SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

1000

TIME TABLE

FOR THE

SACRAMENTO DIVISION





To Take Effect Monday, February 15, 1943, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

C. F. DONNATIN,

General Manager.

J. W. CORBETT,
Assistant General Manager.

R. E. HALLAWELL, General Superintendent of Transportation. G. C. BAKER,

Superintendent of Transportation

V. L. HACK,
Superintendent.

							SUBDIV	MENTO	SACRA								TWARD	EAS		
Time Table No. 1 February 15, 1943	Distance from San Francisco	10 Passenger	202 Passenger	22 Pacific	102 Streamliner City of	28 San Francisco Overland	88 Challenger		THE ARM	4 M	421 Freight	423 Freight	425 Freight	606 Mixed	478 Freight	482 Freight	GLASS 484 Freight	486 Freight	488 Freight	ecity of ings in
STATIONS	Dist Sar	Leave Daily	Leave Daily	Leave Daily	Leave *See Note	Limited &	Leave Daily			Leave	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lengths
(TO-R SACRAMENTO	89.0	12.40AM	10.00AM	12.55PM	6.55PM	11.05PM	11.35PM		AM -	1.								- Contract		BKWO TIP
TO-R SACRAMENTO (1	89.8	Real Parks								#				Transfer of	8.20AM					KWOTP
ELVAS	91.8	12.52	10.12	1.07	7.07	11.17	11.47			M	1.25AM	9.10AM	5.20PM		0.20					IYP
SWANSTON	93.5	New Tree	V. T. Aur							975	The series	to state	and the same							WP
BENALI	94.9	12.58	10.18	1.13	7.11	11.23	11.53PM													outh 92
8.8 ANTELOPE													THE COLUMN							86 KP
0.7	102.8	1.06 s 1.15 1.25	10.26	1.21	7.18	11.31	12.01 AM													D P BKWO
TO-R ROSEVILLE	106.6		s 10.35 AM	s 1:38 1:48	7.25	s 11:40 pm	s 12:18) AM	M 1.	1.55 AM	9.40AM	5.50PM		9.05 AM	12.30AM	12.30PM	4.00PM	6.30PM	TYP
TO NEWCASTLE	110.6	s 1.35 s 2.00			7.46	10.151	10.45					, to be the		marking in a	None 14	• 05				P Limits
AUBURN, NEVADA S	120.2	s 2.00	grand .	f 2.08	7.46	12.15AM	12.45	100000		-						1.05	1.05	4.35	7.05	Limits 3 WP
BOWMAN	129.1	2.34		f 2.20	7.52	12.22	12.53							200						7 WP
EAST APPLEGATE	134.3	2.43		2.30	7.59	12.30	1.02													00 P
TO-R COLFAX	141.7	s 3.05		2.39	8.06 8.20	12.38 s 1.00	1.10			-						0.00	2.10	5 40	8.20	Limits
CAPE HORN	146.1	3.25 f 3.38		8 3.10		1.13	s 1.35			A STATE OF						2.20	2.10	5.40	8.20	WYP
TO GOLD RUN	146.0	s 3.54		3.23	8.29	1.13	1.48									2.05	0.55	6.05		P
TOWLE	156.8	f 4.06		3.48	8.42	1.40	2.03									3.05	2.55	6.25	9.05	9 WOYP 5 Spur
3.6	160.7	f 4.18		3.57	9.00	1.50	2.15	-										A THE SHAPE		P
KNAPP	164.8	4.28		4.06	9.09	2.00	2.35													00 P
BLUE CANON	165.5	1.20		4.00	9.09	2.00	2.33													WP
TO EMIGRANT GAP	171.8	f 4.50		f 4.25	9.22	2.20	2.55				The second second					4.50	4.25	8.30	11.00PM	i Limits 0 WITP
CRYSTAL LAKE	177.9	f 5.07		4.41	9.35	2.36	3.11									4.55	7.20	8.30	11.001	9 WP
CISCO	180.3	f 5.14		f 4.46	3.33	2.00	5.11													WP
TROY	185.5	5.27		5.00	9.51	2.55	3.30				- T 1							700		55 WP
TO NORDEN	192.0	s 5.50		f 5.15	10.04	3.10	3.45									6 20	6.05	10.04	12.30AM	2
3.8 ————————————————————————————————————	195.8 197.2	3.30		3.13		3.10	3.43									6.20	6.05	20.04	12.30 AM	WITP
STANFORD	202.9	6.10		5.35	10.23	3.30	4.05			-										63 WP
TO-R TRUCKEE	208.0	s 6.40		s 5.55	10.32	s 3.50	s 4.25	N. Sharek	MOST	1	E E	Sale F	7	THE T	The second	7.40	7.40	11.15PM	1.45	i Limits WOYP
HINTON	218.1	7.00		6.12	10.47	4.07	4.42			-						7.40	7.40	11.15	1.45	WOYP 97 P
FLORISTON	222.4	f 7.10		6.19	10.54	4.14	4.49		MARKET STATE -	Ar-1	The state of the s						1			34 P
VERDI	232.4	f 7.30		6.35	11.08	4.30	5.05									8.45	8.45	12.15AM	2.45	22 P
RENO	242.9	s 7.55 8.20		s 7.00 7.15	11.30	a 4 EO	s 5.25 5.40	77,4			18 11 1			7.25PM		0.10	0.13	12.13	2.43	P -
SPARKS (Psgr. Sta	245.5	s 8.30		8 7.25		5.05	f 5.50						la de la	f 7.35						
TO-R SPARKS (Dsp. C		s 8.35AM			11.40PM	s 5.20AM	s 5.55AM						and the second	s 7.40PM		9.30AM	9.30 PM	1.00 AM	3.30AM	KWOTP
(154.9)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive *See Note	Arrive Daily	Arrive Daily		aily	Arriv	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Time over Distric		(7.55) 19.57	(0.35) 30.34	(6.35) 23.53	(4.45) 32.61	(6.15) 24.78	(6.20) 24.46	CONTRACTOR OF		(0	(0.30) 29.60	(0.30) 29.60	(0.30) 29.60	(0.15) 13.20	(0.45) 23.60	(9.00) 15.24	(9.00) 15.24	(9.00) 15.24	(9.00) 15.24	

less than 10 minutes. Second and inferior class trains, extra trains and engines must clear the time of Nos. 101 and 102 not less than 15 minutes.

No. 606 may run ahead of first-class trains from Reno.

RULE 5. At Emigrant Gap—Time of first-class schedules applies at Passenger Station and train-order time applies at siding.

No. 10 stop at Boca to exchange mail by locker.

See page 7 for additional schedules between Sacramento and Elvas.

Additional Stations:
 Planehaven
 M.P. 97.5
 Alta
 M.P. 156.0
 Boca
 M.P. 216.3

 Walerga
 M.P. 99.4
 Smart
 M.P. 173.3
 Wickes
 M.P. 221.9

 Lincoln Ave., Penryn
 M.P. 115.5
 Soda Springs
 M.P. 190.4
 Mystic
 M.P. 225.5

 Clipper Gap
 M.P. 131.4
 Eder Crossover M.P. 197.7
 Calvada
 M.P. 228.5

 N. E. Mills
 M.P. 137.6
 Andover
 M.P. 200.6
 Mogul
 M.P. 235.7

 Magra
 M.P. 148.5
 Andover
 Lawton
 M.P. 237.1

 Dutch Flat
 M.P. 154.1
 Crossover
 M.P. 201.3

Receive or Discharge | Passengers to (or beyond) | Passengers from (or beyond) Receive and Discharge Thursdays Tuesdays and Saturdays Sundays and Tuesdays Discharge Rev. Passenger Receive and Discharge Receive Revenue Passengers Receive Revenue Passengers Discharge Sacramento Ogden 88 Sparks Any Station 88 Auburn Nev. St. Berkeley

	More	THE S	us on	SAC	RAMEN	TO SU	BDIVISI	ON		3.00	SEAW TO	WEST	WARD	ROB	SELECTION.	l QT	Marine.	#DAme		3
Capacity of	Time Table No. 167			4(3.5.	T 7 28084	F	IRST CLA	ss	MADRIE EMPLO		SECON	D CLASS	1 1 1 1 1 1	THIRD CLASS	at joilest	*No	. 101 lea	ve and arr	ive 4th, 7	7th, 10th,
Sidings in Car Lengths	February 15, 1943	Distance from Sparks	87 Challenger	101 Streamliner City of San Francisco	201 Passenger	Pacific Limited	9 Fast Mail	27 San Francisco Overland Limited	0.16	800	605 Mixed	420 Freight	481 Freight	483 Freight	gathous s	must not l ferio	les 86, 8 clear t ess than r class to	7, 22nd, 25th 7, and 93: ne time of 10 minutes ains, extra	First-clas Nos. 101 Second trains and	ass trains and 102 d and in- d engines
	STATIONS	tret en 1	Arrive Daily	Arrive *See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	A Coll com	<i>(</i> **)	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	HINN RO			e time of 15 minutes.		and 102
BKWO	(TO-R SACRAMENTO)	156.4	s 7.05AM	s 7.20 AN	s 6.55PM	s 2.20AM	s 3.25AM	s 5.20AN	Backer	- Caracioni	W00.6						JLE 5. enger sta	At Loomis- tion.	-Time ap	oplies at
ВКМОТЬ	TO-R SACRAMENTO (12thSt.)	155.5		I EES	- 80.04	The Street			7.00.9		y ar.s				0.180	At	Emigra	nt Gap—Tiles at Pass	ime of fi	irst-class
IYP	ELVAS	153.5	6.53	7.08	6.43	2.08	3.13	5.08				9.10PM			Apple of the state of	trair	-order ti	me applies rains receiv	at siding.	
AM MA	SWANSTON 1.4	151.8		FEED	f	A WAR COLLEGE			7.22		0.00.3	I MANUAL TO A STATE OF THE STAT			M Cher B. C. T.	east	ward trai	as from Loc must not p	omis to Ne	ewcastle
South 92 M 86 P	BENALI	150.4	6.47	7.04	6.37	2.02	3.07	5.02			and wall family		Same Miles			swite	ch at Ne	vcastle unt	il opposing	ng trains
E M 60 P	ANTELOPE	142.5	6.39	6.57	6.29	1.54	2.59	4.54	7 08 7		11.0					train	s authori	zed to use N	No. 1 track	k Loomis
BKWO TYP	TO-R ROSEVILLE	138.7	6.30 s 6.20	6.50	6.20PM	s 1:45	s 2.50 s 2.38	8 4:45 8 4:35				8.30 PM	11.00 AM	3.30AM		first	crossove	proceed or switch, e	ast of st	ation at
P P	ROCKLIN 3.3	134.7	f 6.05	F SECT	I PERCH			4.20	10,000,00		7 21.0					We	castle. estward	rains must	stop east	t of east
85 P	TO LOOMIS	131.4	f 5.57	6.38		s 1.13	2.25	4.10							10 - Y C - //	orde	over swi r signal i	ch at Newo	astle unler roceed."	ess train-
Vard Limits	PENRYN 2.6	128.7	f 5.50	81.7	I BART	f 1.03		4.01	he.t			T PAY	m di T		The state of	No	. 27 stop	at the foll	owing sta	ations to
Yard Limits 54 WP	TO NEWCASTLE	125.7	f 5.43	6.28	(2.01	s 12.55	2.14	3.53	80.8		1 91 1		10.15	2.45	The bear of	Sprin	ange ma igs, Emig	rant Gap, T in, N. E. M	owle, Alts	a, Dutch
47 WP	FLINT 0. 7	121.7		Shelly and the same of the same						_						gate.	Gold R. Clippe	n, N. E. N r Gap, Bo enryn, Loo	wman, A	Auburn,
W 83 P	TO AUBURN	120.8	s 5.30	6.19		s 12.40	2.04	3.40					Post (Fig. 1)							The state of the s
46 P	BOWMAN 5.6 WEST APPLEGATE	116.9	f 5.18	6.13	£ [6] #	12.24	1.56	3.30	77.8		# 15 - EC 18				distribution to	posts	al clerk t	at Boca woo dispatch	registered	d postal
Yard Limits BKWYP	TO-R COLFAX	111.4	f 5.06	6.04		12.10AM		3.10	7 150		4 68.0					supp sary,	at Norde	educe speed	xchange, s	stop Alta
P	CAPE HORN	103.2	s 4.45	5.50		s 11.50PM		s 2.45			-		9.00	1.28		for e	xpress and holi	n for mail end Penryn, lays to reco	daily exce eive parce	el post.
90 WOYP	TO GOLD RUN	98.9	4.25 f 4.12	5.40 5.28	1201	11.31	1.15	2.28			- Cu-6		0.00	10.10.0		See	Page 7	for additio	nal sched	
Spur 5 P	TOWLE	88.1	f 3.58	5.28	746.4	11.17	1.02	2.15			Language ex		8.20	12.40 AM	NE 1074 310	twee		ento and E		
M 95 P	4.6 MIDAS	84.2	f 3.50	5.06		10.54	12.35	1.46							TANK DE V	Lawt	on	TIONAL S'	M.	.P. 237.1
M 95 WP	KNAPP	80.1	3.42	4.59	-100 PER 1 1	10.45	12.37	1.37	1 8 4				- 1		The same of the	Mogu	ıl		M.	.P. 235.7
M 95 WITP	TO EMIGRANT GAP	74.1	f 3.30	4.48		f 10.30	12.25	1.21		Car Charles Charles			6.50	11.10PM	Water Committee of the	Myst	ic		M.	.P. 225.5
Summer 73 P	YUBA PASS	69.8	3.21	Helle I	willo.er	10.20	12.17	1.12	T ace			a No weller	3.00	111101	William C. P.	Ando	ver cros	over	M.	.P. 201.3
M 78 WP	CRYSTAL LAKE	68.0	3.17	4.36	- BOIS	10.16	12.13AM		No. 10 and 10 an			- Linking		areas and the second second	100 E 1 F 2	Eder	crossove	r	M.	.P. 197.7
P	CISCO 5.9	65.6	f 3.12	66.6	12115	f 10.11		1.03	Manager 199			The state of	En rigg En		a tri	Soda	Springs.		IVI .	.F. 190.4
M 54 WP Summer 71	TROY	60.3	3.00	4.22	12,23	9.57	11.58PM	12.52	G-81-8						- 67.8	-			(1/1	D 165 5
BKWITP	TO NORDEN	53.8	s 2.45	4.11	12,28	f 9.40	11.45	12.35	1 Bad				5.20	9.40		Alta			M.	.P. 156.0
(Upper)77 P (Lower) 59	SUMMIT 3.2	52.9				- Other	- Land	- Jane Koe	THE CHECK THANKS	L Mon-7						Magn	a		M.	.P. 148.5
81 P	DONNER 1.3	49.8	2.32	4.01	(A.Ch.C)	9.27	11.35	12.20		TI PER					THE REAL PROPERTY.	Clipr	er Gap.		M.	.P. 131.6
W.Cd.	EDER 6.2	47.7	I shallowed	in alm/Fanis i	Witness but on	hall post of					A TOTAL OF					Wale Plane	rga ehaven		M.	P. 99.4 P. 97.5
M 61 WP	STANFORD 5.7	43.0	2.17	3.48	*	9.10	11.21	12.01 AM			-		no (1)			-	ADDITION	L FLAG STOP	S TO RECE	IVE
Yard Limits BKWOYP	TO-R TRUCKEE	37.9	s 2.05	3.39		s 8.55	s 11.10	s 11.45 PM	The Control of the Co				3.39	8.00			OR D	SCHARGE PA	SSENGERS	
42 P M 98 P	BOCA 3.4 HINTON	29.7	f 1.40	3.27		8.31	The suppose of	11.14					La La Cal			Train	At	Receive or Discharge	to (or beyond)	Passengers from (or beyond)
WP	HINTON 3.7 FLORISTON	27.9	1.36	3.24		8.27	10.48	11.10					1 - 12 - 12			-		(Discharge		
M 122 P	VERDI	23.6	f 1.29	3.17		8.19	10.41	11.00							4			Revenue Passengers except		
E (P	11.7-RENO	13.7	f 1.12	3.02		8.03 7.45	10.26	10.40								21	Any Statio	between Truckee	196.74	Sparks
ks ys	SPARKS (Psgr. Sta.)	3.3	12.55 s 12.40	s 2.46	`	s 7.45	s 9.55	s 18:20			s 8.25PM		- K - 40		1		(Soda Sprin	and Soda Springs		T. St.
BKW OTP	TO-R SPARKS (Dsp. Off.)	0.7	s 12.33 12.30AM	2.40AM	1 646	s 7.13	0.45***	0.550	1		f 8.15 8.10PM		1.30AM	6.00 PM		21	Alta Dutch Fla			
011	and the second	0.0	12.3UAM	2.4UAM		7.10PM	9.45PM	9.55PM			8.10PM		1.5UAM	6.00 rm		DE Pro-	N. E. Mill Soda Sprin Blue Cano	rs	ment white	N I
	(156.4)		Leave Daily	Leave *See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily		part of the second	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	rail fan	87	Alta Dutch Fla N. E. Mill Any Static	E LI man	Constant	Sparks
	Time over District Average Speed per Hour		(6.35) 23.76	(4.40) 33.51	(0.35) 30.34	(7.10) 21.82	(5.40) 27.60	(7.25) 21.09			(0.15) 13.20	(0.40) 22.20	(9.30) 14.51	(9.30) 14.51	ALL MAIN	27 27	Any Static	Receive Revenue Passengers	Sacra- mento	Reno

4	SAC	RA	MENTO SUBDIVISIO	ON	Ca	Wron E	ASTWA	RD		15.75pm	3 2 11 3 74 6	DISTRICTION OF	SA	CRAME	NTO SU	UBDIVIS	ION	
EAS	STWARD		Time Table No. 167	WES?	TWARD	and the state of t	THIRD	AND THE PARTY OF	SECON	D GLASS	· vv. namenovimble to the	INALO TENTA	FIRST	CLASS			TRE	m: m 11 N 107
Capacity of Sidings in Car Lengths	Distance from		February 15, 1943 Knights Landing Branch STATIONS	Distance from Yuba City		Capacity of Sidings in Car Lengths	514 Local Freight	498 Freight	496 Manifest	600 Manifest	494 Freight	20 Klamath	18 Oregonian	24 Cascade	202 Passenger	16 West Coast	Distance from San Francisco	Time Table No. 167 February 15, 1943
Yard Limits 107 BKWIP	84	9	TO-R WOODLAND	35.5	esteral mark	THE RESERVE	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
12	87	2	E. 2.3 — W. 2.3 — GARIC — E. 0.4 — W. 0.6 —	33.2		Yard Limits	4.00 AM			6.50 AM	Two ments	11.45 PM	10.00PM	6.35PM	in ac T	10.45 AM	75.6	(TO-R DAVIS
17	87	7	SUGARFIELD E. 6.5 – W. 6.2	32.7		98 P	4.15			7.00		11.53PM	10.08	6.43		10.53	80.7	E. 4.3 — W. 4.2 — — — — — — — — — — — — — — — — — — —
25 WP	94.	0	TO KNIGHTS LANDING	26.4		-	4.15					1 47 C 1 45 G	70.4	Total V	The second	Total State	83.2	E. 3.2 — W. 2.4 — — — MULLEN
July 2017	96	.5	R GRACE S. P. Crossing ————————————————————————————————————	23.9		Yard Limits 36 BKWIP	5.00			7.12		s 12.05 AM	s10.17	6.52		s 11.05	84.9	TO-R WOODLAND S. N. R. R. Crossing
2 Spur	97	4	BYPASS E. 7.7 — W. 8.1	23.0		36 P	5.20			7.25		12.13	10.25	6.58	1 733	11.13	89.9	E. 5.1 - W. 5.1 TO YOLO E. 5.9 - W. 5.9
36	105	2		15.2		26 P	5.40			7.34	Tile - In St. bu	12.20	10.31	7.04	The same of	11.20	95.8	ZAMORA
23	107	.5	MARCUSE E. 3.9 — W. 4.2	12.9		15						L 004 1 204	Und design	De-2-		Trager Th	98.0	E. 2.3 — W. 2.2 — BRETONA ————————————————————————————————————
34 W	111		E.0.9 — W. 0.8 —	9.0		27 WP	6.15		and the second	7.46	The section	12.28	10.39	7.12	T au	11.30	103.2	DUNNIGAN E. 3.2 — W. 3.3
8	112		E.3.4 — W.3.7 —	8.0		43					an and			1 de a	Ver le		106.4	HERSHEY E. 1.3 – W. 2.8
37	115		E.1.8 — W.1.9	4.6	Annual Control of the	103 YP	6.37			7.54	The Dilloga	12.34	10.45	7.18	Di overa	11.36	108.3	HARRINGTON E. 5.7 — W. 4.3
44 V111-11-	117	.7	BOGUE E. 2.4 – W. 2.1	2.7		37 P	7.15			8.02	56.6	f12.42	10.51	7.24	I lead	s 11.45	113.5	TO ARBUCKLE E. 4.2 - W. 4.0
Yard Limits 21 KWOYP	120	.4	TO S. N. R. R. Crossing	0.0		26 P	7.25			8.09		12.47	10.56			11.50AM	117.6	GENEVRA E. 6.5 — W. 6.7
	ARMINACI CONTRACTOR		(35.5)			43 P	7.45			8.19	23	s 12.58	11.06	7.35	Security with	s 12.01 PM	124.2	TO WILLIAMS E.5.2 - W.5.0
Togal Redical	E IN MACH DATE		Time over District			P	8.05			8.27	1 08.6	1.06	11.13	7.40	Large	12.08	129.1	CORTENA E. 3.7 — W. 4.0
(deletal), si	A special to the district	13/0/	Average Speed per Hour	-		50 WP	8.25			8.33	0.5.6	f 1.12	11.17	7.44	a section	12.13	133.0	m TO MAXWELL E.5.3 - W.5.8
ALL OF THE PARTY O					0.0	100 P	8.41	M. H. MAR		8.41	3-45-6	1.19	11.23	7.50	A COLUMN	12.20	138.3	DELAVAN —— E. 3.7 — W. 3.2
Although the						42	8.55			8.47	THERE S	1.23	11.27	7.54	d esta	12.25	142.1	NORMAN E. 2.3 – W. 2.2
A Real contain	udga immidilidas Tienas	H	Alternational and the second second	II TYTE C	MYYY D D	27	9.10			8.51	TO BE E	1.26	11.30	7.57	1-21.1-	12.28	144.3	E. 5.0 — W. 5.6
EAS	STWARD		Time Table No. 167	WES	TWARD	Yard Limits 100 BKWOYP	9.30AM			9.00	A CONTRACTOR	s 1:35 1:50	s 11.40	8.05	F-1647-16-	s 12.40	149.9	TO-R WILLOWS E. 7.5 — W. 6.8 —
Capacity of	and		February 15, 1943	from le		39 P				9.12	ed and I	2.00	11.50	8.14	56.8	12.50	156.8	E. 3.9
Sidings and Car Lengths	ance 1		Oroville Branch	Distance from		44				9.18		2.04	11.55 PM	8.18	SUP T	12.54	160.7	E. 1.4 — W. 1.5
Car Lengths	Dist		STATIONS	Distr	1.11 08	29 P					DE DE L	TOTAL SECTION		1 94 2	HQ.K	19.05	162.0	GREENWOOD E. 3.2 – W. 3.0 –
lits :	404		W. P. R. R. Crossing	00.4		E S SKWP			er par Empl	9.26	200 00000000000000000000000000000000000	s 2.15	12.05AM	8.24		s 1.05	165.4	TO-R ORLAND E. 2.2 - W. 2.1
BKWO	121.	-	E STREET, MARYSVILLE E. 0.9 — W. 0.9	26.1	MANAGEMENT AND ADDRESS OF THE PARTY OF THE P	₩ 33 YP				9.30	1 87.1	2.18	12.08	8.26	TIE	1.08	167.0	E. 6.1 — W. 6.1 —
13 IYP	122.		TO-R MARYSVILLE E.9.1 — W.9.3	25.2		23 P			1	9.40	E0.1	2.25	12.15	8.33	1-116	1.16	173.4	E. 5.1 — W. 5.2
8 P	130.	_		17.2		37 P				9.48	1 sa.x.	s 2.37	12.23	8.40	1.008	s 1.27	178.5	TO CORNING E. 3.1 — W. 3.1
9	135.	estant l	HONCUT E. 6.7 — W. 6.5	12.9		39 P				9.55	1.30.8	2.42	12.28	8.44		1.32	181.6	RICHFIELD E. 5.1 — W. 6.1
30 P	141.		HEARST E. 0.9 — W. 0.9 —	6.3		YP		7.40PM	11.25 AM	10.05	3.25 AM	2.50	12.35	8.50	1.45 PM		186.3	E.1.7 - W.1.5
Yard Limits	142.		PALERMO E. 5.1 — W. 5.4 — — — — — — — — — — — — — — — — — — —	5.4		112 Gerber Yd BKWOIYP		7.50PM	11.35 AM	10.15 AN	3.35AM	8 3.00 AM	s 12.45 AM	s 9.00 PM	8 1.55 PM	8 1.50 PM	188.4	(TO-R GERBER
KWTP	147.	9	TO-R OROVILLE (26.1)	0.0			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(112.8)
341			Time over District		A 5 4 8		(5.30) 13.51	(0.10) 12.60	(0.10) 12.60	(3.25) 33.01	(0.10) 12.60	(3.15) 34.71	(2.45) 41.02	(2.25) 46.67	(0.10) 12.60	(3.05) 36.58		Time over District Average Speed per Hour

Additional Stations—Knights Landing—Oroville Branches:
Laugenour.M.P. 89.4 Binney Ju
Coranco...M.P. 92.4 Tower.
Cunard...M.P. 96.1 Mello...
Lee.....M.P. 102.7
Wilson...M.P. 109.2

Binney Junction Tower...M.P. 122.7 Mello.....M.P. 126.5

.....Time over District..... Average Speed per Hour

Additional Stations:

Dufour....M.P. 92.1 Delphos...M.P. 126.8 Riz.....M.P. 146.0

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
18	Williams Orland Corning	Discharge		Davis
18	Williams Orland	} Réceive	Klamath Falls	

				Alleria Williams				An and the state of the state o	The second second				THIRD
				Maria V	ye I	RST CLAS	38	100	N IBE	SECONI	CLASS	A LONG	CLASS
	Table No. 167	Distance from Gerber	19 Klamath	23 Cascade	15 West Coast	201 Passenger	17 Oregonian		495 Freight	601 Manifest	497 Manifest	499 Freight	515 Local Freight
	STATIONS	Dis	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	With the same	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dail; Ex. Sunday
(TO-R	DAVIS	112.8	s 7.30AM	s 1 2 1 O PM	8 5.35PM		8 7.15PM			7.55AM		81577 F 2	10,30
1010	E. 4.3 — W. 4.2 — — — MERRITT	107.7	7.19	12.01 PM	5.24		7.05	OU ST ST A.R		7.45			10.15
1	E. 3.2 — W. 2.4 ———— MULLEN	105.2		12.01/11	0.21		1.00	7.09		Out 10		CARP F	10.13
	E. 1.4 — W. 1.7 ———— WOODLAND	103.5	s 7.12	11.55AM	s 5.15		s 6.52	Chief of the		7.35		nation (y	10.05
	E. 5.1 — W. 5.1 — YOLO	98.5	7.00	11.45	5.04		6.40			7.25			
	E. 5.9 — W. 5.9 ————— ZAMORA	92.6	6.53	11.38	4.57		6.34	- C- C	-	7.12	2,55		9.30
	E. 2.3 — W. 2.2 ———— BRETONA	90.4	0.55	11.30	4.51		0.54	ice a 1	-	1.12		Market Inc. P.	9.15
-	E. 5.1 — W. 5.3 ——————————————————————————————————	85.2	6.44	11.30	4.48		6.26		-	6.57	10.00		9.00
-	E. 3.2 — W. 3.3 ————— HERSHEY	82.0	0.11		1.10		0.20			0.51			9.00
an accombination of	E.1.3 — W. 2.8 ———— HARRINGTON	80.1	6.37	11.24	4.42	The same of the same of	6.20	400		6.48			8.45
TO	E. 5.7 — W. 4.3 ——————————————————————————————————	74.9	6.29	11.18	4.35		6.13			6.40		WHI.	8.30
	E. 4.2 - W. 4.0	70.8	6.22	11.13	4.29		6.07	- 012 G		6.33			8.09
то	WILLIAMS	64.2	s 6.13	11.05	s 4.20		5.58	- TE-P - 1 - CORD		6.23		CPT LO	7.45
	CORTENA	59.3	6.04	10.59	4.10		5.50			6.14		East I	7.10
TO	MAXWELL	55.4	5.58	10.55	4.06	8 1 1	5.46	-2 s s 200		6.08		GLIST WAS	6.50
	DELAVAN	50.1	5.48	10.49	4.00	UR EN T	5.40	D-Ja., da . Age. Age.		5.59	Lorl I	Cable Sale (1	6.30
	E. 3.7 — W. 3.2 — — — — — — — — — — — — — — — — — — —	46.3	5.42	10.45	3.56		5.36	SE MANAGE		5.53) per 4	Alfar O	6.20
	LOGANDALE E. 5.0 — W. 5.6	44.1	5.39	10.42	3.53		5.33	A-S2, (1), (4), (2)		5.49		AND THE	6.12
TO-R	WILLOWS E. 7.5 — W. 6.8	38.5	s 5.30	10.35	s 3.45		s 5.25	at a think		5.40		C Y	6.00A
	ARTOIS E. 3.9 — W. 3.9	31.6	5.16	10.25	3.33	Land of	5.13	CO A GENTA		5.26	Dig ii	1.677 23	SIL
1000	GRAPIT E. 1.4 — W. 1.5 —	27.7	5.10	10.20	3.28		5.08	ra g Luna	1 1	5.20		P. AND P.	S 1 R
	GREENWOOD E. 3.2 — W. 3.0	26.4			75				Def . Street Street Street	LS Company	The second second		printer little games,
TO-R	ORLAND E. 2.2 - W. 2.1	23.0	5.03	10.15	s 3.20		5.00	CONTRACTOR TO	Manager Manage	5.13		The state of the s	
	E. 6.1 — W. 6.1 —	21.4	4.58	10.13	3.15	DECT 1	4.55	P		5.10		TATE OF THE PARTY	
	KIRKWOOD E. 5.1 – W. 5.2 ———	15.0	4.50	10.06	3.08	DY	4.48			5.00			
	CORNING E. 3.1 — W. 3.1	9.9	s 4.42		s 3.00	111	4.40	soor Par		4.52			
	RICHFIELD E. 5.1 — W. 6.1	6.8	4.32	9.55	2.51		4.31		AND DESCRIPTION OF THE PERSON	4.46			
	TEHAMA E. 1.7 — W. 1.5 ————	2.1	4.25	9.50	2.45	s 3.00PM	4.25		12.13AM	4.38	8.13 AM	4.13PM	
TO-R	GERBER	0.0	4.20AM	9.45AM	2.40PM	2.55 PM	4.20PM	18 1	12.05 AM	4.30AM	8.05 AM	4.05 PM	DSI -
	(112.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	me over Districtge Speed per Hour		(3.10) 35.62	(2.25) 46.67	(2.55) 38.67	(0.05) 25.20	(2.55) 38.67		(0.08) 15.75	(3.25)	(0.08) 15.75	(0.08) 15.75	(4.30) 16.51

No. 17 stop at Corning and Orland on flag to entrain mail clerk.

No. 19 reduce speed to 10 MPH at Orland to permit picking up U. S. mail.

No. 19 stop daily, except Sundays and Holidays, at Richfield, Kirkwood,

Artois, Delavan and Maxwell.

Additional	Stations:

Dufour. M.P. 92.1 Delphos M.P. 126 8 Riz M.P. 146.0

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
17	Arbuckle	Receive	Berkeley	The Cartina of the Ca
17	Corning Orland Williams	Receive	Martinez	Charles S. Bancon
19	Orland Arbuckle	Receive	West of Davis where scheduled to stop.	

SACRAMENTO SUBDIVISION

EASTW	ARD	Time Table No. 167	WESTWARD
Capacity of	Distance from San Francisco	February 15, 1943	Distance from Josephine
Sidings in Car Lengths	stance n Fra	Sutter Basin Branch	Joseph
	Sag	STATIONS	-
P	96.5	R GRACE E. 0.3 – W. 0.6	20.8
28 P	96.9	MARCHANT E. 3.2 — W. 3.4	20.4
45 WP	100.4	ROBBINS E. 1.5 – W. 1.5	16.9
28 P	101.7	SEYMOUR E. 4.5 — W. 3.4	15.6
48 P	105.1	SUBACO E. 2.5 — W. 2.0	12.2
28	107.2	PELGER	10.1
48 P	109.3	EVERGLADE E. 1.8 — W. 1.8	8.0
39 YP	111.2	HINSDALE E. 2.2 – W. 2.1	6.1
31	113.3	TISDALE E. 2.1 – W. 1.7	4.0
14 Spur	115.2	PROGRESS E. 1.9 – W. 2.1	2.1
14 Spur	117.3	JOSEPHINE	0.0
		(20.8)	AFF XP M
		Time over District	20.8

EASTW	ARD	Time Table No. 167	WEST	WARD
0	rom	February 15, 1943	E 0	7
Capacity of Sidings in	Distance from San Francisco	Sutter Basin Branch	Distance from Karnak	
Car Lengths	Dist	STATIONS	Dist	estent brod
28 P	96.9	MARCHANT S. P. Crossing E. 0.7 — W. 0.7	2.5	d at
22	97.6	ENSLEY	1.8	
2 P	99.4	E. 1.8 — W. 1.8 — KARNAK	0.0	Was No
Line I	216 346	(2.5)		n nk
	egg.	Time over District		97

EASTW.	ARD	Time Table No. 167	WESTWARD
Capacity of	Distance from San Francisco	February 15, 1943	Distance from Fruto
Sidings in Car Lengths	stance n Frai	Fruto Branch	Frui
10 0000	Sa	STATIONS	TIO .
Yard Limits 100 BKWOYP	149.9	TO-R WILLOWS E. 2.7 — W. 2.7	17.0
9 Spur	152.6	LOSA E. 3.1 – W. 3.3	14.3
15	155.8	KURAND E. 3.9 – W. 3.7	11.1
5 Spur	159.6	MILLSHOLM E. 3.9 – W. 4.0	7.3
5	163.6	ATHENA E. 3.3 – W. 3.4	3.3
14 TP	166.9	R FRUTO	0.0
		(17.0)	
And Invest		Time over District	

6				EASTW	ARD		SA	CRAMENTO SUBDI	VISIO	N		WEST	TWARD	No. Carry	
	THIRD		SECOND	CLASS		FIRST CLASS			1	FIRST CLASS		SECOND	CLASS	TH	IRD CLASS
Capacity of Sidings in Car Lengths	502 Local Freight	498 Freight	496 Manifest	500 Mdse.	494 Freight	202 Passenger	tance from	Time Table No. 167 February 15, 1943	Distance from Tehama	201 Passenger	495 Freight	497 Manifest	499 Freight	501 Local Freight	of side
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Dist	STATIONS	Dis	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	OL SI CLEAN
Roseville yd BKWOTYP		4.05 PM	8.05 AM	1.00 AM	12.05 AM	10.35 AM	106.6	(TO-R ROSEVILLE	105.1	s 6.18PM	3.40 AM	11.40AM	7.40 PM	11.00 PM	TATALLY AND
98 P		4.20	8.20	1.12	12.20	10.45	112.8	E. 5.3 — W. 6.3 — WHITNEY	98.9	6.07	3.26	11.26	7.26	10.40	
106 WP	100	4.28	8.28	1.20	12.28	s 10.51	117.0	TO LINCOLN	94.7	s 6.00	3.18	11.18	7.18	10.30	
30 P	F 8.01		LEBON .		OCTOPICAL DE	THE RESIDENCE OF STREET	121.0	E. 5.1 – W. 4.3 – EWING	90.7					The second secon	1000000
94 P		4.37	8.37	1.29	12.37	11.00	122.1	E. 0.8 — W. 1.4 ——————————————————————————————————	89.6	5.49	3.09	11.09	7.09	10.00	
25	- sar-in	- Sherica - 10	BANKS I	1.34	ar a l	11.04	124.8	E. 3.0 — W. 2.4 ——————————————————————————————————	86.9	5.45	3.04	11.04	7.04	9.55	
122 WP	Figur 11	4.48	8.48	1.40	12.48	s 11.09	128.1	TO WHEATLAND	83.6	f 5.40	2.57	10.57	6.57	9.45	ON THE PARTY
27 YP	Dan 57	4.54	8.54	1.46	12.54	11.14	131.3	E. 2.0 — W. 0.9 ——————————————————————————————————	80.4	5.35	2.51	10.51	6.51	9.30	1,0000000
89 P	778	4.59	8.59	1.51	12.59	11.18	134.2	OSTROM	77.5	5.30	2.46	10.46	6.46	9.15	A STATE OF THE PARTY OF THE PAR
3 (100	1.55	0.05		12.05		139.8	DANTONI JCT.	71.9				The state of the s		
110 BKW	3.00 AM	5.20	9.12	2.05 AM	1.12	s 11.35	140.8	TO-R MARYSVILLE	70.9	s 5.20	2.34	10.34	6.34	9.00	
OIYP	3.00 Am		7.12	2.05			141.8	E. 0.9 — W. 2.0 W. P. R. R. Crossing	69.9					Beliff Harman	23 Beau 7 1 4
98 WP	3.15	5.30	9.22		1.22	11.42	144.7	E. 3.7 — W. 3.6 ——————————————————————————————————	67.0	5.03	2.24	10.24	6.24	8.05	
33	3.22	5.36	9.28		1.28	11.46	147.7	E. 3.1 — W. 2.5 — LOMO	64.0	4.59	2.18	10.18	6.18	7.55	THE DESIGNATION OF
28	3.22	3.30	7.20		1.20		149.8	E. 2.2 — W. 2.1 ——————————————————————————————————	61.9						
100 IP	3.40	5.43	9.35		1.35	s 11.52AN	151.5	TO LIVE OAK S, N. R. R. Crossing	60.2	s 4.54	2.11	10.11	6.11	7.40	
102 P	4.15	5.59	9.47		1.47	s 12.01 PN	158.0	TO GRIDLEY	53.7	s 4.44	1.59	9.59	5.59	7.20	PHAME C
38 KWBP	4.45	6.05	9.53		1.53	s 12.10	161.4	TO BIGGS	50.3	s 4.36	1.53	9.53	5.53	6.40	Taxon of
100 P	5.05	6.16	10.04	And the second	2.04	s 12.20	167.4	E. 6.0 — W. 6.7	44.3	s 4.24	1.40	9.40	5.40	6.16	S. Ladre bereit
89 P	5.20	6.23	10.11		2.11	12.26	171.5	E. 4.0 — W. 3.4 ——————————————————————————————————	40.2	f 4.16	1.33	9.33	5.33	5.45	Likega Kiri
86 P	5.45	6.35	10.23		2.23	f 12.35	178.1	E. 5.9 — W. 6.6 — — — — — — — — — — — — — — — — —	33.6	s 4.05	1.21	9.21	5.21	5.21	- Harries
Yard Limits BKWOYP	6.00 AM	6.47	10.34		2.34	s 12.55	184.2	E. 5.7 — W. 6.1— S. N. R. R. Crossing TO-R CHICO	27.5	s 3.54	1.09	9.09	5.09	5.00 PM	TITAL
24 P	Mark No.	7.01	10.47		2.47	1.06	191.3	E. 8.3 — W. 7.0	20.4	3.34	12.55	8.55	4.55		
98 P	6.1	7.06	10.51		2.51	1.10	193.6	E. 1.7 — W. 2.4 ——————————————————————————————————	18.1	3.31	12.51	8.51	4.51	June 1	
131 WP	8.0	7.22	11.07	T. D	3.07	f 1.25	203.0	E. 9.0 — W. 9.3 — VINA — E. 7.7 — W. 6.9 —	8.7	f 3.18	12.35	8.35	4.35		
40 P		7.34	11.19		3.19	f 1.37	209.7	TO LOS MOLINOS	2.0	f 3.07	12.23	8.23	4.23	108	
YP		7.40PM			3.25AM	1.45PN	-	E. 2.4 — W. 3.5 ———— TEHAMA	0.0	3.00PM	12.13AM	8.13AM	4.13PM		18 1 20 11 11
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(105.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
THE REAL PROPERTY.	(3.00)	(3.35) 29.33	(3.20) 31.53	(1.05) 31.57	(3.20)	(3.10)	4	Time over District		(3.18) 31.85	(3.27) 30.46	(3.27) 30.46	(3.27) 30.46	(6.00) 12.93	11.00 miles

Double track on Tehama line at Roseville extends to MP 106.88. Eastward track begins at initial switch in No. 2 track, 38 feet east of Lincoln St. Westward track ends at switch to west drill track, at west line of Lincoln St.

No. 201 stop at Sheridan when necessary for U. S. Mail or newspapers.

No. 202 stop daily except Sundays and holidays at Tehama for U.S. Mail.

EAST	WARD	WEST	WARD
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 167 February 15, 1943	Distance from Dantoni
Capacity Sidings	tan F	Dantoni Branch	Dar
ය ක ස 	Dis	STATIONS	D
and the second	139.8	DANTONI JCT. E. 3.1 – W. 3.2	4.4
5	143.0	LINDA	1.2
12	144.2	E. 0.8 — W. 1.1 ——————————————————————————————	0.0
		(4.4)	-
		Time over District	(Meyal)

Additional Stations:

 Clayton
 M. P. 118.4
 Sullivan
 M. P. 146.4

 Jester
 M. P. 126.0
 Fagan
 M. P. 155.9

 Rupert Spur
 M. P. 138.9
 Riceton
 M. P. 164.1

 Binney Junction Tower
 M. P. 141.8
 Cana
 M. P. 196.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS									
Passengers from (or beyond)									
Constitute Bookins LA									

		MENTO SUBDIVISIO	אוע	M. W.L.			AMENTO SUBDIVISIO	אכ
EASTV	VARD	Time Table No. 167	WEST	WARD	EAST	WARD	W. W.	ESTWARD
Capacity of	Distance from San Francisco	February 15, 1943	from a	odi	Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 167 February 15, 1943	Distance from Fair Oaks
Sidings in Car Lengths	Fra	Colusa Branch	Distance	to de la	apact Siding ar Lea	Fra	Fair Oaks Branch	tance
	San	STATIONS	Dis	acheso I	3 4 3	San	STATIONS	Dis
Yard Limits YP	108.3	R HARRINGTON E. 4.0 - W. 4.0	72.1	rat gard	35 P	104.4	R CITRUS E. 1.9 – W. 1.9	149.
33	112.3	COLLEGE CITY E. 3.5 - W. 3.9	68.1	SIXCHERIA	15 P	106.3	TO-R FAIR OAKS	0.0
28	116.0	GRAINO E. 4 8 – W. 5.2	64.4	Saymes Introdus		4.00	(1.9)	
60 W	120.8	TO GRIMES E. 3 6 - W. 3.3	59.6	Nanthay .		HI Jan	Time over District	
24	124.4	SYCAMORE E. 8.4 — W. 8.7	56.0	XXI				
56	133.0	TO COLUSA E. 10 6 - W. 9.9	47.4	Section A			A SECULIAR STATE	
43 Spur	143.2	STEGEMAN E. 2.8 – W. 3.0	37.2		EAST	WARD	W case with the same with the	ESTWARD
33 W	145.9	PRINCETON E. 4.2 — W. 4.3	34.5				Time Table No. 167	
28	150.4	CODORA E. 5.4 — W. 5.0	30.0		Capacity of Sidings in Car Lengths	Distance from San Francisco	February 15, 1943	Distance from Folsom
56	155.6	GLENN E. 6.3 — W. 6.7	24.8	T And	apaci liding r Ler	tance 1 Fra	Placerville Branch	Folso
33	162.1	ORDBEND E. 3.8 — W. 3.7	18.3		5 2 2	Dis	STATIONS	Dis
28	165.9	ROTAVELE E. 4.3 — W. 4.3	14.5		- 3 Y	111.1	R FOLSOM JUNCTION	0.7
55 W	170.0	TO HAMILTON E.9.7 – W. 10.1	10.4		Vard Vard WP 22 WP	111.8	TO-R FOLSOM	0.0
Yd. Limits 33 YP	180.4	WYO	0.0				(0.7)	
		(72.1)	a Responsibility	District Co.			Average Speed per Hour	
70 200	AST OF BOM	Time over District	Transital a	Paris II		12 (00	The second secon	
Additional Sta	tions: Oak Fl	at M.P. 125.4, Cory M.P. 178.6	News Tee Ve		FACT	WADD		FOTWARR
EASTW	ARD	Time Table No. 167	WEST	WARD		WARD		ESTWARD
Capacity of	Distance from San Francisco	February 15, 1943	-	WARD	Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 167 February 15, 1943	Distance from Hood
Sidings in Car Lengths	Fran	Lake Tahoe Branch	e Tab		Caps Sidi Car I	Istar Ian F	Walnut Grove Branch	İstan
ar Lengths	Dist	STATIONS	Distance from Lake Tahoe				STATIONS	
ard Limits BKWOYP	208.1	TO-R TRUCKEE	14.5			104.6	HOOD JCT. E. 0.7 — W. 0.7	0.7
14 P	214.7	E. 6.6 - W. 6.8	7.9	77 V.34	58 P	105.3	НООР	0.0
ard Limits	222.6	R LAKE TAHOE	0.0				(0.7)	T = 15 DE
	1000	(14.5)	0.0	-		Prendiction	Time over District	
		Time over District		IOLACO -		Same.	THE REPORT OF THE PARTY OF THE	
						Har an	rener on our rener on Wale	13 Shippy
The street like the street							SACRAMENTO	SUBDIT

	SECOND CLASS	CONTRACTOR		D. D. J. D. J. O.		THIRD	CLASS
Capacity of Sidings in Car Lengths	ngs in Local		Distance from San Francisco	Time Table No. 167 February 15, 1943	Distance from Placerville	521 Local Freight	519 Local Freight
	Leave Daily Ex. Sunday		San	Placerville Branch STATIONS	aid P	Arrive Sundays and Holidays	Arrive Daily Ex. Sun., Mon. and Holidays
Sacto. yard 128 WP	5.50AM		94.7	R BRIGHTON	54.0	10.00AM	11 50 AM
22	5.55		95.9	E. 1.2 — W. 1.5 ——————————————————————————————————	52.8	9.50	11.40
5	omercal .		97.5	E. 1.4 — W. 1.4 — MANLOVE	51.2	100 E	EXECT F
70	6.05		98.9	E. 1.6 – W. 1.4 — — — — — — — — — — — — — — — — — — —	49.8	9.40	11.25
2	The same of the sa		00.7	E. 1.8 – W. 1.8 – ROUTIER	48.0		
24 Y	6.20		01.6	E. 0.9 — W. 0.9 — — MILLS	47.1	9.30	11 15
29 P	6.50		04.4	E. 2 7 — W. 2.9 ——————————————————————————————————	44.3	9.21	11.00
12	- defendant of		07.4	E. 3.1 — W. 2.9 ——————————————————————————————————	41.3	9.10	10.15
34	7.33	1	10.1	E. 3.0 — W. 3.2 ——————————————————————————————————	38.6	9.00	10.00
Yard Limits	8.40	- 1	11.1	R FOLSOM JCT.	37.6	8.40	9.55
4	9.10		18.0	E. 6.8 – W. 6.9 – WHITE ROCK – E. 8.1 – W. 8.2 – —	30.7	8.10	9.10
11	9.50	1	26.1	LATROBE E. 5.3 — W. 5.3	22.6	7.35	8.35
4	10.20	1	31.4	DUGAN E. 5.5 – W. 5.7	17.3	7.12	8.10
23 W	11.20AM	1	36.9	SHINGLE SPRINGS E. 5.7 – W. 5.7	11.8	6.50	7.45
24	12.01PM	1	42.7	EL DORADO E. 2.3 — W. 2.2	6.0	6.25	7.20
18 P	12.30	1	45.0	TO DIAMOND SPRINGS	3.7	6.15	7.00
Yard Limits BKWTP	1.00 PM	O LAWIS N	48.7	TO-R PLACERVILLE	0.0	6.00AM	6.30AM
	Arrive Daily Ex. Sunday	All Maria		(54.0)		Leave Sundays and Holidays	Leave Daily Ex. Sun., Mon. and Holidays
	(7.10) 7.53	IN THE RESERVE		Time over District	d In	(4.00) 13.50	(5.20) 10.12

 Additional Stations:

 Ramona
 M.P. 95.5

 Prattrock
 M.P. 111.4

 Cothrin
 M.P. 123.1

 Brela
 M.P. 128.1

 Brandon
 M.P. 129.8

 Bullard
 M.P. 131.7

 Bennett
 M.P. 134.0

 Apex
 M.P. 147.7

VISION

=	S	SACRAMENTO	YARD—	OUTBOUND, VIA EL	VAS TO BRIGH	ITON		THE SHIP SALE IN THE SHIP SHIP	S	ACRAME	NTO Y	RD-INBOU	ND, VIA	ELVAS	FROM	BRIGHT	TON
		SECOND CLA	155	FIRST	CLASS			Time Table No. 167			FIRST	LASS	SE.	COND CLA	66	THIRD	CLASS
		420 Freight	518 Local Freight		60 West Coast	231 Passenger	stance from n Francisco	February 15, 1943	tance from	59 West Coast	232 Passenger	SLIN I Law W	421 Freight	423 Freight	425 Freight	521 Local Freight	519 Local Freight
-	<u></u>	Leave Daily	Leave Daily Ex. Sunday	profession and the form	Leave Daily	Leave Daily	Di Sa	STATIONS	Dis	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily Ex. Sun., Mon. and Holiday
9	BKW IT P			Carlos of Carlos Carlos	7.15 PM	8.35 AM	88.9	zi TO-R SACRAMENTO (Passenger Station) E. 0.9 — W. 0.9	7.4	s 9.00 AM	s 9.40PM	Strain or	As a Mari Sunt I. The Education of the	0 3150100000 0 3 35 101	Lancan H. L	X-MANAGED (
nto yar	BKWO T P		5.30AM	Control of the last of the las	STATE THE		89.8	TO-R SACRAMENTO	6.5	STOR V		HARATA CONTRACTOR	an delivered	THE STATE OF		10.25 AM	12.15PM
гаше	I P	9.10PM	5.40		7.28	8.45	91.8 136.2	ELVAS E. 2.9 – W. 2.3 — Building	4.5	8.47	9.30	of Halandaria	1.25 AM	9.10AM	5.20PM	10.10	12.01 PM
Sac	I P	9.30 PM	5.50AM	A STATE OF THE STA	7.35 PM	f 8.50AM	133.2	E. 2.9 – W. 2.3 – — — — — — — — — — — — — — — — — — —	1.5	8.40AM	f 9.25PM		1.05 AM	8.50 AM	5.00 PM	10.00 AM	11.50AM
LX.	(<u>1</u>			en salar raken undeb at 1985 p. 1. 1. 1. 1.			131.7	END OF SACTO. DIV.	0.0				THE PERSON NAMED IN				
		Arrive Daily	Arrive Daily Ex. Sunday	Laking Class to 167, St. 18	Arrive Daily	Arrive Daily		(7.4)	West (D	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily Ex. Sun., Mon. Holidays

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.

See pages 2 and 3 for additional schedules between Sacramento and Elvas.

SACRAMENTO SUBDIVISION

EASTWARD		Time Table No. 167	WESTWARD
Capacity of	Distance from San Francisco	February 15, 1943	Distance from Isleton
Sidings in	ance	Walnut Grove Branch	sleto
Car Lengths	Dist	STATIONS	Dist
BKW	88.8	TO-R SACRAMENTO E. 0.5 — W. 0.5	32.4
otal	89.3	S. N. R. R. Crossing E. 0.3 — W. 0.3	31.9
QUTP QUTP	89.6	JCT. SWITCH, R STREET E. 2.2 – W. 2.2	31.6
25 35	91.8	BATHS ————————————————————————————————————	29.4
51	94.2	DEL RIO E. 3.4 — W. 3.2	27.0
51	97.5	FREEPORT E. 7.2 – W. 7.5	23.7
NO LE LO P	104.6	HOOD JCT. E. 3.1 – W. 3.0	16.6
51	107.9	LAMBERT E. 5.5 — W. 5.5	13.3
Yard Limits 38 BWYP	113.4	TO WALNUT GROVE	7.8
Yard Limits BYP	121.2	TO-R ISLETON	0.0
01.0 1 01.8	34	(32.4)	
TALL BY		Time over District Average Speed per Hour	

Additional Stations: Charles M.P. 93.0, Locke M.P. 112.6.

EASTWARD)	Time Table No. 167	WES	TWARD
and the first	(19) V	THIRD	uo sco	February 15, 1943	from	THIRD CLASS
	icity of	526	Distance from San Francisco	Stirling City Branch	Distance fi	527
Car I	Lengths	Leave Mon., Wed., Fri.	Dista San l	STATIONS	Dist	Arrive Tues., Thurs., Sat.
	Limits	10.00AM	184.2	TO-R CHICO E. 2.4 — W. 2.4	31.2	10.40AM
esti.			186.6	S. N. R. R. Crossing E. 2.7 — W. 2.8	28.8	mall make
	o Name of		189.3	DREDGE E. 8.8 — W. 9.0	26.1	10.20
16	WP	11.05	198.2	PARADISE E. 5.0 — W. 5.0	17.2	9.30
8		11.35 AM	203.2	MAGALIA E. 6.9 — W. 6.7	12.2	9.05
12	Spur	12.15 PM	210.0	DOON E. 5.4 — W. 5.4	5.4	8.30
	WY	12.45 PM	215.4	R STIRLING CITY	0.0	8.00 AM
		Arrive Mon., Wed., Fri.	Lancate and	(31,2)		Leave Tues., Thurs., Sat.
	Q.T.	(2.45) 11.35	(4.25) A	Time over District		(2.40) 11.70

Additional Stations: Butte Creek M.P. 188.0, Optimo M.P. 202.2, Luce M.P. 207.1.

RULE 2. Watch Inspectors: San Francisco, S. A. Pope, Manager of Time Service, 65 Market St. Roseville.....D. B. Farnsworth Colfax......H. O. Grenier Sparks..... W. R. Adams & Son Placerville..... Leo C. Burger

Sacramento, H.T. Harger, 1026 K St. Willows...... Robt. E. Boyd Orland.....L. Schnell Marysville......Milton Haney Chico......J. R. Dupen

Woodland.....O. D. Payne RULE 4. Designated Holidays: New Year's Day, January 1st. Washington's Birthday, February 22nd. Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, First Monday in September.
Thanksgiving Day, Last Thursday in November.
Christman Day Dogman 25th Christmas Day, December 25th.

SPECIAL INSTRUCTIONS



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

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered stream-lined trains "CITY OF SAN FRANCISCO."

The following slow boards are located less than 3/4 mile, prescribed Distance from by Rule 10(J), from the restricted point:

Speed restricted point Sacramento, 9th Street Westward movement 8 MPH 45 car lengths Sacramento, Front Street. . Eastward movement 8 MPH 46 car lengths Sacramento, 3rd Street.....Westward movement 20 MPH 32 car lengths Sacramento, 2nd Street....Westward movement 20 MPH 8 car lengths Live Oak, east end of yard. . Eastward movement 30 MPH 60 car lengths

Slow boards 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.

35 represents speed allowed for passenger trains on tangent track.

30 represents speed allowed for passenger trains on curves.

20 represents speed allowed for freight trains.

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing distant signal three-fourths mile beyond the slow board:

Eastward		D	AVIS-GERBE	R	W	Testward
78.61	122.6	159.10		78.11	119.	162.27
83.06	127.7	163.63		82.28	125.9	
88.33	131.5	171.94		86.93	130.85	167.10
101.40	136.77	176.97		91.45	134.7	168.83
106.	142.81	180.05		104.70	145.83	174.91
111.8	155.05	184.84	· · · · · · · · · · · · · · · · · · ·	110.7	151.58	180.18
116.				115.	158.45	183.27
		ROS	EVILLE-TEH	AMA		
110.87					114.42	195.14
126.67					123.81	204.51
143.24					143.19	211.20
159.83					179.39	
		ROS	EVILLE-SPA	RKS		
102.09						117.8

Mile Post location of slow boards which restrict the speed of trains, as indicated on slow board, while engine of such train is passing home signal three-fourths mile beyond the slow board:

Eastware	ROSEVILLE-SPARKS	Westward
109.1		97.4

RULE 11. Between Gold Run and Truckee from Nov. 1st to May 1st, train finding a fusee burning along or near track must stop, and then proceed with caution not exceeding 15 MPH for a distance of one-half mile.

This restriction will not apply to the track on which train is running if displayed beyond the first rail of an adjoining main track.

Tehama on Davis-Gerber Line.

RULE 14 (e). As specified below, will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Tehama Line. Brighton on Sacramento-Placerville Line.

Davis on Davis-Gerber Line.

RULE 14 (1). Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnel No. 6, west of

RULE 17. Mars Signal Light on engines so equipped must not be

Vertical headlight on City of San Francisco, power units SF 1 and SF 4, must not be lighted.

RULE 26. When necessary for any member of the crew in Streamliner service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the employee in charge of the work personally reports back to him. A 90 pound brake application must be maintained during the progress of the work.

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

RULE 82 (A). Crews ordered for No. 527 at Stirling City; No. 521 at Placerville; and No. 606 at Reno, may assume those schedules without

Regular trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without clearance.

Second and third-class and extra trains to or from Western Division passing Sacramento, will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville will apply the same as if addressed to them at Brighton or Sacramento.

RULE 83. Proceed signal from switch tender at Front St. Sacramento, green flag by day, green light by night, will indicate that all westward superior trains have left Sacramento.

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

Sacramento-Trains originating and terminating, except second and third-class and extra trains passing Sacramento to or from Western Division. Sacramento, 12th St.—Eastward trains,

Westward trains, except first-class, and extras handling passenger equipment only,

Trains originating and terminating at 12th St.

Brighton-Regular trains from Placerville Branch. Truckee-First-class trains, and trains originating and terminat-

Colfax, Marysville, Chico Harrington, Orland, Willows Trains originating and terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Sacramento, 12th St.—Eastward trains,

Westward trains, except first-class, and extras handling passenger equipment only.

Truckee-First-class trains.

Davis—Nos. 17, 23 and 24. Woodland—Nos. 19, 23, 24, 600 and 601.

Folsom-Trains required to go to Folsom will register the same information as shown on register at Folsom Jct.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

MP We	est Station	208,1	MP East
85.8	Sacramento		95.35
00.0	" (Walnut Grove Br.)		93.09
	" (Placerville Br.)		94.93
131.60	" (Polk line)		136.33
102.04	Roseville (No. 2 Track)		110.83
	" (No. 1 Track)		110.86
102.04			110.95
	(NO. 4 IFack)		107.71
	(Tenama line)		120.82
119.34	Newcastle (No. 2 Track)		
118.74	" (No. 1 1rack)		120.15
122.66	Auburn (No. 1 Track)		125.60
140.03	Colfax		142.94
169.75	Emigrant Gap		172.12
207.28	Truckee		209.39
10 40 40	" (Lake Tahoe Br.)		208.49
241.65	Sparks		247.60
74.20	Davie (Suigun line)		77.37
11.20	Davis (Suisun line)		76.94
83.66	Woodland		85.82
83.00			85.78
1 47 00	" (Knights Ldg. Br.)		150.84
147.96	Willows		151.82
	" (Fruto Br.)		167.72
164.48	Orland		
177.62	" (Colusa Br.)		010 00
211.92	Gerber		216.08
138.75	Marysville		143.94
	" (Oroville Br.)		124.44
182.61	Chico		185.36
	" (Stirling City Br.)		187.06
146.40	Oroville	38.046	147.95
119.76	Yuba City		120.69
221.72	Lake Tahoe		222.80
110.05	Folsom		112.05
109.86	" (Placerville Br.)		111.38
			149.66
148.19	Placerville		113.90
110.64	Walnut Grove		122.32
121.05	Isleton		144.54

Roseville-Eastward trains, except first-class, must not pass Dry Creek bridge unless proceed signal is given by yardman (green flag or

light).
Eastward first-class trains to Tehama line make station stop with

rear end clear of west drill track.

Westward first-class trains on No. 1 Track stop before passing Signal 1067 when making station stop to change engines.

Westward trains except first-class, on No. 1 Track must not pass Yosemite St. until flashing yellow light is displayed in high special signal opposite yard office; and must not pass Signal 1067 unless proceed signal

Westward trains except first-class, from Tehama line must not pass Lincoln St. unless proceed signal is given by yardman (yellow flag or

Sparks—Eastward trains except first-class, will enter Sparks freight yard at cross-over switch west of 17th St. and must approach this switch prepared to stop unless route is lined and signals indicate "proceed."

RULE 95. Train orders issued by Western Division under Form F, reading to or from Brighton will apply over the Sacramento Division into or out of Sacramento or Roseville.

RULE D-97 (A). Applies between Sacramento and Sparks and Brighton and Elvas.

RULE 98. RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED.

Sacramento: Western Pacific at Front and R Sts.-Trains must approach with caution expecting to find crossing occupied. Yard engines

All switching and industry tracks in vicinity of Front and R Sts.-

Ascertain that crossings are clear before using.

Sacramento Northern at Front and R Sts.—Stop within 200 feet of crossing.

Electric line at Front and M Sts.—Stop and not proceed unless hand signal is given by flagman on the ground (green flag or light).

Sacramento Northern at 31st and R Sts.—Stop before crossing.

Drawbridge over Sacramento River—When distant signal west of bridge indicates "caution", stop west of Fifth St. unless home signal governing movement over bridge indicates "proceed."

Chico: Sacramento Northern at 9th St.—Move over crossing with caution.

Yuba City: Sacramento Northern — Stop within 200 feet of crossing. Grace:—Sutter Basin Branch and Karnak line crossing—Move over crossing with caution.

MP 186.6, Stirling City Branch: Sacramento Northern-Stop within 200 feet of crossing.

RULE 99. When torpedoes are used between Blue Canon and Stanford, and at any point during snow storm or when snow on rails, each torpedo placed will be duplicated on opposite rail.

RULE 103 (A). Trains and engines must stop and be preceded by flagman before crossing highway at Isleton Wharf.

Clayton.

Marysville-Old Cannery Track-4th St.

Wilson-Wilson Road.

Woodland-Main St., House track.

RULE 104. The normal position of switches at end of double track and junctions will be as follows:

Truckee.....Lake Tahoe Br., for siding.
Woodland....Knights Ldg. Br., for Tehama line.
Harrington....Colusa Br., for siding.

Willows Fruto Br., for siding.

Wyo. Colusa Br., for Tehama line.

Dantoni Jct. Dantoni Line, for Tehama line.

Dantoni Jet. Dantoni Line, for Tehama line.
Chico. Stirling City Br., for siding.
Grace. Sutter Basin Br., for Knights Ldg. Br.
Marchant. Karnak line for Sutter Basin Br.
Citrus. Fair Oaks Br., for Placerville Br.
Folsom Jet. Folsom Br., for Placerville Br.
Hood Jet. Hood line for Walnut Grove Br.
Verdi. Crotch switch at east end of Verdi center siding mechanically locked by derail which must be open before grotch switch can be operated.

before crotch switch can be operated. RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner "CITY OF SAN FRANCISCO" Nos. 101 and 102.

RULE 105. Following tracks are designated for use as sidings: Midas-Normal position west switch siding lined for lead to No. 1 track.

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

Wyo-Second track of the two tracks paralleling main track, is siding. Marysville-Eastward trains taking siding will use crossover just west of west water column.

Loomis-That portion of No. 4 track from crossover, M.P. 113, to Signal 1138 is siding of 85 cars capacity.

RULE D-152. Does not apply between 15th Street and Sacramento River Bridge, Sacramento, and between Lincoln Street and crossover at Dry Creek west of Roseville.

RULE 220. Operators Sparks to Sacramento inclusive must deliver conductors of westward and eastward first-class trains and extra trains handling passenger equipment, an extra copy of all train orders affecting movement of the train at or beyond Roseville. These extra copies of train orders to be delivered to the relieving road engineer at Roseville by conductor in lieu of transfer of orders from relieved engineer to relieving engineer. Conductor will compare with relieving engineer after delivery has been made.

RULE 221. Eastward and westward first-class trains, and trains from Roseville enroute to Western Division will not obtain clearance at Sacramento, 12th St.

Train order signals at Emigrant Gap and Norden are light type signals identified by an illuminated sign (Train Order Signal) on the signal mast.

When a train reaches a point approximately 200 feet from signal, if no train orders, indication will change from "stop" to "proceed."

If signal is first seen at "proceed" indication, clearance must be

obtained.

No. 518 and No. 519 must go to train-order office Folsom and must obtain clearance when operator is on duty.

RULE D-251. Applies to the following tracks:

No. 2 Track Sacramento to Roseville; Eastward Track Brighton to Elvas;

No. 1 Track Elvas to Sacramento; Westward Track Sacramento to Davis train-order office (Western Division); No. 2 Track Norden to Truckee.

RULE 505. AUTOMATIC BLOCK SYSTEM

Sacramento-Block signals in addition to those included within the brackets shown on schedule pages are as follows:

On westward freight track from Signal 891 at 7th Street to Sacramento River Drawbridge. On eastward freight track 300 feet east of drawbridge to drawbridge. On eastward and westward passenger tracks 300 feet east of drawbridge to drawbridge. On Front Street 350 feet each side of eastward and westward main track.

The two center tracks, for entering and leaving Sacramento psgr station, are equipped with automatic signals between 6th and 7th Street switchtender's stations. Rule 509 as applied to single track governs. Signal 889 will display green indication for direct movement to 6th Street switchtender's station, and yellow indications for crossover movement to 6th Street switchtender's station.

Signal 886, located 100 feet east of Sixth Street crossing, controls eastward movements from Tracks 2, 3, 4 and 5, Sacramento psgr station, but does not indicate position of switch located 20 feet east of Signal 886.

Eastward freight track between automatic signal 350 feet east of Sacramento River Drawbridge to Signal 890 at 7th Street is not protected

with block signals. All trains will proceed with caution.

Roseville—Upper unit of light Signal 1064 governs movement on No. 2

Track, lower unit governs movement to Tehama line. When signal indicates "stop", train may, after stopping, proceed when proceed signal is given by yardman.

Signal 1065 on Tehama line, when signal indicates "stop", train may,

after stopping, proceed when signal is given by yardman.

Signal 1067 governs movement on No. 1 track. When signal indicates "stop," train may, after stopping, proceed when signal is given by yard-

man (green flag or light).

Signal 1055 governs movement against current of traffic on No. 2 Track. When such moves are authorized by yardmaster, trains stopped by this signal may then proceed with caution not exceeding 4 MPH.

Loomis-Dwarf Signal 1136 at clearance point of east end of siding governs eastward movement on No. 1 Track.

Normal position of Signal 1138 governing eastward movement from siding Loomis "stop." Proceed indication will be given after main track switch is lined if block clear. Should this signal fail to indicate "proceed" wait four minutes. After expiration of that time if signal fails to indicate "proceed" Rules 509 (F) and 99 apply.

Emigrant Gap-Andover-Light signals govern movement against the current of traffic on No. 2 Track from crossover Emigrant Gap to west limits Norden interlocking and from east limits Norden interlocking to Andover. On No. 1 Track from Andover to east limits Norden interlocking and from west limits Norden interlocking to crossover Emigrant Gap,

Sparks-Lower arm of Signal 2452 governs diverging route movement from eastward main track across westward track into freight yard. Dwarf light Signals 2453 and 2459 govern movements on westward

Eastward main track from 400 feet east of engine lead switch to dispatcher's office not protected by block signals. From dispatcher's office to dwarf Signal 2459 on westward main track not protected by block signals.

Dwarf light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop," engine, after stopping at signal, may proceed on hand signal from herder, who must not give signal to engineman until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into

freight yard, protecting movement.

Gerber—Trains or engines stopped by Signals 2134 or 2141 may proceed with caution, not exceeding 12 MPH, and eastward freight trains entering yard from the main track must not pass Signal 2134 without receiving proceed signal from yardman.

RULE 510. The following block signals, equipped with triangular number plate displaying the letter "P", have included in their control limits a special protective device.

Eastward	1	SACRAMENTO-SPARKS	Westward
	Slide detector	fence	
P-1780 P-1788	Slide detector	fence	(1-1109
1-2002)	Fire detector,	snow sheds west end of tunnels 13 and 42	(1-2003
1-2012)	THE RESIDENCE OF THE PARTY OF T	snow shed at Andover crossovers	(1-2010
P-2146 P-2164	Slide detector	fence	{P-2181 P-2165
P-2220	Slide detector	fence	P-2239
		ROSEVILLE-TEHAMA	
P-1068 P-1070	Spring switch,	end double track	P-1069
P-1420	Fire detector.	tector, bridge 135.80trestle 142.70tector, bridge 191.83	P-1437
		DAVIS-GERBER	
P-1354 P-1756	High water de High water de	tector, bridge 118.88tector, bridge 137.44tector, bridge 176.21	P-1381 P-1781
Ligh	t type special	signal opposite Floriston station for No	connected

indicates condition of slide detector fence only, and is not connected with track circuit.

RULE 512 (B). Dwarf light signals and switch indicators govern movement from center sidings to No. 1 Track as follows:

Signal 1603, west end siding at Midas,

Signal 1779, west end siding at Crystal Lake,

Signal 1857, west end siding at Troy.
Should such signals not indicate "proceed", after proper line-up is made, wait four minutes for time element relay to function, which will be effective when main track approach circuit is occupied. If signal does not then indicate "proceed" movement to main track may be made only as prescribed by Rule 509 (F) after proper flag protection is provided as prescribed by Rule 99.

RULE 516. Overlap posts are located at: Eastward Trains: Live Oak —100 feet west of station.

Westward Trains: Wyo —1000 feet west of east switch of siding.

RULE 535. SPRING SWITCHES

Spring switches are located at the following points, and the indicated speed must not be exceeded while trains are passing over them. This does not authorize exceeding other speed restrictions.

Roseville-Trailing from yard to No. 2 Track 15 MPH.

Spring switch at M.P. 107.38 normally lined for main track. Eastward trains moving from drill track will run through this switch when in normal position. To avoid making reverse movement through switch when leaving drill track trains must stop at clearance point on drill track when Signal 1074 located 350 feet east of switch is in stop position. Eastward trains moving from drill track and trailing through this switch will not exceed 15 MPH. Westward movement on main track must not be made over this switch without first stopping and inspection made of

SPECIAL INSTRUCTIONS

Spring switch on Tehama Line at east end of double track M.P. 106.88, normally lined for westward movements, eastward trains trail through not exceeding 15 MPH.

Gerber-Spring switch east end of Gerber siding normally lined for movement on main track.

This switch is equipped with an electric lighted switch lamp which will display a green light to westward trains when switch is in normal

When green light is not displayed, westward trains wi'l stop and examine spring switch and it must be known that it is safe for passage of train before proceeding over the switch.

INTERLOCKING

Sacramento River Drawbridge-

Sacramento-Movements over crossing at Front Street, just east of the Sacramento River drawbridge, are controlled by derails and light type signals, as follows:

On westward freight track, by derail located 300 feet from Front Street crossing and two-indication light type signal located 50 feet from

On eastward freight track, by two-indication light type signal, lo-

cated 350 feet from Front Street crossing.
On westward passenger main track by three-indication light type

Signal, 350 feet from crossing.

Green indication governing movement of westward trains straight through on westward main track.

Yellow indication governing movement through crossover to east-

ward passenger main track. Movements on Front Street across eastward and westward main tracks are governed by derails located approximately 90 feet from main track and by two-indication light type signals located ten to thirty feet

Signal governing movement on Pioneer Mill track also governs movement on store lead, but does not indicate position of store lead switch, 45 feet south of signal.

Signal governing movement on track No. 4 also governs movement on track No. 5, but does not indicate position of switch 60 feet north of signal.

Signal governing movement on track No. 6 also governs movement on track No. 7, but does not indicate position of switch 60 feet north of signal.

Derails and signals, except derail on westward freight track (which is operated by signal operator on drawbridge) are operated and controlled by switch tender at Front Street crossing.

Signals on Front Street tracks governing movement over Front Street crossing do not indicate position of switches or condition of track between signals and crossing. Trains and engines on Front Street moving on proceed indication of light signals will see that switches are lined for them and that track on which they are moving is not obstructed by other cars or engines.

If signals do not indicate "proceed", Rule 663 will apply.

Nineteenth Street, Sacramento-At crossing of R Street track with Western Pacific R. R.

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

To Valley Grocery spur, o -----To Bekins spur. -

Elvas-Limits on Sacramento-Roseville line extend from interlocking home signal 1,400 feet west of tower to interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk siding; and on Placerville Branch line to interlocking home signal 600 feet east of Junction switch.

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.

Crossover, middle siding, Elvas, to westward track, Elvas-Polk line. Crossover, middle siding, Elvas, to eastward track, Polk-Elvas line. West switch and derail, middle siding, Elvas.

Hopfen spur switch and derail.

To Meister's Spur, o -

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.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Whistle Signals governing routes as follows:

To American Can Spur, —— o —

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

Emigrant Gap-Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur to Signal 1711, 500 feet west of turn-table.

On No. 2 Track from clearance of crossover to Signal 1716, 60 feet east of east switch of crossover.

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

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turn-table and equipped with electric lock.

When instructed to operate derail by hand, be governed by instructions on sign at derail.

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 turn-table until derail has been closed.

Westward movement from west lead of turn-table or from fire-train crossover will not be made until permission is given by operator.

Norden-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 west-

ward interlocking 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.

Run-around Tracks-Enginemen 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.

When permission is given by signal operator.

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, trains must 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.

When interlocking home signal located approximately 300 feet west of west switch at Donner indicates "stop," westward trains will stop to clear west switch of Donner siding.

Call-on signals on masts of the following interlocking signals at

Norden.

On mast of eastward signal at Norden on No. 2 track governing movement into eastward siding.

On mast of eastward signal on eastward siding at east end of concrete shed governing movement over switch to turn-table.

On mast of eastward signal on eastward siding at west switch of crossovers governing movement on crossover.

On mast of signal governing westward movement on siding Norden just east of cross-over.

"Call-on" signals located on same mast as interlocking signals are normally dark. Flashing yellow light with interlocking signal at "Stop" indicates "proceed with caution" to couple with cars or engines without calling operator.

Two indication light signals on westward turn-table lead to No. 2 track, Norden. Signal is located on left side of track and 92 feet east of Signal 48-a, and is a repeater signal used in connection with Signal 48-a, governing westward movement from turn-table lead to No. 2 track.

Georgiana Slough—Drawbridge. Snodgrass Slough—Drawbridge. 9th and K Streets Tower, Marysville—

Following switches and derails on Western Pacific R. R. are hand operated and electrically locked:

Switch and derail, Western Pacific-S. P. transfer track. Switch and derail, Western Pacific high line track.

Derail on Western Pacific stock corral track.

Trains desiring to move on Western Pacific main track from transfer track, high line and corral track, will first proceed to derail, electric lock, and unlock door. After door has been opened, and no trains are seen approaching on Western Pacific track, Signal 4 located on Western Pacific track 464 feet west of crossing, and Signal 15, 2-arm signal located on Western Pacific track 1624 feet east of crossing will immediately go to stop position, releasing electric locks. Electric locks are released when indicator in lock is in proceed position, then move lever directly below indicator to the right which will permit operation of switches. When switches are again restored to normal position, lever should be moved to left position before closing door.

Western Pacific switch key will be found in hand release box on pole near junction switch.

If necessary to make this movement when a train is approaching on Western Pacific main track, opening the door of any electric lock will not put signals in stop position, but electric lock can be released by first proceeding to junction switches and operating time hand release located in box on pole, marked hand release, which will automatically put signals in stop position. After time hand release has been restored to normal position, a white light will indicate electric locks are released.

Switches and derails must be immediately returned to normal posi-

tion after train has passed over them.

Binney Junction Tower-Junction with Woodland-Oroville line and crossing Western Pacific R. R.

Whistle signals governing routes as follows: Main track to or from Gerber, — o o o o.

Main track to or from Oroville, o o — — Siding to or from Gerber, o — — — — — Siding to or from Oroville, — — — — To spur, o -

Switches to east and west legs of wye hand thrown. Normal position of switch for Knights Landing line.

Woodland-Crossing Sacramento Northern R. R.

For Knights Landing to or from siding, o

Hand signals as required by Rule 628 may be given from the

tower instead of from the ground.

Towerman not on duty Sundays and holidays, nor between 5:00 p.m. and 8:00 a.m. on other days. Signals on Sacramento Northern R. R. will be placed at "stop" position and signals on Southern Pacific R. R. will be in "clear" position for eastward and westward movements.

REMOTE CONTROL INTERLOCKING

Tehama-Gerber-Interlocking limits on main track extend from single unit light type interlocking signal, located 398 feet west of Tehama junction switch on Davis Line and two-unit light type interlocking signal located 293 feet west of Tehama junction switch on Roseville Line, governing eastward trains, to light type interlocking signal located 48 feet west of west switch No. 1 track Gerber yard, governing westward trains. Interlocking limits on siding extend from two-unit light type interlocking signal located 293 feet west of Tehama junction switch on Roseville Line to light type dwarf interlocking signal No. SA-2121 located 295 feet east of west switch Gerber siding governing westward trains.

Top unit of interlocking signal on Roseville Line, located 293 feet west of Tehama junction switch governs movement on main track. Lower unit governs movement to Carbon siding.

unit governs movement to Gerber siding.

Two-unit light type interlocking signal No. SA-2119, located 9 feet east Tehama junction switch; top unit governs movement of westward trains to Davis Line; lower unit governs movement westward trains to

Light type automatic signal 2126 governing eastward trains and light type automatic signal 2127 governing westward trains, located 2350 feet west of east interlocking limit. Trains finding these signals indicating "Stop" be governed by Rule 509.

Tehama junction switch and west switch Gerber siding are electrically operated under control of telegraph operator at Gerber.

When instructed by telegraph operator to operate these switches by hand, be governed by instructions posted in telephone box. After movement is completed, switch must be returned to normal position and telegraph operator notified.

East switch of crossover between main track and Gerber siding is equipped with an electric lock. Permission to move from siding to main track through this crossover must be obtained from the telegraph operator. The electric lock on the east switch must first be operated in accordance with instructions posted on the inside of the door of the electric lock located at the switch, after which manually line the east switch and then line the west switch.

Trains using this crossover from the main track to the siding must first manually line the west crossover switch, then operate the electric lock in accordance with instructions posted inside the door of the electric lock located at the east crossover switch after which manually line the switch.

When an interlocking signal indicates "Stop" telegraph operator must be consulted by telephone as quickly as possible after stopping. When authorized to proceed past a "Stop" indication, careful examination of switch must be made, after which train may proceed as per Rule 663.

When, for any reason, "Proceed" indication of an interlocking signal cannot be acted upon at once, telegraph operator must be notified immediately.

Telephones to telegraph operator are located in door of concrete battery house opposite Tehama junction switch and on signal at east interlocking limit.

AUTOMATIC INTERLOCKING

Live Oak-Crossing Sacramento Northern R. R. one-half mile east of Live Oak.

Trains must not exceed 30 MPH between home signal and crossing. When trains are stopped by signals governing the use of automatic interlockings, flagman must be sent to crossing to operate clock-work time release. Release must not be operated when trains are between home signals or seen approaching on intersecting line.

After release has been operated, a red indicator light should be displayed over release and home signal should indicate proceed or red indicator on home signal mast be displayed. Trains may then proceed.

If red indicator lights are not displayed, trains may proceed over crossing as provided by Rule 663.

Instructions for operating clock-work time release are posted on door of box.

RULE 705. TAKE-SIDING INDICATORS

Emigrant Gap-Located on mast of Signal 1706 at west switch of center siding of eastward track controlled by operator.

No. 1 track—signal 1539.

No. 2 track—signal 1514.

Gold Run

—No. 2 track—disc signal located west of west switch on automatic signal 1408—when showing yellow disc or yel-low light, TAKE SIDING—when showing white disc or Colfax green light, PROCEED, if train orders or schedule per-

Take-siding indicator displaying only the letter "M" located on mast of Automatic Signal 2134, located 48 feet west of west switch No. 1 track, Gerber yard, and on 7 ft. mast at clearance point east end Gerber siding, governs movements of eastward trains. If letter "M" is not displayed, train must stop and call telegraph operator on telephone.

GENERAL REGULATIONS

RULE 825. Track between station and Stirling City branch main track at Chico must be kept clear of cars.

RULE 829. Westward freight trains stopping at Chico to perform switching or to take water, must stop east of Sacramento Avenue, or cut train at that point to permit the passage of traffic over tracks.

RULE 834. Does not apply to trains consisting entirely of logs.

RULE 836. Cars must not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

RULE 862. Trainmen arriving Gerber on first-class trains will remain on duty until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved.

If train is to be delayed beyond schedule time, outgoing conductor will have his rear brakeman relieve flagman of incoming crew as soon as inspection has been completed.

RULE 869. Freight brakemen must be on top of train entering or leaving terminals and on descending grades between Truckee and Loomis, except between Andover and Emigrant Gap.

On freight trains between Truckee and Loomis, member of train crew will observe track from rear of caboose so train may be stopped in event of derailment. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

When practicable, trainman must ride rear platform or in rear car on all trains and in a position to observe fire that may be set from moving train while passing through wooden lined tunnels and over long open-deck wood trestles.

TRAIN INSPECTION

Trains containing carload shipments of T.N.T., bombs, loaded projectiles and other such articles of a highly sensitive nature should be stopped for inspection at intervals of not to exceed 50 miles, provided any car in the train containing articles of this nature is loaded in excess of 65 per cent of its marked capacity.

Page Location

All

Freight trains, and light engines not equipped with tire coolers except Mallets, on descending grades will stop 10 minutes between switches at the following stations, to permit wheels to cool. Trainmen will make careful inspection of all cars and enginemen inspect engines.

Norden.....On No. 2 track.

2 Stanford..... Engine stop west of Culvert 202-E, 1879 feet west of west switch. Truckee Exception—five minutes.

Summit..... On No. 1 track.

Troy.....

Location

Page

Crystal Lake.... During stormy weather and when snow on ground, instead of Yuba Pass.

Yuba Pass.....

3 Emigrant Gap... During stormy weather and when snow on ground, five minutes for heat radiation, in addition to

Knapp..... Exception—five minutes.

Midas..... Gold Run.....

Colfax..... Train to clear highway crossing at west end (exburn, inspect at Auburn instead of Flint).

Latrobe.....

Doon..........(Also passenger trains) stop 5 minutes, cool wheels. AC Class engines running light on descending grade stop sufficient

length of time to inspect engine.

Light engines equipped with tire coolers descending grade, stop at at Truckee, Emigrant Gap and Colfax to inspect engine.

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

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, except when conditions favorable, freight trains may go to Biggs, if, in the judgment of conductor and engineer no stops are necessary.

At points where freight trains stop for inspection, they will do so between switches to permit light engines to pass.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

AIR BRAKE RULES

RULE 3. Maintain brake pipe pressure of 80 pounds on freight and mixed trains.

FREIGHT TRAINS

RULE 16. Emergency hose must be used on freight trains between Sparks and Roseville applied at most accessible location approximately every 20th car from engine.

On westward freight trains plugs will be fastened on east end of car

and on eastward freight trains on west end of car.

Emergency hose will be handled by carmen at Sparks, but must be applied and removed when necessary by trainmen at intermediate stations. At Gerber, trainmen must not couple air hoses on outgoing trains

until train is made up and engine and caboose on train and trainmen on passenger trains must not couple steam and air hoses until train is made up. RIILE 24 Page Location Rear end test on freight trains must be made immedi-

ately prior to leaving: Norden.....Eastward and westward trains.
Summit.....Westward trains.
Truckee and

Summit...... Westward trains make brake pipe test.

Placerville All trains. Stirling City . . . All trains.

RULE 33. One operative retainer for the amount of Ms shown below must be turned up:

Page	Ms per Oper- ative Brake	TERRITORY
2	120	Norden to Truckee.
3 3	140	Summit to Yuba Pass.
3	100	Yuba Pass to Loomis. Placerville Branch
7	120	M.P. 148 to M.P. 146. M.P. 145 to M.P. 138.
7	140	M.P. 136 to M.P. 130. M.P. 129 to M.P. 122.
7	150	M.P. 117 to M.P. 112.
8	80	Stirling City to M.P. 188.

RULE 39.

PASSENGER TRAINS

Page Location Running test on passenger trains must be made at: Tunnel 6, west of Donner.....Westward trains. (Just before entering tunnel.)

RULE 46. PASSENGER TRAINS (Except No. 10) Number of Retainers TERRITORY Norden to Truckee. 3 All Summit to Long Ravine Bridge and N. E. Mills to Loomis 8 Stirling City to M.P. 188.

When passenger equipment is handled on freight trains and a plug test is made, considerable time must elapse before brake pipe pressure will build up sufficiently to release the brakes on passenger equipment.

Conductor will advise engineman when they have such passenger equipment on the rear of train so he may allow a sufficient length of

time for brakes to release before attempting to start train.

Diesel propelled train, "CITY OF SAN FRANCISCO," carries 110

lb. brake pipe pressure and has graduated release; when necessary to use a steam locomotive to handle this train, such locomotive must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam locomotive must be set for 140 lb. and the low pressure side for 130 lb.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 24 the following

FRANCISCO," will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application, and release of the brakes should be checked by an inspector. tion and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power cars should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

Speed of freight trains will be reduced at points where trainmen are

required to handle retainers.

The tonnage of freight trains between Stirling City and Chico must not exceed 80 Ms per operative brake, between Placerville and Folsom and between Summit and Loomis, 100 Ms per operative brake, and between Norden and Truckee 120 Ms per operative brake.

Train crews on freight trains from Roseville will not release hand brakes until engine is coupled to train or yard air is through train.

MISCELLANEOUS

1 Water columns at Emigrant Gap are equipped with locking devices which hold column (when not in use) parallel to track.

After taking water, firemen must push column around until locking device engages, which will be known by fact that column cannot then be moved in either direction unless it is unlocked by engaging tank hook in unlocking lever located just above outer end of column spout.

Helper engines coupled in middle or rear of train must be cut off from

forward portion before taking water, and where lead engine cannot handle forward portion without assistance of helper, latter must not be cut off until forward portion has been pushed beyond water tank.

Take water only in emergency at following points: Blue Canon, Woodland, Maxwell, Robbins, Tudor.

When a blue signal or an authorized sign is displayed at one or both ends of an engine, indicating that workmen are under or about it, or engine has been spotted to take oil or water, reverse lever must be placed in center, throttle valve closed, cylinder cocks opened and independent air brakes applied.

In Valley territory engines may take oil and water without cutting

off train at any point except Marysville.
On ascending grades between Roseville and Sparks, engines on freight trains may take oil and water without cutting off train at any point except Gold Run and Colfax.

Do not take oil at Gold Run except in emergency.

Eastward freight trains stopping at Colfax for water with helper engines in train, lead engine should stop with pilot just west of water column, cut off and take water. This to avoid possibility of accident at highway crossing.

Trains handling empty express refrigerators take water at Blue Canon so tie sprinklers will operate at full efficiency.

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

Eastward passenger trains stopping at Reno, do so clear of Virginia Eastward trains will approach crossing at Colfax with caution when

westward trains are in the vicinity of the crossing.

Westward train cutting helper at Summit, use upper run-around track and do not permit caboose to foul main track.

3 If unable to handle train account storm conditions on mountain, reduce to ninety per cent of engine ratings, advising chief train dispatcher fully of action taken.

Helper service: No helper engine will be placed behind wooden underframe cars or cabooses. Engines weighing more than 210,000 pounds on the drivers will not

be placed behind cabooses. In no case will more than one helper engine be placed behind steel

underframe cabooses.

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

4a Pushing trains out of yards: No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 210,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine.

Yard engines will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever

temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5 Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with

7 Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at

9 Westward freight trains having pick up or set out at Colfax will, when possible, leave train east of east crossover while work is being performed.

10 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 engine has passed this point.

Underground gasoline tanks installed opposite house track at a point 300 feet west of station Colusa. Engines must not be stopped in front of unloading spot when oil or gasoline cars are being unloaded.

Page	Class of Engine	Restricted Tracks
2 2-3 2-3	F-AC- Mk-Mt- GS	Auburn, Nev. St. Spurs. Clipper Gap Team, east of road crossing. Colfax Material spur, west yard.
2-3	AC-4-5- 6-7-8-10-11	ColfaxCorral track, west of corral, bunk spur, house and house lead east of freight house. Team, beyond east end of freight house platform. Scale.
2-3	F-AC- Mk-Mt-GS	RocklinSiding, House.
8	MK-MC-GS	Loomis
3	Company of the	and Pacific Spur. PenrynFruit spurs west of station. NewcastleTracks 3-4 and No. 7 beyond end of curve or switch leading to lumber spur.
3 3	or earn, for in the published solid performa	FlintStandard Oil spur. AuburnHigh line. W. N. E. MillsSpur, west of tool house.
2-3	F-AC- Mk-Mt- GS	MagraSpur. AltaSpur. TowleSpur. Blue CanonDump spur, oil spur, Greek spur east of oil column. Yuba PassSpur switches. Crystal LakeSpur, south side of No. 2 track. CiscoOutfit spur, Campbell's spur east of corral chute. SummitLumber spur switch.
4	Mk-F-AC Mt-GS	Knights Landing Branch, except between Woodland and switch to Swanston Corral spur.
4-5 -7	All	WyoStoney Creek gravel pit. Engines must not go beyond a point three car lengths beyond gravel bin.
4	AC-4-5- 6-7-8-10-11	MerrittWarehouse.
4	All	SugarfieldSouthern Pacific crews and power must not operate on track 5 in Sugarfield yard beyond a point 50 ft. west of west end of beet dump constructed under that track.
4-5	AC-4-5- 6-7-8-10-11	DunniganStandard Oil.
-roba		ArbuckleWarehouse. CortenaWarehouse, house.
4-5	Heavier than T	Maxwell

Page	Class of Engine	Restricted Tracks
4-5	AC-4-5- 6-7-8-10-11	Willows Union Oil, Union Ice, team, pump house, engine spur, set-out. Artois House, warehouse. Orland Engine spur, oil spur. Wyo East leg of Wye. Corning Heinz spur. Tehama House, beet, warehouse.
6	F-AC- Mk-Mt-GS	BiggsDoty warehouse spur, west end of yard. Brick warehouse spur, east end of yard.
6	F-AC- Mk-Mt- GS	Durham Warehouse track. Barber YardNo. 1 track from west switch to point 400 feet west of east switch. Barber YardNo. 2, 3 and 4 tracks. Chico Priol warehouse spur. Reynolds warehouse spur. Standard Oil spur.
6	All	LomoSiding. MarysvilleStrain warehouse 9th and B Sts. Engines must not enter warehouse. MarysvilleTeam, mill spur, Earl Fruit spur.
	All	MarysvilleHigh line track west of the east line of Third Street.
6	Mk-Mt-GS F-AC	Dantoni Jct. and Dantoni. ClaytonSpur serving Stockton Fire Brick Co., across highway.
6	Heavier than 210 Ms	LincolnGrain Growers elevator track.
6	All	MarysvilleRio Grande Oil spur off "E" St.
6	Heavier than 210 Ms	OstromCorral Track off siding, use reach
6	All	Barber Diamond Match Co.'s track at wye
relanda	Land and and and a series of the series of t	Engines must not exceed 10 MPH from Bullard Jet to Lime Quarry, and must not go beyond 60 fee east of bunker switch. Flint hoppers and box cars must not be placed on spur serving El Dorado Lime and Mineral Co. at Bullard to or beyond rock chute which does not clear this class of equipment.
7	C	PlacervilleWeber spur.

MAIN TRACKS

11 Tracks between Sacramento and Sparks numbered, and unless otherwise authorized, will be used as follows:

No. 1 westward trains, via Auburn and

No. 2 eastward trains, via Auburn Nevada Street as double

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

End of No. 4 track at Loomis is located at clearance point west of crossover to No. 1 track at M.P. 113.

At Chico, Stirling City Branch main track originates at switch on Stirling City Branch leading to engine house at Chico. Trains to and from Stirling City Branch use yard tracks between passenger station and Stirling City Branch main track.

At Willows, Fruto Branch main track originates at yard limit board on Fruto Branch. Trains to and from Fruto Branch use yard tracks

between passenger station and Fruto main track.

At Woodland, Knights Landing Branch main track originates at switch at east end of siding 150 feet east of cattle guard 85-A. Normal position of switch for Knights Landing Branch. Trains to and from

Knights Landing Branch use Woodland siding.

Flood lights at highway crossing one-half mile east of Woodland on Knights Landing branch operated by track circuit over crossing 400 feet in length. If any part of train stops on this track circuit, same should be moved as soon as possible to avoid illuminating crossing longer than necessary.

14 From May 1 to Nov. 1, sprinklers will be placed in service between Roseville and Sparks upon departure of westward freight trains and light engines, Norden to Loomis, and on eastward freight trains and light engines Norden to Truckee.

Sprinklers are to be kept open while train is in motion; where long stops are made they will be closed temporarily to avoid waste of water. Eastward trains will operate sprinklers Norden to Truckee and westward trains Norden to Loomis.

15 Trains and engines must not pass switch-tender's stations at Sixth Street and Seventh Street, Sacramento, without receiving proceed signal, green flag by day and green light by night, and must move with caution between Sacramento River Bridge and Seventh Street.

20 Handling of freight cars in trains behind passenger cars is pro-hibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose. Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.

Gas transport cars when handled in freight trains should be placed next ahead of caboose.

Cars with inoperative couplers, containing perishables or live stock, may be chained in train and moved to nearest available repair point. Other cars with defective couplers will be switched to the rear of caboose, using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train. Cars chained may be moved to nearest repair point in direction train is moving.

Minimum Clearances for Rotary Plows

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

Tunnels 3 and 4, west of Tamarack, shed posts 8 to 10 inch clearance. Tunnel 5, east of Cisco, 8 inches clearance.

East and west of M.P. 195, stone walls clear 6 inches.

East end of tunnel 11, west of Donner, clears 8 inches.

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

Rotary snow plows 7203-7210-7222 equipped with wings, will not clear rock cut eastward track 700 feet east of M.P. 155, rock cut westward track at Rocky Point M.P. 158.4, also snow sheds and tunnels, when wings are extended.

Crews handling plows through district where standard clearance is not provided must reduce speed to 6 MPH through tunnels and at rock

OPERATION OF TURN-TABLES

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

Before moving onto table from any lead, table must be lined so that engine will enter from rail lock end only. Engines when backing and approaching table on lead from eastward siding east end will stop to clear of table and fireman, after properly lining and locking table, will signal engineer to move onto table by green light located on engineer's side of lead. Operation of green light controlled by push-button located on post of turn-table shed on engineer's side. This signal does not indicate position of turn-table or turn-table lock.

Spot detectors are connected to turn-table rail lock. If engines are not spotted on table to clear concrete piers, detectors will prevent operation of rail lock lever.

Marker posts are placed on each end of the Norden turn-table to aid in spotting engines. AC class engines must be spotted with center of cab door directly opposite a marker post to avoid couplers striking concrete piers when turning

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table and enginemen must know that it is properly lined before attempting to move engine on table.

Release brake before moving turn-table and do not apply brake unless control handle is in the "off" position.

To Move Turn-table: Turn controller handle around to the third or

fourth point allowing about one second on each point.

To Stop Turn-table: Turn controller rapidly to "off" position.

Allow turn-table to come to stop before reversing motor. In case of trouble notify operator at Norden office, who will call

Turn-table must be left lined and locked for east lead to eastward track.

Normal position turn-tables on Truckee District will be as follows: Emigrant Gap... East approach, with motor on east end. .East approach to eastward track.

Norden.......East approach to eastward track.

Trainmen and enginemen using these turn-tables must leave them lined as shown above.

SPEED RESTRICTIONS: Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

	Carlomodicanae A 1991 and from	PASSENGER								LIGHT ENGINES RUNNING FORWARD				
Page No.	TERRITORY	STREAM- LINER DIESEL POWER UNIT	P-7-8 (cross counter- balanced) P-10-12 Mt-1-2-3-4-5 GS-1-2-3-4-5	E T-26-32-37- 40 P-1-3-4-5-6- 7-8-11 A Gas-elec. cars	F-1-3-4-5 (cross counter- balanced) AC-4-5-7-8- 9-10-11	M (except M-21) T-1-8-9-23-28- 31-36-57-58 Mk-5-6-7-8-9	C-2 to 10, inc. 18-19-26- 27-28-29 AC-6 AM-2	M-21 - C-15-17 TW Mk-2-4-10 F-1-3-4-5 AC-1-2-3 SP-1-2-3	FREIGHT AND MIXED	E P A Mt-1-2-3- 4-5 GS-1-2-3- 4-5	T-26-32-37- 40 F-1-3-4-5 (cross counter- balanced)	M T-1-8-9-23-28 31-36-57-58 &-2 to 10 inc 18-19-26-27- 28-29 Mk-5-6-7-8-9 F-1-3-4-5 SP-1-2-3	DES C-15-17	LIGHT ENGINES BACKING (except gas-elec. cars)
2	Sacramento—Roseville No. 2 Track	95	60	60	55	40	40	40	1 40	40	35	35	30	30
2	Roseville—Colfax	50	40	40	40	40	40	40	35	40	35	30	30	30
2	Colfax—Truckee		35	35	35	35	35	35	20	30	30	25	30	15
2	Truckee—Sparks	44	40	40	40	40	40	40	30	35	35	30	30	15
3	Sparks—TruckeeNo. 1 Track	44	40	40	40	40	40	40	30	35	35	30	30	30
3	Truckee-Loomis	35	35	35	35	35	35	35	20	30	30	25	30	15
3	Loomis—Roseville	70	50	50	45	40	40	40	35	40	35	35	30	30
3	Roseville—SacramentoNo. 1 Track	95	60	60	55	40	40	40	40	40	35	35	30	30
4, 5	Davis—M.P. 92.0	With the second	60	60	55	40	40	40	40	40	35	35	30	30
4, 5	M.P. 92.0—M.P. 129.5.	Market Control	60	60	55	40	40	40	40	40	35	35	30	30
4, 5	M.P. 129.5—Gerber		60	60	55	40	40	40	40	40	35	35	30	30
4	Woodland-Marysville		25	25		25	25	25	25	25	55			
4	Marysville—Oroville		20	20		20	20	20				25	25	15
5	Marysville—Oroville. Grace—Josephine.		30	30		20			20	20		20	20	15
5	Marchant—Karnak.		30	30		20	20	20	20	25		20	20	15
5	Willows—Fruto.		30			20	20	20	20	25		20	20	15
8	Roseville—Tehama.		20	20					15	15		15	15	10
0	Roseville—Tenama			50	50	40	40	40	35	40	35	35	30	30
0	Dantoni Jet.—Dantoni		20	20					20	15		20		20
-	Truckee—Lake Tahoe		20	20		20	20	20	20	20	20	20	20	15
-	Brighton—Folsom Citrus—Fair Oaks		40	40		30	30	30	30	40		35	30	30
1	Citrus—Fair Oaks		25	25		20	20	20	20	20		20	20	15
7	Folsom—Placerville		25	25		20	20	20 {	Mxd. 20	} 25		15	15	12
7	Harrington-Wyo via Colusa		30	30		05	05	0"	Frt. 15		The second second	07	00	-
8	Sacramento—Isleton		30	30		25	25	25	25	25		25	20	20
8	Chico—M.P. 188 (Stirling City Branch)		30			20	20	20	20	25		20	20	15
8	M D 199 Stipling City Dranch)		30	30		25	25	25	25	25		25	25	15
0	M.P. 188—Stirling City.	• • • • • • • •	20	20		20	20	20	12	15		12	12	10
hi bon	Through Crossovers, Turn-outs, and on				The second second	AND	WALL DOOR	BAT Now	100	or williams	SHOW HE WAS	THE REPORT OF THE PERSON NAMED IN	IT TO BE THE	
THE RES	all tracks except main tracks		15	15	10	10	10	10	15	15	15	15	10	10

Classof

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 MPH.

Following engines are cross counter-balanced and must not exceed 75 MPH.

All GS-1, 2, 3, 4, 5. All Mt-1, 2, 3, 4, 5. All P-7, 8, 10, 12, except 2470 and 2477.

Following engines are cross counter-balanced and must not exceed 55 MPH.

F-1, 3, 4, 5; 3612, 3615, 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3668, 3676, 3677, 3681, 3682, 3683, 3685, 3687, 3692, 3701, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4, 5, 7, 8, 10, 11.

Engines operated coupled tender to tender must not exceed speed permitted engines running backward.

Streamliner "CITY OF SAN FRANCISCO" must not exceed maximum speed authorized by Streamliner slow boards when operating on single track or with the current of traffic on double track and must not exceed speed allowed other passenger trains when operating against the current of traffic.

Speed prescribed by slow boards or special instructions must not be exceeded unless authorized by Streamliner slow boards and speed prescribed by bulletin or train order for steam passenger trains must not be exceeded.

SPEED	OVER	STREET	CRO	SSI	NO	S	W	IT	H	IN	(ľ	TY	J	M	ľ	'S
																	MPH
Reno														 			20
Lincoln	1													 			35
Woodla	ind. Ma	in and Co	art Sts	1													12
WILLOW	8																40
Orland,	, Walke	r St. {Pass Frei	enger.											 			35
		Frei	ght											 			25
Corning	g													 			40
Rosevil	lle, Line	oln St												 			12

age	Engine	Station-Territory-Structure	MPH
All	S&SE	All	20
All	S& SE	On curves	15
All	Motors	Backing thru yards and over highway crossings	10
All	All	Freight trains on descending grades, while passing	LIVE
	O Final May	passenger trains	15
All	Collins of	passenger trains	
		swivel truck trailing	18
All	C. 100 to 177	Trains entering or moving thru controlled sidings.	100
	Charles and	or when running against the current of traffic	
	C. Strate Shi	on double track under authority of dwarf signals	25
2	All	Eastward trains between Signal bridge just west of	
	4 4 10 10	Sparks Psgr station and Sparks Yard office	12
2-3	All	Flangers, between Lawton and Loomis and be gov-	
	Q brookli	erned by other speed restrictions	30
2-3	All	Trains and engines moving between Seventh St. and	
	O'DINGS	Sixteenth St., Sacramento	20
2-3 2-3	All	Fire Trains, with water cars full	25
2-3	All	Fire Trains with water cars less than three-quarters	
Jan 1	1000000	full. Water cars must be kept full when possible	20
2-3	All	Trains handling loaded Flint hoppers	25
3	All	Waiting room Norden just east of telegraph office	10
3	All	Trains of empty express refrs. exclusively between	
18	1000	Emigrant Gap and Loomis	25
4	All	Over RR Crossing, Bridge St., east of Yuba City Sta.	12
4-5	All	Trains using track to Swanston feed yard Woodland	10
4-5	AC-4-	Cache Creek, between Woodland and Yolo89-A	
	5-6-7-	Stoney Creek, bet. Orland and Wyo166-D, 166-E	
	8-10-11	Thomas Creek, bet. Richfield and Tehama182-A	25
6	AC-4-	Bear River bdg. 1.2 Miles west of Wheatland .126-C	
	5-6-7-	Yuba River bdg. 2000 Feet west of Marysville.140-C	
	8-10-11	Deer Creek bridge, 5 Miles east of Vina 203-E	D. MOII
	A 11	Sacramento River bridge at Tehama210-C	25
4-5-6		All trains over Junction Switch Tehama	25
7	All	Trains having cars loaded with ore or high loads of	
-	4.11	lumber on curves 7 degrees or over, Placerville Br.	12
7777	All	Mather Field spur Engines on balloon track Lake Tahoe	10
-	All	Engines on balloon track Lake Tahoe	8
7	All	Trains handling logs, thru Tunnel No. 1	5
1	All	On "R" Street, Sacramento, between Front St. and	
		Brighton	10

SPEED RESTRICTIONS

(Unless otherwise further restricted by time table, slow board, or train order)

PAGE	品 一路上 是一层法 图 汽车 位 位于Y	MPH
All All All	Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels: On tangent main tracks. except SPMW 4044. On tangent branch tracks. On all curves 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	35 25 25
	Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
All All	On tangent main tracks. On curves and on branch tracks. Trains handling locomotive cranes with boom in place, either	20 15
All	end forward (to be handled in work trains when practicable): On tangent main tracks.	25
All All	On curves and on branch tracks. Trains handling steel pile-drivers may make maximum freight train speed.	15
All All All	Trains handling relief outfit with steam derrick: On tangent main tracks. On tangent branch tracks. On all curves	35 25
100	slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards. Through interlocking plants with caution.	

Maximum speed (in MPH) of disabled engines (except S or SE), running under own steam or hauled in train, must not exceed:

When all the weight has been removed from any one of drivers. 20

When all the weight has been removed from only one wheel of any pair of drivers. 30

When engine truck is removed. 20

When main rod only is removed. 30

When side rod only is removed. 30

When both main and side rods are removed. 20

When hauled in train, all rods on 30

Class S and SE engines, under all conditions. 20

Blocking of leading drivers of an engine, in order to redistribute weight, should not be attempted as this may cause derailment.

All cars handled in passenger trains must be equipped with steeltired or all steel wheels.

Maximum speed for passenger trains handling box cars equipped with steel wheels and trains consisting entirely of system or foreign line box cars so equipped is 60 MPH. When such cars are equipped with high speed trucks and proper braking equipment and pass required terminal inspection, they may be handled in regular passenger trains at passenger speeds.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains. Speed of trains handling such cars restricted to 40 MPH.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Maximum speed for S and SE class engines 20 MPH but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Maximum speed for Gas-Elec. cars when backing 60 MPH but must not exceed speed permitted when handling Passenger Trains.

Maximum speed permitted for solid trains of Government express, Norden to Loomis and Norden to Truckee, is 25 MPH.

Trains consisting of engine and caboose only, may operate at speed authorized for AC 4, 5, 6, 7, 8, 10 and 11 class engines running light between Roseville and Sparks.

Trains consisting of engine, flanger and caboose may operate at maximum allowable speed of freight trains.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

SPECIAL INSTRUCTIONS

	Total Provinces I		THE PERSON NAMED IN	and tell per	THE CHIEFE				
SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS		1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6 8	10.00	25	2.24	39	1.33	58	1.08	68	0.53
10	7.30 6.00	26 27	2.18 2.13	40	1.30	54 55	1.06	69 70	0.52
12 15	5.00 4.00	28 29	2.08	42	1.25	56 57	1.04	72 74	0.50
16	3.45 3.31	30 31	2.00	44	1.21	58	1.02	75	0.48
18	3.20	32	1.56	45	1.20 1.18	59 60	1.01	76 78	0.47
19 20	8.00	33 34	1.49	47 48	1.16	61	0.59	80 82	0.45
21 22	2.51	34 35 36	1.42	49	1.13	63	0.57	84	0.43
23	2.36	37	1.40	50 51	1.12 1.10	64 65	0.56	85 90	0.42
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

		GF

MILEAGE		
SACRAMENTO DIVISION	First	Second
Main Lines	Track	Track
End Western Division to Sacramento	.862	.862
Sacramento to Lawton	147.754	149.289
At Elvas (West Wye)	.308	.314
Polk to Elvas	4.629	2.997
Davis to Tehama	109.707	
Roseville (East Wye)	.274	
Roseville (West Wye)	AND THE REAL PROPERTY.	.266
Aoseville (East Wye). C. P. Ry. Roseville (West Wye). C. P. Ry. Roseville to Proberta. C. P. Ry.	109.231	
TOTAL MAIN LINES	372.765	153.728
Branches		
Colusa S. P. R. R Harrington to Wyo	71.655	
Dantoni	4.464	
fair Oaks S. P. R. R Citrus to Fair Oaks	2.113	
Folsom S. P. R. R. Folsom Jet to Folsom	.995	
Crito S P R R Willows to Fruto	17.204	
S. P. R. R Woodland to west of Cunard	9.713	
Knights Landing. S. P. R. R. Woodland to west of Cunard. S. P. Co. West of Cunard to Grace. S. P. R. R. Grace to Yuba City.	1.198	
(S. P. R. RGrace to Yuba City	24.221	
Lake Tahoe S. P. Co Truckee to Lake Tahoe	14.735	
Oroville	.044	
S. P. R. R Beginning S. P. R. R. Track to Oroville	25.267	
Placerville (C. P. Ry Brighton to beginning S. P. R. R. Track Beginning S. P. R. R. Track to Placerville	.070	
'D" Character (S. P. R. R Beginning S. P. R. R. Track to Placerville	54.920	
'R" Street	.323 4.941	
Strling City	31.216	
Cross to Josephine	20.957	
Sutter Basin. S. P. Co. Grace to Josephine. Marchant to Karnak C. P. Ry. Sacramento to Front & "K" St	20.957	
(C P Py Segrements to Front & "V" St	.292	
Walnut Grove S. P. R. R "K" Street to "N" Street	.245	
C. P. Ry "N" Street to Isleton	32.937	
TOTAL BRANCH LINE.	320.259	
	040.209	
TOTAL SACRAMENTO DIVISION		846.752

ALARM BOX LOCATIONS KNAPP TO ANDOVER

Box No.	LOCATION	М. Р.
4	Signal 1734, ½ mile east of M.P. 173	173 1
5	On top east end of Shed No. 10	179
6	900 feet east of Signal 1794 300 feet east of east portal Tunnel No. 1	1791
15	300 feet east of east portal Tunnel No. 1	
16	Signal 1707, 500 feet east of west switch Emigrant (4ab	
17	150 feet east of crossover Emigrant Gap	
18	Between Smart and Emigrant Gap	173
19	Between Smart and Yuba Pass	174
21	Between Smart and Yuba Pass	175
22	Signal 1761, highway overhead bridge Yuba Pass	
23	300 feet east of M.P. 177	177
24	West end of center siding Crystal Lake	178
25	West end Butte Canyon bridge	179
26	200 feet west of crossover Cisco	180
27	East portal Tunnel No. 39	181
28	Between Tamarack and Cisco	183
29	1/4 mile west of west switch Troy on No. 1 track	
31	200 feet east of east switch Troy on No. 2 track	186
32	East end lower Cascade Bridge	187
33	1/4 mile east of upper Cascade Bridge	188
34	Switch of cook car spur track No. 1 Norden	
35	1000 feet west of west portal Tunnel No. 6	193
36	200 feet east Tunnel No. 6	194
37	Between Tunnels No. 8 and No. 9	195
38	100 feet east of east portal Tunnel No. 10	100
39	West switch Donner	
41	1000 feet east of section house Eder	197
42	500 feet east M.P. 198, west end shed No. 46	198
43	1/2 mile east M.P. 198, west end shed No. 47	1983
44	Signal 1994, ½ mile east M.P. 199	1993
45	300 feet west of west portal Tunnel No. 13	200
46	Opposite section house Andover	
47	At Andover station	201
48	In turntable house Norden	201
49	East switch of run-around, track No. 2 Norden	
51	East switch of siding No. 2 track Norden	
52	West portal 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.

SPECIAL AUTOMATIC ALARM BOXES

8 Slide, east end Crystal Lake shed No. 2 track.
12 Fire, shed Andover crossover.
14 Fire, shed west end Tunnels No. 13 and No. 42, Andover.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

P.	LOCATION	DESCRIPTION
	C) J. Mrs. St ap X-Q1 144	SACRAMENTO YARD
	Sacramento River Bridge	Sid Oil House West of Store No. 1
Married Walter	Shop Yard	Oil House West of Store No. 1
	Shop Yard	Track No. 2. Car Shop No. 9
	Shop Yard	Track No. 3, Car Shop No. 9Sid
	Shop Yard	Track No. 4, Car Shop No. 9Sid
	Shop Yard	Track No. 5, Car Shop No. 9
	Shop Yard	Roundhouse spur
	Shop Yard	Track No. 2 Bone Yard TrackSid
	Shop Yard	Track No. 9, Car Shop No. 9. Overhead and Sid Roundhouse spur. Sid Track No. 2 Bone Yard Track. Sid Track No. 2 Sorap Dock. Sid Track No. 2 Sorap Dock. Sid Track No. 3 Sorap Dock. Sid Cowell Lime & Cement Co. Bldg. Overhead and Sid Western Meet spur.
	Shop Yard	Track No. 2 Scrap Dock
	6th and I Streets	Cowell Lime & Cement Co. Bldg. Overhead and Sid
	6th and H Streets	Western Meat spurSid
	6th Street	New Foundry TrackSid
	6th Street	Coke spur
	6th Street	Lawrence Warehouse
	R between 21st and 22nd.	Barley spur Buffalo BrewerySid
	R between 21st and 22nd.	Cowell Lime & Cement Co. Bldg. Overhead and Sid New Foundry Track. Sid New Foundry Track. Sid Coke spur. Sid Coke spur. Sid Lawrence Warehouse. Sid Lawrence Warehouse. Sid Barley spur Buffalo Brewery. Overhead and Sid Buffalo Brewery Plant. Overhead and Sid Unloading pit, Sacramento Rock and Sand Co. Sid Phoenix Mill spur. Sid Consumers loc Co. Track. Sid Track No. 4 Rolling Mill. Sid Water Tank. Sid
	21st and R	Unloading pit, Sacramento Rock and Sand Co. Sid
	25th and R B between 11th and 12th	Phoenix Mill spur
	B between 8th and 9th	Consumers Ice Co. TrackSid
	3rd to 6th Streets	Track No. 4 Rolling MillSid
	6th Street	Water Tank Sid Unloading pit center of Track, Golden Gate Atlas spu
	13th and 14th on B St	
	4th and R Streets	Sacramento Vegetable Growers AssnSid
	5th and R Streets Front St. between M & N	Sacramento Vegetable Growers Assn. Sid Virden Packing Co. spur. Overhead and Sid Sacramento Northern Guy Pole Sid 2nd Street to Front St. Yard Overhea Stulsaft spur Overhea
	Walnut Grove Connection	2nd Street to Front St. Vard Overhea
	Front St. between H & I.	Stulsaft spurOverhea
	Bet. tracks No. 1 and No. 2	South end of old freight shed, Front St Sid
	Bet. tracks No. 2 and No. 3 American River Bridge	South end of new freight shed, Front St Sid
	American River Bridge	
	ROSE	VILLE-SPARKS—EASTWARD
6	The same of the sa	Icing track, PFE track No. 2 and New Icing track, PFE plant
,	Roseville	track PFE plant
3	Roseville Yard	Track No. 3, Heavy RipSid
3	Roseville Yard	Track No. 4, Heavy RipSid
	Roseville Yard	Track No. 5, Heavy RipSid
3	Roseville	P. F. E. Icing Tracks Nos. 0-1-2-3
	Rocklin	Kesty Quarry spurOverhea
	Rocklin	Henderson Quarry spurOverhead and Sid
	Rocklin	Flickson Quarry spur
į	Rocklin	Cal. Granite spur. Quarry
	Rocklin E. of Rocklin E. of Rocklin	Stock Chute on Corral TrackSid
,	E. of Rocklin	Antelope Creek bridgeSid
2	E. of Rocklin	Tunnel No. 16
	E of Lincoln Ave Penrun	Tunnel No. 17Side and Overhea
5	E. of Newcastle	Tunnel No. 18
1	E. of Newcastle E. of Newcastle E. of Newcastle	Stock Chute on Corral Track
	E. of Nev. St., Auburn	Tunnel No. 21
	E. of Bowman	Tunnel No. 22 Side and Overhea
	E. of Clipper Gap	Tunnel No. 23Side and Overhea
)	E. of Clipper Gap	Tunnel No. 25
3	E. of Clipper Gap E. of Clipper Gap	Tunnel No. 26Side and Overhes
	E. of Clipper Gap	Tunnel No. 27Side and Overhea
3	E. of Applegate	Tunnel No. 28Side and Overhea
,	E. of Applegate E. of N. E. Mills	Tunnel No. 29
	E. of Lander	Tunnel No. 31
	E. of Lander	Tunnel No. 29. Side and Overhee Tunnel No. 30. Side and Overhee Tunnel No. 31. Side and Overhee Tunnel No. 32. Side and Overhee Tunnel No. 32. Side and Overhee Automatic Signal Nos. 1420, 1421 and 1425. Si Water Col. west of Station W. B. Side
1	Colfax	Automatic Signal Nos. 1420, 1421 and 1425Sig
	Colfax	D F F Laing Platform
	Colfax	Tunnel No. 33Side and Overhea
3	E. of Colfax	P. F. E. Ieing Platform. Side and Overhee Tunnel No. 33. Side and Overhee Tunnel No. 34. Side and Overhee
7		
,	Gold Run	Mail Crane
7 2	Gold Run	Water Tank West end of Yard
1 1 3	Gold Run	Water Tank West end of Yard
1	Gold Run	Mail Crane Sic Water Tank West end of Yard Sic Oil and Water columns Sic Tunnel No. 1 Side and Overhea
1 3 3 3	Gold Run Gold Run E. of Gold Run Knapp.	Mail Crane Sic Water Tank West end of Yard Sic Oil and Water columns Sic Tunnel No. 1 Side and Overhea Snow sheds Side and Overhea
-	Gold Run. Gold Run. E. of Gold Run Knapp. Knapp to Andover. Blue Canon.	Mail Crane
1 3 3 3	Gold Run. Gold Run. E. of Gold Run. Knapp. Knapp to Andover. Blue Canon. Emigrapt Gap Station.	Mail Crane
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Gold Run. Gold Run. E. of Gold Run Knapp. Knapp to Andover. Blue Canon. Emigrant Gap Station Smart. Troy. Snowshed West End	Mail Crane
43865800	Gold Run. Gold Run. E. of Gold Run. Knapp. Knapp to Andover. Blue Canon. Emigrant Gap Station. Smart. Troy, Snowshed West End Summer Siding.	Mail Crane
43865800	Gold Run. Gold Run. E. of Gold Run. Knapp. Knapp to Andover. Blue Canon. Emigrant Gap Station. Smart. Troy, Snowshed West End Summer Siding.	Mail Crane
372 43865800 000	Gold Run. Gold Run. E. of Gold Run Knapp. Knapp to Andover. Blue Canon. Emigrant Gap Station Smart. Troy, Snowshed West End Summer Siding. Eder, East of Snowshed. Truckee.	Mail Crane
47777372 43865800 0000999	Gold Run. Gold Run. E. of Gold Run. Knapp. Knapp to Andover. Blue Canon. Emigrant Gap Station. Smart. Troy, Snowshed West End Summer Siding.	Mail Crane

М. Р.	LOCATION	DESCRIPTION
the said	SPARK	S-ROSEVILLE—WESTWARD
164.8 201.3	Andover to Knapp	Snow shedsOverhead and Side
201.3	Tunnel No. 6	
195.7	West of Donner	Bunker on No. 3 spur Side Tunnel No. 12 Overhead and Side Tunnel No. 11 Overhead and Side
195.4	West of Donner	Tunnel No. 11Overhead and Side
195.1	West of Donner	Tunnel No. 10Overhead and Side
194.9	West of Donner	Tunnel No. 9 Overhead and Side
194.3 194.1	West of Donner	Tunnel No. 7 Overhead and Side
193.7	West of Donner. West of Tamarack. West of Tamarack. West of Knapp.	Tunnel No. 6 Overhead and Side
181.0	West of Tamarack	Tunnel No. 4Overhead and Side
180.7	West of Tamarack	Tunnel No. 3Overhead and Side
164.3 132.6		Tunnel No. 0 Overhead and Side
124.5	Auburn	Ford & Son Warehouse, hill track
124.5	Auburn	Lowell Warehouse, hilltrackSide
124.5 124.5	Auburn	Fruit House Track, hill track
124.5	Auburn	House Track Ford & Son, warehousesiding Side
122.	Auburn West of Flint	Cut West of 122
100075	West of Flint	Cut West of 122-GSide
0000	West of Flint	Cut West of 122-HSide
120.1	Newcastle	Tunnel No. 18 Overhead and Side
113.9	Loomis	No. 1 Hill track, Earl Fruit CoSide
113.9	Loomis	No. 1 Hill track, Law Bros., Fruit House Side
PA I	S	Tunnel No. 12. Overhead and Side Tunnel No. 10. Overhead and Side Tunnel No. 10. Overhead and Side Tunnel No. 9. Overhead and Side Tunnel No. 8. Overhead and Side Tunnel No. 8. Overhead and Side Tunnel No. 6. Overhead and Side Tunnel No. 6. Overhead and Side Tunnel No. 1. Overhead and Side Tunnel No. 1. Overhead and Side Tunnel No. 1. Overhead and Side Tunnel No. 0. Side Lowell Warehouse, hill track Side Fruit House Track, Auburn I. & C. siding Side House Track, Ford & Son, warehouse siding. Side House Track, Auburn I. & C. siding Side Cut West of 122-G Side Cut West of 122-H Side Side Tunnel No. 18. Overhead and Side Tunnel No. 18. Side No. 1 Hill track, Earl Fruit Co. Side No. 1 Hill track, Law Bros., Fruit House Side ACRAMENTO-GERBER
94.9	Ben Ali	Cannon Phillips spur
117.0	Lincoln	Diamond Match Co., Lumbershed Side
140 0	Clayton	Stockton Fire Brick Co., spur Overhead
140.8 140.8	Marysville	Buckeye Mill platform
122.0	Marysville, E Street	Yuba Construction Co., platform
161.4	Marysville Marysville Marysville, E Street Biggs	Yuba Construction Co., platformSide Rice Mill SidingOverhead and Side
04.0	W-11-1	DAVIS-TEHAMA
84.9 124.2	Woodland	West end of Globe Rice Mill Overhead and Side Stoval-Wilcox platform Overhead and Side
124.2	Williams Williams Willows	Williams Warehouse Co., platformSide Glenn County SpurSide
149.9	Willows	Glenn County SpurSide
120.8		WYO-HARRINGTON Overhead Water Spout Overhead Water Spout Overhead Warehouse Side
145.9	Grimes	Water Spout Overhead
150.4	Codora	WarehouseSide
165.9	Rotavele	ElevatorSide
177.4	Hamilton	Elevator. Side (Beet pulp dryer, 285 feet east of hay barn, Holly Sugar Co. Overhead and Side
	V Company	VOODLAND-OROVILLE
111.4	Tudor	Water Tank Side S.N.R. trolley wire, East of station Overhead H. A. Brown track Overhead and Side C. L. Bills cement warehouse Side Ice House platform Side
120.4	Yuba City	S.N.R.R. trolley wire, East of station Overhead
135.0	Honout	C. I. Bills coment werehouse
147.9	Oroville	Ice House platformSide
	The second secon	RAMENTO-PLACERVILLE
91.5	Sacramento, 23rd and R	
94.8		
95.9	Perkins	Perkins StoreSide
98.9	Mayhew	Humphrey Packing house platformSide
98.9 122.3	Cothrin	Rock Cut
126.4	Latrobe	Rock Cut
126.5	East of Latrobe	Rock CutSide
	East of Latrobe	Unloading pit center of track A. Teicnert Co. spiu Perkins' Store
128.6		
128.6		
128.6 148.7	S	ACRAMENTO-ISLETON
128.6 148.7	S	ACRAMENTO-ISLETON
128.6 148.7	S	

Tracks adjacent to P. F. E. icing platforms at Roseville, and Consumers Ice and Cold Storage Company, Sacramento, have side clearance of less than 7 ft. 8 in.

Employees are warned that it is dangerous to stand erect on top of cars or to ride on side of cars while passing these points and that they must protect themselves from injury.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco.	Dr. C. A. Walker	Chief Surgeon and Manager.
Sacramento	Dr. A. M. Henderson	Division Examiner and Surgeon
Sacramento	Dr. W. W. Cress	Division Surgeon.
Sacramento	Dr. D. J. Engelberg	District Surgeon.
Sacramento	Dr. Manuel L. Azevedo	Assistant District Surgeon.
Sacramento	Dr. Geo. A. Spencer	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Roseville	Dr. L. E. Jones	District Examiner and Surgeon
Roseville	Dr. J. F. McAnally	Associate District Surgeon.
Loomis	Dr. P. D. Barnes	District Surgeon.
Newcastle	Dr. L. B. Barnes	District Surgeon.
Auburn	Dr. J. A. Russell	District Surgeon.
Colfax	Dr. F. Lynn Smith	District Surgeon
Dutch Flat	Dr. W. B. Hardie	District Surgeon.
Truckee	Dr. J. H. Bernard	District Examiner and Surgeon
Reno	Dr. Horace J. Brown	Division Examiner and Surgeon State of Nev.
Reno	Dr. Harold E. Lohlein	Assistant District Surgeon.
Reno	Dr. C. W. West	District Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist.
Reno	Dr. Earle C. Creveling.	Emerg. Oculist and Aurist.
Lincoln	Dr. A. W. McArthur	District Surgeon.
Wheatland	Dr. F. W. Didier	District Surgeon,
Marysville	Dr. E. E. Gray	District Surgeon.
Marysville	Dr. Samuel A. Morris	Oculist and Aurist.
Live Oak	Dr. I. W. Higgins	District Surgeon
Gridley	Dr. W. S. Lavy	District Surgeon.
Ohico	Dr. N. T. Enloe	District Surgeon.
Chico	Dr. D. H. Moulton	District Surgeon.
Stirling City	Dr. Fred D. Baty	District Surgeon.
Los Molinos	Dr. James L. Faulkner.	District Surgeon.
Gerber	Dr. R. G. Frey	District Examiner and Surgeon
Davis	Dr. Thomas E. Cooper.	Emergency Surgeon.
Davis	Dr. Leo A. Cronan	Emergency Surgeon.
Woodland	Dr. O. C. Railsback	District Surgeon.
Arbuckle	Dr. H. S. Powis	District Surgeon.
Williams	Dr. Charles F. Keith	District Surgeon.
Colusa	Dr. John W. Scott	District Surgeon.
Willows	Dr. Frank M. Lawson	District Surgeon.
Orland	Dr. T. H. Brown	District Surgeon.
Corning	Dr. H. H. Beck	District Surgeon.
Oroville	Dr. E. A. Kusel	District Surgeon.
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon.
Folsom	Dr. Kenneth E. Over-	
The County of th	holt	District Surgeon.
Placerville	Dr. W. A. Reckers	District Surgeon.
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.
Yuba City	Dr. Neal M. Loomis	District Surgeon.
Yuba City	Dr. P. B. Hoffman	District Surgeon.
Walnut Grove.	Dr. V. W. Pallesen	District Surgeon.
sleton	Dr. Godfrey Steinert	District Surgeon.
Lake Tahoe	Dr. C. B. Pedersen	Dionico Dargoon,

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.

HOSDITALS

CENTEDAT	GANT ED ANGRAGO
GENERAL	SAN FRANCISCO
EMERGENC	YSACRAMENTO
	ROSEVILLE
	GERBER
4	SPARKS

RATING OF ENGINES—SACRAMENTO DIVISION—In M's of 1000 lbs. back of Tender

NOMINAL 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	Stirling City to Chico
M-4 M-6, 8 M-9 M-11 M-21 T-1	M-63 20/28 126, 135-S M-63 21/28 150-S, 159-SF M-63 21/28 150-S, 162-SF M-63 22/28 153-S, 162-SF M-63 22/28 181-S, 185-SF T-63 20/26 112	1617 to 1713. 1721 fo 1803, 1823 to 1825. 1804 to 1822, 1826 to 1830, 1836 1831 to 1835. 1837 to 1845. 2242 to 2271.	190 200 210 200 250 180	4300 5250 5550 6450 3850	1050 1300 1400 1600 900	690 870 930 1000 590	1650 2000 2150 2500 1400	800 1000 1050 1200 680	3400 4150 4400 5000 3100	1250 1550 1650 	780 990 1050 	3750 4600 4850 	2300 2850 3000 2100	530 570 	980 1050
T-26 T-23 T-28, 31 T-32, 40	T-69 21/28 152-S T-63 21/28 156-S, 163-SF T-63 22/28 162-S T-69 23/28 174-S, 197-SF	2283 to 2299. 2301 to 2310. 2311 to 2362. 2363 to 2384.	200 210 210 210 210	4800 5550 6050 6150	1150 1350 1500 1450	750 920 1000 970	1800 2100 2350 2300	870 1050 1150 1100	3900 4400 4800 5050	1400 1650 1800 1800	860 1050 1150 1150	4250 4850 5300 5400	2700 3000 3250 3450	440 560 630	860 1040 1150
P-1, 3, 5 P-1 P-1 P-4 P-8, 10 P-8, 10	P-77 22/28 141-S, 152-SF P-77 22/28 160/B-54-S P-77 22/28 163/B-54-SF P-77 23/28 155/B-58-SF P-73 25/30 181-SF P-73 25/30 183/B-63-SF	2400 to 2452, 2459, 2460 2401 to 2436 2461 to 2491		4850 5350 6750	1100 1250 1550	700 780 990	1800 2000 2550	950 1050 1350	3800 4150 5250	1350 1500	810 900	4300 4750	2550 2800 		
C-8,9,10 TW-8 A-3 A-3 P-12	C-57 22/30 192-S, 200-SF TW-54 21/32 161-S A-81 20/28 112-S, 116-SF A-81 20/28 120/B-64-SF P-73 26/28 189-SF	2513 to 2599, 2698 to 2860 2914 to 2923. 3025 to 3071. 3025 to 3071. 3120 to 3129	210 190 210 205	6650 5650 3800 7000	1700 1450 1600	1150 970 1000	2600 2200 2600	1300 1250 1400	5200 4450 2950 5350	2000 1650	1300 1100	5800 4900	3550 3000		
Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-7, 8, 9	Mk-57 234/30 206-S, 230-SF Mk-63 26/28 210-S, 233-SF Mk-63 \$\$ 247-S, 257-SF Mk-63 \$\$ 247-S, 257-SF	3201 to 3240	$ \begin{array}{c} 210 \\ 210 \\ 176 \\ 205 \end{array} $	7650 8400 9200	1900 2100 2300	1250 1400 1500	2950 3250 3500	1600 1850 2000	5950 6600 7200	2200 2500	1400 1600	6650 7400	4050 4500		
F-1 F-3 F-4, 5 F-5	F-63 271/32 273-S, 282-SF F-63 291/32 297-S, 300-SF F-63 291/32 306/B-61-SF F-63 291/32 306/B-62-SF	3611 to 3652. 3653 to 3667	200	9650 11000	2450 2750	1650 1850	3750 4300	2100 2400	7550 8600		Potects			S J	
AM-2 AC-1, 2, 3 AC-6 AC-7 AC-8,10,11	AM-63 **** 357-SF AC-57 **** 2** 441-SF AC-63 **** 517-SF AC-63 **** 515-SF AC-63 **** 532-SF	3900 to 3911. 4000 to 4048. 4126 to 4150. 4151 to 4176. 4177 to 4274.	210 210 250	10900 13300 18500	2700 3400 4800	1800 2150 2900	4200 5200 7300	2300 2750 3700	8500 10400 14500	WHI.	7	1 10	/ /(::::
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	8950	2150	1400	3400	1850	6950	h	M.,			7	
GS-1 GS-2 GS-3 GS-4 GS-5	GS-73 27/30 262/B-104-SF GS-73 27/30 266/B-104-SF GS-80 26/32 267/B-109-SF GS-80 25½/32 276/B-118-SF GS-80 25½/32 279/B-122-SF	4400 to 4409. 4410 to 4415. 4416 to 4429. }4430 to 4459.	250 280 300	9550 9700 9900	2250 2300 2350	1450 1500 1550	3600 3650 3700	1950 2000 2050	7450 7550 7700	/	Taury S				
A WEY	Allowance for Empty a	nd Under-{Less than 45 M's 45 M's to 55 M's More than 55 M's.		6 3 0	6 3 0	3 3 0	6 3 0	3 3 0	6 3 0	3 3 0	3 3 0	6 3 0	6 3 0	3 3 0	3 3 0

Note: Rating of eastward trains with two or more engines, classes AC-6, 7, 8, 10 and 11 will be single rating shown in column 3, Colfax to Sparks, multiplied by number of engines used, for the entire district, Roseville to Sparks.

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

V. M. PETTERSON, Assistant Superintendent, Sacramento, Cal.

TRAINMASTERS	
H. E. MILLER	MARYSVILLE, CAL.
G. P. McNAMARA	SACRAMENTO, CAL.
W. S. HOOSON	TRUCKEE, CAL.
ASSISTANT TRAINMASTERS	
R. B. GIBSON	SACRAMENTO, CAL.
B. B. KIMBALL	SACRAMENTO, CAL.

E. C. WATSON.....SACRAMENTO, CAL.

F. PURDY.....Roseville, Cal.

CHIEF TRAIN DISPATCHERS

15

O. T. STACKPOOLEChief Train DispatcherSACRAMENTO, CAL.	
C. N. JONES Assistant Chief Train Dispatcher SACRAMENTO, CAL.	
A. J. LEBOURVEAU Assistant Chief Train Dispatcher SACRAMENTO, CAL.	
L. FINGLAND Assistant Chief Train Dispatcher SACRAMENTO, CAL.	

ROAD FOREMEN OF ENGINES

A. CARR	Roseville,	CAL.	
F. A. DENNEY, JR	Roseville,	CAL.	

LOCOMOTIVE ENGINEMEN INSTRUCTOR

D. J. GAUTIER......Roseville, Cal.

