

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

1000

TIME TABLE

FOR THE

SACRAMENTO DIVISION

167



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

W. L. HACK,
Superintendent.

EASTWARD

SACRAMENTO SUBDIVISION

Main train schedule table with columns for Third Class, Second Class, and First Class, including train numbers (488, 486, 484, 482, 478, 606, 425, 423, 421, 442, 88, 28, 102, 22, 202, 10) and departure/arrival times.

Time Table No. 167
February 15, 1943

STATIONS

Station list table with columns for TO-R, station name, and distance from Sacramento. Includes stations like Sacramento, Elvas, Swanston, Benali, Antelope, Roseville, Rocklin, Newcasttle, Auburn, Nevada St., Bowman, East Applegate, Colfax, Cape Horn, Gold Run, Towle, Midas, Knapp, Blue Canon, Emigrant Gap, Crystal Lake, Cisco, Troy, Norden, Eder, Stanford, Truckee, Hinton, Floriston, Verdi, Reno, Sparks (Psg. Sta.), and Sparks (Dsp. Off.).

A. B. S. A. T. C. A. B. S.

No. 2 Track

Time over District
Average Speed per Hour

*Note—No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

RULES 86, 87, and 93. First-class trains must clear the time of Nos. 101 and 102 not 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 table listing station names and mileposts (M.P.). Includes Planehaven, Walerga, Lincoln Ave., Penryn, Clipper Gap, N. E. Mills, Magra, Dutch Flat, Alta, Smart, Yuba Pass, Soda Springs, Andover, Crossover, Boca, Wickes, Mystic, Calvada, Mogul, Lawton.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS table with columns for Train, At, Receive or Discharge, and Passengers to/from.

SACRAMENTO SUBDIVISION

WESTWARD

Time Table No. 167

February 15, 1943

Capacity of Sidings in Car Lengths

BKWO TTP

BKWO TYP

IYP

WP

South 92

M 86 P

M 60 P

BKWO TYP

P

P

85 P

44 P

Yard Limits

54 WP

62 P

47 WP

W 83 P

46 P

Yard Limits

BKWYP

P

P

90 WOYP

Spur 5 P

M 95 P

M 95 WP

Yard Limits

M 95 WITP

73 Summer

73 P

M 78 WP

P

M 54 WP

Summer 71

BKWTTP

(Upper) 77 P

(Lower) 59

81 P

M 61 WP

Yard Limits

BKWOPY

42 P

M 98 P

WP

M 122 P

P

P

Sparks yard

BKW

OTP

STATIONS

Distance from Sparks

156.4 155.5 153.5 151.8 150.4 142.5 138.7 134.7 131.4 128.7 125.7 121.7 120.8 116.9 111.4 103.2 98.9 92.7 88.1 84.2 80.1 74.1 69.8 68.0 65.6 60.3 53.8 52.9 49.8 47.7 43.0 37.9 29.7 27.9 23.6 13.7 3.3 0.7 0.0

No. 1 Track

(TO-R)	SACRAMENTO	0.9
(TO-R)	SACRAMENTO (12th St.)	2.0
	ELVAS	1.7
	SWANSTON	1.4
	BENALI	7.9
	ANTELOPE	2.0
(TO-R)	ROSEVILLE	4.2
	ROCKLIN	3.3
(TO)	LOOMIS	2.9
	PENRYN	2.6
(TO)	NEWCASTLE	4.6
	FLINT	0.7
(TO)	AUBURN	3.9
	BOWMAN	5.6
	WEST APPLGATE	8.4
(TO-R)	COLFAX	4.2
	CAPE HORN	6.6
(TO)	GOLD RUN	3.9
	TOWLE	4.6
	MIDAS	4.0
	KNAPP	4.8
(TO)	EMIGRANT GAP	4.8
	YUBA PASS	2.7
	CRYSTAL LAKE	2.4
	CISCO	5.9
	TROY	5.9
(TO)	NORDEN	1.4
	SUMMIT	3.2
	DONNER	1.3
	EDER	6.2
	STANFORD	5.7
(TO-R)	TRUCKEE	8.2
	BOCA	3.4
	HINTON	3.7
	FLORISTON	9.6
	VERDI	11.7
	RENO	2.5
	SPARKS (Pmgr. Sta.)	0.7
(TO-R)	SPARKS (Dsp. Off.)	

FIRST CLASS						SECOND CLASS		THIRD CLASS	
87	101	201	21	9	27	605	420	481	483
Challenger	Streamliner City of San Francisco	Passenger	Pacific Limited	Fast Mail	San Francisco Overland Limited	Mixed	Freight	Freight	Freight
Arrive Daily	Arrive *See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
7:05 AM	7:20 AM	6:55 PM	2:20 AM	3:25 AM	5:20 AM				
6:53	7:08	6:43	2:08	3:13	5:08		9:10 PM		
6:47	7:04	6:37	2:02	3:07	5:02				
6:39	6:57	6:29	1:54	2:59	4:54				
6:30	6:50	6:20 PM	1:45	2:50	4:45		8:30 PM	11:00 AM	3:30 AM
6:20			1:35	2:38	4:35				
6:05					4:20				
5:57	6:38		1:13	2:25	4:10				
5:50			1:03		4:01				
5:43	6:28		12:55	2:14	3:53			10:15	2:45
5:30	6:19		12:40	2:04	3:40				
5:18	6:13		12:24	1:56	3:30				
5:06	6:04		12:10 AM	1:45	3:10				
4:45	5:50		11:50 PM	1:28	2:45			9:00	1:28
4:25	5:40		11:31	1:15	2:28				
4:12	5:28		11:17	1:02	2:15			8:20	12:40 AM
3:58	5:13		11:03	12:53	1:56				
3:50	5:06		10:54	12:45	1:46				
3:42	4:59		10:45	12:37	1:37				
3:30	4:48		10:30	12:25	1:21			6:50	11:10 PM
3:21			10:20	12:17	1:12				
3:17	4:36		10:16	12:13 AM	1:08				
3:12			10:11		1:03				
3:00	4:22		9:57	11:58 PM	12:52				
2:45	4:11		9:40	11:45	12:35			5:20	9:40
2:32	4:01		9:27	11:35	12:20				
2:17	3:48		9:10	11:21	12:01 AM				
2:05	3:39		8:55	11:10	11:45 PM			3:39	8:00
1:40	3:27		8:31		11:14				
1:36	3:24		8:27	10:48	11:10				
1:29	3:17		8:19	10:41	11:00				
1:12	3:02		8:03	10:26	10:40				
12:55			7:45	10:10	10:20				
12:40	2:46		7:25	9:55	10:10	8:25 PM			
12:33			7:13			8:15			
12:30 AM	2:40 AM		7:10 PM	9:45 PM	9:55 PM	8:10 PM		1:30 AM	6:00 PM
Leave Daily	Leave *See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
(6.35)	(4.40)	(0.35)	(7.10)	(5.40)	(7.25)	(0.15)	(0.40)	(9.30)	(9.30)
23.76	33.51	30.34	21.82	27.60	21.09	13.20	22.20	14.51	14.51

*No. 101 leave and arrive 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th, 31st and 1st.

Rules 86, 87, and 93: First-class trains must clear the time of Nos. 101 and 102 not 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.

RULE 5. At Loomis—Time applies at Passenger station.

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

Westward trains receiving orders moving eastward trains from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived, and eastward trains authorized to use No. 1 track Loomis to Newcastle, proceed on No. 1 track to first crossover switch, east of station at Newcastle.

Westward trains must stop east of east crossover switch at Newcastle unless train-order signal indicates "proceed."

No. 27 stop at the following stations to exchange mail by locker: Norden, Soda Springs, Emigrant Gap, Towle, Alta, Dutch Flat, Gold Run, N. E. Mills, West Applegate, Clipper Gap, Bowman, Auburn, Newcastle, Penryn, Loomis and Rocklin.

No. 21 stop at Boca when requested by postal clerk to dispatch registered postal supplies and reduce speed, or stop if necessary, at Norden for mail exchange, stop Alta for express and Penryn, daily except Sundays and holidays to receive parcel post.

See Page 7 for additional schedules between Sacramento and Elvas.

ADDITIONAL STATIONS

Lawton.....	M.P.	237.1
Mogul.....	M.P.	235.7
Calvada.....	M.P.	228.5
Mystic.....	M.P.	225.5
Wickes.....	M.P.	221.9
Andover crossover.....	M.P.	201.3
Andover.....	M.P.	200.6
Eder crossover.....	M.P.	197.7
Soda Springs.....	M.P.	190.4
Smart.....	M.P.	173.3
Blue Canon.....	M.P.	165.5
Alta.....	M.P.	166.6
Dutch Flat.....	M.P.	156.0
Magra.....	M.P.	154.1
N. E. Mills.....	M.P.	148.5
Clipper Gap.....	M.P.	137.6
Walerga.....	M.P.	131.6
Planehaven.....	M.P.	99.4
	M.P.	97.5

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21	Any Station	Discharge Revenue Passengers except between Truckee and Soda Springs		Sparks
21	(Soda Springs, Alta, Dutch Flat, N. E. Mills, Soda Springs, Blue Canon)			
87	Any Station	Discharge Revenue Passengers		Sparks
27	Any Station	Receive Revenue Passengers	Sacramento	
27	Any Station	Discharge Revenue Passengers		Reno

(156.4)

Time over District.....

Average Speed per Hour.....

SACRAMENTO SUBDIVISION

EASTWARD

SACRAMENTO SUBDIVISION

Table for Sacramento Subdivision Eastward, Knights Landing Branch. Includes columns for Capacity of Sidings, Distance from San Francisco, and Stations (WOODLAND, GARIC, SUGARFIELD, etc.).

Main table for Sacramento Subdivision Eastward, Knights Landing Branch. Columns include Class (Third, Second, First), Station, and Departure/Arrival times.

Table for Sacramento Subdivision Westward, Oroville Branch. Includes columns for Capacity of Sidings, Distance from Oroville, and Stations (MARYSVILLE, RAMIREZ, HONCUT, etc.).

Table for Sacramento Subdivision Eastward, Oroville Branch. Includes columns for Capacity of Sidings, Distance from San Francisco, and Stations (MARYSVILLE, RAMIREZ, HONCUT, etc.).

Additional Stations—Knights Landing—Oroville Branches: Laugenour .M.P. 89.4, Coranco .M.P. 92.4, Cunard .M.P. 96.1, Lee .M.P. 102.7, Wilson .M.P. 109.2, Binney Junction, Tower .M.P. 122.7, Mello .M.P. 126.5

Additional Stations: Dufour .M.P. 92.1, Delphos .M.P. 126.8, Riz .M.P. 146.0

Table titled 'ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS' with columns for Train, At, Receive or Discharge, Passengers to (or beyond), and Passengers from (or beyond).

SACRAMENTO SUBDIVISION

WESTWARD

SACRAMENTO SUBDIVISION

Time Table No. 167 February 15, 1943	Distance from Gerber	FIRST CLASS					SECOND CLASS				THIRD CLASS		
		19	23	15	201	17	495	601	497	499	515		
		Klamath	Cascade	West Coast	Passenger	Oregonian	Freight	Manifest	Manifest	Freight	Local Freight		
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		
TO-R DAVIS E. 4.3 - W. 4.2	112.8	s 7.30 AM	s 12.10 PM	s 5.35 PM		s 7.15 PM					10.30 AM		
MERRITT E. 3.2 - W. 2.4	107.7	7.19	12.01 PM	5.24		7.05					10.15		
MULLEN E. 1.4 - W. 1.7	105.2												
TO-R WOODLAND S. N. R. R. Crossing E. 5.1 - W. 5.1	103.5	s 7.12	11.55 AM	s 5.15		s 6.52					10.05		
TO YOLO E. 5.9 - W. 5.9	98.5	7.00	11.45	5.04		6.40					9.30		
ZAMORA E. 2.3 - W. 2.2	92.6	6.53	11.38	4.57		6.34					9.15		
BRETONA E. 5.1 - W. 5.3	90.4												
DUNNIGAN E. 3.2 - W. 3.3	85.2	6.44	11.30	4.48		6.26					9.00		
HERSHEY E. 1.3 - W. 2.8	82.0												
HARRINGTON E. 5.7 - W. 4.3	80.1	6.37	11.24	4.42		6.20					8.45		
TO ARBUCKLE E. 4.2 - W. 4.0	74.9	6.29	11.18	4.35		6.13					8.30		
GENEVRA E. 6.5 - W. 6.7	70.8	6.22	11.13	4.29		6.07					8.09		
TO WILLIAMS E. 5.2 - W. 5.0	64.2	s 6.13	11.05	s 4.20		5.58					7.45		
CORTENA E. 3.7 - W. 4.0	59.3	6.04	10.59	4.10		5.50					7.10		
TO MAXWELL E. 5.3 - W. 5.8	55.4	5.58	10.55	4.06		5.46					6.50		
DELANAN E. 3.7 - W. 3.2	50.1	5.48	10.49	4.00		5.40					6.30		
NORMAN E. 2.3 - W. 2.2	46.3	5.42	10.45	3.56		5.36					6.20		
LOGANDALE E. 5.0 - W. 5.6	44.1	5.39	10.42	3.53		5.33					6.12		
TO-R WILLOWS E. 7.5 - W. 6.8	38.5	s 5.30	10.35	s 3.45		s 5.25					6.00 AM		
ARTOIS E. 3.9 - W. 3.9	31.6	5.16	10.25	3.33		5.13							
GRAPIT E. 1.4 - W. 1.5	27.7	5.10	10.20	3.28		5.08							
GREENWOOD E. 3.2 - W. 3.0	26.4												
TO-R ORLAND E. 2.2 - W. 2.1	23.0	5.03	10.15	s 3.20		5.00							
WYO E. 6.1 - W. 6.1	21.4	4.58	10.13	3.15		4.55							
KIRKWOOD E. 5.1 - W. 5.2	15.0	4.50	10.06	3.08		4.48							
TO CORNING E. 3.1 - W. 3.1	9.9	s 4.42	10.00	s 3.00		4.40							
RICHFIELD E. 5.1 - W. 6.1	6.8	4.32	9.55	2.51		4.31							
TEHAMA E. 1.7 - W. 1.5	2.1	4.25	9.50	2.45	s 3.00 PM	4.25			12.13 AM	4.38	8.13 AM	4.13 PM	
TO-R GERBER	0.0	4.20 AM	9.45 AM	2.40 PM	2.55 PM	4.20 PM			12.05 AM	4.30 AM	8.05 AM	4.05 PM	
(112.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily Ex. Sunday		
Time over District		(3.10)	(2.25)	(2.55)	(0.05)	(2.55)			(0.08)	(3.25)	(0.08)	(0.08)	(4.30)
Average Speed per Hour		35.62	46.67	38.67	25.20	38.67			15.75	33.01	15.75	15.75	16.51

EASTWARD		Time Table No. 167 February 15, 1943		WESTWARD	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Sutter Basin Branch		Distance from Josephine	
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 E. 2.0 - W. 2.2	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)		
			Time over District		
			Average Speed per Hour		

EASTWARD		Time Table No. 167 February 15, 1943		WESTWARD	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Sutter Basin Branch		Distance from Karnak	
STATIONS					
28 P	96.9		MARCHANT S. P. Crossing E. 0.7 - W. 0.7	2.5	
22	97.6		ENSLEY E. 1.8 - W. 1.8	1.8	
2 P	99.4		KARNAK	0.0	
			(2.5)		
			Time over District		
			Average Speed per Hour		

EASTWARD		Time Table No. 167 February 15, 1943		WESTWARD	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Fruto Branch		Distance from Fruto	
STATIONS					
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)		
			Time over District		
			Average Speed per Hour		

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 FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
17	Arbuckle	Receive	Berkeley	
17	Corning	Receive	Martinez	
17	Orland	Receive		
17	Williams	Receive		
19	Orland	Receive	West of Davis	
19	Arbuckle	Receive	where scheduled to stop.	

Additional Stations:	
Dufour	M.P. 92.1
Delphos	M.P. 126.8
Riz	M.P. 146.0

EASTWARD

SACRAMENTO SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	EASTWARD					Distance from San Francisco	Time Table No. 167 February 15, 1943	Distance from Tehama	WESTWARD			Arrive Daily Ex. Sunday		
	THIRD CLASS 502 Local Freight Leave Daily Ex. Sunday	SECOND CLASS 498 Freight Leave Daily	496 Manifest Leave Daily	500 Mdse. Leave Daily Ex. Sunday	494 Freight Leave Daily				FIRST CLASS 202 Passenger Leave Daily	FIRST CLASS 201 Passenger Arrive Daily	SECOND CLASS 495 Freight Arrive Daily		497 Manifest Arrive Daily	499 Freight Arrive Daily	THIRD CLASS 501 Local Freight
Roseville yd BKWOTYP		4.05 PM	8.05 AM	1.00 AM	12.05 AM	106.6	TO-R ROSEVILLE E. 5.3 - W. 6.3	105.1	s 6.18 PM		3.40 AM	11.40 AM	7.40 PM	11.00 PM
98 P		4.20	8.20	1.12	12.20	112.8	WHITNEY E. 3.6 - W. 3.8	98.9	6.07		3.26	11.26	7.26	10.40
106 WP		4.28	8.28	1.20	12.28	117.0	TO LINCOLN E. 5.1 - W. 4.3	94.7	s 6.00		3.18	11.18	7.18	10.30
30 P						121.0	EWING E. 0.8 - W. 1.4	90.7						
94 P		4.37	8.37	1.29	12.37	122.1	BROCK E. 3.0 - W. 2.4	89.6	5.49		3.09	11.09	7.09	10.00
25				1.34		124.8	SHERIDAN E. 3.4 - W. 4.3	86.9	5.45		3.04	11.04	7.04	9.55
122 WP		4.48	8.48	1.40	12.48	128.1	TO WHEATLAND E. 2.0 - W. 0.9	83.6	f 5.40		2.57	10.57	6.57	9.45
27 YP		4.54	8.54	1.46	12.54	131.3	ERLE E. 1.0 - W. 1.2	80.4	5.35		2.51	10.51	6.51	9.30
89 P		4.59	8.59	1.51	12.59	134.2	OSTROM E. 2.5 - W. 1.1	77.5	5.30		2.46	10.46	6.46	9.15
Yard Limits 110 BKW OIYP	3.00 AM	5.20	9.12	2.05 AM	1.12	140.8	DANTONI JCT. E. 6.3 - W. 5.4	71.9						
98 WP	3.15	5.30	9.22		1.22	144.7	TO-R MARYSVILLE E. 0.9 - W. 2.0	70.9	s 5.20		2.34	10.34	6.34	9.00
33	3.22	5.36	9.28		1.28	147.7	W. P. R. R. Crossing E. 3.7 - W. 3.6	69.9						
28						149.8	BERG E. 3.1 - W. 2.5	67.0	5.03		2.24	10.24	6.24	8.05
100 IP	3.40	5.43	9.35		1.35	151.5	LOMO E. 2.2 - W. 2.1	64.0	4.59		2.18	10.18	6.18	7.55
102 P	4.15	5.59	9.47		1.47	158.0	SUNSET E. 1.7 - W. 1.8	61.9						
38 KWBP	4.45	6.05	9.53		1.53	161.4	TO LIVE OAK S. N. R. R. Crossing E. 5.4 - W. 5.9	60.2	s 4.54		2.11	10.11	6.11	7.40
100 P	5.05	6.16	10.04		2.04	167.4	GRIDLEY E. 4.5 - W. 3.9	53.7	s 4.44		1.59	9.59	5.59	7.20
89 P	5.20	6.23	10.11		2.11	171.5	TO BIGGS E. 6.0 - W. 6.7	50.3	s 4.36		1.53	9.53	5.53	6.40
86 P	5.45	6.35	10.23		2.23	178.1	RICHVALE E. 4.0 - W. 3.4	44.3	s 4.24		1.40	9.40	5.40	6.16
Yard Limits BKWOYP	6.00 AM	6.47	10.34		2.34	184.2	NELSON E. 5.9 - W. 6.6	40.2	f 4.16		1.33	9.33	5.33	5.45
24 P		7.01	10.47		2.47	191.3	TO DURHAM E. 5.7 - W. 6.1	33.6	s 4.05		1.21	9.21	5.21	5.21
98 P		7.06	10.51		2.51	193.6	S. N. R. R. Crossing CHICO E. 8.3 - W. 7.0	27.5	s 3.54		1.09	9.09	5.09	5.00 PM
131 WP		7.22	11.07		3.07	203.0	NORD E. 1.7 - W. 2.4	20.4	3.34		12.55	8.55	4.55	
40 P		7.34	11.19		3.19	209.7	ANITA E. 9.0 - W. 9.3	18.1	3.31		12.51	8.51	4.51	
YP		7.40 PM	11.25 AM		3.25 AM	211.7	VINA E. 7.7 - W. 6.9	8.7	f 3.18		12.35	8.35	4.35	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	TO LOS MOLINOS E. 2.4 - W. 3.5	2.0	f 3.07		12.23	8.23	4.23	
	(3.00) 14.47	(3.35) 29.33	(3.20) 31.53	(1.05) 31.57	(3.20) 31.53	(3.10) 33.19	TEHAMA	0.0	3.00 PM		12.13 AM	8.13 AM	4.13 PM	
							(105.1)		Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
							.....Time over District.....		(3.18) 31.85		(3.27) 30.46	(3.27) 30.46	(3.27) 30.46	(6.00) 12.93
							.....Average Speed per Hour.....							

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.

EASTWARD		WESTWARD	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 167 February 15, 1943	Distance from Dantoni
		Dantoni Branch	
		STATIONS	
	139.8	DANTONI JCT. E. 3.1 - W. 3.2	4.4
5	143.0	LINDA E. 0.8 - W. 1.1	1.2
12	144.2	R DANTONI (4.4)	0.0
		.....Time over District.....	
		.....Average Speed per Hour.....	

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				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
202	Sheridan	Sundays & Holidays		

SACRAMENTO SUBDIVISION		
EASTWARD		WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco	Distance from Wyo
Yard Limits YP	108.3	
33	112.3	
28	116.0	
60 W	120.8	
24	124.4	
56	133.0	
43 Spur	143.2	
33 W	145.9	
28	150.4	
56	155.6	
33	162.1	
28	165.9	
55 W	170.0	
Yd. Limits 33 YP	180.4	

Time Table No. 167		WESTWARD
February 15, 1943		Distance from Wyo
Colusa Branch		
STATIONS		
R	HARRINGTON E. 4.0 - W. 4.0	72.1
	COLLEGE CITY E. 3.5 - W. 3.9	68.1
	GRAINO E. 4.8 - W. 5.2	64.4
TO	GRIMES E. 3.6 - W. 3.3	59.6
	SYCAMORE E. 8.4 - W. 8.7	56.0
TO	COLUSA E. 10.6 - W. 9.9	47.4
	STEGEMAN E. 2.8 - W. 3.0	37.2
	PRINCETON E. 4.2 - W. 4.3	34.5
	CODORA E. 5.4 - W. 5.0	30.0
	GLENN E. 6.3 - W. 6.7	24.8
	ORDBEND E. 3.8 - W. 3.7	18.3
	ROTAVELE E. 4.3 - W. 4.3	14.5
TO	HAMILTON E. 9.7 - W. 10.1	10.4
	WYO (72.1)	0.0

SACRAMENTO SUBDIVISION		
EASTWARD		WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco	Distance from Fair Oaks
35 P	104.4	1.8
15 P	106.3	0.0

Time Table No. 167		WESTWARD
February 15, 1943		Distance from Folsom
Fair Oaks Branch		
STATIONS		
R	CITRUS E. 1.9 - W. 1.9	1.8
TO-R	FAIR OAKS (1.9)	0.0

Time Table No. 167		WESTWARD
February 15, 1943		Distance from Hood
Placerville Branch		
STATIONS		
R	FOLSOM JUNCTION E. 0.7 - W. 0.7	0.7
TO-R	FOLSOM (0.7)	0.0

SACRAMENTO SUBDIVISION		
EASTWARD		WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco	Distance from Lake Tahoe
Yard Limits BKWOYP	208.1	
14 P	214.7	
Yard Limits P	222.6	

Time Table No. 167		WESTWARD
February 15, 1943		Distance from Lake Tahoe
Lake Tahoe Branch		
STATIONS		
TO-R	TRUCKEE E. 6.6 - W. 6.8	14.5
	BIG CHIEF E. 7.9 - W. 7.7	7.9
R	LAKE TAHOE (14.5)	0.0

EASTWARD		SACRAMENTO SUBDIVISION		WESTWARD	
SECOND CLASS		Time Table No. 167		THIRD CLASS	
February 15, 1943		February 15, 1943		February 15, 1943	
Placerville Branch		Placerville Branch		Placerville Branch	
STATIONS		STATIONS		STATIONS	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Distance from Placerville	521 Local Freight	519 Local Freight	
518 Local Freight			Arrive Daily Ex. Sun. and Holidays	Arrive Daily Ex. Sun., Mon. and Holidays	
Leave Daily Ex. Sunday			10.00 AM	11.50 AM	
Sacto. yard 128 WP	5.50 AM	94.7	R BRIGHTON E. 1.2 - W. 1.5	54.0	
22	5.55	95.9	PERKINS E. 1.4 - W. 1.4	52.8	9.50
5		97.5	MANLOVE E. 1.6 - W. 1.4	51.2	
70	6.05	98.9	MAYHEW E. 1.8 - W. 1.8	49.8	9.40
2		100.7	ROUTIER E. 0.9 - W. 0.9	48.0	
24 Y	6.20	101.6	MILLS E. 2.7 - W. 2.9	47.1	9.30
29 P	6.50	104.4	R CITRUS E. 3.1 - W. 2.9	44.3	9.21
12		107.4	NIMBUS E. 3.0 - W. 3.2	41.3	9.10
34	7.33	110.1	NATOMA E. 0.7 - W. 0.5	38.6	9.00
Yard Limits Y	8.40	111.1	R FOLSOM JCT. E. 6.8 - W. 6.9	37.6	8.40
4	9.10	118.0	WHITE ROCK E. 8.1 - W. 8.2	30.7	8.10
11	9.50	126.1	LATROBE E. 5.3 - W. 5.3	22.6	7.35
4	10.20	131.4	DUGAN E. 5.5 - W. 5.7	17.3	7.12
23 W	11.20 AM	136.9	SHINGLE SPRINGS E. 5.7 - W. 5.7	11.8	6.50
24	12.01 PM	142.7	EL DORADO E. 2.3 - W. 2.2	6.0	6.25
18 P	12.30	145.0	TO DIAMOND SPRINGS E. 3.8 - W. 3.6	3.7	6.15
Yard Limits BKWTP	1.00 PM	148.7	TO-R PLACERVILLE	0.0	6.00 AM
Arrive Daily Ex. Sunday			(54.0)		6.30 AM
(7.10)	7.53		Time over District	(4.00)	(5.20)
			Average Speed per Hour	13.50	10.12

Additional Stations:
 Ramona.....M.P. 95.5
 Prattock.....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

SACRAMENTO SUBDIVISION														
SACRAMENTO YARD—OUTBOUND, VIA ELVAS TO BRIGHTON										SACRAMENTO YARD—INBOUND, VIA ELVAS FROM BRIGHTON				
SECOND CLASS					FIRST CLASS					Time Table No. 167				
February 15, 1943					February 15, 1943					February 15, 1943				
STATIONS					STATIONS					STATIONS				
Capacity of Sidings in Car Lengths	Distance from San Francisco	60 West Coast	231 Passenger	Distance from San Francisco	59 West Coast	232 Passenger	421 Freight	423 Freight	425 Freight	521 Local Freight	519 Local Freight			
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. and Holidays	Arrive Daily Ex. Sun., Mon. and Holidays			
BKW IT P		7.15 PM	8.35 AM	88.9	s 9.00 AM	s 9.40 PM								
BKWO T P	5.30 AM			89.8						10.25 AM	12.15 PM			
I P	9.10 PM	7.28	8.45	91.8			1.25 AM	9.10 AM	5.20 PM	10.10	12.01 PM			
I P	9.30 PM	7.35 PM	8.50 AM	136.2			1.05 AM	8.50 AM	5.00 PM	10.00 AM	11.50 AM			
I				133.2										
	Arrive Daily	Arrive Daily	Arrive Daily	131.7										

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.



Table with columns: EASTWARD, Time Table No. 167, WESTWARD. Includes station names like SACRAMENTO, JCT. SWITCH, R STREET, BATHS, DEL RIO, FREEPORT, HOOD JCT., LAMBERT, WALNUT GROVE, ISLETON.

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

Table with columns: EASTWARD, Time Table No. 167, WESTWARD. Includes station names like CHICO, S. N. R. R. Crossing, DREDGE, PARADISE, MAGALIA, DOON, STIRLING CITY.

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

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 1/4 mile, prescribed by Rule 10(J), from the restricted point:

Table with columns: Location, Speed restricted point. Includes Sacramento, 9th Street, Sacramento, Front Street, Sacramento, 3rd Street, Sacramento, 2nd Street, Live Oak, east end of yard.

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:

Table with columns: Eastward, DAVIS-GERBER, Westward. Lists mileposts and times for various stations.

Table with columns: Eastward, ROSEVILLE-TEHAMA, Westward. Lists mileposts and times for various stations.

Table with columns: Eastward, ROSEVILLE-SPARKS, Westward. Lists mileposts and times for various stations.

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:

Table with columns: Eastward, ROSEVILLE-SPARKS, Westward. Lists mileposts and times for various stations.

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.

RULE 14 (d). As specified below, _____ o, will be indication that flagman may return from west as prescribed by Rule 99. 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 Donner.

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

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

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:

Table with columns: MP West, Station, MP East. Lists yard limits for various stations like Sacramento, Roseville, Newcasttle, Auburn, Colfax, Emigrant Gap, Truckee, Sparks, Davis, Woodland, Willows, Orland, Gerber, Marysville, Chico, Oroville, Yuba City, Lake Tahoe, Folsom, Placerville, Walnut Grove, Isleton.

RULE 2. Watch Inspectors: San Francisco, S. A. Pope, Manager of Time Service, 65 Market St. Sacramento, H. T. Harger, 1026 K St. Roseville, D. B. Farnsworth. Colfax, H. O. Grenier. Sparks, W. R. Adams & Son. Placerville, Leo C. Burger. Woodland, O. D. Payne. Willows, Robt. E. Boyd. Orland, L. Schnell. Oroville, R. A. Williams. Marysville, Milton Haney. Chico, J. R. Dupen.

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. Christmas Day, December 25th.

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 is given by yardman (green flag or light).

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

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 must stop.

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 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 Jct.....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 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 crossing.

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 yardman (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, M.P. 171.5.

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 main track.

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	SACRAMENTO-SPARKS	Westward
P-1438	Slide detector fence.....	P-1805
P-1780	Slide detector fence.....	
P-1788	Slide detector fence.....	P-1789
P-2000	Fire detector, snow sheds west end of tunnels 13 and 42..	P-2005
P-2002		P-2003
P-2010	Fire detector, snow shed at Andover crossovers.....	P-2015
P-2012		P-2013
P-2146		P-2181
P-2164	Slide detector fence.....	P-2165
P-2220	Slide detector fence.....	P-2239

ROSEVILLE-TEHAMA	
P-1068	Spring switch, end double track..... P-1069
P-1070	High water detector, bridge 135.80..... P-1371
P-1344	High water detector, bridge 137.44..... P-1381
P-1420	Fire detector, trestle 142.70..... P-1437
P-1906	High water detector, bridge 191.83..... P-1927

DAVIS-GERBER	
P-1178	High water detector, bridge 118.88..... P-1201
P-1354	High water detector, bridge 137.44..... P-1381
P-1756	High water detector, bridge 176.21..... P-1781

Light type special signal opposite Floriston station for No. 1 Track, 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 switch.

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 position.

When green light is not displayed, westward trains will 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 derail.

On eastward freight track, by two-indication light type signal, located 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 eastward 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 back of derail.

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, _____ o _____.

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.

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 Roseville, _____ o o o o.

To Sacramento, _____ o _____ o.

To Polk, _____ o o o o.

To Elvas Siding, o o o _____.

To Third Track, o o _____.

To American Can Spur, _____ o _____.

To Meister's Spur, o _____.

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

Emigrant Gap—Limits as follows:

On No. 1 Track from 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 signal west 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 westward 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 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 position 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, _____ o.

Siding to or from west leg of wye, o o o _____.

Main track to or from west leg of wye, _____ o o o.

Main track to or from east leg of wye, o _____.

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.

Whistle signals governing routes as follows:

For Tehama to or from siding, _____ o o o o.

For Tehama to or from house track, _____ o.

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 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 Roseville Line.

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.

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 must 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.

Gold Run —No. 1 track—signal 1539. No. 2 track—signal 1514.

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

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.

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.

Table with 2 columns: 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 engines.

- 2 Norden.....On No. 2 track.
2 Stanford.....Engine stop west of Culvert 202-E, 1879 feet west of west switch.
2 Truckee.....Exception—five minutes.
3 Summit.....On No. 1 track.
3 Troy.....

Table with 2 columns: Page, Location. Includes Crystal Lake, Yuba Pass, Emigrant Gap, Knapp, Midas, Gold Run, Colfax, Flint, Latrobe, Doon, Paradise.

(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 Truckee, Emigrant Gap and Colfax to inspect engine. At points between Roseville and Sparks where freight trains stop for inspection, engine men 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.

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.

RULE 24. Rear end test on freight trains must be made immediately prior to leaving:

Table with 3 columns: Page, Location, Rear end test on freight trains must be made immediately prior to leaving. Includes Norden, Summit, Truckee, Placerville, Stirling City.

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

Table with 3 columns: Page, Ms per Operative Brake, TERRITORY. Includes Norden to Truckee, Summit to Yuba Pass, Yuba Pass to Loomis, Placerville Branch, M.P. 148 to M.P. 146, M.P. 145 to M.P. 138, etc.

PASSENGER TRAINS

RULE 39. Running test on passenger trains must be made at: 3 Tunnel 6, west of Donner.... Westward trains. (Just before entering tunnel.)

PASSENGER TRAINS (Except No. 10)

Table with 3 columns: Page, Number of Retainers, TERRITORY. Includes Norden to Truckee, Summit to Long Ravine Bridge and N. E. Mills to Loomis, 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 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 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.

2 Eastward passenger trains stopping at Reno, do so clear of Virginia Street.

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.

4 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.

SPECIAL INSTRUCTIONS

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 caution.

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 next station.

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	F-AC-Mk-Mt-GS	Auburn, Nev. St..Spurs.
2-3	F-AC-Mk-Mt-GS	Clipper Gap..... Team, east of road crossing.
2-3	AC-4-5-6-7-8-10-11	Colfax..... Corral 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	Rocklin..... Siding, House.
3		Loomis..... House track and tracks 1, 2 and 3 and Pacific Spur.
3		Penryn..... Fruit spurs west of station.
3		Newcastle..... Tracks 3-4 and No. 7 beyond end of curve or switch leading to lumber spur.
3		Flint..... Standard Oil spur.
3		Auburn..... High line.
3		W. N. E. Mills... Spur, west of tool house.
2-3	F-AC-Mk-Mt-GS	Magra..... Spur.
		Alta..... Spur.
		Towle..... Spur.
		Blue Canon..... Dump spur, oil spur, Greek spur east of oil column.
		Yuba Pass..... Spur switches.
		Crystal Lake..... Spur, south side of No. 2 track.
		Cisco..... Outfit spur, Campbell's spur east of corral chute.
		Summit..... Lumber spur switch.
4	Mk-F-AC Mt-GS	Knights Landing Branch, except between Woodland and switch to Swanston Corral spur.
4-5-7	All	Wyo..... Stoney 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	Merritt..... Warehouse.
4	All	Sugarfield..... Southern 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	Dunnigan..... Standard Oil.
		Arbuckle..... Warehouse.
		Cortena..... Warehouse, house.
		Maxwell..... House, corral, loading, warehouse
4-5	Heavier than T	Riz..... Warehouse Spur.

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	Biggs..... Doty warehouse spur, west end of yard.
		Brick warehouse spur, east end of yard.
6	F-AC-Mk-Mt-GS	Durham..... Warehouse track.
		Barber Yard..... No. 1 track from west switch to point 400 feet west of east switch.
		Barber Yard..... No. 2, 3 and 4 tracks.
		Chico..... Priol warehouse spur.
		Reynolds warehouse spur.
		Standard Oil spur.
		Lomo..... Siding.
6	All	Marysville..... Strain warehouse 9th and B Sts. Engines must not enter warehouse.
		Marysville..... Team, mill spur, Earl Fruit spur.
		Marysville..... High line track west of the east line of Third Street.
6	Mk-Mt-GS	Dantoni Jct. and Dantoni.
6	F-AC	Clayton..... Spur serving Stockton Fire Brick Co., across highway.
6	Heavier than 210 Ms	Lincoln..... Grain Growers elevator track.
6	All	Marysville..... Rio Grande Oil spur off "E" St., use reach.
6	Heavier than 210 Ms	Ostrom..... Corral Track off siding, use reach.
6	All	Barber..... Diamond Match Co.'s track at wye.
7	All	Engines must not exceed 10 MPH from Bullard Jct. to Lime Quarry, and must not go beyond 60 feet 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	Placerville..... Weber 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 prohibited 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.

24 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 walls.

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 maintainer.

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.

Norden..... East approach to eastward track. Trainmen and enginemen using these turn-tables must leave them lined as shown above.

SPECIAL INSTRUCTIONS

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.

Page No.	TERRITORY	PASSENGER								LIGHT ENGINES RUNNING FORWARD					LIGHT ENGINES BACKING (except gas-elec. cars)
		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 Mks-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 TW AC Mk-2-4-10 AM-2		
2	Sacramento—Roseville.....No. 2 Track	95	60	60	55	40	40	40	40	40	35	35	30	30	
2	Roseville—Colfax.....No. 2 Track	50	40	40	40	40	40	40	35	40	35	30	30	30	
2	Colfax—Truckee.....No. 2 Track	35	35	35	35	35	35	20	30	30	25	30	15	15	
2	Truckee—Sparks.....No. 2 Track	44	40	40	40	40	40	40	35	35	30	30	15	15	
3	Sparks—Truckee.....No. 1 Track	44	40	40	40	40	40	40	35	35	30	30	30	30	
3	Truckee—Loomis.....No. 1 Track	35	35	35	35	35	35	20	30	30	25	30	15	15	
3	Loomis—Roseville.....No. 1 Track	70	50	50	45	40	40	35	40	35	35	30	30	30	
3	Roseville—Sacramento.....No. 1 Track	95	60	60	55	40	40	40	40	40	35	30	30	30	
4, 5	Davis—M.P. 92.0.....		60	60	55	40	40	40	40	40	35	30	30	30	
4, 5	M.P. 92.0—M.P. 129.5.....		60	60	55	40	40	40	40	40	35	30	30	30	
4, 5	M.P. 129.5—Gerber.....		60	60	55	40	40	40	40	40	35	30	30	30	
4	Woodland—Marysville.....		25	25	.....	25	25	25	25	25	25	25	15	15
4	Marysville—Oroville.....		20	20	.....	20	20	20	20	20	20	20	15	15
5	Grace—Josephine.....		30	30	.....	20	20	20	20	25	20	20	15	15
5	Marchant—Karnak.....		30	30	.....	20	20	20	20	25	20	20	15	15
5	Willows—Fruto.....		20	20	.....	.....	.....	15	15	15	15	15	10	10
6	Roseville—Tehama.....		50	50	50	40	40	40	35	40	35	30	30	30	
6	Dantoni Jet.—Dantoni.....		20	20	.....	20	20	20	15	20	20	20	20	20
7	Truckee—Lake Tahoe.....		20	20	.....	20	20	20	20	20	20	20	15	15
7	Brighton—Folsom.....		40	40	.....	30	30	30	30	40	35	30	30	30
7	Citrus—Fair Oaks.....		25	25	.....	20	20	20	20	20	20	20	15	15
7	Folsom—Placerville.....		25	25	.....	20	20	20	Mxd. 20 Frt. 15	25	15	15	12	12
7	Harrington—Wyo via Colusa.....		30	30	.....	25	25	25	25	25	25	20	20	20
8	Sacramento—Isleton.....		30	30	.....	20	20	20	20	25	20	20	15	15
8	Chico—M.P. 188 (Stirling City Branch).....		30	30	.....	25	25	25	25	25	25	25	15	15
8	M.P. 188—Stirling City.....		20	20	.....	20	20	20	12	15	12	12	10	10
	Through Crossovers, Turn-outs, and on all tracks except main tracks.....		15	15	10	10	10	10	15	15	15	10	10	10	

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

PAGE	MPH
All	35
All	25
All	25
All	15
All	15
All	30
All	15
All	20
All	15
All	30
All	15
All	15
All	15
All	25
All	25
All	15
All	35
All	25
All	15
All	15
All	10
All	10
All	10
All	10
All	10
All	10
All	10

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 CROSSINGS WITHIN CITY LIMITS

Territory	MPH
Reno	20
Lincoln	35
Woodland, Main and Court Sts.	12
Willows	40
Orland, Walker St. (Passenger)	35
Orland, Walker St. (Freight)	25
Corning	40
Roseville, Lincoln St.	12

Page	Class of 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 passenger trains	15
All	...	Locomotive cranes moving in trains with flexible or swivel truck trailing	18
All	...	Trains entering or moving thru controlled sidings, or when running against the current of traffic on double track under authority of dwarf signals	25
2	All	Eastward trains between Signal bridge just west of Sparks Psgr station and Sparks Yard office	12
2-3	All	Flangers, between Lawton and Loomis and be governed by other speed restrictions	30
2-3	All	Trains and engines moving between Seventh St. and Sixteenth St., Sacramento	20
2-3	All	Fire Trains, with water cars full	25
2-3	All	Fire Trains with water cars less than three-quarters 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 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 Yolo	89-A
5-6-7-8-10-11	AC-4	Stoney Creek, bet. Orland and Wyo	166-D, 166-E
6	AC-4	Thomas Creek, bet. Richfield and Tehama	182-A
8-10-11	AC-4	Bear River bdg. 1.2 Miles west of Wheatland	126-C
5-6-7-8-10-11	AC-4	Yuba River bdg. 2000 Feet west of Marysville	140-C
	8-10-11	Deer Creek bridge, .5 Miles east of Vina	203-E
		Sacramento River bridge at Tehama	210-C
4-5-6	All	All trains over Junction Switch Tehama	25
7	All	Trains having cars loaded with ore or high loads of lumber on curves 7 degrees or over, Placerville Br.	12
7	All	Mather Field spur	10
7	All	Engines on balloon track Lake Tahoe	8
7	All	Trains handling logs, thru Tunnel No. 1	5
7	All	On "R" Street, Sacramento, between Front St. and Brighton	10

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 steel-tired 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

SPEED TABLE

Table with 10 columns: SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MIN. SEC.

MILEAGE

SACRAMENTO DIVISION Main Lines

Table with 3 columns: Line Name, First Track, Second Track. Lists main lines from Sacramento to Roseville.

Branches

Table with 3 columns: Branch Name, First Track, Second Track. Lists branches from Colusa to Walnut Grove.

TOTAL BRANCH LINE

TOTAL SACRAMENTO DIVISION 846.752

ALARM BOX LOCATIONS KNAPP TO ANDOVER

Table with 3 columns: Box No., LOCATION, M.P. Lists alarm box locations from Signal 1734 to 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

Table with 3 columns: M.P., LOCATION, DESCRIPTION. Lists structures from Sacramento River Bridge to Reno.

Table with 3 columns: M.P., LOCATION, DESCRIPTION. Lists structures from Sparks-Roseville-Westward to Sacramento-Placerville.

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.
Chico	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.
Cotusa	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. Overholt	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.
Isleton	Dr. Godfrey Steinert	District Surgeon.
Lake Tahoe	Dr. C. B. Pedersen	Emergency Surgeon.

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

HOSPITALS

GENERAL.....	SAN FRANCISCO
EMERGENCY.....	SACRAMENTO
".....	ROSEVILLE
".....	GERBER
".....	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-63 20/28 126, 135-S	1617 to 1713.....	190	4300	1050	690	1650	800	3400	1250	780	3750	2300	.....	.....
M-6, 8	M-63 21/28 150-S, 159-SF	1721 to 1803, 1823 to 1825....	200	5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980
M-9	M-63 21/28 150-S, 162-SF	1804 to 1822, 1826 to 1830, 1836	210	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M-11	M-63 22/28 153-S, 162-SF	1831 to 1835.....	200	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1050
M-21	M-63 22/28 181-S, 185-SF	1837 to 1845.....	250	6450	1600	1000	2500	1200	5000	.....	.....	.....	.....	.....	.....
T-1	T-63 20/26 112	2242 to 2271.....	180	3850	900	590	1400	680	3100	1100	700	3350	2100	370	700
T-26	T-69 21/28 152-S	2283 to 2299.....	200	4800	1150	750	1800	870	3900	1400	860	4250	2700	440	860
T-23	T-63 21/28 156-S, 163-SF	2301 to 2310.....	210	5550	1350	920	2100	1050	4400	1650	1050	4850	3000	560	1040
T-28, 31	T-63 22/28 162-S	2311 to 2362.....	210	6050	1500	1000	2350	1150	4800	1800	1150	5300	3250	630	1150
T-32, 40	T-69 23/28 174-S, 197-SF	2363 to 2384.....	210	6150	1450	970	2300	1100	5050	1800	1150	5400	3450	.....	.....
P-1, 3, 5	P-77 22/28 141-S, 152-SF	2400 to 2452, 2459, 2460.....	210	4850	1100	700	1800	950	3800	1350	810	4300	2550	.....	.....
P-1	P-77 22/28 160/B-54-S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-1	P-77 22/28 163/B-54-SF	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-4	P-77 23/28 155/B-58-SF	2401 to 2436.....	210	5350	1250	780	2000	1050	4150	1500	900	4750	2800	.....	.....
P-8, 10	P-73 25/30 181-SF	.....	200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-8, 10	P-73 25/30 183/B-63-SF	2461 to 2491.....	210	6750	1550	990	2550	1350	5250	.....	.....	.....	.....	.....	.....
C-8,9,10	C-57 22/30 192-S, 200-SF	2513 to 2599, 2698 to 2860....	210	6650	1700	1150	2600	1300	5200	2000	1300	5800	3550	.....	.....
TW-8	TW-54 21/32 161-S	2914 to 2923.....	190	5650	1450	970	2200	1250	4450	1650	1100	4900	3000	.....	.....
A-3	A-81 20/28 112-S, 116-SF	3025 to 3071.....	210	3800	.....	.....	.....	.....	2950	.....	.....	.....	.....	.....	.....
A-3	A-81 20/28 120/B-64-SF	3025 to 3071.....	210	3800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
P-12	P-73 26/28 189-SF	3120 to 3129.....	205	7000	1600	1000	2600	1400	5350	.....	.....	.....	.....	.....	.....
Mk-2, 4	Mk-57 23 1/30 206-S, 230-SF	3201 to 3240.....	210	7650	1900	1250	2950	1600	5950	2200	1400	6650	4050	.....	.....
Mk-5, 6	Mk-63 26/28 210-S, 233-SF	3241 to 3277.....	210	8400	2100	1400	3250	1850	6600	2500	1600	7400	4500	.....	.....
Mk-7, 8, 9	Mk-63 24 1/8 247-S, 257-SF	.....	176	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mk-7, 8, 9	Mk-63 24 1/8 247-S, 257-SF	3300 to 3324.....	205	9200	2300	1500	3500	2000	7200	.....	.....	.....	.....	.....	.....
F-1	F-63 27 1/32 273-S, 282-SF	3611 to 3652.....	200	9650	2450	1650	3750	2100	7550	.....	.....	.....	.....	.....	.....
F-3	F-63 29 1/32 297-S, 300-SF	3653 to 3667.....	200	11000	2750	1850	4300	2400	8600	.....	.....	.....	.....	.....	.....
F-4, 5	F-63 29 1/32 306/B-61-SF	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
F-5	F-63 29 1/32 306/B-62-SF	3668 to 3769.....	200	11000	2750	1850	4300	2400	8600	.....	.....	.....	.....	.....	.....
AM-2	AM-63 24 1/2 357-SF	3900 to 3911.....	210	10900	2700	1800	4200	2300	8500	.....	.....	.....	.....	.....	.....
AC-1, 2, 3	AC-57 22 3/8 441-SF	4000 to 4048.....	210	13300	3400	2150	5200	2750	10400	.....	.....	.....	.....	.....	.....
AC-6	AC-63 24 3/8 517-SF	4126 to 4150.....	250	18500	4800	2900	7300	3700	14500	.....	.....	.....	.....	.....	.....
AC-7	AC-63 24 3/8 515-SF	4151 to 4176.....	250	18500	4800	2900	7300	3700	14500	.....	.....	.....	.....	.....	.....
AC-8,10,11	AC-63 24 3/8 532-SF	4177 to 4274.....	250	18500	4800	2900	7300	3700	14500	.....	.....	.....	.....	.....	.....
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376.....	210	8950	2150	1400	3400	1850	6950	.....	.....	.....	.....	.....	.....
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409.....	250	9550	2250	1450	3600	1950	7450	.....	.....	.....	.....	.....	.....
GS-2	GS-73 27/30 266/B-104-SF	4410 to 4415.....	250	9550	2250	1450	3600	1950	7450	.....	.....	.....	.....	.....	.....
GS-3	GS-80 26/32 267/B-109-SF	4416 to 4429.....	280	9700	2300	1500	3650	2000	7550	.....	.....	.....	.....	.....	.....
GS-4	GS-80 25 1/32 276/B-118-SF	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
GS-5	GS-80 25 1/32 279/B-122-SF	4430 to 4459.....	300	9900	2350	1550	3700	2050	7700	.....	.....	.....	.....	.....	.....

Allowance for Empty and Under-loaded Cars.....	(Less than 45 M's.....)	6	6	3	6	3	6	3	6	3	3	6	6	3	3
	45 M's to 55 M's.....	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	More than 55 M's.....	0	0	0	0	0	0	0	0	0	0	0	0	0	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. PETERSON, Assistant Superintendent, Sacramento, Cal.

CHIEF TRAIN DISPATCHERS

O. T. STACKPOOLE.....	Chief Train Dispatcher.....	SACRAMENTO, 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.

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.

ASSISTANT TRAINMASTER AND EXAMINER

E. C. WATSON.....	SACRAMENTO, CAL.
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TERMINAL SUPERINTENDENT

F. PURDY.....	ROSEVILLE, CAL.
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ASSISTANT TERMINAL SUPERINTENDENT

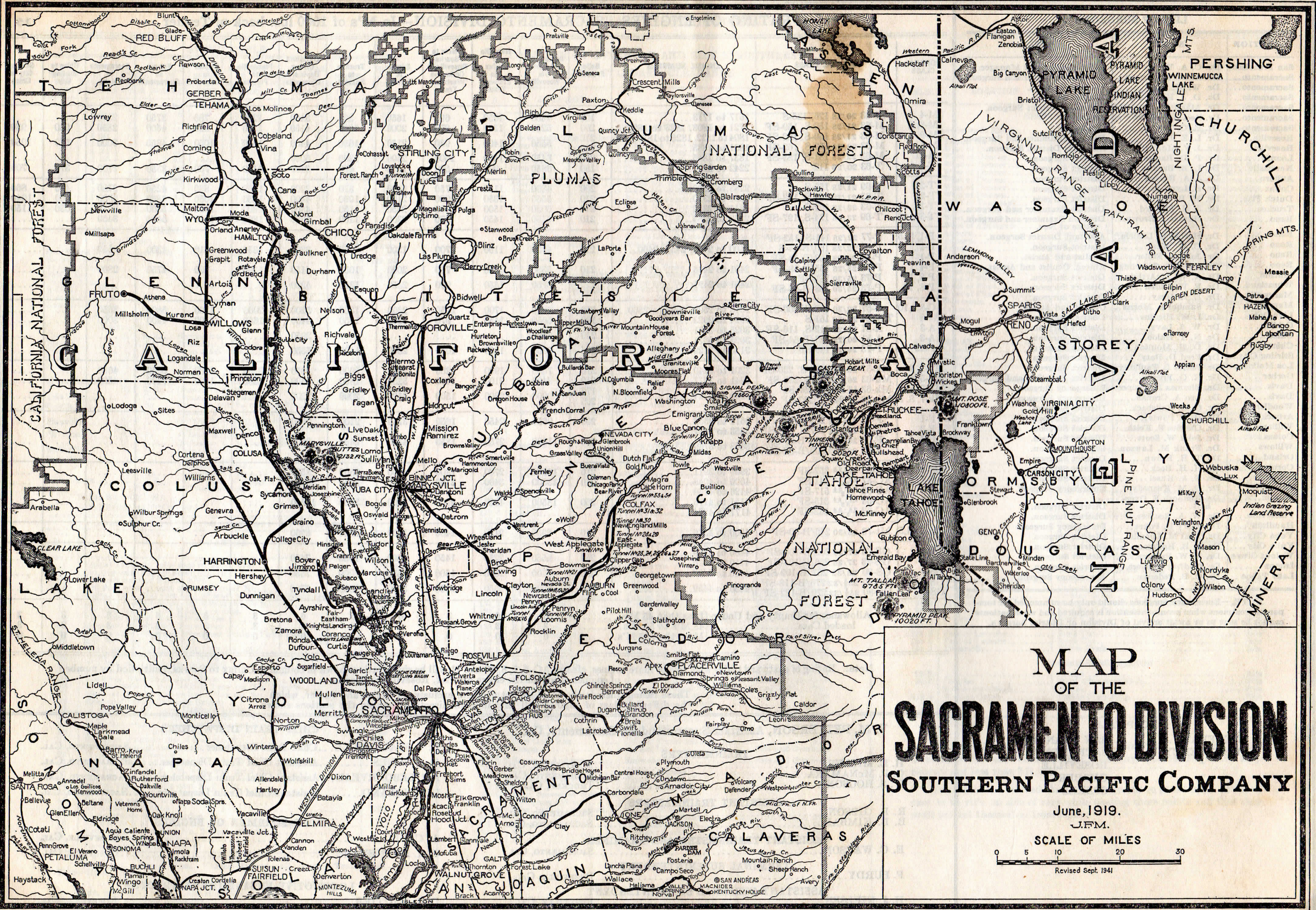
H. J. NIELSEN.....	ROSEVILLE, CAL.
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ROAD FOREMEN OF ENGINES

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

LOCOMOTIVE ENGINEMEN INSTRUCTOR

D. J. GAUTIER.....	ROSEVILLE, CAL.
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MAP
OF THE
SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY

June, 1919.
J.F.M.
SCALE OF MILES
0 5 10 20 30
Revised Sept. 1941