SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION





PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,

W. B. KIRKLAND,

Superintendent of Transportation.

L. U. MORRIS,

Assistant General Manager

W. L. HACK,

Superintendent



			STWAR					0710117111		SUB-DI			II II		Time Table No. 155
	Capacity of Sidings in		490 Freight	488 Freight	486 Freight	482 Freight	30 Passenger	102 Streamliner City of	606	14 Pacific	318 Passenger	210 Sierra	28 San Francisco Overland	nce from rancisco	December 13, 1936
	Car Lengths	LA BIM C	Leave Daily	Leave Daily		Leave Daily	Leave Daily	San Francisco Leave * See Footnote	Leave Daily Ex. Sunday	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Limited Leave Daily	Distance San Franc	STATIONS
	Term Yard BKTWOPY		0.008	4.00.00	12.30PM	3.00AM	11.35PM			11.50AM		1.20AM	12.15AM	106.6	(TO-R ROSEVILLE
	Yard P		9.00PM	4.00rm	12.30	3.00 Ain	11.331	0.13.		11.00		f 1.27AM	12.10	110.6	4.0
	- I						11.51PM	6.27		12.06PM		See Page 3	12.30	115.5	ROCKLIN 4.9 LINCOLN AV., PENRY
patients.	84 WP		9.40	4.40	1.10	3.40	12.01 AN			f12.17		8 1.55 AM	12.39	120.2	TO-R NEWOASTLE
	78 WP		9.40	4.40	-1.10	3.40	f 12.10	6.43		f12.28		s 2.08	f 12.47	124.2	AUBURN, NEVADA S
	68 P				100		12.18	6.51		12.36		2.17	12.57	129.1	BOWMAN
	- P							0.02						131.4	OLIPPER GAP
	78 W						12.27	6.58		12.46		2.25	1.06	134.3	EAST APPLEGATE
	75 P					987	12.33	7.04		f12.53		f 2.31	1.12	137.7	N. E. MILLS
	Yard YPWBK		10.30	5.50	2.00	4.30	s 12.45	7.14		s 1.05		s 3.00	s 1.25	141.7	TO-R COLFAX
	60 P	and the same of	10.50	3.30			12.57	7.23		1.17		3.12	1.37	146.0	CAPE HORN
	125 PWOY		11.15 PM	6.45	2.45	5.15	1.10	7.36	10.4	1.30	7 /	s 3.27	1.50	152.2	TO GOLD RUN
	6 P Spur		11.13/	0.43	2,40	0.10		1.50	7771	f	7 8			154.1	DUTOH FLAT
astward inferior trains may	4 P Spur													156.0	1.9 ALTA 0.8
ahead of Nos. 318 and 606	5 Spur						1.24	7.46		1.45		f 3.43	2.04	156.8	TOWLE
no to Sparks.	P			-				1.10						159.6	AMERICAN
Castward regular trains origin-	75 P			7.55			1.37	7.55		1.58		3.57	2.17	160.7	MIDAS
g at Reno will not be required	78 WP		1.10AM		5.00	7.30	1.48	8.04		2.09		4.08	2.28	164.8	KNAPP
btain clearance at that station.	PTW		1.10	3.00	0.00			-				f		165.5 166.6	BLUE CANON
/Y/ DEC 10 Y/	86 Yard					147	2.06	8.16	F. GUA	f 2.28		8 4.35	2.50	171.8	TO EMIGRANT GAP
(STEEPS)	82 PW		2.10	9.40	5.50	8.20	2.20	8.28	16111	2.43		4.52	3.05	177.9	ORYSTAL LAKE
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PWT		2.10	3.40	3.50	0.20		-	10000	f 2.50		s 5.00		180.3	OISOO
1 /22 3/ /	67 PW						2.37	8.44		3.03		5.13	3.22	185.5	TROY
	D P			- 17.50	-		2,51		1	f		f		190.4	SODA SPRINGS
100	130 KPTWBI		2.51	11.00PM	7.00	9.30	2.51	8.59		f 3.18		s 5.30	3.36	192.0	TO NORDEN
	- Idwi Twbi			11.001	7.00	9.50								196.3 197.7	EDER
	PT		-	-					1 7					200.6	ANDOVER
	72 PW		3.56				3.11	9.19		3.38		5.52	3.56	202.9	STANFORD 5.1
	Yard PWTYOBK	ST STREET	4.30	12.20AM	8.15	10.50AM	s 3.25	9.28	1	s 3.53		s 6.10	s 4.10	208.0	TO-R TRUCKEE
	PWTYOBK		4.30	12.20***	0.13	10.30	3.41	9.40		4.09		6.30	4.26	216.3	BOOA
	99 P						3.44	9.43		4.12		6.35	4.29	218.1	HINTON
	68 PW						3.51	9.50		4.19		6.45	4.36	222.4	FLORISTON
	No Siding WP		-				0.01							228.5	CALVADA 3.9
	131 P		6.15	1.30	10.06	12.10PM	4.08	10.06		4.36		7.02	4.53	232.4	VERDI
	Yard P		0.10	1.00			s 4.25 4.35	s 10.25	7.00PM	8 4.53 5.05	7.55 AN	8 7.20 7.50	s 5.10 5.20	242.9	RENO
	Yard						4.33		f 7.08	s 5.15	f 8.03	s 8.00	3.20	245.5	SPARKS (PSGR. STA.
	Term. Yard OWTBK		7.15AM	2.35 M	10.45PM	1.05 PM	s 4.50AN	s 10.35 PM		s 5.20PM		8 8.05 AM	8 5.354M	246.2	TO-R SPARKS (DSP.OF)
	OWIBK		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily Ex. Sunday						(137.1)
			(10.15) 13.38	(10.35) 12.95	(10.15) 13.38	(10.05) 13.60	(5.15) 26.11	(4.20) 32.05	(0.12) 16.50	(5.30) 25.38	(0.12) 16.50	(6.45) 20.31	(5.20) 25.71		Time over Distr
102 Streamliner CITY OF SAN FR	ANCISCO	eves on the 2nd 8th 14th 20th	13.38				ations to exchange n			1				B DISCHA	RGE PASSENGERS
26th day of each month.					E. Mills.	Blue Cano			Verdi.	Train	At				yond) Passengers from (or beyond)
ES 86 and 87. First-class trains multiple FRANCISCO No. 101 and No. 102 ess than fifteen minutes. E 93. Within yard limits, engines mutes for Streamliner CITY OF SAN	not less than t ust clear the : FRANCISCO	en minutes, and all other trains main track not less than fifteen No. 101 and No. 102.	Ad	ditional Stat Lander, 1 Magra, 1	ions: 39.0 48.5	Tamarack Spruce, 18 Polaris, 21	7.8 Fa	ickes, 221.5 rad, 224.7 ystic, 225.5			Any Station	Receive Reve Passengers Receive Reve Passengers	nue E	Ogden	
e as indicated by time table schedule ion Emigrant Gap. e in train orders Emigrant Gap will				Forebay, Smart, 17 Yuba Pas	3.3	Union Mil Prosser C Iceland, 2	reek, 215.0 M	eish, 229.8 ogul, 235.8 owton, 237.1							

EAST- WARD		Time Table No. 155	- 14	Min n i z 3	SAC	RAMEN	TO SUB	-DIVISI	ON	aus o	W	ESTWA	RD	
WW.CHAT					6343009		FIRS	T CLASS	307	elf elde T		1	THIRD CLA	ss
210 Sierra		December 13, 1396	Distance from	101 Streamliner City of San Francisco Arrive	Sierra	Pacific Limited	605 Mixed	317 Passenger	9 Fast Mail	287 Passenger	27 San Francisco Overland Limited	533 Freight	535 Freight	Capacity Sidings i
Leave Daily		STATIONS		*See Footnote	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues. Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Car Deligit
		(TO-R ROSEVILLE	138.	5.09A	s 5.33PM	s 5.56M	- But Macks		s 2.41A	M s 3.45A	8 4.22AM	10.10AM	3.30AM	Term. Ya
1.27AN	4	ROCKLIN	134.		2/	P 7		c lan		f				P Ya
1.36	1	TO LOOMIS	131.0	4.59	f 5.16	5.42			2.29	s 3.25	4.03			P 9
1.45		PENRYN	128.9		f				2.23	f 3.15	3.54			P 5
1.55 AN		TO-R NEWCASTLE	125.9	4.49	s 4.58	5.29			2.16	s 3.05	3.45		2.40	WP 5
		FLINT	121.9		1 0		P 60	F-00		190,1110			F. L. 11	P 7
N		TO AUBURN	121.0	4.41	s 4.43	5.17	C PAGE	1.89	2.04	s 2.50	3.30	made that I	0.1-11	WP 50
The allewcastle,		BOWMAN	117.1	4.33	4.30	5.08		1.00	1.55	f 2.39	3.14		1,7	P 7
The		OLIPPER GAP	114.6							f		at h		P 5
above le, but	αó	WEST APPLEGATE	111.6	4.23	f 4.17	4.56		I ITUK	1.43	f 2.23	2.58			P 5
but	A.B.	N. E. MILLS	108.4	4.17	f 4.10	4.49			1.36	f 2.13	2.49	the state of	50	Spur P 5
WI.SC		TO-R COLFAX	103.4	4.08	s 3.58	f 4.37		,	f 1.24	9 2.00	s 2.35	8.00	1.24	YWPBE
hed 11 b		CAPE HORN	99.1	3.59	3.46	4.26		1.0	1.10	1.42	2.12	1,000	7 9	P 6
schedule will be kn		TO GOLD RUN	92.9	3.48	f 3.32	4.13			12.56	f 1.28	1.57	7.15	12.45AM	WOYP 6
Si		DUTCH FLAT	91.0		f			Tiek		f	LO	10.000 E		SPUR P
shown vn by n		TOWLE	88.3	3.40	f 3.20	4.03			12.45	f 1.15	1.44	6/09/7	(4)	P Spur
own Dwo		AMERICAN	85.5					110	MAG-P	owalling.		16.798		
n only fo		MIDAS	84.4	3.32	f 3.10	3.54		0.0	12.36	1.04	1.32	1,344		P 75
ly f		KNAPP	80.3	3.26	3.01	3.45		7 100	12.26	12.54	1.22	5/38/1-	- 19	P 78
2 2		BLUE CANON	₹ 79.6		f			1.10	1.18	f		9.37		PTW
d If	1	TO EMIGRANT GAP	-	3.16	f 2.47	3.32		110	12.12	f 12.40	1.07	6.15	11.45PM	WPI Yard
		YUBA PASS	74.4 70.1		2.37	3.22		1.14	12.02AM	12.28	12.55			Summer 69
for information and er and handled onl	П	ORYSTAL LAKE	67.9	3.01	2.32	3.17			11.57PM	12.22	12.49			PW 82
n an		OISOO	65.9		f 2.27					f 12.17	12.44			PT
4 1	_	TROY	60.4	2.47	2.15	3.02			11.42	12.04AM	12.31			PW 67 Summer 68
has	T. O.	SODA SPRINGS	55.5		s 2.04			1.50	100	f 11.52PM	12.19			P
T DO	4	TO NORDEN	54.2	2.36	s 2.00	2.48			11.28	811.47	12.13AM	4.30	10.00	KIPTBW 2
B E		SUMMIT	53.2							DOTE:	ALC: 1		10	P (Upper) (Lower)
rde	1	DONNER	50.0	2.26	1.46	2.36		7 14.11	11.16	11.31	11.57PM	L-41	E	P 91
tabl		EDER	48.5							ASSO		1,001		
les	(ANDOVER	45.6						144	1264				PT
du de	ſ	STANFORD	43.3	2.13	1.28	2.18			10.59	11.14	11.39	to Diag		WP 72
1 ii.		TO-R TRUCKEE	38.2 38.0	2.04	s 1.15	s 2.05			s 10.47	s 11.01	s 11.25	2.45	8.15	Yard PWTYOB
Win I	1	BOOA	29.7	1.52	f 12.56	1.47			10.27	f 10.37	10.59	1.00		P 53
be		HINTON	27.9	1.49	12.52	1.43			10.23	10.32	10.53	UH J	- 1	P 64
twe	œ j	FLORISTON	23.6	1.42	f 12.45	1.36	end Vert		10.15	f 10.25	10.45	per		P
E E	A.B.	CALVADA	17.6	100			N 1 11			hard party of				WP
has no time-table superiority between Loomis and		VERDI	18.7	1.27	f 12.27	1.18			9.58	f 10.05	10.25			P 131
B.		RENO	3.3		s 12.10PM	-	s 7.00PM	s 7.20PM	s 9.40	s 9.45	s 10.05		SUBLICITION	Yard P
2 2	1	SPARKS (PSGR. STA.)	0.7		s 11.53AM			s 7.10		s 9.25		-30 2 53		Yard
pd	(ro-RSPARKS(DSP.OFF.)	0.0	1.05AM		12.40PM	6.45PM	7.05PM	9.05PM	9.20PM	9.50PM	1.10AM	6.30PM	Term. Yar OWTBPK
ve Daily	egi.	(138.9)		Leave * See Footnote	LOS ARTOLA	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	U. I.D. II
		Time over District		(4.04)	(5.43) 24.29	(5.16) 26.37	(0.15) 13.20	(0.15) 13.20	(5.36) 24.80	(6.25) 21.24	(6.32) 21.26	(9.00) 15.43	(9.00) 15.43	THE T

SACRAMENTO SUB-DIVISION

EASTWARD WESTWARD Time Table No. 155 December 13, 1936 Capacity of Lake Tahoe Branch Sidings in Car Lengths STATIONS P K Term. Yard 208.1 TO-R TRUCKEE 14.5 212.1 HEADLAND 10.5 213.6 DENVALE 9.0 213.7 MoPHETRES 8.9 18 214.7 BIG OHIEF 7.9 215.7 BULLS HEAD 6.9 216.7 SQUAW OREEK 5.9 217.6 OLD ROAD 5.0 4.1 218.5 DEER PARK 220.5 RAMPART 2.1 MOSS HILLS 222.0 0.6 Term. Yard LAKE TAHOE 222.6 0.0 (14.5)

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

*No. 101 Streamliner CITY OF SAN FRANCISCO leaves on the 7th, 13th, 19th, 25th, 31st and 1st day of each month.

RULES 86 and 87. First-class trains must clear the time of Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102 not less than ten minutes, and all other trains

not less than fifteen minutes.

RULE 93. Within yard limits, engines must clear the main track not less than fifteen minutes for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

fifteen minutes for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

No. 210 will use No. 4 track Rocklin to Loomis.

Time as indicated by time table schedule, or train order, for eastward trains will apply at passenger station Loomis.

Time as indicated by time table schedules for first class trains will apply at passenger station Emigrant Gap.

Time in train orders at Emigrant Gap will apply at siding.

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

trains from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived.

Westward trains must stop east of east crossover switch at Newcastle unless they receive a train-order signal permitting them to proceed.

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

No. 287 stop at the following stations to exchange mail by locker:

Alta. Dutch Flat.

No. 21 slow down sufficiently or stop if necessary at Auburn to exchange mail.

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.

	ADDITIONAL	FLAG STOPS TO RE	CEIVE OR DISCHARGE PA	SSENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
21 289 289	Any Station	Discharge Revenue	Fred and trains now It	East of Sparks
289	Any Station	Discharge		Sparks and East
27	Any Station	Receive Revenue Passengers Discharge	Sacramento	Reno

Page 1		3121710	-SHE O	EASTW	AIID				1134.83	DITOIC	AMENTO SUB-DIVI	11	11				TWARD		nyi akta'i	SECOND	THIRD
	CLASS				FIRST	CLASS			-						F	IRST CLA	SS	1		CLASS	CLASS
Capacity of Sidings in Car Lengths	496 Manifest	28 San Francisco Overland Limited	30 Passenger	102 Streamliner City of San Francisco	14 Pacific Limited	16 West Coast	290 Mixed	292 Passenger	210 Sierra	Distance from San Francisco	Time Table No. 155 December 13, 1936	istance fron Tehama	9 Fast Mail	287 Passenger	27 San Francisco Overland Limited	101 Streamliner City of San Francisco	289 Sierra	Pacific Limited	15 West Coast	471 Oakland Freight	497 Manifest
	Leave Daily	Leave Daily	Leave Daily	Leave * See	Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays	Leave Sun. & Holidays Only		Ę w	STATIONS	A	Arrive Daily	Arrive Daily	Arrive Daily	* See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard		11.35PM	10.55PM	Footnote 5.50PM	11.10AM	10.10AM	1.20AM	1.05AM	12.40AM	89.0 89.4 88.9	(TO-R SACRAMENTO	122.7	s 3.20AM	s4.40AM	s 5.05AM	s 5.37AM	s 6.20PM	s 6.35PM	s 7.00 PM	7.15 PM	-
Yard IYP		11.42	11.02	5.58	11.17	10.17	1.35	1.12	12.47	91.8	ELVAS	119.9	3.11	4.27	4.56	5.27	6.08	6.26	6.48	7.00	FY0.1
Yard PW	-					1 1 7	T T			93.5	SWANSTON	118.2					f		Tuly (9)	91	ac.F
South 92 Yard P	7.07	11.47	11.07	6.01	11.23	10.22	1.40	1.17	12.52	94.9	BENALI 7.9	116.8	3.06	4.18	4.50	5.23	6.01	6.21	6.33		\$ P. S.
Center 86 60 Yard P		11.56PM	11.16	6.09	11.34	f 10.32	1.52	1.27	1.01	102.8	ANTELOPE	108.9	2.58	4.08	4.40	5.15	5.52	6.13	6.24		
Term Yard	6.00AM	s 12.06 AM			s 11.43AM		s 2.00	s 1.37	s 1.11AM	106.6	TO-R ROSEVILLE	105.1	2.49AM	3.55AM	4.30AM	5.09AM	5.40PM	6.04PM	s 6.15	6.30PM	10.40
BKOPTWY		512.00		0.10	- T.1.15	10.51	2.10	1.47		112.8	WHITNEY	98.9			0.0				6.02		1
134 PW	6.30	- GAS			-	s 10.58	s 2.25	s 1.55		117.0	TO LINCOLN	94.7							s 5.55	tree of the	10.15
38 P	0.00	- 12.00	S. W. A. U. L.			110.00	100			121.0	EWING	90.7		- 3.		LOC 1 66	P This		-02.72		29
106 P	6.40		10			11.05	2.33	2.02		122.1	BROOK	89.6			NN 0	LE TO			5.43		10.05
32	1		11		-	11.09	f	f .	0 1.3	124.8	SHERIDAN	86.9		7	E. J. 1 88	2 1 20	1 120		f 5.38	2.00	0.0
138 PW	6.50					811.14	s 2.45	s 2.12		128.1	TO WHEATLAND	83.6			1.5- 0	E 91			s 5.32		9.55
101 P	7.00	100	7 17 17			11.22	2.56	2.22	5 13.e	134.2	OSTROM	77.5			1.1. 1.1	0.1 61			5.21	0 00	9.45
					-			III III III III III III III III III II		139.8	DANTONI JOT.	71.9				1			PATE IN		
Yard BKIYOWP	7.10					s 11.35	8 3.15 3.35	s 2.32 2.55		140.8	TO-R MARYSVILLE	70.9			100000	8-4-0			s 5.10		9.30
DALLOWI		107-107	1000 11017							141.8	W. P. R. R. Crossing	69.9							MADORES		6.84
112 WP	7.20					11.41	3.42	3.01		144.7	BERG	67.0			C.S0	A 1 0			4.53		9.15
43	10000	and the same	market and a	A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		11.46	3.48	3.06		147.7	LOMO 2.1	64.0			6.8.	E as	107		4.49		19-5
13				Compa		Chief his	(200)	2019		149.8	SUNSET	61.9					100		10000	325	2.0
54 IP	7.30	timber out o	off and in	SU AR N	1804 July 11	s 11.53AM	f 4.00	f 3.12	5.11 8	151.5	TO LIVE OAK S. N. R. R. Crossing	60.2		1.5	1 1 1	ss i a	- Tho		8 4.44	mar pri	9.02
108 P	7.40	(A) -17.72	AUDIT F	1,000		s 12.05 PM	s 4.15	s 3.25		158.0	TO GRIDLEY	53.7			U.S V	1.1	1 2.00		• 4.32	7	8.50
49 WP	-				F 7 / A / C	s12.15	s 4.30	s 3.33		161.4	TO BIGGS	50.3		Y	19-19	8 1	The Part		8 4.25	DEG.	8.40
49 P	8.10	3,100,000		Alamo.	Tell III	s 12.25	8 4.44	s 3.43		167.4	RICHVALE	44.3				LS 1			f 4.13		8.28
97 P	8.20	entropy of the	War Control	Market House	Annual Control	f12.31	s 4.53	s 3.49		171.5	NELSON	40.2		8	0.8 3	8 7.			f 4.06		8.20
96 P	8.30	many here	CONTRACTOR OF		77 15-511 /	s12.40	s 5.06	s 4.00		178.1	TO DURHAM	33.6			1	1.5 1	- 34		s 3.56		8.05
Yard BKYWOP	8.40	may led by	en dans f	V	Service of the last	s 12.55	s 5.18 5.38	s 4:19	0.01	184.2	TO-R OHIOO	27.5		8	18 0	16 1 0			s 3.45	- 97	7.55
29 P	8.50					1.05	5.50	4.45		191.3	NORD	20.4							f 3.29		1.3
122 P		7111	Tuck To		-	1.09	5.55	4.50		193.6	ANITA	18.1							3.26		7.35
16	7) HOR	of the same		the state of the		1.13		71		196.0	OANA 7.0	15.7				1					1 77
130 WP	9.15	usdad, have	Contract I	of the Land	The part	s 1.25	f 6.10	f 5.05		203.0	TO VINA	8.7							8 3.13		7.17
15								164		204.6	OOPELAND 5.1	7.1							1.1.1.1.1		28
48 P	9.25				n-lin	s 1.37	f 6.22	f 5.18		209.7	TO LOS MOLINOS	2.0							8 3.02		9.8
120 PY	THE RESERVE	100	1. 1. 7.		11.7	f 1.43PM		s 5.26M		211.7	R TEHAMA	0.0							2.55	1	7.004
	7 127	Arrive Daily	Arrive Daily	Arrive * See Footnote	Arrive Daily			Arrive Sun. & Holidays Only			(122.7)		Leave Daily	Leave Daily	Leave Daily	Leave • See Footnote	Leave Daily	Leave Daily	THE CALL PROPERTY.	Leave Daily	
	(3.30) 30.03	(0.31) 34.07	(0.31) 34.07	(0.25) 42.24	(0.33) 32.00	(3 33)	(5.07) 23.98	(4.21) 28.21	(0.31) 34.07				(0.31) 34.07	(0.45)	(0.35) 30.17	(0.28) 37.71	(0.40) 26.40	(0.31) 34.07	(4.05) 30.05	(0.45) 23.47	(3.40) 28.66

25th, 31st and 1st day of each month.

*No. 102 Streamliner CITY OF SAN FRANCISCO leaves on the 2nd, 8th, 14th, 20th, and 26th day of each month.

RULES 86 and 87. First-class trains must clear the time of Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102 not less than ten minutes and all other trains not less than fifteen minutes.

RULE 93. Within yard limits, engines must clear the main track not less than fifteen minutes for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

Fourth of July, Labor Day, Thanksgiving Day and Christmas.

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | Receive or Discharge | Passengers to (or beyond) | Passengers from (or beyond Any Station Any Station Sheridan Any Station Lincoln Gerber Martines and West Klamath Falls

line, applies at west switch of crossover, leading from No. 2 to No. 1 tracks, 400 feet west of Lincoln Street crossing.

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

	111111			EA	STWAR	D				SAC	RAMENTO SUB-DI	VISIO	N				WES	TWARE	PEAS			5
The state of	THIRD	SE	COND C	ASS	e or	F	RST CLA	ss		1.	M IN The Later In			181	FIRST	CLASS			SECOND	1 т	HIRD CLA	\ss
Capacity of Sidings in Car Length	Local	496 Manifest	510 Mixed	512 Mixed	20 Klamath	18 Cascade	8 Shasta	16 West Coast	292 Passenger	a is	Time Table No 155 December 13, 1936	stance from Gerber	19 Klamath	7 Shasta	293 Passenger	291 Mixed	17 Cascade	15 West Coast	511 Mixed	497 Manifest	513 Mixed	515 Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Tues. and Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays On		STATIONS	Di	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays Only	Arrive Daily Ex. Sundays & Holidays	Arrive Daily	Arrive Daily	Arrive Mon. and Fri.	Arrive Daily	Arrive Daily Ex. Sunday	
Term. Yard IWYPK	4.05A	и		4.00 AN	11.50PM	9.15 PM	8.40PM		4.80	75.6	(TO-R DAVIS	112.8	s 4.55AN	s 7.13M	s 9.35 AM		8 4.10P				11.10AN	
100 1	2	10.0			11.57PM	9.22	8.47	TRIB	Tu.sq	80.7	MERRITT	107.7	4.46	7.02	f 9.25	f 9.56	4.01		The First		11.10	4.15
17	00.00	100			26.1	722.2	al Police	6.05	4 1 27	83.2	MULLEN	105.2	Q1. E 1	50.0	f Carl	f			6.11			4.13
BKIPW Yard 10	4.40	200		4.20AM	s 12.10AM	9.29	8.55	0000	1 4.00	84.9	TO-R WOODLAND S. N. R. R. Crossing	103.5	4.40	s 6.55	s 9.15	s 9.49	s 3.55		COST		10.50AM	3.55
25 I	5.15	18.8			12.17	9.35	9.02	1.15	7 7 7 7 7	89.9	TO YOLO	98.5	4.29	6.44	8 9.03	8 9.40	3.43				10.50	
29 I	01.0	89.8			12.23	9.41	9.08		77 5.10	95.8	TO ZAMORA	92.6	4.21	6.37	8 8.52	s 9.40 s 9.31	3.35	-	17.55			3.00
17 I	CA B	ESS.E				1 10 1	TELL	1.410	11.11	98.0	BRETONA	90.4	LU M	0.01	f 0.52	6 9.31	3.33		1000			2.40
36 WF	6.28	1000		118	12.31	9.49	9.16	1100	8 9.61	103.2	TO DUNNIGAN	85.2	4.13	6.28	8 8.42	s 9.21	3.26	-				2.15
40 F	DC.S.	2003			118.1	86.11	98.0	013	1111	106.4	HERSHEY	82.0	01.75	171	1	f 9.21	3.20		100			2.15
118 119 YP	HOE II	170,01			12.37	9.55	9.22	1000		108.3	HARRINGTON	80.1	4.07	6.22	f 8.34	f 9.14	3.20		-			1 45
44 P	7.00	5.0.0			f 12.46	10.01	9.29	TYME	E 70	113.5	TO ARBUOKLE	74.9	4.01	6.16	8 8.24	s 9.06	3.14		100			1.45
30 P					12.52	10.06	9.34		9.50	117.6	GENEVRA	70.8	3.55	6.10		f 8.59	3.08					1.30
11		20E T			12.5	ea, r	Mark Comment	81.10	1 7 FG	118.5	MACY	69.9	Leading	0.10	f 0.14	. 6.39	3.00		10.00			12.45
50 P	8.05				s 1.02	10.14	9.42	THE S	1 3.50	124.2	TO WILLIAMS	64.2	3.47	f 6.02	s 8.05	s 8.50	8 3.00		-			10.00
45 P	8.41	101			1.08	10.19	9.48	400	2.02	129.1	CORTENA	59.3	3.41	5.55	f 7.52	f 8.41	2.52		11.5		- 155	12.20
59 WP	8.55	P-8 II.			f 1.15	10.23	9.53		7.00	133.0	TO MAXWELL	55.4	3.37	5.50	8 7.46	s 8.35	2.47		1.5	-		11.35A
39 P		96 K			1.22	10.29	9.59	1 60 6	11.10	138.3	DELAVAN	50.1	3.31	5.43		f 8.27	2.40					11.35
34		06.10			1.26	10.33	10.03	100	1100	142.1	NORMAN	46.3	28.0	1 1 10 11	f	f	2.10		120			-
31 P		NE				16.60	5 VS 15 E	DV-5		144.3	LOGANDALE	44.1	3.25	5.37	f 7.28	f 8.18	2.32		1000			-
64 BKWOYP	10.00A	KLA			s 1.42	10.42	10.15	4000	0.18	149.9	TO-R WILLOWS	38.5	3.18	s 5.30	8 7.20	s 8:10 s 8:00	8 2.25		1016			11.00A
10		11.6				30-1-17-4	1, 22.0	2751	-	153.2	LYMAN	35.2	25.9	William I	f 12127/4	s 8.00 f	2.23		1 41 6			11.00
44 P		_ ".a II"			1.52	10.51	10.25		11.11	156.8	ARTOIS	31.6	3.08	5.18	s 7.03	s 7.49	2.14		1			10.1
50		14.2		150	1.56	10.55	10.29		1,81	160.7	GRAPIT	27.7	3.03	5.13		f 7.42	2.09		1111			-
33 P		15.31	-	194	911	TEAL O	I PED	Par I		162.0	GREENWOOD	26.4	11.00	V 141	f	f			00.0			-
41 KPW		20.5	7.10AM	100	s 2.05	11.01	10.37	De K	THE	165.4	TO-R ORLAND	23.0	2.57	s 5.07	8 6.50	s 7.35	8 2.03		1.35PW			-
39 PY		2C.T	7.15AM	5.00	TO I	45.7		07F-K	0.0	167.0	WYO	21.4	2.54			f 7.23	1.58		1.25 PM			-
11		ne r			150		1 61 0	1 - 5	10,6	169.0	MALTON 4.4	19.4	7947		f	f			1.25.			-
26 P		41.1		100	2.15	11.10	10.47	gn = T	HVIII	173.4	KIRKWOOD	15.0	2.47	4.54	f 6.32	f 7.13	1.51		1 61.0			-
47 P				193	s 2.27	11.16	10.54	The second	8.0	178.5	TO CORNING	9.9	2.41	s 4.48	1377.15	s 7.05	s 1.45		F-12			THE
44 P				1.00	2.36	AHOCS I	10.58	2.251	0.0	181.6	RICHFIELD	6.8	2.36	4.40	8 6.12	s 6.43	1.39					THE STREET
20 YP	athers were	9.30AM		70	2.46	11.25	11.05	1.43PM	5.26AM	186.3	R TEHAMA	2.1	2.29	4.34	8 6.05	6.35AM		82.55PM	10.00	7.00AM		
erm.Yard BKWOPY	1000000000	9.40AM		1.7	8 2.55AM	11.30PM	11.10PM	s 1.50PM		188.4	TO-R GERBER	0.0	2.25AM	4.30AM	6.00AM	4-44		2.50PM		6.50AM		
\$1.00 (0.00)	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Tues., and Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays Only		(112.8)		Leave Daily	Leave Daily	Leave Sundays and Holidays Only	Leave Daily Ex. Sundays	Leave Daily		Leave Mon. and Fri.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(5.55) 12.56	(0.10) 12.60	(0.05) 19.20	(0.20) 27.90	(3.05) 36.58	(2.15) 50.13	(2.30) 45.12	(0.07) 18.00	(0.09) 14.00		Time over District		(2.30) 45.12	(2.43) 41.52	(3.35) 31.48	(3.30) 31.63	(2.40) 42.30	(0.05) 2 5.20	(0.10) 9.60	(0.10) 12.60	(0.20) 27.90	(5.30) 13.51

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

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of
July, Labor Day, Thanksgiving Day and Christmas.

Additional Stations: Dufour, 92.1 Ronda, 93.7

Delphos, 126.8 Riz, 146.0

	ADDITIONAL	FLAG STOPS TO RECE	EIVE OR DISCHARGE PAS	SENGERS
Train	At	Receive or Discharge		Passengers from (or beyond)
8	Any Station be- tween Davis and Dunsmuir	To receive Revenue Passengers	Nos. 18 and 8 scheduled	th plant the property of the
18	Any Station (Woodland Williams	Receive	to stop. Seattle	To A M. Court District
8	Willows Orland Corning	Discharge	and the latest and th	Davis and West
20 293 291	Any Station Dufour Ronds	Discharge Receive or Discharge	errores Calabia	Davis
7 7 17	Arbuckle Any Station Arbuckle	Receive Discharge Receive(Psgrs.M & E)	Richmond and West Davis	Black Butte

6		EAST	WARD						RI	DDING SUBDIVISION	ON				W	ESTWARD		Action 5.	10000
	SECOND C	LASS	111111111		FIRST (LASS								FIRST (CLASS		TH	IRD CLAS	s
Capacity of Sidings and Spurs in Car	28 0 mily 21 1818 1 700	620 Manifest	15	AL.	18 Cascade	8 Shasta	16 West Coast	20 Klamath	Distance from San Francisco via Marysville	Time Table No. 155 December 13, 1936	Distance from Dunsmuir	7 Shasta	17 Cascade	15 West Coast	19 Klamath	610 1 612	637 Manifest	639 Local Freight	641 Manifest
Lengths	Maria de la compansa	Leave Daily		Manage I	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dist Sar via	STATIONS	Dis	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Term. Yd. WOYPBK	ALONG ET	11.55AM	-	THE MINE	11.40PM	11.20PM	2.00PM	3.10AM	213,8	(TO-R GERBER	108,3	s 4.20AM	s 1.20PM	s 2.40PM	s 2.15AM		6.10AM	10.25AM	1.05PM
WOYPBK		11.55		150 L B	uPrors		f	MEC.P W	215.8	PROBERTA	106,3		WATER BY	f	100 P	200.F		-co.p	Hirm
85 P		12.03PM		COLE	11.48	11.28	2.09	3.18	218.9	RAWSON	103,2	4.12	1.11	2.32	2.06		6.01	10.10	12.55
Yard		12.12			11.55PM	11.35	s 2.22	s 3.29	223.4	TO RED BLUFF	98.7	s 4.05	1.04	s 2.22	1.59		5.54	10.00	12.47
81 P		12.22		23.65	12.03AM	11.43	2.33	3.38	228,9	BLUNT	98,2	3.55	12.56	2.10	1.51	Mad a Time	5.45	9.40	12.38
80 P	108.01.4	12.30			12.10	11.49	f 2.40	3.47	233.6	HOOKER	88.5	3.47	12.50	2.04	1.45		5.37	9.25	12.30
74 WP		12.41			12.18	11.57PM	s 2.50	s 3.57	240.4	TO COTTONWOOD	81.7	s 3.30	12.41	s 1.54	1.36		5.26	9.10	12.15
76 P		12 49			12.22	12.01 AM	2.55	4.02	244.2	OULP	77.9	3.25	12.37	1.49	1.32		5.20	8.55	12.07
70 P		12 56			12.26	12.05	s 3.01	s 4.07	247.1	TO ANDERSON	75.0	s 3.20	12.33	s 1.45	1.28		5.15	8.45	12.02PM
91 P		1.12			12.33	12.12	3.09	4.16	253.5	GIRVAN	68,6	3.10	12.26	1.35	1.21		5.05	8.30	11.52M
Yard		1.28			12.40	12.19	s 3.19	s 4.32	258,2	TO REDDING	63,9	s 3.03	12.20	s 1.28	s 1.15		4.57	8.20AM	11.44
95-84 WPI 63 P		1.41			12.55	12.30	3.30	4.43	263,9	KESWIOK	58,2	2.47	12.08PM	1.14	12.55		4.43	100.5	11.30
No Siding P							8	7.0 4	267.2	TO MATHESON	54,9		28.0	8	(62.5				erii il-aa ii
49 P		1.51		-40.4	1.06	12.42	3.40	4.52	268.0	MOTION	54.1	2.37	11.59AM	1.05	12.42		4.27		11.17
81 P		1.59			1.13	12.54	3.47	4.59	271.0	OORAM	51.1	2.30	11.52	12.58	12.35		4.17	80.2	11.08
85 P		2.11			1.23	1.04	f 3.58	5.10	275.7	TO KENNET	46.4	2.20	11.42	f 12.48	12.25		4.02	ZP,E	10.53
57 P		2.18			1.29	1.10	f 4.04	5.16	278.8	PITT	43.8	2.14	11.36	f 12.42	12.19		3.54	战性力	10.45
83 YWPO		2.23			1.34	1.14	4.09	5.21	280,2	MORLEY	41.9	2.09	11.31	12.37	12.15		3.48		10.39
45 P		2.32			1.42	1.22	f 4.17	5.29	283,8	ELMORE	38.3	2.01	11.23	f 12.29	12.07AM		3.36		10.28
82 P		2.42			1.50	1.30	f 4.25	5.37	287.6	POLLOOK	34.5	1.50	11.15	f 12.21	11.59PM	12	3.24		10.16
75 P		2.51			1.58	1.40	4.33	5.45	291,1	SMITHSON 5.6	81.0	1.40	11.07	12.13	11.51		3.12	MOC DI	10.05
81 WP		3.12			2.13	2.00	8 4.49	6.02	296.7	TO DELTA	25,4	1.25	10.55	f 12.01 PM	11.39		2.54		9.48
35 P		3.23			2.21	2.08	f 4.58	6.10	800.2	LAMOINE	21,9	1.18	10.48	f 11.53M	11.32		2.42		9.37
Spur 71 P		3.33			2.30	2.17	5.07	6.19	804,0	GIBSON	18,1	1.09	10.39	11.44	11.23	60	2.30		9.25
72 P		3.39			2.35	2.21	5.13	6.24	806.0	FISHER	16,1	1.04	10.34	11.39	11.18	1	2.21		9.19
70 WP		3.50			2.44	2.29	f 5.21	6.33	309.4	SIMS	12,7	12.56	10.26	f 11.31	11.10	Man C	2.09		9.08
81 P		4.01			2.52	2.38	f 5.30	6.41	313.1	OONANT	9,0	12.48	10.18	f 11.23	11.02	Marie Land	1.58		8.56
56 P	- Barrell	4.07			2.57	2.44	f 5.36	f 6.47	315.3	CASTELLA	6,8	12.43	10.13	f 11.18	10.57		1.50		8.49
86 P		4.15			3.04	2.52	f 5.43	6.56	318,3	CASTLE CRAG	3,8	12.36	10.06	f 11.11	10.50		1.41		8.40
Term Yard PBK		4.25PM	5		3.11	3.00	5.50	7.05	321.2	DUNSMUIR YARD	0.9	12.29	9.59	11.04	10.44		1.30 AM	4	8.30
Term Yd. WOTPBK				200	10000	s 3.05A	s 5.55PM	s 7.10M	322,1	TO-R DUNSMUIR (Pass St	a.) 0.0	12.25	9.55	M 11.00A	10.40PM				1 0
	, mog.	Arrive Daily	March 1	No. 1	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Tar I	(108.3)	P. P. S.	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Dail
	1211	(4.30) 24.06			(3.35)	(3.45)	(3.55) 27.65	(4.00) 27.07	16			(3.55)	(3.25)	(3.40) 29.53	(3.35)	pridemi - Er	(4.40) 23.21	(2.05) 21.31	(4.35) 23.63

Train	At	Receive or Discharge	(or Beyond)	From (or Beyond)	Frequency
15 & 16 15 & 16 15 & 16 7 19	Antler MP 290.5 Sweet Briar MP 31.8 Coram Bet. Dunsmuir & Redding Red Bluff	Receive Revenue Passengers	Any Station Any Station Any Station (Berkeley and beyond	Any Station Any Station East of Dunsmuir Davis and beyond	Monday
8 7 18 17	Red Bluff and Redding (Any Station Between Davis and Dunsmuir Castella Any Station (Redding Red Bluff	Discharge Receive Revenue Passengers Receive Receive Receive Discharge	Richmond an	nuir where Nos. 18 and	heduled to st

Additional Stations

Jessup Industrial Track M. P. 249.2
Middle Creek M. P. 261.0
Antler Spur M. P. 290.5
Flume Spur M. P. 311.8
Dirigo Industrial Tracks M. P. 316.1

Westward trains required to take siding at Redding, unless otherwise instructed; will stop to clear signal SA-2587 and request operator by telephone to line switches.

North Area of the State of the

				TWARD	T24W	11/16/7		1873	BLAC	K BUTTE SUBDIVIS	NOIS	LAKTH			WE:	STWARD		THEFT	7
	THIRD		SECON	D CLASS	0.00	IRST CLA	ss			THE RESERVE TO SHARE THE PARTY OF THE PARTY				FIRST	CLASS		[T	HIRD CLAS	SS
Capacity of Sidings and Spurs in Car Lengths	Freight	640 Local Freight and Logger	188	622 Manifest	16 West Coast	20 Klamath	18 Cascade	8 Shasta	Distance from San Francisco via Marysville	Time Table No. 155 December 13, 1936	Distance from Klamath Falls	17 Cascade	15 West Coast	19 Klamath	7 Shasta	888 85	623 Freight	635 Manifest	649 Manifest
T V-l	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	D03 >	STATIONS	AM.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	150-1	Arrive Daily	Arrive Daily	Arrive Dai
Term. Yd. PBK	7.30PM	dather of V		6.20PM	TO TO THE PARTY OF	figura - gifted see	tril glinti mi	m/II	321.2	DUNSMUIR YARD	108,0	manil site	serial little			salar Wage J. off-C.	9.00PM	10.15PM	2.45
Term. Yd. WOTPBK	7.40	117 F 17		6.25	6.05PI	7.25 AN	3.30AM	3.20AM	322,1	TO-R DUNSMUIR (Pass Sta)	107.1	s 9.45 AM	s 10.50 AM	s 10.30PM	s 12.10 AM	Secretary Secretary			.07.10
P				. 330	1	68.1	07-8	f	325.4	SHASTA SPRINGS	103,8	0.0		f		5 00 K 1 1 0 1	7 100 1		1 1 10
88 P	7.55	kor		6.37	6.15	7.36	3.41	3.32	326.1	SMALL	103,1	9.35	10.39	10.20	11.59PM	- PO-12 / P	8.40	9.53	2.26
26 P	8.01	Date of		6.42	6.20	7.41	3.46	f 3.36	327.6	CANTARA	101,6	9.31	10.35	10.15	11.55	00 01 11	8.35	9.48	2.21
84 P	8.20	35.0		7.00	6.32	7.53	3.58	f 3.48	331.4	MOTT	97.8	9.19	10.23	10.02	11.43	0.5 6.7 0.6	8.20	9.35	2.08
87 P	8.30	400 5	0.0	7.07	6.37	7.58	4.03	f 3.54	333.5	AZALEA	95.7	9.14	10.18	9.57	11.38		8.00	9.28	2.01
108 WYP	8.45	LEE K	64 1	7.20	s 6.48	s 8.08	4.13	s 4.04	336.7	TO MOUNT SHASTA	92,5	9.07	s 10.11	s 9.48	s 11.30		7.35	9.18	1.51
98 P	9.13	LLC C	A	7.25	6.53	8.12	4.17	f 4.08	339.1	UPTON	90,1	9.03	10.05	9.39	11.25		7.25	9.13	1.46
80 YP M-27 E-80 Yd	9.34		C ILI	7.30	6.57	8.16	4.21	f 4.13	342.0 342.3	DEETZ	87.2	8.59	10.01	9.34	11.21		7.18	9.07	1.40
W-111 WYP	9.45 PM	4.05 AM		7.40	f 7.05	8.24	4.28	s 4.20AM	345.0	TO-R BLACK BUTTE	84.5	8.52	f 9.54	s 9.25	11.11PM		7.05PM		1.30
82 P		4.30	00.1	8.12	7.17	8.40	4.40		852.2	HOTLUM	77.8	8.40	9.41	9.10			7.00	8.37	1.10
113 P		4.49	on a Co	8.24	7.27	8.54	4.49	7 2 27	357.2	BOLAM	72.8	8.32	9.33	f 9.00				8.24	12.57
83 P		5.01		8.33	7.33	9.01	4.54	10/5	360.7	ANDESITE	68.8	8.27	9.28	8.52			0	8.13	12.49
83 P		5.14	ch cr	8.46	7.39	9.08	5.00	0.08	364.8	COUGAR	64.7	8.22	9.23	8.46				8.00	12.35
Spur 202		Jac T	16 14 14	C/4 (1982)	1 201	77 12.5	0.000	2.34	866.6	POMEROY	62.9			10 85 550				0.00	12.55
125 WYP		5.30	CR 5/2	9.05	f 7.45	9.18	5.07	- OA	368.5	TO GRASS LAKE	61.0	8.17	9.18	f 8.40		10	G.	7.45	12.20
58 P		5.43	13.23	9.14	7.52	9.35	5.14	0.08	873.1	ERICKSON	56.4	8.10	9.11	8.31		100		7.20	11.54
81 P		5.52		9.21	7.58	9.40	5.19		377.2	PENOYAR	52.8	8.04	9.05	f 8.24		200 0 01		7.10	11.43
No siding YP		De com	DES DE L	1000	s 8.04	f 9.47	5.24	E 60	380.6	TO LEAF	48.9	7.59	f 9.00	s 8.17		State Pa		7.10	11.13
91 WP		6.30		9.29	s 8.08	9.51	5.26	6 10	381.9	BRAY	47.6	7.57	8.57	f 8.08				7.00	11.33
80 P		6.45		9.36	8.13	9.56	5.31	N ST	386.0	KEGG	43.5	7.50	8.51	f 7.58				6.50	11.23
60 P		6.54		9.42	8.18	10.01	5.36	1 1	890.0	JEROME	39.5	7.44	8.45	7.51		1		6.43	11.16
WY Yard P		7.15		9.55	s 8.25	10.06	5.41		394.0	MT, HEBRON	35.5	7.39	8.40	f 7.45				6.36	11.09
61 P		7.25		10.00	s 8.30	10.09	5.44		396.7	TO MACDOEL	32,8	7.36		s 7.41				6.31	11.09
80 P		7.34		10.03	8.33	10.12	5.46		398.3	SOMERSET	31.2	7.34	8.35	7.36					
61 P		7.45		10.10	8.38	10.17	5.51		402.6	MAY	26.9	7.29	8.30	7.31		10 PM		6.28	11.01
96 P		8.24	-	10.17	s 8.45	f 10.22	5.56		407.1	TO DORRIS	22.4	7.24	f 8.24	s 7.25				6.14	10.34
61 P		8.34		10.24	8.52	10.28	6.02		411.6	CALOR	17.9	7.18	8.18	7.16				6.06	10.47
82 P		8.42		10.31	8.57	10.33	6.07		415.6	WORDEN	13.9	7.13	8.13	f 7.11				5.59	10.39
61 P		8.48		10.36	9.02	10.37	6.11		418.2	2.6 ADY	11.8	7.10		7.06	The second second	10 997	4000 000		
60 P		8.56		10.43	9.07	10.42	6.17		422.3	MIDLAND	7.2	7.05	8.10	f 7.01		CHEST OF THE REAL PROPERTY.		5.53	10.23
82 P		9.05		10.50	9.12	10.47	6.22		426.2	TEXUM	8.3	7.00	8.00	6.55		Aviet description	* * day 5 * 10	5.46	10.16
Term. Yd. WYOTPBK	organ s	9.20AM		11.00PM		s 10.55AM		100	429.5	TO-R KLAMATH FALLS	0.0	6.55AM	7.55 AM	6.50PM		a a discount	wang aufu	5.40	10.10
	Arrive Daily	Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily		(108.0)	0.0	Leave Daily			Leave Daily	C Grant and Party	Leave Daily		10.00
	(2.15) 10.44	(5.15) 16.09		(4.40) 23.14	(3.15) 32.95	(3.30)	(3.00) 35.70	(1.00) 22.60		Time over District		(2.50) 38.39	(2.55) 36.72	(3.40) 29.21	(0.59) 22.98		(1.55) 12.26	(4.45) 22.77	(4.45) 22.77

_	ADDITIONAL FLA	G STOPS TO RECEIVE	OR DISCHARGE PAS	SENGERS
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
7 & 8 20 18	Shasta Retreat MP 323.8 (Grass Lake, Bray, Mt. Hebron, Macdoel Any Station	Receive and Discharge Discharge Receive	Any Station Eugene Seattle	Any Station Gerber and west

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.

No. 17 reduce speed Mount Shasta to dispatch first class mail.

Additional Stations: Pioneer Spur M. P. 335.1
Barnard Spur M. P. 335.4
Graham Industrial Track M. P. 356.0
Ivan Spur M. P. 413.6

8		EASTWA	RD			OISIA	KIRK SUBDIVISION				WES	TWARD			
98730	SECOND CLASS		FIRST CLA	ss			mi malia Na 155	8 8		FIR	ST CLASS	ТН	IRD CLAS	ss	
Capacity of sidings and purs in Car	626	386 g. n. ry.	16 West Coast	20 Klamath	18 Cascade	Distance from San Francisco via Marysville	Time Table No. 155 December 13, 1936	Distance from Crescent Lake	17 Cascade	15 West Coast	19 Klamath	621 Manifest	387 G. N. Ry. Freight	647 Freight	
Lengths	steel White steels	Freight	el Jin ever Tra	attick the		IQ 87	STATIONS	10	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
March Just	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			99.1	s 6.45 AM	s 7.40AM	s 6.40PM	8.50AM	2.25PM	3.15PM	
Term. Yd. VOTYPBK	1.00AM	12.10AM	9.30PM	11.05AM	6.45 AM	429.5	TO-R KLAMATH FALLS	96.7	6.40	7.35	6.35	8.42	2.19	3.07	
63 P	1.10	12.20	9.35	11.10	6.50	431.9	CHELSEA 2.2	94.5	6.37	7.32	6.30	8.37	2.14	3.02	
66 P	1.15	12.25	9.40	11.15	6.55	434.1	WOCUS 4.8	89.7	6.31	7.25	s 6.23	8.28	2.05	2.53	
110 P	1.23	12.33	s 9.47	11.23	7.01	438.9	TO ALGOMA	86.0	6.26	7.19	f 6.16	8.21	1.57	2.46	
62 P	1.30	12.40	9.52	11.28	7.06	442,6	OUXY		6.21	7.11	s 6.10	8.14	1.50	2.39	
82 P	1.37	12.47	f 9.59	11.33	7.11	447.2	TO MODOC POINT	81.4	6.16	7.03	6.03	8.07	1.43	2.32	
67 P	1.44	12.54	10.05	11.39	7.16	451,8	LOBERT	76.8	6.10	f 6.57	s 5.56	7.59	1.35	2.24	
170 WYPK ⊋	1.53	1.03	s 10.14	f 11.48	7.23	456.7	TO CHILOQUIN	71.9			f 5.49	7.47	1.22	2.12	-
87 P 💆	1.55	1.05	f 10.17	11.51	7.25	458,0	PINE RIDGE	70,6	6.08	6.53	5.44	7.42	1.16	2.07	
62 P	2.03	1.15	10.22	11.57AM	7.30	461,1	BRAYMILL 43	67.5	6.04	6.49	5.39	7.35	1.09	2.00	
85 P	2.18	1.30	10.28	12.03PM	7.35	465.3	OALIMUS 5.0	63,3	5.59	6.44		7.27	1.01	1.52	-
122 Yard WYP	2.31	1.45	s 10.35	12.09	7.41	470.3	TO KIRK	58,3	5.53	6.38	f 5.33		12.54	1.45	
102 P	2.38	1.52	10.41	12.14	7.46	474.5	FUEGO	54.1	5.48	6.33	f 5.26	7.10	12.47	1.38	
102 P	2.45	1.59	10.47	12.20	7.51	478.6	TO OHINOHALO	50.0	5.43	6.28	f 5.20	6.57	12.40	1.24	-
102 W P	3.01	2.12	10.53	12.26	7.56	483,4	LENZ 4.8	45.2	5.38	6.23	f 5.14		12.32	1.16	
102 P	3.09	2.21	10.59	12.32	8.01	488,2	MAZAMA	40.4	5.33	6.18	5.08	6.50		1.08	
102 P	3.16	2.28	11.05	12.37	8.06	492,6	YAMSAY 5.4	86,0	5.28	6.13	f 5.03	6.43	12.24		
102 P	3.24	2.36	11.12	12.43	8.12	498.0	DIAMOND LAKE	30,6	5.22	6.07	f 4.57	6.34		12.59	- -
102 PBK	3.32	2.45 AM	f11.20	f 12.51	8.18	503.3	TO-R CHEMULT	25,3	5.16	f 6.01	s 4.50	6.25	12.05PM	The second secon	
102 YP	3.38		11.26	12.57	8.23	507.2	PAUNINA 7.6	21.4	5.11	5.56	f 4.44	6.19		12.43	
102 P	3.51		11.37	f 1.08	8.32	514.8	можгон	13,8	5.03	5.48	f 4.34	6.06		12.31	
102 P	3.58		11.46	1.17	8.38	519.5	KOTAN	9,1	4.57	5.42	4.28	5.58		12.23	
102 P	4.05			f 1.25	8.43	524.0	UMLI	4.6	4.51	5.36	f 4.22	5.50		12.15	
Term. Yd. WOYPBK	4.15M			s 1.35PM	s 8.50AN	528,6	TO-R ORESCENT LAKE	0.0	4.45	M 5.30AN	4.15PM	5.40 AM		12.05PM	_
WOYPBK		Arrive Daily	Arrive Daily	D. /	1 0		(99.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	(3.10) 31.29	

The schedule time of Nos. 386 and 387 at Klamath Falls applies at Telegraph Office.

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.

	ADDITIONAL	FLAG STOPS TO REC	EIVE OR DISCHARGE PA	
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
20	Any Station	Discharge		Davis
20	Algoma Modoe Point Pine Ridge Kirk	Discharge Receive	Eugene	Gerber and west
18	Chiloquin	Revenue Pagra.	Eugene and beyond	Davis and west
18	Any Station	Receive	Seattle	

No. 17 reduce speed at Chiloquin to dispatch U. S. Mail.

613	THIRD	FIRST CLASS	rom rileo ville	Time Table No. 155	E	FIRST CLASS	THIRD	CLASS
Capacity of Sidings and Spurs in Car Lengths	624 Freight	8 Shasta	Distance from San Francisco via Marysville	December 13, 1936	Distance from Ashland	7 Shasta	640 Local Freight and Logger	623 Freight
	Leave Daily	Leave Da	lly	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
M-27 E-82 Yd W-113 WYP	9.50PM	4.21	AM 345.0	TO-R BLACK BUTTE	85.8	s 1 1.10 PM	3.50 AM	6.40P
No Siding Spur		T. D. S. (117)	347.0 345.8	IGERNA	83.3			
56-109 Yard WOYPKB	10.53	s 4.38		TO-R WEED	80.7	s 10.53	3.30 AM	6.00
50 WYP	11.10	s 4.52	353.4	TO EDGEWOOD	75.7	s 10.40		4.50
No Siding P			357.1	METOALF	72.0			
71 P	11.40	s 5.10	361.0	TO GAZELLE	68,1	s 10.25		4.20
61 P	11.59PM	s 5.22	369.1	TO GRENADA	60.0	s 10.11		3.50
66 Yard P	12.18AM	s 5.38	375.5	TO MONTAGUE	53,6	s 10.00		3.30
68 YP	12.30	f 5.47	380.7	SNOWDON	48.4	f 9.50		2.35
55 P	12.50	s 5.59	386,2	5.5 AGER 2.2	42.9	s 9.38		2.15
No Siding P			388,4	THRALL	40.7			
W No Siding P		f	890.5	KLAMATHON	38.6	f ·		
79 Yard WOYP	1.30	s 6.25	393.1	TO-R HORNBROOK	36.0	s 9.22	V I	1.45
No Siding P			395,6	PILOT	33.5	*) (85 a		
70 P	1.50	f 6.39	397.5	ZULEKA	81.6	f 9.09		1.10
51 P	2.10	s 6.52	401.8	TO HILT	27.3	s 8.58		12.50
No Siding			402.8	COLE	26,3			
o Siding WP	The V		403.6	OROAL	25.5			
60 P	2.45	f 7.06	407.4	GREGORY	21.7	f 8.44		12.15PM
69 P	2.55	7.12	410.0	WHITE POINT	19.1	8.37		11.50M
101 TP	3.15	s 7.20	412.2	SISKIYOU	16.9	s 8.30		11.35
No Siding P	82,1		414.1	VIADUOT	15.0			
No Siding P	100		415.6	WALL OREEK	13.5			1
No Siding P	100		416,9	FOLIAGE	12.2			
59 WP	3.55	f 7.42	419.3	STEINMAN	9,8	f 8.09		10.50
73 P	4.20	f 7.52	422.9	MISTLETOE	6.2	f 8.00		10.30
No Siding			425.5	CLAWSON	8.6			10.00
Term. Yd. WOTPBK	4.45 AM	s 8.10	429.1	TO-R ASHLAND	0.0	7.45PM		10.00 AM
	Arrive Daily	* Arrive Dai	у	(85.3)	1000	Leave Daily	Leave Daily	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.

A	DDITIONAL FLAG STO	PS TO RECEIVE AND DISC	HARGE PASSE	NGERS
Train	At	Receive and Discharge	(or Peyond)	(or Beyond)
7 and 8	Colentin MP 409	Receive and Discharge	Any Station	Any Station

8,	SECON	D CLASS	FIRST					FIRST	SECONI
Capacity of Sidings and Spurs in Car Lengths		628 Northwest Special	318 Passenger	Distance from San Francisco	Time Table		Distance from Klamath Falls	317 Passenger	625 Oregon Special
Oapa		Leave Daily	Leave Mon., Wed., Fri.	Dis	STATI	ONS	Klar	Arrive Tues., Thurs., Sat.	Arrive Dail
Term. Yd. WOYPBK			3.001	457.9	R ALTURAS		97.9	12.10PM	- Care La
Yard P			s 3.05P	458,8	TO-R ALTUR	RAS	98,8	12.05PM	
Term. Yd. WOYPBK		10.15AM		457.9	ALTURAS		97.9		8.00
66 P		10.20	DEATED O	459.9	JUNIP	ER	95,9		7.53
76 P	Type 1	10.45	1300	470,6	FLETOI	HER	85,2		7.25
81 WYP	his gales	11.00	THE STATE OF	477.7	TO CANB	Y	78.1	-	7.05
79 YP		11.25	177,110	485.4	AMBRO	OSE	70.4		6.25
77 P	71 Hr 544	11.35	PATRI	489.8	BOLE		66.0		6.00
85 Yard WYP	100	11.45AM	Total Co.	493.6	HAOKAN		62,2		5.35
77 P	111	12.05PM	10	500,8	MEAR		55.0		4.50
84 WYP		12.20		506.1	5.3 - PERE		49 7		4.35
77 P		12.55		515.4	CORNE	LL	40.4		4.00
77 WP		1.15		524.3	STRONGI		31.5		3.35
No Siding				525.4	Great Northern R	y. Crossing	80,4		
32 P		1.55		529.7	TO TULE L		26.1		3.25
No Siding P		2.04		533.2	HATFII	ELD	22,6		3.10
No Siding		2.15		536,0	2.8 - MALO		19.8		3.02
77 P		2.55		537.9	TO MERRI		17.9		2.55
No Siding	100	3.15	7.00	543.8	HOSLE		12.0		2.30
77 P		3.25		547.1	3.3 - STUKE		8.7		2.23
Term. Yd. WOYTPBK		4.00PM		555.8	TO-R KLAMATH		0.0		2.00
MOTTER		Arrive Daily	Arrive Mon.,					Leave Tues.,	
			Wed., Frl. (0.05)	11	(98.8)			Thurs., Sat.	Leave Daily
Scheo	lule time ar	(5.45) 17.02 nd train orde	10.80	ss trains A	Average Speed Average Speed .lturas Yard apply a	per Hour at junction s	 witch Lakev	(0.05) 10.80 riew Branch.	(6.00) 16.31
		STWARE			LL SUBDIVI	SION	WES	TWARD	THE DOLLARS
lings		CLASS		Time	Table No. 155		SE	COND CLAS	ss
Oapacity of Sidings and Spurs in Car Lengths	632	630 Mixed	Distance from San Francisco	Dec	ember 13, 1936	Distance from	629 Mixed	631 Local	
und B	Freight Leave Tues.,	Leave Mon.,	Dist		keview Branch	- F	Arrive Tues.,	Freight Arrive Mon.,	
	Thurs., Sat.	Wed., Fri.			TATIONS	_	Thurs., Sat.	Wed., Fri.	
ard P	1.25 PM	3.25PM		TO-R	ALTURAS	54.5	s 11.00 AM	12.05 PM	
		f	459.7		MATTES 7.2	52,6	f		
our 6		f	466.9		SURPRISE	45.4	f		
26-P	2.15	s 4.15	478.6	DA	VIS CREEK	33.7	s 9.40	10.35 AM	
our 24		f	481.3		GARRET 9.9	81.0	f		
10-P	2.45	s 4.45	491.2	TO WII	LOW RANCH	21,1	s 8.55	10.05	
See Note		f	495.1		JOFFRE 2.7	17.2	f		
23-P	3.35	s 5.35	497.8	, ,	FAIRPORT	14.5	s 8.25	9.25	
Dur 1		f	503.5		SNELLING 8.8	8,8	f		
Term Yd. WYPBK	4.45 PM	s 6.45PM	512.3	TO-R I	LAKEVIEW	0,0	7.45 AM	8.45 AM	
entranti-	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.			(54.5)		Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	
Wat	(3.20) 16.35	(3.20) 16.35		Tim	e over Districte Speed per Hour	(1)	(3.15) 16.76	(3.20) 16.35	

MERRILL SUBDIVISION

WESTWARD

EASTWARD

		EASTW	ARD		Time Table No. 155	-	WEST	WARD	ishi.
	SECOND CLASS			1100	December 13, 1936		ТН	IRD CLA	SS
Capacity of Sidings in Car Lengths	12,101	Q.10	512 Mixe	and and	Knights Landing and Oroville Branches	Distance from Oroville	513 Mixed		da es
A 1	RED RT	9.79	Leave II	Daily	STATIONS		Arrive Daily Ex. Sunday	4	0.3
IBKPW Yard 107		III. Poli	4.2	OAM 84.9	TO-R WOODLAND	63.3	s 10.30AM	si i	2.1
16		6.50	f	87.2	GARIO	61.0	f	E L	
23		1.07	f	87.7	PEART	60.5	f		20
31		3- 0Y 1	f	90.1	OURTIS	58.1	f all	ri i	11. 1
25 P		0.80	s 5.0	94.0	TO KNIGHTS LANDING	54.2	s 10.00	N. III	
P		631.2	f	96.5	R GRACE S. P. Crossing	51.7	f		12.1
2 Spur		10 HA	f	97.4	BYPASS 7.8	50.8	f		
65		A HT	f	105.2	CHANDLER 2.3	43.0	f	34.	_
29		2 711	f 5.3	35 107.5	MAROUSE 4.2	40.7	f 9.20		
19 W		19-101-14	f	111.7	TUDOR	36.5	f	Y	
8			f	112.7	ABBOTT	35.5	f		_
31			f	116.1	OSWALD	32.1	f		
43		1,50	f	118.0	BOGUE	30.2	f		
19 PI		9.61	s 6.1	15 120.7	YUBA CITY S. N. R. R. Crossing	27.5	s 8.45	o I	
Talete		0,61		122.1	W. P. R. R. Crossing E STREET, MARYSVILLE	26.1	1000	2 0	
WPYOIBK		Mar 1	s 6.:	30AM 122.7	TO-R MARYSVILLE	25.5	8.30AM		
19		10,0	ALLE STE	131.0	RAMIREZ	17.2	Idmi	100	-
15 P			The same of the sa	135.3	HONOUT 6.6	12.9			-
14	0.00			141.9	HEARST	6.3			_
35 P	68-11		10,000 001 1-10	142.8	PALERMO 2.5	5.4			_
27		0.000		145.3	VILLA VERONA	2.9			_
Yard WTPK	JULIA VI	2-118	237/27/27 8 9	148.2	the state of the s	0.0	4		-
	152	000	Arrive Ex. St	Daily unday	(63.3)		Leave Daily Ex. Sunday		
	Levil		(2.1	10)	Time over District		(2.00) 18.90		

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 and 513

Coulter Lee Wilson Laugenour Saccarus Coranco Messick Cunard Vernon

Boyd, 100.3 Soudan, 103.7

	SECOND	FIRST	CLASS	8 8	Time Table No. 155	le ii	FIRST	CLASS
Capacity of Sidings in	518 Local	300	298	Distance from San Francisco	December 13, 1936 Placerville Branch	Distance from Placerville	299 Motor	519 Local Freight
ar Lengths	Freight Leave Daily	Motor	Motor Leave Daily	Dista	STATIONS	Dist	Arrive Daily	Arrive Daily Ex. Monday
OWNDDY	Ex. Sunday	Saturday Only	Ex. Saturday	20.0	TO-R SACRAMENTO	59.9	Clair main)	
ОТУРВК	1000			88.8	S. N. R. R. Crossing	59.4	9.508	ALB HILLS
		10.00		89.3	JOT. SWITCH, R STREET	59.1		A Toronto
	8.670	7.00		89.6	S N. R. Crossing	59.0	10.03	0.041.040
Yard	1 080	75.7		89.7	Western Pacific Crossing	58.5	101.11	
Y		0.87		90.2	Central California Traction Crossing			
		Via Elvas	Via Elvas	90.8	Western Pacific Crossing	57.9	Via Elvas	Via Elvas
	Via Elvas	VIA EIVAS	VIR EIVAS	92.0	S. N. R. R. Crossing	56.7	#108.71	1 2
	0.00	Owi in no		92.3	HOMESTEAD	56.4	s 8.05AM	11.50
9 WP	5.50AM	s 4.05PM	s 2.40PM	94.7	R BRIGHTON	54.0		11.50AM
29	5.55	s 4.08	8 2.43	95.9	PERKINS	52.8	s 8.02	11.40
9		f	f	97.5	MANLOVE	51.2	f	
81	6.05	f 4.13	f 2.48	98.9	MAYHEW	49.8	f 7.56	11.25
8		f	f	100.7	ROUTIER ————————————————————————————————————	48.0	f	1103
22	6.20	s 4.18	s 2.53	101.6	TO MILLS	47.1	s 7.50	11.15
35	6.30	f 4.22	f 2.57	103.4	MATHER	45.3	f 7.46	11.05
35 P		8 4.24	s 2.59	104.4	R OITRUS	44.3	f 7.44	11.00
18	6.50	f 4.29	f 3.04	107.4	NIMBUS 0.9	41.3	7.38	10.15
31		4.29	f 3.04	108.3	ALDER OREEK	40.4	f 7.36	
	7.17	4 25	s 3.10	110.1	NATOMA	38.6	s 7.33	10.00
25		s 4.35		111.1	TO-R FOLSOM	37.6	s 7.30	9.50
25 WY	8.30	8 4.40	s 3.15	111.3	NAGLE	37-4	7.28	100
5 (Spur)	0.10		f 3.33	132 (27.4)	WHITE ROOK	30.7	f 7.12	9.10
9	9.10	f 4.58		118.0	LATROBE	22.6	f 6.53	8.35
15	9.50	f 5.19	f 3.54	126.1	DUGAN	17.3	f 6.41	8.10
6	10.20	f 5.35	f 4.10	131.4	BULLARD	17.0		2 N 10
4 (Spur)		1.11.0		131.7	SHINGLE SPRINGS	11.8	s 6.28	7.45
27 W		s 5.50	s 4.25	136.9	EL DORADO	6.0	s 6.14	7.20
32	12.01P	8 6.08	8 4.43	142.7	2.3	3.7	s 6.09	7.00
23	12.30	8 6.16	s 4.51	145.0	3.7	0.0	6.00AM	100000000000000000000000000000000000000
Yard WTE	1.00P		8 5.00 PM	148.7	TO-R PLACERVILLE (59.9)	0.0	Leave Daily	Leave Daily Ex. Monday
	Ex. Sunday	Saturday Only	Ex. Saturday		Time over Dietrict	-	(2.05)	(5.20) 10.12
	(7.10) 7.53	(2.20) 23.14	(2.20) 23.14		Average Speed per Hour		(2.05) 25.92	
FAS	TWARD	el la yiqqi	SACRA	MEN	TO SUB-DIVISION	n bedar a salas	WEST	WARD
70		ody Ening	Aliza Juliy	E 8	Time Table No. 155	Distance from Fair Oaks	nnimos 1	41 Feet 5
ogs of	on farm it	al James		e fro	December 13, 1936	oak Oak	mad no	eas gibor
Capacity of Sidings n car lengths	District	THE CHAPT	A STATE OF BUILDING	Distance from San Francisco	Fair Oaks Branch	Fair	e2 beside	A. 1A
Oal in cs	n Kang of	DOMESTICAL PROPERTY.	TOTAL STATE	Dis	STATIONS	P	g a little	B Maline
35 P	orm galla	erij lo ged	oles men b	104.4	R CITRUS	1.9	- gnible	(D Children)
Yard	and sa bu	dus pale	NAME OF STREET	106.3	TO-R FAIR OAKS	0.0	fact cas	Off terror?
15 P	+				(1.9)	-	THE REAL PROPERTY.	1077
					Time over District		Discharge P	a seen gees :
	onal Stations		107.0 5 7	107.0	Additional Flag Stops to Re Nos. 298, 299 and 300	ceive or		7700
Ramo	na, 95.5	Salsbury. Prattrock	111.4 Brels	, 127.8 , 128.1	Brown Salsbury So	udan thrin	Crossing 141-C	Brandon Bullard
Alden	, 98.0 haw 99.8	Malby, 11 Harvey, 1	9.4 Bran	don, 129. ett, 134.0	Harvey Prattrock Br	vants	Flonellis	Bennett
Brads	100.3	Cothrin. 1		, 147.7	Bradshaw Ramona C	rossing	Brela	Cum ming and Apex

SACRAMENTO SUB-DIVISION

EASTWARD

WESTWARD

SACRAMENTO SUBDIVISION

EASTWARD			Time Table No. 155	WES	TWARD		
Capacity of	FIRST				FIRST		
Sidings in Car Lengths	520 Mixed	Distance from San Francisco	Colusa Branch	Colusa Branch	Colusa Branch	Distance from Wyo	521 Mixed
	Leave Mon., Friday	Dis	STATIONS	Die	Arrive Tues., Saturday		
Yard PY	9.10AM	108.3	R HARRINGTON	72.1	s 11.00A		
40	f	112.3	OOLLEGE 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 10.25		
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 9.50		
50	f	143.2	STEGEMAN 2.7	37.2	f		
39 W	s 11.10	145.9	PRINCETON 4.5	34.5	s 9.00		
33	s 11.30AM	150.4	OODORA 5.2	30.0	8 8.45		
64	f	155.6	GLENN 6.5	24.8	f		
40	f	162.1	ORDBEND	18.3	f		
33	f	165.9	ROTAVELE	14.5	f		
84 W	s 12.50PM	170.0	TO HAMILTON	10.4	s 7.50		
42 PY	s 1.25PM	180.4	WYO WYO	0.0	7.20AM		
T.	Arrive Mon., Friday		(72.1)		Leave Tues., Saturday		
	(4.15) 16.64		Average Speed per Hour		(3.40) 19.67		

Additional Stations: Oak Flat 125.4, 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, 148 f, Moda and Cory.

EASTWARD		Time Table No. 155	WESTWARD		
Capacity of Sidings in Car Lengths	from	December 13, 1936	in it	idir da	
	Distance from San Francisco	Dantoni Branch	Distance from		
late reduce	Dis	STATIONS	Dis	da ali	
" need print	139.8	DANTONI JOT.	4.4	61	
7	143.0	LINDA 1.2	1.2	(4)	
17	144.2	DANTONI	0.0	dit	
		(4.4)	A TATALA		
EASTW	ARD	D. D. 11 N. 455	WESTW	ARD	

		100	
EASTWARD		Time Table No. 155	WESTWARD
Capacity of	from	December 13, 1936	House of the second of the sec
Sidings in Car Lengths	Distance from San Francisco	Fruto Branch	Distance from Fruto
or live	Sag	STATIONS	Ā
64 WOYBKP	149.9	TO-R WILLOWS	17.0
7 Spur	152.3	LOSA 3.5	14.6
20	155.8	KURAND	11.1
10	159.6	MILLSHOLM	7.3
9	163.6	ATHENA	3.3
19 PT	166.9	R FRUTO	0.0
17,012		(17.0)	regardly learning a
			Instruction To-

EASTWARD		Time Table No. 155	WESTWARD
Capacity of	Distance from San Francisco	December 13, 1936	Distance from Josephine
Sidings in Car Lengths	tance Fran	Sutter Basin Branch	sephe
862	Dis	STATIONS	Dist
P	96.5	R GRACE	20.8
30 P	96.9	MARCHANT 1.5	20.4
33	98.4	MACKERT	18.9
39 WP	100.4	ROBBINS	16.9
33 P	101.7	SEYMOUR 3.4	15.6
55 P	105.1	8UBAGO 2.1	12.2
33	107.2	PELGER 2.1	10.1
55 P	109.3	EVERGLADE	8.0
51 P	111.2	HINSDALE	6.1
YP	111.8	SHEFFIELD	5.5
44	113.3	TISDALE	4.0
15 (Spur)	115.2	PROGRESS	2.1
24 35 (Spur)	117.3	JOSEPHINE	0.0
asimpant Jac		(20.8)	- 1 - A
		Average Speed per Hour	

EASTWARD		Time Table No. 155	WEST	WARD
Canacity of	from	December 13, 1936	from	abtive
Capacity of Sidings in Car Lengths	Distance from San Francisco	Sutter Basin Branch	Distance from Karnak	
polinicarion Drong Front	Dis	STATIONS	Dist	
30 P	96.9	MAROHANT	2.5	143
26	97.6	ENSLEY	1.8	4
5 P	99.4	KARNAK	0.0	
11/4/19	72.1 (Sph)	(2.5)	-: 1.12	(m-3-
Interit som	ray into a	Time over DistrictAverage Speed per Hour	la line A	ii lp

EASTWARD		Time Table No. 155	WESTWARD
Capacity of	Distance from San Francisco	December 13, 1936	Distance from Boyer
Sidings in Car Lengths	France	River Farms Branch	Boye
mild layer	Dis	STATIONS	Dis
	93.5	KNIGHTS LDG. JOT.	13.8
Spur 16	96.3	EASTHAM	11.0
22	99.2	AYRSHIRE	8.1
Spur 68	102.4	TYNDALL 3.7	4.9
19Y	106.1	JIMENO	1.2
Spur 14	107.3	BOYER	0.0
and the bissess of		END OF TRACK	A TOTAL MARKET
on the Winds	ALSO DECEMBER	13.8)	A majority of the

EASTW	ARD	Time Table No. 155	WESTWARD
Capacity of	e from	December 13, 1936	on on
Sidings in Car Lengths	Distance from San Francisco	Walnut Grove Branch	Distance from Isleton
	1	STATIONS	-
Term. Yard WOTYPBK	88.8	TO-R SACRAMENTO	32.4
Yard	89.3	S. N. R. Crossing	31.9
Yard P	89.6	JOT. SWITCH, R STREET	31.6
Yard	91.8	BATHS	29.4
60	94.2	DEL RIO	27.0
60	97.5	FREEPORT	23.7
60 P	105.3	7.8 HOOD	17.3
55	107.9	LAMBERT	13.3
44	111.2	MOFUBA	10.0
Yard 61 PWY	113.4	TO WALNUT GROVE	7.8
Yard PWBY	121.2	TO-R ISLETON	0.0
		(32.4)	

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	STWAR	D	The man and a way	WES	TWARD
FIRST	CLASS	п 0	Time Table No. 155 December 13, 1936	Es artilly	SECOND
	526	e fron	your lands to	Offer	527
Capacity of Sidings in Car Lengths	Mixed	Distance from San Francisco	Stirling City Branch	Distance Stirling	Mixed
	Leave Mon., Friday	100	STATIONS	A.	Arrive Tues., Saturday
Yard OYWBKP	1.15PM	184.2	TO-R OHIOO	31.2	s 10.40A
	Work of	186.6	S. N. R. R. Crossing	28.8	Arri T
111	f	189.3	DREDGE 3.3	26.1	f 10.20
18	f 1.50	192.6	OROUGH	22.8	s 10.00
21 WP	8 2.20	198.2	PARADISE 5.0	17.2	8 9.30
12	8 2.50	203.2	MAGALIA	12.2	8 9.05
3 P	8 3.10	206.2	APPLETON	9.2	s 8.50
10 (Spur) WP	8 3.30	210.0	DOON	5.4	s 8.30
PY Yard	8 4.00PM	215.4	R STIRLING CITY	0.0	8.00AM
.0	Arrive Mon., Friday	and the Park	(31.2)		Leave Tues., Saturday
	(2.45) 11.35	les não	Average Speed per Hour		(2.40)

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.

SACRAMENTO SUBDIVISION

		SACRA	AMENTO	YARD	-OUTE	OUND,	VIA EL	VAS	JWES	duly	Modercon	OH.	HIT	683	SACRA	MENTO	YARD-	-INBOU	ND, VIA ELVA	S
Unit	SEC	OND CL	ASS	nill'	1000	FIRST	CLASS				All Describer 11,					93 F	RST CLAS	s	Market ()	THIRD CLASS
Terminal Yard		1000	518 Local Freight	15 West Coast	235 Passenger	300 Motor	237 Passenger	298 Motor	231 Passenger	Distance from San Francisco	Time Table No. 155 December 13, 1936		Distance from End of Division	299 Motor	16 West Coast	234 Passenger	232 Passenger	282 Passenger	TAST	519 Local Freight
			Leave Daily Ex. Sunday	Leave Daily	Leave Sun. & Holidays	Leave Saturday Only	Leave Daily Ex. Sundays & Holidays	Leave Daily Ex. Saturday	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily Ex. Sundays & Holidays	Arrive Daily		Arrive Daily Ex. Monday
Yard	Lip		- A JAM	7.30PM	5.10PM	3.50PM	3.20PM	2.25PM	8.25AM	88.8	TO-R SACRAMENTO (Passenger Station)		7.0	s 8.20AM	s 9.00AM	12.35PM	s 12.40PM	8 9.30PM	pal to the	10 m
Yard	1 1 1	73246	5.30AM	1.77	1,00		There I		100	89.8	R SACRAMENTO (12th Street)	Doub	6.0			1 20		900	2 min	12.15PM
Yard			5.40	7.40	5.20	4.00	3.30	2.35	8.35	91.8	ELVAS	0 17	4.0	8.10	8.50	12.25	12.30	9.20	and a second	12.01 PM
Yard			5.50AM	4			3.35 PM	s 2.40PM	f 8.40AM	94.8	BRIGHTON	C.	1.0	8.05AM	8.45AM	12.20PM	12.25PM	f 9.15PM		11.50AM
i			To Control				Total 1			95.8	END OF SACTO DIV.		0.0	1.11.16						F-78-44
	E.107		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sun. & & Holidays	Arrive Saturday Only	Arrive Daily Ex. Sundays & Holidays	Arrive Daily Ex. Saturday	Arrive Daily		(7.0)			Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily Ex. Sundays & Holidays	Leave Daily	91 201	Leave Daily Ex. Monday

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. Holidays indicated are;

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Brighton is register station for scheduled trains to and from Placerville only. No. 16 will stop on flag at Brighton on Sundays only.

SPECIAL INSTRUCTIONS

SAFETY"

RULE 2. Authorized Watch Inspectors.

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.

Placerville.....Leo C. Burger Willows.....Robt. E. Boyd Orland.....L. Schnell Oroville..........R. A. Williams Marysville......Milton Haney Chico......J. R. Dupen

Sacramen to, H.T. Harger 1022 K St.
Roseville H. T. Harger
Sparks W. R. Adams & Son
Dunsmuir H. E. Voorhies Weed..... Marion Dayley Ashland......W. J. Lane Klamath Falls....F. W. Bertram Alturas......Wm. Mayben

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 10 (J). A new type of slow board has been adopted to indicate speed restrictions applying to Streamliner CITY OF SAN FRANCISCO when handled by Diesel Power unit. It is a round board painted yellow with black figures which indicate maximum speed within slow board

RULE 14. Light engines arriving Dunsmuir from East, desiring to enter roundhouse lead, will sound whistle signal as follows: "Short, long,

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

RULES 17 and 19. Night signals must be displayed through tunnels and sheds.

Streamliner CITY OF SAN FRANCISCO equipped with two red bull's eye lights countersunk nearly flush with roof of rear car. Lights burn continuously and serve as markers.

RULE 21. Streamliner CITY OF SAN FRANCISCO not equipped with train indicators. It will be identified as Streamliner CITY OF SAN FRANCISCO and consists of two motor cars and nine articulated

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 S-72. Westward trains are superior to trains of the same class

in the opposite direction.

RULE 83. Westward second class and extra trains passing Sacramento will not comply with Rule 83. A proceed signal from switchtender at Front Street, Sacramento, 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 left.

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

Newcastle No. 210.

Truckee-First class trains and trains originating and terminating.

Colfax Chico Marysville

Trains originating and terminating.

Harrington Willows Orland Chemult

Alturas Yard.—Trains originating and terminating, except Nos. 317 and 318, will register at Alturas.

Woodland-Except No. 19. Sacramento, 12th St.-Trains Terminating. (Information to be tele-

phoned to operator Sacramento Passenger Station). RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Nos. 7, 8, 17 and 18 at Woodland.

Truckee—First-class trains.
Roseville Psgr. Station—First-class trains.

Klamath Falls-Westward Great Northern R.R. trains,

Crescent Lake-No. 17.

Black Butte. Folsom.—Register at Junction Switch, Folsom. Trains 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

RULE 83 (D). Western Division trains, except first-class, originating Roseville, will obtain separate Sacramento and Western Division clearances and receive their train orders applying to Western Division at Roseville and it will not be necessary to comply with Rule 83 (D) before leaving Sacramento.

Eastward extra trains and trains originating, obtain clearance at Sacramento General Telegraph Office located on second floor of pas-

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals". When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals"

RULES 86 and 87. First-class trains must clear the time of Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102 not less than ten minutes, and all other trains not less than fifteen minutes.
RULE 93. Within yard limits, engines must clear the main track

not less than fifteen minutes for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

RULE 93. Yard limits are established at:

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

Sacramento Yard-Between a point 1,000 feet east of Benali to a point ¼ 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-Tehama 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.

Eastward freight trains entering Roseville Yard must not pass Dry Creek without receiving proceed signal (green flag by day, green light

Trains and engines, except scheduled passenger trains, arriving Roseville from the east via Sparks-Roseville line must not pass Lincoln Street, Roseville, without receiving proceed signal (green flag by day, green light by night).

Trains and engines, except scheduled passenger trains, arriving Roseville, from the east via Tehama-Roseville line, must not pass Lincoln Street, Roseville, without receiving proceed signal (yellow flag by day, yellow light by night).

Auburn-Yard limits on No. 1 track extend from a point one mile east of east switch Auburn to a point 3,200 feet west of west switch Flint. Lake Tahoe Yard-From a point 1,000 feet west of west switch Moss

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 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 1,340 feet east of east switch Proberta.

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 Sparks.

Ordinarily, freight trains from Sacramento Division enter Sparks freight vard at crossover switch just west of 17th Street and must approach this switch prepared to stop unless route lined and signals indicate

Klamath Falls Yard-Between a point 1,004 feet west of west switch siding Texum on Cascade Line and a point 200 feet east of M.P. 552 on Modoc Line and a point 1,185 feet east of east switch siding Chelsea.

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

Dunsmuir Yard—Between a point 637 feet west of west switch siding Castle Crag and a point 1,604 feet east of east switch siding Small.

Westward trains, except first-class, must not pass switch located at signal 3225 east end of Dunsmuir; eastward trains, except first-class, must not pass switch located at signal 3202 west end of Dunsmuir yard, unless letter "M" proceed indication located on mast of signal 3198 or proceed signal from yardman received, and westward trains, except first-class, must not pass switch located at signal 3213 just east of yard office east end of Dunsmuir yard without instructions from Yardmaster or proceed signal from yardman, green flag by day, green light by night.

Alturas Yard—Between a point 2,766 feet west of west switch Paola and a point 3,482 feet east of east switch siding Juniper to a point 2,084 feet east of east switch siding Mattes on Lakeview Branch.

Chiloquin—Pine Ridge Yard—Between a point 5,000 feet west of west switch Chiloquin and a point 5,000 feet east of east switch Pine Ridge.

RULE D 97 (A). Will apply between Sacramento and Sparks.

RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED

RULE 98. Sacramento River at Knights Landing. Trains must not stop on drawbridge or within 200 feet of bridge before crossing.

Sacramento River at Tehama.

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

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 must stop within 200 feet of Sacramento Northern R. R. crossing Front and R Streets Sacramento before crossing.

Movements 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 St., Sacramento and yard engines switching on Front Street must stop before reaching the crossings at Front and M Streets, and proceed on hand signals from flagman on the ground at the crossing, a green flag by day and a green light by night. Sacramento Northern trains must stop before reaching the crossing and proceed on signal from the flagman on platform of watchman's shelter, yellow flag by day and yellow light by night.

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

Trains must stop within 200 feet of Sacramento Northern crossing at Yuba City.

Trains must pass over Southern Pacific crossing at Grace with caution. Trains must pass over Sacramento Northern crossing 9th Street, Chico, with caution.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

RULE 99. When torpedoes are used between Blue Canon and Stanford, each torpedo placed will be duplicated on opposite rail.

RULE 102. The following rules will govern the handling of a passenger train which has parted on grades between Black Butte and Ashland: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes must be set on declosed 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 rail in such manner as the derill carried when the start and the start of the start 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.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains and engines must stop and be preceded by flagman before crossing highway at

Isleton Wharf. Clayton.

Old Cannery Track—4th St., Marysville. Wilson Road, Wilson.

Main St., House track, Woodland.

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

Jct. Switch R St... For Walnut Grove Branch.

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

Black Butte Junction switch 1200 feet west of train-order office, for Cascade line. Switch on Siskiyou Line Main track 443 feet east of Junction switch is for track

leading to west siding.

Klamath Falls....Great Northern R. R. Junction switch M.P. 428.4—
2773 feet east of west switch of yard, for Southern Pacific main track. Cascade line and Modoc line Junction switch 1000 feet west of M.P. 428, for Cascade line. Modoc line

main track parallels south side of Cascade line main track from a point at Cascade line M.P. 427.023 and Modoc line M.P. 553.2 to Cascade line M.P. 427.786. Chemult..... Junction switch Great Northern R. R. in siding 130

feet east of west switch, for Southern Pacific track.

Alturas Yard.....Junction switch of Lake View Branch and Modoc line main track 480 feet west of M.P. 458 for Modoc line.

RULE 104 (A). Conductors and engine foremen will personally know that main track switches used by them are left locked when clearing main track for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

RULE 105. Following tracks are designated for use as sidings:

Weed-Siding located east of station building on opposite side of

Black Butte-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, 1,000 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.

Westward freight trains taking siding at Grass Lake, stop east of west switch house track. East and west house track switches Grass Lake

will be normally lined for legs of wye.

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 turntable lead at Siskiyou (this track is on south side of main track used by helper engines moving to and from turntable) must 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.

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

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.

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. Harrington-West end of siding west of cross-over is westward siding and east end east of cross-over is eastward siding. Junction switch at cross-over.

Wyo.—Track 2 of the two tracks paralleling main track, is siding. Eastward trains taking siding at Marysville, will use cross-over just west of west water column.

RULE D-152. Does not apply between 15th Street and Sacramento River Bridge, Sacramento, and between Yosemite Street first road cross-ing 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 dated at Alturas will authorize No. 628 at Alturas Yard. It will not be necessary for No. 291 to obtain clearance at Tehama, No. 521 at Wyo, No. 520 at Harrington, or No. 527 at Stirling City.

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

RULE 221. Train order signal at Emigrant Gap and Norden are light type signals identified by an illuminated sign (Train Order Signal) on the signal mast.

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

If signal is first seen in "Proceed" indication, clearance must be

Light will not be displayed in train order signal at Willow Ranch

except when train orders are to be delivered.

Trains must obtain clearance at Redding. Trains must obtain clearance before leaving 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 clearance at those

Train Order Office Hours-Folsom 7 00 a. m. to 4 00 p. m., daily except Sunday.

Fair Oaks-10.00 a. m. to 4.30 p. m., daily except Sunday.

Colfax-12 Noon to 4 00 a. m.

RULE 221 (A). It is unnecessary for train dispatcher to O. K. a clearance and operator to transmit the address and order numbers from

matic block system or signal dispatching system.

If the orders affect movement, either wholly or in part, outside of the

automatic block system or signal dispatching system, operator must repeat address and order numbers and obtain train dispatcher's OK before the orders are delivered.

RULE 825. Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

Track between station and Stirling City main track, must be kept clear of cars.

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.
Freight Trains..... Five brakes on east end.
Five brakes on west end.

KLAMATH FALLS

Passenger Trains. Two brakes on west end. Two brakes on east end. Freight Trains..... Five brakes on west end.

Hand brakes on freight trains must be set with the assistance of a brakes on ireight trains must be set with the assistance of a brakes club after train has stopped. Any employee 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

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 cut out helper.

RULE 829. 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.

RULE 834. Open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when such lading projects above sides and end walls of the car, must not be placed in train next to cab of

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

RULE 869. Descending Steep Grades.

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

Rear brakemen on freight trains descending grades between Black Butte and Edgewood, Snowdon and Ashland, Grass Lake and Dunsmuir will observe track from rear of caboose so train 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 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 watch train.

Freight brakemen are not required to be on top of their train descending grade between Andover and Emigrant Gap.

On freight trains 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.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

The two center tracks, for entering and leaving Sacramento passentiate of the stop of t

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

Main tracks 1 and 2, between Signal 890 and 891 at 7th Street and interlocking signals at 2nd Street, are not protected by automatic block

signals. All trains will proceed with caution.

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 or engines stopped by signals 2134 or 2141 Gerber; 3208, 3209 or 3210 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 4288, 4293 and 4297 at Ashland; 4292, 4293 and 4295 at Klamath Falls may proceed with caution, not exceeding 12 M.P.H.

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

RULE 509 (E). When necessary to send flagman through tunnel 13, at Siskiyou, train must wait until flagman calls on telephone from opposite end of tunnel.

That portion of Rule 509 (E) reading: "...and the intervening track is seen to be clear . . ." is interpreted as referred to the track being clear

of locomotives and/or cars.

RULE 511. Within block signal limits, after switches of a crossover are thrown, wait three minutes before crossing over, unless block signals protecting the movement can be seen in stop position not less than onehalf mile distant.

RULE 516. Overlap posts are located at: Eastward Trains—Dunsmuir Yard—515 feet west of signal 3210. -Dunsmuir Yard—515 feet west of signal 3210. White Point—1,000 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.

Live Oak—100 feet west of Station.

Tehama—2,000 feet east of junction switch.

Wall Creek—Fouling point west switch.

Westward Trains—Wall Creek—Fouling point west switch.
Pine Ridge—Near middle of yard.
Somerset—Middle of yard.
Wyo—1,000 feet west of east switch of siding.

SPECIAL SIGNALS

special protective device and special action is required when signal indicates "Stop."

The following block signals have included in their control limits some special protective device. When these signals indicate "Stop", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding. DOCTORED CDARKS

	ROSEVILLE-SPARKS	
Westwa	ard Trains Eastward	l Train
Signal	8	Signals
2239	Track opposite slide fence Floriston	$\bar{2}220$
2003	Track opposite slide fence west of Tunnel 13	1996
2005	Track opposite slide fence west of Tunnel 13	1994
1789	Track opposite slide fence between old highway crossing and east switch Crystal Lake	1780
1737	Track opposite slide fence between spur Smart and 900 feet east on No. 2 track	1726 1438
	ROSEVILLE-TEHAMA	
1319 1371 1927	Bridge over Dry Creek M.P. 129.5 east of Wheatland Bridge over Clark's Slough M.P. 137.08 east of Ostrom. Bridge at M.P. 191.83 east of Nord	1292 1344 1906

TEHAMA-DAVIS 1781 Bridge over Rico Creek M.P. 176.21 west of Corning. . . 1756

DUNSMUIR-KLAMATH FALLS

Light signals governing movement against the 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,

when these signals indicate "stop," trains moving against the current of traffic on No. 1 or No. 2 track Rule 509, single track, will apply. Additional light signals mounted on the masts of the following inter-

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

On signal mast of eastward signal located on eastward siding at east end of concrete shed governing movement over switch to turntable.

On signal mast of eastward signal located on eastward siding at west

switch of crossovers governing movement on crossover.

Normal indication of these signals DARK. Proceed with caution, indication will be given by a flashing yellow light. This will indicate that interlocking signals are in stop position; that switches are lined and movement may be made to couple to cars or engines on siding without

calling towerman on telephone.

Light type dwarf signals and switch indicators governing westward

Light type dwarf signals and switch indicators governing westward movement from center sidings to No. 1 track are located at West End Center Siding Troy (Signal 1857).

" " " Crystal Lake (Signal 1779).

" " Midas (Signal 1603).

Normal indication of these signals DARK. Stop indication will be displayed after derails are closed. Proceed indication will be displayed when derails and switches are lined for movement and block is unoccupied.

Should these signals fail to indicate proceed wait four minutes for

Should these signals fail to indicate proceed wait four minutes for time element relay to function, which will be effective when main track approach circuit is occupied. After operation of time element relay if signals fail to indicate proceed, Rules 509 and 99 apply.

Disc signals located at west switch Colfax, controlled by operators,

will govern movement of eastward 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 permits.

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-Use crossover to 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 yardman's station opposite yard office Roseville is used by yardman to give proceed signal to westward freight trains from Sparks-Roseville line to enter yard. Indications as follows:

No light—Stop and stay clear of Yosemite Street crossing.

Flashing yellow light—Proceed into yard.

"Take Siding" indicator located on mast of Signal D-3701, east of Grass Lake.

Trains will be governed by Rules 705, 706, 707 and 708

Light signals and switch indicators governing movements from Great Northern connections and Modoc Line main track to Cascade Line main track are located as follows:

Junction of Great Northern R. R. to Modoc Line (Signal 4276).

Junction of Modoc Line to Cascade Line (Signal 4280).

Junction of Great Northern R. R. to Cascade Line (Signals 4284-4283).

Normal indication of these signals STOP. Proceed indication will be displayed after switches and derails are lined for movement and block unoccupied. Should these signals fail to indicate proceed after switches are lined wait four minutes for time element relay to function, which will be a signal of the signa be effective when approach circuit to junction switch is occupied. After operation of time element relay, if signals fail to indicate proceed, Rules

509 and 99 apply.

Normal position of signal 5031, governing movement from Great
Northern R. R. connection at Chemult, and signal 5025, governing movement from interchange track Chemult, STOP. Proceed indication will
be displayed after switches and derails are lined for movement if block unoccupied. Should these signals fail to indicate proceed after switches are lined, Rules 509 and 99 apply.

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.

Light type indicator, operated by Yardmaster at Dunsmuir, located on mast of distant signal 3198 west of the west switch Dunsmuir Yard.

Normal position of indicator DARK.

When letter "M" is displayed, by projecting white light, eastward second-class and extra trains are thereby given superiority over all trains to the fouling point of the east switch at Dunsmuir and will hold main track, but must observe any indication of automatic block or other signals.

OIL BUFFER SPRING SWITCHES

Following will govern the maximum allowable speed of trains over Oil Buffer Spring Switches, subject to speed restrictions imposed by local conditions other than the spring switch:

FACING MOVEMENTS

1. Facing movement where train does not take turnout. .35 M.P.H. Where spring switch is equipped with Mechanical Facing point lock no speed restriction is imposed by the spring switch.

Facing movement where train takes turnout, the maximum allowable speed is governed by the number of the turnout, as follows:

(a)	No.	10.	 							 					.15	M.P.H.
(b)	No.	14.	 							 					.25	M.P.H.
(c)	No.	20.	 							 					.35	M.P.H. M.P.H. M.P.H.
11.0																

TRAILING MOVEMENTS 3. Trailing movement where train does not actuate the switch points:

(a) Where train does not take turnout no speed

restriction is imposed by the spring switch. Where train takes turnout maximum allow-

before passing over it. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these

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

Tehama-Junction switch equipped with spring switch normally lined for movement via Willows.

Interlocking limits established over junction switch extending from Signal SA-2119 to Signal SA-2116 on Davis line and to Signal SA-2118 on Roseville line. Interlocking rules apply.

Eastward trains stopped by Signal SA-2116 or SA-2118 will send flagman to operate clock work time release located on Signal SA-2116.

Time release must not be operated when trains or engines are within interlocking limits or seen approaching on opposite line.

To operate clock work time release turn knob to right to extreme position, hold in this position and push button for line on which train is standing, release knob. After four minutes signal should change from stop to proceed (or caution).

If signal does not change to proceed after operating release, train will not proceed (Rules 663-672) until inspection is made of spring switch and see that switch is properly lined for movement.

Eastward trains from Roseville line trailing through spring switch will not exceed 30 M.P.H.

Westward trains stopped by Signal SA-2119 will inspect spring switch before passing over it.

Westward trains moving to Roseville line will not exceed 20 M.P.H. while moving over junction switch.

Eastward inferior trains stopped at Tehama to allow eastward superior trains on converging route to proceed, will, when the semi-automatic signal governing their movements is found in proceed position, promptly operate time release, which will then change signal on route of inferior train to stop position and one on converging route to proceed position, thereby reducing delay to both trains.

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.

Derails, operated by switchtender, in Front Street tracks and drill tracks seventy-five 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 switchtender, green flag by day and green light by night.

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

Yard engines desiring 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 1,400 feet west of tower to automatic home Signal 920.

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 to Placerville line.

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 electric-

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

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

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

Whistle Signals governing routes as follows:

To Roseville, 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

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 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.

Emigrant Gap-Limits as follows:

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

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

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

East switch of crossover equipped with electric lock.

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

Trains passing interlocking signals as provided by rule 663-B will be preceded by a flagman to next home signal or clear distant signal.

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

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

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

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

Norden-Limits as follows:

No. 1 Track from interlocking home signal at west switch of siding Donner to signal bridge 775 feet west of Norden office.

No. 2 Track from signal bridge 775 feet west of Norden office to westward interlocking home signal opposite signal 1975 west of 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.

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

Spur track switches must not be lined for movement to siding with-

out first obtaining permission from signal operator.

Trains passing interlocking signals as provided by Rule 663-B 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, trains must wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to next home signal or clear distant signal.

Georgiana Slough-Drawbridge. Snodgrass Slough-Drawbridge.

9th and K Streets Tower, Marysville.

Following switches and derails on Western Pacific R. R. within interlocking limits are hand operated and electrically locked, and must not be thrown until permission has been obtained from Towerman when

> 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 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 Western Pacific track, signal 4 located on Western Pacific track 464 feet west of crossing, and signal 15, 2-arm signal located on Western Pacific track 1624 feet east of crossing will immediately go to stop position, releasing electric locks. Electric locks are released when indicator in lock is in proceed position. 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 switch.

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

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

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.

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 for Knights Landing line.

Woodland-Crossing Sacramento Northern R. R. 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.

AUTOMATIC INTERLOCKING

When trains are stopped by signals governing the use of automatic interlocking plants, flagman must be sent to crossing to operate clock-work time release. Release must not be operated when trains are be-tween home signals or seen approaching on intersecting line.

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

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

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

Speed of trains must not exceed 20 M.P.H. between home signal and crossing.

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

Stronghold-Crossing Great Northern R. R. one-half mile east of

Redding Remote Control-Cross-over switches east end siding controlled by operator at telegraph office.

Trains passing interlocking signals as provided by Rule 663-B will be preceded by flagman through interlocking limits.

When instructed to operate switches by hand, be governed by sign on relay housing opposite west switch of cross-over.

TRAIN AND AIR INSPECTION

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

Stanford (Engine to be stopped west of culvert 202-E 1879 feet west of west switch.)

Summit (On No. 1 Track.) Troy. Yuba Pass. Knapp (exception—Five minutes) Midas. Gold Run. Colfax.

During stormy weather, and when snow on ground inspection of westward freight trains will be made between switches at Crystal Lake instead of Yuba Pass, and a five-minute stop for heat radiation will be made at Emigrant Gap in addition to Knapp.

Flint—Train to clear highway crossing at West End (Except, westward freight trains that stop at Auburn, inspect at Auburn instead of Flint.)

Norden (On No. 2 Track.) Truckee (Exception—Five minutes.) Doon. Paradise. Crouch. Latrobe.

Passenger trains stop at Paradise five minutes to cool wheels.

Mallet engines running light on descending grade stop sufficient length of time to inspect engine.

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

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

Freight trains descending grade will stop as indicated below for inspection of and for heat of wheels to equalize.

Steinman or Foliage10	minutes
Gregory or White Point10	minutes
Oreal or Hilt 5	minutes
Weed or Edgewood	minutes
Mott or Azalea 5	minutes
Cougar or Andesite10	
Bolam (If stop not made at Andesite) 5	minutes
Canby	minutes

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, except freight trains may go to Biggs and eastward freight trains to Lenz if an additional stop can be avoided.

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, 5th, 14th, 15th, 17th and 18th, over Sacramento River.

Between sunset and sunrise, two Dietz lanterns must be placed on rear of caboose and trainmen must observe track for fallen logs.

When a train handling logs takes siding to meet a train or to allow a train to pass, such train must be thoroughly inspected to insure proper clearance for safe passage of trains, and no move made until expected train has been met or 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.

AIR BRAKE RULE 11. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up, engineer will apply the brakes with a 20-pound service reduction and leave them applied. Trainmen will determine that the brakes are applied on each car. The numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars switched to rear of train, next ahead of caboose before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, the latter must comply with last part of Rule 11 to avoid brakes sticking from an over-charge of the brake system, etc. If necessary to switch cars to the rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

Attention is directed to the Safety Appliance Act which requires that whenever any train is operated with power or train brakes, not less than 85 per cent of the cars of such train shall have their brakes used and operated by the engineer of the engine drawing such train; and all power-brake cars in every such train which are associated together with the 85 per cent., shall have their brakes so used and operated.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give Signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULES 16 and 17.

Running air brake test must be made:

Snowdon	Eastward	passenger	trains.
Black Butte	Siskiyou Line	passenger	trains.
Grass Lake	Westward	passenger	trains.
Ambrose	Westward	passenger	trains.

Westward passenger trains on No. 1 Track must make running test just before entering Tunnel No. 6.

Rear End Test must be made immediately prior to departure from:

Siskiyou	All trains.
	Westward freight trains.
Hornbrook	Eastward trains.
Black Butte	. Siskiyou Line freight trains.
	Westward freight trains.

Eastward trains which have made rear end test at Mount Shasta or Deetz need not do so at Black Butte.

Summit		Westward	freight	trains.
Norden	Eastward	and westward	freight	trains.
Stirling City.			All	trains.
Placerville			All	trains.

Westward freight trains will make brake pipe test at Truckee and Summit.

AIR BRAKE RULE 54.

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

On westward freight trains plugs will be fastened on east end of car and on eastward freight trains on west end of car.

Emergency hose will be handled by carmen at Sparks, but must be applied and removed when necessary by trainmen at intermediate stations.

AIR BRAKE RULE 56.

Passenger Trains

Siskiyou to AshlandAll retainers.	
Siskiyou to OrcalAll retainers.	
Mile Post 400 to HornbrookAll retainers.	
Black Butte to Edgewood Accessible retainers.	
Azalea to east switch DunsmuirAccessible retainers.	
Ambrose to CanbyAccessible retainers.	

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

Accessible retainers will be turned down after passing Yard Limit Board 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.

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.

Freight Trains

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

Where retainers are used, speed of freight trains on any grade of over one per cent will not exceed 25 M.P.H., 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.

On descending grades retainers will be used as follows:

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 Ms shown below:

Norden to Truckee.—One retainer for each 120 Ms. Norden to Yuba Pass—One retainer for each 140 Ms. Yuba Pass to Loomis—One retainer for each 100 Ms.

Stirling City to Mile Post 188—One retainer for each 80 Ms.
Placerville Branch—From MP-148 to MP-146 and from MP-145 to
MP-138 one retainer for each 120 Ms.

From MP-136 to MP-130 and from MP-129 to MP-122, one retainer

If tonnage exceeds amount of Ms specified for each retainer, trains may be handled between Azalea and Dunsmuir Yard, Black Butte and Edgewood, Ambrose and Canby, up to 120 Ms, and between Ashland and Hornbrook up to 100 Ms per operative retainer.

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

Sufficient retainers will be turned up, in the judgment of 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.

Freight trains consisting of not more than 60 cars and not more than 65 Ms per operative brake may be handled Snowdon to Hornbrook and Grass Lake to Azalea 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.

The tonnage of any freight train between Hornbrook and Ashland must not exceed 100 Ms per operative brake when handled on descending grade by AC, Mallet, 2-10-2 or SP type engines. When other type engine used 90 Ms 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 Mount Shasta and Dunsmuir, Black Butte and Edgewood, and between Ambrose and Canby must not exceed 120 Ms per operative brake.

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

MISCELLANEOUS

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

Mount Shasta, Black Butte, Grass Lake, Bray, Mt. Hebron, Pine Ridge, Kirk, Lenz, Stronghold, Perez, Hackamore, Canby, Alturas Y ard, Lakeview, Lawton, Emigrant Gap.

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

Engines of freight trains on descending grades of one per cent 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 pushed beyond water tank.

Do not take water at Orcal or Hackamore unless necessary, then only sufficient to make next tank.

When an engine has been spotted to take oil or water, reverse lever must be placed in center, throttle valve closed, cylinder cocks opened and independent air brakes applied.

Leading and helper engines must not cut off from head and rear portion of train at the same time at Steinm an 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.

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

Water at Mystic on No. 1 track only.

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

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

Cars with inoperative couplers, 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 will be switched to the rear of caboose, using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train while enroute. Cars chained may be moved to nearest repair point in direction train is moving.

- 4 Not more than one F, AC or Mallet type engine shall be placed on head end of freight trains, nor more than two Consolidations or one Mikado and one Consolidation. F, AC or Mallet type 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-table.
- 4a Pushing Trains Out of Yards: Pusher engine will not be placed behind wooden underframe cabooses or other wooden frame cars and MC or AC type engines will not be used in pusher service behind steel underframe cabooses.

Switch engines regularly assigned to pusher service must be equipped with Russel-Jordan device to prevent coupler pin from dropping and avoid necessity for yardmen uncoupling pusher engine to detach it from train. Knuckle must not be removed or closed, or cutting lever fastened in release position as a means to prevent coupling. Unless Iocal conditions require, trains need not be stopped to detach pusher engines.

Air will not be coupled through pusher engines while in service pushing trains out of yards.

- 8 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 steam one-half mile from station.
- 9 Westward freight trains having pick up or set out at Colfax will, whenever possible, leave train east of east crossover while work is being performed.
- 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.
- 10 SP type engines will not clear umbrella sheds of Sacramento passenger station and must not be used on Tracks 2, 3, 4, 5, 6 and 7.

AC 4-5-6 type engines must not use the following tracks account light rail:

Merritt......Warehouse track.

Mullen.....Siding.

Woodland...... Team track, Middle track, siding 565 feet op-

posite depot House track.

Dunnigan....Standard Oil.

Hershey......Warehouse track. Harrington....Short siding.

Arbuckle......Warehouse track.

Genevra.....Siding.

Macy.....Spur.

Cortena..... Siding, Warehouse track, House track.

Delavan.....Siding, Warehouse track.

Norman..... Siding, Warehouse spur and corral track.

Logandale....Siding. Riz....Spur.

Willows...... Union Oil, Union Ice, Team and warehouse track, Pump house track, Engine spur, Setout

Lyman.....Spur.

Artois...... Siding, House track, Warehouse track.

Grapit.....Siding. Greenwood....Siding.

Orland...... Engine spur, Oil spur.

Wyo......No. 1 yard track, No. 2 yard track, East Leg

wye.

Malton.....Spur.
Corning.....Heinz spur.

Tehama......... House track, Beet spur, Warehouse track.

Following sidings cannot be used for the meeting or passing of passenger trains:

Hershey Harrington, short siding on north side of main track

Genevra

Cortena Norman

Logandale Greenwood

Grapit Kirkwood

AC 4-5-6 type engines must not use Libby, McNeil & Libby cannery track at Gridley, account sharp curvature and light rail. If necessary to pick up cars from this track sufficient cars must be used as a reach.

Mallet, F, SP, AC, Mt, GS-1 and MK type 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.

Auburn, Nevada St., spurs.

Clipper Gap, team track east of road crossing.

W. Applegate, spur.

W. New England Mills, spur, west of tool house.

Colfax, material spur in west yard.

Magra, spur.

Towle, spur.

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

Yuba Pass, spur switches.

Crystal Lake, spur on south side of No. 2 track.

Cisco, outfit spur switch and Campbell's spur east of Corral

Spruce, spur switch.

Summit, lumber spur switch.

Donner, six car lengths back of frog.

Eder, spur switch.

Andover, outfit spur, three car lengths back of frog.

SP and AC 4-5-6 type 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.

Team track beyond east end of freight house platform.

AC 4-5-6 type engines must not use scale track at Colfax.

Engines larger than consolidation type must not use spur track serving Stockton Fire Brick Co., across highway at Clayton.

Sidings at Nord and Lomo and team track, Mill spur and Earl Fruit spur Marysville must not be used by MK, Mallet, SP, AC, Mt, GS-1. or 2-10-2 type engines.

Engines must not operate over Rio Grande Oil Spur off "E" Street, Marysville. Use reach in handling cars on this spur.

Engines larger than Consolidation type must not be operated between Dantoni Junction and Dantoni.

Weber spur leading off main track east of Placerville Fruit Growers, in Placerville yard, cannot be used by consolidation engines.

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

Trains and engines must not exceed 10 M.P.H. on Bullard spur from Bullard Junction to Lime Quarry. Engines must not pass a point 60 feet east of bunker switch.

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

Engines heavier than Consolidation 225 Ms on drivers must not pass over Trestles 97-A and 97-E on Knights Landing Branch.

Engines larger than Consolidation type must not use No. 7 track at Newcastle beyond end of curve or switch leading to lumber spur Newcastle vard.

When using Wye track at Barber, tangent track, continuation of Wye, must be used and at no time use the Diamond Match Company's track.

Engines must not use spur at Riz east of west end of warehouse and cars must not be placed beyond sixth door of warehouse from west end.

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.

Engines heavier than 210 Ms on drivers must not be operated over the following tracks: If any cars to be set out or picked up on these tracks, sufficient cars must be coupled to engine while doing work.

Red Bluff..... Pioneer Fruit Spur.

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

Kennet......Bridge over High Line Spur.

Pollock.....Spur.

Lameine Little Slate Creek Bridge.

Gibson.....Spur.

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

Igerna......Spur.

Weed: 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.

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

AC 4, 5 and 6 type engines must not be operated on Pacific Fruit and Produce Company's spur or on house track beyond westend of freight platform, Mount Shasta.

Do no switching in shed of Crane Creek Lumber Co. Willow Ranch account impaired clearance. Industry will handle their own cars.

Deetz. AC and MC type 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.

Engines must not operate over following Industrial Tracks:

Ager.....Spur beyond signal just east of road crossing. Thrall. Former siding, except west two hundred feet.

Tracks of California-Oregon Power Co.

Penoyar..... Extension to spur. Algoma......Spur leading to Algoma Lumber Company machine shop.

.Spur. Stronghold Pit. Spur.

Engines heavier than 210 Ms on drivers must not be operated on industrial tracks between Bray and Klamath Falls and must use cars when necessary to do work except consolidation, MC, AC 1, 2, 3, AM and MM type engines may use lumber spur back of stock corral Macdoel. Box Factory spur Bray and all spurs Dorris.

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

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

Algoma.....Log Spur and industrial track to boxfactory switch Modoc Point...Lamm Lumber Co. Spur.

MAIN TRACKS

11 Tracks between Sacramento and Roseville numbered and will be

No. 1 Track, by westward trains.

No. 2 Track, by eastward trains.

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

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

No. 2 Track, Eastward 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, onehalf mile east of Rocklin to Loomis, connecting with No. 1 track at Loomis.

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

That portion of No. 4 track from crossover, M.P. 113, to Signal 1138 will be used as a siding of 83 cars capacity.

Light type dwarf signal governing eastward movement on No. 1 track, signal 1136, located at clearance point of east end of siding.

Normal position of semaphore signal 1138 governing eastward movement from siding "Stop". Proceed indication will be given after main track switch is lined and block unoccupied.

Should this signal fail to indicate proceed wait four minutes. After expiration of that time if signal fails to indicate proceed Rules 509 and 99 apply.

Siding at Loomis must not be blocked when it will interfere with schedule performance of No. 210 as No. 210 will use siding to station.

Safety switch point locks on facing point switches near road crossings on the following switches have been installed:

Benali...... East switch of crossover to westward siding on westward track.

Antelope.....West switch to center siding on eastward track.

Rocklin..... Switch to quarry spur on eastward track.

Penryn..... East switch of crossover to siding.

Newcastle . . . East switch of crossover between main tracks west of road crossing.

Newcastle.... East switch to westward siding on westward siding. Colfax..... West switch of crossover between main tracks east of Grass Valley Street.

These switch locks mechanically lock the switch points in normal position and it is necessary to hold the release lever down by foot pressure until the switch points are moved out of position.

- At Chico, Stirling City Branch main track originates at switch on Stirling City Branch leading to engine house at Chico. Trains to and from Stirling City Branch use yard tracks between passenger station and Stirling City Branch main track.
- At Marysville, trains to and from Oroville Branch, use Marysville siding. Normal position of switch of Woodland-Oroville main track is for Knights Landing Branch.
- At Willows, Fruto Branch main track originates at yard limit board on Fruto Branch. Trains to and from Fruto Branch use yard tracks between passenger station and Fruto main track.
- At Woodland, Knights Landing Branch main track originates at switch at east end of siding 150 feet east of cattle guard 85-A. Normal position of switch for Knights Landing Branch. Trains to and from Knights Landing Branch use Woodland siding.
- 12 Engines equipped with pilot plows must not use tracks on "E" Street, Marysville.

Engines equipped with pilot plows must not be operated beyond log

14 Enginemen will not blow off Engines while passing over steel bridges except from May 1 to November 1 sprinklers will be placed in service on line between Roseville and Sparks, departure of westward freight trains and light engines Norden to Loomis and Eastward freight trains and light engines Norden to Truckee.

Eastward passenger trains will operate sprinklers Norden to Truckee and westward passenger trains from first stop west of Norden.

On Shasta District use sprinklers on engines so equipped and blow off on engines not equipped with sprinklers when passing through all tunnels over second crossing Sacramento River west of Elmore, and over all steel bridges in Sacramento Canyon from Lamoine to Cantara.

Sprinklers are to be kept open while train is in motion, where long stops are made they will be closed temporarily to avoid waste of water.

- 15 Trains and engines must not pass the switch tenders stations at east end Sacramento 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
- 17 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.
- 18 Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with
- 19 Underground gasoline tanks installed opposite house track at a point 300 feet west of station Colusa. Engines must not be stopped in front of unloading spot when oil or gasoline cars are being unloaded.
- 20 Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight car" does not include a baggage, express, or mail car, or a caboose. Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Club cars handled in head end of main line passenger trains must be of all steel construction.

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

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 8 to 10 inch clearance.

Tunnel 5, 8 inches clearance.

East and west of M. P. 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 center.

Crews handling plows through district where standard clearance is not provided must reduce speed to six M.P.H. through tunnels and at

OPERATION OF TURNTABLES

26 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

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

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

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

Allow turntable to come to stop before reversing motor.

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

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

Normal position turntables on Truckee District will be as follows:

Blue Canon West approach, on account of repair platform

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 above.

ALARM BOX LOCATIONS

Box No.	LOCATION	Mile Post
15	300 feet east of east portal Tunnel No. 1	
16	Signal 1707, 500 feet east of west switch Emigrant Gap	
17	150 feet east of crossover Emigrant Gap	144
18	Between Smart and Emigrant Gap	173
19	Between Smart and Yuba Pass	174 175
21	Between Smart and Yuba Pass	
22	East switch summer siding Yuba Pass	
23	End of shed east portal Tunnel No. 36	178
24	West end of center siding Orystal Lake	179
25	West end Butte Canyon bridge	180
26 27	End of shed east portal Tunnel No. 39	181
28	Patween Tamarack and Clean	183
29	14 mile west of west switch Troy on No. 1 track	
31	East switch Troy	186
32	East and lower Cascade bridge	187
33	1/4 mile east of Upper Cascade bridge	188
34	East switch of west run-around track on No. 1 track Norden	
35	1000 feet west of west portal Tunnel No. 6	193
36	East portal Tunnel No. 6 Between Tunnels No. 8 and No. 9	194
37	Between Tunnels No. 8 and No. 9	195
38	100 feet east of east portal Tunnel No. 10	
39.	West switch Donner	144
41	1000 feet east of section house Eder	197
42	1/2 mile east of crossover Eder	198
43	Between Eder and Andover	199 1
44	Between Eder and Andover	200
45	300 feet west of west portal Tunnel No. 13	
46	Opposite section house Andover	żói
47	At Andover station	201
48	In turntable house Norden East switch of run-around on No. 2 track Norden	
51	East switch of siding on No. 2 track Norden	111
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.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 M.P.H. and Freight and mixed trains 35 M.P.H. except as otherwise provided for.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

	Company of the same of the sam		PASS	ENGER		FRE	IGHT		LIGHT ENG. RUNNING FORWARD						
Page	Territory	With F-1, F-3, F- F-5, F-8 MM-2 and AM Enginet		With AC-1, 2, 3, 4, 5, 8, MK-2, 4, 5, 6, 8, 9, C-2 to 10 inc., 12, 15, 17 and TW Engines	With Other Type Engines Except T-1, 23, 28 and 31 which are limited to a maximum of 50 M.P.H.	Maximum	With MC-2, 4, and 6 Engines	Engines and Motors Backing	F-1, F-3, F-4, F-5, F-6, MK 2, 4, 5, 6, 8 and 9 MM-2 and AM Engs.	GS-1 MT- 1, 2, 3, 4, 5, E, M, T, A and P	Types C-2 to C-10 inc.	C-4, 12, 15, 17, MK-2, 4,5,6, 8,9 AM, AC-1, 2 3, 4, 5, 8	Switch Engines S-SE Type		
2	Colfax-Truckee	35	35	35	35	20	20	15	1 30	30	25	30	20		
2	Truckee-SparksNo. 2 Track	40	40	40	40	30	25	15	35	35	30	30	20		
4	Truckee—SparksNo. 2 Track Sacramento—RosevilleNo. 2 Track	60	40	40	60	40	25	20	35	40	35	30	20 20		
2	Roseville-Colfax No. 2 Track	40	40	40	40	35	25	20	35	40	30	30	20		
3	Sparks-Truckee No. 1 Track	40	40	40	40	30	20	20	35	35	30	30	20		
3	Truckee-Loomis No. 1 Track	35	35	35	35	20	20	15	30	30	25	30	20		
3	Truckee—Lake Tahoe	40	25	25	40	30	20	15	20	30	30	30	20		
3	Loomis-RosevilleNo. 1 Track	50	45	40	50	35	25	20	35	40	35	30	20		
5	Davis-Gerber	60	45	40	60	40	25	20	35	40	35	30	20		
4	Roseville-SacramentoNo. 1 Track		45	40	60	40	25	20	35	40	35	30	20 20		
ã	Roseville—Tehama	50	45	40	50	35	25 25	20	35	40	35	30	20		
10	Woodland-Marysville	35	10	35	35	30	20	20	00	35	35	30	20		
10	Woodland—Marysville Marysville—Oroville Brighton—Folsom Citrus—Fair Oaks	25		25	25	25		15		20	25	25	20		
10	Brighton—Folsom	40		30	40	30		20		40	35	30	20		
10	Citrus—Fair Oaks	25		20	25	20		15		20	20	20	20		
2005	The state of the s			1 1 1 2 3 1 1		(Mixed20)		1000			700				
10	Folsom—Placerville	25		20	25	Frt. 15		12		25	15	15	20		
11	Harrington-Wyo via Colusa	30		25	30	25		20		25	25	20	20		
11	Harrington—Wyo via Colusa Willows—Fruto	20		20	20	15		10		15	15	15	20		
11	Sacramento-Isleton	30		20	30	20		15		25	20	20	20		
11	Grace—Josephine	30		20	30	20		15		25	20	20	20		
11	Marchant—Karnak	30		20	30	20		15		25	20	20	20		
îî	Chico-M.P.188 (Stirling City Branch).			25	30	25		15		25	25	25	20		
11	M. P. 188-Stirling City	20		20	20	12		10		15	12	12	20		
	M. P. 188—Stirling City Through Crossovers, Turn-outs, and on	20		20	20	12		10		10	12	14	20		
	all tracks except main tracks	15	10	10	15	15	10	10	15	15	15	10	15		

								IGHT		LIGHT ENG. RUNNING FORWARD				
Page Territory	Maxi- mum	With 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	With C 11, 12, 14,15,17 TW MK 2 and 4 G. N. Ry. F 5 Engines	AC 4, 5, 6 S.P. 1,2,3 Engines	MC 2,4,6 Engines	Freight and Mixed Maxi- mum	With AC 1,2,3 MC 2, 4,6 Engines	Engines and Motors Backing	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	C 11 to 17 TW MK 2 and 4	100 P	Switc Engine S-SE Type
6 Gerber and M. P. 216.5	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 25	35 40 35 20	30 30 25 15	35 40 40 28	35 35 35 25	30 30 30 25	30 30 30 20	20 20 20 20 20
77 Dunsmuir and Azalea. 78 Azalea and Mount Shasta. 79 Mount Shasta and Deetz. 79 Deetz and Black Butte. 70 Black Butte M.P. 345 and M.P. 355½ Cascade Lin 71 M. P. 355½ and Klamath Falls. 72 Klamath Falls and Crescent Lake. 73 Black Butte and Edgewood. 74 Black Butte and Edgewood. 75 Black Butte and Edgewood. 76 Black Butte and Edgewood. 77 Black Butte and Edgewood. 78 Black Butte and Edgewood. 89 Black Butte and Edgewood. 80 Black Butte and Edgewood. 80 Black Butte and Edgewood. 80 Black Butte and Edgewood. 81 Black Butte and Edgewood. 82 Black Butte and Edgewood. 83 Black Butte and Edgewood. 84 Black Butte and Edgewood. 85 Black Butte and Edgewood. 86 Black Butte and Edgewood. 87 Black Butte and Edgewood. 88 Black Butte and Edgewood. 89 Black Butte and Hombrook. 80 Black Butte and Hombrook. 80 Black Butte and Hombrook. 80 Black Butte and Hombrook. 81 Black Butte and Hombrook. 82 Black Butte and Edgewood. 83 Black Butte and Edgewood. 84 Black Butte and Edgewood. 85 Black Butte and Edgewood. 86 Black Butte and Edgewood. 86 Black Butte and Edgewood. 87 Black Butte and Edgewood. 88 Black Butte and Edgewood. 89 Black Butte and Edgewood. 80 Black Butte Alle. 80 Black Butte Alle. 80 Black Butte Alle. 80 Black Butte Alle. 81 Black Butte Alle. 81 Black Butte Alle. 81 Black Butte Alle. 82 Black Butte Alle. 83 Black Butte Alle. 84 Black Butte Alle. 85 Black Butte Alle. 86 Black Butte Alle. 86 Black Butte Alle. 86 Black Butte Alle. 86 Black Butte. 87 Black Butte. 87 Black Butte. 88 Black Butte. 89 Black Butte. 80 B	25 30 50 50 60 60 50 30 25 30 25 30 25 30 40 40 30 50 50 50 50 50 50 50 50 50 50 50 50 50	25 30 50 25 35 50 25 50 25 30 25 30 25 30 40 25 40 30	25 30 45 25 35 45 45 25 45 25 30 25 30 25 30 40 25 40 30	25 30 40 25 35 40 25 40 25 30 25 30 40 25 30 40 25 30	25 45 25 54 45 25 45 25 25 25 25 25 24 25 42 25 10	20 20 40 20 35 40 40 20 20 20 20 20 20 40 20 40 20	20 20 35 20 25 40 20 20 20 20 15 20 30 20 20 30 25 31 31	20 20 35 20 25 40 40 20 35 20 20 15 20 30 25 30 25	15 15 25 15 20 25 25 15 15 15 15 20 15 15 20 20 15	25 26 40 25 35 40 25 40 25 30 25 30 25 40 25 40 25 30 25 40 25 30 25 40 25 30 25 40 25 40 25 40 25 40 25 40 40 25 40 40 40 40 40 40 40 40 40 40 40 40 40	25 25 35 25 30 35 35 20 35 25 20 25 25 25 25 25 25 25 25 25 25 25 25 25	25 25 30 25 30 30 20 30 25 25 25 25 25 25 25 30 25 25 30 25	20 20 30 30 30 30 30 20 20 20 20 20 20 25 25 25 25 25 25	20 20 20 20 20 20 20 20 20 20 20 20 20 2

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

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

Tenders having water capacity in excess of 7,000 gallons, and including classes 70-R-1 and 70-SC-1, maximum speed 60 M.P.H.

SPEED TABLE

Miles	1 M	le in	Miles	1 Mi	le in	Mile	1 Mi	le in	Mile	1 Mil	e in
per Hour	Min.	Sec.	per Hour	Min.	Sec.	Hour Hour	Min.	Sec.	Hour Hour	Min.	Sec.
6	10		24	2	30	37	1	37	50	1	12
8	7	30	25	2 2 2	24	38	1	34	51	1	10
10	6		26	2	18	39	1	33	52	1	9
12	5		27	2	13	40	1	30	53	1	8
15	4		28		8	41	1	27	54	1	6
16	3	45	29	2 2 2	4	42	1	25	55	1	5
17	3	31	30	2		43	1	23	56	1	4
18	3	20	31	1	56	44	1	21	57	1	3
19	3	9	32	1	52	45	1	20	58	1	2
20	3		33	1	49	46	1	18	59	1	1
21	2	51	34	1	45	47	1	16	60	1	
21 22	3 2 2 2	43	35	1	42	48	1	15			
23	2	36	36	1	40	49	1	13	To got	THE R.	

Streamliner CITY OF SAN FRANCISCO must not exceed maximum speed authorized by Streamliner slow boards when operating on single track or with the current of traffic on double track.

Streamliner CITY OF SAN FRANCISCO must not exceed speed allowed other passenger trains when operating against the current of traffic or when handled by steam power.

Speed of 95 miles per hour is permitted eastward between M.P. 93 and M.P. 102.5 and westward between M.P. 102.5 and M.P. 93.

Speed prescribed by slow boards, bulletins or special instructions must not be exceeded unless authorized by Streamliner slow boards.

Speed prescribed by train order for steam passenger trains must not be exceeded.

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

and the property of the proper	M.P.H.
Reno	20
Lincoln	35
Woodland, Main and Court Sts	12
Willows	40
Orland	
Corning	40
Roseville, Lincoln St	12
Red Bluff	15
Redding	15
Chiloquin	25
Klamath Falls, Main St	15

Where maximum speed of 60 M.P.H. authorized for passenger trains, maximum speed of 50 M.P.H. must not be exceeded on curves.

Mt. 1, 2, 3, 4, 5 type engines must not exceed 28 M.P.H. where slow boards restricting speed on curves show 30 M.P.H.

S and SE Type engines must not exceed 15 M.P.H. on curves.

Motors backing through yards and over highway crossings must not exceed 10 M.P.H.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop or trains are being met or passed, slow down sufficiently to permit of safe dispatch without hazard.

Freight trains on descending grades must not exceed 15 M.P.H. while passing passenger trains.

When necessary for locomotive cranes with flexible or swivel truck trailing to move in trains, speed of train must not exceed 18 M.P.H.

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

Engines operated coupled tender to tender must not exceed speed permitted engines running backward. Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When pilot removed	20	M.P.H.
When main rod only removed	30	M.P.H.
When side rods only removed	30	M.P.H.
When both main and side rods removed	20	M.P.H.
When hauled in train and all rods are on	30	M.P.H.
GS engines	15	M.P.H.
SP 1, 2 and 3 when inside main rod removed	30	M.P.H.

When all weight has been removed from any one pair drivers on an engine, speed must not exceed 20 M.P.H.

When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed 30 M.P.H.

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

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

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger-carrying cars maximum speed must not exceed 40 M.P.H.

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

Trains handling empty express reefers will not exceed 25 M.P.H. Emigrant Gap to Loomis and will take water at Blue Canon so tie sprinklers will operate at full efficiency.

Trains must not exceed 25 M.P.H. on No. 4 track between Rocklin and Loomis.

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

Passenger trains must not exceed 35 M.P.H. on tangent and 30 M.P.H. 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 M.P.H. between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

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

MC-2, 4, 6 and AC-1, 2 and 3 type engines must not exceed 20 M.P.H. on curves between Truckee and Loomis.

AC-4, 5 and 6 type engines must not exceed 25 M.P.H. 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	203.E	.8 Miles East of Vina.
Sacramento River Bridge	210-C	At Tehama.

Cache Creek 89-A between Woodland and Yolo.

Stoney Creek 166-D and 166-E between Orland and Wyo.

Thomas Creek 182-A between Richfield and Tehama.

Flangers operating between Lawton and Loomis must not exceed 30 M.P.H. and be governed by other speed restrictions.

Speed of fire trains, with water cars full, must not exceed 25 M.P.H., with water cars less than three quarters full, 20 M.P.H. in forward direction. Water cars must be kept full when possible.

Trains handling loaded Flint hoppers must not exceed 25 M.P.H.

Trains consisting of engine and caboose only may operate at same speed authorized for AC 4, 5 and 6 type engines running light between Roseville and Sparks.

Relief trains with steam derrick must not exceed 25 M.P.H., except 15 M.P.H. over following branch lines: Colusa, Sutter Basin, River Farms, Walnut Grove, Stirling City and Placerville.

No. 20 will reduce speed sufficiently passing Orland so mail pouches may be thrown into mail car.

Eastward first class trains must not exceed 30 M.P.H. from yard limit board four thousand feet west of west switch Antelope to signal 1046 and 20 M.P.H. from signal 1046 to M.P. 108 on Roseville-Sparks line.

Westward first class trains must not exceed 20 M.P.H. from M.P. 108 on Roseville-Sparks line to signal 1049 and 30 M.P.H. from signal 1049 to Antelope station.

Trains must not exceed 25 M.P.H. between Yuba River bridge and Feather River bridge, Marysville and between east yard limit board Chico and west switch Chico siding.

Trains must not exceed 25 M.P.H. over Feather River bridge east of Binney Jct. This includes approaches as well as trestle on curve just east of Feather River.

Train 290 will be permitted speed of 40 M.P.H. when handling freight cars in territory otherwise restricted to 35 M.P.H.

Eastward trains on No. 2 track must not exceed 12 M.P.H. between Signal Bridge just west of Sparks Passenger Station and Sparks yard office.

Engines must not exceed 8 M.P.H. on balloon track at Lake Tahoe.

Trains must not exceed 15 M.P.H. between overhead bridge Roseville, on Roseville-Tehama line and Roseville Passenger Station

When necessary to operate SP type engines on Stirling City line to the Sacramento Northern transfer at Chico, speed must not exceed 10 M.P.H.

Trains must not exceed 20 M.P.H. between Dantoni Junction and Dantoni.

Freight trains must not exceed 12 M.P.H. on curves between Kurand and Fruto.

Trains must not exceed 15 M.P.H. over trestle 112-A on Grace-Josephine line.

Trains must not exceed 15 M.P.H. between Knights Landing Junction and End of Track—River Farms Branch.

Trains must not exceed 12 M.P.H. over railroad crossing Bridge Street east of Yuba City station.

Consolidation engines must not exceed 30 M.P.H. between Yuba City and Woodland.

Trains handling logs from Placerville must not exceed 6 M.P.H. through tunnel No. 1.

Motor cars must not exceed 25 M.P.H. between M.P. 138 and Placerville.

Trains having cars loaded with ore or high loads of lumber must not exceed 12 M.P.H. on curves 7 degrees or over on Placerville Branch.

Engines using Mather Field Spur must not exceed 10 M.P.H.

Trains must not exceed 10 M.P.H. between initial switch of spur to Hood Wharf and Hood Wharf, and from Isleton to end of track two and one-half miles east.

Trains and engines must not exceed 20 M.P.H. between west end Sacramento River drawbridge and 15th Street, Sacramento.

T type or heavier engines must not exceed 15 M.P.H. between Wyo and Hamilton.

Trains consisting of engine and caboose only may operate at speed of 25 M.P.H. between Middle Creek and Mount Shasta.

Trains consisting of engine, flanger and caboose may operate at maximum allowable speed of freight trains. In curve territory on the Shasta District where maximum speed of passenger trains is 28 M.P.H. flangers will be permitted to operate at same speed.

MC 2, 4, 6 and AC 1, 2 and 3 type engines must not exceed 20 M.P.H. on curves between Middle Creek and Mount Shasta, between Ambrose and Canby, and between Black Butte and Grass Lake where slow boards show 25 M.P.H.

Trains must not exceed 15 M.P.H. between Sixth Street Viaduct and Main Street crossing, Klamath Falls Yard.

Passenger trains must not exceed 8 M.P.H. on house track Algoma.

Engines moving west must not exceed 8 M.P.H. over spur switch at east end Lamoine spur.

Engines using wye Hornbrook must not exceed 8 M.P.H., enter on west leg and leave on east leg.

Eastward trains must not exceed 15 M.P.H. over switch at Barnard and 10 M.P.H. when making switching moves.

Trains handling logs must not exceed six M.P.H. 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 2nd, 4th, 5th, 14th, 15th, 17th and 18th crossings.

LOCATION OF STRETCHERS Knights Landing..... Freight House Penryn.....Baggage Room Gerber Mt. Shasta Ashland Baggage Room Fair Oaks Freight House Newcastle..... Woodland......Baggage Room Klamath Falls Williams.... Redding Weed Kennet Montague Crescent Lake Hood......Baggage Room Colfax... Dutch Flat.... Dunsmuir Hornbrook Alturas Alturas Yard Dunsmuir Yard Towle.....Blue Canon (2)..... HOSPITALS Marysville....Station GENERAL.....SAN FRANCISCO Cisco..... Hospital Store Dept. Rocklin Baggage Room Gridley..... EMERGENCY....SACRAMENTO Biggs. Chico (2)....ROSEVILLE FloristonGERBER Oroville LoomisSPARKS LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD LOCATION DESCRIPTION Post CLEARANCE ROSEVILLE-SPARKS-EASTWARD-Continued 132.9 E. of Clipper Gap. Tunnel No. 24. Side & Overhead 133.1 E. of Clipper Gap. Tunnel No. 25. Side & Overhead LOCATION DESCRIPTION Post 133.1 E. of Clipper Gap. 133.3 E. of Clipper Gap. 133.8 E. of Clipper Gap. 134.8 E. of Applegate. 135.9 E. of Applegate. 138.7 E. of N E. Mills. 139.2 E. of Lander. Tunnel No. 26. Side & Overhead Tunnel No. 27. Side & Overhead Tunnel No. 28. Side & Overhead SACRAMENTO YARD Sacramento River Bridge..... Tunnel No. 28. Side & Overhead Tunnel No. 29. Side & Overhead Tunnel No. 30. Side & Overhead Tunnel No. 31. Side & Overhead Tunnel No. 32. Side & Overhead Tunnel No. 32. Side & Overhead Automatic Signal Nos. 1420, 1421 & 1425. Side Water Col. W. of Station W. B. Side PFE Icing Platform Side Tunnel No. 33. Side & Overhead Tunnel No. 34. Side & Overhead Shop Yard..... Shop Yard..... Shop Yard..... E. of Lander.... Shop Yard..... Colfax..... Shop Yard..... 141.7 Colfax..... Shop Yard..... 141 7 Colfax. 145 3 E. of Colfax. Shop Yard..... Shop Yard..... Tunnel No. 34. Side & Overhead Mail Crane Side Water Tank West end of Yard Side 144.7 E. of Colfax..... Shop Yard..... 152.2 Gold Run..... Gold Run.....E. of Gold Run.... Shop Yard..... Oil & Water columns......Side Western Meat spur. Side New Foundry Track. Side Blue Canon..... Water Columns......Side Roundhouse portals....Side 6th Street..... Coke spur Side Foundry Track 6th Street Side Oil sump doorways.....Side Truckee.... 6th Street..... 6th Street. R between 11th & 12th..... Reno..... Reno..... R between 21st & 22nd Knapp..... Tunnel No. 1.....Side & Overhead R between 21st & 22nd...... Knapp to Andover...... Snow sheds......Side & Overhead 21st & R..... 25th & R..... SPARKS-ROSEVILLE-WESTWARD Andover to Knapp Snow sheds......Overhead & Side B between 11th & 12th B between 8th & 9th..... 195 7 West of Donner..... Tunnel No. 12......Overhead & Side 3rd to 6th Streets..... 195 4 West of Donner.... Track No. 4 Rolling Mill.....Side Tunnel No. 11......Overhead & Side 6th Street..... 15th & N. B. Streets..... 195 1 West of Donner..... Tunnel No. 10......Overhead & Side West of Donner..... Tunnel No. 9. Overhead & Side Tunnel No. 8. Overhead & Side Tunnel No. 7. Overhead & Side 194.9 West of Donner.... 13th & 14th on B St 194 1 West of Donner..... Tunnel No. 6..... Overhead & Side Tunnel No. 4..... Overhead & Side 180.7 West of Tamarack..... Tunnel No. 3......Side & Overhead West of Knapp..... Tunnel No .1.....Overhead & Side W of Applegate..... 124.5 Auburn.... American River Bridge.....Side Aubura..... ROSEVILLE-SPARKS-EASTWARD W. of Flint..... 106.6 Roseville...... Icing track, PFE track No. 2 and New Icing track, PFE Plant....Side Track No. 3, Heavy Rip....Side W. of Flint..... W. of Flint..... Roseville Yard..... W. of Flint. Bloomer Cut. Side Newcastle Tunnel No. 18. Side & Overhead Loomis. No. 1 Hill track, Earl Fruit Co. Side Loomis. No. 1 Hill track, Law Bros., Fruit Hse. Side 106 6 Roseville Yard..... Track No. 4, Heavy Rip.....Side 106 6 Roseville Yard..... Track No. 5, Heavy Rip.....Side 106 6 Roseville Yard..... 106.6 Roseville..... SACRAMENTO-GERBER Rocklin.... 110 6 Rocklin..... Rocklin.... Pernu Quarry spur......Overhead Elickson Quarry spur...... Overhead Cal. Granite spur, Rocklin, Quarry.... Side Stock Chute on Corral Track..... Side 110 6 Rocklin..... Rocklin.... 110 6 Rocklin E. of Rocklin Antelope Creek bridge Side & Overhead 114.2 E. of Rocklin..... 114 7 E. of Rocklin 117 3 E. of Lincoln Ave., Penryn. 120 5 E. of Newcastle. 122 7 E. of Newcastle. 123 1 E. of Newcastle. Tunnel No. 16......Side & Overhead WOODLAND-TEHAMA Tunnel No. 17......Side & Overhead Woodland..... | West end of Globe Rice Mill Overhead & Side Tunnel No. 18......Side & Overhead Bartlett Water Co., shed platform.....Side Stoval-Wilcox Wholseale platform Tunnel No. 19.....Side & Overhead Williams Tunnel No. 20......Side & Overhead Williams..... Williams Warehouse Co., platform.....Side

124.2 Williams.....

E. of Nev. St., Auburn.....

Tunnel No. 21......Side & Overhead

131 2 E of Bowman Tunnel No. 22 Side & Overhead 132.7 E of Clipper Gap Tunnel No. 23 Side & Overhead

Mile Post	LOCATION	DESCRIPTION
	WY	O-HARRINGTON
120 8	Grimes	Water SpoutOverhead
		Water SpoutOverhead
		WarehouseSide
		Elevator Side
	Hamilton	Boiler House of sugar factorySide
		Shed over beet unloading trackOverhead
	DA	VIS-OROVILLE
111.4	Tudor	Water TankSide
		Earl Fruit Co. bldg. sidingSide
		S.N.R.R. trolley wire, E. of depot. Overhead
		Station platformSide
		Brown's Warehouse Side
		C. L. Bills cement warehouseSide
		Olive Produce Co. porchSide
		Ice House platformSide
9	SACRAM	ENTO-PLACERVILLE
91.5	Sacramento, 23rd & R	Contractors' spur, building Side
94.8		Unloading pit center of track A. Teichert Co.
4-14-3		spur.
95.9	Perkins	Perkins' StoreSide
98.9	Mavhew	Humphrey Packing house platformSide
		Earl Fruit Co. platform Side
		Rock CutSide
126.4		Rock CutSide
126.5	E. of Latrobe	Rock CutSide
128.6	E. of Latrobe	Rock CutSide
148.7	Placerville	Water TankSide
	SACRA	MENTO-ISLETON
92-B		BridgeSide
93.0		Stock Chutes at 93-ASide
		BridgeSide
113.4	Walnut Grove	
	Post 120.8 145.9 150.4 165.9 177.4 177.4 111.4 135.0 135.0 147.9 147.9 147.9 91.5 94.8 95.9 98.9 98.9 98.9 91.22.3 126.4 126.5 128.6 148.7	Post

SHASTA-DISTRICT

M.P.	BETV	VEEN	Structure	Height	Crossing		
	Redding	North Street	Bridge	21' 8"	1000		
	Kennet	Pitt	Tunnel No. 2	17'10"	-		
	Pitt	Morley	Tunnel No. 3	18' 2"			
	Elmore	Antler	Bridge No. 3	21'11'	Sacramento	Rive	
	Pollock	Antler	Tunnel No. 6	21 ' 2"	Cucramoneo		
	Smithson	Delta	Tunnel No. 7	18' 616'	41		
	Delta		Tunnel No. 8	18' 2"			
	Lamoine	Gibson	Bridge No. 6	21' 9'	Sacramento	Rive	
	Lamoine	Gibson	Bridge No. 7	21' 5"	Sacramento	Rive	
	Gibson		Bridge No. 8	21' 6"	Sacramento	Rive	
			Tunnel No. 9	17'11'	Dacramento	161 10	
	Fisher	Sims	Bridge No. 9	21'6"	Sacramento	Rive	
	Fisher	Sims	Tunnel No. 10	18' 1"	Dacramento	Terac	
	Fisher	Sims		21' 6"	Sacramento	River	
	Gibson	Sims	Bridge No. 11	21' 6"	Sacramento	Rive	
	Sims	Flume	Bridge No. 12	23' 9"	Sacramento	Rive	
	Castle Rock	Castle Crag	Bridge No. 15	21' 7"	Sacramento	Rive	
	Shasta Retreat.	Sheete Springe	Bridge No. 16	21 '10"		River	
	Cantara	Mott.	Tunnel No. 12	18 '1016"	Dacramento	TETAC	
	Klamathon	Hornbrook	Bridge	21 616	Klamath Riv	-02	
	White Point		Tunnel No. 13	18 '00"	Mamatu Iti	er.	
	Viaduct		Tunnel No. 14	18' 7"	A SEE STATE		
	Viaduct	Wall Creek	Tunnel No. 15	18' 4"	THE PERSON OF		
	Steinman		Tunnel No. 16	18' 0"	P. Call Street		
		Calor		21' 2"	a sea paragraphic		
	Dorris		Tunnel No. 2	21' 2"	1,70		
	Texum	Klamath Falla	Highway Bridge		S. P. Tracks		
		Chiloquin	Bridge	23 7	Sprague Rive		

Steinman water tank, impaired side clearance.

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

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

Redding....

Dorris.....

Tule Lake

Chiloquin . . .

Alturas.....

Lakeview

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

LOCATION	NAME	TITLE	NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber Via Roseville	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
San Francisco. Sacramento	Dr. W. B. Coffey Dr. A. M. Henderson	Ohief Surgeon and Manager. Division Surgeon.	- M.4	M-63 20/28 126		-			Logical I	ango!	1/107		-Uty		C Indicated		100001	min vi
Sacramento	Dr. G. L. Stevenson	Division Surgeon.	M-4 M-4	M-63 20/28 128 S	1615 to 1719	190	4300	1050	690	1650	800	3400	1250	780	3750	2300		
Sacramento	Dr. W. W. Cress	District Surgeon.	M-4	M-63 20/28 135 S	1707 - 1700 1700 to 1002	,	10	. Att max	D world						4000	0050		000
Sacramento	Dr. S. G. Christian Dr. J. Roy Jones	Assistant District Surgeon. Aurist.	M-6	M-63 21/28 150 S M-63 21/28 153 S	1725 to 1769, 1780 to 1803. 1823 to 1825	200	5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980
acramento	Dr. E. C. Turner	Oculist.	M-6 M-9	M-63 21/28 150 S	1806 to 1822	210	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1050
oseville	Dr. L. E. Jones	District Surgeon.	M-9	M-63 21/28 156 S	1826, 1827)	THE RESIDENCE OF THE	900	590	1400	680	3100	1100	700	3350	2100	370	700
oseville	Dr. J. F. McAnally Dr. P. D. Barnes	Associate District Surgeon. District Surgeon.	T-1	T-63 20/28 112 T-69 21/28 152 S	2235 to 2271 2283 to 2300	180 200	3850 4800	1150	750	1800	870	3900	1400	860	4250	2700	440	860
omis	Dr. L. B. Barnes	District Surgeon.	T-26 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
burn	Dr. J. A. Russell	District Surgeon.	T-28, 31	T-63 22/28 162 S	2311 to 2362	210	6050	1500	1000	2350	1150	4800	1800	1150	5300	3250	630	1150
lfax	Dr. R. C. Atkinson	District Surgeon.	T-32	T-69 23/28 174 S	2363 to 2370 2372 to 2384	210	6150	1450	970	2300	1100	5050	1800	1150	5400	3450		
no	Dr. J. H. Bernard Dr. W. H. Hood	District Surgeon. Consulting Surgeon.	C-11	C-51 22/26 152	2502	180	5150					4050	1550	1000	4500	2750	550	1100
no	Dr. Horace J. Brown	Division Surgeon, State of Nev.	C-12	C-50 20/28 164	2503	190	4750					3700	1400	870	4150	2500	580	1080
no	Dr. C. W. West	District Surgeon.	C-9, 10	C-57 22/30 200 SF	2513 to 2599, 2750, 2752 to		Land to	military to 3	P 60			1	ATIOT	KE BLAKE				
no	Dr. M. R. Walker Dr. John A. Fuller	Assistant District Surgeon. Oculist and Aurist	C-9, 10 C-8	C-57 22/30 194 S C-57 22/30 192 S	2860 2698 to 2749, 2751	210	6650	1700	1150	2600	1300	5200	2000	1300	5800	3550		
eno	Dr. F. H. Harrison	Assistant District Surgeon.	C-5	C-57 22/30 187 S	2624 to 2679							Y Jude 1	100	77			1196	4
ncoln	Dr. A. W. McArthur	District Surgeon.	C-5	C-57 22/30 185 S	2680 to 2693	{			1 12 25 1			71 modif re	10.00	on'T			ANT SOUTH	
heatland	Dr. F. W. Didier	District Surgeon. District Surgeon.	C-5	C-57 22/30 180 C-57 22/30 178	2624 to 2679 2680 to 2693	200	5950	1450	970	2300	1100	4650	1750	1100	5150	3150		
arysville	Dr. E. E. Gray Dr. Thos E. Larner	Oculist and Aurist.	C-5 TW-1	TW-54 22/26 147	2900 to 2913	180	5100	1250	850	1950	1100	3950	1500	960	4450	2700	500	950
ve Oak	Dr. I. W. Higgins	District Surgeon.	TW-8	TW-54 21/32 161 S	2914 to 2921, 2923	190	5650	1450	970	2200	1250 830	4450 3050	1650 1150	1100 720	4900 3400	3000 2050	400	740
idley	Dr. W. S. Lavy	District Surgeon.	TW-4	TW-56 20/30 120	2928, 2930, 2931	160	3900	970	640	1500	800		1100	120	0100		1 / 1	110
rham	Dr. Geo. W. Hemminger Dr. J. L. Doyle	Emergency Surgeon. District Surgeon.	A-3 A-3	A-81 20/28 112 S-116 SF A-81 20/28 120/B-64 SF	3025 to 3040, 3042 to 3071 3025 to 3040, 3042 to 3071	210	3800					2950						
ico	Dr. N. T. Enloe	District Surgeon.	Mk2-4	Mk57 231/30 206 S	3200 to 3240	210	7650	1900	1250	2950	1600	5950	2200	1400	6650	4050		
ico	Dr. D. H. Moulton	Associate District Surgeon.	Mk2-4	Mk57 231/30222SF-230SF			8400	2100	1400	3250	1850	6600	2500	1600	7400	4550		
s Molinos	Dr. J. H. Belyea Dr. F. J. Bailey	District Surgeon. District Surgeon.	Mk5, 6	Mk63 26/28 210 S-231 SF	3241 to 3277 3300 to 3324	210	9200	2100	1400	0200	1000	7200						
rber	Dr. Thomas E. Cooper.	Emergency Surgeon.	Mk7,8,9 F-1	F-63 271/32 273 S	3600 to 3652	200	9650	2450	1650	3750	2100	7550						
oodland	Dr. Fred R. Fairchild	District Surgeon.	F-4, 5	F-63 29 1/32306/B-61 SF.	3668 to 3763	200	11000	2750	1850	4300	2400	8600		1000				
buckle	Dr. H. S. Powis	District Surgeon. District Surgeon.	F-5	F-63 29 1/32306/B-62 SF.	3764 to 3768 4000 to 4048	210	13300	3400	2300	5200	3000	10400						
lliams lusa	Dr. N. M. Salter Dr. O. O. Poage	District Surgeon.	AC-1,2,3 AC-4	AC-57 23 522441 SF AC-63 24 524475 SF	4100 to 4109)	17350	4450	3050	6800	3900	13600						
rning	Dr. H. H. Beck	District Surgeon.	AC-5	AC-63 24-24483 SF	4110 to 4125	235	as MITTER A	A THE HERMAN	100	7300	4150	14500		a Try E				
irling City	Dr. A. L. Derbyshire	District Physician and Surgeon.	AC-6	AC-63 24-24-517 SF	4126 to 4150	250 200	18500 10350	4800 2600	3250 1750	4050	2250	8100	1.10					
land	Dr. T. H. Brown Dr. E. A. Kusel	District Surgeon. District Surgeon.	MM-2 AM-2	MM-63 85-88320 SF AM-63 88-82 320-SF	4200 to 4211	210	12150	3150	2100	4800	2700	9550	****					
oville	Dr. G. M. Kennedy	Emergency Surgeon.	MT-1,3,4,5	MT-73 28/30 246/B-60 SF.	4300 to 4376	210	8950	2150	1400	3400	1850	6950	****					
oisom	Dr. L. H. Sanborn	Emergency Surgeon.	SP-1	SP-63 28-32 316/B-60 SF	5000 to 5015	225	12950	3300	2200	5050	2850	10150						
acerville	Dr. W. A. Reckers Dr. Mary B. Poket	District Surgeon. Emergency Surgeon.	SP-2, 3	SP-63 38-83317/B-61 SF	5016 to 5048		THE	of the trans	1 1881	and the same		27	3.85	180 m 19		- 11 mars	PLA DAY	
amilton iba City	Dr. Philip B. Hoffman.	District Surgeon.	P-1, 3, 5 P-1	P-77 22/28 141 S P-77 22/28 152 SF	2400 to 2452, 2459, 2460	210	4850	1100	700	1800	950	3800	1350	810	4300	2550		
ba City	Dr. B. F. Miller	District Surgeon	P-1	P-77 22/28 160/B-54 S	2400 to 2427	210	4000	1100	.00	1000	Truck, C	10. 10/1093	1 1000	and of the	11776	E Local	13. N. 2010.	
alnut Grove.	Dr. V. W. Pallesen	District Surgeon.	P-1	P-77 22/28 163/B-54 SF.	9 10 1 1	210	5350	1250	780	2000	1050	4150	1500	900	4750	2800		
eton	Dr. J. H. Leimbach Dr. C. B. Pedersen	District Physician and Surgeon. Emergency Surgeon.	P-4 P-8, 10	P-77 23/28 155/B-58 SF. P-73 25/30 181 SF	2400 to 2437 2461 to 2474, 2478 to 2483.	A STATE OF THE REAL PROPERTY.	UMET NOT	10.200	7.101	2550	1350	5250	177,000	and the second	1515110			
nsmuir	Dr. E. J. Cornish	District Surgeon.	P-8, 10	P-73 25/30 183/B-63 SF.	2475, 2484 to 2491	200	6750	1550	990	2000	1000	0200			21.81	d contribution)	and the second	11 :
nsmuir	Dr J. T. Steele	District Surgeon.	P-12	P-73 26/28 189 SF	3120 to 3129	950	7000 9550	2250	1450	3600	1950	7450	11100		2000			
nsmuir		Associate District Surgeon District Surgeon.	GS-1	GS-73 27/30 262/B-104 SF	4400 to 4409	250	9000	2200	1400	0000		Lie tolesland		I Company	and hear		A second	
Shasta		District Surgeon.	A Prober.	6 obiB	(Less than 40 M's.		6	6	3	6	3	6	3	3	6	6	6	6
ntague		District Surgeon.	made la a	Allowance for Empty a	nd Under-{Less than 40 M's. 40 M's to 50 M's.		3	3	0	3	. 0	3	0	0	3	3	3	3
lt		District Surgeon.	James Holy &	loaded Cars			0	0	. 0	0	0	0	U	0	0	0	0	0
hland		District Surgeon. Assistant District Surgeon.	es oversiden or	8 1 45/19	100 to p. 07-40 b.				F 691	F-073	them to be			-	-		-	-
d Bluff	Dr. F. L. Doane	District Surgeon.	Particular State of the	A STATE OF THE PARTY OF THE PAR	The state of the s							Angl'i H'		MICHA				a su unit
d Bluff		Assistant District Surgeon.	Contain	S. July St. Co.				2013 to A										
nderson		District Surgeon.	British Child	Side & Overhead 8	Francis No. Management		10		:11 b	ale matine	ahown in	column 3	Colforto	Sporke	multiplied	by number	er of	A SP Miles

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"—Ten-wheelers
"MM"—Mallet Mogul
"AC"—Articulated Consolidation
"A"—Atlantic Type
""M"—Moguls "Mk"—Mi
"TW"—Twelve-wheelers
"MC"—Mallet Consolidation
"MT"—Mountain Type
"GS"—Golden State

"M"—Moguls "Mk"—Mikado "TW"—Twelve-wheelers "MC"—Mallet Consolidation

"E"—Eight-wheelers
"P"—Pacific Type
"F"—Two-ten-two Type
"SP"—Southern Pacific Type
"SP"—Sight-wheelers

Example.—Consolidation enging
drivers, Cylinders 22-inch
diameter and 30-inch stroke,
and weighing 187,000 pounds Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch 22

on Drivers:

-187

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.

Dr. C. D. Sewall District Surgeon.

Dr. J. Randolph Barr. . District Surgeon.

Dr. A. B. Gray

Dr. Marvin Nerseth . . .

Dr. John Stile

Dr. C. E. Leithead

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.

Emergency Surgeon.

District Surgeon.

District Surgeon.

District Surgeon.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Ashland and Horn- brook		Snowdon to Edgewood to Horn- brook	Horn- brook to Snowdon	Gerber to Dunsmuir	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
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 2283 to 2300 2301 to 2310 2311 to 2362	180 200 210 210	410 590 700	680 800 1000 1100	1300 1950 2100	910 1350 1500	1200 1500 1750 1950	2350 3450 3750	1050 1350 1750	1600 2000 2600	3250 4100 5250	1850 2350 	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	800	1250 1100	2400 2100	1650 1450	2150 1950	4200 8750	1950 1700	2950 2550	5850 5150	3400	2750	1200
TW-8 P-12 MK-2, 4	TW-54 21/32 161-8 P-73 26/28 189-SF MK-57 231/30 206-SF	2914 to 2921, 2923	190 205	640	1050 1150	2000	1400	1850 2200	3500 4300	1650 1950	2500 2900	5000 6000	2900 3400	2300	1000
MK-2, 4 MK-5, 6 MK-10	MK-57231/30222-SF-230-SF MK-63 26/28 210-S-231-SF	3240 to 3240	210 210	930 970 830	1450 1550 1300	2800 2950 2500	1950 2050 1700	2500 2750 2350	4900 5300 4450	2200	3300	6700	3850 3600	3100	1350
F-1 F-4, 5 F-5 F-6	F-63 274/32 273-S F-63 294/32 306/B-61-SF F-63 294/32 306/B-62-SF F-63 294/32 314/B-61-SF	3611 to 3652	200	1150 1250	1800	3300 3950	2450 2600	3200 3650	6100	2800 3200	4300 4900	8400 9650	4950 5650	2950 4850	1250 2150
AC-1, 2, 3 AC-4	AC-57 22-22 441-SF AC-63 24-24 475-SF	4000 to 4048	210 235	1600 2100	2500	4750	3350	4450	8350	4000	5900	11700	6800	5550	2500
AC-5 AC-6	AC-63 24-24 483-SF AC-63 24-24 517-SF	4110 to 4125	250	2250	3250 3500	6200 6600	4350 4650	5800 6200	10900 11600	5200 5550	7700 8200	15200 16200	8900 9450		1
MM-2	MM-63 25-38 320-SF	4200 to 4211	200	1200	1900	3600	2550	3400	6450	3050	4500	9000	5250		
AM-2 MT-1,3,4,5	AM-63 23-22 320-SF MT-73 28/30 246/B-60-SF	4200 to 4211	210	1500	2300	4350	3050	4050	7650	3650	5400	10600	6200		
GS-1	GS-73 27/30 262/B-104-SF	4300 to 4376	210	1000	1650 1750	3350 3550	2300	2850 3000	6200 6450	2500 2700	3850 4050	7750	4500		2.50
SP-1 SP-2, 3	SP-63 25-52 316/B-60-SF SP-63 25-52 317/B-61-SF	5000 to 5015	225	1450	2300	4750	3150	4300	8000	3650	5400	8400 11350	4800 6250	5550	2450
Allowand	e for Empty and Underloade	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	3 0 0	6 3 0	3 0 0	3 0 0	6 3 0	6 3 0	6 3 0	3 0

C. C. FISHERSACRAMENTO, CAL.	H. A. SPRAGUE	KLAMATH FALLS, ORE.
E. C. PEARCE ROSEVILLE CAL		DUNSMUIR, CAL.

CHIEF TRAIN DISPATCHERS

O. T. STACKPOOLE Chief Train Dispatcher SACRAMENTO, CAL.	C. N. JONES Assistant Chief Train Dispatcher SACRAMENTO, CAL.
T. F. CUSTER Chief Train Dispatcher DUNSMUIR, CAL. D. A. NEELLEY Assistant Chief Train Dispatcher Stony Newson Co.	P. B. BELL Assistant Chief Train Dispatcher Dunsmuir, Cal.
D. A. NEELLEYAssistant Chief Train DispatcherSACRAMENTO, CAL.	W. J. MANLEY Assistant Chief Train Dispatcher Dunsmuir, Cal.

ROAD FOREMEN OF ENGINES

ASSISTANT TRAINMASTER and EXAMINER

E. F. NASSOIY, Assistant Superintendent, Sacramento. M. L. JENNINGS, Assistant Superintendent, Dunsmuir.

u ê		I AIR-	CONDITIONED		
CLASS	All-Steel	Steel Under- frame	All-Steel Cooling Season	All-Stee Heating Season	
Baggage-60ft	93,070				
"—66 ft	127,610				
■ —70 ft	123,620				
-70 ft. (With Auto. End Door)	125,800		The same of the sa		
(Dynamo)	125,800 98,730				
		87,120			
Baggage & Mail—60ft	103,620				
69 ft	124,760				
/01t	129,140				
		103,590 112,640 74,000			
" Passenger	108,675	112,640			
Express Reir.—N. P. Ry.		74,000			
Express Refr.—N. P. Ry. —A. R. E. No. 40-154. — 155-224. — 500-506. — 1101-1175.		78,000			
# # 500-508		89,000 110,000			
* * - * 1101-1175		85,000			
P.F.E 500-799	None and the	83,000			
Express, Horse	133,050	00,000			
Postal	112,120				
Postal Storage—40 ft	74,530 105,120		and the second		
" -60 ft	105,120				
Zlub	146,210	122,300	160,726	153,710	
Official	170,700	155,370			
Chair—60ft	100,620		112,985	108,120	
-74 ft. (Ice Sys.)			180,915	173,125	
-74 ft. (Steam Ejec. Sys.)			197,944 110,380	181,600 105,630	
Conches—60 ft	98,130		110,380	105,630	
-70 ft -72 ft	137,640		151,671 153,782	145,140	
-73 ft			168,245	147,160 161,000	
72 ft. (Interurban)	120,000			101,000	
Il-Day Lunch-Chair	105,970				
All-Day Lunch—Chair—Coach	103,875				
Cafe Coach		138,600 135,930	*152,675	*146,100	
Diner—70ft		135,930			
* —72 ft	155,330	146,930			
-77 ft. (Arch Type Roof) (Ice Sys.)	156,000	*********	170,857	163,500	
-72 ft. -77 ft. (Arch Type Roof) (Ice Sys.) -77 ft. (Clere Story Roof) (Ice Sys.) -77 ft. ("") (Mech. Sys.)		165,530	179,400	171,675	
-77 it. () (Mech. Sys.)			189,581	173,836	
-79 ft -80 ft. (Clere Story Roof) (Mech. Sys.)	169,100		001 000		
Cafe Parlor	148,950	161,200	201,323	184,700 153,350	
Ounga	140,900	101,200	160,198 188,949	180,813	
bservation—75ft	154,400		169,185	161,900	
	102,100		194,543	186,166	
		141,870	101,010	100,100	
ullman-Observation (Ice Sys.)	160,800	153,000	177,314	169,200	
" (Mech. Sys.)	160,800	153,000	185,627	170,300	
Lounge (Ice Sys.)	171,200		187,682	170 600	
Mach Sun	171,200 167,600 167,600 163,100		196,963	180,700 176,000 177,100 171,500	
ullman Bedroom Car (Ice Sys.)	167,600		183,920	176,000	
- (Mech. Sys.)	167,600		193,039	177,100	
Sleeper (Ice Sys.)	163,100		180,075	171,500	
" (Mech. Sys.)	163,100 153,000		188,134 168,663	172,600	
" (Mach Sys.)	153,000		167,625	161,400 162,500	
Rail Gas-Electric Car. 400 H.P.	158,400		101,020	102,000	
(Mech. Sys.)	167,200				
	,				

MILEAGE Main Tracks

	First :	Second Track
End of Western Division Sacramento	.86	.86
Sacramento Lawton	147.73	149.29
At Elvas (West Wye)	4.64	3.00
Davis to Tehama S. P. R. R.	109.71	0.00
Roseville to California-Oregon State Line	297.50	100
California-Oregon State Line to Ashland	27.60	
Black Butte to Crescent Lake	181.78	. 11
Paola to Klamath Falls	97.72	
TOTAL MAIN TRACK. [C. P. Ry		170 40
	867.85	153.40
BRANCHES		
Colusa S. P. R. R. Harrington to Wyo. Dantoni C. P. Ry. Dantoni Jet. to Dantoni	71.66 4.46	1
Fair Oaks S. P. R. R. Citrus to Fair Oaks	2.11	2
Folsom S. P. R. R. Folsom Jet. to Folsom	.99	1
Fruto S. P. R. R Willows to Fruto	17.20	8 11
S. P. R. R Woodland to West of Cunard 9 71		/5-11
Knights Landing (8. P. Co West of Cunard to Grace	07 11	60
[S. P. R. R Grace to Binney Junction	37.14	
Lake Tahoe S. P. Co Truckee to Lake Tahoe	14.54 25.27	
Oroville S. P. R. R. Binney Junction to Oroville	20.21	/ 11
Placerville	54.99	Y
(C. P. Rv. At Brighton (Link Track) 32	0	~
"R" St	5.26	
River Farms S. P. Co Knights Landing Jet. to Boyer	14.21	-5.18
Stirling City C. P. Ry Chico to Stirling City	31.22	
Sutter Basin S. P. Co Grace to Josephine 20.96		14 1.74
Marchant to Karnak 2 75	23.71	100
Walnut Grove. C. P. Ry. Sacramento to Front and "K" St. 29 S. P. R. R. "K" St. to "N" St. 24 C. P. Ry. "N" St. to Isleton. 32 94		
Walnut Grove (S. P. R. R., "K" St. to "N" St	00 48	\ II
(C. P. Ry 8t. to Isleton	33.47	1
LakeviewN. C. O. Ry Alturas to Lakeview	56 16	3411
TOTAL E RANCHES.	392.39	*** ***
TOTAL SACRAMENTO DIVISION.	1	413.70

