—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator. Movement from spur governed by signal.

Run-around Tracks.—Engineers on helpers left on run-around track must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

Rules 628 and 663 will not apply and the following will govern. Telephones located at signals communicating with signal operator at Norden office, call signal operator by one long ring giving number of train, route desired, etc., movement will be governed by signal indication or instructions of signal operator and when such instructions have to do with an inoperative signal, trains will be rreceded by a flagman to next home signal or clear distant signal.

When permission is given by signal operator to eastward trains to pass interlocking signals located on main track and on siding east end of Norden, will wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to

next home signal or clear distant signal.

Signal on No. 2 track 60 feet west of west switch to siding governing eastward movement on No. 2 track and to siding and turntable.

Signal on No. 1 track opposite clearance point on west lead to turntable governing westward movement on No. 1 track and through cross-overs.

GEORGIANA SLOUGH-DRAWBRIDGE.—Limits extend from interlocking home signal, 500 feet west of drawbridge, to interlocking home signal 500 feet east of drawbridge.

SNODGRASS SLOUGH-DRAWBRIDGE.—Limits extend from interlocking home signal 400 feet west of drawbridge to interlocking home signal 600 feet east of bridge. NINTH STREET TOWER, MARYSVILLE.—Crossing Western Pacific R. R. and Woodland-Oroville line.

Limits extend from a point 450 feet west of tower to a point 450 feet east of tower. BINNEY JUNCTION TOWER.-Junction with Woodland-Oroville line and crossing Western Pacific R. R.

Limits on Roseville-Gerber line extend from signal bridge 1300 feet west of tower to automatic home signal 1420. On Oroville line extend from signal bridge 1300 feet west of tower to interlocking home signal 950 feet east.

Woodland line from signal bridge 1300 feet west of tower to interlocking home dwarf signal on west leg of wye at clearance point to main track. Also from interlocking home signal 500 feet east of tower to interlocking home dwarf signal at spur switch on east leg of wye.

Whistle signals governing routes as follows: Main track to or from Gerber, one long, four short. Main track to or from Oroville, two short, two long. Siding to or from Gerber, one short, three long. Siding to or from Oroville, three long, one short. Siding to or from west leg of wye, three short, two long.

Main track to or from west leg of wye, two long, three short. Main track to or from east leg of wye, one short, one long. To Spur, one short, two long.

Switches to east and west legs of wye hand thrown. Normal position of switch to west leg of wye. LIVE OAK AUTOMATIC.—Crossing Sacramento Northern Railway one half

mile east of Live Oak. Interlocking limits on 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. Speed of engines at crossing 20 miles per hour.

Normal indication of interlocking home signal is STOP.

Home signal will change to PROCEED (or CAUTION) when train enters approach circuit to distant signal, provided there is no train in the block and no train within interlocking limits or approach thereto on Sacramento Northern Railway. Eastward trains holding main track when meeting another train at Live Oak will

stop west of overlap post located 100 feet west of station.

Trains having switching to perform at Live Oak should take siding, clearing main track as quickly as possible. East switch to house track and east switch to siding

should be restored normally as quickly as possible after using same. When train is stopped by interlocking home signal, a flagman must be sent in each direction on intersecting track unless the interlocking signals thereon are known to be in proper position to protect the movement.

Clockwork Time Release, located in door of Battery House at crossing. This Clockwork Time Release must not be operated when trains or engines are

between home signals or seen to be approaching on Sacramento Northern Railway tracks. To operate Clockwork Time Release, turn knob to right to extreme position about

one-quarter turn, release knob and when a red indicator light appears, this will indicate to flagman that signals on Sacramento Northern Railway are in proper position to protect the movement. Flagman may then proceed as prescribed by Rules 663 and 509. After four minutes, home signal should change from "Stop" to "Proceed with Caution" or a repeater red indicator light located on signal mast near base of home signal will light up and will indicate to engineer that home signals on Sacramento Northern Railway are in "Stop" position.

Train may then proceed through interlocking limits not exceeding 12 miles per

WOODLAND.—Crossing Sacramento Northern R. R.

Limits on Davis-Tehama line extend from home signal 450 feet west of Sacramento-Northern R. R. crossing to home signal 500 feet east of crossing. On Woodland-Oroville line extend to dwarf signal 200 feet east of crossing.

Whistle signals governing routes as follows: For Tehama to or from siding, one long, four short.

For Tehama to or from house track, three long, one short. For Knights Landing to or from siding, one short, three long.

When giving hand signals as required by Rule 628, signal operator may give them from the tower instead of from the ground.

MISCELLANEOUS

On freight trains ascending and descending grade between Emigrant Gap and Andover member of train crew must observe track from rear of caboose, that train may be brought to stop promptly in event of derailment.

In Valley territory engines may take oil and water without cutting off train at

all points, except Marysville.

On ascending grades between Roseville and Sparks, engines may take oil and water without cutting off train at all stations except Gold Run.

RULE 221.—Train Order Signals:

Emigrant Gap:

Westward signal located 2500 feet east of office and eastward signal 100 feet west

Westward signal located 100 feet east of Tunnel No. 3, and

Eastward signal 1000 feet west of office.

Westward signal located 900 feet east of station, and

Eastward signal 800 feet west of station.

Indication of these train order signals will be by lights only.

When a train reaches a point approximately 300 feet from signal, if no train orders, light will change from "Stop" to "Proceed."

If signal is first seen in "Proceed" indication clearance card must be obtained.

Tracks between Sacramento and Roseville numbered and will be used as follows:

No. 1 Track, by westward trains.

No. 2 Track, by eastward trains.

Westward trains via Brighton having cars to set out at Elvas will use east end of center siding, using switch at road crossing.

Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at switch near road crossing.

5000 Class Engines will not clear umbrella sheds of Sacramento passenger station and must not be used on Tracks 2, 3, 4, 5, 6, and 7.

Trains and engines must not pass the switch tenders stations at east end Sacramento River Bridge, Sixth Street, Seventh Street and Fifteenth Street, Sacramento, without receiving a signal from switch tender to proceed, green flag by day and green light by night, and will move with caution between switch stations enumer-

Engineers leaving and arriving Sacramento passenger station will refrain from sounding whistle or ringing bell and keep cylinder cocks closed while passing hospital building.

Tracks between Roseville and Sparks numbered and will be used as follows:

No. 1 Track, via Auburn, by westward trains.

No. 2 Track, Eastward main track via Auburn, Nevada Street, by eastward

No. 4 Track, between Rocklin and Loomis; diverges from No. 2 track at Rocklin and runs on south side of No. 1 track, one half mile east of Rocklin to Loomis, connecting with No. 1 track at Loomis.

Mallet, 2-10-2, 4-10-2, AC Mt., GS-I and Mikado engines, must not be operated over the following tracks:

Rocklin, siding and house track.

Loomis, east end fruit tracks.

Penryn, fruit spurs west of station.

Newcastle, tracks 3 and 4 (either from crossover leading from main track to No. 3 or from crossover from siding).

Flint, Standard Oil spur.

Auburn, high line.

Nev. St., Auburn, spurs. Clipper Gap, team track east of road crossing.

W. New England Mills, spur, west of tool house.

W. Applegate, spur. Colfax, material spur in west yard.

Magra, spur.

Blue Canon, dump spur, oil spur and Greek spur east of oil column.

Spur switch, Eder.

Lumber spur switch, Summit.

Spur switch, Spruce.

Outfit spur switch, Cisco.

Crystal Lake, spur on south side of No. 2 track.

Spur switches, Yuba Pass.

Andover, outfit spur, 3 car lengths back of frog.

Donner, 6 car lengths back of frog. Campbell Spur, Cisco, east of corral chute.

5000 and 4100 class engines must not use following tracks in Colfax Yard:

Corral track west of corral,

Bunk track.

House track and house track lead east of freight house,

Trains picking up Colfax helpers for movement to Emigrant Gap or Norden, must cut same in ahead of the Roseville helper.

Eastward freight trains with helpers to cut at Norden will take siding. Westward freight trains with helpers to cut at Summit will take upper siding.

On account of storage tanks of Standard Oil Company near tracks at M. P. 107.9 between Roseville and Rocklin, flues of engines must not be sanded until after engine has passed this point.

Normal position west switch siding at Midas lined for lead to No. 1 track.

Three Indication Light Type Dwarf Signal 1603 and switch indicator (Rule 512-A), located at derail west end center siding, Midas, governing movement from center

Normal indication Signal 1603, DARK. RED indication will be displayed after derail has been closed; and with main line switch to No. 1 track lined for siding, GREEN indication will be displayed if block is unoccupied.

YELLOW indication if block is unoccupied and signal in advance is at stop.

Should Signal 1603 fail to change immediately from RED to GREEN or YELLOW after derail and switch are lined, wait four minutes for time element relay which will be effective when the approach to Signal 1601 is occupied.

Should Signal 1603 fail to change from RED to either GREEN or YELLOW, be governed by Rules 509 and 99.

Cars containing live poultry moving west from Sparks must be placed three cars ahead of caboose, Sparks to Truckee and three cars ahead of helper engine from Truckee to Summit.

5000 and 4100 class engines may operate on west end of team track Colfax to east end of freight house platform, but must not proceed beyond east end of platform.

When torpedoes are used between Blue Canon and Stanford, each torpedo placed, will be duplicated on opposite rail.

Crotch switch at east end of Verdi center siding, will be mechanically locked by the derail. Derail must be open before crotch switch can be operated.

When making up train or picking up enroute, scale repair and scale test cars should be placed in rear of freight train next ahead of caboose, or next ahead of occupied outfit cars, when latter cars are handled in freight train. Yard crews must not switch with scale repair or scale test cars, but will handle them in this respect as required to handle caboose, and when setting these cars in or out of train or shifting them from one track to another, rough switching must be avoided and equipment carefully handled.

When car is set out and scale inspector is working in car, he will display a blue signal, which must be respected as per Transportation Rule No. 26. Inspector must not display blue signal for any other purpose, that unnecessary delay in handling this equipment may be avoided.

Ordinarily freight trains from Sacramento Division will enter Sparks freight yard at crossover switch just west of Seventeenth Street and will approach this switch prepared to stop unless route lined and signals indicate proceed.

Minimum Clearances for Rotary Plows, Blue Canon East

Push cars in shed district must be placed between posts providing for proper

Tunnels 3 and 4 shed posts clear 8 to 10 inches.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from

Crews handling plows through district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.

Normal position turntables on Truckee District will be as follows:

Blue Canon......West approach, on account of repair platform on west end. Emigrant Gap..... East approach, with motor on east end.

Cisco..... East approach, with motor on east end. Norden..... East approach to eastward track.

Trainmen and enginemen using these turntables must leave them lined as shown above.

OPERATION OF TURNTABLE AT NORDEN

Yellow light signals on leads to turntable at Norden. These signals will indicate route to be used from turntable. If no indication visible when engine is ready to leave turntable, telephone signal operator at Norden for instructions.

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table. Release brake before moving turntable and do not apply brake unless control handle is in the "off" position.

To Move Turntable: Turn controller handle around to the third or fourth point, allowing about one second on each point.

To Stop Turntable: Turn controller rapidly to "off" position.

Allow turntable to come to a stop before reversing motor. In case of trouble notify operator at Norden office, who will call maintainer. Turntable must be left lined and locked for east lead to eastward track.

ox No.	ALARM BOX LOCATIONS	Mile Pes
3	300 feet east of east portal Tunnel No. 1	CH.
4	% mile east of Blue Canon	
5	4 mile east of Blue Canon. 300 feet west of Signal 1687 (Gunter).	
7	Ci 1 1707 FOO foot cost of west switch Emigrant (TAD)	•••
8	Cross over east of turntable house. Emigrant Gap	:::
9	Detween Smort and Emigrant Lian.	173
12	Botween Smart and Vuha Pass	174
13	Between Smort and Vuha Pass	175
14	In Good shad west of Vuhe Page	• • •
15	Fast switch of Summer Siding, Yuba Pass	• • •
16	End of shed east of nortal Tunnel No. 36	178
17	West and of contar giding Crystal Lake	
18	West end Butte Canyon Bridge	179
19	West end Butte Canyon Bridge. 200 feet west of west cross-over, Cisco.	180
21	Till Classification of Dummel No. 20	181
22	End of shed east portal Tunner No. 35. 1½ miles east of Cisco. ½ mile west of cross-over, Tamarack. ½ mile east of cross-over, Tamarack.	182 183
23	1/2 mile west of cross-over, Tamarack	183
24	1/2 mile east of cross-over, Tamarack	184
25	Between Tamarack and Troy. 4 mile west of west switch, Troy on No. 1 track	185
26	1/2 mile west of west switch, Troy on No. 1 track	100
27	East switch, Troy	186
28	East switch, Troy. 600 feet east of Lower Cascade Bridge.	188
29	1/ mile eggt of Unper Cascade Bridge	100
31	Retween Springs and Soda Springs	109
32	In first shed west of Sods Springs	190
33	200 feet cost of cross-overs Sods Springs	
34	Castle Creek Bridge (Culvert 190-0). East switch of west run-around track on No. 1 track, Summit	
35	East switch of west run-around track on No. 1 track, Summit	193
36	1 1000 feet most of west ported Tunnel NO B	130
37	East portal Tunnel No. 6	195
38	Between Tunnels No. 9 and 10	190
39	West Smitch Donner	
41	1 mile east of Donner	1000000
42	1/ mile east of gross-overs Eder	190
43	Between Eder and Andover	
44	Between Eder and Andover. 300 feet west of west portal Tunnel No. 13.	200
45	300 feet west of west portal Tunnel No. 13	200
46	100 feet east of Andover Section House	
47	At Andover Station	
48	In turntable house, Summit	
49	East switch of run-around on No. 2 track, Norden	
51	Foot gwitch of giding on No. 2 track, Norden	
52	West portal Tunnel No 41	
53	Center of Tunnel No. 41	
54	East portal Tunnel No. 41	

Code signals following box numbers are as follows: One—East. Two—West. Three—Broken rail. Four—Track men. Five—Slide. Six—Fire.

Trains using spur track serving the Stockton Fire Brick Co. across highway at Clayton will be governed by the following:

This spur must not be used by any class of engine larger than 2700 Class.

No engine, train or car shall be operated over highway crossing except between the hours of 7:30 P. M. and 7:30 A. M.

Trains, motors, engines and cars must be stopped before crossing the highway and must not proceed to cross highway until conductor or other trainman has gone upon the crossing to ascertain if it is safe to do so and until signal to proceed has been given.

Oil trains in valley district when consisting of mixed loads and empties, will be made up with ten steel frame empty cars immediately behind engine, loaded oil cars

Through trains between Roseville and Gerber will take water at Berg instead of Marysville whenever possible.

Sidings at Nord and Lomo and team track, mill spur and Earl Fruit spur Marysville must not be used by Mikados, Mallets, SP, AC, Mt, GS-I, or 2-10-2 type engines. Engines equipped with pilot plows must not use tracks on "E" Street, Marys-

Where cars or engines are to be moved on old Cannery Track over 4th Street, Marysville, flagman must flag the crossing before movement is started over crossing. When using Wye track at Barber, by engine with or without cars, tangent track, continuation of the Wye, must be used and at no time use the Diamond Match Com-

Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

Two engines must not be coupled on Stirling City line. Helper engines must be cut back in train.

At Chico, the Chico-Stirling City main track originates at switch on Chico-Stirling City line leading to engine house at Chico.

Trains to and from Stirling City line use yard tracks from passenger station Chico to Chico-Stirling City main track.

Track between station and Stirling City main track, must be kept clear of cars. Flint hoppers and box cars must not be placed on spur serving El Dorado Lime & Mineral Company at Bullard to or beyond rock chute which does not clear this class of equipment.

Trains must stop and flagmen must precede train over Main Street when making movement on house track at Woodland.

Trains to and from Oroville on Woodland Oroville line use Marysville siding. No engine larger than Consolidation engines with 225,000 pounds on the drivers should pass over Trestles 97-A and 97-E on Knights Landing Line.

No train, engine, motor or car shall be operated over county road known as Wilson road at Wilson unless said train, engine, motor or car shall be under control and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

Willows-Fruto main track originates at yard limit board located on Willows-Fruto line. Trains to and from Willows-Fruto line use yard tracks from passenger station to Willows-Fruto main track.

At Roseville, schedule time and train orders for eastward trains on Roseville-Gerber line, applies at west switch of crossover, leading from No. 2 to No. 1 tracks, 400 feet west of Lincoln Street crossing.

Westward trains receiving orders at, or east of Newcastle moving an eastward train from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived.

A westward train must stop east of east crossover switch at Newcastle unless they receive a train-order signal permitting it to proceed.

Eastward trains authorized to use No. 1 track between Loomis and Newcastle, may proceed on No. 1 track to first crossover switch, located east of the station building at Newcastle.

Nos. 20, 534 and 306 will use No. 4 track Rocklin to Loomis.

Before using drill track across Victory Highway at Isleton Wharf, train must be under control and traffic on the highway must be protected by member of the crew acting as flagman.

SPEED TABLE

Miles	1 M	le in	Miles per	1 Mi	le in	Miles per Hour	1 Mi	le in	Miles	1 Mile in	
Hour	Min.	Sec.	Hour	Min.	Sec.		Min.	Sec.	Hour Hour	Min.	Sec.
6 8	10		21	2	51	31	1	56	41		27
	7	30	22	2	43	32		52	42	1	
10	6		23	2	36	33		49	43	1	25 23
12	6 5		24	2	30	34	1	45	44	-	
15	4	The Automotive	25	2	24	35	1	42	45	1	21
16	3	45	26	2	18	36	E OF	40	46	1	20
17	3	31	27	2	13	37		37	47	and there	18
18	3	20	28	2	8	38	1	34		1	16
19	3	9	29	2	4	39			48	1	15 13
20	4 3 3 3 3 3 3		30	2			1	33	49	1	
			00	4		40	1	30	50	1	12

SPEED RESTRICTIONS

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account Holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

Trains and engines must not exceed 12 miles per hour over Lincoln Street crossing, Roseville.

Speed of 60 miles per hour permitted train No. 9 between Roseville and Sacramento, where speed of other passenger trains is restricted to 50 miles per hour.

Passenger trains must not exceed 40 miles per hour and freight trains 30 miles per hour on No. 4 track between Rocklin and Loomis.

SPEED RESTRICTIONS—Continued. Speed Restrictions in Miles Per Hour, Will Apply as Follows:

	The state of the s	or alleginar	PASS	SENGER	SECTION CO.	FR	EIGHT		All Trains	LIGHT ENG. RUNNING FORWARD				
Pages	Between **/	Maximum	With SP-1, SP-2, SP-3, F-1, F-3, F-4 F-5, F-6, MM-2 and AM Engines	6, 8, 9, C-2 to 10 inc	With Other Type Engines	Freight and Mixed, Maximum	With MC-1, 2, 4, and 6 Engines	Engines and Motors Backing	City Ordinance	SP-1, SP-2, SP-3, F-1, F-3, F-4, F-5, F-6, MK-5, 6, 8 and 9	MT-1, 2, 3, 4, 5, E, M, T, A and P	Types C-2 to C-10 and C-18 to 23 inc.	C-11,12	
2 2 2, 3	Colfax—Truckee	35 40	35 40	35 40	35 40	20 30	20 25	15 15		30 35	30 35	25 30	30 30	
2,4 3 3 3,5 4,5 4,5	Reno. Sacramento—Colfax. No. 2 Track Sparks—Truckee. No. 1 Track Truckee—Loomis No. 1 Track Truckee—Tahoe. Loomis—Sacramento No. 1 Track Roseville—Gerber Lincoln	40 35 40 50 50	45 40 35 25 45 45	40 40 35 25 40 40	50 40 35 40 50 50	35 30 20 30 35 35	25 20 20 20 20 25 25	20 20 15 15 20 20	15 35	35 35 30 20 35 35	40 35 30 30 40 40	35 30 25 30 35 35	30 30 30 30 30 30 30	
88888888	Davis—Tehama. Woodland—Marysville. Marysville—Oroville. Brighton—Folsom Citrus—Fair Oaks. Folsom—Placerville. Harrington—Wyo via Colusa. Willows—Fruto. Sacramento—Isleton Grace—Josephine. Marchant—Karnak Chico—M. P. 188 (Stirling City Branch) M. P. 188—Stirling City. Through Crossovers, Turn-outs, and on	60 45 25 50 25 30 30 20 30 30 30 30	45	40 35 25 40 20 20 25 	60 45 25 50 25 30 30 30 30 30 30	40 35 25 35 20 15 25 15 20 20 20 20	25	20 20 15 20 15 12 20 10 15 15 15	35	35	40 35 20 40 20 25 25 25 25 25 25 25	35 35 25 35 20 15 25 15 20 20 20 21 21	30 30 25 30 20 15 20 15 20 20 20 20 21 21 21	

Eastward passenger trains must not exceed 40 miles per hour and eastward freight trains must not exceed 30 miles per hour between east end of Roseville yard and Rocklin

Slow boards have been placed at west switch Truckee No. 1 track, east switch Loomis No. 1 track and west switch Colfax No. 2 track, with figures 35 on upper left side, 30 on lower left side, and 20 on right side.

Passenger trains must not exceed 35 miles per hour on tangent and 30 miles per hour on curves between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

Freight trains must not exceed 20 miles per hour between Truckee and Loomis on

No. 1 track and between Colfax and Truckee on No. 2 track. SP-1, SP-2, SP-3, F-3, F-4, F-5, F-6, AC-4, AC-5, AC-6, AM, GS-1, and MM-2 type engines must not exceed 25 miles per hour where slow boards restricting speed on curves, show 30 miles per hour between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track, and between Truckee and Sparks on Nos. 1 and 2 tracks where slow boards restricting speed on curves show 28 miles per hour.

Mt. 1, 2, 3, 4, 5 class engines must not exceed 28 miles per hour where slow boards restricting speed on curves show 30 miles per hour.
MC 2, 4, 6 and AC 1, 2 and 3 class engines must not exceed 20 miles per hour on

Motors backing through yards and over highway crossings must not exceed 10

miles per hour. Relief trains with steam derrick must not exceed 15 miles per hour over Colusa,

Sutter Basin, River Farms, Stirling City, Walnut Grove, and Placerville lines. Relief trains with steam derrick must not exceed 25 miles per hour and will be governed by other speed restrictions.

Fire trains and flangers operating between Lawton and Loomis must not exceed 30 miles per hour and be governed by other speed restrictions.

Speed of fire trains, with water cars full, must not exceed 25 miles per hour in

forward direction. Speed of fire trains, with water cars less than three quarters full, must not exceed 20 miles per hour in forward direction. Water cars must be kept full when possible.

Trains handling loaded Flint hoppers must not exceed 25 miles per hour. At intermediate stations where mail is dispatched while trains are in motion speed must be reduced sufficiently to avoid injury to passengers or others who may be stand-

ing on station platforms. Eastward first-class trains must not exceed 30 miles per hour from yard limit board located one thousand feet west of west switch at Antelope to signal 1046, from signal 1046 to mile post 108 on Roseville-Sparks line, 20 miles per hour.

Westward first-class trains from mile post 108 Roseville-Sparks line to signal 1049 20 miles per hour. From signal 1049 to Antelope station 30 miles per hour. Freight trains on descending grades must not exceed 15 miles per hour while passing passenger trains.

When necessary for locomotive cranes to move in trains with flexible or swivel truck trailing, the speed of the train must not exceed 18 miles per hour.

Trains must not exceed 25 miles per hour entering or moving through controlled sidings, or when running against the current of traffic on double track under authority of dwarf signals.

Trains must not exceed 25 miles per hour from Yuba River bridge to Feather River bridge, Marysville, and from east yard limit board Chico to west switch Chico Siding. Eastward trains using No. 2 track must not exceed 12 miles per hour from Signal

Bridge just west of Passenger Station Sparks, to yard office at Sparks.
Engines must not exceed 8 miles per hour on balloon track at Lake Tahoe. Trains must not exceed 25 miles per hour over Feather River bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather

Trains must not exceed 15 miles per hour between the overhead bridge at Roseville, on the Roseville-Gerber line, and the passenger station at Roseville Trains must not exceed 12 miles per hour over Main and Court Street crossings Woodland

Trains must not exceed 12 miles per hour over railroad crossing Bridge Street east of Yuba City station.

Trains must stop within 200 feet of S. N. R. R. crossing at Yuba City and at Knights Landing drawbridge before crossing.

Trains will pass over S. P. R. R. crossing at Grace with caution.

Consolidation engines must not exceed 30 miles per hour between Yuba City and Woodland.

Motor cars must not exceed 25 miles per hour between Mile Post 138 and Placer-

Trains having cars loaded with ore or high loads of lumber must not exceed 12 miles per hour on curves 7 degrees or over on Placerville line.

Engines using Mather Field Spur must not exceed 10 miles per hour. Trains must not exceed 15 miles per hour over trestle 112-A on Grace-Josephine

When necessary to operate 5000 class engines on Stirling City line to the Sacramento Northern transfer at Chico, speed must not exceed 10 miles per hour.

Trains will stop within two hundred feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

Trains must not exceed 20 miles per hour on Dantoni line between Dantoni Junction and Dantoni

Freight trains must not exceed 12 miles per hour on curves between Kurand and

Trains must not exceed 10 miles per hour between initial switch of spur to Hood Wharf and Hood Wharf. Trains must pass over S. N. R. R. crossing 9th Street Chico with caution.

Trains must not exceed 40 miles per hour through city limits of Corning, Orland

No. 8 stop at Orland for exchange of U. S. Mail.

Trains and engines must not exceed 20 miles per hour between west end Sacramento River Drawbridge and 15th Street, Sacramento.

Engines being hauled in trains or running under own steam must not exceed: When main rod only is removed................................30 miles per hour

S and SE class engines must not exceed 20 miles per hour.

SPECIAL INSTRUCTIONS

14			SPECIAL INSTRUCTIONS								
		LOCATION OF	STRETCHERS								
Gacramento. Hospital Baggage Room Fair Oaks Freight House Hood. Williams Valnut Grove Baggage Room Vincoln. Roseville Power House Warysville Yard Office Gridley Station Biggs. Store Dept.				Rocklin. Baggage Room Loomis. Truckee (3) Penryn. Baggage Room Newcastle. HOSP Colfax. GENERAL Dutch Flat GENERAL Blue Canon (2) Baggage Room Cisco. Baggage Room							
LO	CATION OF OVERHEAD AND	SIDE STRUCTURES NOT STANDARD	Mile Post	LOCATION	DESCRIPTION						
Mile Post	LOCATION	DESCRIPTION			KS—EASTWARD—Continued						
	Sacramento River Bridge Shop Yard	AMENTO YARD Side Oil House West of Store No. 1. Side Sand spurs Nos. 1 and 2. Overhead Track No. 2, Car Shop No. 9. Side Track No. 3, Car Shop No. 9. Side Track No. 4, Car Shop No. 9. Side Track No. 5, Car Shop No. 9. Side Track No. 9, Car Shop No. 9. Side Track No. 9 Car Shop No. 9. Side Roundhouse spur. Side Track No. 2 Bone Yard Track. Side Track No. 3 Laundry. Side Track No. 3 Scrap Dock. Side Track No. 3 Scrap Dock. Side Western Meat spur. Side New Foundry Track Side Coke spur. Side Foundry Track 6th Street. Side Lawrence Warehouse. Side Barley spur Buffalo Brewery. Side Buffalo Brewery spur. Overhead & Side	133.8 134.8 136.0 138.7 139.2 139.4 141.7 141.7 144.5 144.7 152.2 152.4 165.5 208.0 208.0 242.9	E. of Clipper Gap E. of Applegate E. of Applegate E. of N. E. Mills E. of Lander Colfax Colfax Colfax E. of Colfax E. of Colfax E. of Colfax T. UE Colfax E. of Colfax	Funnel No. 26. Overhead Funnel No. 27. Overhead Funnel No. 28. Overhead Funnel No. 28. Overhead Funnel No. 30. Overhead Funnel No. 31. Overhead Funnel No. 31. Overhead Funnel No. 32. Overhead Funnel No. 32. Overhead Funnel No. 32. Overhead Funnel No. 33. Side & Overhead Funnel No. 33. Side & Overhead Funnel No. 34. Side & Overhead Funnel No. 34. Side & Overhead Funnel No. 34. Side & Overhead Funnel No. 36. Side & Overhead Funnel No. 37. Side & Overhead Funnel No. 38. Side & Overhead Funnel No. 39. Side & Overhead Funnel N						
artikli on spe	B between 11th & 12th B between 8th & 9th 3rd to 6th Streets	Phoenix Mill spur		W of Applements	CKLIN—WESTWARD Tunnel No. 0						
	13th & 14th on B St	Atlas spur. Unloading pit center of Track, Clark and Henry spur. Sacramento Vegetable Growers Assn Side Virden Packing Co. spur Overhead & Side Sacramento Northern Guy Pole Side 2nd Street to Front St. Yard Overhead Stulsaft spur Overhead	124.5 124.5 124.5 124.5 122.5	Auburn Auburn Auburn W. of Flint W. of Flint W. of Flint W. of Flint Tomic	Ford & Son Warehouse, hill track. Side Fruit House Track, hill track. Side Hse. Track, Auburn I. & C. siding. Side Hse. Track, Ford & Son, Whse. siding. Side Cut West of 122. Side Cut West of 122-G. Side Cut West of 122-H. Side Bloomer Cut. Side No. 1 Hill track, Earl Fruit Co. Side No. 1 Hill track, Law Bros., Fruit Hse. Side						
106.6	American River Bridge	Side Icing track, PFE track No. 2 and New	A TORIGONAL PROPERTY.		MENTO-GERBER						
110.0	Roseville Yard. Roseville Yard. Roseville Yard. Roseville Yard. Roseville. Rocklin. Rocklin. Rocklin. Rocklin.	Icing track, PFE Plant Side Track No. 3, Heavy Rip. Side Track No. 4, Heavy Rip. Side Track No. 5, Heavy Rip. Side Track No. 6, Heavy Rip. Side P. F. E. Icing Tracks Nos. 0-1-2-3 Kesty Quarry spur. Overhead Henderson Quarry spur. Overhead Elickson Quarry spur. Overhead Cal Granite spur. Rocklin, Quarry Side	140.8 140.8 140.8 122.0 161.4	Lincoln. Clayton Marysville. Marysville. Marysville, E Street. Biggs.	Cannon Phillips spurOverhead & Side Diamond Match Co., LumbershedSide Stockton Fire Brick Co., SpurOverhead W. T. Ellis WarehouseSide Buckeye Mill platformSide Yuba Construction Co., platformSide Rice Mill SidingSide & Overhead						
110.	Rocklin	Cal. Granite spur, Rocklin, Quarry Side Stock Chute on Corral Track Side Antelope Creek bridge Side	1000000	was seen a mad are wallen of head							
114.3 117.3 120.4 122.5 123.6 124.6 131.6 132.6	E. of Lincoln Ave., Penryn E. of Newcastle	Tunnel No. 15. Overhead Tunnel No. 16. Overhead Tunnel No. 17. Overhead Tunnel No. 18. Side & Overhead Tunnel No. 19. Overhead Tunnel No. 20. Overhead Tunnel No. 21. Overhead Tunnel No. 22. Overhead Tunnel No. 23. Overhead Tunnel No. 24. Overhead Tunnel No. 25. Overhead	103.2 117.6 1 124.3 1 124.3 1 124.3	Dunnigan	Water Tank						

Mile Post	LOCATION	DESCRIPTION
ocrate.	WYO-	HARRINGTON
120.8 145.9 150.4 165.9 177.4 177.4	Grimes. Princeton. Codora Rotsvele Hamilton. Hamilton.	Water Spout. Overhead Water Spout. Overhead Warehouse. Side Elevator. Side Boiler House of sugar factory. Side Shed over beet unloading track. Overhead
TOTAL WAY		VIS-OROVILLE
111.4 112.4 120.4 135.0 135.0 147.9 147.9	TudorAbbottYuba City	Water Tank Side Earl Fruit Co. bldg. siding Side S.N. R.R. trolley wire, E. of depot.Overhead Station platform Side Brown's Warehouse Side C. L. Bills cement warehouse Side Olive Produce Co. porch Side Ice House platform Side
	SACRAM	ENTO-PLACERVILLE
91.5	A CONTROL OF THE PARTY OF THE P	Contractors' spur, buildingSide Unloading pit center of track A. Teichert Co.
95.9 98.9 98.9 122.3 126.4 126.5 128.6 148.7	Mayhew. Mayhew. Cothrin Latrobe. E. of Latrobe. Placerville.	Perkins' Store
	SACR	AMENTO-ISLETON
92-B 93.0	Charles Snodgrass Slough	BridgeSide
113.4		

LIST OF SURGEONS.

LOCATION	NAME	TITLE				
	Dr. W. B. Coffey	Chief Surgeon and Manager				
an Francisco		Division Surgeon.				
acramento		District Surgeons.				
acramento	Drs. G. L. Stevenson and W. W. Crest	Aurist.				
acramento		Oculist.				
acramento		District Surgeon.				
Roseville	T T T	Asst. District Surgeon.				
Roseville	Dr. L. E. Jones	Asst. District Surgeon.				
Roseville	Dr. E. E. Myers	District Surgeon.				
oomis	Dr. P. D. Barnes	District Surgeon.				
Vewcastle	Dr. L. B. Barnes	District Surgeon.				
uburn	Dr. G. H. Fay	District Surgeon.				
olfax	Dr. D. M. Kindopp	District Surgeon.				
Colfax	Dr. C. J. Durand					
lta	Dr. B. F. Howard	Emergency Surgeon.				
Blue Canon	Dr. H. N. Miner	District Surgeon.				
Truckee	Dr. J. H. Bernard	District Surgeon.				
Reno	Dr. W. H. Hood	Consulting Surgeon.				
Reno	Dr. Horace J. Brown	District Surgeon.				
Reno	Dr. M. R. Walker	Assistant District Surgeon.				
Reno	Dr. John A. Fuller	Oculist and Aurist.				
Wheatland	Dr. F. W. Didier	District Surgeon.				
Marysville		District Surgeon.				
Marysville		Oculist and Aurist.				
Marysville		District Surgeon.				
Live Oak		District Surgeon.				
Gridley		Emergency Surgeon.				
Biggs	D T T Dl-	District Surgeon.				
Durham	*** TO TO TO TO	District Surgeon.				
Chico	D D II M.	Associate District Surgeon.				
Chico	T T D I	District Surgeon.				
Los Molinos		District Surgeon.				
Gerber		Emergency Surgeon.				
Davis	D MI II C	Emergency Surgeon.				
Davis	D TT D T. L. L.	Consulting Surgeon.				
Woodland						
Woodland	D II d D	District Surgeon.				
Arbuckie		Acting District Surgeon.				
Williams	Dr. C. F. Keith					
Colusa						
Willows	Dr. C. W. Lund	District Surgeon.				
Orland	Dr. S. Iglick					
Stirling City	Dr. A. L. Derbyshire					
Corning	Dr. H. H. Beck					
Oroville	Dr. E. A. Kusel					
Fair Oaks	Dr. G. M. Kennedy					
Folsom	Dr. L. H. Sanborn	Emergency Surgeon.				
Placerville	Dr. W. A. Reckers	District Surgeon.				
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.				
Yuba City	Dr. Smith McMullen	District Surgeon.				
Walnut Grove		District Surgeon				

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

Wood

Steel Underframe

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

All Steel

CLASS

OMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber via Roseville	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirlin City to Chico
E-23 E-23	E-73 20/24 92. E-73 20/24 101 S.	1433 to 1458 1438 to 1458	190 190	3310 3430	720 750	450 470	1160 1200	530 550	2780 2890	1060 +	560	2890	1880		
E-24	E-69 18/26 73	1459 to 1463	165	2580		/				2000 1	500	2990	1950		
E-24 E-25	E-69 18/26 74 E-69 18/26 72	1464 to 1467, 1469, 1471	11122	A Street and	15.2	1		M.	2100	1 4	••••	2260	1410		
E-27	E-73 20/26 113 S	1470, 1472, 1477, 1478 1526 to 1540	160 210	2510 4000	. Miż	BEION /	JAMO	TALL	2050 3100		Carlotte.	2190	1380		
M-4 M-4 M-4	M-63 20/28 126 M-63 20/28 128 S M-63 20/28 135 S	1615 to 1719	190	4280	1050	690	1630	800	3380	1240	780	3740	2300		
M-6 M-6	M-63 21/28 150 S M-63 21/28 153 S	1725 to 1769, 1780 to 1803.	200	5260	1300	870	2020	1000	4160	1550	990	4610	2840	530	980
M-9 M-9	M-63 21/28 150 S M-63 21/28 156 S	1804 to 1822	210	5540	1390	930	2140	1060	4390	1630	1050	4850	2990	570	1050
T-8	T-57 18/24 87	2174,2176to2179,2181,2183	160	2780	77		tion of		2220	May be		2430	1500	250	490
T-2	T-63 20/26 105	2221 to 2234	160	2830					2310			2470	1560	220	460
T-1	T-63 20/28 112	2235 to 2273	180	3840	900	590	1420	680	3080	1110	700	3360	2090	370	700
T-25 T-26	T-69 26/28 134 T-69 21/28 152 S	2275 to 2280	200	4220	980	630	1550	730	3430	1180	720	3690	2320	360	720
T-23	T-63 21/28 148 S	2283 to 2300	200 210	4800	1150	750	1800	870	3900	1380	860	4230	2680	440	860
T-28	T-63 22/28 162 S	2311 to 2362	210	5550 6060	1380 1520	920	2130	1060	4400	1650	1060	4860	3000	560	1040
		(2363 to 2370				1020	2340	1160	4800	1800	1150	5310	3270	630	1150
T-32	T-69 23/28 174 S	2372 to 2384	210	6170	1470	970	2300	1120	5040	1800	1140	5400	3440		
C-11	C-51 22/26 152	2502	180	5170		·			4050	1550	1000	4490	2770	550	1100
C-12	C-50 20/28 164	2503	190	4760					3720	1380	870	4160	2520	580	1080
C-9, 10	C-57 22/30 200 SF	2513 to 2599, 2752 to 2860.		March College			/	AND PROPERTY.	1700	A SHAPE NO.	5.0	1200	2020	000	1000
C-9, 10 C-8	C-57 22/30 194 S C-57 22/30 192 S	2698 to 2749, 2750, 2751	010	2000	4000	1	Carrier .	1 112					of the same of	THE R	
C-5	C-57 22/30 192 S	2624 to 2679	210	6660	1680	1130	2600	1290	5220	1980	1280	5790	3560		
C-5	C-57 22/30 185 S.	2680 to 2693		M. 395.			Van A		S. VERNEY	Service Co.	Marie De		100.00	Samuel II	
C-5	C-57 22/30 180	2624 to 2679		100 miles	Aller College		F 1535			All reals or	The state of the s	0	No. of the last	571	
C-5	C-57 22/30 178	2680 to 2693	200	5930	1460	970	2280	1110	4640	1750	1110	5140	3150		
rw-1	TW-54 22/26 147	2900 to 2913	180	5070	1260	840	1960	960	3960	1490	950	4450	2690	500	950
rw-8	TW-54 21/32 161 S	2914 to 2923	190	5660	1430	960	2220	1100	4430	1680	1080	4730	3020	600	1120
rw-8	TW-54 21/32 155	2914 to 2923	180	5020	1260	840	1960	960	3920	1470	930	4190	2660	000	1120
TW-4	TW-56 20/30 120	2928, 2930, 2931	160	3920	940	610	1480	710	3070	1160	740	3430	2090	400	740
Mk2 Mk4	Mk57 231/30 206 S Mk57 231/30 206 S	3200 to 3240	210	7830	2000	1350	3050	1540	6130	2340	1520	6800	4190	The supplied	
Mk5, 6	Mk63 26/28 210 S	3241 to 3277	210	8000	2100	1400	3250	and the second		The state of the s			Acres 1		
F-1	F-63 271/32 273 S	3600 to 3652	200	8000	2420	1620	3650	1600 1850	6700	2500	1600	7400	4550		
F-4, 5	F-63 291/32 306/B-61 SF.	3668 to 3763			to be a second or the second		The state of the s	4000000	••••	200		nvige.e.e.	ar least in		• • • • •
F-5	F-63 291/32 306/B-62 SF.	3764 to 3768	200	8000	2730	1820	4150	2090							
AC-2	MC-57 * 30-40394	4000 to 4016	400		All-mark 2004	300	Mat .		institution of the same	Server 1	Charles .	mel	V17907	Table 1	
IC-4	MC-57 26-40398	4017 to 4028	10 BE		No. of State	1 1	10.74	A 10	47.046.0	andre Spiritory	E 754	No. of the last of	No.	1 34	
MC-6	MC-57 26-401 S	4029 to 4043	210	8000	3250	2200	4950	2500					art and the		E 10
MC-6 C-1,2,3	MC-57 26 40395 S	4^44 to 4048		RATE BOLL	MAK	O LEGIN	1	Carl Series	W. T. Walley		The state of the s	CE- 19	CHATTER BY LINE		100
AC-4	AC-63 24-24475 SF	4100 to 4109			7 1	The same	1	-		Marin Wall	Williams In L	No.	10/	756	
AC-5	AC-63 24-24483 SF	4110 to 4125	235	8000	4100	3000	6300	3450					1		
AC-6	AC-63 24-24 517 SF	4126 to 4150	250	8000	4450	3250	6800	3700	The second	PERSON PROPERTY.	AND LUES	PE _ Hiddyeliga M			1357
	MM-63 35-88320 SF	4200 to 4211	200	8000	2450	1630	3750	1870			••••		Apparities 1		
-1,3,4,5	MT-73 28/30 246/B-60 SF	4300 to 4376	210	8000	2250	1450	3650	1700	7650	December of					****
SP-1	SP-63 28-82316/B-60 SF	5000 to 5015	225	8000	3150	2100	4800	2400	notice self.	- P-0-4	1 C/177	The spin makes	Service of the least of the lea		
SP-2	SP-63 28-32317/B-61 SF	5016 to 5049	PARTY DE		THE SECOND	A CONTRACTOR OF THE PARTY OF TH	CONTRACTOR CONTRACTOR	The second second	1	• • • •	• • • •		••••		• • • • •
P-1,3,5		2400 to 2452, 2459, 2460	210	4980	1140	730	1820	850	4080	1390	840	4350	2780		
P-1 P-1	P-77 22/28 160/B-54 S	2400 to 2427	210	5350	1180	760	1900	880	4400	1440	870	4700	3000	1 Acoust	
P-1	P-77 23/28 163/B-54 SF	2409, 2422	210	5850	1280	810	2050	950	4800	1560		CONTRACTOR OF		781	
P-4	C-77 23/28 155/B-58 SF	2400 to 2437	210	5850	1280	810	2050	950	4800	1560	930 930	5100 5100	3200 3200		• • • • •
GS-1	GS-73 27/30 262/B-58 SF	4400 to 4409	250	8000	2350	1550	3800	1800	8000	1000		3100	140.00		17.6
THE REAL PROPERTY.	STATE OF STATE OF STATE	· · · · · · · · · · · · · · · · · · ·	A THE LABOR.	-01 -015	T. J. Land	A CONTRACT	2/	1		transfer IV			7 1 3 3 1 10 1		100
	Allowance for Empty an	d Under- $\begin{cases} \text{Less than 40 M's.} \\ 40 \text{ M's to 50 M's.} \\ \text{More than 50 M's.} \end{cases}$		6	6	3	6	3	6	3	3	6	6	6	6
	loaded Cars	40 M's to 50 M's		3	3	0	3	0	3	0	0	3	3	3	3
		(More than 50 M's.		0	0	0	0	0	0	0	0	0	0	0	0
1 70 2			2470	25000	199	G C	The same of	A STATE OF THE PARTY OF THE PAR		The same of		1 1988	8001	100	al No
Tote .	Rating of two engi	ne trains east with o	lagger	AC-4 5	and G	enginos	will ha	those	chown !	n col	n= 2 C	16	. 6- 1	1 1 0 1	-
Note:	Rating of two engi	ine trains east with c	lasses .	AC-4, 5	and 6	engines	will be	those	shown i	n colum	nn 3. C	olfax to	Snark	s f	or

93,070 127,610 —70 ft..... 87,120 81,120 —(Dynamo) —(Dynamo)... and Mail—60 ft. —69 ft. —70 ft. 98,730 ::::: 129,140 103,590 112,640 99,200 76,320 108,675 125,000 74,000 70,000 78,000 89,000 110,000 85,000 83,000 —PFE 500-799 Tea & Silk Express, Horse Postal Storage—40 ft. —60 ft. Club Official —CM&StP Chair Coaches—60 ft. —70 ft. —72 ft. —73 ft. —72 ft. Interurban —CM&StP All-Day Larges, Chair 48,180 81,033 133,050 112,120 74,530 105,120 122,300 155,370 170,700 141,000 109,370 84,740 :::::: ::::: *:::::* ::::: 120,000 133,000 -CM&StP. All-Day Lunch—Chair —Coach Cafe-Coach Diner—70 ft. —72 ft. —77 ft. —79 ft. Cafe-Observation Observation Observation -Parlor —Standard Sleeper —Tourist Sleeper Rail Car—Gas & Electric —McKeen—55 ft. —70 ft. Observation (Open Top) 81,210 105,970 103,875 117,200 131,040 134,530 135,930 155,330 146,930 165,530 128,550 121,300 147,500 144,000 133,000 164,600 140,600 141,000 143,360 64,140 71,530 ::::: 62,000 MILEAGE Main Lines End Western Division to Sacramento S. P. R. R. 29 Sacramento to Lawton C. P. Ry 147.73 At Elvas C. P. Ry 31 Brighton to Elvas C. P. Ry 4.13 Davis to Tehama S. P. R. R 109.71 Roseville to Gerber C. P. Ry 105.92 Total Main Lines.... Branches Lake Tahoe..... 61.45 River Farms S. P. Co. Knights Landing Jct. to Boyer Stirling City C. P. Ry. Chico to Stirling City Sutter Basin S. P. Co. Grace to Josephine 20.98 Marchant to Karnak 2.75 Walnut Grove.....C. P. Ry.... Sacramento to Isleton..... Total Branches....

weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

These ratings include the total CLASS "C"-Consolidation engine "T"—Ten-wheelers
"MM"—Mallet Mogul "AC"—Articulated Consolidation
"A"—Atlantic Type

"M"-Moguls "Mk"-Mikado "TW"-Twelve-wheelers "MC"-Mallet Consolidation

"E"-Eight-wheelers "P"-Pacific Type "F"—Two-ten-two Type
"SP"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds -187on Drivers:

W. M. STILLMAN, Assistant Superintendent.

Total Sacramento Division....

TRAINMASTERSSACRAMENTO, CAL. C. C. FISHER.....SACRAMENTO, CAL. E. F. NASSOIY ROSEVILLE, CAL.
M. L. JENNINGS. ROSEVILLE, CAL.

ROAD FOREMAN OF ENGINES F. E. KEENAN......SACRAMENTO, CAL.

"MT"-Mountain Type

"GS"-Golden State

CHIEF TRAIN DISPATCHERS O. T. STACKPOOLE....Chief Train Dispatcher........SACRAMENTO, CAL. D. A. NEELLEY.....Assistant Chief Train Dispatcher....SACRAMENTO, CAL. C. N. JONES......Assistant Chief Train Dispatcher.....SACRAMENTO, CAL. EXAMINER

336.41

704.50

W. S. HOOSONSACRAMENTO, CAL.

