

# SACRAMENTO NORTHERN RAILWAY

# TIME **10** TABLE

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

**SUNDAY, DECEMBER 28, 1930**

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

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

**J. B. ROWRAY,**  
General Manager

**W. W. NELSON,**  
Superintendent



FIRST SUBDIVISION

Westward

Time Table No. 10 Dec. 28, 1930		Distance from Mallard	FIRST CLASS													SECOND CLASS		Capacity of Sidings in Freight Cars
STATIONS			13	15	17	19	1	3	5	29	27	7	9	33	11	293		
		San Fran. Passenger	San Fran. Passenger	San Fran. Passenger	San Fran. Passenger	San Fran. Passenger	The Meteor	San Fran. Passenger	San Fran. Passenger	San Fran. Passenger	The Comet	Sacramento Valley Ltd.	San Fran. Passenger	San Fran. Passenger	Oakland Local Freight			
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. Only	Arrive Daily	Arrive Daily Ex. Monday			
SAN FRANCISCO		45.47	7.35AM	7.55AM	8.35AM	9.55AM	11.55AM	1.55PM	3.35PM	3.55PM	5.35PM	5.55PM	7.55PM	8.35PM	11.15PM			
K. S. T. Co.	2.90 Passenger Ferry PIER TERMINAL	42.57	7.12	7.38	8.14	9.36	11.38	1.36	3.16	3.34	5.15	5.39	7.35	8.14	10.54	YD.		
	3.30 EMERYVILLE JCT.	39.27	7.03	7.30	8.06	9.28	11.30	1.28	3.08	3.26	5.07	5.31	7.27	8.06	10.46			
	0.50 SAN PABLO AVE.	38.77	7.02	7.29	8.05	9.27	11.29	1.27	3.07	3.25	5.06	5.30	7.26	8.05	10.45			
	1.20 OAKLAND (40th & Shafter)	37.57	6.59	7.26	8.02	9.24	11.26	1.24	3.04	3.22	5.03	5.27	7.23	8.02	10.42			
	2S OAKLAND (40th & Shafter)	37.57	6.57	7.25	8.01	9.23	11.25	1.23	3.03	3.21	5.02	5.26	7.22	8.01	10.41	8.00AM	YD.	
Signals	1.79 ROCKRIDGE	35.78	6.50	7.19	7.55	9.17	11.19	1.17	2.57	3.15	4.56	5.20	7.16	7.55	10.34	38 (Spurs)		
	2.28 THORNHILL	33.50	6.45	7.14	7.49	9.12	11.15	1.12	2.53	3.10	4.50	5.16	7.11	7.50	10.29	4 (Spur)		
	1.43 HAVENS	32.07	6.41	7.11	7.46 <sup>12</sup>	9.09	11.12	1.09	2.50	3.07	4.45 <sup>28</sup>	5.14	7.08	7.46	10.26	21		
	3.34 PINEHURST	28.73	6.33	7.04	7.36	9.01	11.05	1.02	2.43	3.01	4.36	5.08	7.00 <sup>36</sup>	7.38	10.19	17		
	0.89 VALLE VISTA	27.84	6.31	7.01	7.33	8.58	11.03	12.59	2.41	2.59	4.32	5.06	6.58	7.36	10.16	12 (Spur)		
	1.20 MORAGA	26.64	6.29	6.59	7.30	8.55 <sup>16</sup>	11.00	12.57	2.39	2.57	4.28	5.04 <sup>28</sup>	6.55	7.33	10.14	37		
	0.91 ST. MARYS	25.73	6.27	6.56	7.27	8.53 <sup>30</sup>	10.58	12.55	2.38	2.55 <sup>PM</sup>	4.26	5.03	6.53	7.31	10.12	17 (Spur)		
	1.98 BURTON	23.75	6.24	6.53	7.24	8.49	10.55	12.51	2.35		4.23	5.00	6.50 <sup>34</sup>	7.28	10.09	35		
	2.37 LAFAYETTE	21.38	6.19	6.48	7.19	8.44	10.51	12.46	2.31		4.18	4.56	6.46	7.23	10.04	19		
	1.73 SARANAP	19.65	6.16	6.45	7.16	8.40 <sup>2</sup>	10.48 <sup>20</sup>	12.43	2.28 <sup>6</sup>		4.15	4.54	6.43	7.20 <sup>36</sup>	10.01	42		
	D WALNUT CREEK	18.03	6.13	6.42	7.14	8.35	10.45	12.40	2.25		4.10 <sup>26</sup>	4.52	6.40	7.15	9.58	YD.		
	1.71 PLEASANT HILL	16.32	6.09	6.39	7.10	8.31	10.42	12.37	2.22		4.04	4.49	6.37	7.11	9.54	3		
	0.31 SPARKLE	16.01	6.08	6.38	7.09	8.30	10.41	12.36 <sup>4</sup>	2.21		4.03	4.48	6.36 <sup>32</sup>	7.10	9.53	10		
	0.16 LASJUNTAS (S.P.R.R. Crsg.)	15.85	6.07	6.37	7.08	8.29	10.40	12.35	2.20		4.02	4.47	6.35	7.09	9.52	15		
	0.50 BANCROFT	15.35	6.05	6.35	7.06	8.27	10.39	12.34	2.19		4.00	4.46	6.34	7.07	9.51	16 (Spurs)		
	1.12 MEINERT	14.23	6.03	6.33	7.04	8.25 <sup>12</sup>	10.37	12.32	2.17		3.58	4.45	6.32	7.04	9.49	76		
	D CONCORD	11.73	6.00AM	6.30AM	7.01	8.20	10.33	12.28	2.13		3.55PM	4.42	6.29	7.00PM	9.46 <sup>10</sup>	YD.		
	0.95 DORENDA	10.78			6.57	8.16	10.31	12.25	2.11			4.41	6.26		9.42	5 (Spur)		
	1.35 OHMER	9.43			6.55	8.14	10.29	12.23	2.09			4.39	6.24		9.40	7 (Spur)		
	1.00 CLYDE (B.P.&C.R.R. Crsg.)	8.43			6.52	8.11	10.27 <sup>18</sup>	12.20	2.07			4.38	6.21 <sup>8</sup>		9.38	26		
DN BAY POINT	6.23			6.49	8.08	10.23	12.16	2.04			4.35 <sup>26</sup>	6.16		9.35 <sup>10</sup>	YD.			
3.23 McAVOY	3.00			6.43	8.02	10.18	12.11	1.59			4.31	6.11		9.30	25			
1.12 SHELL POINT	1.88			6.41	8.00	10.16	12.09	1.57			4.29	6.09		9.27	2 (Spur)			
1.19 WEST PITTSBURG	0.69			6.40AM	7.58	10.14	12.07	1.55			4.28	6.07		9.25	YD.			
0.69 Suisun Bay Car Ferry MALLARD	0.00			7.55AM	10.11AM	12.05PM	1.53PM				4.26PM	6.04PM		9.22PM	11.30PM	YD.		
(45.47)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Sun. Only	Leave Daily	Leave Daily Ex. Sunday			
Time Over District		1.12	1.08	1.34	1.41	1.27	1.31	1.23	0.39	1.20	1.13	1.31	1.14	1.32				
Average Speed Per Hour		25.7	27.2	26.7	25.3	29.4	28.1	30.8	25.9	23.1	35.0	28.1	25.0	27.8				

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

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

TRAINS	STATIONS	Receive or Discharge	Passengers from (or Beyond)
All Trains	College Ave., Oakland	Receive or Discharge	{ Rail or Stage Points } { East of Sacramento }
All Trains	All Stations (Through Tickets only)	Discharge	
5	Concord to Oakland	Discharge	Ohmer and Points East
5 Daily Except School Days 9 (Sundays only)	St. Marys	Receive	
3-9-11-13-15-17-19-27-33	No Stops Concord to Oakland—except Kilgore, Walden, Raliez, West La- fayette, Canyon, Sequoia, Wilcox, Eastport, Terrace, Verbena	Receive or Discharge	Ohmer and Points East
3-5-9-11-17-19 13-15-17-27-33	Nichols, Adeline	Receive or Discharge	
27	Glenside	Receive or Discharge	
19 (School Days only)	Heimboldt Crossing Bacon St., Concord	Receive or Discharge Discharge	

The schedules shown between Pier Terminal and 40th and Shafter indicate time of train movements only over the Key System Transit Company's tracks. All employees in train and yard service must familiarize themselves with the Key System Transit Company's Rules and Current Time Table and be governed by them. Oakland, 40th and Shafter will be considered the Terminal for Westward trains.

- No. 1 take siding at Clyde for No. 18.
- No. 9 take siding at Clyde for No. 8.
- No. 17 take siding at Havens for No. 12.
- No. 19 take siding at Meinert for No. 12; and at Saranap for No. 2.
- No. 27 take siding at Walnut Creek for No. 26; and at Havens for No. 28.
- Westward trains when taking siding at Havens will use the spur.
- Nos. 13-15-27 and 33 only will register at Concord.
- No. 17 only will register at West Pittsburg.
- No. 293 is for statistical purposes and is annulled.
- Nos. 1-3-5-7-9-11-19 must get a clearance card at West Pittsburg.

Fare, Seales, Wyes, Bulletin, Register Station, Standard Clocks	FIRST CLASS																Distance from San Francisco	Time Table No. 10 Dec. 28, 1930		
																		Signals	STATIONS	
	292 Sacramento Local Freight Leave Daily Ex. Monday																			
P.	2.30AM																	46.15		
P.																		47.03		
P.																		48.45		
P.																		48.79		
P.																		49.61		
P.																		52.20		
P.																		56.42		
P.																		57.78		
P.Y.																		60.70		
P.																		63.70		
P.																		64.55		
P.																		67.49		
P.																		70.10		
P.																		70.77		
P.																		74.12		
P.																		74.99		
P.																		79.71		
P.																		84.03		
P.																		84.88		
P.																		86.95		
P.																		88.65		
P.																		91.56		
P.I.																		92.48		
P.	9.00AM																	92.65	SAC.Front&M(S.P.R.R.Crsg.)	
P.R.B.K.Y.																		93.82	Union Station	
	Arrive Daily Ex. Monday																		SACRAMENTO	D.I.
																			(47.67)	
																			Time Over District	
																			Average Speed Per Hour	

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

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

TRAINS	STATIONS	Receive or Discharge	Passengers to (or Beyond)
All Trains	Third & M St., 8th & K St., Sacramento	Discharge	{ Rail or Stage Points East of Sacramento }
All Trains	All Stations (Through Tickets only)	Receive	
4-6-10-18-26	{ Honker, Denverton, Norris, Delhi, Bevan }	Receive or Discharge	

No. 1 take siding at Creed for No. 2.  
No. 3 take siding at Vale for No. 18.  
Nos. 292 and 294 are for statistical purposes and are annulled.

Eastward FIRST SUBDIVISION--PITTSBURG BRANCH

Fare, Seales, Wyes, Bulletin, Register Station, Standard Clocks	FIRST CLASS																Distance from San Francisco	Time Table No. 10 Dec. 28, 1930		
																		Signals	STATIONS	
	294 Pittsburg Local Freight Leave Daily Ex. Sunday	40 Pittsburg Passenger Leave Sun. Only	122 <sup>11</sup> <sub>10</sub> Pittsburg Passenger Leave Daily	36 Pittsburg Passenger Leave Sun. Only	32 Pittsburg Passenger Leave Daily Ex. Sunday	120 <sup>9</sup> <sub>8</sub> Pittsburg Passenger Leave Daily	118 <sup>7</sup> <sub>26</sub> Pittsburg Passenger Leave Daily	116 <sup>6</sup> Pittsburg Passenger Leave Daily	114 <sup>5</sup> Pittsburg Passenger Leave Daily	112 <sup>4</sup> Pittsburg Passenger Leave Daily	110 <sup>3</sup> Pittsburg Passenger Leave Daily	108 <sup>18</sup> Pittsburg Passenger Leave Daily	106 <sup>1</sup> Pittsburg Passenger Leave Daily	104 <sup>2</sup> Pittsburg Passenger Leave Daily	102 <sup>10</sup> Pittsburg Passenger Leave Daily					
P.Y.R.	8.50AM	10.12PM	9.46PM	7.57PM	7.14PM	6.35PM	4.46PM	3.05PM	1.56PM	1.06PM	12.08PM	10.41AM	10.15AM	9.08AM	8.00AM	44.78		WEST PITTSBURG 2.18		
P.B.R.K.	9.10AM	s 10.17PM	s 9.51PM	s 8.02PM	s 7.19PM	s 6.40PM	s 4.51PM	s 3.10PM	s 2.01PM	s 1.11PM	s 12.13PM	s 10.46AM	s 10.20AM	s 9.13AM	s 8.05AM	46.96		PITTSBURG		
	Arrive Daily Ex. Sunday	Arrive Sun. Only	Arrive Daily	Arrive Sun. Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(2.18)		

FIRST SUBDIVISION

Westward

Time Table No. 10 Dec. 28, 1930		Distance from Sacramento	FIRST CLASS								SECOND CLASS		Capacity of Siding in Freight Cars
STATIONS			19 San Fran. Passenger	1 San Fran. Passenger	3 The Meteor	5 San Fran. Passenger	7 The Comet	9 Sacramento Valley Ltd.	11 San Fran. Passenger	293 Oakland Local Freight			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				
Signals	Suisun Bay Car Ferry	47.67	s 7.43AM	s 9.59AM	s 11.54AM	s 1.42PM	s 4.16PM	s 5.53PM	s 9.10PM			11.00PM	YD.
	CHIPPS 0.88												
	SPOONBILL	46.79	f 7.40	9.56	f 11.52	f 1.39	4.14	f 5.50	f 9.07				5 (Spur)
	DUTTON	45.37	f 7.36	9.53	f 11.49	f 1.36	4.12	f 5.47	f 9.04				10 (Spur)
	BEEETLAND	45.03	f 7.34	9.52	11.48	1.35	4.11	5.46	9.03				10 (Spur)
	MONTEZUMA	44.21	f 7.33	9.50	f 11.46	f 1.34	4.10	f 5.45	f 9.02				19 (Spur)
	MOLENA	41.62	f 7.29	9.46	f 11.43	f 1.31 <sup>4</sup>	4.07	f 5.41	f 8.59				60
	GARFIELD	37.40	f 7.24	9.41	f 11.38	f 1.26	4.03	f 5.35	f 8.54				7 (Spur)
	RIO VISTA JCT	36.04	f 7.22	f 9.39	f 11.36	f 1.24	4.01	f 5.33	f 8.52				24 (Spur)
	CREED	33.12	f 7.18	9.36 <sup>2</sup>	f 11.32	f 1.20	3.58	f 5.29 <sup>26</sup>	f 8.49				YD.
	OLCOTT	30.12	f 7.14	9.30	11.28	1.16	3.55	5.25	8.45				13 (Spur)
	DOZIER	29.27	f 7.13	9.29	f 11.27	f 1.15	3.54	f 5.24	f 8.44				12 (Spur)
	VALE	26.33	f 7.10	9.26	f 11.23 <sup>18</sup>	f 1.12	3.51 <sup>6</sup>	f 5.21	f 8.41				16
	BUNKER	23.72	f 7.07	9.23	f 11.18	f 1.09	3.48	f 5.18	f 8.38				7 (Spur)
	BELLEAIR	23.05	f 7.06	9.22	11.17	1.08	3.47	5.17	8.37				40
	MILLAR	19.70	f 7.02	9.17	f 11.13	f 1.04	3.44	f 5.13	f 8.33				40
	YOLANO	18.83	f 7.01	9.16	f 11.12	f 1.03	3.43	f 5.12	f 8.32				48
	SAXON	14.11	f 6.56	9.11	f 11.07	f 12.58	3.39	f 5.07	f 8.27				13 (Spurs)
	LISBON	9.79	f 6.49	9.04	f 11.00	f 12.51	3.33	f 5.00	f 8.20				24
	DYKE	8.94	f 6.48	9.03	10.59	12.50	3.32	4.59	8.19				15 (Spur)
RIVERVIEW	6.87	f 6.45	9.00	f 10.56	f 12.47	3.29	f 4.56	f 8.16				YD.	
JEFFERSON	5.17	f 6.43	8.58	f 10.53	f 12.44	3.27	f 4.54	f 8.14				16 (Spur)	
WESTGATE	2.26	f 6.39	8.55	f 10.49	f 12.40	3.24	f 4.50	f 8.10				YD.	
BRODERICK	1.34	f 6.37	8.53	f 10.47	f 12.38	3.22	f 4.48	f 8.08				YD.	
SAC.Front&M(S.P.R.R.Crsg.)	1.17	f 6.36	8.51	10.46	12.36	3.21	4.46	8.06				5.15PM	YD.
Union Station	0.00	f 6.30AM	8.45AM	10.40AM	12.30PM	3.15PM	4.40PM	8.00PM				YD.	
DS SACRAMENTO													
(47.67)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily Ex. Sunday	
Time Over District		1.13	1.14	1.14	1.12	1.01	1.13	1.10					
Average Speed Per Hour		39.2	38.7	38.7	39.7	46.9	39.2	40.9					

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

TRAINS	STATIONS	Receive or Discharge	Passengers from (or Beyond)
All Trains	Third & M St., 8th & K St., Sacramento	Receive	{ Rail or Stage Points East of Sacramento }
All Trains	All Stations (Through Tickets only)	Discharge	
3-5-9-11-19	{ Bevan, Delhi, Norris, } { Denver, Honker }	Receive or Discharge	

No. 1 take siding at Creed for No. 2.  
No. 3 take siding at Vale for No. 18.  
Nos. 293 and 295 are for statistical purposes and are annulled.

FIRST SUBDIVISION--PITTSBURG BRANCH

Westward

Time Table No. 10 Dec. 28, 1930		Distance from Pittsburg	FIRST CLASS											SECOND CLASS		Capacity of Siding in Freight Cars
STATIONS			17 San Fran. Passenger	101 <sup>10</sup> San Fran. Passenger	103 <sup>2</sup> Sacramento Passenger	105 <sup>1</sup> San Fran. Passenger	107 <sup>18</sup> Sacramento Passenger	109 <sup>3</sup> San Fran. Passenger	111 <sup>4</sup> Sacramento Passenger	113 <sup>5</sup> San Fran. Passenger	115 <sup>6</sup> Sacramento Passenger	117 <sup>26</sup> San Fran. Sacramento Passenger	119 <sup>8</sup> San Fran. Sacramento Passenger	121 <sup>11</sup> San Fran. Sacramento Passenger	295 Oakland Local Freight	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	
	WEST PITTSBURG	2.18	s 6.39AM	s 7.55AM	s 9.05AM	s 10.10AM	s 10.37AM	s 12.04PM	s 1.01PM	s 1.53PM	s 3.01PM	s 4.26PM	s 6.04PM	s 9.22PM	5.35PM	YD.
D	PITTSBURG	0.00	6.34AM	7.50AM	9.00AM	10.05AM	10.32AM	11.59AM	12.56PM	1.48PM	2.56PM	4.21PM	5.59PM	9.17PM	5.15PM	YD.
	(2.18)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	

Fone, Seales, Wyes, Bulletin, Register Station, Standard Clocks	SECOND CLASS		FIRST CLASS														Distance from San Francisco	Time Table No. 10 December 28, 1930	
	192 Chico-Oroville Local Freight		8 THE METEOR	146 Elverta Passenger	144 Elverta Passenger	6 Chico-Marysville Passenger	142 Elverta Passenger	158 Swanston Passenger	4 Chico-Marysville Passenger	2 Sacramento Valley Limited	24 Chico-Marysville Passenger	156 Swanston Passenger	138 Elverta Passenger	134 Elverta Passenger	22 Chico-Marysville Passenger	132 Elverta Passenger		STATIONS	
	Leave Daily Ex. Saturday		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday			
P.R.B.Y.K.			8.00 PM	6.35 PM	5.30 PM	4.40 PM	4.05 PM	3.20 PM	2.45 PM	10.25 AM	8.15 AM	7.35 AM	7.00 AM	6.25 AM	6.15 AM	5.20 AM	93.82	DS	Union Station SACRAMENTO
			f 8.05	f 6.41	f 5.35	4.45	f 4.10	f 3.25	f 2.50	f 10.30	f 8.20	f 7.41	f 7.05	f 6.30	f 6.20	f 5.25	94.90		SACRAMENTO, C ST.
P.O.	10.00 PM		8.08	6.43	5.38	4.48	4.13	3.28	2.53	10.33	8.22	7.43	7.08	6.33	6.22	5.28	95.50		HAGGIN
P.R.			f 8.10	f 6.45	f 5.40	4.50	f 4.17	s 3.31 PM	f 2.55	f 10.35	f 8.24	s 7.45 AM	f 7.10	f 6.35	f 6.25	f 5.30	96.47		GLOBE, W.P.R.R. Cross.
P.			f 8.11	f 6.47	f 5.42	4.52	f 4.22		f 2.57	f 10.37	f 8.27		f 7.15	f 6.37	f 6.26	f 5.33	97.18		NORTH SACRAMENTO
P.			f 8.13	f 6.51	f 5.46	4.55	f 4.27		f 3.00	f 10.40	f 8.30		f 7.19	f 6.40	f 6.29	f 5.37	99.01		DEL PASO
P.			f 8.15	f 6.55	f 5.50	4.58	f 4.31		f 3.03	f 10.42	f 8.32		f 7.22	f 6.44	f 6.31	f 5.40	100.82		ROBLA
P.			f 8.18	f 7.00	f 5.55	f 5.01	f 4.36		f 3.06	f 10.46	f 8.36		f 7.26	f 6.50	f 6.34	f 5.45	103.12	D	RIO LINDA
P.R.			f 8.20	s 7.05 PM	s 6.00 PM	f 5.03	s 4.40 PM		f 3.09	f 10.48	f 8.39		s 7.30 AM	s 6.55 AM	f 6.36	s 5.50 AM	104.48		ELVERTA
P.			f 8.24			f 5.07			f 3.12	f 10.52	f 8.43				f 6.40		107.36		RIEGO
P.			f 8.29			f 5.10			f 3.16	f 10.56	f 8.47				f 6.43		109.34		SANKEY, W.P.R.R. Cross.
P.			f 8.34			f 5.15			f 3.21	f 11.00	f 8.52				f 6.47		112.73		PLEASANT GROVE
P.			f 8.36			f 5.17			f 3.24	f 11.03	f 8.55				f 6.49		114.77		CATLETT
P.			f 8.38			f 5.19			f 3.26	f 11.05	f 8.57				f 6.51		115.98		STRIPLIN
P.			f 8.42			s 5.23			s 3.30	s 11.10	s 9.02				s 6.55		118.95	D	EAST NIGOLAUS
P.			f 8.45			f 5.25			f 3.32	f 11.12	f 9.04				f 6.57		120.00		STOLP
P.			f 8.49			f 5.29			f 3.36	f 11.16	f 9.08				f 7.00		122.45		RIO OSO
P.			f 8.52			f 5.31			f 3.38	f 11.19	f 9.12				f 7.03		124.48		ALGODON
P.			f 8.54			f 5.34			f 3.42	f 11.22	f 9.14				f 7.05		126.40		LEWIS
P.			f 8.55			f 5.35			f 3.43	f 11.23	f 9.15				f 7.07		127.36		PLUMAS
P.			f 8.57			f 5.37			f 3.45	f 11.25	f 9.17				f 7.09		128.88		ARBOGA
P.			f 8.58			f 5.38			f 3.46	f 11.26	f 9.18				f 7.10		129.72		REED JOT.
P.			f 9.01			f 5.42			f 3.50	f 11.30	f 9.21				f 7.14		132.40		ALICIA
P.			9.03			5.44			3.52	11.32	9.23				7.16		133.83		SOUTH YUBA
P.			9.05			5.45			3.54	11.33	9.25				7.19		134.86		OLIVER, W.P.R.R. Cross.
P.R.B.Y.K.	1.00 AM		s 9.10 PM			s 5.50 PM			s 4.00 PM	s 11.39 AM	s 9.30 AM				s 7.25 AM		135.48	2S	MARYSVILLE
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday			(41.66)
			1.10	0.30	0.30	1.10	0.35	0.11	1.15	1.14	1.15	0.10	0.30	0.30	1.10	0.30			Time Over District
			35.7	21.2	21.2	35.7	18.2	14.5	33.4	33.8	33.4	15.9	21.2	21.2	35.7	21.2			Average Speed Per Hour

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

Train 192 is for statistical purposes and is annulled.  
 No. 143 take siding at Robla for No. 6.  
 No. 25 take siding at Stolp for No. 8.  
 Nos. 22, 6, 132, 134, 138, 142, 144, and 146 only will register at Elverta, daily except Sunday.  
 Nos. 156, 4, and 158 only will register at Globe daily except Sunday.

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

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

TRAINS	STATIONS	Receive or Discharge	Passengers from (or Beyond)
All Trains	All Stations	Discharge	Westgate and Points West
All Trains (Except 6)	{ G. St. Sacramento, Altos, Hagginwood, Brooke, Allison, Ardmore }	Receive or Discharge	
6 (Sundays only)	Sacramento to Elverta	Receive or Discharge	
All Trains	Short, Esmeralda, Bear River, Howard	Receive or Discharge	

SECOND SUBDIVISION

Westward

FIRST CLASS

SECOND CLASS

Time Table No. 10 December 28, 1930		Distance from Marysville	FIRST CLASS													SECOND CLASS		Capacity of Siding in Freight Cars
STATIONS			131	133	135	1	3	7	159	9	143	145	147	11	25	193		
		Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	San Francisco Sacramento Passenger	THE METEOR	San Francisco Sacramento Passenger	Sacramento Passenger	Sacramento Valley Limited	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	San Francisco Sacramento Passenger	Sacramento Passenger	Sacramento Local Freight			
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			
DS	Union Station <b>SACRAMENTO</b> 1.08	41.66	s 6.25 <sup>134</sup> AM	s 7.30AM	s 8.15 <sup>24</sup> AM	s 8.40AM	s 10.30AM	s 2.55PM	s 3.55PM	s 4.35PM	s 5.18PM	s 6.30PM	s 7.32PM	s 7.50PM	s 9.30PM			YD.
	SACRAMENTO, C ST. 0.60	40.58	f 6.20 <sup>22</sup>	f 7.23	f 8.07	8.35	f 10.25 <sup>2</sup>	f 2.50 <sup>4</sup>	f 3.49	4.29	f 5.13	f 6.25	f 7.26	7.44	f 9.25			
	HAGGIN 0.97	39.98	6.16	7.20	8.05	8.32	10.22	2.46	3.47	4.26	5.10	6.22	7.24	7.41	9.22			
	GLOBE, W.P.R.R. Cross. 0.71	39.01	f 6.14	f 7.18	f 8.03	8.29	f 10.19	f 2.43	3.45PM	4.23	f 5.07	f 6.20	f 7.22	7.38	f 9.19			7.00AM
	NORTH SACRAMENTO 1.83	38.30	f 6.12	f 7.15 <sup>138</sup>	f 8.01	8.27 <sup>24</sup>	f 10.17	f 2.41		4.22 <sup>142</sup>	f 5.04	f 6.17	f 7.19	7.36	f 9.17			YD.
	DEL PASO 1.81	36.47	f 6.07	f 7.10	f 7.56	8.23	f 10.15	f 2.38		4.20	f 5.01	f 6.13	f 7.16	7.33	f 9.15			6 (Spur)
	ROBLA 2.30	34.66	f 6.03	f 7.07	f 7.53	8.20	f 10.12	f 2.35		4.17	f 4.58 <sup>6</sup>	f 6.08	f 7.13	7.31	f 9.13			8 (Spur)
D	RIO LINDA 1.31	32.36	f 5.58	f 7.03	f 7.48	8.17	f 10.08	f 2.32		4.14	f 4.52	f 6.04	f 7.09	7.28	f 9.10			38
	ELVERTA 2.93	31.05	5.55AM	7.00AM	7.45AM	8.15	f 10.06	f 2.29		4.12	4.50PM	6.02PM	7.07PM	7.26	f 9.08			YD.
	RIEGO 1.98	28.12				f 8.11	f 10.02	f 2.25		4.08				f 7.22	f 9.04			8 (Spur)
	SANKEY W.P.R.R. Cross. 3.39	26.14				f 8.08	f 9.58	f 2.22		4.05				f 7.19	f 9.00			27 (Spur)
	PLEASANT GROVE 2.04	22.75				f 8.03	f 9.53	f 2.17		f 4.01				f 7.15	f 8.56			45
	CATLETT 1.21	20.71				f 7.59	f 9.50	f 2.14		3.58				f 7.12	f 8.54			16 (Spur)
	STRIPLIN 2.97	19.50				f 7.57	f 9.47	f 2.11		3.56				f 7.10	f 8.52			11 (Spur)
D	EAST NICOLAUS 1.05	16.53				s 7.52	s 9.43	s 2.07		s 3.52				s 7.06	f 8.48			53
	STOLP 2.45	15.48				f 7.49	f 9.40	f 2.05		3.50				f 7.03	f 8.45 <sup>8</sup>			10 (Spur)
	RIO OSO 2.03	13.03				f 7.46	f 9.37	f 2.02		f 3.47				f 7.00	f 8.41			40 (Spurs)
	ALGODON 1.92	11.00				f 7.43	f 9.34	f 1.59		3.44				f 6.57	f 8.39			11 (Spur)
	LEWIS 0.96	9.08				f 7.41	f 9.32	f 1.57		3.42 <sup>4</sup>				f 6.55	f 8.37			14 (Spur)
	PLUMAS 1.52	8.12				f 7.40	f 9.31	f 1.56		3.40				f 6.54	f 8.36			8 (Spur)
	ARBOGA 0.84	6.60				f 7.38	f 9.29	f 1.54		f 3.38				f 6.52	f 8.34			29 (Spurs)
	REED JCT. 2.68	5.76				f 7.37	f 9.28	f 1.53		3.37				f 6.51	f 8.33			50
	ALICIA 1.43	3.08				f 7.33	f 9.25	f 1.48		3.34				f 6.48	f 8.30			10 (Spur)
	SOUTH YUBA 1.03	1.65				7.31	9.23 <sup>24</sup>	1.46		3.32				6.46	8.28			YD.
	OLIVER, W.P.R.R. Cross. 0.62	0.62				7.30	9.22	1.45		3.31				6.45	8.27			YD.
2S	MARYSVILLE	0.00				7.25 <sup>22</sup> AM	9.17AM	1.40PM		3.26PM				6.40PM	8.22PM			2.00AM
	(41.66)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			Leave Daily Ex. Sunday
	Time Over District		0.30	0.30	0.30	1.15	1.13	1.15	0.10	1.09	0.28	0.28	0.25	1.10	1.08			
	Average Speed Per Hour		21.2	21.2	21.2	33.4	34.2	33.4	15.9	36.2	22.8	22.8	25.4	35.7	36.8			

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

Train 193 is for statistical purposes and is annulled.  
 No. 143 take siding at Robla for No. 6.  
 No. 25 take siding at Stolp for No. 8.  
 No. 131, 133, 135, 143, 145, and 147 only will register at Elverta.

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

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

TRAINS	STATIONS	Receive or Discharge	Passengers to (or Beyond)
All Trains	All Stations	Receive	Westgate and Points West
All Trains (ex. 9)	{ Howard, Bear River, Esmeralda, Short, Ardmore }	Receive or Discharge	
All Trains (ex. 1, 9, 11)	{ Allison, Brooke, Hagginwood, Altos, G St. Sacramento }	Receive or Discharge	
1, 9, 11 (Sundays only)	Elverta to Sacramento	Receive	Sacramento

Fone, Scales, Wyes, Bulletins, Register Stations, Standard Clocks	SECOND CLASS								FIRST CLASS								Distance from San Francisco	Time Table No. 10 December 28, 1930
	190	192							8	6	4	206	2	24	202	22		
	Colusa Local Freight	Chico Oroville Local Freight							THE METEOR	Chico Passenger	Chico Passenger	Colusa Passenger	Sacramento Valley Limited	Chico Passenger	Colusa Passenger	Chico Passenger		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
P.R.B.Y.K.	2.45AM	2.00AM							9.12 PM	5.52 PM	4.05 PM	11.45 AM	11.41 AM	9.35 AM	7.35 AM	7.30 AM		
P. O.									f 9.20	s 6.00	s 4.14	s 11.54	s 11.50	s 9.44	s 7.44	s 7.39		
									f 9.23	f 6.03	f 4.17	f 11.57	f 11.53	f 9.47	f 7.47	f 7.42		
P. R. Y.	3.00AM								9.25	6.05	4.19	11.58 AM	11.54	9.50	7.48 AM	7.43		
P.									f 9.26	f 6.06	f 4.20		f 11.55	f 9.51		f 7.44		
P.									f 9.28	f 6.08	f 4.22		f 11.57	f 9.53		f 7.46		
P.									f 9.30	f 6.10	f 4.24		f 11.59 AM	f 9.55		f 7.48		
P.									f 9.32	f 6.12 II	f 4.26		f 12.01 PM	f 9.57		f 7.50		
P.									f 9.33	s 6.13	f 4.27		f 12.03	f 9.58		f 7.52		
P.									f 9.34	f 6.14	f 4.28		f 12.04	f 9.59		f 7.53		
P.									f 9.36	f 6.16	f 4.30		f 12.06	f 10.01		f 7.55		
P. I.									f 9.39	s 6.19	s 4.33		s 12.10	s 10.05		s 7.58		
P.									f 9.42	f 6.23	f 4.37		f 12.14	f 10.09		f 8.01		
P.									f 9.43	f 6.25	f 4.39		f 12.16	f 10.10		f 8.02		
P.									f 9.45	f 6.27	f 4.41		f 12.18	f 10.12		f 8.04		
P.									f 9.47	s 6.30	s 4.44		s 12.21	s 10.15		s 8.06		
P.									f 9.49	f 6.32	f 4.46		f 12.23	f 10.17		f 8.08		
P.									f 9.50	f 6.34	f 4.48		f 12.25	f 10.19		f 8.10		
P.									f 9.52	f 6.36	f 4.51		f 12.27	f 10.21		f 8.12		
P.									f 9.53	f 6.37	f 4.52		f 12.28	f 10.22		f 8.13		
P.									9.54	6.38	4.53		12.29	10.24		8.14		
P.									f 9.55	f 6.39	f 4.54		f 12.30	f 10.25		f 8.15		
P.									f 9.57	f 6.41	f 4.56		f 12.32	f 10.27		f 8.17		
P.R.Y.									10.01	6.45	5.00		12.36	10.30		8.21		
P.									s 10.03	s 6.47	s 5.03		s 12.38	s 10.33		s 8.25		
P.									f 10.07	f 6.50	f 5.07		f 12.42	f 10.36		f 8.29		
P.									f 10.09	f 6.52	f 5.09		f 12.44	f 10.38		f 8.31		
P.									f 10.11	f 6.54	f 5.11		f 12.47	f 10.40		f 8.33		
P.									f 10.15	f 6.58	f 5.15		f 12.51	f 10.44		f 8.37		
P.									f 10.19	s 7.03	s 5.20 II		s 12.56	s 10.49		s 8.42		
P.									f 10.25	f 7.10 <sup>25</sup>	f 5.26		f 1.02	f 10.55		f 8.49		
P.									f	f	f		f	f		f		
P. Y.		7.00AM							f 10.29	f 7.14	f 5.30		f 1.06	f 10.59		f 8.54		
P.R.B.Y.K.									f 10.30	f 7.15	f 5.31		f 1.07	f 11.00		f 8.55		
									s 10.35 PM	s 7.20 PM	s 5.35 PM		s 1.12 PM	s 11.05 AM		s 9.00 AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
									1.23	1.28	1.30	0.13	1.31	1.30	0.13	1.30		
									35.3	33.3	32.6	19.8	32.2	32.6	19.8	32.6		

STATIONS	
2S	MARYSVILLE 1.79
	YUBA CITY S.P.R.R. Cross. 0.90
	PALORO 1.29
	HARTER 0.33
	COLUSA JUNCTION 0.35
	TIERRA BUENA 1.14
	PEASE 1.22
	NUESTRO 1.11
	SANDERS 1.00
	ENCINAL 0.59
	STAFFORD 1.74
	WALTON 1.62
D	LIVE OAK S.P.R.R. Cross. 1.87
	RIVIERA 1.07
	OHANDON 1.14
	MANZANITA 1.77
D	EAST GRIDLEY 1.64
	PEACHTON 1.15
	RICHLAND 1.50
	EAST BIGGS 0.56
	RIO BONITO 1.06
	LOSEE 0.49
	HASELBUSCH 1.36
	FEATHER RIVER 2.82
	OROVILLE JCT. 2.80
	SHIPPEE 1.67
	RAMADA 1.75
	BLAVO 3.01
	ESQUON 3.05
D	DURHAM 4.26
	SPEEDWAY 0.48
	STIRLING JCT., S.P.R.R. Cros 1.02
	MULBERRY 0.27
	ASHBY JUNCTION 1.00
D	CHICO (48.85)
	Time Over District
	Average Speed Per Hour

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

RULE 83 (D). In addition to this rule all trains must get a clearance card at Marysville and Oroville Junction when Operator is on duty.

Nos. 202, 24, and 206 only will register at Colusa Jct.

Nos. 190 and 192 are for statistical purposes and are annulled.

No. 7 will take siding at East wye switch Oroville Jct. for No. 2.

ADDITIONAL STOPS

Marysville Hotel	Gomez	Galindo	Chico, 9th & Main Sts.
Marysville W. P. Depot	Tharp	Yocum's Crossing	Chico, 4th & Main Sts.
Yuba City, 2nd Street	Bihlman	Compton	



SECOND SUBDIVISION

Westward

Table with columns for STATIONS, Distance from Chico, FIRST CLASS (201, 1, 3, 205, 7, 9, 11, 25), SECOND CLASS (191, 193), Capacity of Sidings in Freight Cars, and EXCEPTIONS TO AND ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS.

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

RULE 83 (D). In addition to this rule all trains must get a clearance card at Marysville and Oroville Junction when Operator is on duty.

Nos. 201 and 205 only will register at Colusa Jct. Nos. 191 and 193 are for statistical purposes and are annulled. No. 7 will take siding at East wye switch Oroville Jct. for No. 2.

Table with columns for Second Class (196, 58, 56, 54, 52, 50, 48, 46, 44, 42) and First Class (43, 45, 47, 49, 51, 53, 55, 57, 59, 197). Includes station names like DS SACRAMENTO, BRODERICK, MIKON, ROSE ORCHARD, LOVDAL, FOURNESS, MARTY, BEATRICE, VIN, KIESEL, RIVER BEND, CONAWAY, HEBRON, and WOODLAND. Includes time table No. 10, December 28, 1930.

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

No 53 will take siding at Fourness for No. 52. Trains 196 and 197 are for statistical purposes and are annulled.

See page 11 for additional stops.

Table with columns for Second Class (190, 212, 210, 208, 206, 204, 202) and First Class (201, 203, 205, 207, 209, 211, 191). Includes station names like COLUSA JUNCTION, ALMENDRA, SUTTER, NOYES, SUMMY, STOHLMANN, TARKE, HAGEMAN, BEET SPUR, MERIDIAN, SYCAMORE, TUTTLE, ARBEE, and COLUSA. Includes time table No. 10, December 28, 1930.

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

Trains 190 and 191 are for statistical purposes and are annulled.

See page 11 for additional stops.

Eastward

SECOND SUBDIVISION—SWANSTON BRANCH

Westward

11

P.R.	FIRST CLASS							Distance from San Francisco	Time Table No. 10 December 28, 1930	Distance from Swanston	FIRST CLASS							Capacity of Sidings in Freight Cars
	164	162	160	158	156	154	152				153	155	157	159	161	163	165	
	Swanston Passenger	Swanston Passenger	Swanston Passenger	Swanston Passenger	Swanston Passenger	Swanston Passenger	Passenger Swanston				Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		<b>STATIONS</b>		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
	6.45 PM	5.40 PM	4.17 PM	3.31 PM	7.45 AM	6.35 AM	6.25 AM	96.47	GLOBE, W.P.R.R. Cross.	1.52	s 6.34 AM	s 7.17 AM	s 8.01 AM	s 3.45 PM	s 5.07 PM	s 6.19 PM	s 7.20 PM	
	s 6.50 PM	s 5.45 PM	s 4.22 PM	s 3.36 PM	s 7.50 AM	s 6.40 AM	s 6.29 AM	97.99	SWANSTON	0.00	6.30 AM	7.10 AM	7.55 AM	3.40 PM	5.02 PM	6.13 PM	7.15 PM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(1.52)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	

SECOND SUBDIVISION—OROVILLE BRANCH

Eastward

Time Table No. 10 December 28, 1930	Distance from San Francisco	FIRST CLASS										SECOND CLASS		Capacity of Sidings in Freight Cars
		74 <sup>1</sup>	76 <sup>3/22</sup>	78 <sup>24</sup>	80 <sup>2/7</sup>	82 <sup>9</sup>	84 <sup>4</sup>	86 <sup>11</sup>	88 <sup>6</sup>	90 <sup>25</sup>	92 <sup>s</sup>	194	194	
		Oroville Passenger	Oroville Passenger	Oroville Passenger	Oroville Passenger	Oroville Passenger	Oroville Passenger	Oroville Passenger	Oroville Passenger	Oroville Passenger	Oroville Passenger	Oroville Local Freight	Oroville Local Freight	
<b>STATIONS</b>		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
OROVILLE JCT. 2.01	165.02	6.33 AM	8.25 AM	10.35 AM	12.43 PM	2.35 PM	5.03 PM	5.40 PM	6.48 PM	7.35 PM	10.05 PM			6.00 AM
SUMMIT 1.26	167.03	6.36	8.28	10.38	12.46	2.38	5.06	5.43	6.51	7.38	10.08			P.R.Y.
THERMALITO 1.09	168.29	s 6.39	s 8.31	s 10.41	s 12.49	s 2.41	s 5.08	s 5.46	s 6.54	s 7.41	s 10.11			P.
OROVILLE, Marysville Road 1.09	169.38	f 6.43	f 8.35	f 10.45	f 12.53	f 2.45	f 5.10	f 5.50	f 6.58	f 7.45	f 10.15			P.
D OROVILLE	170.47	s 6.48 AM	s 8.40 AM	s 10.50 AM	s 12.58 PM	s 2.50 PM	s 5.15 PM	s 5.55 PM	s 7.03 PM	s 7.50 PM	s 10.20 PM			P.
(5.45)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			7.00 AM
Time over District		0.15	0.15	0.15	0.15	0.15	0.12	0.15	0.15	0.15	0.15			Arrive Daily Ex. Sunday
Average Speed per Hour		21.8	21.8	21.8	21.8	21.8	26.1	21.8	21.8	21.8	21.8			

SECOND SUBDIVISION—OROVILLE BRANCH

Westward

Time Table No. 10 December 28, 1930	Distance from Oroville	FIRST CLASS										SECOND CLASS		Capacity of Sidings in Freight Cars
		73 <sup>1</sup>	75 <sup>3/22</sup>	77 <sup>24</sup>	79 <sup>2/7</sup>	81 <sup>9</sup>	83 <sup>4</sup>	85 <sup>11</sup>	87 <sup>6</sup>	89 <sup>25</sup>	91 <sup>s</sup>	195	195	
		Sacramento Passenger	Chico Sacramento Passenger	Chico Passenger	Chico Sacramento Passenger	Sacramento Passenger	Chico Passenger	Sacramento Passenger	Chico Passenger	Sacramento Passenger	Chico Passenger	Sacramento Local Freight	Sacramento Local Freight	
<b>STATIONS</b>		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
OROVILLE JCT. 2.01	5.45	s 6.28 AM	s 8.15 AM	s 10.28 AM	s 12.35 PM	s 2.30 PM	s 4.58 PM	s 5.35 PM	s 6.43 PM	s 7.30 PM	s 10.00 PM			
SUMMIT 1.26	3.44	6.24	8.11	10.24	12.31	2.26	4.54	5.31	6.39	7.26	9.56		7.40 PM	
THERMALITO 1.09	2.18	s 6.22	s 8.09	s 10.22	s 12.29	s 2.24	s 4.52	s 5.29	s 6.37	s 7.24	s 9.54		16	
OROVILLE, Marysville Road 1.09	1.09	f 6.18	f 8.05	f 10.18	f 12.25	f 2.20	f 4.48	f 5.25	f 6.33	f 7.20	f 9.50		26	
D OROVILLE	0.00	6.13 AM	8.00 AM	10.13 AM	12.20 PM	2.15 PM	4.43 PM	5.20 PM	6.28 PM	7.15 PM	9.45 PM		YD.	
(5.45)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		7.00 PM	
Time over District		0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15		YD.	
Average Speed per Hour		21.8	21.8	21.8	21.8	21.8	21.8	21.8	21.8	21.8	21.8			

Schedule meeting points are ACTUAL meeting points unless changed by train order. See Rules S-72, 83, S-88 to S-90B, inclusive. Trains 194 and 195 are for statistical purposes and are annulled.

WOODLAND BRANCH ADDITIONAL STOPS

Bryte  
Beardslee  
Leeman  
Harbinson

Silva Crossing  
Haviland  
Birch  
Deaner

COLUSA BRANCH ADDITIONAL STOPS

Cromer Avenue  
Rowena  
Farmlan

Girdner  
Humphrey  
Hooper

OROVILLE BRANCH ADDITIONAL STOPS

Birds Crossing  
McNamee Crossing  
Smith's Ranch  
Crossing in cut west of Thermalito

Eastward FIRST SUBDIVISION--HOLLAND BRANCH Westward

EASTWARD

FIRST SUBDIVISION--DANVILLE STAGE

WESTWARD

Table with columns: Fones, Scales, Wyes, Bulletins, Register Stations, Standard Clocks; Distance from San Francisco; Time Table No. 10 Dec. 28, 1930; STATIONS; Distance from Westfield; Capacity of Sidings in Freight Cars. Rows include Riverview, Argenta, Bermuda, Willow Point, Coniston, Newtown, Central, Greendale, Silverdale, Sorroca, Valdez, Westfield.

Table with columns: 340, 336, 332, 328, 306, 304, 320, 316, 312, Distance from San Fran. Rows include Leave Sunday Only, Leave Sunday Only, Leave Daily Ex. Sun., Leave Daily, Leave Daily, Leave Daily Ex. Sun., Leave Sunday Only, Leave Sunday Only, Leave Daily Ex. Sun., Distance from San Fran.

Table with columns: TIME TABLE NO. 10 Dec. 28, 1930 STATIONS; Distance from Diablo; 317, 319, 301, 305, 327, 309, 333, 311. Rows include WALNUT CREEK, ALAMO, DANVILLE, DIABLO.

Eastward FIRST SUBDIVISION--WILLOTTA BRANCH Westward

Table with columns: Fones, Scales, Wyes, Bulletins, Register Stations, Standard Clocks; Distance from San Francisco; Time Table No. 10 Dec. 28, 1930; STATIONS; Distance from Willotta; Capacity of Sidings in Freight Cars. Rows include VACAVILLE JCT., ARMIJO C.T. & T.R.R., FAIRFIELD, EARL, SUISUN VALLEY, CHADBOURNE, RUSSELL, DANIELSON, WILLOTTA.

Eastward FIRST SUBDIVISION--VACAVILLE BRANCH Westward

Table with columns: Fones, Scales, Wyes, Bulletins, Register Stations, Standard Clocks; Distance from San Francisco; Time Table No. 10 Dec. 28, 1930; STATIONS; Distance from Vacaville; Capacity of Sidings in Freight Cars. Rows include GREED, CORDERO, VACAVILLE JCT., VACAVILLE.

SPECIAL RULES

SPEED RESTRICTIONS GENERAL

Oakland, 40th & Shafter, Interlocking Plant. All movements to and from 40th Street 5 mi. per hr. Oakland, Shafter Avenue 22 mi. per hr. Oakland, College Avenue, K. S. T. Co. R. R. Crossing Stop and flag Between Rockridge and Walden--All sharp curves 40 mi. per hr. Except--Curve East of Rockridge 30 mi. per hr. Except--Curve Melin Cut 25 mi. per hr. Except--Curve East of Pinehurst 15 mi. per hr. Except--Two Curves East of Valle Vista 15 mi. per hr. Except--Walden Curve 30 mi. per hr. Terrace--Public Crossing--Westward trains 20 mi. per hr. Tunnel No. 1, Passenger Trains 25 mi. per hr. Freight and Work Trains 15 mi. per hr. West Portal Tunnel No. 1 to Rockridge, Descending Grade, Passenger Motors and Freight Engines operated as single unit, unless equipped with electric brakes 10 mi. per hr. Havens to Rockridge (Descending Grade), Passenger Trains use 5 minutes, Freight and Work Trains use 12 minutes actual running time. Walnut Creek--Switch Standard Oil Spur--Westward Trains Proceed with Caution Las Juntas--S. P. R. R. Crossing Stop and flag Meinert--East Switch--Westward Trains 20 mi. per hr. Concord--All Switches and Public Crossings between Willow Pass and Clayton roads, both inclusive Proceed with Caution Clyde--B. P. & C. R. R. Crossing Stop and flag West Pittsburg--Under Pass Curve, Passenger Trains 30 mi. per hr. Freight and Work Trains 20 mi. per hr. Pittsburg--City Limits 15 mi. per hr. Pittsburg--All Street Crossings 10 mi. per hr. Pittsburg--A. T. & S. Fe R. R. Crossing Stop and flag Pittsburg--Columbia St. Stop and flag Mallard--Eastward Trains Stop Ferry Ramon--All movements on and off Ferry 5 mi. per hr. Chippis--Westward Trains Stop

Between Chippis and Montezuma all long trestles 40 mi. per hr. Drawbridge--Montezuma Slough 10 mi. per hr. Armijo--C. T. & T. R. R. Stop and flag Lisbon Trestle 40 mi. per hr. Except--Curve East end 30 mi. per hr. Riverview Trestles 25 mi. per hr. M Street Bridge 6 mi. per hr. Highway crossing west end "M" Street Bridge 10 mi. per hr. Sacramento City Limits 12 mi. per hr. Sacramento, Alhambra Blvd. & P Sts. 6 mi. per hr. Sacramento, Alhambra Blvd. & X Sts., C. C. T. Co. Junction Stop Sacramento--All steam R. R. crossings Stop and flag Sacramento--All Interurban & St. Railway crossings--Trains, Yard Engines and Dead Head Equipment 5 mi. per hr. Sacramento--All Railway Crossings--Street Cars Stop Sacramento--Arterials--Street cars, yard motors and freight trains Stop Sacramento--N. W. corner 12th and I Sts. 5 mi. per hr. Globe, W. P. R. R. Crossing Stop Sankey, W. P. R. R. Crossing Stop Marysville City Limits 12 mi. per hr. Marysville--Highway crossing north end D St. Bridge, yard engines Stop and flag Marysville, 2nd & D Sts., eastward trains Stop Marysville, 4th & Orange Sts. Stop and flag Yuba City, City Limits 12 mi. per hr. Yuba City, S. P. R. R. Crossing Stop Yuba City, Cooper Ave., eastward trains 6 mi. per hr. Yuba City, Cooper Ave., westward trains Stop Yuba City, Cooper Ave., yard engines Slow and flag Live Oak, City Limits 15 mi. per hr. Stirling Jct., S. P. R. R. Crossing Stop Edgar Slough Highway Crossing Proceed with Caution

Chico City Limits 12 mi. per hr. Chico, 9th & Orange, S. P. R. R. Crossing Stop and flag Woodland City Limits 12 mi. per hr. Road crossing Shell Oil Plant, Woodland 6 mi. per hr. River Bend Trestle 25 mi. per hr. Feather River Bridge, Oroville 15 mi. per hr. Oroville City Limits 10 mi. per hr. Highway Crossing, Thermalito 10 mi. per hr. Rowena Road Crossing 20 mi. per hr. Approaching Spring Switches 6 mi. per hr. Passenger Trains and Light Engines splitting spring switches except Dash Pot switches 6 mi. per hr. All trains splitting Dash Pot switches 10 mi. per hr. Freight Trains, maximum speed 30 mi. per hr. Maximum speeds permitted under city ordinance do not dispense with the observance of Rule 93.

MISCELLANEOUS

Westward freight and work trains must make air brake inspection and test at Havens before descending the grade between Havens and Rockridge and must comply with special instructions on Test Card Form F 98 and be governed by tonnage rating and car limit as shown in schedule for Locomotive ratings. Retainers must be used on freight and work trains descending this grade. Engine must be coupled to train at all times on this grade and Rule 1085 must be strictly observed. Helper engine must be used on rear of all eastward freight and work trains between Oakland Yard and Havens. On all other grades Rules 897, 1085 and 1087 must be observed. Trainmen must pull the trolley down before removing any jumpers when picking up or setting out passenger equipment or when cutting trains at the Ferry. The whistle must be blown approaching each street intersection on Shafter Ave., Oakland, and blasts must be so spaced that the last blast will continue to the

intersection. The air gong may be used, but the engine bell should be used only in emergency.

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

Conductor or Brakeman must ride in cab with the Motorman on all westward trains between Rockridge and College Ave., and all eastward trains between 40th and Shafter and College Ave., to assist in checking clearances between trains and parked automobiles. Trains must not be stopped at San Pablo Ave., Oakland, to receive or discharge passengers from and to the A. T. & S. Fe R. R.

On freight trains ascending and descending grades between Rockridge and Bay Point, member of train crew must observe track from rear of caboose, that train may be brought to stop promptly in event of derailment.

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

Cars must not be left standing on Willow Pass road crossing located M. P. 33.8 just east of Concord station. Trains approaching West Pittsburg must not stop off of Branch track unless Branch train has arrived. Cars must not be stored on wye at West Pittsburg.

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

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

Hand and air brakes must be set on all freight cars —air brakes set on freight engines; wheels must be blocked on passenger cars (using 4 blocks to each track)—air brakes set and all vestibule and trap doors open while train is on Ferry Ramon. At night all marker and classification lamps must be removed.

Blocks must not be removed until Ferry is against apron.

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

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

Between Sunset and Sunrise brakeman on trains will act as Watchman while train is on Ferry Ramon.

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

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

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

High freight cars must not be stored on the old S. F. & S. interchange track at Westside and no cars must be left standing on storage tracks at Westgate within five car lengths of the highway crossing.

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

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

The tracks at the Union Station and between 12th and I Streets and 8th and M Streets, Sacramento, are operated jointly with the C. C. T. Co.

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

Trains of the S. N. Ry., C. C. T. Co., Yard Engines, Street Cars, and dead head equipment moving east on I Street, must come to a stop before crossing 11th Street. All trains and dead head equipment moving out of the Union Station and going east on I Street must stop before reaching I Street. Trains of the S. N. Ry. and C. C. T. Co., moving east on I Street have the preference at 11th Street junction. All trains and dead head equipment must stop before moving onto 12th Street from I except when a flagman is on duty. Westward S. N. trains have the preference at 12th Street junction. Eastward trains must not cross 12th Street junction while westward trains are moving over switch leading to 12th Street.

Trains, dead head equipment, yard engines, and street cars making continuous westward movements on I Street must stop before crossing 12th Street and 75 feet from the curb line at 11th Street. Westward trains leaving Union Station at 11th Street, have the preference.

Should two trains, of the same or different companies, leave the Union Station simultaneously, the train on the right hand track will have the preference.

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

City Ordinances require all street cars, trains and yard engines within one hundred feet of an intersection to stop immediately on the approach of any Fire

Apparatus sounding signal gong, except they be at the time on, or crossing an intersection in which event crossing must be cleared and then stop.

Civil, Military or Funeral processions must not be obstructed.

The following instructions govern the operation of trains, street cars, yard engines, and dead head equipment at street intersections in the cities of Sacramento, Marysville, Yuba City, Chico and Colusa:

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

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

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

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

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

Spring Switches, except tongue switches, are indicated by yellow targets.

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

Havens—Eastward trains use the siding.

Westward trains use the spur.

Concord—Westward trains use the field track.

Eastward trains use sub-station spur.

Westgate—All trains use west end long siding.

Woodland—All trains enter Woodland Yard at wye switch passenger depot.

Sacramento—Eastward trains enter Sacramento Yard at Front Street.

Westward trains on Woodland Branch enter Sacramento Yard at Front Street.

Westward freight trains enter Sacramento Yard at Haggin switch.

Westward passenger trains enter Sacramento Yard at switch east end double track "C" Street.

North Sacramento—Siding.

Arboga—West spur.

Marysville—

Eastward passenger trains enter Marysville Yard at west end double track passenger depot.

Eastward freight trains enter Marysville Yard at west switch joint track siding.

Westward trains enter Marysville Yard at switch east end double track Yuba City.

Colusa Jet.—West switch of wye.

Colusa—All trains enter Colusa Yard at cross-over in front of passenger depot.

Live-Oak—Siding west of depot.

Oroville Jet.—West switch of big wye.

Oroville—All trains enter Oroville Yard at siding between Oak and Lincoln streets.

Mulberry—Shop siding.

Chico—Passenger trains enter Chico Yard at switch west end double track Ninth Street.

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

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

Passenger trains and street cars of the C. C. T. Company have preference over Sacramento Northern yard engines.

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

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

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

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

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

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

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

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

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

The pathway at Oroville Jct., leading from the station platform to the County road, must not be blocked. Back-up movements over the pathway must be made under flag protection.

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

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

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

Rule S-88—Fourth paragraph modified as follows:

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

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

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

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

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

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

that has passed in the event the latter train would come to a sudden stop. If the train on the siding consisted of three cars no signal should be given to the motorman of that train to back out of the siding until the train that has passed is five car lengths past the switch point.

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

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

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

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

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

**INTERLOCKING AND BLOCK SIGNALS**

At crossings protected by block signals or flagman, trains or yard engines may proceed if the block signal indicates clear or if proceed signal is given by flagman.

The Interlocking Plant at 40th and Shafter is under the Jurisdiction of the Key System Transit Company and Governs all Movements to and from their tracks on 40th Street. Dwarf Semaphore Signals Govern movements from tracks in Oakland Yard to 40th Street.

Main track between M. P. 9.2 just west of Rockridge and M. P. 45.4 at Mallard and Main track between M. P. 46.2 at Chipps and M. P. 92.0 just west of Broderick is protected by Automatic Block Signals.

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

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

Key System Transit Co. crossing College Avenue M. P. 9.0 no signals.

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

Southern Pacific Crossing M. P. 29.6 at Las Juntas protected by light signals.

Home signals located 20 feet East and West of crossing and distant signals located 1335 feet East and 541 feet West of Home Signals. Manually operated switch clears Home Signals.

Bay Point & Clayton R. R. crossing M. P. 37.1 at Clyde, protected by light signals.

Home signals located 20 feet East and West of crossing and distant signals located 588 feet East and 583 feet West of Home Signals. Manually operated switch clears Home Signals.

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

A. T. & S. Fe R. R., crossing at Pittsburg is protected by stop boards. All engines, trains, motors and cars must

come to a stop at the "STOP" boards located on either side of the crossing and no movement made over this crossing until a flagman has preceded over the crossing and ascertained that it is safe to proceed. A. T. & S. F. R. R., have the preference at this crossing.

S. P. R. R. crossing at Front and M Streets, Sacramento, is protected by flagman and all Sacramento Northern trains and yard engines and all S. P. trains and yard engines must stop before reaching this crossing.

S. N. trains and yard engines will proceed on signal from the flagman given from the center of the crossing, flagman using yellow flag by day and a yellow light by night.

S. P. trains and yard engines will proceed on signals given by flagman in the center of the crossing, flagman using a green flag by day and a green light by night.

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

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

Light signals governing vehicular traffic are installed at Alhambra Blvd. and J Street, and Alhambra Blvd. and M Street, Sacramento. Movements of trains and yard engines over these intersections must be made in accordance with the signal indication.

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

#### MOVEMENT OF TRAINS OVER "C" STREET CROSSING, SACRAMENTO

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

#### MOVEMENT OF TRAINS OVER "X" STREET CROSSING, SACRAMENTO

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

#### MOVEMENT OF TRAINS OVER "C" STREET CROSSING, SACRAMENTO

SACRAMENTO NORTHERN—Home signals governing movement of trains with the current of traffic over the crossing located at the curb line 20 feet on either side of crossing. Back-up signals governing reverse train movements over the crossing are located at the curb line 20 feet on either side of crossing. No distant signals.

Yard Motors, Freight Trains and Street Cars must be brought to a stop 35 feet from the crossing on "C" Street, and if the signal indicates clear, will proceed over the crossing at a speed not to exceed ten (10) miles per hour.

#### MOVEMENT OF TRAINS OVER "X" STREET CROSSING, SACRAMENTO

CENTRAL CALIFORNIA TRACTION COMPANY—SACRAMENTO NORTHERN—Home signals governing movement of trains with the current of traffic over the crossing located at the curb line 30 feet on either side of crossing; back-up signals governing reverse train movements over the crossing are located at the curb line 30 feet on either side of crossing. No distant signals.

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

#### CLOCK WORK TIME RELEASE

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

To operate release, turn knob to right to extreme position about one-quarter turn, then let go of knob and allow automatic release mechanism to run down, which will require 90 seconds. Home signals should then clear for car or train to proceed.

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

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

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

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

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

The westbound distant signal is located 3,000 feet in advance of the home signal and the preliminary circuit begins at a point 4800 feet east of the home signal. The eastbound distant signal is located 1300 feet in advance of the home signal, and the preliminary circuit begins at a point 2500 feet west of the home signal.

Normal indication of interlocking home signals is STOP and distant signals is CAUTION. Distant and home signals will change to PROCEED when train enters approach circuit to interlocking plant, provided there is no train in the block and no train within interlocking limits or approach thereto on Southern Pacific tracks.

Speed of trains at crossing is twenty (20) miles per hour.

When train is stopped by interlocking home signal, a flagman must be sent in each direction on the intersecting track unless the interlocking signals thereon are known to be in proper position to protect the movement.

A push button is located in door of battery house at the crossing. When this button is operated and a red indicator light appears, it will indicate that signals on the conflicting line are in proper position to protect the movement. Train may then proceed with caution through the interlocking limits not exceeding twelve (12) miles per hour.

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

The track between the S. P. R. R. crossing at Yuba City and the west end of the Feather River Trestle is protected by block signals operated as follows: Color indications, green and red. Light signals are installed on a pole just west of the S. P. R. R. crossing at Yuba City, also on a pole located just west of the Feather River trestle, Marysville, and on a pole approximately 200 feet west of the Feather River on the freight track. When the blocks are not occupied all signals will indicate green and when the blocks are occupied all signals will indicate red.

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

#### JOINT TRACK MARYSVILLE

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

AUTOMATIC BLOCK SYSTEM Signals governing the Joint Track are located as follows:

#### THE WESTERN PACIFIC RAILROAD COMPANY

EASTWARD—Home Signal 789 feet west of bridge 178.18; Normal position stop.  
Distant Signal 2,500 feet west of Home Signal; Normal position caution.  
Home Signal 724 feet east of bridge 178.18; Normal position clear.  
Distant Signal 789 feet west of bridge 178.18; Normal position caution.  
WESTWARD—Home Signal east end of bridge 178.79; Normal position clear.  
Home Signal 724 feet east of bridge 178.18; Normal position stop.

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

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

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

#### SACRAMENTO NORTHERN RAILWAY

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

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

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

SWITCH INDICATORS are located as follows:  
Main track switch leading to the Sand Pit, west of bridge 178.18.

Switch leading from Sand Pit, located 68 feet east of Western Pacific main track west of bridge 178.18.

These indicators govern the movement of Sacramento Northern trains to and from Sand Pit across Western Pacific main track and to the Sacramento Northern main track. In addition to stopping at Stop Boards, Sacramento Northern trains or engines moving to or from the Sand Pit, must have a clear indication by switch indicators before proceeding onto or over the Western Pacific crossing, located 489 feet west of bridge 178.18.

No engine, car or train of the Western Pacific or Sacramento Northern shall be operated over the railroad crossing located 752 feet east of bridge 178.18 where the Western Pacific house track crosses the Sacramento Northern track, without being brought to a stop at the stop board and preceded over the crossing by a member of its crew who shall determine first that

it is safe to proceed. The Stop Boards are located on each side of this crossing 100 feet from the crossing. Sacramento Northern trains and yard engines must approach this crossing with caution and not move onto or over the crossing until it shall be determined first that it is safe to proceed.

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

On Western Pacific passing siding 193 feet east of west switch.

On Sacramento Northern Track 182 feet west of Junction Switch west of bridge 178.18 and 157 feet east of Junction Switch east of bridge 178.18.

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

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

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

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

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

The S. P. crossings at Mikon and Woodland are protected by semaphores and derails located approximately 300 feet on either side of the crossing.

#### DRAWBRIDGE SIGNALS

Montezuma Slough Drawbridge located at M. P. 48.6 has train stop arms. Home Signals located 150 feet East and 150 feet West indicate position of draw. Distant Signals 1700 feet East and 2600 feet West of Home Signals.

Drawbridge on M. Street is protected by semaphore signals and derails located approximately 300 feet on either side of the bridge.

Derails protected by light signals are located on the westward tracks leading to Westgate at a point 1,080 feet west of the M Street Bridge and their normal position is open.

A light signal indicating red or green is located just east of the crossing of the wharf track with the main track.

Hand throw derailleurs are located in the two tracks leading from the Woodland Branch to the wharf track and drill tracks leading to the West Side industries and are electrically connected to switch circuit controllers which cause the three light signals to indicate red or stop when derailer is closed.

Track circuit block signal protection is installed in each of the two freight tracks and extends for a distance of approximately one hundred feet on either side of the crossing of the main track. The limits of these track circuits are indicated by insulated rail joints above which is hung from the trolley span wire a sign reading "BLOCK CLEARANCE". Whenever either one of the freight tracks between these block clearance signs is occupied, the three light signals will indicate red or stop. Motormen moving west toward Westgate will observe the color indication of the light signal just east of the wharf track and will be governed accordingly. Motormen approaching M Street Bridge from the west will observe the position of the derail and the color indication of the signal before proceeding.

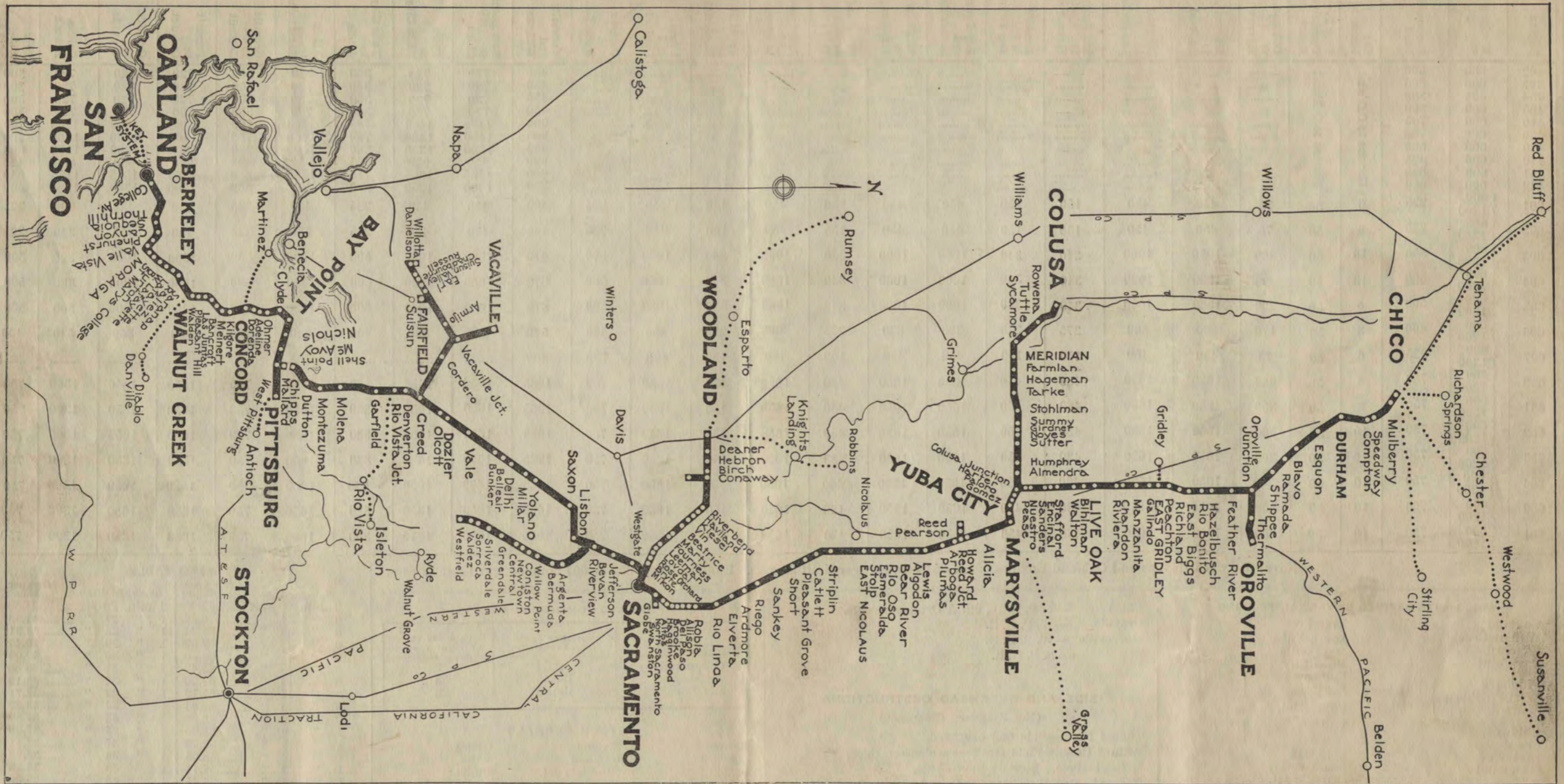
Whistle signals governing routes over M Street Bridge in either direction:

Main track to Oakland \_\_\_\_\_  
Branch track to Woodland - - - - -  
Storage lead \_\_\_\_\_  
Front Street to M Street - - - - -

Meridian Drawbridge is protected by semaphores and derails located approximately 300 feet on either side of the bridge.



# Map of Sacramento Northern Railway and Connections



## RAILROAD SURGEONS

DR. D. H. MOULTON, Chief Surgeon.....	Chico
DR. N. T. ENLOE, Consultant, Asst. Surgeon.....	"
DR. P. L. HAMILTON, Asst. Surgeon.....	"
DR. J. O. CHIAPELLA, Eye, Ear, Nose & Throat.....	"
DR. EUGENE S. KILGORE, Consultant.....	San Francisco
DR. ALSON R. KILGORE, Consultant.....	"
DR. C. E. SMITH, Consultant.....	"
DR. MARK WOOLSEY, Consultant.....	"
DR. T. E. GIBSON, Consultant.....	"
DR. E. C. BULL, Consultant.....	"
DR. GEO. CULVER, Consultant.....	"
DR. HOWARD FLEMING, Consultant.....	"
DR. W. B. PALAMOUNTAIN, Asst. Surgeon.....	Oakland
DR. THEODORE C. LAWSON, Asst. Surgeon.....	"
DR. J. W. CALKINS, Eye, Ear, Nose & Throat.....	Walnut Creek
DR. C. R. LEECH, Asst. Surgeon.....	"
DR. H. W. STIREWALT, Consultant.....	Concord
DR. E. B. TODD, Eye, Ear, Nose & Throat.....	"
DR. DAVID C. WISE, Asst. Surgeon.....	Pittsburg
DR. L. C. GREGORY, Asst. Surgeon.....	"
DR. M. P. STANSBURY, Asst. Surgeon.....	Vacaville

DR. A. P. FINAN, Asst. Surgeon.....	Suisun
DR. C. H. McDONNELL, Asst. Surgeon.....	Sacramento
DR. BERT S. THOMAS, Asst. Surgeon.....	"
DR. MAX C. ISOARD, Asst. Surgeon.....	"
DR. GUSTAVE WILSON, Consultant.....	Sacramento
DR. E. C. TURNER, Eye, Ear, Nose & Throat.....	"
DR. C. B. JONES, Asst. Surgeon.....	"
DR. G. A. FOSTER, Asst. Surgeon.....	"
DR. FRANK P. BRENDDEL, Asst. Surgeon.....	"
DR. JOHN L. FANNING, Consultant.....	"
DR. C. H. FAIRCHILD, Asst. Surgeon.....	Woodland
DR. W. J. BLEVINS, Asst. Surgeon.....	"
DR. W. T. RATHBUN, Asst. Surgeon.....	Colusa
DR. E. V. JACOBS, Asst. Surgeon.....	Meridian
DR. W. L. STEPHENS, Asst. Surgeon.....	"
DR. G. W. STRATTON, Consultant.....	Marysville
DR. F. B. LAWTON, Asst. Surgeon.....	Marysville
DR. E. E. GRAY, Asst. Surgeon.....	"
DR. SMITH McMULLIN, Asst. Surgeon.....	Yuba City
DR. E. A. KUSEL, Asst. Surgeon.....	Oroville
DR. F. M. WHITING, Asst. Surgeon.....	"
DR. I. W. HIGGINS, Asst. Surgeon.....	Live Oak

## WATCH INSPECTORS

S. A. POPE, Manager of Time Service, San Francisco.	
H. BULLARD.....	Oakland
JAS. R. DUPEN.....	Chico
W. A. HURST.....	Oakland
O. D. PAYNE.....	Woodland
H. A. MINASIAN.....	Pittsburg
HANEY AND POOLE.....	Marysville
H. T. HARGER.....	Sacramento
O. W. HALSTEAD.....	Oroville
T. B. MONK.....	Sacramento
J. A. McMILLAN.....	Colusa

## TRAIN DISPATCHERS:

G. A. Rogers	T. C. Morebeck	W. M. Bugbey
Relief Dispatcher: J. E. Chapman		
Chief Dispatcher: H. J. Prickett		
Trainmasters: C. D. Kenady, Oakland; W. R. Parks, Sacramento		