SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION







Effective Sunday, September 9, 1945, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employees only.

J. W. CORBETT, General Manager. R. E. HALLAWELL, H. R. HUGHES, Assistant General Managers. G. C. BAKER,

General Superintendent of

General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

M. L. JENNINGS, Superintendent. *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 No. 102 not less than 10 minutes, and second-class trains, extra trains and engines must clear the time of No. 102 not less than 15 minutes, except where Rule D-251 applies.

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

No. 10 exchange mail by locker at following stations: Rocklin, Newcastle, Auburn, Nevada St., Bowman, New England Mills, Gold Run, Emigrant Gap, Soda Springs, Boca, Floriston, Verdi.

ADDITIONAL STA	TIONS	
NAME	Mile Post	Capac- ity
Penryn, Lincoln Ave. Clipper Gap New England Mills Magra Dutch Flat Alta Alta American Blue Canon Smart Yuba Pass Soda Springs Eder Crossover Andover Andover Boca Wickes Mystic Calvada Mogul Lawton	115.5 131.4 137.6 148.5 154.1 156.0 166.6 173.3 176.1 190.6 201.3 216.3 221.5 228.5 228.5 235.8	

	ADDITIONAL	FLAG STOPS TO RECEIVE	VE OR DISCHARGE PASS	SENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
10	N.E. Mills, Dutch Flat, Soda Springs	Receive and Discharge		V. Santa
10	Troy	Thursday		
10 10	Eder Andover	Tuesday and Saturday Sunday and Tuesday		
22	Alta-Dutch Flat	Discharge Rev. Passengers		Sacramento
22	Soda Springs-N.E. Mills	Receive and Discharge		
14, 28		Receive Rev. Passengers	Ogden	
88	Any Station	Receive Rev. Passengers	Sparks	
88	Auburn, Nevada St.	Discharge		Berkeley

	SECOND GLASS			FI	RST CLAS	S				
Capacity of sidings in car lengths	606 Mixed		28 San Francisco Overland Limited	14	102 Streamliner City of San Francisco	Pacific Limited	10 Passenger	88 Challenger	Distance from San Francisco	Time Table No. 168 September 9, 1945
	Leave Daily Ex. Sunday	m, 1	Leave Daily	Leave Daily	Leave	Leave Daily	Leave Daily	Leave Daily		STATIONS
BKWO TYP			11.52PM	10.52PM	7.25 PM	1.42PM	1.30 AM	12.22AM	106.6	TO-R ROSEVILLE
Rosevill AAL AAL							s 1.40		110.6	ROCKLIN
Yard Limits E 85 WP			12.17AM	11.18	7.46	f 2.10	s 2.05	12.48	120.2	TO NEWCASTLE
E 76 WP			12.25	11.27	7.52	s 2.24	s 2.30	12.57	124.2	AUBURN, NEVADA ST.
E 98 P		ALL DISCO	12.33	11.36	7.59	2.34	2.39	1.06	129.1	
E 73 W	III AAAAA		12.41	11.45 PM	8.06	2.44	2.48	1.15	134.3	EAST APPLEGATE 6.9
Yd.Lmts. BK E 83 WYP		72	s 1.03	s 12.08AM	8.20	s 3.12	s 3.05 3.25	s 1.38	141.7	TO-R COLFAX
P			SEPROPEGARIA PORAL SERVICE	A Comment of the Comm			f 3.38		146.1 146.0	CAPE HORN
E 118 WOYP			1.30	12.35	8.42	3.38	s 3.54	2.05	152.2	TO GOLD RUN
WP		TO ALCOHOL:	er less	- 677 190			f 4.06		156.8	TOWLE 3.6
M 98 P			1.52	12.58	9.00	4.00	f 4.18	2.28	160.7	MIDAS 4.6
M 96 WP			2.02	1.08	9.09	4.10	4.28	2.38	164.8	KNAPP 4.8
Yard Limits M 99 WITP			2.24	1.30	9.22	f 4.30	f 4.50	3.00	171.8	TO EMIGRANT GAP
M 83 WP			2.40	1.46	9.35	4.46	f 5.07	3.16	177.9	CRYSTAL LAKE
WP			The state of the s			f 4.51	f 5.14		180.3	CISCO 5.2
M 65 WP			2.59	2.05	9.51	5.05	5.27	3.35	185.5	TROY 6.5
E 116 BKWITP			3.14	2.20	10.04	f 5.20	s 5.50	3.50	192.0	TO NORDEN
Visit Co.									195.8 197.2	EDER
WP			3.34	2.40	10.23	5.40	6.10	4.10	202.9	STANFORD
Yd.Lmts. BKW E 102 OYP			s 3.50	f 2.55	10.32	s 6.00	s 6.40	f 4.25	208:0	TO-R TRUCKEE
M 101 P			4.07	3.12	10.47	6.17	7.00	4.42	218.1	HINTON 3.8
P							f 7.10		222.4	FLORISTON
M 106 P			4.30	3.32	11.08	6.38	f 7.30	5.05	232.4	
p P	7.25 PM		s 5.05	s 4.05	s 11.30	8 7.15	s 8.20	s 5.40	242.9	VERDI 11.9 RENO 2.4
Sparks yard	f 7.35					s 7.25	s 8.30	f 5.50	245.5	SPARKS (Psgr. Sta.)
BKWO TYP	s 7.40 PM	all the state of the state of	s 5.20 AM	s 4.20AM	s 11.40 PM	s 7.30PM	s 8.35 AN	s 5.55 AM	246.2	TO-R SPARKS (Dsp. Off.)
100	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive	Arrive Daily	Arrive Daily	Arrive Daily		(138.2)
	(0.15) 13.20	7	(5.28) 25.28	(5.28) 25.28	(4.15) 32.58	(5.48) 24.11	(7.05) 19.76	(5.33) 24.90		Time over District Average Speed per Hour

		1	NTAIN S						WEST		
		-	, and a second			FIRST	CLASS			SECOND	CLASS
Capacity of sidings in car lengths	Time Table No. 168 September 9, 1945	Distance from Sparks	87 Challenger	101 Streamliner City of San Francisco	Pacific Limited	9 Fast Mail	27 San Francisco Overland Limited			605 Mixed	
	STATIONS	1 100	Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily	9 -	THE REAL PROPERTY.	Arrive Daily Ex. Sunday	CAL PURE
BKWO TYP	TO-R ROSEVILLE	138.7	s 6.15AM	6.40AM	s 1.30AM	s 2.38AM	s 4.30AM			THE WAY A	AT ELL
P BKWO TYP	ROCKLIN	134.7	f 6.05		1.23	2.29	4.20	AR FOR			
W 126 P	TO LOOMIS 2.9 PENRYN	131.4	f 5.57	6.31	s 1.13	2.25	4.10		The William	ES ESTATE	8011.5
		128.7	f 5.50		f 1.03		4.01		A GAME	in the second	
Yard Limits V 65 WP	TO NEWCASTLE	125.7	f 5.41	6.21	s 12.51	2.14	3.51			and the second	
W 135 WP	TO AUBURN	120.8	s 5.30	6.11	s12.40	2.04	3.40				
Married Street, Square of Stre	3.9 BOWMAN 14.0	116.9	f 5.18	6.04	12.24 AM	1.56	3.25				
d. Lmts. BK W 103 WYP	TO-R COLFAX	103.2	s 4.45	5.39	s 11.50PM	s 1.28	s 2.50				
P	CAPE HORN	98.9	4.28	5.30	11.31	1.15	2.29			-	750
W 94 WOYP	TO GOLD RUN	92.7	f 4.15	5.18	11.17	1.02	2.15				
WP	TOWLE 4.6	88.1	f 4.05	. Manual in	con Jun A		a produce 2	e-Eronda	uniter Baron, Service	unter it had been be	The last
M 98 P	MIDAS 4.0	84.2	f 3.56	5.03	10.54	12.45	1.49			a fra the second	
M 90 WP	KNAPP 4.8	80.1	3.47	4.55	10.45	12.37	1.40				
Yard Limits M 95 WITP	TO EMIGRANT GAP	74.1	f 3.35	4.45	f 10.30	12.25	1.26	- Grow			
	YUBA PASS	69.8	3.26	4.37	10.20	12.17	1.16			THE RESERVED OF	END NO.
	CRYSTAL LAKE	Track 68.0	3.22	4.32	10.16	12.13AM	1.11		1,000		
P 4 59 WP	CISCO 5.9	65.6	f 3.17		f 10.11	ANGL A THE					
Summer 71 124	TROY 5.9	60.3	3.05	4.18	9.57	11.58PM	12.53				
BKWITP	TO NORDEN	53.8	s 2.50	4.07	f 9.40	11.45	12.35				
V 85 P	DONNER 1.3	49.8	2.35	3.57	9.27	11.35	12.20AM				
	EDER 6.2	47.7				of Property	COLLEGE BURN			A STATE OF	y'
d. Lmts. BK	STANFORD 5.7	43.0								Lazare V	
126 WOYP	TO-R TRUCKEE	37.9	s 2.05	3.35	s 8.55	s 11.10	s 11.45 PM		marks and the	or the library of	
P	BOCA 3.4 HINTON	29.7	f 1.40		8.31	10.52	11.14				
market and the second	4 - 37	27.9	1.36	3.20	8.27	10.48	11.10				
WP	FLORISTON 9.6	23.6	f 1.29	SECTION AND DESCRIPTIONS							
,	9.6 VERDI 11.7	13.7	f 1.12	3.02	8.03	10.26	10.40				
P	RENO 2.5	3.3	s 12.55	s 2.46	8 7.45	s 10.10	s 10.20			s 8.25 PM	
BKWO TVP	SPARKS (Psgr. Sta.)	0.7	s12.33		s 7.13					f 8.15	
BKWO TYP	(TO-R SPARKS (Dsp. Off.)	0.0	12.30AM	2.40AM	7.10PM	9.45PM	9.55PM			8.10PM	
	(138.7)		Leave Daily	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	
	Time over District	Page at	(5.45) 24.10	(4.00) 34.67	(6.20) 21.90	(4.53) 28.40	(6.35) 21.07			(0.15) 13.20	

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

RULES 86, 87, and 93. First-class trains must clear the time of No. 101 not less than 10 minutes and second-class, extra trains and engines must clear the time of No. 101 not less than 15 minutes, except where Rule D-251 applies.

RULE 5. Schedule time and train orders apply as follows:

At Troy, at middle siding.

At Newcastle, at east crossover switch. Westward trains must stop east of east crossover switch unless authorized by train-order signal to proceed.

No. 27 exchange mail by locker at Soda Springs, Emigrant Gap, Towle, Alta, Dutch Flat, Gold Run, New England 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; stop at Alta for express; and stop at Penryn daily except Sunday and Holidays to receive parcel post.

ADDITIONAL STA	TIONS	
NAME	Mile Post	Capac- ity
Lawton Mogul Calvada Mystic Wickes Andover Crossover Andover Eder Crossover Summit Soda Springs Smart Blue Canon American Alta Dutch Flat Magra New England Mills West Applegate Clipper Gap	237.1 235.7 228.5 225.5 221.9 201.3 200.6 197.4 1173.3 165.5 160.0 154.1 148.5 137.6 134.4 131.6	

	ADDITIONAL	FLAG STOPS TO RECEI	VE OR DISCHARGE PASS	SENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21	Any Station except be- tweenTruckee and Soda Springs	Discharge Rev. Passengers	100 00 00	Sparks
21	Soda Springs, Alta, Dutch Flat, N. E. Mills	Townson or the last of the las		
87	Soda Springs, Blue Canon, Alta, Dutch Flat, N.E. Mills, West Applegate			
87	Any Station	Discharge		Sparks
27	Any Station	Receive Rev. Passengers	Sacramento	The second of the second
27	Any Station	Discharge		Reno

		THIRD	CLASS				FI	RST CLAS	S	200007			m. m. 11 37 400		•		FIR	ST CLASS		
Capacity of sidings in ear lengths	425 Freight	423 Freight	421 Freight	442 Mdse.	88 Challenger	28 San Francisco Overland Limited	14	102 Streamliner City of San Francisco	22 Pacific Limited	202 Passenger	10 Passenger	Distance from San Francisco	Time Table No. 168 September 9, 1945	Distance from Roseville	21 Pacific Limited	9 Fast Mail	27 San Francisco Overland Limited	87 Challenger	101 Streamliner City of San Francisco	201 Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily
BKW0 TIP			- and ingo	1.00 AM	11.35 PM	11.05PM	10.05 PM	6.55PM	12.55PM	10.00 AM	12.40 AM	89.0 88.9	TO-R SACRAMENTO	17.7	s 2.20 AM	s 3.25 AM	s 5.20 AM	s 7.05 AM	s 7.10AM	s 7.10PM
BKWOTP						alder to the	Patrice in			1		89.8	TO-R SACRAMENTO (12th St.)	16.8	.1		OF TAX		WILL COLUMN	
M87 IYP	5.20PM	9.10AM	1.25 AM	Hallow Yo	11.47	11.17	10.17	7.07	1.07	10.12	12.52	91.8	ELVAS UDI	14.8	2.07	3.13	5.07	6.52	6.58	6.58
ВКР	or order	mort into		The second of the	11.53PM	11.23	10.23	7.11	1.13	10.18	12.58	94.9	BENALI e Tra	11.7	2.01	3.07	5.01	6.46	6.54	6.50
g BKP	Nov. Deck.			HE WILL	12.01 AM	11.31	10.31	7.18	1.21	10.26	1.06	102.8	TO-R ANTELOPE	3.8	1.52	2.59	4.52	6.37	6.48	6.40
BKW0 TYP	5.50PM	9.40AM	1.55 AM	1.40 AM	s 12.10AM	s 11.40 PM	s 10.40PM	7.25 PM	s 1.30PM	s 10.35 AM	s 1.15 AM	106.6	TO-R ROSEVILLE	0.0	1.42AM	2.50 AM	4.42AM	6.27AM	6.40AM	6.30PM
(111	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily		(17.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave ★See Note	Leave Daily
	(0.30) 29.60	(0.30) 29.60	(0.30) 29.60	(0.40) 26.55	(0.35) 30.34	(0.35)	(0.35) 30.34	(0.30)	(0.35)	(0.35)	(0.35)		Time over District		(0.38) 27.95	(0.35) 30.34	(0.38) 27.95	(0.38) 27.95	(0.30) 35.40	(0.40) 26.55

EASTWAI	RD SA	CRAI	MENTO SUBDIVISION	WE	STWARD
	THIRD- CLASS		Time Table No. 168		THIRD- CLASS
Capacity of sidings in	518	Distance from San Francisco	September 9, 1945	Distance from Placerville	519 Local
car lengths	Local Freight	Jistano San Fr	Placerville Branch	Distar Plac	Freight
	Leave Daily Ex. Sunday	122	STATIONS		Arrive Daily Ex. Monday
Sacto. yard 128 WIP	5.50AM	94.7	R BRIGHTON E. 1.2 – W. 1.5	54.0	11.50AM
23	5.55	95.9	PERKINS E. 3.0 – W. 2.8	52.8	11.40
9	6.05	98.9	MAYHEW E. 2.7 – W. 2.7	49.8	11.25
23 Y	6.20	101.6	MILLS E. 2.7 — W. 2.9	47.1	11.15
28 P	6.50	104.4	R CITRUS E. 6.1 – W. 3.7	44.3	11.00
9	7.33	110.1	NATOMA E. 0.7 — W. 0.5	38.6	10.00
Yard Limits	8.40	111.1	R FOLSOM JCT. E. 6.8 – W. 6.9	37.6	9.55
6	9.10	118.0	WHITE ROCK E. 8.1 – W. 8.2	30.7	9.10
11 W	9.50AM	126.1	LATROBE E.16.5— W.16.7	22.6	8.35
25	12.01 PM	142.7	EL DORADO	6.0	7.20
18 P	12.30	145.0	TO DIAMOND SPRINGS E. 3.8 – W. 3.6	3.7	7.00
Yard Limits BKWTP	1.00 PM	148.7	TO-R PLACERVILLE	0.0	6.30AM
	Arrive Daily Ex. Sunday		(54.0)		Leave Daily Ex. Monday
	(7.10) 7.53		Time over District		(5.20) 10.12

SACRAMENTO S	SUBDIVISION
--------------	-------------

	THIRD	CLASS	FIRST	CLASS				-		FIRST	CLASS		THIRD	CLASS	Maria de la companya della companya
Capacity of sidings in car lengths		518 Local Freight	60 West Coast	262 Passenger	Mile Post Location		Time Table No. 168 September 9, 1945		stance from Brighton	59 West Coast	261 Passenger	421 Freight	423 Freight	425 Freight	519 Local Freight
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Di	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dai Ex. Monda
BKWO			7.30 PM	8.40AM	88.9		TO-R SACRAMENTO E. 0.9 — W. 0.9		6.9	s 9.00 AM	s 9.10PM	The Paris	AS EMPLOYO		4 25
BKWO T P	-	5.30AM			89.8	zzi	TO-R SACRAMENTO (12th St.)	Doubl	5.0		E I V		A STATE OF		12.15
M87 IYP		5.40	7.43	8.50	91.8 136.2	A. I	ELVAS ELVAS E. 2.9 — W. 2.3	o Tra	3.0	8.47	9.00	1.25 AM	9.10AM	5.20 PM	12.01
128 WIP		5.50AM	7.50 PM	f 8.55AM	133.2		R BRIGHTON	-	0.0	8.40AM	8.55 PM	1.05 AM	8.50 AM	5.00 PM	11.50
BALLAN .		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		-	(6.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Dail Ex. Monda

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,

				100			
	SACRA	MENTO SUBDIVISIO	N	S	ACRA	MENTO SUBDIVISION	
Capacity of sidings in car lengths	Mile Post Location	Time Table No. 168 September 9, 1945 Placerville Branch STATIONS	Distance from Folsom	Capacity of sidings in car lengths	Mile Post Location	Time Table No. 168 September 9, 1945 Placerville Branch STATIONS	Distance from Fair Oaks
Rand Stand S	111.1	R FOLSOM JCT. E. 0.7 – W. 0.7	0.7	28 P	104.4	R CITRUS E. 1.9 — W. 1.9	1.9
WP WP	111.8	TO-R FOLSOM (0.7)	0.0	15 P	106.3	TO-R FAIR OAKS (1.9)	0.0

ADDITIONAL STAT	TIONS		ADDITIONAL STAT	TIONS	
NAME	Mile Post	Capac-	NAME	Mile Post	Capac-
Sacramento-Roseville			Nagle	111.3	·
line			Flonellis	127.6	
Swanston(Spur)	93.5		Swift	127.8	
Planehaven	97.5		Brela	128.1	
Walerga	99.4		Brandon	129.8	
			Shrub (Spur)	130.3	3
Brighton-		No. of Co.	Dugan	131.4	3
Sacramento line	101.0	00	Bullard	131.7	
Hopfen(Spur)	134.6	20	Bennett	134.0	
Placerville Branch			Shingle Springs	136.9	
Ramona	95.5		Apex	147.7	
Brown	97.0		Walnut Grove Branch		
Manlove	97.5	5	Baths	91.8	
Alden	98.0		Pocket	96.4	
Povd	100.3		Mosher	100.9	
BoydRoutier	100.7	V 5	Acacia	102.6	
Mother	103.4	· 6	Rosebud	103.3	
MatherSoudan	103.7		Hood (on spur from	100.0	
	105.2		Hood Jct.)	105.3	
Salsbury	107.4	4 .	Mofuba	111.2	- : : -
Nimbus	108.3		Locke	112.6	100

	Eastward	Time Table No. 168	Westward
Capacity of sidings in	ost	September 9, 1945	Distance from Isleton
car lengths	Mile Post Location	Walnut Grove Branch	stance
1		STATIONS	Id
cramento yd. BKWOITP	88.8	TO-R SACRAMENTO S. N. Ry. Crossing E. 5.4 — W. 5.4	32.4
52	94.2	DEL RIO E.3.4 – W.3.2	27.0
31	97.5	FREEPORT E. 7.2 – W. 7.5	23.7
58	104.6	HOOD JCT.	16.6
52	107.9	LAMBERT E. 5.5 – W. 5.5	13.3
Vard Limits 53 BWYP	113.4	TO WALNUT GROVE	7.8
Yard Limits BYP	121.2	TO-R ISLETON	0.0
		(32.4)	

SACRAMENTO SUBDIVISION

EASTWARD EAST VALLEY						SUBDIVISION WESTWARD							
	TH	IIRD CLAS	s	FIRST		Time Table No. 168							
Capacity of sidings in car lengths	498 Freight	496 Manifest	494 Freight	202 Passenger	Distance from San Francisco	September 9, 1945 September 9, 1945 Passenger							
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Q 8	STATIONS Arrive Daily							
Roseville yd. BKWOTYP	4.15PM	8.05 AM	12.05 AW	10.38AM	106.6	TO-R ROSEVILLE 105.1 s 6.25 PM							
100 P	4.30	8.20	12.20	10.48	112.8	WHITNEY 98.9 6.14							
120 WP	4.38	8.28	12.28	s 10.54	117.0	TO LINCOLN 94.7 s 6.06							
96 P	4.47	8.37	12.37	11.03	122.1	BROCK 89.6 5.54							
26				11.07	124.8	SHERIDAN 86.9 5.50							
124 WP	4.58	8.48	12.48	s11.12	128.1	TO WHEATLAND 83.6 f 5.44							
28 YP	5.04	8.54	12.54	11.16	131.2	E. 2.5 – W. 3.0 80.4 5.39							
91 P	5.08	8.59	12.59	11.20	134.2	OSTROM 77.5 5.32							
					139.8	DANTONI JCT. 71.9							
S 112 BKW OIYP	5.21	9.12	1.12	s 11.40	140.8	TO-R MARYSVILLE 70.9 S 5.21							
IP		200		20.4	141.8	BINNEY JCT. W. P. R. R. Crossing E. 3.7 — W. 3.6 BERG E. 3.1 — W. 2.5							
100 WP	5.30	9.22	1.22	11.47	144.7	BERG 67.0 5.01							
36	5.36	9.28	1.28	11.51	147.7	LOMO 64.0 4.57							
105 IP	5.43	9.35	1.35	s11.57AM	151.5	E. 3.3 — W. 4.0 TO LIVE OAK S. N. Ry. Crossing E. 5.9 — W. 5.8							
104 P	5.55	9.47	1.47	s 12.06 PM	158.0	TO GRIDLEY 53.7 s 4.42							
43 WP	6.01	9.53	1.53	s 12.15	161.4	TO BIGGS 50.3 s 4.32							
107 P	6.11	10.04	2.04	s 12.25	167.4	RICHVALE 44.3 s 4.21							
91 P	6.18	10.11	2.11	12.31	171.5	NELSON 40.2 f 4.13							
88 P	6.30	10.23	2.23	f 12.40	178.1	TO DURHAM 33.6 s 4.02							
Yd.Lmts. BK 159 WOYP	6.40	10.34	2.34	s 12.59	184.2	S. N. Ry. Crossing CHICO E. 10.0 — W. 9.4 — 27.5 s 3.51							
100 P	6.57	10.51	2.51	1.13	193.6	ANITA 18.1 3.28							
133 WP	7.12	11.07	3.07	f 1.28	203.0	E. 7.7 — W. 6.9 8.7 f 3.15							
41 P	7.24	11.19	3.19	f 1.40	209.7	TO LOS MOLINOS 2.0 f 3.05							
YP	7.30 PM	11.25 AM	3.25AM	1.45 PM	211.7	TEHAMA 0.0 3.00 PN							
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	1	(105.1) Leave Daily							
750	(3.15) 32.34	(3.20) 31.53	(3.20) 31.53	(3.07) 33.77		Time over District							

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 Sunday and holidays at Tehama for U.S. Mail.

ADD	ITIO	I A LA	STATI	ONS
ADD		AVE.	SIMI	UII

Mile Post	Capac- ity
118.4	
121.0	31
126.0	
138.9	
146.4	
149.8	
155.9	
164.1	
181.9	
189.1	
191.3	
196.0	
211.1	
	118.4 121.0 126.0 138.9 146.4 149.8 155.9 164.1 181.9 189.1 191.3 196.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS										
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)						
202	Sheridan	Sunday & Holidays								
14.2			The state of the s							

EAST VALLEY SUBDIVISION

EA	STWARI)	Time Table No. 168	WESTWARD			
Capacity of sidings in car lengths	526 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco	September 9, 1945 Stirling City Branch STATIONS	Distance from Stirling City	THIRD CLASS 527 Local Freight Arrive Daily Ex. Sunday		
Yard Limits BKWOYP	10.00 AM	184.2	TO-R CHICO	31.2	4.40PM		
	THE PARTY OF THE P	186.6	S. N. Ry. Crossing E. 11.5—W.11.8	28.8			
16 WP	11.05	198.2	PARADISE E. 5.0 – W. 5.0	17.2	3.30		
8	11.35 AM	203.2	MAGALIA E. 6.9 – W. 6.7	12.2	3.05		
14 WP	12.15 PM	210.0	DOON E. 5.4 — W. 5.4	5.4	2.30		
WY	12.45 PM	215.4	R STIRLING CITY	0.0	2.00PM		
1 Part L	Arrive Daily Ex. Sunday		(81.2)		Leave Daily Ex. Sunday		
	(2.45) 11.35		Time over District		(2.40)		

EAST VALLEY SUBDIVISION

EAS	TWARD	Time Table No. 168	WESTWARD			
Capacity of	oost	September 9, 1945	from Ile			
sidings in car lengths	Mile Post Location	Oroville Branch	Distance from Oroville			
	G. S. Lingson and C. Lingson a	STATIONS	Ä			
Yard Limits 112BKWOIYP	140.8	TO-R MARYSVILLE E. 13.3—W. 13.4	25.2			
10 P	135.0	HONCUT E. 12.7—W. 12.8—	12.9			
Yard Limits WTP	147.9	TO-R OROVILLE	0.0			
		(25.2)				
		THE RESERVED AND A				

EAST VALLEY SUBDIVISION

EASTW	ARD	Time Table No. 168	WESTWARD
Capacity of	ost	September 9, 1945	Distance from Wilson
sidings in car lengths	Mile Post Location	Yuba City Branch	Wils
	MI	STATIONS	Dis
100 WP	144.7	BERG ————————————————————————————————————	14.4
Yard Limits WYP	147.6	TO YUBA CITY E. 2.2 – W. 2.4	11.2
45	150.3	BOGUE E. 1.8 — W. 1.8	8.5
40	152.2	OSWALD E. 4.7 — W. 4.4	6.6
28 W	156.6	TUDOR E. 2.0 – W. 2.1	2.2
	158.8	WILSON	0.0
	ver lensin	(14.4)	HERE THE
- VIII		THE STATE OF THE S	

H	EAST	VALLEY SUBDIVISIO	N 5
	EAST- WARD	Time Table No. 168	WEST- WARD
y of in ths	ost	September 9, 1945	from
Capacity of sidings in car lengths	Mile Post Location	Dantoni Branch	stance Danto
		STATIONS	Dig
Limits	139.8	DANTONI JCT. E. 4.9 – W. 4.3 –	4.4
한 47	144.2	R DANTONI	0.0
		(4.4)	

NAME	Mile Post	Capac- ity
Stirling City Branch		
Butte Creek	188.0	
Dredge	189.3	
Oakdale Farms	196.6	
Optimo	202.2	
Oroville Branch	207.1	
Mello	126.5	
Ramirez	130.7	
Palermo	142.5	
Yuba City Branch		
Abbott	155.6	1 1000

	Mile Post	Capac- ity
Davis-Gerber line		
Dufour	92.1	
Ronda	93.7	
Bretona	98.0	
Hershey	106.4	
Genevra	$117.6 \\ 126.8$	100
Delphos Norman	142.1	
Riz	146.0	
Lyman	153.2	
Greenwood	162.0	AL ST
Malton	169.0	
Malton Fruto Branch		
Losa	152.6	
Kurand	155.8	
Millsholm	159.6	
Athena	163.6	
Ensley	97.6	
Ensley		
Branch		46 11 1
Garic	87.2	
Laugenour	89.4	1
Coranco	$92.4 \\ 96.1$	
Cunard	96.5	1000
Grace(Spur)	100.4	19
Seymour	101.7	10
Subaco(Spur)	105.1	41
Pelger	107.2	7.7
Everglade (Spur)	109.3	11
Hinsdale (Spur)	111.2	23
Tisdale (Spur)	113.3	10
Progress (Spur)	115.2	1
Colusa Branch		
College City	112.3	
Graino	116.0	
Sycamore	124.4	
Denco	$137.1 \\ 143.2$	
StegemanPrinceton	145.2	i.v
Glenn	155.6	
Ordbend	162.1	
Rotavele	165.9	THE REAL PROPERTY.
Cory	178.6	The same of

6	XI H PUREL	ne và	LIMY 2	EAST	WARD		молег	rangs	WE	EST VA	LLEY S	UBDI	VISIO	V CHANTELY		KOLSTV	WE	STWAR	D I	r ian	AZEKR	
TELVI	usis of		THIRD	CLASS	- Ima	WIEZV	31313	FI	RST CLAS	s	LAND TO		Time	Table No. 100				I della	FIRST CL	ASS		
Capacity of sidings in car lengths	604 Freight	498 Freight	602 Freight	496 Freight	600 Freight	494 Freight	20 Klamath	18 Oregonian	24 Cascade	202 Passenger	16 West Coast	Distance from San Francisco	1 . 15	eptember 9, 1945	Distance fron Gerber	19 Klamath	23 Cascade	15 West Coas	201 Passenge	17 Oregonian	and the	Whose I
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Dail	Arrive Da	Arrive Dai	ly Arrive Daily		
E80 Yd.Lmts. W81 KWIYP	11.50PM	I THE R	2.40PM		6.50 AM		11.45PM		6.35 PM		10.45 AM		TO-R	- E. 4.3 - W. 4.2 -	112.8	s 7.30 AM				s 7.15PM		CAT SU
100 P Yard Limits	12.01 AM	Maria de la	2.50		7.00		11.53PM		6.43	Co. T. C. Balley	10.53	80.7	TO	MERRITT - E. 4.6 - W. 4.1	107.7	7.19 s 7.12	12.01	PM 5.24 AM 8 5.15	Po L	7.05 s 6.52		
97 BKWIP	12.10	EXCELLENCE THE SECTION	2.59		7.12		s 12.05 AM		6.58		s 11.05	84.9	TO	S. N. Ry. Crossing E. 5.1 — W. 5.1 ——————————————————————————————————	98.5	7.00	11.45			6.40		
58 P	12.18		3.07		7.25		12.13	10.25	7.04	Di	11.20	95.8	1	E. 5.9 — W. 5.9 ———— ZAMORA	92.6	6.53	11.38			6.34		
32 WP	12.39		3.28		7.46	1 10	12.28	10.39	7.12		11.30	103.2		- E. 7.4 - W. 7.5	85.2	6.44	11.30	4.48		6.26		
196 YP	12.46		3.36		7.54		12.34	10.45	7.18		11.36	108.3		HARRINGTON E.5.7 – W.4.3	80.1	6.37	11.24	4.42		6.20		18
41 P	12.55		3.45		8.02		f12.42	10.51	7.24		s 11.45 AM	The second second	TO	ARBUCKLE - E. 10.7 -W. 10.7	74.9	6.29	11.18			6.13		
51 P	1.12		4.02		8.19		s 12.58	11.06	7.35		s 12.01 PM	124.2	TO	WILLIAMS - E. 5.2 - W. 5.0	64.2 59.3	s 6.13 6.04	11.05			s 5.58 5.50		W. W.L.
103 P	1.20		4.10		8.27		1.06	11.13	7.40		12.08	133.0	TO TO	- E. 3.7 - W. 4.0	55.4	s 5.58	10.55			5.46		
101 P	1.34		4.24		8.41		1.19	11.23	7.50		12.20	138.3	ic Bloo	- E. 5.3 - W. 5.8	50.1	5.48	10.49	4.00		5.40	DE 4	
30	1.43		4.33		8.51		1.26	11.30	7.57		12.28	144.3	tomat	LOGANDALE - E. 5.0 - W. 5.6	44.1	5.39	10.42	3.53	NS. Y	5.33	30.4	
Yard Limits 113 BKWOYP	2.00		4.50		9.00		* 1:35	s 11.40	8.05		s 12.40	149.9	TO-R	WILLOWS - E. 7.5 - W. 6.8	38.5	8 5.30	10.35		_	s 5.25		
41 P	2.12		5.02		9.12		2.00	11.50	8.14		12.50	156.8	-	ARTOIS - E. 3.9 - W. 3.9	31.6	5.16	10.25			5.13 5.08		
102 P	2.18		5.08		9.18		2.04 8 2.15	11.55PM 12.05AM	8.18		12.54 s 1.05	160.7	TO-R	GRAPIT - E. 4.6 - W. 4.5 ORLAND	27.7	5.03	10.15			5.00		
BWP 36 YP	2.30		5.20		9.30		2.18	12.08	8.26		1.08	167.0		E. 2.2 — W. 2.1 ———— WYO	21.4	4.58	10.13			4.55		
23 P	2.40		5.30		9.40		2.25	12.15	8.33		1.16	173.4		- E. 6.1 - W. 6.1 - KIRKWOOD - E. 5.1 - W. 5.2	15.0	4.50	10.06	3.08		4.48		
43 P	2.48		5.38		9.48		8 2.37	12.23	8.40		s 1.27	178.5	то	CORNING - E. 3.1 - W. 3.1	9.9	8 4.42	10.00			4.40		100
41 P	2.53	7 20 11	5.43	11.05.00	9.55	2.05.0	2.42	12.28	8.44	1 45 04	1.32	181.6	-	RICHFIELD E. 5.1 — W. 6.1	6.8	4.32	9.55	2.0	_	4.31 PM 4.25		
164 Gerber Yd BKWOIYP	3.01 3.10AM	7.30 PM 7.40 PM	5.51 6.00PM	11.25 AM		3.25 AM	2.50 8 3.00 AM	12.35 s 12.45 AM	8.50 s 9.00PM	1.45 PM s 1.55 PM		211.7	TO-R	TEHAMA -E.1.7-W.1.5 GERBER	0.0	4.20AN					Links	
BEWOITP	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			(112.8)		Leave Daily	Leave Dail	y Leave Da	ly Leave Dai	ly Leave Daily	PER CALL	
	(3.20)	(0.10) 12.60	(3.20)	(0.10)	(3.25) 33.01	(0.10) 12.60	(3.15) 34.71	(2.45) 41.02	(2.25) 46.67	(0.10) 12.60	(3.05)		Ti	me over Districtage Speed per Hour		(3.10) 35.62	(2.25)	(2.55)	(0.05)	(2.55) 38.67		
- 4	33.54	12.00	33.04	12.00	33.01	12.00								EST VALLEY S	TIDDI	VICION		W	POT WA	LLEY SUB	DIVISION	NT
DWG	2 E - C-14	1. 41		at Carban	and at stat	lon alan	WEST VALLEY SUBDIVISION EAST- WARD Time Table No. 168				w W	EST-	VV.	FAST			WEST-		EAST-	LLEI SUB.	01412101	WEST-
			train orders					WARD		ber 9, 1945	W E	RD		WARD lime I	Cable No	. 168	WARD		WARD	Time Table	No. 168	WARD
	A TANK THE PARTY OF THE PARTY O		Orland on fla H at Orland	The state of the s			Capacity of	Post		o Branch	e from	to	Capacity of		mber 9, 1		nce from	Capacity of	ion ion	September	, 1945	Distance Wyo
No. 19	9 stop daily,		day and Ho	The second second			sidings in car lengths	Mile Post Location		TIONS	Distance fro	Fru	sidings in car lengths		ihts Landii Branch	ig .	Distanc	sidings in car lengths	Mile Po Locatio	Colusa Br	anch	ce from
Artois and	d Delavan.						Yard Limits 113 BKWOYP	149.9 TO				7.0		SI	TATIONS					STATIO		
See p	age 5 for list	t of addition	nal stations.				113 BKWOYP	166.9 R		LLOWS 0 — W. 17.0 RUTO		0.0	97 BKW IP	E. 2	DODLAND 2.7 — W. 2.9		32.5	196 YP 60 W	108.3 R	HARRING E. 4.8 – W		72.1 59.6
	7								((17.0)			18 WP	E. (GARFIELD 6.5 — W. 6.2 HTS LAND	·	29.7	33	133.0 TO	E. 8.4 — W	. 8.7 ————	47.4
									LLEY S	UBDIV	A CONTRACTOR OF THE PARTY OF TH		P	96.9 E. 2	2.8 — W. 3.1 ARCHANT		20.4	28	150.4	E. 4.2 — W CODOF E. 4.3 — W	. 4.3	30.0
ĮAD.	DITIONAL FLA	G STOPS TO	RECEIVE OR D	ISCHARGE PA	SSENGERS		T, TE	EAST- WARD	Time Ta	ble No. 1	68 WA	ST-	13		0.4-W.20. DSEPHINE		0.0	35 W	170.0 TO		ON	10.4
Train /	At Recei		Passengers to			beyond)	, (Septem	ber 9, 1945	- E				(32.5)			Yd. Limits 36 YP	180.4	WYO		0.0
Corni	ns, Orland, ing Discl ns, Orland Rece	harge	Klamath Falls		Davis		Capacity of sidings in	Mile Post		ak Branch	Distance fro	Karna					WALLEY OF THE PARTY OF THE PART			(72.1)		=
18 Maxwel	ll Discl	harge (Oct. 15 t ive (Oct. 15 t	o Dec. 23)				car lengths			TIONS	115											
17 Arbuck		ive	Berkeley Martinez		1		7 P	96.9	E.2.5	RCHANT 5 - W. 2.5 -		2.5										
	Arbuckle Rece		West of Davi scheduled t				P	99.4		(2.5)		0.0										
<u> </u>																						

SPECIAL INSTRUCTIONS

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

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a desig-

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, Fourth Thursday in November. Christmas Day, December 25th.

RULE 7 (B). Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains at Sacramento, Roseville and Gerber, except that at Roseville proceed signal for movement from Tehama line yellow flag by day and yellow light by night must

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards apply to Diesel-powered Streamliner Nos. 101 and 102.

Slow boards placed to the right of track in current of traffic direction but with one track intervening:

Eastward at MP 89.41 Sacramento bears figures 25-15, Eastward at MP 106.91 Roseville bears figures 40 (round yellow board

only),
Westward at MP 106.73 Roseville bears figures 20-15,
Westward at MP 90.81 Sacramento bears figures 10. Slow boards placed to the left of track in current of traffic direction but with one track intervening:

Eastward at MP 104.37 Roseville bears figures 20-15,

Westward at MP 89.39 Sacramento bears figures 35-30. Slow boards on No. 1 Track and on No. 2 Track between MP 111 and MP 133 are to the right of track for current of traffic movement.

Oval slow boards three-fourths mile east of east switch Truckee on No. 1 Track; and at west switch Colfax on No. 2 Track have figures 35 on upper left side, 30 on lower left side, and 20 on right side.

35 indicates speed allowed for passenger trains on tangent track.

30 indicates speed allowed for passenger trains on curves.

20 indicates speed allowed for all other trains, except that light en-

gines may make allowable speed as shown in speed table.

Mile Post location of slow boards which indicate the speed that must not be exceeded while engine is passing distant signal three-fourths mile beyond the slow board, unless distant signal can plainly be seen to be displaying proceed indication:

	I	AVIS-GERBE	R	V	Vestward
155.04	176.96		82.21	162.24	180.17
159.10	180.13	THE RESERVE AND ADDRESS OF THE PARTY OF THE	91.47	167.09	183.36
163.61	184.85		158.42	168.85	
	ROS	EVILLE-TEH	AMA		
155.27	175.82		114.42	143.11	162.97
159.83	200.47		118.73	146.88	173.73
165.89	208.12		123.81	153.69	179.39
			135.72	159.74	204.53
					211.11
	SACR	AMENTO-SP.	ARKS		
	155.04 159.10 163.61 155.27 159.83	155.04 176.96 159.10 180.13 163.61 184.85 ROS 155.27 175.82 159.83 200.47 165.89 208.12	155.04 176.96 159.10 180.13	155.04 176.96 82.21 159.10 180.13 91.47 163.61 184.85 158.42 ROSEVILLE-TEHAMA 155.27 175.82 114.42 159.83 200.47 118.73 165.89 208.12 123.81	155.04 176.96 82.21 162.24 159.10 180.13 91.47 167.09 163.61 184.85 158.42 168.85 ROSEVILLE-TEHAMA 155.27 175.82 114.42 143.11 159.83 200.47 118.73 146.88 165.89 208.12 123.81 153.69 135.72 159.74

90.48 199.70 244.00

Mile Post location of slow boards which indicate the speed that trains must not exceed while approaching home signal three-fourths mile beyond the slew board until indication of the signal can plainly be seen:

> SACRAMENTO-SPARKS 181.2 188.9

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 three-fourths Tehama on Davis-Gerber Line.

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

Davis on Davis-Gerber Line.

Woodland on Knights Landing Branch.

Harrington on Colusa Branch. Berg on Yuba City Branch.

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

RULE 15. Second paragraph is changed to read as follows: "The explosion of two torpedoes is a signal to proceed with caution for not less than one mile.'

RULE 17. Mars Signal Light on engines shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules

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 26 is amended to require display of blue signal on engineer's side of cab, instead of at one or both ends of engines. When metal occupational discs are used in conjunction therewith, blue signal must not be removed until all metal discs have been detached by workman of the same class making application. Person removing last disc may also remove blue signal.

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, and No. 606 at Reno, may assume those schedules without clearance.

Crews arriving Roseville on Nos. 101, 102 and 201 may assume corresponding schedule leaving Roseville without clearance.

Regular trains from Western Division at Brighton may assume corre-

sponding schedules, or sections of schedules, on Sacramento Division without clearance.

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

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

originating or terminating. Roseville—All trains register at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when firstclass trains only will register at train-order office in passenger station. Operator at passenger station report arrival and departure of first-class trains to operator at yard office during those hours, and registration must be repeated for verification. Antelope-All trains, except those originating in west yard, and

except those terminating in east yard. Brighton-Regular trains from Placerville Branch.

Truckee-Trains originating or terminating. Colfax, Marysville, Chico Harrington, Orland, Willows

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

Sacramento, 12th St.—Eastward trains, via Brighton. Roseville—Nos. 102, 22, 202 and 201 register by ticket at train-order office located in yard office building.

Antelope—First-class trains.

Davis—All trains to or from West Valley Subdivision.

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

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

MP We	est		MP East
85.51	Sacramento		95.35
	"	(Walnut Grove Br.)	93.09
	u	(Placerville Br.)	
131.60	u	(Polk line)	136.33
102.04	Roseville	(Polk line)(Eastward and No. 2 Track)	110.83
102.04	"	(No. 1 and Westward Track)	110.86
102.01	"	(Tehama line)	
119.34	Newcastle	(No. 2 Track)	
118.74	"	(No. 1 Track)	
140.03	Colfax		
169.94		ap	
207.28			
241.63			
74.20	Davis	(Dixon line)	
11.20	Davis "	(Tehama line)	76.94
83.66	Woodland	(Tenama nne)	0 . 00
00.00	"	(Knights Ldg. Br)	
147.96	Willows		
147.90	willows	(Fruto Br.)	
164.48	Orland		
177.62	Oriand	(Column Pr.)	
211.92	Gerber	(Colusa Br.)	
138.75			
158.75	marysvine.	/O21 B->	143.94
	u	(Oroville Br.)	124.44
100 01	ALCOHOL: THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO ADDRESS OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO ADDRESS OF THE PERSON NAMED IN COLUMN TWO I	(Dantoni Br.)	144.20
182.61	Chico	(Gir. 1) Gir. D.	185.36
140 40	0 :11	(Stirling City Br.)	187.06
146.40	Oroville		147.95
146.78	Yuba City.		148.24
110.05	Folsom		112.05
110.57		(Placerville Br.)	
148.19	Placerville.		149.66
110.64	Walnut Gro	ve	113.90
121.05	Isleton	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>	122.32
Yar		ds located to left of track:	
	Approaching	Truckee in both directions;	

Eastward approaching Gerber.
Sacramento. Westward trains on station tracks must not pass fouling point of adjoining tracks unless proceed signal received from yardman at

Eastward trains and yard engines on station tracks must not pass fouling point of adjoining tracks unless proceed signal received from yardman at Sixth St., and again at Seventh St.

Westward trains on main track must not pass Seventh St. shanty (just_west of Signal 891) unless proceed signal received from yardman.

Eastward trains on main track must not pass fouling point of crossover between main tracks, 400 feet east of Sacramento River Drawbridge unless proceed signal received from yardman at Second St., and must not pass first switch of crossover between main tracks west of Sixth St. shanty (1500 feet east of Sacramento River Drawbridge) unless proceed signal received from yardman at Sixth St.

The two center tracks, for entering and leaving station tracks are equipped with automatic block signals between Sixth St. and Seventh St. Signal 889 will display green aspect when route lined for direct movement to Sixth St., and yellow aspect when route lined for crossover movement to Sixth St. Signal 886 governs movements from station tracks 2, 3, 4 and 5 but does not indicate position of switch 20 feet east of the signal. Roseville. Eastward trains except first-class, must not pass Dry

Creek bridge unless proceed signal received from yardman. Eastward first-class trains to Tehama line must make station stop

with rear end clear of west drill track. Westward freight trains on No. 1 Track must not pass Yosemite St. unless flashing yellow light is displayed in high special signal opposite yard office, and must not pass Signal 1067 unless proceed signal received

from vardman. Westward trains except first-class, from Tehama line must not pass

Signal 1065 unless proceed signal received from yardman.
Westward trains finding Signal 1065 or Signal 1067 displaying stop indication must stop, and may then proceed with caution if proceed signal received from yardman.

Westward trains except first class, moving on westward main track, or on west drill or west yard tracks, must not pass fouling point of switch to westward main track just east of scale house (east of subway) unless proceed signal received from yardman.

Westward first-class trains and trains of passenger equipment, when engines are to be changed, must stop before passing Signal 1067, and proceed only when proceed signal received from yardman.

Eastward trains finding Signal 1064 displaying stop indication must stop, and may proceed only when proceed signal received from yardman. Upper unit governs movement on No. 2 Track; lower unit governs movement to Tehama line.

Signal 1055 governs movement against current of traffic on eastward main track, and when such moves are authorized by yardmaster, trains stopped by this signal may proceed with caution not exceeding 4 MPH.

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

Following main track not protected by block signals:

Eastward, from 1400 feet east of engine lead switch at MP 245.5 to Signal 2462.

Westward, from east switch of crossover forming end of double track to Signal 2459.

Light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop," engine must after stopping at signal, proceed only on hand signal from yardman. Yardman must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

Gerber. Westward freight trains and light engines must not pass east switch of yard track No. 1 unless proceed signal received from yardman. Eastward trains except first-class must not pass crossover just west

of Signal 2136 unless proceed signal received from yardman.

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. WPRR at Front and R Sts.—Trains and engines must approach with caution expecting to find crossing occupied.

Switching and industry tracks in vicinity of Front and R Sts. -Ascertain that each crossing is clear before using.

SNRy 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 received from flagman on ground (green flag by day, green light by

SNRy at 31st and R Sts.—Stop before crossing.

Roseville. Eastward main track of Tehama line crosses No. 1 Track of Sparks line and west drill track at passenger station. Trains or engines moving in either direction on west drill track or against current of traffic on No. 1 Track may move over this crossing without stopping, provided crossing is seen to be clear and no train or engine approaching on intersecting line, and proceed signal is received from yardman.

Chico. SNRy at 9th St.-Move over crossing with caution.

Yuba City. SNRy at Bridge St., and at B St.—Stop within 200 feet of

MP 186.6 on Stirling City Br. SNRy crossing-Stop within 200 feet of

Drawbridge 94.14, Knights Landing Br. Over Sacramento River-Stop within 200 feet of drawbridge.

RULE 99. Third, fourth and sixth paragraphs of Rule 90 are changed to read as follows:

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart."

"If not recalled, one-half mile from rear of train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if onehalf mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes."

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

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.

Westward trains except first-class having received proceed signal from yardman to pass Signal 1065 or Signal 1067 to move on westward main track and rear of train having passed either of these signals need not

provide flag protection to the rear if stopped or delayed, until rear end passes subway. Protection between these points will be the responsibility passes showay. Protection between these points will be the responsibility of yardmaster or his representative. Protection east of these signals, and beyond subway must be provided by the train or engine crew.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on the grade between Colfax and Truckee, head brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes, and turn up retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be chained to rail in such manner as to derail car should they start.

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

Isleton, on wharf spur. Clayton, on both spurs.

Marysville, Fourth St. crossing on Old Cannery track.

Wilson, at Wilson road crossing.

Woodland, Main St. crossing on house track.

RULE 104. The normal position of rigid switches at junctions:

Woodland......Siding for Knights Landing Br. Woodland Slding for Knights Landing Br.
Harrington Colusa Br., for siding.
Willows Fruto Br., for siding.
Wyo Colusa Br., for Tehama line
Dantoni Jet Dantoni Br., for Tehama line.
Berg Yuba City Br., for siding.
Marysville Oroville Br., for siding.

Citrus..... Fair Oaks Br., for Placerville Br.

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 Nos. 101 and 102.

RULE 105. Following tracks are designated for use as sidings: Wyo—Second track of the two tracks paralleling main track, is siding. Abbreviations used for sidings: "E" for Eastward, "W" for Westward, "M" for Middle.

RULE 204. Trains of Sacramento, Mountain and East Valley Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

RULE 210 is modified to provide that when using revised Train Order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows: "When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal.'

Eastward and westward first-class trains, and trains from Roseville enroute to Western Division will not obtain clearance at Sacramento,

Trains originating or terminating at Sacramento not enroute to or from Western Division need not obtain clearance at Sacramento 12th St.

Roseville—Train-order office located in passenger station is open only between 11:00 PM and 8:00 AM daily, and is train-order office for firstclass trains only.

Antelope—Is train-order office for third class and extra trains only. 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

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

Light engines may leave Norden for Truckee as extras without obtain-

ing clearance at Norden.

RULE D-251. Applies to the following tracks: Eastward Track Sacramento to Roseville.

Eastward track Brighton to Elvas. Westward Track Elvas to Sacramento.

Westward track Sacramento to Davis train-order office (Western Division) provided proceed signal received from yardman at Front St., Sacramento, except will not supersede the superiority

No. 1 Track Verdi to Hinton when letter "M" is displayed in indicator on Signal 2331; and Hinton to Truckee when letter "M" is dis-

played in indicator on Signal 2201.

No. 1 Track Knapp to Midns or first clear siding when Signal 1659 does not indicate "proceed on diverging route" when switch to

Knapp siding is opened.

No. 2 Track Knapp to Emigrant Gap when letter "M" is displayed in indicator on Signal 1642 west of Knapp, or in indicator on dwarf signal 1656 at east end middle siding Knapp, or when Signal 1646 does not indicate "proceed on diverging route" when switch to siding is opened.

No. 2 Track Norden to Truckee.

RULE 297. Following paragraph is added:
A train, if delayed in the block, must proceed with caution to the next signal.

RULE 505. AUTOMATIC BLOCK SYSTEM

Sacramento. Eastward main track from a point 350 feet east of Sacramento River Drawbridge to Signal 890 at Seventh St., is not protected by block signals. All trains must proceed with caution between

Knapp. Siding must not be entered if diverging route signal does not indicate "proceed on diverging route" after switch to siding has been opened.

Gerber. Yellow aspect in diverging route unit on Signal 2134 governs movement through crossover 1300 feet beyond signal.

RULE D-508. Signals govern movements in both directions on No. 1 Track and No. 2 Track between crossover at Emigrant Gap and Andover. Signals govern movements in both directions on No. 1 Track between MP 111.89 and Newcastle.

Rule 509 (F) as applied to single track, or 509 (J) will apply when these signals display stop indication for trains moving against the current of

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

Eastwar	d ROSEVILLE-SPARKS W	estward
P-1438	Slide detector fence MP 144.5	
P-1780\	Slide detector fence MP 178.5	∫P-1805
P-1788		P-1789
P-2000	Fire detector, snow sheds west end of tunnels 13 and 42	∫P-2005
P-2002	MP 200	\P-2003
P-2010)	Fire detector, snow shed at Andover crossovers MP	∫P-2015
P-2012	201.1	P-2013
P-2146)	Slide detector fence MP 216.5	(P-2181
P-2164		\P-2165
P-2220	Slide detector fence MP 222.5	P-2239
	ROSEVILLE-TEHAMA	
P-1068)	Spring graitely and double treels MD 106 00	P-1069
P-1070	Spring switch, end double track MP 106.88	F-1009
P-1344	High water detector, bridge 135.80	P-1371
P-1406	Spring switch west end siding Marysville	
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
and the		
RU	LE 516. Overlap posts:	

Eastward Trains: Live Oak-100 feet west of station.

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

SPECIAL SIGNALS

Sacramento. Movements over crossings at Front St. just east of Sacramento River Drawbridge governed by signals and derails operated by switchtender at Front St. (except derail on westward main track, which is operated by signal operator on bridge), and do not indicate position of switches or occupancy of track between signals and crossing. Trains and engines moving on proceed indication of signals must see that switches are properly lined for them and that track is not obstructed by other cars or engines. Locations are as follows:

Westward main track-350 feet east of crossing.

Eastward main track-For movement against current of traffic, 350

feet from crossing. Station tracks—350 feet from crossing. Green aspect for movement to westward main track; yellow aspect for movement through crossover to eastward main track.

Front St. track-100 feet from crossing of main tracks. Pioneer Mill track-also governs movement to store lead.

No. 4 track—also governs movement to No. 5 track. No. 6 track—also governs movement to No. 7 track.

If signals do not indicate 'proceed' authority must be obtained from switchtender at Front St., before movement is made.

Floriston. Light type special signal opposite station building applies to No. 1 Track only, and indicates condition of slide detector fence only and is not connected with block signal circuit. Lunar white aspect indicates track at slide detector fence safe for trains; red aspect requires that inspection must be made of track protected by slide detector fence before train passes the fence.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over the switches in facing movement, or in trailing through them:

Location	Normal Position	aximum Psgr.	
Marysville.West end siding	.Main track	. 25	25

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over the switches in facing movement, or in trailing through them:

Location	Normal Position	Psgr.	
Roseville East end east drill track	.No. 2 Track	. 15	15
Roseville End double track, Tehama line.	. Westward track.	. 15	15
GerberEast end siding	.Main track	. 15	15

To avoid stopping on spring switch east end east drill track Roseville, trains on east drill must stop at fouling point if Signal 1074 east of switch displays stop indication. Movement against current of traffic must not be made over this switch until careful inspection of switch and switch points has been made.

Spring switch east end siding Gerber equipped with electric switch lamp. If green light is not displayed, trains must stop and examine switch and it must be known that it is safe for passage of train before passing over it; and when trailing movement is to be made from siding, switch must be hand-thrown before and after the movement is made.

RULE 605. INTERLOCKING

Sacramento River Drawbridge. Eastward trains failing to receive green aspect in approach Signal 878 must stop west of city limit sign, 1030 feet east of Signal 878, unless Signal 884SA indicates "proceed".

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

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

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

Elvas-Limits on Sacramento-Roseville line extend from interlocking home signal 1,400 feet west of tower to interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk; and on Placerville Branch 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.
To Polk, ——— o o o.
To Elvas Siding, o o o ————.
To Third Track, o o
To American Can Spur, —— o ——.
To Meister's Spur o

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.

When instructed to operate derail by hand, be governed by instruc-

tions on sign at derail.

East switch of crossover equipped with electric lock.

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

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. Interlocking limits extend on No. 1 Track from westward signal 100 feet east of east switch Eder crossovers to eastward signal 100 feet west of west switch Eder crossovers; and from westward signal 200 feet west of west switch Donner siding to signal bridge 775 feet west of Norden train-order office, and interlocking limits on No. 2 Track extend from signal bridge 775 feet west of Norden train-order office to westward signal 300 feet east of Eder crossovers. Both crossovers at Eder are under control of signal operator at Norden. Both switches of east crossovers are power operated, and both switches of west crossover are hand-throw switches, but equipped with electric locks which must be released by operator before they can be hand-thrown.

On No. 1 Track, westward movement governed by two-unit signal 100 feet east of Eder crossovers, upper unit for No. 1 Track and lower unit

for diverging route through crossover. Eastward movement on No. 1 Track governed by single unit signal 100 feet west of Eder crossover. On No. 2 Track eastward movement governed by two-unit signal 50 feet west of Eder crossovers, upper unit for No. 2 Track and lower unit for diverging route through east crossover. Westward movement on No. 2 Track governed by single unit signal 300 feet east of Eder crossovers.

When desired to use west crossover at Eder consult operator at Norden by phone to release electric lock. Train must not pass interlocking signal until both switches have been lined. Electric locks cannot be released with train standing between interlocking signals.

Telephones are located on shed post near eastward signal on No. 1
Track, and in shanty at east end of snowshed on No. 2 Track.

When instructed by signal operator to hand throw power operated switches, carefully follow instructions posted near telephones.

Fire Train Spur—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from

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

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

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.

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.

Call-on signals on certain interlocking signal masts are normally dark, but when displaying flashing yellow light are authority to pass interlocking signal at stop without obtaining permission from operator, to couple to train or engine; movement to be made with caution.

Within Norden interlocking trains may occupy main track without

rear end protection. Signal operator must not authorize a train to pass interlocking signal in stop position until he has assured himself that con-

ductor and engineer of all trains involved are fully acquainted with intended move so that proper protection will be provided.

When westward trains are moved against current of traffic Eder to Norden, no eastward train or light engine may be permitted to occupy No. 2 Track between signal bridge 775 feet west of train-order office and east switch Norden except for movement from No. 2 Track to siding.

Snodgrass Slough Drawbridge. At MP 111.42 on Walnut Grove

Georgiana Slough Drawbridge. At MP 119.53 on Walnut Grove

Binney Jct Tower. WPRR crossing of wye track and Tehama line

Whistle signals: Main track to or from Tehama — o o o o o.
Siding to or from Tehama o — — — — —

Woodland. SNRy crossing. Whistle signals:

Siding through crossover to or from Tehama line ———— o o o o. House track to or from Tehama line —————————— o.

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

Main track to or from east leg of wye o----

Towerman not on duty Sunday and holidays, nor between 5:00 p.m. and 8:00 a.m. on other days. Signals on SNRy will be placed at "stop" position and signals on SP will be in "clear" position for eastward and westward movements.

REMOTE CONTROL INTERLOCKING

Tehama-Gerber-Interlocking limits on main track extend from signal 398 feet west of Tehama junction switch on Davis line and signal 293 feet west of Tehama junction switch on Roseville line to signal 48 feet west of west switch No. 1 track Gerber yard. Interlocking limits on siding extend from west switch to dwarf signal No. 2121SA 295 feet east of

west switch Gerber siding.

Top unit of signal on Roseville line 293 feet west of Tehama junction switch governs movement on main track. Lower unit governs movement

to Gerber siding.

Top unit of signal No. 2119SA governs movement to Davis line; lower unit governs movement to Roseville line.

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 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

Trains authorized to enter Gerber siding through crossover must have engine east of interlocking signal before electric lock can be operated.

AUTOMATIC INTERLOCKING

Live Oak-Crossing SNRy one-half mile east of Live Oak.

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

After release has been operated, a red indicator light should be dis-

played over release and home signal should indicate proceed or red indicator on home signal mast be displayed. Trains may then proceed.

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

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

SPECIAL INSTRUCTIONS

RULE 705. TAKE-SIDING INDICATORS

Indicators on signals shown below apply as indicated: Colfax. On Signal 1408, "S" requires that train take siding; "M" authorizes train to proceed to train-order office.

Gold Run. On Signal 1514, "S" requires that train take siding; "M" authorizes train to proceed on main track to train-order office.

Knapp. On Signal 1642, "S" requires that train take siding; "M" authorizes train to proceed to Emigrant Gap.

On Signal 1656 at east end of siding, "M" authorizes train to enter

main track and proceed to Emigrant Gap.

Emigrant Gap. On Signal 1706, "S" requires that train take siding;

"M" authorizes train to proceed to train-order office.

Verdi. On Signal 2331, "M" authorizes train to apply Rule D-251 to Hinton.

Hinton. On Signal 2201, "M" authorizes train to apply Rule D-251 to Truckee.

Truckee. On Signal 2091, "S" requires that train take siding; "M" authorizes train to proceed to train-order office.

Midas. On Signal 1611, "S" operates in conjunction with Wait indicator on Signal 1601, and train is to enter siding expecting to pass the train on main track.

Gold Run. On Signal 1539, "S" requires that train take siding; "M" authorizes train to proceed on main track to train-order office.

Auburn. On Signal 1251, "S" operates in conjunction with Wait indicator on Signal 1237, and train is to enter siding expecting to pass the train on main track.

Gerber. On Signal 2134, and on 7 ft. mast at fouling point at east end of siding, may display letter "M" only. When illuminated for a freight train authorizes train to proceed to crossover just west of Signal 2136 to enter yard, and for a passenger train authorizes train to proceed to train-order office. If "M" is not illuminated train must stop and call operator for instructions. Indicator on Signal 2134 does not apply to trains entering yard through west switch No. 1 yard track.

WAIT INDICATORS.

Midas. Indicator on mast of Signal 1601.

Auburn. Indicator on mast of Signal 1237.

When letter "W" is illuminated in either of these indicators, train will wait 15 minutes for following train or light engine to pass.

GENERAL REGULATIONS

RULE 824. On grades at any point, where engine or engines are to be detached for any reason, air brakes must be released and a sufficient number of hand brakes must be set to hold train.

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 Ave., 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 837. Fifth paragraph is revised to read as follows:

Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail or cars not be securely coupled together.

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 862. Trainmen arriving Gerber on first-class trains will remain on duty and protect their train 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 on descending grades between Truckee and Loomis, except between Andover and Emigrant Gap.

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

Cars bearing placards denoting contents are explosive, inflammable, poisonous or otherwise dangerous, must be given careful inspection at all points where training action is reade.

points where train inspection is made.

Freight trains, and light engines not equipped with tire coolers (except Mallets), on descending grade will stop 10 minutes between switches (see exceptions below) at the following stations for heat radiation, and trainmen must make careful inspection of all cars, and enginemen inspect engines:

Eastward at Norden; Stanford (stop must be made west of Culvert 202.31); and Truckee (five minute stop only).

Westward at Summit; Troy; Yuba Pass (stop may be made at Crystal Lake instead of Yuba Pass during stormy weather and when snow on ground); Emigrant Gap (during stormy weather and when snow on ground), if inspection was made at Crystal Lake, five minutes only, in addition to Knapp; Knapp (five minute stop only); Midas; Gold Run; Colfax; Bowman (but may inspect at Author in the caynot Bowman (so if necessary to let at Auburn in the event Bowman occupied, or if necessary to let a train by at Auburn); Latrobe; Doon; Paradise (five minute stop only); and at MP 192.6 on Stirling City Br.

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

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

collectors 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 run Gerber to Biggs or Roseville to Biggs, if in the judgment of conductor and en-

gineer no stops are necessary. At points where freight trains stop for inspection, they will do so between switches to permit light engines to pass.

AIR BRAKE RULES

RULE 17. Retainers must be used on freight and mixed trains on descending grades as follows:

Norden to Truckee. One valve for every 120 Ms in train.

Summit to Yuba Pass. One valve for every 140 Ms in train.

Yuba Pass to Loomis. One valve for every 100 Ms in train.

On Placerville Branch:

MP 148 to MP 146. One valve for every 120 Ms in train. MP 145 to MP 138. One valve for every 120 Ms in train. One valve for every 140 Ms in train. MP 136 to MP 130. MP 129 to MP 122. One valve for every 140 Ms in train. MP 117 to MP 112. One valve for every 150 Ms in train.

Stirling City to MP 186. One valve for every 80 Ms in train.

Exception: If tonnage exceeds the amount of Ms specified for each retainer, trains may be handled Yuba Pass to Loomis with up to 110 Ms, and Norden to Truckee with up to 125 Ms per operative retainer if

Retainers must not be turned down on eastward freight trains at Truckee until engine has passed west switch of house track.

Retainers must be used on passenger trains on descending grades as follows:

Norden to Truckee. All retainers on solid express trains, and all accessible retainers on other trains.

Summit to Bridge 143.61 (Long Ravine). All retainers.

N. E. Mills to Loomis. All retainers.

Stirling City to MP 188. All retainers.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at

Gerber until train is made up and engine and caboose on train.

Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

RULE 25. Rear end test on freight trains must be made immediately prior to leaving Norden on eastward trains; and at Truckee, Summit and Norden on westward trains; also at Placerville and Stirling City on west-

When passenger equipment is handled on freight trains and a rear end test is made, considerable time must clapse 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.

RULE 33. Gross tonnage of any freight train must not exceed the Ms per operative brake between the stations shown below: | 125 Ms | 125 Ms | 140 Ms | 125 Ms | 140 Ms | 125 Ms | 140 Ms | 1

PASSENGER TRAINS

RULE 37. Trainmen must not couple steam and air hose on outgoing

trains at Gerber until train is made up.
Streamliner, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine 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 engine 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 25 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 when helper engine is to be cut on 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.

RULE 39. Running test must be made on westward trains just before entering Tunnel 6 west of Donner.

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

MISCELLANEOUS

1. Take water only in emergency at following points:

Blue Canon, Woodland, Maxwell, Robbins, Tudor.
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 clear of fouling point of slong.

Light engines in either direction must not take water at Norden, Emigrant Gap, Blue Canon, Knapp, or Colfax except in emergency, and then only sufficient to make next water tank.

Colfax helpers may return to Colfax for water, but if time permits should take full tank at Towle.

In valley territory engines may take oil and water without cutting off from train at any point except westward freight trains at Marysville.

After taking water at water columns at Marysville, Chico, Gerber, Willows, Colfax or Truckee, spout must be left cleared, and spout of eastward column pointing east, and spount of westward column pointing west.

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

Eastward trains will approach crossing at Colfax with caution when westward trains are in the vicinity of the crossing.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

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

Not more than one Mt, F, AC or GS class engine may be placed on head end of a freight train. One engine other than the above may be placed ahead of Mt, F, AC or GS class engines in helper service, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed when practicable in rear of train four cars ahead of caboose and any cars of wooden frame construction, except that consolidation class helpers may be placed one

car shead of caboose and cars of wooden frame construction.

On trains with three AC class engines from Roseville, first helper will be placed four cars ahead of caboose, and the second separated from the first by eight cars.

Single engine freight trains requiring helper from Colfax must cut helper in at least one car ahead of caboose.

Air will be cut in on all helper engines, and engine must not be cut off

when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not mush through a beaking engine if it can be

such case engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being

Westward freight trains cutting off helpers at Summit will observe car marker boards and make stop accordingly. If cars other than caboose are to be coupled, helper will shove rear of train to a coupling, then stretch train to insure coupling properly made, after which rear end test must be made. Trainmen will then turn up retainers, after which they will notify enginemen they are ready to move to eating house

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

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

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

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

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

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

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

- 5. Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with
- 7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station. If no siding it is distance to point where time applies.

10. Storage tanks of Standard Oil Company near tracks at MP 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.

Sacramento. Stationmaster will inform conductor or member of crew when passenger train is ready to depart, and trainmen must be so distributed as to give proceed signal by hand or lamp. The use of communicating signal to start trains is not permitted.

ENGINES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:

Class of Engine,	THE PERSON	RESTRICTED TRACKS
F, AC, Mk, Mt, GS.	Auburn, Nevad	a St. Spurs. Team track east of road crossing. Material spur in west yard. Team and house tracks. House track, Tracks 1, 2 and 3, and
u u	Clipper Gap	Team track east of road crossing.
u	Colfax	Material spur in west yard.
a a	Loomis	House track, Tracks 1, 2 and 3, and
45		Pacific spur.
	Penryn	Fruit spurs west of station.
The second second	Newcastie	Curve or switch to lumber spur
u u	Auburn	Standard Oil spur and High line.
4	New England I	Mills. Spur, west of tool house.
и	Alta	Spur
4	Towle	Spur.
u u	Yuba Pass	Spurs.
u	Merritt	Tracks 3, 4 and 7 beyond end of curve, or switch to lumber spur. Standard Oil spur and High line. Spur, west of tool house. Spur. Warehouse track; Ellison spur. Swanston spur. Standard Oil spur. Warehouse track, House track; loading track; warehouse track.
u	Woodland	Swanston spur.
u u	Dunnigan	Standard Oil spur.
4	Maxwell	House track: loading track: ware
Maria de la compania del compania del compania de la compania del compania del compania de la compania de la compania del compania dela		house track.
"	Riz	Warehouse spur. Union Oil spur; Union Ice spur.
	willows	engine spur; set out treels
α	Orland	Standard Oil spur: Union Oil spur
u u	Corning	Heinz spur.
	Cnico	engine spur; set-out track. Standard Oil spur; Union Oil spur. Heinz spur. Priol warehouse spur; Reynolds warehouse spur; No. 3 and No. 4
		tracks.
and the same of the same of	Durham	Warehouse track.
a a constant of the constant o	Maryeville	tracks. Warehouse track. Brick warehouse spur east end yard. Strain warehouse—9th and B Sts.— (Engines must not enter warehouse).
	mary symbo	(Engines must not enter warehouse)
Engines heavier than	C'	c
C class	Trov	Campbell spur.
α	Summit	Lumber spur.
The state of the state of	Truckee	Hotel spur; Standard Oil spur;
	Strains made Till I	Associated Oil spur; Hobart circle;
a a	Boca	House track and corral.
ű.	Floriston	Mill track and house track.
4 Internal	Mogul	House track.
	Calvada	Campbell spur. Lumber spur. Lumber spur. Lumber spur. Hotel spur; Standard Oil spur; Associated Oil spur; Hobart circle; Hobart team; Pat Henry spur. House track and corral, Mill track and house track. House track. Spur. Spur. Corral track west of corral; bunk
AC-4-5-6-7-8-10-11-12	. Colfax	Corral track west of corral; bunk spur; house track and house lead
		spur; house track and house lead
	M. M. Strategy	east of freight house; team track beyond east end of freight house
	Tohomo	platform; scale track. House track.
F, AC	.Clayton	Stockton Fire Brick spur across
		highway,
Engines heavier than 210,000 pounds on	COLUMN TO SERVICE AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO SERVICE AND ADDRESS OF THE PERSON NAMED IN COLUMN TO SERVICE	
drivers	. Marysville	Old Cannery spur
a a	Ostrom	Old Cannery spur. Corral track (use reach from siding).
Engines heavier than	Lincoln	Grain Growers elevator track.
200,000 pounds on	Table Committee of the last	
drivers	.Lincoln	Gladding McBean tracks.
AC	Sacramento	Gladding McBean tracks House track Umbrella sheds at passenger station Must not operate on track 5 beyond
All engines	.Sugarfield	Must not operate on track 5 beyond
THE RESERVE OF THE PARTY OF	DOTATION OF THE PARTY OF	50 feet west of west end of beet
α	Wyo	dump pit.
	** 30	50 feet west of west end of beet dump pitStoney Creek gravel pit—Engines must not go beyond gravel bin more than three car lengths. Any class engine may use either log.
	the polyment of	more than three car lengths.
		of wye at Wyo and on Colusa Branch between Wyo and east
1		SWILCH COLA
and the second second	Tehama	Spur east of Slough bridge at 5th St.
		250 feet from fouling point
u u	Chico	Diamond Match Co. track at wye.
THE RESERVE AND	Marysville	—Engines must not go beyond 250 feet from fouling point. Diamond Match Co, track at wye. Rio Grande Oil spur off E St.—(use
Engines heavier than	Control of States	reach),
C class	. Marysville	Within yard limits on Oroville line
Engines heavier than		beyond Valley Meat corral track.
Mt class	. Erle	On Government tracks between
		interchange tracks and Camp Beale.
	A STATE OF THE PARTY OF	Doute.
	VIII DE LA CONTRACTOR D	

When a sign reading "Occupied Outfit Cars" is attached to switch lock, such switch must not be opened until foreman of the outfit has been notified and gives permission for movement into the track.

11. Tracks between Roseville and Sparks numbered, and unless otherwise authorized, will be used as double track as follows:

No. 1 westward trains, via Auburn and

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

14. From May 1 to Nov. 1, sprinklers will be placed in service on westward freight trains and light engines, Norden to Loomis, and on east-ward 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.

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

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains—passengers, if any, to move on passenger train.

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 service

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

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

Tunnel 3 at MP 180.7, shed posts 8 to 10 inches clearance.

Tunnel 5 east of Cisco, 8 inches clearance.

Stone walls east and west of MP 195, 6 inches clearance. East end Tunnel 11 west of Donner, 8 inches clearance.

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

Rotary snow plows 7210 and 7222 equipped with wings will not clear rock cut on No. 2 Track 700 feet east of MP 155, nor rock cut on No. 1 Track at MP 158.4, nor snow sheds and tunnels when wings are extended.

Trains handling snow plows in territory where standard clearance is not provided must reduce speed to 6 MPH through tunnels and at rock

It will be necessary for rotary snow plows 7210 and 7222 to stop for "Leave siding signal" at west end Midas siding, and lay this signal down before passing it.

All rotaries will not properly clear ground throw switches with switch lamps and it will be necessary to remove switch lamps before passing and then replace them.

OPERATION OF TURNTABLES

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

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 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 turntable shed on engineer's side. This signal does not indicate position of turntable or turntable lock.

Marker posts are placed on each end of the Norden turntable 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.

Enginemen must see that knuckles on both ends of engine are closed before turning engine.

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 turntable and do not apply brake unless control handle is in the "off" position.

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

To Stop Turntable: Turn controller rapidly to "off" position. Allow turntable to come to stop before reversing motor.

In case of trouble notify operator at Norden office, who will call maintainer.

Turntable must be left lined and locked for east lead to eastward track.

Normal position turntables will be as follows:

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

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

Engineer or fireman, preferably engineer, must remain in the cab of engine at all times when engines are being turned at Norden and Emigrant

SPECIAL INSTRUCTIONS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
Ling to de	(SACRAMENTO-SPA	ARKS—EASTWARD)
88.54	Sacramento	Sacramento River Bridge
92.15	Elvos	American River BridgeSide
111.21	East of Rocklin East of Rocklin East of Rocklin East of Lincoln Ave., Penryn	Antelope Creek Bridge Side
114.2	East of Rocklin	Tunnel No. 15 Side and Overhead
114.7	East of Rocklin	Tunnel No. 17 Side and Overhead
117.3 120.5	East of Newcastle	Tunnel No. 18 Side and Overhead
122.7	East of Newcastle	Tunnel No. 19 Side and Overhead
123.1	East of Newcastle	Tunnel No. 20 Side and Overhead
124.6	East of Newcastle East of Nevada St., Auburn	Tunnel No. 21Side and Overhead
131.2	East of Bowman	Tunnel No. 22 Side and Overhead
132.7	East of Clipper Gap East of Clipper Gap East of Clipper Gap	Tunnel No. 24 Side and Overhead
132.9 133.1	Fast of Clipper Gap	Tunnel No. 25 Side and Overhead
133.3	East of Clipper Gap	Tunnel No. 26Side and Overhead
133.8	East of Clipper Gap	Tunnel No. 27Side and Overhead
134.8	East of Applegate	Tunnel No. 28 Side and Overhead
135.9	East of Applegate	Tunnel No. 29 Side and Overhead
138.7	East of Applegate. East of New England Mills East of New England Mills East of New England Mills	Tunnel No. 30
139.2 139.4	East of New England Wills	Tunnel No. 32Side and Overhead
141.7	Colfax, West of station	Signal 1414Side
152.2	Gold Run. East of station	Weter Column Side
152.2	Gold Run, East of station Gold Run, East of station	Oil Column Side Tunnel No. 1 Side and Overhead Lower Water Column Side Signal 1656 Side
164.3	Knann	Tunnel No. 1 Side and Overhead
164.3	Knapp. Blue Canon, West of station Blue Canon, East of station	Lower Water Column
166.6	Blue Canon, West of station	Water Column Side
166.6	Blue Canon, East of Station	water Column
171.43 to 201.27	Emigrant Gap to Andover	Snowsheds and signals in Snowsheds
201.21		
171.8	Emigrant Gap Troy, West end Summer Siding Eder, East of Snowshed	Signal 1718Side
184.6	Troy, West end Summer Siding	Signal 1846
197.0	Eder, East of Snowshed	Signal 1978Side
	(SDAPKS-SACRAN	MENTO-WESTWARD)
201.27 to	Andover to Emigrant Gap	1 Snowahoda and signals in Snowshada
171.43	Andover to Emigrant Gap	Tunnel No. 13Side and Overhead
200.22	Andover	Tunnel No. 13 Side and Overhead
197.0	Andover Eder, East of Snowshed	Signal 4LSide
195.7	West of Donner	Tunnel No. 12 Side and Overhead
195.4	West of Donner	
195.1	West of Donner	Tunnel No. 10
$194.9 \\ 194.3$	West of Donner	Tunnel No. 8 Side and Overhead
194.1	West of Donner	Tunnel No. 7 Side and Overhead
193.7	West of Donner	Tunnel No. 6, Side and Overhead
185.0	Troy West of Troy	Signal 1846Side
181.0	West of Troy	Tunnel No. 4 Side and Overhead
180.7 166.0	West of Troy. Blue Canon, East of Station	Wester Column Side
164.3	West of Knapp	Tunnel No. 1 Side and Overhead
152.2	West of Knapp	Oil Column Side Signal 1425 Side Water Column Side Signal 1415 Side
141.7	Colfax East of Station	Signal 1425Side
141.7	Colfax, West of Station. Colfax, West of Station. West of Auburn.	Water ColumnSide
141.7	Colfax, West of Station	Signal 1415Side
122.66	West of Auburn	Rock CutSide
$122.52 \\ 122.2$	West of Auburn	Bloomer Cut. Side
122.0	West of Auburn	Rock Cut. Side Bloomer Cut. Side Rock Cut. Side American River Bridge Side
92.15	Elvas	American River Bridge
88.54	Sacramento	. Sacramento River BridgeSide
	(CACDAMENT	O DI ACERVII I E)
4444		O-PLACERVILLE)
122.3	East of White Rock	Rock cutSide
$126.4 \\ 126.5$	East of Latroba	Poek out Side
128.6	East of Latrobe	Rock cut. Side Rock cut. Side Rock cut. Side Rock cut. Side
120.0		
	(SACRAME)	NTO-ISLETON)
92.41	East of Baths	BridgeSide
111.42	Snodgrass Slough	BridgeSide
	(WYO HA	RRINGTON)
100.0		
120.8 145.9	Princeton	Water SpoutSide Water SpoutSide
140.9	Timecou	. That of opode et
	(BERG	G-WILSON)
147.6		
147.6 147.6 156.6	Yuba CityYuba City	. SNRy trolley wire, "B" St Overhead
156.6	Tudor	. Water TankSide

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

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

*List of CCB (cross counter-balanced) engines: *List of CCB (cross counter-balance) engines:
All P-8 class, except Eng. 2470;
F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3634, 3636, 3638, 3643, 3647, 3652;
F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;
F-4 class: 3668, 3670, 3671, 3672, 3674, 3676, 3677, 3678, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3695, 3696, 3697, 3698, 3699, 3701, 3702, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;
F-5 class: 3718, 3720, 3721, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768, 3769;
AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4140, 4142, 4143, 4144, 4146, 4149, 4150;
SP-1 class: 5001, 5002, 5003, 5004, 5006, 5008, 5009, 5010, 5011, 5012, 5013, 5014, 5015 3665, 3666, 3667; 5013, 5014, 5015. SP-2 class: 5016, 5017, 5018, 5019, 5020, 5021, 5022, 5023, 5024, 5025, 5026, 5027, 5028, 5029, 5030, 5031, 5032, 5033, 5034, 5035, 5037, 5038; SP-3 class: 5039, 5040, 5041, 5042, 5043, 5044, 5045, 5046, 5047, 5048.

SPEED RESTRICTIONS, UNLESS OTHERWISE FURTHER RESTRICTED.

Class of Engine	Station-Territory-Structure	MPH
All	Freight trains on descending grades, while passing passenger trains standing at stations	15
All	Locomotive cranes moving in trains with flexible or swivel truck trailing	18
A11	Flangers, between Lawton and Loomis	30
A11	Rotaries between Lawton and Loomis, except when pushed by engine	20
A11	Fire Trains, with water cars full	25
All	Fire Trains with water cars less than three-quarters full. Water cars must be kept full when possible	20
All	Passing waiting room Norden just east of telegraph office	10

MAXIMUM SPEED PERMITTED CERTAIN ENGINES
Maximum speed for SP-1-2-3 not cross counter-balanced, C-1517-32, Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed Trains.

and Mixed Trains.

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-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Engines backing must not exceed 20 MPH on all curves, and when

approaching road crossings at grade.

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

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classification	With Train	Light	With Train or Ligh
	The second second		
DES-200	30	30	30
DES-1 to 7 inc	• 40	40	40
DES-100 to 107 inc	40	40	40
Maximum speed of engines under foll	lowing cor	ditions,	running under
own steam or hauled in train, must not e	exceed:		
When all weight has been removed	from any	one pai	r of
drivers			20 MPH
When all weight has been removed	from onl	v one w	heel
from any pair of drivers			30 MPH
When engine truck is removed			20 MPH
When main rod only is removed			30 MPH
When side rod only is removed			30 MPH
When both main and side rods are re	emoved		20 MPH
When hauled in train with all rods of	n		30 MPH
Blocking of leading drivers of an	engine, in	order t	to redistribut
weight, should not be attempted as this	may caus	e derail	ment.
Nos. 101 and 102 are restricted to	75 MPH	when c	onsist include
4min1- unit dimong 10056 10057 and 10058			

triple-unit diners 10256, 10257 and 10258

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

Maximum speed permitted for solid trains of Government express, Norden to Loomis and Norden to Truckee, is 25 MPH. Passenger trains handling steel wheel box cars or foreign line steel

wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed speed of 60 MPH.

Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 MPH.

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.

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 stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of

Trains handling logs loaded on flat or logging cars must not exceed 25 MPH on tangent track and 20 MPH on curves.

SPEED OF TRAINS	REGULATED BY DIDINANCES THROUGH CITY	MF	H
	STATION	Psgr.	Frt.
Yuba City		. 35	25

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT

TYPE OF ENGINE—TERRITORY—STRUCTURE—LADING, ETC.	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed; On tangent main tracks. except SPMW 4044. On tangent branch tracks. On all curves 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	35 25 25
Trains handling locometive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency): On tangent main tracks. On curves and on branch tracks. Trains handling locometive cranes with boom in place, either end for-	20 15
ward (to be handled in work trains when practicable): On tangent main tracks On curves and on branch tracks Trains handling steel pile-drivers may make maximum freight train speed.	25 15
Trains handling relief outfit with steam derrick: On tangent main tracks. On tangent branch tracks. On all curves	35 25

With Caution Not Exceeding

Through sidings, yard and other side tracks, crossovers,	
turnouts and slip switches except:	15
On "R" St. Sacramento, between Front St. and Brighton	10
On Swanston Feed Yard spur Woodland	10
On Mather Field spur	10
On Mather Field spur. On back tracks or engine leads to Roundhouse—Sacramento	8
On American Can Company tracks Elvas	
On tracks serving McClellan Field (Planehaven)	10
On spur to Government lumber yard and Camp Kohler—	
Walerga	10
On track to Camp Beale—Erle	15
On gravel pit tracks—Corv	10
Through any siding, crossover, turnout, or slip-switch with	
engine backing except	10
F-class engines backing through any switch	6
T-otabb original sacrams with the	

SPEED TABLE

	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.						
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
6 8 10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
12 15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	4.5	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	- 1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

STREAMLINER (EASTWARD)

SPEED RESTRICTIONS

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.

	Maximum speed of any train with an engine not she trains if less than 35 MPH.		Restric	tion ta	ble, 31	MPH, and	is furth	er restricted	d to Max	kimum	spe	ed sho	wn for Freigh	nt and I	Mixed			Man and	TERRITORY		STREAMLINER DIESEL POWER UNIT
	A STATE OF THE PARTY OF THE PAR	A Deputies	1		WIT	H TRAIN — EN	Maria de la Composição de	NNING FORWA	ARD	10.1		LIGHT	FORWARD.	NING	ENGINE	BACKING	Sac	ramento Passenger S	tation MP 88.8 to Roseville		
Page No.	TERRITORY		Mt	F E P-1-3- 2 4-5- 6-11 P-8 (if not CCB*)		PASSE AC-4-5- 7-8-9- 10-11- 12 AC-6 (if F (if CC CCB*)) SP(if CC Gas-eler-car	86- -7- B*) B*)	C-2-4-5-8-9- 10-18-19-26- 27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*	11 MM-3 SP (if	FREIGI AND MIXE	A	T-26- 32-37- 40 F (if CCB*	M T-1-8-9-23-28- 31-36-57-58 - C-2-4-5-8-9- 10-18-19-26-	17-32 TW Mk-2-4- 10-11	E Mk A F T Mt P GS	IGHT	Pas M M M M	ssenger Station MP 10 IP 88.8 to MP 90.16 IP 90.16 to MP 93.33. IP 93.33 to MP 93.75. IP 102.65 to MP 103.24 IP 103.25 to MP 105.1 IP 105.1 to MP 106.65.	3.65, except	Eastward Trac Eastward Trac Eastward Trac Eastward Trac Eastward Trac Eastward Trac	k 10 k 25 k 65 k 60 k 40
2	MP 106.65 to Colfax Passenger Station, MP 141.7 excep MP 106.65 to MP 107.66 MP 141.7 to MP 209.85 East of Truckee, except On curves. MP 209.85 to Sparks (Dispr. Off.), except MP 238.88 to MP 240.93 MP 242.1 to 244.0 (Reno) MP 244.16 to MP 244.97, except Through Sparks Yard	No. 2 Trac No. 2 Trac	k 20 k 35 k 30 k 40 k 40 k 20 k 40 15	40 20 35 30 40 40 20 40 15	40 20 35 30 40 40 20 40 15	40 40 20 35 35 35 30 40 40 40 40 40 40 15 15	40 20 35 30 40 40 20 40 15	40 20 35 30 40 40 20 40 15	35 20 35 30 35 35 20 35 15	35 15 20 20 35 30 20 20 15	35 20 35 30 35 35 20 40 15	35 30 30 35 30 30 35 35 35 35 40 40 15	35 20 35 30 35 35 35 20 35	30 20 30 30 30 30 20 30	20 15 15 15 25 20 15 15 15	20 15 15 15 20 20 15 15 15	MP O MP MP	IP 106.65 to MP 107.66 IP 107.66 to MP 108.88 IP 113.07 to MP 141.64 141.7 to MP 209.85 E. In curves 209.85 to Sparks (Dis IP 238.88 to MP 240.93 IP 242.1 to MP 244.0	enger Station, MP 141.7, excense of Truckee, except	No. 2 Trac No. 2 Trac	20 40 50 50 50 50 44 40
3	Sparks (Dispr. Off.) to MP 209.1 Truckee, except Through Sparks Yard MP 244.0 to MP 242.1 (Reno) MP 240.93 to MP 238.88 MP 209.1 to MP 113.26 Loomis, except	No. 1 Trac	k 15 k 20	40 15 20 40 35	40 15 20 40 35	40 40 15 15 20 20 40 40 35 35	40 15 20 40 35	40 15 20 40	35 15 20 35	35 15 20 30	35 15 20 35		35 15 20 35	30 15 20 30 30	25 15 15 20	20 15 15 20		Through Sparks Yard	STREAMLINER (WESTWAI	No. 2 Tracl	15
	On curves MP 113.26 to MP 106.65 Roseville Passenger Station, except	No. 1 Track	k 30	30	30	30 30 50 50	35 30 45	35 30 40	35 30 35	20 20	30 30	30	30 25	30	15 15	15 15			TERRITORY		STREAMLINER DIESEL POWER UNIT
	MP 111.27 to MP 111.03. MP 108.02 to MP 106.65.	No 1 Track	35	35 20	35 20	35 20 35 20	35 20	35 20	35 20	35 15	45 35 20	35	35 35 20	30 30 20	30 15 15	25 15 15	11	hrough Sparks Yard	P 209.1 Truckee, except	No 1 Track	15
4	Sacramento MP 88.8 to Roseville Passenger Station, except. End MP 88.8 to MP 90.16. End MP 90.16 to MP 93.33. MP 102.65 to MP 103.25. End MP 103.25 to MP 105.1 MP 105.1 to MP 106.65 Roseville Passenger Station, except. End MP 105.1 Across Lincoln Street. End MP 105.1	astward Track astward Track astward Track astward Track	10 25 45 30	60 10 25 45 30 20 12	60 10 25 45 30 20 12	55 50 10 25 25 45 45 30 30 20 20 12 12	45 10 25 45 30 20 12	40 10 25 40 30 20 12	35 10 25 35 30 20 12	40 10 15 25 15	45 10 25 45 30 20 12	25 40	35 10 25 35 30 20 12	30 10 25 30 30 20 12	30 10 15 20 15	25 10 15 20 15 15	MP On MP M M M	P 240.93 to MP 238.88 209.1 to MP 113.26 Lo n curves 113.26 to MP 106.65 R. P 111.27 to MP 111.03 P 108.02 to MP 107.22 P 107.22 to MP 106.65	omis, except seville Passenger Station, except	No. 1 Track No. 1 Track No. 1 Track Procept No. 1 Track No. 1 Track No. 1 Track	40 35 32 70 40 40
4	MP 106.65 to MP 88.8 Sacramento Passenger Station, except. We Across Lincoln Street. We MP 106.65 to MP 104.89 We MP 104.89 to MP 102.75 We MP 92.07 to MP 90.16 We MP 90.16 to MP 88.8 We	estward Track estward Track estward Track	60 12 20 30 25	60 12 20 30 25 10	60 12 20 30 25 10	55 50 12 12 20 20 30 30 25 25 10 10	45 12 20 30 25 10	40 12 20 30 25 10	35 12 20 30 25 10	40 12 15 15 15 10	45 12 20 30 25 10	40 12 20 30 25	35 12 20 30 25 10	30 12 20 30 25 10	30 12 15 15 15 10	25 12 15 15 15 15	exce Ac M M M M	pt. cross Lincoln Street. P 106.65 to MP 104.89 P 104.89 to MP 102.75 P 93.0 to MP 92.07 P 92.07 to MP 90.16	amento I assengei Station,	Westward Track Westward Track Westward Track Westward Track Westward Track	12 20 40 65 25
	MP 131.7 Polk and Elvas Wye, except Westward trains only MP 135.99 - MP 135.24 Over both legs Elvas Wye.		25 25	40 25 25	40 25 25	40 40 25 25 25 25	40 25 25	40 25 25 25	35 25 25	35 15 15	40 25 25	25	35 25 25 25	30 25 25	30 15 15	25 15 15		BRAN	CH LINES	ENGINE RUNNIN FORWARD WIT TRAIN OR LIGH	H WITH
5	MP 106.65 Roseville and MP 175.00, except MP 106.65 - MP 106.79 *Bear River Bridge No. 126.88. MP 120 & Maryerill		15	15 60	15 60	55 15 15 55* 50*	45 15 45	40 15 40*	35 15 35	40 15 40*		15	35 15 35*	30 15 30*	30 15 30*	25 15 25	Page No.	т	ERRITORY	Passenger Freig	
	MP 139.8 Marysville - MP 142.04 MP 143.39 - MP 153.00 Over Sacramento Northern Railway crossing MP 152 MP 175 - MP 213.8 Gerber, except MP 182.15 - MP 185.08 *Deer Creek Bridge No. 203.67 *Sacramento River Bridge No. 210.82 MP 211.87 junction switch Tehama - MP 213.8	.3	50 30 50 25 50* 50* 35	50 30 50 25 50 50	50 50	25 50 30 50 50 50 50 50 50 50 50 50 5	25 45 30 45 25 45 45 35	25 40 30 40 25 40* 40* 35	25 35 30 35 25 35 35 35 35	25 35 30 35 25 35* 35* 35	25 40 30 40 25 40* 40* 35	40 30 40 25 40* 40*	25 35 30 35 25 35* 35* 35*	25 30 30 30 25 30* 30* 30*	25 30 30 30 25 30* 30* 30*	25 25 25 25 25 25 25 25 25 25	4 4 4 4 4 4 4 4	Folsom JctFolsom Folsom JctMP 122 MP 122-Placerville, MP 139.0 - MP 13 Citrus-Fair Oaks Sacramento-Walnut	except	20 20 15 12 20 20 20 15 11 12	15 15 15 15 12 12 15 15 15
	Davis and Gerber, except. Davis Passenger Station - MP 76.69 MP 81.8 - MP 82.2 Over Main and Court Streets, Woodland, MP 85.0 - M *Cache Creek Bridge No. 89.26 Through Willows MP 149.5 - MP 150.0 MP 150.0 - MP 154.0 Over Walker Street, Orland, MP 165.5	AP 85.1	40 40 12 70* 40 60	40 40 12 70 40 60 35	40 40 12 60 40 60 35	55 50 40 40 40 12 12 55* 50* 40 40 55 35 35	45 40 40 12 45 40 45 35	40 40 40 12 40* 40 40 35	35 35 35 12 35 35 35 35 35	40 30 40 12 40* 40 40 25	45 40 40 12 45* 40 45 35	40 40 12	35 35 35 35 12 35* 35 35	30 30 30 12 30* 30 30 30	30 20 30 12 30* 30 30 30	25 20 25 12 25 25 25 25 25	5 5 5 5 5 5 5 5	Dantoni JctDanto Marysville-Oroville Berg-Yuba City Yuba City-Wilson, MP 148.6 - MP 14 Chico-MP 188.75	nixcept. 8.8	20 20 20 20 15 1	15 15 15 15 20 8 18 5 20
*A	Over Stoney Creek Bridge No. 166.79. Through Corning MP 178.0 - MP 178.9 Over Thomes Creek Bridge No. 182.01. MP 185.9 - MP 213.8 Gerber C-GS-F class engines are restricted to 25 MPH over st	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	40 50	40 50	40 50	50 50 40 40 50 50 35 35	45 40 45 35	40 40 40 35	35 35 35 35	40 40 40 35	45 40 45 35	40 40 40 35	35 35 35 35	30 30 30 30	30 30 30 30 30	25 25 25 25 25	6 6 6 6	Grace-Josephine Marchant-Karnak Harrington-Wyo (vi Willows-MP 155.8	a Colusa)	20 25 15 15	15 15 20 15

	AVERAGE TARE WEIGHTS OF I	ASSENG	ER TRAI	N CARS	
		CONDIT	AIR-	CONDIT	R- TONED
	CLASS	All-Steel	Steel Under- frame	All-Steel Cooling Season	All-Steel Heating Season
	Box-Baggage—40 ft. 6 in	48,165 95,188	79,990		
1	" —61 ft	129,018	90,478 107,727		
	" —70 ft. Baggage & Mail—60 ft.	125.676	107,727		
	" " —66 ft	111,204 135,460	119,220		********
	" " —69 ft	128,017 131,100 102,015			
	" " " -09 ft. Baggage & Passenger -60 ft. " " -61 ft.		115,200		
	Baggage—Horse—70 it	133,275 150,265			
		83,467 118,466			
	" -60 ft. Postal Storage -60 ft. " -61 ft. Express Refr.—P.F.E. Nos. 500 to 799.	118,466 108,335 121,210			
	Club(ACI)		83,200	165,233	159,233
	Official	158,046	158,182		
1	"(ACW)			{191,108 121,160 {172,200 142,800	191,108 121,160° 172,200 142,800°
1	" (ACE)	Recommend Vina		142,800	142,800
١				140,150	134,150
1	" — — — — — — — — — — — — — — — — — — —			140,150 163,323 159,639	134,150 157,323 159,639 149,133 173,383 170,089
	" —74 ft(ACI)			155,133 179,383 170,087	149,133 173,383
	" —74 ft(ACW)(ACS)	100,304		170,087 196,908	170,087 180,908
	" 00 ft (4 CT)	100,304		134,334	128,334
	" —70 ft (ACI) (ACW)			156,925 152,450	150,925 152,450
	" —72 ft(ACI) " —72 ft(ACW)			161,464 158,708 174,840	155,464 158,708 168,540
		120,243		174,840	168,540
1	All-Day Lunch—60 ft	102,171		125,250	119,250
1	Cafe-Lounge—70 ft(ACI)			{171,300 181,400 127,000	165,300 175,400°
1	Chair-Baggage (ACS) (ACW)			127,000 120,000	111,000
1	"			127,000 208,000	111,000 176,000
1	Chair (ACW) " (ACS) " (ACS) " (ACS) " (ACS) " (ACW) Diner (ACS) " (ACW) " (ACS) " (ACW) " (ACS) " (ACW) " (ACS) " (ACW) " (ACW) " (ACW) " (ACW) " (ACW) Tavern (ACS) Parlor (ACS) Parlor-Observation (ACS) Diner—73 ft.			198,000	198,000
	"—Triplex(ACS)			129,000 349,000	113,000 301,000
	Tayorn (Lark)(ACW)			299,000 305,000	299,000 305,000
	Tavern. (ACS) Parlor. (ACS) Parlor-Observation. (ACS)			162,000 130,000	114,000 114,000
	Farior-Observation. (ACS). (ACW)			123,000 115,000	107,000 115,000
	Diner—73 ft. (ACW) " — 77 ft. (ACM) " — 77 ft. (ACW) " — 77 ft. (ACD) " — 70 ft. (ACW)			199,714	183,714
	" —77 ft(ACW)(ACI)		:::::::::::::::::::::::::::::::::::::::	169,369 183,217	169,369 177,217 176,480
	" —80 ft(ACM)			176,480 210,340	194,340
	Lounge—75 ft (ACW)			159,476 170,786	159,476 164,786
	" —80 ft(ACW) " —80 ft(ACI)			185,333 190,870	185,333 184,870
	Observation-Lounge—77 ft (ACW). Observation-Smoking—73 ft " " -75 ft " " -75 ft. (ACD)		156,080	187,053	187,053
		156,000	100,000	166,100	160,100
	Pullman—Sleeper (ACM) " — " (ACI) " — Tourist (ACM)			193,985 182,350	177,985 176,350
		159,329		191,076	175,076
	Pullman—(lightweight)(ACW) ————————————————————————————————	100,020.		133,600	133,600
	Pullman—Troop Sleeper	75,250		140,530	124,530
	USA—Kitchen	78,920 80,800		170 200	172 200
	" — " (ACM)			179,300 173,400 171,700	173,300 157,400
	" — Dressing (ACI)			168,100	165,700
L	(Carsovo401000002) (ACI).			156,600	150,600
*	Steel Underframe.				

*Steel Underframe.

CODE:—
NAC—Non-Air-Conditioned.
ACI—Air-Conditioned—Ice System.
ACM—Air-Conditioned—Mechanical System.
ACW—Air-Conditioned—Wedwasha System.
ACS—Air-Conditioned—Steam Ejector System.
ACE—Air-Conditioned—Evaporative System.

FIRE ALARM BOX LOCATIONS KNAPP TO ANDOVER

Box No.	LOCATION	MP
7	Emigrant Gap. East end of snow shed	171.6
8	East of Signal 1725. At Signal 1735, east of Smart.	172.5
9	At Signal 1735, east of Smart	173.7
12	One mile east of Smart	174.2
13 14	Crystal Lake, near east switch	178.0
15	Crystal Lake, near section house	178.4
16	Crystal Lake, west end of shed No. 9	178.6 178.7
17	Crystal Lake, slide detector fence	178.7
18	East end of shed No. 10	179.1
19	Opposite section house at Cisco.	180.3
21	At Signal 1841, east of Cisco	184.0
22	West of west switch No. 1 track, Troy.	185.5
23	Troy, middle siding	185.8
24	Troy, middle siding	186.1
25	Troy, east switch of middle siding	186.3
26	East end lower Cascade Bridge	186.8
27	East end upper Cascade Bridge	187.6
28	West end snow shed, west of Norden	191.8
29	No. 1 track Norden, east of cook house	192.5
31	No. 1 track Norden, Summit crossovers	193.0
32	No. 1 track, west of Tunnel 6	193.6
33	No. 1 track, east of Tunnel 6	194.2
34	No. 1 track, east of Tunnel 8.	194.7
35 36	No. 1 track, east of Tunnel 10.	195.2
37	No. 1 track, east of Tunnel 11.	195.7
38	No. 1 track, on top of Tunnel 12 No. 1 track, east switch Donner	195.8
39	Snow shad Edor grossovers	$196.5 \\ 197.7$
41	Snow shed Eder crossovers. West end of shed No. 46.	198.0
42	West end of shed No. 47	198.6
43	East end of shed No. 47	199.0
44	West of Tunnel 13	200.0
45	West of Tunnel 13. Fire Detector, west portal Tunnel 13	200.0
46	Opposite Andover section house	200.5
47	Snow shed Andover crossovers	201.1
48	Fire Detector, Andover crossovers	201.1
49	Norden turntable house	192.1
51	No. 2 track, east switch, runaround track	192.6
52	No. 2 track Norden, road crossing	193.0
53	No. 2 track Norden, east switch	193.2
54	No. 2 track east portal Tunnel 41	195.5

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.

MILEAGE

	MILEAGE		
SACRAMEN'	TO DIVISION	First	Second
Main	Lines	Track	Track
End Western Division	to Sacramento	.862	.862
Sacramento to Lawton		147.754	149.291
At Elvas (West Wye)		.308	.314
Polk to Elvas		4.629	2.997
Davis to Tehama	S. P. R. R.	109.707	
Roseville (East Wye).	C. P. Ry.	.274	000
Possyille to Properts	C. P. Ry. C. P. Ry.	109.231	.266
TOTAL MA	IN LINES.		150 700
TOTAL MA	IN LINES	372.765	153.730
Branc	hes		
		71.655	
Dantoni	S. P. R. R. Harrington to Wyo. C. P. Ry. Dantoni Jet. to Dantoni	4.464	
Fair Oaks	S. P. R. R. Citrus to Fair Oaks	2.113	
Folsom	S. P. R. R Folsom Jct. to Folsom	. 995	
Fruto	.S. P. R. R Willows to Fruto.	17.204	
Knights Landing	S. P. R. R. Woodland to west of Cunard. S. P. Co. West of Cunard to Josephine.	9.713	
	S. P. Co West of Cunard to Josephine	22.155	
Oroville	C. P. Ry. Binney Jct. Init. Sw. to beg. S. P. R. R. Tr. S. P. R. R. Beginning S. P. R. R. Track to Oroville	25.267	
	C P Ry Brighton to beginning S P R R Track	.070	
Placerville	C. P. Ry. Brighton to beginning S. P. R. R. Track. S. P. R. R. Beginning S. P. R. R. Track to Placerville.	54.920	
"D" Street	C. P. Ry. At Brighton (Link Track) S. P. R. R. Brighton to "Q" St., Sacramento.	.323	
n bueet	S. P. R. R Brighton to "Q" St., Sacramento	4.941	
Stirling City	.C. P. RyChico to Stirling City	31.181	
Karnak	S. P. Co. Marchant to Karnak C. P. Ry. Sacramento to Front & "K" St.	2.749	
Walnut Crove	C. P. Ry Sacramento to Front & K St	.292	
wallut Grove	S. P. R. R. "K" Street to "N" Street C. P. Ry. "N" Street to Isleton	32.937	
Yuba City	S. P. R. R. Berg to Wilson	14.683	
	ANCH LINE.	295.951	
		230.301	822.446
TOTAL SA	CRAMENTO DIVISION		822.440

HOSPITAL DEPARTMENT SURGEONS

LOCATION		NAME	TITLE
San Francisco	7/1		Chief Surgeon.
Sacramento.	Dr. A. I	M. Henderson	Division Surgeon.
Sacramento.	Dr. W	W. Cress	Division Surgeon.
Sacramento.	Dr. D.	J. Engelberg	District Physician and Surgeon.
Sacramento.	Dr. Ma	nuel L. Azevedo.	District Physician and Surgeon.
Sacramento.	Dr. J.	D. Coyle.	District Physician and Surgeon.
Sacramento	Dr E	C Turner	Oculist.
Sacramento	Dr. H.	D. Coyle	Aurist.
Roseville	Dr. L.	E. Jones	District Physician and Surgeon.
Roseville	Dr. J.	McAnally	Asst. District Physician and Surgeon.
Loomis	Dr. F.	D. Barnes	District Physician and Surgeon.
Newcastle	Dr. L.	B. Barnes	District Physician and Surgeon.
Auburn	Dr. J.	A. Russell	District Physician and Surgeon.
Colfax	Dr. F.	Lynn Smith	District Physician and Surgeon.
Colfax	Dr. I.	R. Kilgore	Asst. District Physician and Surgeon.
Dutch Flat	Dr. W.	B. Hardie	District Physician and Surgeon.
Truckee	Dr. J.	H. Bernard	District Physician and Surgeon.
Reno	Dr. Ro	dney E. Wyman.	Division Surgeon.
Reno	Dr. Jol	n A. Fuller	Oculist and Aurist.
Lincoln		W. McArthur	District Physician and Surgeon.
Marysville	Dr. P.	B. Hoffman	District Physician and Surgeon.
Marysville	Dr. Jol	n A. Duncan	Asst. District Physician and Surgeon.
Marysville	Dr. J.	D. Lewis.	Oculist and Aurist.
Live Oak	Dr. I.	W. Higgins S. Lavy T. Enlog	District Physician and Surgeon.
Gridley	Dr. W.	S. Lavy.	District Physician and Surgeon.
Chico	Dr. N.	T. Enloe	District Physician and Surgeon.
Chico	Dr. D.	H. Moulton	District Physician and Surgeon.
Stirling City.	Dr. Fre	od D. Baby	District Physician and Surgeon.
Los Molinos	Dr. Jai	nes L. Faulkner	District Physician and Surgeon.
Gerber	Dr. R.	G. Frey	District Physician and Surgeon.
Davis	Dr. Th	omas E. Cooper	Emergency Surgeon.
Davis	Dr. Le	A. Cronan	Emergency Surgeon.
Woodland		C. Railsback	District Physician and Surgeon.
Arbuckle		S. Powis	District Physician and Surgeon.
Williams		arles F. Keith	District Physician and Surgeon.
Colusa	Dr. Joi	an W. Scott	District Physician and Surgeon.
Willows			District Physician and Surgeon.
Orland	Dr. B	H. Bock	District Physician and Surgeon.
Corning Oroville	Dr. F.	A. Kusel	District Physician and Surgeon. District Physician and Surgeon.
Fair Oaks		M. Kennedy	Emergency Surgeon.
Folsom		nneth E. Overholt	
Placerville		A. Reckers	District Physician and Surgeon.
Hamilton	Dr. Ma	ry E. Poket	Emergency Surgeon.
Yuba City	Dr. P	B. Hoffman	District Physician and Surgeon.
Yuba City	Dr. J	A. Duncan	Asst. District Physician and Surgeon.
Walnut Grove	Dr. V	M. Pallegen	District Physician and Surgeon.
Isleton	Dr. Go	dfrey Steinert	District Physician and Surgeon.
Lake Tahoe.		B. Pederson	Emergency Surgeon.
	-	1	

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				 .SA	N]	FRANCI	SC
EMERGENCY				.SA	CI	R.	AMENT	'O
u				 .Re	OS	E	VILLE	
и		 		 . G	ER	В	ER	
a				ST	AT	R	KS	

	, RA	TING O	F ENGI	NES—S	ACRAMI	ENTO I	DIVISION	N—In M	s of 10	00 lbs. Bad	k of Ten	der.			A STATE OF THE PARTY OF THE PAR			15
NOMINAL CLASS	ENGINE NUMBERS	Brighton and Roseville Sacramento and Gerber via Roseville	Roseville to Colfax via No. 2 Track	Colfax to Sparks via No. 2 Track Roseville to Colfax via No. 1 Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber	Placerville to Folsom	Folsom to Placerville	Folsom to Brighton	A Brighton to Folsom	Chico to Stirling City	Stirling City to Chico	Woodland and Josephine Marchant and Karnak Wilson and Berg	Willows and Fruto	Harrington and Wyo via Colusa Sacramento and Isleton Dantoni Jet, and Dantoni	Marysville and Oroville	TERMINAL SUPERINTENDENT F. PURDY
DES-1,2,3,4,5,6,7 DES-100 to 107 E-23 M-4 M-6, 8 M-9, 11 M-11	1300 to 1395. 1500 and 1502. 1617 to 1713. 1721 to 1803, 1823 to 1825. 1804 to 1822, 1826 to 1831 and 1836. 1832 to 1835.	3350	650 1050 770 1050 1300 1400 1400	350 600 450 690 870 930 930	1000 1600 1250 1650 2000 2150 2150	450 750 600 800 1000 1050 1050	1950 3100 2600 3400 4150 4400 4400	970 1250 1550 1650 1650	580 780 990 1050	2950 3750 4600 4850 4850	1800 2300 2850 3000 3000	270 430 530 540 570	580 830 980 1020 1070	2600 3400 4150 4400 4400	2600 3400	2600 3400 4150 4400 4400	2600 3400 4150	H. J. NIELSEN
T-1 T-8, 9 T-23 T-26 T-28, 31 T-32, 40 T-36 T-37 T-57, 58	2242 to 2271 2161, 2174 and 2178 2301 to 2310 2283 to 2299 2311 to 2362 2363 to 2384 2103 2105 and 2106 2385 and 2386	4800 6050 6150 4050	900 630 1350 1150 1500 1450 1000 1350 1200	590 370 920 750 1000 970 630 840 760	1400 1000 2100 1800 2350 2300 1550 2100 1900	680 490 1050 870 1150 1100 810 1050 980	3100 2100 4400 3900 4800 5050 3150 4250 3850	1100 790 1650 1400 1800 1800 1250 1650 1500	700 480 1050 860 1150 780 1050 940	4250 5300 5400 3550	2100 1450 3000 2700 3250 3450 2200 2950 2650	340 250 410 400 510	670 500 820 750 980	3100 2100 4400 3900 4800 3150 4250 3850	3100 2100 3150	3100 2100 4400 3900 4800 5050 3150 4250 3850	3100 2100 4400 3900 3150 4250 3850	E. C. WATSON Roseville G. P. McNAMARA Sacramento W. S. HOOSON Sacramento T. W. BERNARD Sacramento R. B. GIBSON Marysville
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-11 P-12	(2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435. (2437 to 2452, 2459 and 2460. (2400, 2403 to 2407 and 2415. (2401, 2402, 2409, 2410, 2414, 2419, 2420, 2423, 2424 and 2436. (2453, 2454 and 2458. (2476 and 2477. (2461 to 2474, 2478 to 2483. (2475, 2484 to 2491. (3100 to 3109. (3120 to 3129. (2425, 2424 to 2421. (3120 to 3129. (32475, 2484 to 3421. (32475, 2484. (4850 4850 5350 6100 6500 6750 6750 5300 7000	1100 1100 1250 1450 1600 1550 1250 1250 1600	700 700 780 890 980 990 990 770 1000	1800 1800 2000 2300 2500 2550 2550 2000 2600	950 950 1050 1150 1250 1350 1350 1000 1400	3800 3800 4150 4750 5050 5250 5250 4100 5350	1350 1350 1500 1800 1950 1950 2100 1550 2100	810 900 1100 1200 1250 970 1250	4300 4300 4750 5350 5700 5950 6250 4650 6350	2550 2550 2800 3300 3500 3600 3800 2850 3800					3800 3800 4150 4750 5050 5250 5250 4100		ASSISTANT TRAINMASTERS T. E. BILLINGSLY Truckee W. B. KNOTTS Gerber R. A. WARDLE Roseville
C-5,8,9,10,26 to 29 C-15, 32 C-17 C-18 C-19 TW-1 TW-2, 3 TW-4, 6 TW-8	2513 to 2599, 2624 to 2860, 3440 to 3469 . 2500, 2505 to 2507 . 2510 and 2511 . 3400 to 3409 . 3410 to 3426 . 2900 to 2913 . 2932 to 2952 . 2926 to 2931 and 2957 . 2914 to 2923 .	6300 5050 4050	1700 1050 1300 1550 1600 1250 1000 940 1450	1150 660 850 980 1000 790 620 570 970	2600 1650 2050 2350 2450 1950 1550 1450 2200	1300 850 1100 1250 1300 1000 800 740 1250	5200 3300 4050 4750 4950 3950 3150 3000 4450	2000 1300 1600	1300 820 1050	5800 3750	3550 2300 2850 3300 3450	510 400 350	950 750 700	3950 3150 3000		5350 5200 3300 4050 	3950 3150 3000	ASSISTANT TRAINMASTER— DIVISION EXAMINER G. F. RUPERTSacramento ROAD FOREMEN OF ENGINES
A-3 A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3029 3025, 3036, 3052 and 3057 3000 to 3003 3201 to 3240 3241 to 3277 3300 to 3324 3295 3297 and 3298	3800	880 920 1100 1900 2100 2300 1800 1750	500 520 650 1250 1400 1500 1150 1100	1400 1500 1750 2950 3250 3500 2750 2650	680 710 860 1600 1850 2000 1450 1400	2950 2950 3700 5950 6600 7200 5550 5300							2950 2950 3700				W. M. BRENNAN Roseville F. A. DENNEY, JR Roseville ENGINEMEN INSTRUCTOR
F-1 F-3 F-4, 5 AM-2 MM-3 AC-1, 2, 3 AC-4, 5 AC-6 to 12	3600 to 3652. 3653 to 3667. 3668 to 3769. 3900 to 3911. 3930 and 3931. 4000 to 4048. 4100 to 4125. 3800 to 3811, 4126 to 4294.	9650 11000 11000 10900 12700 13300 17300 18500	2450 2750 2750 2750 2700 3100 3400 4450 4800	1650 1850 1850 1800 1950 2150 2800 2900	3750 4300 4300 4200 4950 5200 6800 7300	2100 2400 2400 2300 2550 2750 3550 3700	7550 8600 8600 8500 10050 10400 13550 14500											D. J. GAUTIER
SP-1, 2, 3	4300 to 4376. 4385 to 4390. 4400 to 4415. 4416 to 4469. 5000 to 5048.	8950 9750 9550 9900 12950	2150 2400 2250 2350 3250	1400 1450 1450 1550 2050	3400 3750 3600 3700 5050	1850 1900 1950 2050 2650	6950 7600 7450 7700 10150											A. J. LEBOURVEAUSacramento
Empty and	Less than 45 M's	6 3 0	6 3 0	3 3 0	6 3 0	3 3 0	6 3 0	3 3 0	3 3 0	6 3 0	6 3 0	3 3 0	3 3 0			2000		T. F. CUSTER, Asst. Superintendent Sacramento

