SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION





To Take Effect Sunday, April 16, 1933, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER, General Manager. W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

W. L. HACK, Superintendent

J. W. FITZGERALD,

District Superintendent.

2			EASTWAF			1 10 2 10		SACRAMEN			VISION	4			Time Table No. 149
			The second second	IIRD CLAS		404	400		FIRST C	606	224	10	318	from	April 16, 1933
	Capacity of Sidings in Car Lengths	Me	490 Freight	488 Freight	486 Freight	484 Local Freight	482 Freight	San	Francisco Overland Limited	Mixed	Sierra	Pacific Limited	Passenger	Distance f San Franc	April 10, 1800
			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Lei	ave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	A Ø	STATIONS
	Term. Yard BKTWOPY		9.00PM	4.00PM	12.30PM		3.00 AM	10	0.50PM		11.30AM	1.05 AM		106.6	TO-R ROSEVILLE
	Yard P					4.15AM					f 11.39AM			110.6	ROCKLIN 4.9
	65	į.				See Page 3		1	1.06		See Page 3	1.21		115.5	LINCOLN AV., PENRY
The state of the s	84 WP		9.40	4.40	1.10	5.50AM	3.40	1	1.15		s 12.10PM	s 1.33		120.2	TO NEWCASTLE
	78 WP					6.15		f1	1.23		s 12.25	s 1.47		124.2	AUBURN, NEVADA S
	68 P					6.30		1	1.32		f 12.35	1.57		129.1	BOWMAN 2.3
	P										f 12.42			131.4	CLIPPER GAP
	78 W					7.00	9		1.41		f 12.50	2.06		134.3	EAST APPLEGATE
The state of the s	75 P					7.15			1.47PM		f 1.00	2.12		137.7	N. E. MILLS
	Yard YPWBK		10.30	5.50	2.00	8.30	4.30	1.	2.01 AM		s 1.15	s 2.30		141.7	TO COLFAX
	60 P			0.0					2.13		1.28	2.45		146.0	CAPE HORN
	125 PWOY	1	11.15 PM	6.45	2.45	9.15	5.15	1	2.28		f 1.44	s 3.00		152.2	TO GOLD RUN
	6 P Spur										8			154.1	DUTCH FLAT
	4 P Spur										8			156.0	TO TOWLE
	5 Spur PW					9.45 AM	. 4	1	2.43		s 2.03	3.18		156.8	TO TOWLE 2.8 AMERICAN
Eastward inferior trains may			BLUB											159.6	1.1 MIDAS
run ahead of Nos. 318 and 606	75 P								2.57		f 2.19	3.35		160.7	4.1
Reno to Sparks.	78 WP		1.10AM	9.00	5.00		7.30		1.10		2.33	3.50		164.8 165.5 166.6	BLUE_CANON
	Yard PTW										- 252	- 4.10			TO EMIGRANT GAP
	86 IPTW								1.27		s 2.52 f 3.09	s 4.10 4.27		171.8	ORYSTAL LAKE
	82 PW		2.20	9.40	5.50		8.20		1.42					180.3	2.4 OISOO
	PWT					A	1 6		1.50		3.30	4.48		185.5	o TROY
	67 PW					-			1.59		3.30	f. 10		190.4	SODA SPRINGS
	Р						0.00		2.14		s 3.45	8 5.05		192.0	TO NORDEN
	130 PTWBI		3.00	11.00PM	7.00		9.30		2.14	-	5.15	3.03		196.3 197.7	EDER
							-		-	-				200.6	ANDOVER
	72 PW		_				- 1		2.34		4.05	5.27		202.9	STANFORD
	Yard		4.20	12 201	8.15	-	10.50A		2.45	17/15/7	s 4.20	8 5.45		208.0	TO-R TRUCKEE
	PWTYOBK	1 -10 -11	4.30	12.20AM	8.15		10.50%		3.02		f 4.38	6.05		216.3	BOCA
	99 P					400 - 1			3.06		4.42	6.10		218.1	HINTON
	68 PW								3.14		f 4.50	6.20		222.4	FLORISTON
	No Siding WP					11 11 11		THE STATE OF THE S	3.11			1		228.5	GALVADA
	131 P		6.15	1.30	10.00		12.10		3.32		f 5.08	6.42		232.4	VERDI
	Yard P		6.15	1.50	10.00		12.10.		3.55	8.25 PM	2 E AE	s 7.05 7.25	7.30AM	242.9	RENO 2.6
	Yard								-	s 8.35		8	f	245.5	SPARKS (PASS. STA.)
	Term, Yard OWTBK		7.15AN	2 35 AM	10.45 PM		1.05	8			s 5.52PM	s 7.40AM	s 7.42AM	246.2	TO-RSPARKS(DSP.OF)
	OWIBK		117,118,000	Arrive Daily		The same of the sa	The second second second		rive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(137.1)
			(10.15) 13.38	(10.35) 12.95	(10.15) 13.38	(5.45) 8.73	(10.05) 13.60		(5.20) 25.70	(0.15) 13.20	(6.22) 21.53	(6.30) 21.09	(0.12) 16.50		Time over Distr
			13.38	12.95				E OR DISCHARGE PASSENGERS						st back t	hrough crossover near eas
Train At Receive or Discharg		beyond) Passengers for	om (or beyond)	Train	At			sengers to (or beyond) Passengers from (or beyond)	end		ms using sid	ing at Onp	per cup ma		
28 Any Station Receive 10 Any Station Receive 28 Colfax Receive or discharge	Cheyenr Ogden To or from any po is scheduled to	int train		224	Lan der Magra, Forebe Smart Yuba Pass Spruce Union Mills	Ny .				La: Ma Fo:	nder, 139.0 agra, 148.5 rebay, 163.0 art, 173.3	Si	pruce, 187.8 olaris, 211.1 nion Mills, rosser Creel	213.5	Wickes, 221.5 Farad, 224.7 Mystic, 225.5 Fleish, 229.8

EAS	TWAI	RD		Time Table No. 149			SACRA	MENTO	SUB-D	IVISIO	V	1. 21. 51.20	WE	STWAR	D
Witness.	elder-	miti II		11110 1101 1101 110		9 res			IRST CLA	SS	30/		THIRD	CLASS	
7	484 Local Freight	224 Sierra		April 16, 1933		Distance from Sparks	605 Mixed	21 Pacific Limited	317 Passenger	9 Fast Mail	27 San Francisco Overland Limited	533 Freight	535 Freight	485 Local Freight	Capacity of Sidings in
Le Ex	eave Daily c. Sunday	Leave Daily		STATIONS			Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Car Lengths
	PH N			TO-R ROSEVILLE	1	138.9	VLOIT	s 6.50PM		s 3.35 AM	s 4.30AM	10.00AM	3.30 AM	2.00 PM	Term. Yard TOWYPBK
100	4.15AM	f 11.39AM		ROCKLIN		134.9					f 4.23				P Yard
	4.30	s 11.49		TO LOOMIS		131.6	acou.	f 6.37		3.22	s 4.15			1.35	P 94
	5.10	s 11.58AM		PENRYN 3.0		128.9		f			f 4.08				P 51
	5.50 AM	s 12.10PM		TO NEWCASTLE		125.9	16.01	s 6.24		3.08	s 4.00			1.10	WP 58
- A - A - A - C - C - C - C - C - C - C				FLINT		121.9	177.00								P 73
The above	e sched	lules are		TO AUBURN		121.0		s 6.12		2.56	s 3.47			12.40	WP 50
nown only	for inf	ormation		BOWMAN 2.5	1	117.1	00011	6.02		2.48	f 3.35			12.15PM	P 73
eriority be	etween	Loomis		OLIPPER GAP		114.6				-	f				P 58
nd Newcas nown by	stle, but	will be	B. 8.	WEST APPLEGATE		111.6	CELOI	f 5.50		2.36	f 3.22			11.55AM	P 51
d handled	d only	by train	4	N. E. MILLS		108.4	101110	f 5.43		2.29	f 3.14				Spur P 57
ders betwe	een Loc	mis and		TO COLFAX		103.4	G 101 I	s 5.30		f 2.17	s 3.00	8.00	1.30	11.30	YWPBK Yard
ewcastle.		107		CAPE HORN		99.1		5.14		2.01	2.41				P 62
	1000			TO GOLD RUN		92.9	LA LINE	f 5.00		1.47	f 2.26	7.15	12.45AM	10.45	WOYP 65
	-			DUTOH FLAT		91.0		f			f				SPUR P 6
				TO TOWLE		88.3	First	4.44		1.36	f 2.12			10.15AM	WP Spur 5
				AMERICAN		85.5	The Party of					05.7			
				MIDAS		84.4	THE PARTY OF	f 4.34		1.25	2.00				P 75
				KNAPP		80.3		4.24		1.16	1.49				P 78
			(BLUE CANON	No.	79.6	10.511	f				70.01			PTW
				TO EMIGRANT GAP	1 Track	74.4		f 4.09		1.02	f 1.31	6.15	11.45PM		WPI 80
				YUBA PASS	ack	70.1	91.81	3.58		12.52	1.20				Summer 69 P
				ORYSTAL LAKE	E.	67.9	-116.1	3.53		12.47	1.14				PW 82
			-	OISOO 5.5		65.9		f 3.48			f 1.08				PT
				TROY		60.4	T 1, T 1	3.36	OF 1	12.32	12.55				PW 56 Summer 68
	0.00	-	T. 0.	SODA SPRINGS		55.5		s 3.25	Charles I		f 12.43				P
			A.	TO NORDEN		54.2		s 3.20		12.17	f 12.38	4.30	10.00		IPTBW 79
4				SUMMIT		53.2	SE SE								P (Upper) 56 (Lower) 71
			-	DONNER		50.0	25216	3.06		12.05AM	12.22				P 91
				EDER		48.5	TH BALL	1							
				ANDOVER		45.6	SC OF T						1000	2017	PT
				STANFORD		43.3		2.48		11.48PM	12.04AM				WP 72
	NIE I			TO-R TRUCKEE		38.2 38.0		s 2.35			s 11.50PM	2.45	8.15	Marie V	Yard PWTYOBK
				BOCA		29.7	photo:	2.17	10 10		f 11.25			11.0	P 53
				HINTON		27.9		2.13		11.10	11.20				P 64
			3.8	FLORISTON		23.6		2.06			f 11.12				P
			A. B.	CALVADA		17.6			Try to had				v 100 0 00		WP
				VERDI		13.7		1.48	- 2607	10.45	f 10.52	Mark Trans		BBBE	P 131
				RENO		3.3	s 4.25 AM		s 9.50PM		s 10.30	-			Yard P
				SPARKS (PSGR. STA.)		0.7	s 4.15	-	8	510.02					Yard
		Lagran	1	TO-R SPARKS (DSP.OFF.)		0.0	4.10AM	1.10PM	9.35PM	9.50PM	10.05PM	1.00 AM	6.30PM		Term. Yard OWTBPK
Arr	rive Daily	Arrive Daily		(138.9)			Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	OWTBPK
			=	Time over District	=	-								Ex. Sunday	
				Average Speed per Hour			(0.15) 13.20	(5.40) 24.51	(0.15) 13.20	(5.45) 24.16	(6.25) 21.65	(9.00) 15.43	(9.00) 15.43	(3.45) 13.50	

EASTWA	RD	Time Table No. 149	WESTWARD
FIRST CLASS	from	April 16, 1933	m so d
Capacity of Sidings in Car Lengths	Distance from San Francisco	Lake Tahoe Branch	Distance from Lake Tahoe
		STATIONS	
Term. Yard	208.0	TO-R TRUCKEE	14.7
	212.1	HEADLAND	10.6
	213.6	DENVALE 0.1	9.1
	213.7	McPHETRES	9.0
18 P	214.7	BIG CHIEF	8.0
	215.7	BULLS HEAD	7.0
	216.7	SQUAW CREEK	6.0
	217.6	OLD ROAD	5.1
	218.5	DEER PARK	4.2
	220.5	RAMPART 1.5	2.2
	222.0	MOSS HILLS	0.7
Term. Yard	222.7	R LAKE TAHOE	0.0
		(14.7)	38 3W W

Water at Mystic on No. 1 track only.

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

No. 21 will get mail pouch from baggage room Auburn on Sundays and Holidays.

Additional Stations:

Lawton, 237.1. Mogul, 235.7. Fleish, 229.8. Mystic, 225.5 Farad, 224.7. Wickes, 221.5. Iceland, 220.9.
Prosser Creek, 215.0.
Union Mills, 213.5.
Polaris, 211.1.
Spruce, 187.8.
Tamarack, 183.7.

Smart, 173.3. Forebay, 163.4. Alta, 156.0. Magra, 148.5. Lander, 139.0.

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
27 21 21	Any Station Any Station Alta	Discharge Discharge		Ogden East of Reno

4	EASTWARD			ED OFF	S	ACRAM	ENTO SU	B-DIVISIO	N	SACHAME					DRAWTRAB
		THIRD CLASS			viain or	rint Wa		SECOND C	LASS	FI	RST CLAS	s		8 8	Time Table No. 149
Capacity of Sidings in Car Lengths	Table No. 549	The season residence	498 Local reight	502 Local Freight	496 Freight	512 Mixed	514 Local Freight	27	510 Mixed	8 Shasta	18 Cascade	16 West Coast	292 Valley Express	Distance from San Francisco	April 16, 1933
				-	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Tues. and Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Term. Yard IWYP		The state of the s	urs., sat.	Ex. Sunday		4.00AM	3.45AM			10.10PM	8.50PM			75.6	TO-R DAVIS
		161 162	-		7.4		0.070	UP 17808-E-1	A MIDE	10.17	8.57		TOTAL BY	80.7	MERRITT 2.5
-				7 7				1011			THE PARTY	7 11 194 1	morn i	83.2	MULLEN 1.7
BKIPW	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					4.20AM	4.15	10-01 01-0-		s 10.29	9.05		gor v	84.9	TO-R WOODLAND S. N. R. R. Crossing
Yard 107						7.20				10.37	9.11		-	89.9	TO YOLO
25 P				-	-		5.00			10.44	9.18	1 11	-	95.8	TO ZAMORA
29 P										10.44	3.10			98.0	BRETONA
17 P	-									10.53	9.26	1000		103.2	TO DUNNIGAN
36 WP							6.04	0.0 1 00 5		10.55	7,20	1		106.4	HERSHEY
40 P										10.59	9.32	3 3		108.3	HARRINGTON 5.2
118 119 YP							6.50			s 11.07	9.38			113.5	TO ARBUCKLE
44 P							6.50			11.13	9.43		14	117.6	GENEVRA 0.9
30 PW					25.05	08.1	-	0.00	1	-				118.5	MAOY 5.7
11 n			-	-			8.15			s 11.23	9.50	, 150		124.2	TO WILLIAMS
50 P						-	8.55			11.30	9.55			129.1	CORTENA 3.6
			-				0.00			s 11.35	9.59		4	132.7	TO MAXWELL
59 WP							9.20			11.42	10.05	The same		138.0	DELAVAN
39 F							7.20			11.47PM				141.8	NORMAN 2.2
31 P												72000		144.0	LOGANDALE 5.6
64				11.30AM			10.00AW			s 12.01 AM	10.22			149.6	TO-R WILLOWS
BKWOYP 10		THE REAL PROPERTY OF THE PARTY.	-									1000		152.9	LYMAN 3.6
44 P	The second section of the second		-	11.55AM						12.10	10.30	1 1 2 2 1 2		156.5	ARTOIS
50		And the state of t								12.14	10.34			160.4	GRAPIT 1.3
33 P							11							161.7	GREENWOOD 3.4
2 (41 KPW				12.30PM					7.30AN	s 12.22	10.40			165.1	TO-R ORLAND
39 PY			_						7.35 AM			7 Sylven	1	166.7	WYO 2.0
11							110							168.7	MALTON 4.4
26 P			11000	2.08						12.32	10.49			173.1	KIRKWOOD 5.1
47 P			-	2.50			- 17			s 12.42	10.56	7 115		178.2	TO CORNING
44 P			-1-1							12.47	11.01		Total Control	181.3	RICHFIELD 4.7
120 YP			4.00PM	3.30	11.45M	4					11.09	2.037			R TEHAMA
Term.Yard BKWOPY			4.10PM		11.55A	1				s 1.00AM	s 11.17P	M s 2.10PM	s 5.35 A	188.1	(TO-R GERBER
BKWOPY		Ar		Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday		Arrive Tues. and Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.5)
			(0.10) 12.60	(4.10) 9.24	(0.10) 12.60	(0.20) 27.90	(6.15) 11.84	R.111 P.1.11	(0.05) 19.20	(2.50) 39.70	(2.27) 45.92	(0.07)	(0.07) 18.00		
1 2 2 2 2		The Lands	12.60	9.24	12.60	27.90	11.84	Las Janua	18.20	35.70	10.02		ALDE T		

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

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

Trains to and from Knights Landing must use Woodland siding.

No. 292 will operate as mixed daily except Monday and passenger only on Monday.

Monday.

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

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

Additional Stations:

Elvaton, 89.2 Dufour, 92.1 Ronda, 93.7

Delphos, 126.8 Riz, 146.0

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
18 8 8	Any Station Any Station	Receive Receive Discharge	Black Butte or beyond where scheduled to stop. Black Butte and points on Siskiyou line.	Davis

			MARKET	W		7.8	SACRAMENTO	SUB-DI	VISION					TO BLOOM		WEST	WARD	5
Time Table No. 149	8			FIRST CLA	ss	SE	COND CLASS				- Was	an venue	THIRD C	LASS	9000	идект		
April 16, 1933	Distance fror Gerber	7 Shasta	293 Valley Express	17 Cascade	15 West Coast	511 Mixed	and the state of	497 Freight	503 Local Freight	513 Mixed	515 Local Freight	499 Local Freight	505 Freight		425	80h	008 Est.	
STATIONS	, a	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., and Fri.		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily					
TO-R DAVIS	112.5	s 6.45M	8 9.45A	M s 4.50P	M Table Value					11.10AM								
MERRITT 2.5	107.4	6.37	f 9.35	4.42						1887	4.15	10.01	15.071				OF 8 19	1
MULLEN	104.9		f			- W - 1 - 44				DESCRIPTION OF THE PARTY OF THE		101	WW.	THE REAL PROPERTY.			1000	
TO-R WOODLAND S. N. R. R. Crossing	103.2	s 6.30	s 9.25	s 4.35					120	10.50AM	4.00							
TO YOLO	98.2	6.21	s 9.12	4.22				100			3.00							
TO ZAMORA	92.3	6.13	s 9.01	4.15						TREE	2.40	1211111		790				
BRETONA 5.2	90.1		f						ALC: N			111111111		100				
TO DUNNIGAN	84.9	6.04	s 8.48	4.06							2.15							
HERSHEY	81.7		f						E REAL PROPERTY.			THE						-
HARRINGTON	79.8	5.58	s 8.40	3.58					1,720		1.45							
TO ARBUCKLE	74.6	5.52	s 8.32	s 3.50							1.30							-
GENEVRA	70.5	5.46	f 8.24	3.40							12.45							
MACY 5.7	69.6		f					W				The Little Hand						
TO WILLIAMS	63.9	5.38	s 8.15	s 3.30							12.20PM							
CORTENA 3.6	59.0	5.32	f 8.02	3.21					7.04									
TO MAXWELL	55.4	5.27	s 7.56	f 3.15		1 10			144		11.35AM	THE REAL PROPERTY.					1	
DELAVAN	50.1	5.20	f 7.47	3.05														
NORMAN 2.2	46.3		f			THE TALK						TELL						
LOGANDALE 5.6	44.1	5.12	f 7.38	2.57					Trans.		Bed a light	17.54						
TO-R WILLOWS	38.5	s 5.05	s 7.30	s 2.50					10.30AM		11.00AM							
LYMAN 3.6	35.2		f	- 1					- train (Hall	State of the last						
ARTOIS	31.6	4.55	s 7.13	2.36	1.11-0.11-11-11-11-11-11-11-11-11-11-11-11-11-		- El Estado					201			00-1			
GRAPIT	27.7	4.49	f 7.07	2.30								where the		4 11 153				10
GREENWOOD	26.4		f		ALC: N		100000		1 to 100 1		10.0	18/3E/1 a						
TO-R ORLAND	23.0	s 4.42	s 7.00	f 2.23		s 1.35PM	L-MI- HMOLE		9.30		0.6.1							7 1
WYO	21.4	4.36	f 6.51	2.16		1.25PM		Consta	Life			10.2	-	el el mon				10
MALTON 4.4	19.4		f					1			0.0	1						
KIRKWOOD	15.0	4.28	f 6.42	2.08											T OF AL			
TO CORNING	9.9	4.22	s 6.35	f 2.02					8.45									Te i i
RICHFIELD	6.8	4.17	s 6.22	1.54			300	14										
R TEHAMA	2.1	4.11	s 6.16	1.47	s 2.16PM		1 - 100	7.05AM	8.10			9.10AM	11.10A					
TO-R GERBER	0.0	4.05AM	6.10A	1.40PM	2.10PM			6.55AM	8.00AM				11.00AM					
(112.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., and Fri.	415	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon. Wed., Fri.	Leave Daily			Transfer of		
Time over District	_ 146	(2.40) 42.19	(3.35) 31.40	(3.10) 35.53	(0.06) 18.00	(0.10) 9.60		(0.10) 12.60	(2.30) 15.40	(0.20) 27.90	(5.30) 13.51	(0.10) 12.60	(0.10) 12.60		The end of	MODEL		77 10

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

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

Trains to and from Knights Landing must use Woodland siding.

No. 293 will operate as mixed daily except Monday and passenger only on Monday.

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

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

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

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
293	{Dufour Ronda	Receive or Discharge		
7	Williams	Receive	Points train is scheduled to stop.	ALL COLUMN TO A STATE OF THE ST
7	Any Station	Discharge	(to stop:	Black Butte

6	DRAW	reswit		EASTW	VARD					SACR	AMENTO SUB-DIVI	SION				WEST	TWARD				
	1	THIRD	CLASS		RELIGIO	THE P	IRST CLAS	s	P	I	The second	in Fe		FIRST	CLASS	The state of the s		T	HIRD CLAS	is	
Capacity of Sidings in Car Lengths	Local	498 Local Freight	496 Freight	494 Local Freight	28 San Francisco Overland Limited	224	16 West Coast	292 Valley Express	10 Pacific Limited	Distance from San Francisco	Time Table No. 149 April 16, 1933	Distance from Tehama	9 Fast Mail	27 San Francisco Overland Limited	15 West Coast	21 Pacific Limited	501 Local Freight	497 Freight	499 Local Freight	495 Local Freight	505 Freight
		Leave Tues. Thurs. & Sat.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	100	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon. Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily
Term. Yard	_				10.10PM	10.45AM	10.40AM	1.20AN	12.25AM	88.8	(TO-R SACRAMENTO	122.9	s 4.15AM	8 5.15AM		s 7.30PM	6.20PM			7900.00	
Yard IYP					10.17	10.52	10.47	1.27	12.32	91.8	ELVAS	119.9	4.06	5.06	5.47	7.22	6.10			- 11/2	
Yard PW						f \				93.5	SWANSTON S	118.2				f	-			7 34 8 2 3 C C	The second second
South 92 Yard P					10.22	10.59	10.52	1.32	12.37	94.9	BENALI E	116.8	4.01	5.01	5.42	7.16					
Center 86							f11.03	1.43	12.48	102.8	ANTELOPE	108.9	3.50	4.50	5.31	7.05					
60 Yard P Term. Yard BKOPTWY			8.00AM		10.33	s 11.22AM	-	-	s 12.57AM		TO-R ROSEVILLE	105.1	3.40AM	4.40AM	s 5.20	6.55PM	5.30	12.35PM			5.00 PM
AND THE RESERVE OF THE PERSON NAMED IN			8.00		810.421	811.22	11.22	2.05	512.0	112.8	WHITNEY	98.9			5.07			12.05PM		P. F. Hilliam	
		-					s 11.29	s 2.13		117.0	TO LINCOLN	94.7			s 5.00		5.00	11.55AM		7111111	4.25
134 PW	-						3 11.25	5 4.15		121.0	EWING	90.7			0.0						
106 P			8.25				11.36	2.20		122.1	BROOK	89.6			4.52		4.15	11.36			3.40
32	9.00		0.23				11.40	•		124.8	SHERIDAN	86.9			s 4.48						
138 PW	9.30						811.45	s 2.30		128.1	TO WHEATLAND	83.6			в 4.43		3.40				3.20
101 P	9.30						11.53AM			134.2	OSTROM	77.5			4.34		3.15	10.55		PRESENT	3.05
101										139.8	DANTONI JOT.	71.9			10						-
Yard BKIYOWP	10.30PM		9.00	7.30AM			s 12.05PM	s 2.50 3.10		140.8	TO-R MARYSVILLE	70.9			s 4.25		3.00PM	10.30		1.20PM	2.45
BKIYUWF	10.00		- 5.55					3,10		141.8	W. P. R. R. Crossing	69.9			1 200	3	- 1 - 0				2.00
112 WP							12.11	3.16		144.7	BERG E	67.0			4.09			10.10		1.05	2.20
43							12.16	3.21		147.7	LOMO	64.0			4.05	1 2	7 1 4			2 1000	
13										149.8	SUNSET	61.9				4	4 1 4				-
54 IP				8.00			s 12.22	3.27		151.5	TO LIVE OAK S. N. R. R. Crossing	60.2			s 4.00			9.55		12.50	1.50
			9.40					s 3.40		158.0	TO GRIDLEY	53.7			s 3.50	S B	Y 1 2	9.40		12.33PM	1.35
108 P			9.40	8.25			s 12.33	s 3.48		161.4	TO BIGGS	50.3			s 3.42	6-1-4	7 1 0	9.30		11.59AM	1.25
49 WP	-			8.40			-	s 3.48		167.4	RIOHVALE	44.3			s 3.32					1000	
10							f 12.54			171.5	NELSON	40.2			f 3.26	9	7 7 8	9.10		all there	THIELD
97 P 96 P				9.10			-	s 4.15		178.1	TO DURHAM	33.6			s 3.15		010	8.55		11.20	1.03
				9.40				-			S. N. R. R. Crossing TO-R OHIOO	27.5			s 3.05			8.40	10.30 AM	11.00AM	12.30PM
Yard BKYWOP		2.25PM	10.30	10.00 AM			s 1.15	s 4.25 4.45		184.2	7.1				f 2.50		7 1 0			48.12	
29 P	THE						1.25	4.55		191.3	NORD 2.3	20.4		-	2.46		010	7.50	10.00	10013111	11.59A
122 P		2.46					1.29	4.59		193.6	ANITA 2.4	18.1			2.42		-	1.00	10,00	-9907-11	
16							1.33			196.0	OANA 7.0	15.7			s 2.32			7.30	9.40		11.30
130 WP		3.20	11.30			-	s 1.45	f 5.12		203.0	TO VINA	8.7		- 101	8 2.32		-	711111		-48038	
15							-			204.6	COPELAND 5.1	7.1		- 1900	s 2.20				9.20	183110	
48 P		3.50					s 1.58			209.7	TO LOS MOLINOS 2.0 R TEHAMA	0.0			2.16PM			7.05AM	-	DOWN TOWN	11.104
120 PY			11.45AM			100		s 5.28AM		211.7		0.0	Z Deffe	Town Delle		Years Delly	Leave Daily Ex. Sunday		Leave Mon., Wed. & Fri.	-	_
	Arrive Daily Ex. Sunday	Arrive Tues., Thurs. & Sat.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(122.9)		Leave Daily	Leave Daily							-
	(5.00) 5.20	(1.35) 17.37	(3.45) 28.03	(2.30) 17.36	(0.32) 33.38	(0.37) 28.87	(3.23) 36.32	(4.08) 29.73	(0.32) 33.38		Time over District		(0.35) 30.51	(0.35) 30.51	(3.39) 33.67	(0.35) 30.51	(3.20) 15.60	(5.30) 19.11	(1.20) 20.63	(2.20) 18.60	(5.50) 18.02

No. 292 will operate as mixed daily except Monday and passenger only on Monday. Schedule time and train orders will apply at the Junction Switch at Tehama.

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

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
224 16 15	Walerga Any Station Any Station	Receive Discharge	Klamath Falls	Lincoln

Additional Stations:

Walerga, 99.4 Clayton, 118.4 Jester, 126.0 Rupert Spur, 138.9 Binney Junction Tower, 141.8 Sullivan, 146.4 Fagan, 155.9 Riceton, 164.1 Faulkner, 181.9 Gimbal, 189.1 Soto, 198.3 Ensign, 207.1 Bohemia, 208.0

		EASI	WARD					REDDING	ועפטפ	MOTOTA				WEST	WARD		
	SECOND CLAS	SS	FIRS	ST CLA	SS	To Lennia						FIRST	CLASS		4507	HIRD CLAS	S
Capacity of Sidings and purs in Car Lengths	620 Freight	a Lata		18 Cascade	16 West Coas	8 Shasta	Distance from San Francisco via Marysville	Time Table No. 149 April 16, 1933	Distance from	7 Shasta	17 Cascade	15 West Coast	8 81	637 Freight	639 Local Freight	641 Freight	1000
Lengths	Leave Daily		L	eave Daily	Leave Daily	Leave Daily	Die	STATIONS	Ä	Arrive Dail	Arrive Daily	Arrive Daily	Barrier Burthart	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	TAIL STATE OF
Term. Yd. WOYPBK	1.30PM		1	1.278	2.20	M 1.10A	M 213.8	TO-R GERBER	108,3	s 3.55	M s 1.30P	s 2.00PM		6.30A	10.25	11.15PM	
					f		215.8	PROBERTA	106,3								
5-46 P	1.38		1	1.35	2.29	1.19	218,9	RAWSON	103,2	3.47	1.21	1.53		6.16	10.10	11.03	1/400-1
1-49 P	1.47		1	1.42	s 2.39	s 1.29	223.4	TO RED BLUFF	98.7	s 3.40	f 1.15	8 1.47		6.09	10.00	10.56	
81 P	2.00		1	1.50	f 2.47	1.36	228.9	BLUNT	93,2	3.31	1.07	f 1.37		5.59	9.40	10.46	
ır 2 0	DOLLAR DATA					The second	232,2	IVREA	89,9		La Lagi						
80 P	2.10	7 2121	1	1.57PM	f 2.55	1.43	233,6	HOOKER	88,5	3.24	1.01	f 1.29		5.47	9.25	10.31	
74 WP	2.22	a maril	1	2.05 AM	s 3.05	s 1.53	240.4	TO COTTONWOOD	81.7	s 3.16	12.53	s 1.20		5.35	9.10	10.18	
76 P	2.29		1	2.10	3.10	1.58	244.2	OULP	77.9	3.08	12.48	1.13		5.29	8.55	10.11	
70 P	2.34	1 100 84 1	1	2.14	s 3.16	s 2.03	247.1	TO ANDERSON	75.0	s 3.04	12.45	s 1.09		5.24	8.45	10.06	
91 P	2.45		1	2.22	f 3.24	f 2.10	253.5	GIRVAN	68,6	f 2.56	12.38	f 12.59		5.14	8.30	9.55	
-80 WP I	2.55	418	1	2.29	s 3.34	s 2.21	258,2	TO REDDING	63.9	s 2.50	f 12.32	s 12.53		5.07	8.20AN	9.49	
63 P	3.09	1000	1:	2.41	f 3.45	2.32	263,9	KESWICK	58,2	2.32	12.20	f 12.38		4.51		9.33	
P	MTA II	1 1 1 1 1			f		267.2	TO MATHESON	54.9			8					
49 P	3.19			2.52	3.55	2.43	268.0	MOTION 3.0	54.1	2.16	12.11	12.28		4.37		9.19	
81 P	3.27			1.00	f 4.02	2.50	271.0	CORAM	51.1	2.08	12.04 PM		Maria de la compansión	4.27	170%	9.10	
85 P	3.39				f 4.14	3.01	275.7	KENNET 2.6	46.4	1.57	11.54 AM			4.12		8.56	
57 P	3.46			1.16	f 4.20	3.08	278.3	PITT 1.9	43.8	1.49		f 12.01 PM		4.02		8.48	
3 YWPO	3.51			1.21	f 4.25	3.13	280,2	MORLEY 3.6	41.9	1.44	11.43	f 11.56AM	440	3.59		8.42	
45 P	4.00			1.32	f 4.33	3.22	283.8	ELMORE 3.8	38,3	1.32	11.35	f 11.48		3.46		8.30	
82 P	4.10	1000		1.41	f 4.42	3.30	287.6	POLLOCK	34.5	1.23	11.26	f11.39		3.30		8.19	
75 P	4.19	46.64		1.49	4.50	3.38	291.1	SMITHSON 5.6	31.0	1.15	11.18	11.31		3.12		8.08	
81 WP	4.40			2.05	8 5.06	3.55	296,7	TO DELTA	25.4	1.02	11.06	f 11.19		2.50		7.50	
40 P	4.56				f 5.14	4.04	300,2	LAMOINE 3.8	21,9	12.54		f 11.09		2.37		7.39	
71 P	5.08	-			f 5.23	4.13	304.0	GIBSON 2.0	18,1	12.45		f11.00		2.22		7.27	
	5.13	-			f 5.28	4.19	306.0	FISHER 34	16.1	12.40	10.44			2.05		7.20	
70 WP	5.25				f 5.36	4.28	309.4	SIMS 	12.7	12.32		f 10.47	100	1.54		7.09	
56 P	5.45	1 20 10 1			f 5.45	4.36	313.1	CONANT	9,0	12.24		f 10.39		1.43		6.58	
86 P	5.55				5.52	4.41	315,3	CASTELLA 3.0	6.8	12.19		f 10.34 f 10.26		1.35		6.41	
n Yard BK	6.05 6.15PM			.02	6.06	4.48	318,3	CASTLE CRAG	3,8	12.12	135 G Y S	f 10.19		1.15AM		6.30PM	
m Yd. TPBK	0.10rm					s 5.00AM	321,2	DUNSMUIR YARD	0,9	12.05 12.01 AM	10000			1.10***		0.301	
			. 3	.OO AM S	0.101	5 0.00 AM	022.1	(TO-R DUNSMUIR (Pass Sta.)	0.0	12.01 4	10.00 ***	10.10			D. (1)	- 0000	
A	rrive Daily	1506.91	Arriv	e Daily	Arrive Daily	Arrive Daily	- POP-I	(108.3)		Leave Daily	Leave Daily	Leave Daily	Maria de la	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	
- Hardy	(4.45) 22.61			3.38) 9.76	(3.50) 28.25	(3.50) 28.25		Average Speed per Hour	Toron and	(3.54) 27.67	(3.25) 31.69	(3.45) 28.88	108.0 01.0	(5.15) 20.45	(2.05) 21.31	(4.45) 22.61	
	ADDITIONAL FLAG	STOPS TO RECEIVE										44.				DA.Ou	
Train	At	Receive or Discharge	(or Beyond)	(or Beyon		uency										between de	
	antier MP 290.5 weet Briar MP 314.8 battle Rock MP 316.4 Bet. Dunsmuir & Redding my Station	Receive and Discharge Receive and Discharge Receive and Discharge Discharge Receive	Any Station Any Station Any Station Any Station Black Butte or beyond where train scheduled to stop Any Station	Any Stati Any Stati Any Stati East of Do	leas oc	vines enid de vinelli i ewind plan n inne y store		Jessup Additional Stations Antler Flume	Spur	M.	P. 249.2 P. 261.0 P. 290.5 P. 311.8	ne emir alie alatien na lital satur g besi dalies ing mapica sat calor sa					BRONTES A

8		EASTWARI	Total Control			B	LACK BUTTE SUBD	IVISIO	ON		199	WESTWARD		
	THIRD	SECOND CLASS	FIRST CLA	55	THEFT	goe		Es			FIRST CLASS	11280	THIRD	CLASS
apacity of idings and ours in Car	624	622	16	8	18	Distance from San Francisco via Marysville	Time Table No. 149 April 16, 1933.	Distance from Klamath Falls	17	5	7	633	623	635 Freight
Lengths	Freight	Freight	West Coast	Shasta	Cascade	Dist. San via		Dist	Cascade	Klamath	Shasta	Freight	Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yd. PBK	8.00PM	7.30PM				321.2	DUNSMUIR YARD	107.9				4.05PM	5.00PM	2.05AM
Term. Yd. WOTPBK			6.20PM	5.10AM	3.15AM	322.1	TO-R DUNSMUIR (Pass Sta)	107.0	8 9.45AM	s 11.25 PM	811.40PM			
P				f		325.4	SHASTA SPRINGS	103.7		f				
86 P	8.43	7.55	6.32	5.22	3.27	326.1	SMALL 1.5	103.0	9.34	11.13	11.29	3.48	4.45	1.47
26 P	8.48	8.01	. 6.36	f 5.26	3.31	327.6	CANTARA 3.8	101.5	9.30	11.09	11.24	3.43	4.40	1.42
84 P	9.01	8.22	6.48	f 5.38	3.43	331.4	MOTT	97.7	9.19	10.57	11.12	3.30	4.15	1.29
87 P	9.11	8.32	6.54	f 5.44	3.49	333.5	AZALEA	95.6	9.13	10.51	11.06	3.23	4.05	1.22
108 WYP	9.21	8.45	s 7.04	s 5.54	3.59	336.7	TO MOUNT SHASTA	92.4	f 9.06	s 10.43	f 10.58	3.13	3.55	1.12
93 P	9.45	8.52	7.09	f 5.58	4.03	339.1	UPTON 2.8	90.0	9.01	f 10.33	10.53	3.07	3.20	1.06
80 YP	10.00	9.00	7.13	f 6.03	4.07	341.9 342.3	DEETZ 2.7	87.2	8.57	f 10.28	10.49	3.01	3.10	1.00
M-27 E-80 7-111 WYP	10.15PM	9.20	f 7.21	s 6.10AM	4.14	345,0	TO-R BLACK BUTTE	84.5	f 8.50	f 10.20	10.40PM	2.52	3.00PM	12.51
82 P		9.40	7.35		4.27	352.2	HOTLUM 5.0	77.3	8.38	f 10.03		2.30		12.31
113 P		9.53	7.45		4.36	357.2	BOLAM 3.5	72.3	8.30	f 9.53		2.16		12.17
83 P		10.12	7.51		4.42	360.7	ANDESITE	68.8	8.26	f 9.45		2.07		12.08AM
83 P		10.24	7.57		4.48	364.8]	COUGAR	64.7	8.21	f 9.37		1.46		11.47 PM
Spur 202						366,6	POMEROY	62.9						
125 WYP		10.39	f 8.05		4.55	368,5	TO GRASS LAKE	61.0	8.17	f 9.30		1.31		11.32
58 P		10.50	8.12		5.02	373.1	The state of the s	56.4	8.12	f 9.23		1.09		11.12
81 P		10.57	8.17		5.07	377.2	PENOYAR	52.3	8.06	f 9.17		12.54		10.57
No siding YP		11.03	s 8.23		f 5.12	380,6	TO LEAF	48.9	8.02	s 9.11		12.42		10.40
91 WP	15.00	11.05	s 8.26		5.14	381,9	BRAY	47.6	8.00	f 9.06		12.39		10.35
30 P		11.12	8.31		5.19	386,0	KEGG	43.5	7.54	f 9.00		12.24		10.20
60 P		11.19	8.36		5.24	390,0	JEROME	39.5	7.49	f 8.54		12.14		10.10
96 WOYK P		11.34	s 8.43		5.29	394.0	TO MT. HEBRON	35.5	7.44	s 8.43		12.01PM		9.55
61 P		11.39	s 8.49		5.34	396.7	TO MACDOEL	32.8	7.41	s 8.35		11.45 AM		9.40
30 P		11.42	8.53		5.37	398,3	SOMERSET	31.2	7.39	f 8.30		11.42		9.30
61 P	-	11.50	8.59		5.42	402.6	MAY	26.9	7.34	f 8.24		11.34		9.20
96 P		11.58PM	s 9.07		f 5.49	407.1	TO DORRIS	22.4	7.29	s 8.18		11.26	A Lagran	9.07
61 P		12.06AM	9.13		5.55	411.6	CALOR	17.9	7.24	f 8.10		11.16		8.47
32 WP		12.13	9.19		6.01	415.6	WORDEN	13.9	7.19	f 8.04		11.07		8.40
61-32 P		12.19	9.24		6.05	418,2	ADY	11.3	7.15	f 7.59		11.01		8.33
59 P		12.28	9.30		6.10	422,3	MIDLAND	7.2	7.10	f 7.53		10.53		8.25
82		12.35	9.37		6.15	426.2	TEXUM	3,3	7.05	f 7.47		10.45		8.15
Term Yd WYOTPBK		12.45AM	s 9.45PM		s 6.20AM	429.5	TO-R KLAMATH FALLS	0,0	7.00AM	7.40PM	THE REAL PROPERTY.	10.30AM		8.00PM
	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		(107.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

 $\begin{array}{lll} \textbf{Additional Stations} & Graham \ Industrial \ Track \ M.P. \ 356.0 \\ Ivan \ Spur & M.P. \ 413.6 \end{array}$

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
548 16 5 18	Shasta RetreatMP 323.8 Any Station Any Station Any Station	Receive and Discharge Discharge Receive and Discharge Receive	Any Station Any Station Black Butte or beyond, where train scheduled to stop.	Any Station Weed and East Any Station

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

First class trains of Cascade Line, with orders to meet or pass at Black Butte, use middle Siding, except when order states that order received by the westward train at Black Butte.

The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station. Water Supply—Three quarter mile east of Cantara.

		EASTWARD				KIRK SUBDIVISION	PLAC			WESTWAR	D		6
	SECOND CLASS		FIRST CLASS		Time Table No. 149		Time Table No. 149		FIRST CLASS	SECONI	CLASS	THIRD (CLASS
Capacity of Sidings and Spurs in Car Lengths	386 G. N. Ry. Freight	626 Freight	16 West Coast	18 Cascade	Distance from San Francisco via Marysville	April 16, 1933	Distance from Crescent Lake	17 Cascade	5 Klamath	621 Freight	387 G. N. Ry. Freight	647 Freight	1.54
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Do >	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Term. Yd WOTYPBK	8.15A	3.00AM	10.00PM	6.30AM	429.5	TO-R KLAMATH FALLS	98,9	s 6.50AM	s 7.20PM	9.35AM	2.30PM	5.05PM	
63 P	8.21	3.09	10 06	6.35	431.9	CHELSEA	96,5	6.45	f 7.12	9.25	2.21	4.57	
66 P	8.27	3.15	10.11	6.40	434.1	wocus	94.4	6.40	f 7.06	9.18	2.15	4.50	1 100
110 P	8.37	3.27	s 10.19	6.50	438.9	TO ALGOMA	89.5	6.33	s 6.59	9.09	2.05	4.40	C. Internal
62 P	8.44	3.37	10.24	6.55	442.6	OUXY	85,8	6.28	f 6.54	9.01	1.55	4.32	
82 P	8.53	3.49	f 10.31	7.01	447.2	TO MODOC POINT	81,2	6.22	s 6.47	8.53	1.45	4.23	
67 P	9.02	4.01	10.37	7.07	451.8	LOBERT	76,6	6.16	f 6.40	8.43	1.35	4.13	
WYPK	9.11	4.16	s 10.47	f 7.15	456.7	TO OHILOQUIN	71.7	f 6.10	s 6.31	8.33	1.25	4.03	
87 P	9.15	4.24	f 10.51	7.18	458.0	PINE RIDGE	70.4	6.07	f 6.26	8.18	1.17	3.53	
62 P	9.22	4.33	f 10.57	7.23	461.1	BRAYMILL	67.3	6.03	f 6.21	8.12	1.10	3.48	
85 P	9.32	4.47	11.03	7.29	465.3	CALIMUS	63,1	5.58	f 6.14	8.01	1.00	3.40	
Spur 18				60 1 0.0	469.1	MARTIN	59.3		1				
122-69 WYP	9.42	5.00	s11.11	f 7.35	470.3	m KIRK	58.1	5.52	1 6.07	7.35	12.49	3.25	
102 P	9.52	5.11	11.17	7.41	474.5	FUEGO	53,9	5.47	f 6.00	7.21	12.40	3.17	
102 P	10.02	5.22	11.23	7.47	478.8	OHINOHALO	49,6	5.41	f 5.54	7.13	12.31	3.09	
102 W P	10.12	5.36	11.30	7.53	483.4	LENZ	45.0	5.36	f 5.48	7.05	12.22	3.01	
102 P	10.22	5.56	11.36	7.59	488,2	MAZAMA	40,2	5.31	f 5.42	6.52	12.07 PM	2.46	
102 P	10.32	6.06	11.42	8.04	492.6	YAMSAY	35,8	5.26	f 5.36	6.45	11.55AM	2.38	
102 P	10.43	6.16	11.49	8.11	498.0	DIAMOND LAKE	30,4	5.19	f 5.29	6.35	11.35	2.28	
102 PBK	11.05AM	6.25	f 11.56 PM	8.18	503.3	TO-R CHEMULT	25,1	5.13	s 5.22	6.25	11.20AM	2.18	
102 YP	The state of the s	6.40	12.02AM	8.23	507.2	PAUNINA	21.2	5.08	f 5.15	6.16		2.03	
102 P		6.55	12.13	8.33	514,8	можіон	13,6	4.59	f 5.05	6.02		1.49	
102 P		7.05	12.20	8.39	519.5	KOTAN	8,9	4.52	f 4.58	5.54		1.30	
102 P		7.20	12.27	8.45	524.0	UMLI	4.4	4.46	f 4.52	5.45		1.15	
Term. Yd. WOYPBK		7.35AM	s 12.35 AM	8.50AM	528.4	TO-R CRESCENT LAKE	0.0	4.40AM	4.45PM	5.30AM		1.05PM	1 1
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(98 9)	1 100	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

The schedule time of Nos. 386 and 387 at Klamath Falls applies at Great Northern Junction Switch. Mile post 428.4. The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station.

At Crescent Lake Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

10	EASTWARD I					E SUBDIVISION	N		WESTWARD			
du pa	THIRD CLASS	FIRST OL	ASS	from ccisco sville	Tir	Time Table No. 149		FIRST CLASS			THIRD CLASS	
Capacity of Sidings and Spurs in Car	624 Freight		8 Shasta	Distance fr San Franci via Marysv	J. more	April 16, 1933	Distance from	7 Shasta		645 Local Freight Logger	623 Freight	
Lengths	Leave Daily	y	Leave Daily			STATIONS		Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	
M-27 E-82 W-113 WYP	10.40	PM	6.10AM	345.0	(TO-R	BLACK BUTTE	85,3	s 10.40PM	ALTERNATION OF THE PROPERTY OF	2.20AM	2.40M	
No Siding P Spur		TAX BEN A	f 6.16	347.0 345.8		IGERNA	83,3	f 10.32	91 11 11 412	2.10		
56-109 WOYPKB	11.01	4,00	s 6.25	348.4	TO-R		80.7	s 10.24	CF ST	2.00 AM	2.00	
50 WYP	11.20	1 1 1000 3	s 6.37	353.4	то	EDGEWOOD	75.7	s10.08	Den - Indiana		12.40	
No Siding	1 2 1 2 1 2 1 2 1 1 1 1 1 1 1 1 1 1 1 1	Aleg 11 (1.899 3)	6.42	357.1		METCALF	72.0	10.01		100		
71 P	11.40	444 1 34190 4	s 6.49	361.0	TO	GAZELLE	68,1	s 9.55	919	000 00	12.01PM	
61 P	11.598		s 7.00	369.1	то	GRENADA	60,0	s 9.41	ATTENDED TO THE	1 (E. P. D. 1837)	11.45 AM	
66 PK	12.184		s 7.13	375.5	то	MONTAGUE	53.6	s 9.31	.011,	12 12 11	11.20	
68 YP	12.30		f 7.21	380.7		SNOWDON	48.4	f 9.22	0110	1 1 20 1 01	10.40	
55 P	12.50		f 7.33	386,2		AGER	42,9	f 9.09	act in the later	BEAT RE	10.20	
No Siding P	V 10 10 10 10 10 10 10 10 10 10 10 10 10	1 2 2 2 2 3	f 7.40	388.4		THRALL	40.7	f 9.02		The late of the late of	and the second	
No Siding WP			f 7.45	390.5		KLAMATHON	38,6	f 8.57				
79 Yard WOYP	1.30	10000	f 7.54	393.1	то	HORNBROOK	36,0	s 8.50		to the sale	9.17	
No Siding P	10 8 1 1 1 0 10 10 10 M	1,190,0	8.01	395.6	oi]	PILOT	33,5	f 8.43	- E.F. 16.11	100 100		
70 P	1.50	29.0 7	f 8.07	397.5	4)	ZULEKA	31,6	f 8.37		02.0 00	8.40	
51 P	2.10		s 8.19	401.8	то	HILT	27.3	s 8.26		Serie ST	8.19	
No Siding		THE PART I	8.21	402.8		COLE	26,3	8.24		BALL BU	0130	
76 WP	2.28	THE REAL PROPERTY.	8.23	403.6		ORCAL	25,5	8.22		86 B EV	7.25	
60 P	2.45		f 8.33	407.4		GREGORY	21.7	f 8.13		B B 1 FF	7.10	
69 P	2.55	1 1 1 1 1 1 1 1 1 1 1 1	8.39	410.0		WHITE POINT	19.1	8.06	201-1	La Poo	6.47	
101 TP	3.16		s 8.46	412.2		SISKIYOU	16,9	s 7.59		9.0	6.35	
No Siding P		1 100.0	8.51	414.1		VIADUOT	15.0	7.51	AL PLANTING	0.0		
No Siding	00.4	6.00	8.57	415.6		WALL OREEK	13.5	7.44	21	A COLUM		
71 P	3.35	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	9.02	416.9		FOLIAGE	12.2	7.39			6.02	
59 WP	3.55		s 9.14	419.3		STEINMAN	9,8	f 7.32			5.50	
73 P	4.20		f 9.24	422.9		MISTLETOE	6,2	f 7.22		11/2 11/2	5.30	
No Siding P			9.32	425.5		OLAWSON	3,6	7.13		14		
Term. Yd. WOTPBK	4.45	AM	s 9.40AM	429.1	TO-R		0.0	7.05PM			5.00AM	
WOTPBK	Arrive Daily		Arrive Daily			(85.3)		Leave Daily		Leave Daily Ex. Sunday	Leave Daily	

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water supply one quarter mile east of Grenada.

AD	ADDITIONAL FLAG STOPS TO RECEIVE AND DISCHARGE PASSENGERS										
Train	At	Receive and Discharge	(or Beyond)	From (or Beyond)							
7 and 8	Colestin MP 409	Receive and Discharge	Any Station	Any Station							

8.	EASTWA	RD	W. Carlot			WESTWARD		
Siding in Car hs	SECOND CLASS	FIRST	rion isco	Time Table No. 149	from	FIRST	SECOND CLAS	
Capacity of Sidings and Spurs in Car Lengths	628 Northwest Special Leave Daily	314 Passenger Leave Mon.,	Distance from San Francisco	April 16, 1933	Distance fr Klamath F	313 Passenger Arrive Tues.,	625 Oregon Special Arrive Daily	
Term. Yd. WOYPBK		Wed., Fri. 2.50PM	457.9	ALTURAS YARD	97.9	Thurs., Sat.	Arrive Daily	
WOYPBK		s 2.55PM		TO-R ALTURAS	98.8	2.40PM		
Term. Yd. WOYPBK	9.304	-	457.9	0.9		2.35PM		
66 cars	9.37		459.9	ALTURAS YARD	97.9		8.00PM	
76 P	10.02		470.6	JUNIPER 10.7			7.53	
81 WYP	10.02		477.7	FLETCHER 7.1 TO GHENT	85,2		7.25	
79 YP	11.00		485.4	7.7	78.1		7.05	
77 P	11.10		489.8	AMBROSE 4.4	70.4		6.25	
85 WYOP	11.20	-	493.6	BOLES 3.8	66.0		6.00	
77 P	11.40		500.8	HACKAMORE 7.2	62.2		5.35	
84 WYP	11.40		506.1	MEARES 5.3	55.0		4.50	
No Siding	12.05PM			PEREZ 2.8	49.7		4.35	
77 P	12.05		508,9	DRY LAKE	46.9		4.15	
77 WP	12.31		515.4	CORNELL 8.9	40.4		4.00	
No Siding	1.10		524.3	STRONGHOLD	31.5		3.35	
No Siding P	1.55		525.4	Great Northern Ry. Crossing	30.4		A CONTRACTOR	
No Siding P	2.04		529.7	TULE LAKE	26.1		3.25	
No Siding	2.04		533,2	HATFIELD 2.8	22.6		3.10	
77 P	2.15		536.0	MALONE 1.9	19.8		3.02	
No Siding			12.00	TO MERRILL	17.9		2.55	
77 P	3.15	-	543.8	HOSLEY	12.0		2.30	
Term. Yd. WOYTPBK	3.25	-	547.1	STUKEL 8.7	8.7		2.23	
VOYTPBK	4.00 PM Arrive Daily	Arrive Mon., Wed., Fri.	555.8	TO-R KLAMATH FALLS (98.8)	0,0	Leave Tues., Thurs., Sat.	2.00 PM Leave Daily	

Trains originating and terminating Alturas Yard, will register at Alturas.

B	EAST	WARD					WESTV	VARD		
Siding n Car	SECON	D CLASS	Hoo	Time Table No. 149	H	SECOND CLASS				
ty of spurs i	632	630	Distance from San Francisco	April 16, 1933		629	631			
Capacity of Sidings and Spurs in Car Lengths	Local Freight	Mixed	Dist	Lakeview Branch	Distance from Lakeview	Mixed Arrive Tues. Thurs., Sat.	Local Freight		-10	
	Lcave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.		STATIONS			Arrive Mon., Wed., Fri.			
P	3.25PM	3.10PM	457.8	TO-R ALTURAS	54.5	s 2.00PM	2.15PM			
		f	459.7	MATTES	52.6	f				
Spur 6	La Land Day	f	466.9	SURPRISE	45.4	f				
26-P	4.15	8 4.00	478.6	DAVIS OREEK	33.7	812.40PM	12.50			
Spur 24		f	481.3	GARRET	31.0	f				
10-P	4.45	8 4.30	491.2	TO WILLOW RANCH	21.1	s 11.55AM	12.20PM			
Spur 2	100	f	495.1	JOFFRE	17.2	f	77			
See Note 23-P	5.35	s 5.20	497.8	FAIRPORT	14.5	s 11.25	11.40AM			
Spur 1		f	503.5	SNELLING	8,8	f				
Term Yd. WYPBK	6.45 PM	s 6.30PM	512,3	TO-R LAKEVIEW	0.0	10.45AM	11.00AM			
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.		(54.5)		Leave Tues., Thurs., Sat.	Leave Mon. Wed., Fri.	- 31		
	(3.20) 16.35	(3.20) 16.35		Average Speed per Hour		(3.15) 16.76	(3.15) 16.76			

MERRILL SUBDIVISION

Additional Water Supply { Whittier Tank MP 485.8 Ramers MP 487.5

Siding at Fairport located 1525 feet East of Station. Schedule Time and Train Orders will apply at Siding.

12		SACRAN	MENTO SUB-DIVISIO	N
	EASTWARD		Time Table No. 149	
			April 16 1092	

	EASTWARD			Time Table No. 149	400	W	/ESTWA	RD	E 040
	SECOND CLASS			April 16, 1933	OEL	1 250	THIRD	CLASS	
Capacity of Sidings in Car Lengths	512 Mixed	516 Mixed	Distance from San Francisco	Knights Landing and Oroville Branches	Distance from Oroville	513 Mixed	517 Mixed		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Ha	STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
IBKPW Yard 107	4.20AM		84.9	TO-R WOODLAND	63.3	s 10.30AM			
16	f		87.2	GARIO 0.5	61.0	f		1 1	
23	f		87.7	PEART 2.4	60.5	f		115	
31	f		90.1	OURTIS 3.9	58.1	f			
25 P	s 5.00		94.0	TO KNIGHTS LANDING	54.2	s 10.00		1100	
P	f	a s 1	96.5	R GRACE S. P. Crossing 0.9	51.7	f		7 19	-11 6
2 Spur	100.11 100	0,0	97.4	BYPASS 7.8	50.8	f	- 1-91		- 9
65	f		105.2	CHANDLER 2.3	43.0	f			- 64
29	f 5.35		107.5	MARCUSE 4.2	40.7	f 9.20			7713
19 W	f		111.7	TUDOR	36.5	f			F 01
8	f		112.7	ABBOTT	35.5	f			. 0
31	f		116.1	OSWALD 1.9	32.1	f		1/2	
43	f		118.0	BOGUE	30.2	f			
19 PI	s 6.15	at or a train	120.7	YUBA CITY S. N. R. R. Crossing	27.5	s 8.45		1	0
			122.1	W. P. R. R. Crossing E STREET, MARYSVILLE 0.6	26.1			1	
Yard WPYOIBK	s 6.30AM	7.30AM	122.7	TO-R MARYSVILLE	25.5	8.30AM	s 1 1.00 AM		
19		8	131.0	RAMIREZ 4.3	17.2		s	-14-	
15 P		s 8.00	135.3	HONOUT 6.6	12.9		s 10.25	130	
14		f	141.9	HEARST	6.3		f		
35 P		s 8.25	142.8	PALERMO 2.5	5.4		s 9.55	1	
27		f	145.3	VILLA VERONA	2.9		f		
Yard WTPK		s 8.45AM	148.2	TO-R OROVILLE	0.0		9.30AM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(63.3)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	7 2	
	(2.10) 17.45	(1.15) 20.40				(2.00) 18.90	(1.30) 17.00		

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

Trains to and from Woodland-Oroville line will use Woodland siding. Normal position of east switch is for Woodland-Oroville line.

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

Additional Stations:

Laugenour, 89.4 Saccarus, 89.7 Coranco, 92.4 Cunard, 96.1 Vernon, 98.7 Coulter, 101.8 Lee, 102.7

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

Additional Flag Stops to Receive or Discharge Passengers:
Nos. 512, 513, 516 and 517
Laugenour Wilson Messick Mello Mission Coxlane and Saccarus Coranco Cunard Vernon Baggett Coulter

Additional Stations

Ramona, 95.5 Brown, 97.0 Alden, 98.0 Bradshaw, 99.8 Boyd, 100.3 Soudan, 103.7 Salsbury, 105.2

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

Brela, 128.1 Brandon, 129.8 Bullard, 131.7 Bennett, 134.0 Cummings, 140.4 Apex, 147.7 Additional Flag Stops to Receive or Discharge Passengers:

WESTWARD

Nos. 298 and 299 Ramona Brela Brown Soudan Brandon Malby Harvey Cothrin Bradshaw Bryants Cothrin Bullard Bennett Salsbury Crossing Cummings Alden Flonellis and Apex Prattrock

E	AST	WARD	SAC	CRAM	ENTO SUB-DIVISION		WESTW	/ARD
Capac Sidin Car Le	gs in	THIRD GLASS 518 Local Freight	EIRST 298 Motor	Distance from San Francisco	Time Table No. 149 April 16, 1933 Placerville Branch	Distance from Placerville	FIRST GLASS 299 Motor	THIRD GLASS 519 Local Freight
		Leave Mon. Wed., Fri.	Leave Daily	SP	STATIONS	Q	Arrive Daily	Arrive Tues., Thurs., Sat.
WOTY	YPBK	5.30AM	3.00PM	88.8	TO-R SACRAMENTO	59.9	s 9.20AM	12.15PM
				89.3	S. N. R. R. Crossing	59.4		
		10.77	QHAP	89.6	JOT. SWITCH, R STREET	59.1		
7		(0,04		89.7	S. N. R. R. Crossing Western Pacific Crossing	59.0		4
Vard	5	400	V 8378	90.2	Central California Traction Crossing	58.5		Married .
		0.69		90.8	Western Pacific Crossing	57.9	Via Elvas	Via Elvas
		Via Elvas	Via Elvas	92.0	S. N. R. R. Crossing	56.7		
		1.00		92.3	HOMESTEAD	56.4		
89	WP	5.50	s 3.17	94.7	R BRIGHTON	54.0	s 9.03	11.50AM
29		5.55	s 3.20	95.9	PERKINS	52.8	s 9.01	11.40
9			f	97.5	MANLOVE	51.2	f	
81		6.05	f 3.25	98.9	MAYHEW	49.8	f 8.54	11.25
8		1500	f	100.7	ROUTIER 0.9	48.0	f	
22		6.20	s 3.31	101.6	TO MILLS	47.1	s 8.48	11.15
35		6.30	f 3.35	103.4	MATHER 1.0	45.3	f 8.44	11.05
35	P	6.50	s 3.38	104.4	R CITRUS	44.3	s 8.42 s 8.27	11.00
18		F-08	f 3.44	107.4	NIMBUS 0.9	41.3	8.20	10.15
31		7.17	f	108.3	ALDER CREEK	40.4	f 8.17	
25		0.00	s 3.50	110.1	NATOMA	38.6	s 8.13	10.00
25	WY	8.10	s 3.55	111.1	TO-R FOLSOM	37.6	s 8.10	9.50
9	. 7	9.25	f 4.13	118.0	WHITE ROCK	30.7	f 7.54	9.10
15		10.20	f 4.34	126.1	LATROBE 5.3	22.6	f 7.36	8.35
6		10.50	f 4.50	131.4	DUGAN 5.5	17.3	f 7.24	8.10
27	w	11.45AM	s 5.05	136.9	SHINGLE SPRINGS	11.8	s 7.10	7.45
32		12.30PM	s 5.23	142.7	EL DORADO	6.0	s 6.55	7.20
23		12.45	s 5.31	145.0	TO DIAMOND SPRINGS	3.7	s 6.50	7.05
Yard	WTK	1.00 PM	s 5.40PM	148.7	TO-R PLACERVILLE	0.0	6.40AM	6.50 AM
		Arrive Mon. Wed., Fri.	Arrive Daily	morte.	(59.9)	1-2	Leave Daily	Thurs. & Sat.
		(7.30) 7.98	(2.40) 22.46		Time over District		(2.40) 22.46	(5.25) 11.06

(7.30) 7.98 **EASTWARD** SACRAMENTO SUB-DIVISION

	OI WALLE	, JILOI					
Capacity	THIRD CLASS	ULAUU	e from	Time Table No. 149 April 16, 1933	Distance from Fair Oaks	SECOND CLASS 301	FOURTH
sidings in car		300 Fair Oaks Motor	Distanc San Fra	Fair Oaks Branch	Fair	Fair Oaks Motor	
lengths		Leave Daily	A S	STATIONS	Р	Arrive Daily	
35 P		8.28AM	104.4	R CITRUS	1.9	s 8.41 AM	
Yard 15 P		s 8.33AM	106.3	TO-R FAIR OAKS	0.0	8.35AM	
15 P		Arrive Daily		(1.9)		Leave Daily	
		(0.05)		Time over District		(0.06) 19.00	

EA	STWAR)	Missa Malda No. 140	WES	TWARD	
01110	FIRST	Sco	Time Table No. 149 April 16, 1933	ПОЛ	FIRST	
Capacity of Sidings in Car Lengths	320	Distance from San Francisco	Colusa Branch	Distance from Wyo	521 Mixed	
	Leave Mon., Friday	Dis	STATIONS	Dis	Arrive Tues., Saturday	
Yard PY	9.10AM	108.3	R HARRINGTON	72.1	s 11.15AM	
40	f	112.3	COLLEGE CITY	68.1	f	
33	f	116.0	GRAINO 4.8	64.4	f	
101 W	s 9.45	120.8	TO GRIMES	59.6	s 10.40	
30	f	124.4	SYCAMORE 4.4	56.0	f	
35	f	128.8	DOLAN 4.2	51.6	f	
97	s 10.30	133.0	TO COLUSA	47.4	s 10.05	
50	f	143.2	STEGEMAN 2.7	37.2	f	
39 W	s11.10	145.9	PRINCETON 4.5	34.5	s 9.15	
33	s 11.30AM	150.4	CODORA 5.2	30.0	s 9.00	
64	f	155.6	GLENN 6.5	24.8	f	
40	f	162.1	ORDBEND 3.8	18.3	f	
33	f	165.9	ROTAVELE 4.1	14.5	f	
84 W	s 12.50PM	170.0	TO HAMILTON	10.4	s 8.05	
42 PY	s 1.25 PM	180.4	WYO	0.0	7.35 AM	
	Arrive Mon., Friday	an tona t	(72.1)		Leave Tues., Saturday	
Year House	(4.15) 16.64			JATE	(3.40) 19.67	

Additional Stations: Oak Flat 125.4, Denco 137.0, Nadine Spur 157.0, Moda 175.2 and Cory 178.6.

Additional Flag Stops to Receive or Discharge Passengers: Nos. 520 and 521, at road-crossing 300 feet west of M.P. 139, 148f, Denco, Moda, Nadine Spur and Cory.

EASTW	ARD	Time Table No. 149	WEST	FWARD
Capacity of	from	April 16, 1933	from Jet.	of miles
Sidings in Car Lengths	Distance from San Francisco	Dantoni Branch	Distance	
galein Hall	Dist	STATIONS	Dis	min I
and and all to	139.8	DANTONI JOT.	4.4	
7	143.0	LINDA 1.2	1.2	in bottom
17	144.2	DANTONI	0.0	
		(4.4)	The s	15 July 16 July 16
EASTW	ARD	m: m 11 N 140	WES	TWARD
SEC	DND	Time Table No. 149	-	THIRD

	A SURVEY OF THE REAL PROPERTY.		(,			
EA	STWAR)		WES	TWARD	
WILE	SECOND		Time Table No. 149 April 16, 1933	g .	THIRD	
Capacity of Sidings in	522	Distance from San Francisco		Distance from Fruto	523	
Car Length	Mixed	stanc n Fra	Fruto Branch	Fr	Mixed	
A SERVICE	Leave Tues. Only	Die	STATIONS	ig	Arrive Tues. Only	
64 WOYBK	6.00AM	149.9	TO-R WILLOWS	17.0	s 8.45 AM	
7 Spur	f	152.3	LOSA 3.5	14.6	f	
20	f 6.25	155.8	KURAND 3.8	11.1	f 8.20	
10	f 6.42	159.6	MILLSHOLM 4.0	7.3	f 8.03	
9	f 7.00	163.6	ATHENA	3.3	f 7.45	
19 PT	s 7.15AM	166.9	R FRUTO	0.0	7.30AM	
Legi et a	Arrive Tues. Only		(17.0)	- Year N	Leave Tues. Only	
	(1.15) 13.60		Time over District	- bolle	(1.15) 13.60	

EASTW	ARD	Time Table No. 149	WESTV	VARD
Capacity of Sidings in	Distance from San Francisco	April 16, 1933	Distance from Josephine	ges.
Sidings in Car Lengths	rtano Fra	Sutter Basin Branch	osep	
	Sar	STATIONS	Die	
P	96.5	R GRACE	20.8	of Part
30 P	96.9	MARCHANT 1.5	20.4	Det al
33	98.4	MACKERT 2.0	18.9	
39 WP	100.4	ROBBINS	16.9	
33 P	101.7	SEYMOUR 3.4	15.6	016
55 P	105.1	SUBACO	12.2	17.0
32	107.2	PELGER	10.1	
55 P	109.3	EVERGLADE	8.0	
51 P	111.2	HINSDALE 0.6	6.1	
YP	111.8	SHEFFIELD	5.5	least so
44	113.3	TISDALE	4.0	A PEG I
15 (Spur)	115.2	PROGRESS	2.1	
24 35 (Spur)	117.3	JOSEPHINE	0.0	
	71110	(20.8)		
and Marillane in	a light material	Time over DistrictAverage Speed per Hour		and J.
EASTW	ARD	Time Table No. 149	WESTV	VARD
Capacity of	from	April 16, 1933	from	
Sidings in Car Lengths	Distance from San Francisco	Sutter Basin Branch	Distance from Karnak	
	Die	STATIONS	Die	

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

MARCHANT 0.7

ENSLEY

KARNAK

.....Time over District...... Average Speed per Hour... 2.5

1.8

0.0

96.9

97.6

99.4

30

26

5

San Dist	ARD	Time Table No. 149	WESTWARD			
Consoltr of	from	April 16, 1933	from			
Sidings in Car Lengths	France	River Farms Branch	Distance from Boyer			
TANK AND DAY	Dis	STATIONS	Dis			
-defaction by these	93.5	KNIGHTS LDG. JCT.	13.8			
Spur 16	96.3	EASTHAM	11.0			
22	99.2	AYRSHIRE	8.1			
Spur 68	102.4	TYNDALL	4.9			
19Y	106.1	JIMENO	1.2			
Spur 14	107.3	BOYER 0.9	0.0			
a sheet growth		END OF TRACK				
	The same of the same of	(13.8)	THE PER CLASS			

Trains must not exceed 20 miles per hour between Knights Landing Junction and End of Track.

EAS	STWAR	כ		WES	TWARD
FIRST	telty of gs in Freight Leave Daily Ex. Sunday Yard 3.00 PM 88.8 89.3	Time Table No. 149 April 16, 1933	9	SECOND CLASS	
1100	524	e froi		e froi	525
Capacity of Sidings in Car Lengths		istanc an Fra	Walnut Grove Branch	Distance from Isleton	Local Freight
Can Longton	Stations	H	Arrive Daily Ex. Sunday		
Term. Yard WOTYPBK	3.00 PM	88.8		32.4	9.10PM
Yard		89.3	S. N. R. R. Crossing	31.9	3-7
Yard P	3.05	89.6	JCT. SWITCH, R STREET	31.6	9.05
Yard		91.8	BATHS	29.4	8.55
60	3.20	94.2	DEL RIO	27.0	8.45
60	3.30	97.5	FREEPORT	23.7	8.35
60 P	3.55	105.3	HOOD	17.3	8.10
55	4.10	107.9	LAMBERT	13.3	7.45
44	Maria Territor	111.2	MOFUBA	10.0	
61 PWY	4.25	113.4	TO WALNUT GROVE	7.8	7.30
Yard PWBY	5.00 PM	121.2	TO-R ISLETON	0.0	7.00 PM
	Arrive Daily Ex. Sunday		(32.4)		Leave Daily Ex. Sunday
	(2.00) 16.20	-16	Time over DistrictAverage Speed per Hour	FIRST	(2.10) 14.95

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

EA	STWARE	ו	W	WES	TWARD
FIRST	Time Sty of sin giths Leave Mon Friday 1.15 PM 184.2 TO-R			SECOND	
Non-trappo	Stirling City Bit STATION		e from	527	
Capacity of Sidings in	FIRST CLASS Capacity of Sidings in leave Mon., Friday DYARD YARD 1.15 PM 184.2 186.6 f 189.3 18 f 1.50 192.6 21 WP s 2.20 198.2 12 s 2.50 203.2 3 P s 3.10 206.2 10 (Spur) WP WP S 3.30 210.0 PY Yard s 4.00 PM 215.4	Stirling City Branch	Distance from Stirling City	Mixed	
Car Dengtins		102	STATIONS	4.0	Arrive Tues., Saturday
Yard OYWBKP	1.15 PM	184.2		31.2	s 11.59AM
		186.6	S. N. R. R. Crossing	28.8	RAME
	f	189.3	DREDGE	26.1	f
18	f 1.50	192.6	CROUCH	22.8	s 11.25
21 WP	s 2.20	198.2	PARADISE	17.2	s 10.55
12	s 2.50	203.2	MAGALIA	12.2	s 10.25
	s 3.10	206.2	APPLETON 3.8	9.2	s 10.05
10 (Spur) WP	s 3.30	210.0	DOON 5.4	5.4	s 9.40
PY Yard	s 4.00 PM	215.4	R STIRLING CITY	0.0	9.00AM
	Arrive Mon., Friday		(31.2)		Leave Tues., Saturday
	(2.45) 11.35	- 1	Time over DistrictAverage Speed per Hour		(2.59) 10.46

Additional Flag Stops to Receive or Discharge Passengers: Nos. 526, 527, Barber (Chico yard). Oakdale Farms, Ostrander, Wagstaff, Optimo, Bush and Luce.

Additional Stations: Barber 185.1. Oakdale Farms 196.6, Ostrander 199.6, Wagstaff 200.2, Optimo 202.2, Bush 203.9, Luce 207.1.

Emergency water supply, Stirling City.

	SACRAMENT	O YARD—OUT	BOUND, VIA EI	VAS						SACRA	MENTO YA	RD—INBOUND, VIA E	LVAS
	THIRD CLASS		FIRST CLAS	FIRST CLASS			Time Table No. 149	7211			FIRST	CLASS	THIRD CLASS
Terminal Yard	THE ALMEN	518 Local Preight	15 West Coast	298 Motor	231 Passenger	distance from an Francisco	April 16, 1933		16 West Coast	299 Motor	282 Passenger	Constants	519 Local Preight
ě	Leave Mon. Wed., Fri.	Leave Mon. Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	O S	STATIONS	Dis	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Tues. Thurs., Sat.
Yard	e soure to	45	6.25PM	3.00PM	8.20AM	88.8	zi (TO-R SACRAMENTO (Passenger Station)	7.0	s 8.55AM	s 9.20AM	s 9.10PM		(9)
Yard	or The Theory	5.30AM	ale balanti.		Lat The	89.8	R SACRAMENTO (12th Street)	6.0	100 00		LOUIS ASI		12.15PM
Yard	er - 10 (g/m = 1, 2, 4 %)	5.40	6.35	3.10	8.30	91.8	ELVAS	4.0	8.45	9.08	9.00		12.01 PM
Yard	OF THE PERSON	5.50AM	6.40PM	s 3.17PM	f 8.35AM	94.8	BRIGHTON	1.0	8.30AM	9.03AM	f 8.55PM		11.50AM
1	ALTER THE ALL	1 1 1 1 1 1 1 1			- 435	95.8	END OF SACTO DIV.	0.0		- 11.3			
26,01	a life a life a	Arrive Mon. Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	- 42	(7.0)		Leave Daily	Leave Daily	Leave Daily		Leave Tues., Thurs., Sat.

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

No. 16 will stop on flag at Brighton on Sundays only.

yardmaster, when yardmaster on duty.

SPECIAL INSTRUCTIONS

"SAFETY"

RULE 2. The following are designated Watch Inspectors:

San Francisco S. A. Pope, Manager of Time Service, 65 Market St.
Sacramento, H. T. Harger, 1022 "K" St.
Sacramento, H. T. Harger, 1022 "K" St.
Chico J. R. Dupen
Willows Robt. E. Boyd
Orland L. Schnell
Placerville Leo C. Burger
Marysville Frank G. Mooney
Red Bluff G. C. Wilkins
Redding F. R. Dobrowsky
Dunsmuir John Evans
Portland, Wm. H. Saxton, 245 Washington Street.

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

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

Tehama on Davis-Gerber Line. Siskiyou Line trains to recall flag between Junction Switch at Black Butte and Weed, and Modoc Line trains to recall flag between Stukel and Klamath Falls.

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

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

Davis on Davis-Gerber Line. Oroville on Swayne Lumber Co. Logging Road.

Siskiyou Line trains to recall flag between Junction Switch at Black Butte and Weed, and Modoc Line trains to recall flag between Stukel and Klamath Falls.

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

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

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

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

Chico Willows Train

Trains originating and terminating.

Harrington

Weed, and Nos. 7, 8, 623 and 624.

Chemult

Sacramento, 12th St.—Trains terminating, information to be telephoned to operator in "H" Office, Sacramento.

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

First-class trains Truckee.

First-class trains register at Roseville Passenger Station.

Westward G. N. Ry. at Klamath Falls.

Except trains originating or terminating at Chemult.

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

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

Train order office Colfax closed 4.00 A. M. to 8.00 P. M..

Train order office Marysville closed 5.00 P. M. to 1.00 A. M.

All eastward extra trains and trains originating Sacramento obtain clearance at Sacramento General Telegraph Office located on second floor of passenger station.

Western Division freight trains originating Roseville will be cleared over the signature of Western and also Sacramento Division Chief Dispatchers on separate clearances.

Westward Third Class and extra trains passing Sacramento will not comply with Rule 83. A proceed signal received from switchtender at Front Street, Sacramento, given with green flag by day or green light by night and in addition a clear indication in Signal No. S. A. 887, located at east end of bridge, will indicate that all first-class overdue trains have departed.

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

Oroville Colfax Willows Truckee Isleton Emigrant Gap Woodland Orland Folsom Walnut Grove Placerville Black Butte Hornbrook Klamath Falls Crescent Lake Hackamore Red Bluff Ashland Kirk Redding Weed Mt. Hebron Dunsmuir Montague

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

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

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

MARYSVILLE YARD.—Between a point, 1,000 feet west of Rupert Spur, and including Dantoni Branch, to a point 1,000 feet east of 143-D, to a point 9,240 feet east of Binney Jct. switch on Woodland-Oroville Line, to a point 1,000 feet west of west switch of cannery track at Yuba City. This includes E and A Street cut-off.

GERBER YARD—Between a point 80 feet east of east switch of house track at Tehama and a point east of Gerber.

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

Movements of Great Northern Railway trains and engines at Klamath Falls between initial switch east end of yard and Junction switches of Great Northern Railway, will be directed by Yardmaster.

Movement of engines and trains between Alturas Yard and Alturas will be directed

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

DRAWBRIDGES AND RAILROAD CROSSINGS NOT INTERLOCKED RULE 98.

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

Sacramento River at Tehama.

Sacramento River at Tehama.

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

proceeding.

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

Trains will stop within two hundred feet of Sacramento Northern R. R. crossing

Front and R Streets Sacramento before crossing.

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

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

center of the crossing, flagman using a green flag by day and a green light by night.

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

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

RULE 104. BLACK BUTTE

The normal position of Junction Switch (1200 feet west of Train Order Office) is for Cascade Line.

Track extending from connection at east end of east leg of wye to east end of yard will be known as EAST siding. Track extending from west end of yard to connection with Siskiyou Line main track, 1000 feet east of Train Order Office, will be known as WEST siding. Track extending from connection at east end of east leg of wye to connection with Siskiyou Line main track, 800 feet east of east water column, will be known as MIDDLE siding.

Trains moving in either direction between WEST and MIDDLE sidings must protect against overdue Siskiyou Line first class trains in accordance with Rule 99.

Helper engines may use that portion of Siskiyou Line main track between Junction switch and a point 200 feet east of wye switch, except when a first class train is due. Siskiyou Line trains, except first class, must approach and move between a point

Siskiyou Line trains, except first class, must approach and move between a point 200 feet east of wye switch and junction switch prepared to stop, expecting to find engines turning on wye or trains or engines moving in either direction between WEST and MIDDLE sidings.

The normal position of switch on Siskiyou Line main track 443 feet east of Junction switch is for track leading to WEST siding.

Junction Switch of Great Northern Railway located in siding 130 feet east of west switch at Chemult. Normal position of Junction Switch is for Southern Pacific track.

KLAMATH FALLS

Junction switch of Great Northern Railway is located at Mile Post 428.4, 2773 feet east of west switch of yard. Normal position of switch is for Southern Pacific main track

Modoc Line main track parallels south side of Cascade Line main track at Klamath Falls, from a point at Cascade Line Mile Post 427.023 and Modoc Line Mile Post 553.2 to Cascade Line Mile Post 427.786. Junction switch of Modoc Line and Cascade Line at Klamath Falls is 1000 feet west of Mile Post 428. Normal position of junction switch is for Cascade Line.

Junction switch of Lakeview Branch and Modoc Line main track at Alturas Yard is 480 feet west of Mile Post 458. Normal position of junction switch is for Modoc Line.

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

RULE 206 (A). Clearance dated at Dunsmuir will authorize second class and inferior trains at Dunsmuir Yard.

Clearance obtained at Alturas will authorize No. 628 from Alturas Yard.

RULE 220. Third paragraph of rule will be complied with by Nos. 623 and 624 at Weed.

RULE 221.—Train Order Signals:

Emigrant Gap.

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

Norden:

Westward signal located 900 feet east of station, and Eastward signal 800 feet west of station. Indication of these train order signals will be by lights only.

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

If signal is first seen in "Proceed" indication clearance card must be obtained. Light will not be displayed in train order signals on Lakeview Branch at Willow Ranch except when train orders are to be delivered.

RULE 221 (A): Rule 221 (A) is so interpreted as to make it unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance (Form CS-2643) reading:

"OK at.......M.........Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatch-

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 516. Overlap posts affecting trains are located:

Eastward Trains:—Dunsmuir Yard—515 feet west of signal 3210. White Point-1000 feet west of signal 4104. Viaduct-Fouling point west end of siding. Wall Creek-Fouling point west switch. Leaf-Fouling point west switch. Texum-Near middle of yard.

Westward Trains:-Wall Creek-Fouling point west switch. Pine Ridge—Near middle of yard. Somerset—Middle of yard.

TRAIN AND AIR INSPECTION.

On grades retaining valves will be used as follows: Norden to Truckee.

One retaining valve for every 120 Ms in train.

Norden to Yuba Pass

One retaining valve for every 140 Ms in train.

Yuba Pass to Loomis

One retaining valve for every 100 Ms in train. Stirling City to Mile Post 188

One retaining valve for every 80 Ms in train.

Placerville Branch

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

MP-136 to MP-130 and from MP-129 to MP-122, one retaining valve for every

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

Siskiyou to Ashland.......All retainers. Ambrose to Ghent......Accessible retainers.

Retainers on head end cars must be left turned up from Orcal to Mile Post 400 but should be turned down momentarily if stop is made at Hilt.

Accessible retainers will be turned down after passing Yard Limit sign at Ashland. Retainers may be turned down if stop is made at Shasta Springs or west.

In operating retainers, they should be turned up commencing at the head end, and when turned down, commencing at the rear end.

Freight Trains

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

Retainers will be turned up solid on head end of train in such number, depending upon the total weight of train, one operative retainer for the amount of M's shown as

Siskiyou to Ashland......One (1) retainer for each 90 M's. Black Butte to Edgewood...... One (1) retainer for each 120 M's. Dunsmuir Yard to Gibson...... One (1) retainer for each 400 M's.

Example: A train consisting of 80 cars 7,000 M's Grass Lake to Azalea requires 35 retainers and from Azalea to Dunsmuir Yard 58 retainers turned up solid on head

Sufficient retainers will be turned up, in the judgment of the engineman, to properly control trains of logs descending grade between Kirk and Chiloquin.

Retainers must be turned down momentarily ascending grade Orcal to Hilt. Retainers must be turned down if stop is made between Thrall and Hornbrook, The maximum retaining pressure must be used from Siskiyou to Ashland and Siskiyou to Hornbrook on loaded cars, except refrigerators, equipped with the 10-20 and 15-30 pound retainers.

Solid stock trains Snowdon to Hornbrook and Grass Lake to Azalea may be handled with no retainers provided engineman can properly control speed of train and charge brake pipe to standard pressure between applications. If necessary to use retainers to control speed of train, engineman will instruct train crew number of retainers required.

Additional retainers will be turned up or down on instructions of engineman if in his judgment it is necessary.

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

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

Freight trains and light engines, not equipped with tire coolers, event Mallets.

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

Andover: (During storms inspection will be made in shed at Andover.) Flint (except westward freight trains that stop at Auburn, will Truckee, Five minutes. Summit. On No. 1 track. inspect at Auburn instead of Norden. On No. 2 track. Flint.) Troy. Yuba Pass. Latrobe. Paradise. Midas. Gold Run. Crouch. Passenger trains stop at Paradise five minutes to cool wheels.

Freight trains on descending grade, stop between switches at Knapp, five minutes

Mallet engines running light on descending grades will make stop of sufficient

length of time to inspect engine.

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

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

Westward passenger trains on No. 1 Track will make running test just before entains turned No. 6.

tering tunnel No. 6.

Standing air brake tests must be made at:

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

Westward freight trains will make brake pipe test at Truckee and Summit. The tonnage of freight trains between Stirling City and Chico must not exceed

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

100 M's per operative brake.

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

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

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

Passenger trains descending grade will stop four minutes at Steinman and freight trains descending grade will stop as indicated below for inspection of and for heat of wheels to equalize:

Orcal or Hilt...... 5 minutes Mott or Azalea..... 5 minutes

Trains handling logs must stop and inspection made by crew of load and chains before passing through tunnels and over Sprague River Bridge west of Chiloquin, Dry Canyon Viaduct between Hotlum and Bolam, Klamath River Bridge east of Klamathon, and all crossings except 2nd, 4th, 15th and 18th, over Sacramento River, except local freight trains between Ashland and Hornbrook when handling few cars of logs loaded in gondola cars. Two Dietz lanterns must be placed on rear of caboose after dark so that crew may

observe track from rear door of caboose in order to enable them to detect any logs

which may have fallen from train.

Where train handling logs takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train to be met has passed.

Light engines descending grade between Hornbrook and Ashland, stop sufficient time at established freight train inspection stations for inspection of engine and to permit heat of tires to equalize.

Running air brake test must be made:

Snowdon. Eastward passenger trains.

Black Butte. Siskiyou Line passenger trains. Ambrose......Westward passenger trains. Standing air brake test must be made:

Siskiyou All trains.
Grass Lake Westward freight trains. Hornbrook. Eastward trains.

Black Butte. Siskiyou Line freight trains. Ambrose......Westward freight trains.

Eastward trains which have made standing air brake test at Mt. Shasta or Deetz need not do so at Black Butte.

The tonnage of any freight train between Hornbook and Ashland must not exceed 100 M's per operative brake when handled on descending grade by AC, Mallet, 2-10-2 or SP type engines. When other class engine used 90 M's per operative brake will govern. Westward trains must not be moved out of Ashland in excess of this tonnage per operative brake. The tonnage of any freight train descending grade between Mt. Shasta and Dunsmuir, and between Ambrose and Ghent, must not exceed 120 M's per operative brake.

RULE 869 .- Descending Steep Grades.

This applies between Edgewood and Black Butte Snowdon and Ashland. Grass Lake and Delta. Ambrose and Ghent.

AUTOMATIC BLOCK SYSTEM

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

Main tracks 1 and 2, between Signal 890 and 891 located at 7th Street and interlocking signals located at 2nd Street, are not protected by automatic block signals. All trains will proceed with caution.

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

On No. 1 track between Newcastle and Loomis and on No. 4 track between Rocklin and Loomis, Rule 509, single track will apply.

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

Trains stopped by signal 2134 or 2141 Gerber yard, may then proceed with caution

not exceeding 12 miles an hour.

Trains or engines stopped by signals 3208 or 3209 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 4288-4293 and 4297 at Ashland; 4292, 4293 and 4295 at Klamath Falls; 5282 at Crescent Lake, may proceed with caution, not exceeding 12 miles per hour.

Routing arm in proceed position on signal 4112 west of Siskiyou, authorizes train to proceed and enter siding.

SPECIAL SIGNALS

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

When these signals indicate "stop," trains moving against current of traffic on No. 1 or No. 2 tracks Rule No. 509, single track, will apply.

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

When showing yellow disc or yellow light; take siding.

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

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

M-Hold main track.

X-Take crossover for roundhouse.

3-Take No. 3 siding at crossover east of road crossing.

4-Take No. 4 siding at east switch.

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

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

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

When proceed signal is given the yellow light will alternately flash off and on. Junction switch, Tehama, normally lined for movement via Chico.

Normal indication Signal 2116-Stop, Trains on Davis-Gerber line will not pass Signal 2116 until junction switch is lined for Davis-Gerber line. Rule 509 applies.

When a westward train is holding main track at Siskiyou to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel

Westward trains receiving an order to meet an opposing train on track known as the turntable lead at Siskiyou (this is the track on the south side of main track used by helper engines in moving to and from turntable) will not pass signal 4125 until it is known that opposing train has passed signal 4112 at west end of tunnel 13.

Eastward engines or trains will leave turntable lead at east switch located 200 feet west of Signal 4124.

When necessary to send flagman through tunnel 13, train must wait until flagman calls on telephone from opposite end of tunnel.

When distant signal 4145 at east switch Viaduct indicates caution, westward trains must be prepared to stop before reaching fouling point at west end of siding.

Signal 3218 at Dunsmuir governs movement from work track through crossover and on main track to signal 3222. Dwarf light signal 3214 at derail east end of drill track Dunsmuir Yard governs movement from drill track to work track and will indicate proceed only when both derail and switch to work track are lined for movement to main track and track is unoccupied. Signal 3222 at Dunsmuir governing eastward trains is located on left side of main track.

Signal 5031 on Great Northern Ry. at junction switch, Chemult, governs movement of trains and engines from Great Northern Railway track to joint track.

Signal 5025 at derail on left side west end of interchange track, Chemult, governs movement from interchange track to main track.

Signal 4282 located at derail on Great Northern Railway at junction switch Klamath Falls, governs movement of trains and engines from Great Northern Railway track to joint track.

Station protection set is located at Hackamore. In addition to the application of other rules governing Automatic Block System, all trains approach Signals 4934 and 4937 prepared to stop, expecting to find motors or engines with or without cars of the Pickering Lumber Co., moving across main track between west end of siding on south side of main track and west end of storage tracks on north side. Dwarf type light signal No. 4936 governs movements of Pickering Lumber Co. from west end of storage track to west end of siding through connection with and over main track. Dwarf type light signal No. 4935 governs movements from west end of siding to main track and

movements to west end of storage track through connection between main track and storage track. Derails or switches of connection between storage track and main track or of main track must not be unlocked or lined unless indicator shows block clear. If signals 4936 or 4935 do not display a green light within 2 minutes after first switch lined for movement desired, main track must not be fouled or occupied except under flag protection.

INTERLOCKING

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

Interlocking home light signal governing westward movements on No. 1 track at east end of bridge, equipped with number plate SA-887.

Derails, operated by switchtender, in Front Street tracks and drill tracks seventyfive feet from crossing.

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

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

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

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

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

ELVAS-Limits on Sacramento-Roseville line extend from interlocking home signal 1400 feet west of tower to automatic home Signal 924.

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

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from Signal Operator:

American Can Company spur switch and derail. Derail is electrically locked. Meister's spur switch and derail. Derail is electrically locked.

Permission must be obtained for each movement into or out of American Can Company and Meister spurs.

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

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

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

"R" Street connection, switch and derail. Movement governed by Signal 1331. Switches and derails must be immediately returned to normal position after train has passed over them.

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

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

The selector and hand-throw levers must never be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for siding when dual control use was started it must be again lined for siding before selector lever is restored to "switch machine" position.

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

Whistle Signals governing routes as follows:

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

To Polk, two long, three short.

To Elvas Siding, three short, two long.

To Third Track, two short, two long.
To American Can Spur, one long, one short, one long.

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

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

EMIGRANT GAP.—Limits as follows:

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

On No. 2 Track from clearance of crossover to signal 1716, 60 feet east of east itch of crossover.

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

Indication displayed on interlocking signal located sixty (60) feet east of crossover switch Emigrant Gap, governing movement through crossover from No. 2 track to

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turntable and equipped with electric

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

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

Trains moving off east lead of turntable to No. 1 track will be governed by signal located 60 feet west of derail. Signal will not clear until derail and switch have been

Trainmen or enginemen will not unlock or throw the west switch of crossover, when making crossover movement, until the east switch of crossover has been lined.

Trainmen or enginemen will not unlock or throw switch to east lead of turntable until derail has been closed.

Eastward interlocking signal, located on No. 1 track opposite east switch to crossover, governs movement against current of traffic on No. 1 track to signal 1718. Westward movement from west lead of turntable or from fire train crossover will

not be made until permission is given by operator.
Rule 628 and 663 will not apply and the following will govern:
Telephones located at interlocking signals establishing communication with operator at Emigrant Cap. Trains stopped at signals will call operator for instructions and when such instructions have to do with an inoperative signal, trains will be preceded by flagman to next home or end of interlocking limits.

NORDEN.-Limits as follows:

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

No. 2 track from signal bridge 775 feet west of Norden office to westward inter-

locking home signal opposite signal 1975 west of crossover Eder. Fire Train Spur.—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator. Movement from spur governed by signal.

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

Spur track switches must not be lined for movement to siding without first obtain-

ing permission from signal operator.

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

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

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

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

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

Towerman on duty 8:00 A.M. to 4:00 P.M. and 8:00 P.M. to 4:00 A.M.

During hours Towerman is off duty draw span will be left open for passage of boats, and trains desiring to move over drawbridge will call Chief Dispatcher at Sacramento,

SNODGRASS SLOUGH-DRAWBRIDGE.—Limits extend from interlocking home signal 400 feet west of drawbridge to interlocking home signal 600 feet east of bridge.

NINTH AND K STREETS TOWER, MARYSVILLE-Crossing Western Pacific Railroad and Knights Landing and Oroville Branch Lines.

Limits on Knights Landing line extend from home interlocking signal 445 feet west of Western Pacific Railroad crossing to home interlocking signal 380 feet east of crossing.

Towerman on duty 7:30 A.M. to 12:00 Noon. 1:00 P.M. to 4:30 P.M.

Following switches and derails on Western Pacific Railroad within interlocking limits are hand operated and electrically locked, and must not be thrown until permission has been obtained from Towerman WHEN ON DUTY:

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

Derail on Western Pacific stock corral track.

During hours towermen are OFF DUTY trains desiring to move on Western Pacific main track from either direction from transfer track, high line and corral track will first proceed to derail, electric lock, and unlock the door. After door has been opened, and no trains are seen approaching on the Western Pacific track from east or west, signals 4 located on Western Pacific track 474 feet west of crossing, and 15, 2 arm signal located on Western Pacific track 1624 feet east of crossing will immediately go to stop position, releasing electric locks. Electric locks are released when indicator in lock is in proceed position. You will then move lever directly below indicator to the right which will permit operation of switches. When switches are again restored to normal position lever should be moved to left position before closing door.

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

In the event it is necessary to make this movement when a train is approaching on Western Pacific main track from either east or west, opening the door of any electric lock will not put signals 4 or 15 in stop position, but electric lock can be released by first proceeding to junction switches and operating time hand release located in box on pole, marked hand release, which will automatically put signals 4 and 15 in STOP POSITION. After time hand release has restored to normal position a white light will light up, indicating electric locks are released.

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

Trains desiring to cross Western Pacific tracks on Knights Landing Branch, when towermen are off duty, will call Chief Dispatcher at Sacramento and be governed by his instructions.

BINNEY JUNCTION TOWER .- Junction with Woodland-Oroville line and crossing Western Pacific R. R.

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

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

Whistle signals governing routes as follows: Main track to or from Gerber, one long, four short.

Main track to or from Oroville, two short, two long. Siding to or from Gerber, one short, three long.

Siding to or from Oroville, three long, one short.

Siding to or from west leg of wye, three short, two long. Main track to or from west leg of wye, two long, three short.

Main track to or from east leg of wye, one short, one long.

To Spur, one short, two long.

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

LIVE OAK AUTOMATIC .- Crossing Sacramento Northern Railway one half mile east of Live Oak.

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

Speed of engines at crossing 20 miles per hour.

Normal indication of interlocking home signal is STOP.

Home signal will change to PROCEED (or CAUTION) when train enters approach circuit to distant signal, provided there is no train in the block and no train within interlocking limits or approach thereto on Sacramento Northern Railway.

Eastward trains holding main track when meeting another train at Live Oak will stop west of overlap post located 100 feet west of station.

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

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

Clockwork time release, located in door of battery house at crossing.

This Clockwork Time Release must not be operated when trains or engines are between home signals or seen to be approaching on Sacramento Northern Railway tracks.

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

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

WOODLAND.—Crossing Sacramento Northern R. R.

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

Whistle signals governing routes as follows:

For Tehama to or from siding, one long, four short.

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

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

Signal Operator off duty Woodland Tower between hours 12:01 A.M. and 6:30 A.M. Switch and derail will be lined up for movement on main track and Knights Landing branch.

Interlocking signals and derails on Sacramento Northern Railway will be set to protect movement on Southern Pacific tracks. When train is stopped by interlocking signal Rule 663 will govern.

Trains having switching to perform will use west switch to house track as east switch is interlocked and lined for main track.

REDDING REMOTE CONTROL-Limits as follows:

From Interlocking Signal SA-2586 located 1200 feet east of Telegraph Office, Redding, to Interlocking Signal SA-2587 located at east switch to westward siding.

Rule 628 and 663 will not apply and the following will govern:

Telephone located at relay housing opposite west switch to crossover, communicating with Signal Operator at Redding office. Call Signal Operator by one long ring. giving number of train, route desired, etc. Movement will be governed by signal indication, or instructions of Signal Operator, and when such instructions have to do with an inoperative signal, trains will be preceded by a flagman to next home signal, or end of interlocking limits. When instructed by Signal Operator to operate switches on crossover by hand, be governed by instructions on sign on relay housing opposite west

STRONGHOLD AUTOMATIC-Crossing Great Northern Railroad one-half mile east of Stronghold

Interlocking limits on S. P. track extend from home interlocking signal 503 feet west of crossing to home interlocking signal 404 feet east of crossing and on Great Northern Railroad between home interlocking signals located 546 feet on both sides

Speed of engines at crossing 20 miles per hour.

Normal indication of interlocking home signal is STOP.

Home signals will change to "Proceed" when train enters approach circuit to distant signal, provided there is no train in the block and no train within interlocking limits or approach thereto on Great Northern Railroad.

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

Clock work time release located in iron box at crossing equipped with switch lock. This clock work time release must not be operated when trains or engines are between home signals or seen to be approaching on Great Northern Railroad tracks.

To operate clock work time release turn knob to right to extreme position, about one-quarter turn, release knob and after three minutes when release has run down red indicator light in box will appear, this will indicate to flagman that signals on Great Northern Railroad are in proper position to protect movement. Flagman may then proceed as prescribed by Rule 663. Also Home Interlocking Signals should change from "Stop" to "Proceed" or a repeater red indicator light located on signal mast near base of home signal will light up and will indicate to enginemen that home signals on Great Northern Railroad are in "Stop" position.

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

MISCELLANEOUS

Cars with inoperative couplers or couplers pulled out, if loaded with perishables or live stock, may be chained in train and moved to nearest available repair point. All other cars with defective couplers or those with couplers pulled out will be switched to the rear of caboose, using operative coupler on opposite end of the car by turning car either on turntable or wye. Car and caboose should be chained to prevent car from breaking away from train while enroute. Cars chained may be moved to the nearest repair point in the direction the train is moving.

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

In Valley territory engines may take oil and water without cutting off train at all points, except Marysville.

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

Tracks between Sacramento and Roseville numbered and will be used as follows: No. 1 Track, by westward trains.

No. 2 Track, by eastward trains. Westward trains via Brighton having cars to set out at Elvas will use east end of center siding, using crossover switch near road crossing.

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

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

Trains and engines must not pass the switch tenders stations at east end Sacra-

mento River Bridge, Sixth Street and Seventh Street, Sacramento, without receiving

a signal from switch tender to proceed, green flag by day and green light by night, and will move with caution between switch stations enumerated above

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

Rolling Mill 4, tracks, Sacramento yard must not be used by 1300 class switch engines or other engines larger than eight wheel engines not exceeding 74,000 pounds on the drivers, ten wheel Mogul engines not exceeding 105,000 pounds on the drivers and twelve wheel consolidation engines not exceeding 125,000 pounds on the drivers.

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

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

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

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

Oil spring switch located in eastward main track at east end of east drill track, Roseville

Spring switch located at M. P. 107.38 is normally lined for main track, and is designated by SS on switch stand target.

Eastward trains moving from drill track will run through switch when lined in normal position.

Maximum speed when moving through switch from drill track 15 miles per hour.

To avoid making reverse movement through switch when leaving drill track, trains will observe position of signal 1074 located three hundred and fifty feet east of switch before fouling eastward main track, and when signal is in stop position stop at clearance point on drill track.

Train moving through switch from drill track and stopping on switch must not make reverse movement nor take slack until switch has been thrown by hand.

Switch may be thrown by hand by keeping steady pressure on switch stand lever until completely thrown and lever latched.

Running switches are prohibited.

When movement made from drill track through switch, reverse movement on main line must not be made until points are completely closed.

Westward movement on main track must not be made over this switch without first stopping and ascertaining that switch is properly lined.

Blow off cocks, sanders, or injectors must not be used, or boosters operating passing through this switch.

When making westward movement into drill track, switch must be thrown by hand and returned to normal position by hand.

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

Rocklin, siding and house track. Penryn, fruit spurs west of station.

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

Flint, Standard Oil spur. Auburn, high line. Nev. St., Auburn, spurs.

Clipper Gap, team track east of road crossing. W. New England Mills, spur, west of tool house.

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

Magra, spur.

Towle, spur.

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

Spur switch, Eder. Lumber spur switch, Summit.

Spur switch, Spruce. Outfit spur switch, Cisco.

Crystal Lake, spur on south side of No. 2 track. Spur switches, Yuba Pass.

Andover, outfit spur, 3 car lengths back of frog. Donner, 6 car lengths back of frog.

Campbell Spur, Cisco, east of corral chute.

5000 and 4100 class engines must not use following tracks in Colfax Yard: Corral track west of corral,

Bunk track,

House track and house track lead east of freight house.

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

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

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

Three Indication Light Type Dwarf Signal 1603 and switchindicator (Rule 512-A), located at derail west end center siding, Midas, governing movement from center siding to No. 1 track.

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

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

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

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

Two indication light type automatic dwarf signals, 1779 and 1857, and switch indicators (Rule 512-A) located at derails on west end of center sidings Crystal Lake and Troy governing movement from center sidings to No. 1 track.

Normally no indication will be displayed on dwarf signals. RED indication will be displayed after derails have been closed, and with main line switches to No. 1 track lined for center sidings. GREEN indication will be displayed if block is unoccupied.

Should signals fail to change immediately from RED to GREEN after derails and switches are lined, wait four minutes for time element relay which will be effective when the approach to signals are occupied.

Should dwarf signals fail to change from RED to GREEN be governed by Rules

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

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

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

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

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

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

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

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

Occupied outfit cars must not be switched unless air brakes be cut in and must not be detached while in motion. Cars must not be kicked or dropped against occupied outfit cars. Cars to be coupled to occupied outfit cars must have air brakes cut in.

Except as specifically authorized by proper authority no car containing passengers is to be hauled next to locomotive of a steam passenger train. A steel combination or partitioned car may be hauled with baggage or unoccupied end next to engine.

For your information, quoting below sections 392, 399 and 8203 of Penal Codes of

California, Arizona and Utah:

"Every person, who, in making up or running railroad trains, places or runs, or causes to be placed or run, any freight car in the rear of passenger cars, is guilty of a misdemeanor, and if loss of life or limb results from such placing or running, is guilty of felony. The term "freight car' as used in this section does not include a baggage, express or mail car."

While the above statute applies to freight cars only, we will in addition, prohibit

in California the placing or running, on the rear of any passenger train, a baggage, express, mail, refrigerator express or other head end passenger car so constructed or loaded as to prevent trainmen passing through it.

When head end cars are handled as trailers behind gas-electric cars, if these head

end cars cannot be readily passed through by trainmen, they must be turned so that the retainers will be on the head end to enable compliance with air rule No. 16.

When necessary to handle head end cars behind gas-electric cars, they must be turned so that the baggage and express compartment will be at the extreme rear end of train and flagman must ride in that compartment.

Minimum Clearances for Rotary Plows, Blue Canon East

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

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

Tunnel 5, 8 inches clearance.

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

East end of tunnel 11 clears 8 inches.

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

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

Normal position turntables on Truckee District will be as follows:

Blue Canon West approach, on account of repair platform on west end.

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

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

OPERATION OF TURNTABLE AT NORDEN

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

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table. Release brake before moving turntable and do not apply brake unless control

handle is in the "off" position.

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

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

Allow turntable to come to a stop before reversing motor.

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

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

Box No.	ALARM BOX LOCATIONS	Mile Post
3	300 feet east of east portal Tunnel No. 1	
4	3/4 mile east of Blue Canon	
5	34 mile east of Blue Canon	
7 8	Signal 1707, 500 feet east of west switch Emigrant Gap	
8	Crossover east of turntable house, Emigrant Gap	
9	Between Smart and Emigrant Gap	173
12	Between Smart and Yuba Pass	174
13	Between Smart and Yuba Pass	175
14	In first shed west of Yuba Pass	
15	East switch of Summer Siding, Yuba Pass	
16	End of shed east of portal Tunnel No. 36	
17	West end of center siding, Crystal Lake	178
18	West and Butte Canyon Bridge	
19	West end Butte Canyon Bridge	180
21	End of shed east portal Tunnel No. 39	181
22	11/ miles east of Cines	182
23	1½ miles east of Cisco. ½ mile west of crossover, Tamarack. ½ mile east of crossover, Tamarack	183
24	1/2 mile west of crossover, Tamarack	184
24	22 mile east of crossover, Tamarack	185
20	Between Tamarack and Troy	
25 26 27	mile west of west switch, Troy on No. 1 track	186
27	East switch, Troy	187
28	600 feet east of Lower Cascade Bridge	188
29	1/4 mile east of Upper Cascade Bridge	189
31	Between Spruce and Soda Springs	190
32	In first shed west of Soda Springs	-
33	300 feet east of crossover, Soda Springs	
34	Castle Creek Bridge (Culvert 190-0)	
35	East switch of west run-around track on No. 1 track, Summit	100
36	1000 feet west of west portal Tunnel No. 6	193
37	East portal Tunnel No. 6. Between Tunnels Nos. 9 and 10.	194
38	Between Tunnels Nos. 9 and 10	195
39	West Switch, Donner	:::
41	1 mile east of Donner	197
42	½ mile east of crossovers, Eder	198
43	Between Eder and Andover	199
44	Between Eder and Andover	1991/2
45	300 feet west of west portal Tunnel No. 13	200
46	100 feet east of Andover Section House	
47	At Andover Station	201
48	In turntable house, Summit	
49	East switch of run-around on No. 2 track, Norden	
51	In turntable house, Summit. East switch of run-around on No. 2 track, Norden. East switch of siding on No. 2 track, Norden. West portal Tunnel No. 41.	
52	West portal Tunnel No. 41	
53	Center of Tunnel No. 41	
54	East portal Tunnel No. 41	

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

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

This spur must not be used by any class of engine larger than 2700 Class. Trains, motors, engines and cars must be stopped before crossing the highway and must not proceed to cross highway until conductor or other trainman has gone upon the crossing to ascertain if it is safe to do so and until signal to proceed has been given.

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

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

Sidings at Nord and Lomo and team track, mill spur and Earl Fruit spur Marysville must not be used by Mikados, Mallets, SP, AC, Mt, GS-I, or 2-10-2 type engines.

Engines equipped with pilot plows must not use tracks on "E" Street, Marys-

Where cars or engines are to be moved on old Cannery Track over 4th Street, Marysville, flagman must flag the crossing before movement is started over crossing. S. P. track to Swayne Lumber Co. Yard at Oroville passing under W. P. trestle will not be used or switching performed thereon during time W. P. trains are passing over trestle.

When using Wye track at Barber, by engine with or without cars, tangent track, continuation of the Wye, must be used and at no time use the Diamond Match Com-

pany's track.

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

Two engines must not be coupled on Stirling City line. Helper engines must be

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

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

Track between station and Stirling City main track, must be kept clear of cars. Westward freight trains when stopping at Chico to perform switching or to take water must stop east of Sacramento Avenue, or cut train at that point to permit the passage of traffic over tracks.

Flint hoppers and box cars must not be placed on spur serving El Dorado Lime & Mineral Company at Bullard to or beyond rock chute which does not clear this class of equipment.

Bullard spur from Bullard Junction to Lime Quarry in service. Trains and engines must not exceed 10 miles per hour on this spur. Engines must not pass a point 60 feet

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

Trains to and from Oroville on Woodland-Oroville line use Marysville siding. No engine larger than Consolidation engines with 225,000 pounds on the drivers

should pass over Trestles 97-A and 97-E on Knights Landing Line.

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

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

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

Engines larger than Consolidation type must not use No. 7 track at Newcastle beyond the end of curve.

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

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

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

Nos. 224 and 484 will use No. 4 track, Rocklin to Loomis.

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

GERBER AND EAST

Not more than one 2-10-2, AC or Mallet class engine must be placed on head end of freight trains, nor more than two Consolidations or one Mikado and one Consolidation, 2-10-2, AC or Mallet class engines must not be coupled ahead of engines smaller than Consolidation, when tonnage behind such engines is in excess of its rating as shown in time tables.

At points where engine is to be changed or cars set out or picked up, on passenger trains rear brakeman will open steam valve on rear of train at station one mile board and engineman will shut off the steam one-half mile from station.

Engines of freight trains on descending grades of 1% or over, also westward at Cottonwood, Chiloquin and Lenz, must be detached to take water. Engines of freight trains, except eastward at Morley, must be detached to take oil.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water, and where head engine cannot handle forward portion without assistance of helper, latter must not be cut off until forward portion has been shoved beyond water tank.

Leading and helper engines must not be cut off from head and rear portion of train at the same time at Steinman when taking water. When leading engine is coupled to train, after taking water, engineman will place automatic brake valve on lap, then sound one long whistle signal. Helper engineman will then make fifteen pounds reduction of brake pipe pressure, leading engineman noting fall of brake pipe pressure will release brakes and after brake pipe has been charged, helper engine may then be cut off. Trainmen will not cut off helper engine until advised by helper engineman that brake pipe has been recharged.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or

Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.
Engines equipped with pilot plows must not be operated past log landings.

Instructions for setting hand brakes at:

DUNSMUIR AND DUNSMUIR YARD

Ten brakes on west end.

Freight Trains...... Ten brakes in center of train. Five brakes on east end.

ASHLAND

Passenger Trains Two brakes on east end.

KLAMATH FALLS

Hand brakes on freight trains must be set with the assistance of a brake club after train has stopped. Any employe releasing any of these brakes, must set as many others to replace them.

Engines must not be cut off freight trains at Dunsmuir, Dunsmuir Yard, Klamath Falls or Ashland until sufficient hand brakes are set to secure train and yard air must not be coupled into train until engine is cut off.

Trains or yard engines moving on track No. 3, Dunsmuir, will move with caution approaching roundhouse, and will stop before passing turntable if engine is being turned with draw heads extending over end of turntable.

REDDING SUBDIVISION

At Redding, EASTWARD siding will be used by eastward trains and is first track from main track going east to connection with WESTWARD siding at water column. WESTWARD siding will be used by westward trains and is second track from main track going east and continues to overhead bridge.

Engines heavier than 210 M's on drivers must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars from the

train must be coupled to engine while doing the work. Red Bluff......Pioneer Fruit Spur.

Redding...... Hoefer's and Sterling Lumber Co. Spurs.

Pollock.....Spur. Lamoine..... Industrial Tracks Little Slate Creek Bridge and west

thereof. Gibson.....Spur.

Dirigo...... Industrial Tracks north side of main track.

Engines must not use crossovers to S. V. & E. Ry. or S. V. & E. Ry. storage track east of owner's post at Pitt.

Eastward trains, except first class, will not enter west end Dunsmuir Yard and westward engines and trains, except first class, will not pass signal 3213 at signal shop east end Dunsmuir Yard, without proceed signal from yardman.

BLACK BUTTE SUBDIVISION

The following rules will govern the handling of a passenger train which has parted from any cause on grades between Dunsmuir, Ashland and Grass Lake: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes must be set on detached portion starting at rear and head end, turning up retainers on all cars as hand brakes are being set. Air brakes must immediately be fully charged on detached portion by using air hose carried in baggage car for that purpose. If for any reason detached portion cannot be recharged immediately, or if necessary to leave rear portion standing, rear truck of detached portion must be chained to the rail in such manner as to derail cars should they start. Attempt must not be made to couple to detached portion until brake pipe has been fully charged and chain removed. After the train has been coupled, air must be applied from engine before hand brakes and retainers are released.

Engines heavier than 210 M's on drivers must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars from the

train must be coupled to engine while doing the work.

Igerna.....Spur.

Deetz. AC and MC class engines may use stem of Wye leading to rock crusher at Deetz as far as Highway crossing but must not go on curved portion of balloon track.

Weed. Engines larger than the 2600 Consolidation class must not be used on tracks of the Long Bell Lumber Co. at Weed as follows:

Dock 1 and 2 in lumber shed and shed spur.

Block Spur. Factory 2.

Factory 3 Track No. 6 in lumber yard.

When necessary to perform switching on these tracks, care should be exercised to see that heavy class power is not used on such tracks.

Engines must not operate over following Industrial Tracks:

Ager......Spur beyond signal just east of road crossing.

Thrall siding must not be used by passenger trains or engines heavier than 210 M's on drivers, except that two hundred feet of siding at west end may be used by light engines of any class. Engines must not use track of California, Oregon Power Co. at Thrall.

Engines heavier than 210 M's on drivers must not be operated on industrial tracks between Bray and Klamath Falls and must use cars from the train when necessary to do the work except consolidation, 4000 and 4200 class engines can use lumber spur

back of stock corral Macdoel, Box Factory spur Bray and all spurs Dorris.

At Mt. Hebron EASTWARD siding will be used by eastward trains and is located on left side of main track going east. WESTWARD siding will be used by westward trains and is located on left side of main track going west. East connection switch on EASTWARD siding must be normally lined for stock track.

When necessary to occupy McCloud River Railroad Company's tracks at Mount Shasta, including the west leg of wye it must be under protection of flag. Trackage arrangements with McCloud River Railroad Company prohibit this company's trains or engines using their main track from clearance with interchange track east end of yard to point opposite station building.

Freight trains which cannot get into clear at Cantara for first class trains will remain at Small or Mott.

Rear brakemen on freight trains descending grades between Black Butte and Metcalf, Snowdon-Ashland, Grass Lake and Dunsmuir will observe track from rear door of caboose that trains may be stopped in event of derailment. Dietz lantern placed on rear of caboose will be used at night to assist in observing track. On four brakemen trains fourth brakeman will be stationed near emergency hose on train, swing brakeman will ride cupola of caboose to watch train and for signals. This will not interfere with other assignment of brakemen by Conductor should necessity require it. In the absence of brakeman in cupola, Conductor must devote as much time as possible to

Freight trains taking siding at Grass Lake stop east of east house track switch to permit engine movement around wye track. East and west house track switches, Grass Lake, will be normally lined for legs of wye. When there is a Westward train on siding Grass Lake, Eastward freight trains pull to clear west switch of siding and cut out helper through connection east of east leg of wye.

On arrival at Siskiyou, on westward trains, hand brakes must be set ahead of helper engine before cutting off and on rear portion of train when backing down to

Siding at Weed is located east of station building on opposite side of main track. Light engines arriving at Dunsmuir from East, desiring to enter roundhouse lead, will sound whistle signal as follows: "Short, long, two short."

At Ashland eastward freight trains use No. 1 track and when necessary double over to No. 3 track. Westward freight trains use No. 4 track and when necessary double to No. 2 track.

During the hours no yard engine is on duty, both freight and passenger trainmen will head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from engine house.

Westward passenger trains making station stop at Steinman will stop with rear end west of the east switch.

KIRK SUBDIVISION

Engines heavier than 210 M's on drivers must not be operated on industrial tracks between Klamath Falls and Kirk, except engines not heavier than 275 M's on drivers may operate over the following:

Log Spur and industrial track to box factory switch. Algoma Modoc Point Lamm Lbr. Co. Spur.

MERRILL SUBDIVISION

At Alturas Yard, trainmen will perform necessary switching, put engine away, take charge of engine at enginehouse and place on train, during the hours yard engine is not on duty.

Track scale at Matheson is private scale.

SPEED TABLE

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

SPEED RESTRICTIONS

Wooden passenger cars, when used in main line service, must be equipped with

steel center sills and steel platforms, except
(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled

on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

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

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

Passenger trains must not exceed 30 miles per hour and freight trains 20 miles per hour on No. 4 track between Rocklin and Loomis.

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

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

Freight trains must not exceed 20 miles per hour between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

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

Maximum speed of AC-4, AC-5, and AC-6 type engines between Roseville and Crescent Lake is 35 miles per hour.

AC-4, 5 and 6 type engines must not exceed 25 miles per hour over the following structures: Bear River Bridge

126-C 1.2 Miles West of Wheatland. Yuba River Bridge 140-C 2000 feet West of Marysville. Butte Creek Bridge 175-B 2.8 Miles West of Durham. Deer Creek Bridge .8 Miles East of Vina. Sacramento River Bridge 210-C At Tehama.

AC-4, 5 and 6 type engines must not exceed 25 miles per hour over Clear Creek Bridge at Girvan.

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

MC 2, 4, 6 and AC 1, 2 and 3 class engines must not exceed 20 miles per hour on

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

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

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

Fire trains and flangers operating between Lawton and Loomis must not exceed

30 miles per hour and be governed by other speed restrictions.

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

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

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

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

signal 1046 to mile post 108 on Roseville-Sparks line, 20 miles per hour. Westward first-class trains from mile post 108 Roseville-Sparks line to signal 1049 20 miles per hour. From signal 1049 to Antelope station 30 miles per hour.

Freight trains on descending grades must not exceed 15 miles per hour while passing passenger trains.

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

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

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

Engines must not exceed 8 miles per hour on balloon track at Lake Tahoe. Trains must not exceed 25 miles per hour over Feather River bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather

Trains must not exceed 15 miles per hour between the overhead bridge at Roseville, on the Roseville-Gerber line, and the passenger station at Roseville.

Consolidation engines must not exceed 15 miles per hour between Wyo and Hamilton.

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

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

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

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

Motor cars must not exceed 25 milesperhour between Mile Post 138 and Placerville.

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

Engines using Mather Field Spur must not exceed 10 miles per hour.

Trains must not exceed 15 miles per hour over trestle 112-A on Grace-Josephine line.

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

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

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

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

Trains must not exceed 10 miles per hour between initial switch of spur to Hood Wharf and Hood Wharf.

Trains must pass over S. N. R. R. crossing 9th Street, Chico, with caution.

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

Engines being hauled in trains or running under own steam must not exceed:

When main rod only is removed................................30 miles per hour

When side rods only are removed..............................30 miles per hour

When both main and side rods are removed.....20 miles per hour

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

Trains must not exceed 10 miles per hour from Isleton to end of track two and one half miles east.

Trains must not exceed fifteen miles per hour Klamath Falls yard between Sixth Street Viaduct and Main Street crossing.

Trains with freight equipment fulfilling first class schedules will not exceed maximum speed allowed freight trains.

Yard engines dead in train or running under own steam, must not exceed 20 miles per hour on tangent and 15 miles per hour on curves.

Engines moving westward on siding Lamoine must not exceed 8 miles per hour over spur switch at east end.

Engines using wye at Hornbrook must not exceed speed of 8 miles per hour.

Eastward trains must not exceed 15 miles per hour over switch at Barnard and 10 miles per hour when making switching moves.

Trains handling logs must not exceed six miles per hour through tunnels and over the following bridges:

Sprague River Bridge, West of Chiloquin.

Dry Canyon Viaduct between Hotlum and Bolam.

Klamath River bridge, east of Klamathon.

All crossings over Sacramento River except 2d, 4th, 5th and 18th crossings. Speed must be reduced to fifteen miles an hour when delivering ice, mail or bundles of papers.

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

	mines per nour
Woodland, Main and Court Sts	12
Willows	
Orland	40
Corning	
Roseville, Lincoln St	
Red Bluff	
Redding	
Chiloquin	
Klamath Falls, Main St	15

Engines with water capacity of engine tender 7000 gallons or less, except tender classes 70-R-1 and 70-SC-1, maximum speed of 50 miles per hour must not be exceeded.

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

Lillia			PASSI	ENGER		FRE	EIGHT	ALLEY AL	All Trains	LIGHT ENG. RUNNING FORWARD				
Pages	Between	Maximum	With SP-1, SP-2, SP-3, F-1, F-3, F-4, F-5, F-6, MM-2 and AM Engines	With AC-1, 2, 3, 4, 5, 6, MC-2, 4, 6, MK-2, 4, 5, 6, 8, 9, C-2 to 10 inc., C-11, 12, 14, 15, 17 and TW Engines	With Other Type Engines	Freight and Mixed, Maximum	With MC-1, 2, 4, and 6 Engines	Engines and Motors Backing	City Ordinance	SP-1, SP-2, SP-3, F-1, F-3, F-4, F-5, F-6, MK-5, 6, 8 and 9	GS-1, 3, 4, 5, E, M, T, A and P	Types C-2 to C-10 and C-18 to 23 inc.	C-11, 12, 14,15,17, TW,MC Class MK-2, 4, MM-2, AM, AC-1, 2 2, 3, 4, 5, 6	
2 2	Colfax—Truckee	35 40	35 40	35 40	35 40	20 30	20 25	15 15	20	30 35	30 35	25 30	30 30	
2, 3 2, 4 3	Sacramento—ColfaxNo. 2 Track	40	40	40	40	35	25	20	20	35	40	35	30	
3	Sparks-Truckee	40	40	40	40	30	20	20		35	35	30	30	
3	Truckee-Loomis	35	35	35	35	20	20	15		30	30	25	30	
3	Truckee—Tahoe	40	25	25	40	30	20	15		20	30	30	30	
3, 5	Loomis-SacramentoNo. 1 Track	50	45	40	50	35	25	20		35	40	35	30	
4, 5	Roseville—TehamaLincoln	50	45	40	50	35	25	20	35	35	40	35	30	
6	Davis-Gerber	60	45	40	60	40	25	20		35	40	35	30	
12	Woodland-Marysville	35		35	35	30		20	E E E E E E E E E E		35	35	30	
12	Marysville-Oroville	25		25	25	25		15			20	25	25	
12	Brighton—Folsom	50		40	50	35		20			40	35	30	
12	Woodland—Marysville Marysville—Oroville Brighton—Folsom Citrus—Fair Oaks	25		20	25	20		15			20	20	20	
12	Folsom—Placerville	25		20	25	Mixed 20 Freight 15		12			25	15	15	
13	Harrington-Wyo via Colusa	30		25	30	25		20			25	25	20	
13	Harrington—Wyo via Colusa Willows—Fruto	20			20	15		10			15	15	15	
13	Sacramento—Isleton	30		20	30	20		15			25	20	20	
13	Grace—Josephine	30		20	30	20		15			25	20	20	
13	Marchant-Karnak	30		20	30	20					25	20	20	
13	Chico-M. P. 188 (Stirling City Branch).	30		25	30	25					25	25	25	
13	M. P. 188—Stirling City	20		20	20	12		10			15	12	12	
• • • • • • •	Through Crossovers, Turn-outs, and on	15	10	10	15	15	10	10	Dere on	15	15	15	10	
	all tracks except main tracks	10	10	10	10	10	10	10		15	10	19	10	

			PASSENGER							MIXED	LI GHT ENGINES				
Gray's way	and a resident place of the second second second beautiful and the second secon		With		With C 11, 12,		W mos					Running	Forward		Runnin Back- ward
Page No.	Between	Maxi- mum	T 1, 2, 7 to 23, 28, 31, 34, 36 M MK 5 to 9 Engines	With C 2 to 10 C 18 to 29 F 1 Engines		AC 4, 5, 6 S.P.1,2,3 Engines	AC 1,2,3 MC 2,4,6	Maxi- mum	With AC 1, 2, 3 MC 2, 4, 6 Engines	Running	Maxi- mum	MT, C 2 to 10 C 18 to 29 MK 5 to 9 F 1, 3, 4, 5, 6 S.P.1,2,3	MK 2 and 4 MM	AC 1, 2, 3 MC 2, 4, 6	All Classes
7 7 7	Gerber and M. P. 216.5. M. P. 216.5 and Redding. Redding and one mile east of Middle Creek. One mile east of Middle Creek and Dunsmuir.	50 60 40 28	50 50 40 28	45 45 40 28	40 40 40 28	45 45 40 25	40 40 40 20	35 40 35 20	35 40 35 20	30 30 25 15	35 40 40 28	35 35 35 25	30 30 30 25	30 30 30 20	30 30 25 15
8 8	Exception: Eastward freight trains one mile east of Middle Creek and Dunsmuir Dunsmuir and Azalea	25 28	25 30	25 30	25 30	25 25	20 20	25 20 20	20 20 20	15 15 15	25 25	25 25	25 25	20 20	15 15
8 8 8	Mt. Shasta and Deetz Deetz and Black Butte Black Butte M.P. 345 and M.P. 355½ Cascade Line	50 25 35	50 25 35	45 25 35	40 25 35	45 25 35	40 20 35	35 20 25	35 20 25	25 15 20	40 25 35	35 25 30	30 25 30	30 20 30	25 15 20
8 9 10 10	M. P. 355½ and Klamath Falls. Klamath Falls and Crescent Lake. Black Butte and Edgewood. Edgewood and Snowdon.	60 60 25 50	50 50 25 50	45 45 25 45	40 40 25 40	45 45 25 45	40 40 20 40	40 40 20 35	40 40 20 35	25 25 15 25	40 40 25 40	35 35 20 35	30 30 20 30	30 30 20 30	25 25 15 25
10 10 10	Snowdon and Ager. Ager and Thrall Thrall and Hornbrook.	30 25 30	30 25 30	30 25 30	30 25 30	25 25 25	20 20 20	20 20 20	20 20 20	15 15 15	30 25 30	25 20 25	25 20 25	25 20 20	15 15 15
10 10 10 10	Hornbrook and Hilt Hilt and Cole Cole and Clawson Clawson and Ashland	25 30 25 30	25 30 25 30	25 30 25 30	25 30 25 30	25 25 25 25 25	20 20 20 20	15 20 15 20	15 20 15 20	15 20 15 15	25 30 30 25	25 25 25 25 25	25 25 25 25 25	20 20 20 25	15 20 15 15
11 11 11	Alturas Yard and Ghent. Ghent and Ambrose. Ambrose and Klamath Falls.	40 25 40	40 25 40	40 25 40	40 25 40	40 25 40	40 20 40	30 20 30	30 20 30	20 15 20	40 25 40	35 25 35	30 25 30	25 25 25 25	20 15 20
îi	Alturas Yard and Lakeview	30 15	30 15	30 15	30 15	25 10	20	25 10	25 10	20	30 15	25 15	25 15	20 10	20 10
See Note See Note	Relief trains with steam derricks. Trains handling logs loaded on flat or logging cars, Tangent track.							25 25							
See Note	Trains handling logs loaded on flat or logging cars, Curved track							20							
8 9	Dredger fills, Worden and Klamath Falls Dredger fills, Wocus and Ouxy	50 50	100000000000000000000000000000000000000		4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			35 35							

SPECIAL INSTRUCTIONS

		TOCATION O	C CTI	PETCHEDS	
		LOCATION O	5 211	REICHERS	
Fair Hood Waln Linco Whea Mary Grid Biggs Chice	Sacramento Hospital "Baggage Room Fair Oaks Freight House Hood "Williams Williams " Walnut Grove Baggage Room Lincoln "" Wheatland "" Warysville "" Gridley "" Biggs. "" Chico (2) "" Chico (2) "" Corner House "" Knights Landing Freight House Woodland Baggage Room Williams "" Willows (2) "" Willows (2) "" Willows (2) "" Woodland Baggage Room "" Woodland Baggage Room "" Williams "" Willows (2) "" "" Scar Dept. "" Station "" Hospital Biggs. "" "" Store Dept. Rocklin Baggage Room Loomis. ""		New Aubu Colfa Dutc Towl Blue Cisco Nord Truel	yn Baggage Room nastle " " " " " " " " " " " " " " " " " " "	Gerber Mt. Shasta Redding Weed Klamath Falls Kennet Montague Dunsmuir Hornbrook Dunsmuir Yard HOSPITALS GENERALSAN FRANCISCO EMERGENCYSACRAMENTO " ROSEVILLE " GERBER " SPARKS
I		D SIDE STRUCTURES NOT STANDARD	Mile Post	LOCATION	DESCRIPTION
Mile	LOCATION	DESCRIPTION	132.9	E. of Clipper Gap	KS—EASTWARD—Continued Funnel No. 24Side & Overhead
106.6 106.6 106.6 106.6 106.6 110.6 110.6 110.6 110.6 110.6 110.6 114.2 114.8 117.3 120.5 112.7 123.2	Sacramento River Bridge Shop Yard Sh	AMENTO YARD Oil House West of Store No. 1. Side Sand spurs Nos. 1 and 2. Overhead Track No. 2, Car Shop No. 9. Side Track No. 3, Car Shop No. 9. Side Track No. 4, Car Shop No. 9. Side Track No. 5, Car Shop No. 9. Side Track No. 9, Car Shop No. 9. Side Track No. 9, Car Shop No. 9. Side Track No. 9, Car Shop No. 9. Side Track No. 2 Bone Yard Track. Side Track No. 2 Bone Yard Track. Side Track No. 3 Laumdry. Side Track No. 3 Scrap Dock. Side Track No. 3 Scrap Dock. Side Western Meat spur. Side New Foundry Track Side Foundry Track Side New Foundry Track Side Sarley spur Buffalo Brewery. Side Barley spur Buffalo Brewery. Side Barley spur Buffalo Brewery. Side Buffalo Brewery spur. Overhead & Side Unloading pit, Sacramento Rock and Sand Co. Side Phoenix Mill spur. Side Track No. 4 Rolling Mill. Side Water Tank. Side Unloading pit center of Track, Golden Gate Atlas spur. Unloading pit center of Track, Clark and Henry spur. Sacramento Vegetable Growers Assn. Side Virden Packing Co. spur. Overhead & Side Sacramento Northern Guy Pole. Side Sacramento Northern Guy Pole. Side Sacramento Northern Guy Pole. Side Side Sacramento Rock price Side Scouth end of old freight shed. Front St. Side Sparks—Eastward Leing track, PFE Plant. Side Side South end of new freight shed. Front St. Side Track No. 3, Heavy Rip. Side Track No. 4, Heavy Rip. Side Track No. 6, Heavy Rip. Side Overhead Tunnel No. 19. Side & Overhead Tunnel No. 19. Side & Overhead Tunnel No. 19. Side & Overhead Tunnel No. 19	133.1 133.3 133.8 136.0 138.7 139.2 139.4 141.7 141.7 141.7 142.2 152.4 165.5 208.0 208.0 242.9 164.8 200.6 164.8 201.3 195.1 194.9 194.9 194.1 193.7 181.0 180.7 180.8 180.8 18	E. of Clipper Gap E. of Clipper Gap E. of Clipper Gap E. of Applegate E. of Applegate E. of N. E. Mills E. of Lander Colfax Colf	Funnel No. 24

Mile	LOCATION	DESCRIPTION
	WY	O-HARRINGTON
120.8 145.9 150.4 165.9 177.4 177.4	Princeton Codora Rotavele Hamilton	Water Spout. Overhead Water Spout. Overhead Warehouse Side Elevator. Side Boiler House of sugar factory. Side Shed over beet unloading track. Overhead
		VIS-OROVILLE
111.4 112.4 120.4 135.0 135.0 147.9 147.9	Tudor. Abbot. Yuba City. Honcut. Oroville. Oroville. Oroville.	Water Tank Side Earl Fruit Co. bldg. siding Side S.N.R.R. trolley wire, E. of depot. Overhead Station platform Side Brown's Warehouse Side C. L. Bills cement warehouse Side Olive Produce Co. porch Side Ice House platform Side
2	SACRAM	ENTO-PLACERVILLE
91.5 94.8	Sacramento, 23rd & R	Contractors' spur, buildingSide Unloading pit center of track A. Teichert Co.
95.9 98.9 98.9 122.3 126.4 126.5 128.6 148.7	Perkins. Mayhew. Mayhew. Cothrin. Latrobe. E. of Latrobe E. of Latrobe Placerville.	spur. Perkins' Store
	SACRA	MENTO-ISLETON
92-B 93.0	Charles. Snodgrass Slough.	Bridge Stock Chutes at 93-A Side Bridge Side
113.4	Walnut Grove	Pacific Fruit BldgSide

SHASTA-DISTRICT

M.P.	BETW	EEN	Structure	Height	Crossin	ıg
	Redding	North Street	Bridge	21'8"		u Tu
276.6	Kennet	Pitt	Tunnel No. 2	17'10"	F 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
278.9	Pitt	Morley	Tunnel No. 3	18' 2"	A. Britani	
286.4	Elmore	Antler	Bridge No. 3	21 '11"	Sacramento	Rive
288.9	Pollock	Antler	Tunnel No. 6	21' 2"		
295.6	Smithson	Delta	Tunnel No. 7	18' 616"	The second	
299.8	Delta	Lamoine	Tunnel No. 8	18' 2"	1007 - 154 (1888)	
301.8	Lamoine	Gibson	Bridge No. 6	21'9"	Sacramento	Rive
302.2	Lamoine	Gibson	Bridge No. 7	21'5"	Sacramento	Rive
305.3	Gibson	Fisher	Bridge No. 8	21' 6"	Sacramento	Rive
305.4	Gibson	Fisher	Tunnel No. 9	17'11"		
306.7	Fisher	Sims	Bridge No. 9	21'6"	Sacramento	Rive
307.0	Fisher	Sims	Tunnel No. 10	18' 1"	-17	
308.6	Fisher	Sims	Bridge No. 10	21' 6"	Sacramento	Rive
308.9	Gibson	Sims	Bridge No. 11	21' 6"	Sacramento	Rive
310.3	Sims	Flume	Bridge No. 12	23 ' 9"	Sacramento	Rive
310.6	Sims	Flume	Bridge No. 13		Sacramento	Rive
317.6	Castle Rock	Castle Crag	Bridge No. 14		Sacramento	Rive
317.8	Castle Rock	Castle Crag	Bridge No. 15	21' 7"	Sacramento	Rive
325.0	Shasta Retreat.	Shasta Springs.	Bridge No. 16	21 '10"	Sacramento	Rive
327.2	Small	Cantara	Bridge No. 17	21 '10"	Sacramento	Rive
329.4	Cantara	Mott	Tunnel No. 12			
390.9	Klamathon	Hornbrook	Bridge	21' 61/2"	Klamath Riv	er
11.3	White Point	Siskiyou	Tunnel No. 13	18 '00"		
14.6	Viaduct	Wall Creek	Tunnel No. 14	18' 7"	-11 - 13 av - 110	
15.2	Viaduct	Wall Creek	Tunnel No. 15	18' 4"	M. 1	
19.9	Steinman	Mistletoe	Tunnel No. 16	18' 0"		
07.8	Dorris	Calor	Tunnel No. 1	21'2"	THE PERSON NAMED IN	
10.0	Dorris	Calor	Tunnel No. 2	21' 2"	and the state of the	
27.1	Texum	Klamath Falls.	Highway Bridge	21' 9"	S. P. Tracks	
56.0	Lobert	Chiloquin	Bridge	23 ' 7"	Sprague Rive	er

Steinman water tank, impaired side clearance.

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

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco.	Dr. W. B. Coffey	Chief Surgeon and Manager.
Sacramento	Dr. A. M. Henderson	Division Surgeon,
Sacramento	Dr. G. L. Stevenson	Division Surgeon.
Sacramento	Dr. W. W. Cress	District Surgeon.
Sacramento	Dr. J. Roy Jones Dr. E. C. Turner	Aurist. Oculist.
Roseville	Dr. B. Woodbridge	District Surgeon.
Roseville	Dr. L. E. Jones	Asst. District Surgeon.
Loomis	Dr. P. D. Barnes	District Surgeon.
Newcastle	Dr. L. B. Barnes	District Surgeon.
Auburn	Dr. J. A. Russell	District Surgeon.
Colfax	Dr. D. M. Kindopp	District Surgeon.
Colfax	Dr. C. J. Durand	District Surgeon. District Surgeon.
Dutch Flat Truckee	Dr. E. A. Bryan Dr. J. H. Bernard	District Surgeon.
Reno	Dr. W. H. Hood	Consulting Surgeon.
Reno	Dr. Horace J. Brown	District Surgeon.
Reno	Dr. M. R. Walker	Assistant District Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist.
Lincoln	Dr. A. W. McArthur	District Surgeon.
Wheatland	Dr. F. W. Didier	District Surgeon.
Marysville	Dr. E. E. Gray	District Surgeon.
Marysville	Dr. Thos E. Larner	Oculist and Aurist.
Live Oak	Dr. I. W. Higgins	District Surgeon.
Gridley	Dr. W. S. Lavy	District Surgeon. Emergency Surgeon.
Biggs Durham	Dr. P. Caldwell Dr. J. L. Doyle	District Surgeon.
Chico	Dr. N. T. Enloe	District Surgeon.
Chico	Dr. D. H. Moulton	Associate District Surgeon.
Los Molinos	Dr. J. H. Belyea	District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Davis	Dr. W. E. Bates	Emergency Surgeon.
Davis	Dr. Thomas E. Cooper.	Emergency Surgeon.
Woodland	Dr. H. D. Lawhead	Consulting Surgeon.
Woodland	Dr. Fred R. Fairchild.	District Surgeon.
Arbuckle	Dr. H. S. Powis	District Surgeon.
Williams	Dr. N. M. Salter	Acting District Surgeon.
Colusa	Dr. C. O. Poage	District Surgeon. District Surgeon.
Willows	Dr. C. W. Lund Dr. H. H. Beck	District Surgeon.
Stirling City	Dr. A. L. Derbyshire	District Physician and Surgeo
Orland	Dr. T. H. Brown	District Surgeon.
Oroville	Dr. E. A. Kusel	District Surgeon.
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon.
Folsom	Dr. L. H. Sanborn	Emergency Surgeon.
Placerville	Dr. W. A. Reckers	District Surgeon.
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.
Yuba City	Dr. Smith McMullen	District Surgeon.
Walnut Grove.		District Surgeon.
Isleton	Dr. J. H. Leimbach Dr. C. B. Pedersen	District Physician and Surgeo
Tahoe	Dr. E. J. Cornish	Emergency Surgeon.
Dunsmuir Dunsmuir	Dr. A. H. Newton	District Surgeon. District Surgeon.
Mt. Shasta	Dr. Paul Wright	District Surgeon.
Weed	Dr. H. L. Vidricksen	District Surgeon.
Montague	Dr. G. W. Dwinnell	District Surgeon.
Montague	Dr. Chas. Pius	District Surgeon.
Hornbrook	Dr. F. B. Lucas	District Surgeon.
Hilt	Dr. Jos. Langer	District Surgeon.
Ashland	Dr. F. G. Swedenburg.	District Surgeon.
Ashland	Dr. E. A. Woods	Assistant District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon,
Red Bluff Cottonwood	Dr. F. L. Doane Dr. R. G. Frey	District Surgeon. District Surgeon.
Anderson	Dr. G. E. Flora	District Surgeon.
Redding	Dr. C. D. Sewall	Acting District Surgeon.
Dorris	Dr. D. Todorovic	District Surgeon.
Klamath Falls.	Dr. E. D. Johnson	Division Surgeon.
Klamath Falls.	Dr. Chas. V. Rugh	Assistant District Surgeon.
Klamath Falls.	Dr. Ralph W. Stearns	Oculist and Aurist.
Klamath Falls.	Dr. E. D. Lamb	Assistant District Surgeon.
Chiloquin	Dr. Marvin Noseth	District Surgeon,
Alturas	Dr. John Stiles	District Surgeon.
Lakeview	Dr. C. E. Leithead	District Surgeon.

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

RATING OF LOCOMOTIVES-SACRAMENTO DIVISION-In M's of 1000 lbs. back of Tender

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber Via Roseville	r Colfax Via	Sparks Roseville to Colfax via	Sparks to Truckee	Truckee to Summit	Davis and	Placerville	to	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	
M-4 M-4	M-63 20/28 126 M-63 20/28 128 S	. \1615 to 1719	190	4300	1050	690	1650	800	3400	1250	780	3750	2300		
M-4	M-63 20/28 135 S	.)	,	ALLEY	CO. BAY	AFED 7		Time To	AL MY	A E	HILL	ABILLY	A TUNY	ATTEM	THE STATE OF
M-6 M-6	M-63 21/28 150 S M-63 21/28 153 S	. 1725 to 1769, 1780 to 1803. . 1823 to 1825		5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980
M-9	M-63 21/28 150 S	. 1806 to 1822	210	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1050
M-9 T-1	M-63 21/28 156 S T-63 20/28 112	. 1826, 1827 2235 to 2271			900	590	1400	680	3100	1100	700	3350	2100	370	700
T-26	T-69 21/28 152 S	. 2283 to 2300	200	4800	1150	750	1800	870	3900	1400	860	4250	2700	440	860
T-23	T-63 21/28 156 S-163 SF	. 2301 to 2310	210	5550	1350	920	2100	1050	4400	1650	1050	4850	3000	560	1040
T-28, 31	T-63 22/28 162 S	. 2311 to 2362	1		1500	1000	2350	1150	4800	1800	1150	5300	3250	€30	1150
T-32	T-69 23/28 174 S	2372 to 2384		-	1450	970	2300	1100	5050	1800	1150	5400	3450		
C-11	C-51 22/26 152	. 2502	. 180	0.00					4050	1550	1000	4500	2750	550	1100
C-12	C-50 20/28 164		190	4750					3700	1400	870	4150	2500	580	1080
C-9, 10 C-9, 10		. [2513 to 2599, 2750, 2752 to		1100	AL DAW	A TINI			4 17	TAY MY	CHARLES !	12			
C-8	C-57 22/30 192 S	. 2698 to 2749, 2751	. \} 210	6650	1700	1150	2600	1300	5200	2000	1300	5800	3550		
C-5	C-57 22/30 187 S	. 2624 to 2679		100	42037		A CONTRACT	ALTER ST	A TOWN	4 11 17		4	A BOY	A C Tentr	4. 17
C-5 C-5	C-57 22/30 185 S C-57 22/30 180		15		1450	070	9200	1100	4850	1750	1100	5150	2150	A PROPERTY	A DOMEST
C-5	C-57 22/30 178	. 2680 to 2693	. 3	-	1450	970	2300	1100	10000	1750	1100	5150	3150		-
TW-1	TW-54 22/26 147	2900 to 2913	. 180	0.000	1250	840	1950 2200	960	3950 4450	1500	950	4450	2700	500	950
TW-8 TW-4	TW-54 21/32 161 S TW-56 20/30 120		. 190 160		1450 940	960 610	1500	1100 710		1700 1150	1100 740	4750 3450	3000 2100	400	740
A-3	A-81 20/28 112 S-116 SF		1 210	3950					3050						
A-3	A-81 20/28 120/B-64 SF	3025 to 3040, 3042 to 3071	1 210						3250						
Mk2-4		3200 to 3240	. 210	7800	2000	1350	3050	1500	6100	2300	1500	6800	4150		
Mk2-4 Mk5, 6		r)	-	8000	2100	1400	3250	1600			1600	7400	4550		
F-1	F-63 271/32 273 S	3600 to 3652	. 200		2400	1600	3650	1850							
F-4, 5	5 F-63 291/32306/B-61 SF			8000	2750	1800	4150	2100	8000						
F-5 AC-1,2,3	F-63 29 1/32 306/B-62 SF. AC-57 22 22 441 SF	F. 3764 to 3768		8000	3400	2300	5200	3000	8000						
AC-4	AC-63 24-24475 SF	4100 to 4109	. 235		4100	3050	6300	3900			A THURST		The second		
AC-5	AC-63 24-24483 SF	4110 to 4125	.)		4450	3250	6800	4150							
AC-6 MM-2	AC-63 24-24517 SF MM-63 35-38320 SF	4126 to 4150			2600	1750	4050	2250			1111				
AM-2	MM-63 ²⁵ ²⁸ ²⁸ 320 SF AM-63 ²² ²⁸ 320-SF	4200 to 4211	. 210	8000	3150	2100	4800	2700	8000						
MT-1,3,4	1.5 MT-73 28/30 246/B-60 SF.	7. 4300 to 4376	. 210		2250	1450	3650	1700	7650						
SP-1	SP-63 28-532 316/B-60 SF SP-63 28-532 317/B-61 SF	5000 to 5015 5016 to 5048		8000	3150	2100	4800	2400	8000	****					
SP-2, 3 P-1, 3, 5	P-77 22/28 141 S		1	4050	1150	720	1900	950	4050	1400	840	4950		timin di	
P-1	P-77 22/28 152 SF	2100 (0 2102, 2100, 2100	. 210	4950	1150	730	1800	850	4050	1400	840	4350	2750		
P-1	P-77 22/28 160/B-54 S		. 210	5350	1150	760	1900	880	4400	1450	870	4700	3000		
P-1 P-4	P-77 22/28 163/B-54 SF P-77 23/28 155/B-58 SF		. 210	700-7-	1250	810	2050	950	4800	1550	930	5100	3200		
P-8, 10	0 P-73 25/30 181 SF	2461 to 2474, 2478 to 2483.	. 200	6800	1600	1000	2550	1200	5450						
P-8, 10	P-73 25/30 183/B-63 SF	F. 2475, 2484 to 2491	. 200		1650		2700	1250							
GS-1	GS-73 27/30 262/B-104 SF	F 4400 to 4409	. 250	8000	2350	1550	3800	1800	8000						
HOMEN		(Less than 40 M'	·	6	6	3	6	3	6	3	3	6	6	6	6
	Allowance for Empty	and Under-{Less than 40 M's	8	3	3	0	3	0	3	0	0	3	3	3	3
	loaded Cars	40 M's to 50 M's More than 50 M's	's	0	0	0	0	0	0	0	0	0	0	0	0

Note: Rating of trains East with two or more locomotives classes AC-4, 5 and 6 will be single rating shown in column 3, Colfax to Sparks, multiplied by number of locomotives used, for the entire district, Roseville to Sparks.

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

CLASS "C"—Consolidation engine "T"—Moguls "Mk"—Mikado "T"—Twelve-wheelers "MM"—Mallet Mogul "MC"—Mallet Consolidation "MC"—Mallet Consolidation "MT"—Mountain Type "GS"—Golden State

"E"—Eight-wheelers
"P"—Pacific Type
"F"—Two-ten-two Type
"SP"—Southern Pacific Type Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke,

and weighing 187,000 pounds on Drivers:

RATING OF LOCOMOTIVES—Continued

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Ashland and Horn- brook	Dunsmuir and Edgewood Dunsmuir to Black Butte	Snowdon to Edgewood to Horn- brook	hrook	Gerber to Dunsmuis	to	Dunsmuir to Gerber	Black Butte to Grass Lake	Mt. Hebron to Dunsmuir	Grass Lake to Klamath Falls Crescent Lake to Mt. Hebron	Klamath Falls to Crescent Lake	Klamath Falls to Alturas	Alturas to Klamati Falls
LV65	TX TIP	11 1 1 1 1 1 1 1 1 1 1 1		Single	Single	Single	Single	Single	Single	Double Hooker Hill	Single	Single	Single	Single	Single	Single
T-1 T-26 T-23 T-28, 31	T-63 20/26 112 T-69 21/28 152-S T-63 21/28 156-S-163-SF T-63 22/28 162-S	2235 to 2271	200	410 590 700	680 800 1000 1100	1300 1950 2100	910 1350 1500	1200 1500 1750 1950	2350 3450 3750	2600 3800 4150	1050 1350 1750	1600 2000 2600	3250 4100 5250	1850 2350 3050	1550 2450	660
C-9, 10 C-9, 10 C-8 C-5 C-5 C-5 C-5	C-57 22/30 200-SF C-57 22/30 194-S C-57 22/30 192-S C-57 22/30 187-S C-57 22/30 185-S C-57 22/30 180 C-57 22/30 178	2513 to 2599, 2750 ,2752 to 2860 2698 to 2749, 2751	210 200	800 690	1250 1100	2400 2100	1650 1450	2150 1950	4200 3750	4600 4100	1950 1700	2950 2550	5850 5150	3400 3000	2750	1200
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	640	1050	2000	1400	1850	3500	3900	1650	2500	5000	2900	2300	1000
MK-2, 4 MK-2, 4 MK-5, 6	MK-57 231/30 206-S MK-57231/30222-SF-230-SF MK-63 26/28 210-S-231-SF	}3200 to 3240	210 210	930 970	1450 1550	2800 2950	1950 2050	2500 2750	4900 5300	5400 5800						
F-1 F-4, 5 F-5 F-6	F-63 27½/32 273-S F-63 29½/32 306/B-61-SF F-63 29½/32 306/B-62-SF F-63 29½/32 314/B-61-SF	3600 to 3652	200 200	1150 1250	1800 2000	3300 3950	2450 2600	3200 3650	6100 6950	6700 7650	2800 3200	4300 4900	8000 8000	4950 5650	4850	2150
AC-1, 2, 3 AC-4 AC-5 AC-6	AC-57 22-22 441-SF AC-63 24-24 475-SF. AC-63 24-24 483-SF. AC-63 24-24 517-SF.	4000 to 4048. 4100 to 4109. 4110 to 4125. 4126 to 4150.	210 235 250	1600 2100 2250	2500 3250 3500	4750 6200 6600	3350 4350 4650	4450 5800 6200	8000 8000 8000	8000 8000 8000	4000 5200 5550	5900 7700 8000	8000 8000 8000	6800 8000 8000	5 550	2500
MM-2	MM-63 25-38 320-SF	4200 to 4211	200	1200	1900	3600	2550	3400	6450	7100	3050	4500	8000	5250		
AM-2	AM-63 22-22 320-SF	4200 to 4211	210	1500	2300	4350	3050	4050	7650	8000	3650	5400	8000	6200		
MT-1,3,4,5		4300 to 4376	210	1000	1650	3350	2300	2850	6200	6850	2500	3850	7800	4500		
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250		1750	3550		3000	6450	7100	2700	4050	8000	4800		
SP-1 SP-2, 3	SP-63 28-32 316/B-60-SF SP-63 28-32 317/B-61-SF		225	1450	2300	4750	3150	4300	8000		3650	5400	8000	6250	5550	2450
Allowan	ce for Empty and Underload	ed Cars Less than 40 M's 40 M's to 50 M's More than 50 M's	::	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	6 3 0	6 3 0	3 0 0	3 0 0	6 3 0	6 3 0	6 3 0	3 0 0

TRAINMASTERS

J. LORD	SACRAMENTO, CAL.	H. A. SPRAGU
C. C. FISHER		J. J. SULLIVAN
M. L. JENNINGS		G. W. ROSE, A
H. G. McCARTHY		

G. W. ROSE, Asst. Trainmaster.... CRESCENT LAKE, ORE.

CHIEF TRAIN DISPATCHERS

O. T. STACKPOOLE Chief Train Dispatcher SACRAMENTO, CAL.	C. N. JONES
T. F. CUSTER Chief Train Dispatcher Dunsmuir, Cal.	P. B. BELL
D. A. NEELLEY Assistant Chief Train Dignetator Stephenson Co.	

C. N. JONES........Assistant Chief Train Dispatcher.....SACRAMENTO, CAL. P. B. BELL......Assistant Chief Train Dispatcher.....Dunsmuir, Cal.

EXAMINER
W. S. HOOSON......SACRAMENTO, CAL.

E. F. NASSOIY, Assistant Superintendent

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft	93,070		
" —66 ft	127,610		
■ —70 ft	122,620		
-70 ft	125,800		
" —(Dynamo)	98,730		
•		87,120	81,120
Baggage & Mail—60 ft	103,620	0.,,	0-1
" —69 ft	124,760		
" —70 ft	129,140		
		103,590	99,200
Baggage & Passenger Express Refr.—N. P. Ry. —G. N. Ry. —A. R. E. No. 40–154. ————————————————————————————————————	108,675	112,640	76,320
Express Refr.—N. P. Rv.		74,000	60,000
" -G. N. Rv		12,000	70,000
" " -A R E No 40-154		78,000	
a a a a 155-994		89,000	
* * - * 500-506		110,000	
* * 1101-1175		85,000	
- P. F. E. 500-799		83,000	
Tea & Silk			48.180
Express, Horse	133,050		81,033
Poetel	112,120		01,000
Postal Stores 40 ft	74,530		
Postal. Postal Storage—40 ft. " " —60 ft.		******	
Cl., b	105,120	100 000	
Club	146,210	122,300	*****
Official	170,700	155,370	109,370
Chair—60 ft	100,620	******	84,740
" ,—74 ft	163,900	*****	
Coaches—60 ft	98,130	*****	
" —70 ft	137,640	*****	
-72 ft	139,660	*****	
-73 ft.	148,040		
-72 ft. (Interurban)	120,000		
	******		81,210
All-Day Lunch—Chair	105,970		
" -Coach	103,875	222222	
Cafe Coach	*****	138,600	
Diner—70 ft	222.222	135,930	131,040
72 ft	155,330	146,930	134,530
-77 ft. (Arch Type Roof)	156,000	*****	
-// It. (Clere Story Root)	161,520	165,530	
79 ft	169,100		
* —80 ft	175,200		
Cafe Parlor	148,950	161,200	
Lounge. Observation—75 ft.	173,000		
Observation—75 ft	154,400		
- 77 ft	173,300		
		141,870	121,300
Pullman—Observation	164,600	153,000	
" —Observation Lounge			
- Lounge	171,200 168,700		
-Parlor	155,600	147,500	
-Bedroom Car	167,600		
-Standard Sleeper	164,600	144,000	
" —Tourist	140,600	133,000	
-Tourist. Rail Car—Gas-Electric, 400 H. P.	158,400	100,000	
-Gas-Electric, 600 H. P	167,200		
-McKeen-55 ft	64.140		
- " —70 ft	71,530		
Observation (Open Top)	a front for a second		62,000
Court atton (Open Aup)			United

MILEAC

Main Lines		
End Western Division to Sacramento S. P. R. R. Sacramento to Lawton C. P. Ry. At Elvas C. P. Ry. Polk to Elvas C. P. Ry. Davis to Tehama S. P. R. R. Roseville to Gerber C. P. Ry. Gerber to California-Oregon State Line C. P. Ry. California-Oregon State Line to Ashland S. P. Co. California-Oregon State Line to Ashland C. P. Ry. Black Butte to Odell Lake C. P. Ry. Paola to Klamath Falls N-C-O Ry. 2.31 C. P. Ry. 95.41	.29 147.73 .31 4 63 109.71 105.92 191.60 27.61 187.87 97.72	
m-4-136 (- 7)		040

Branches	
Colusa. S. P. R. R. Harrington to Wyo. Dantoni. C. P. Ry. Dantoni Jct. to Dantoni. Fair Oaks. S. P. R. Citrus to Fair Oaks. Fruto. S. P. R. Willows to Fruto. [S. P. R. Woodland to West of Cunard. 9.71 Knights Landing. S. P. Co West of Cunard to Grace. 1 20 S. P. R. Grace to Binney Junction. 26.23	71.66 4.46 2.14 17.20
Lake Tahoe	14.73 25.26 61.45
River Farms. S. P. Co. Knights Landing Jct. to Boyer. Stirling City. C. P. Ry. Chico to Stirling City. Sutter Basin. S. P. Co. Grace to Josephine. 20 96 Marchant to Karnak. 2.75	14.21 31.22 23.71
Walnut Grove C. P. Ry Sacramento to Isleton	33.23 56.16
Total Branches	392.5
Total Sacramento Division	1265.9

