# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

# SACRAMENTO DIVISION







To Take Effect Sunday, May 11, 1941, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,

General Manager.

C. F. DONNATIN,
Assistant General Manager.

W. B. KIRKLAND,

Superintendent of Transportation.

W. L. HACK, Superintenden

2			EAS	TWARD								SACRA	MENTO	SUBDI	/ISION	114114	CT LO				
		7777	ТНІ	RD CLASS				SECOND	CLASS	7			F	IRST CLAS	88					8.8	Time Table No. 162
Capacity of Sidings a car lengths	488 Freight	486 Freight	484 Freight	482 Freight	478 Freight	470 Portland Freight	442  Mdss.  Leave Daily Ex. Sunday	423 Freight	421 Freight	606 Mixed Leave Daily	28 San Francisco Overland Limited	88 Challenger	102 Streamliner City of San Francisco	48 Forty-Niner	Pacific Limited	16 West Coast	290 Mixed	210 Sierra	10 Fast Mail Leave Daily	Distance from San Francisco	May 11, 1941
	Leave Daily	Leave Daily Ex. Monday	Ex. Sunday and Monday	Leave Daily	Leave Daily	Ex. Sunday	Leave Daily	Leave Daily	2nd, 8th, 14th, 20th and 26th	5th, 11th, 17th, 23rd and 29th	Leave Daily	Leave Daily	Ex. Sunday	Deave Daily		89.0					
BKWO					8.30AM	6.00 AM	1.15AM				11.45 PM	11.20PM	5.53 PM	2.03PM	11.30AM	10.00 AM	1.20 AM	1.00 AM	12.50AM	89.0	TO-R SACRAMENTO
IYP								11.20AM	1.10AM		11.52	11.27	6.00	2.10	11.37	10.07	1.44	1.07	12.57	91.8	ELVAS
PW																TAR				93.5	SWANSTON 1.4
South 92								granous	1001.00	rega An	11.58PM	11.33	6.04	2.15	11.43	10.13	1.50	1.13	1.03	94.9	BENALI
Center 86								10.00	A		12.08AM		6.12	2.23	11.52AM	10.22	2.02	1.22	1.12	102.8	ANTELOPE
60 P BKTW						C 45 III	2.004	11.50AM	1.50 AM			8 11:50 PN		2:31	s 12.01 PM	s 10.30 AM		. 1 20	s 1.20 1.28	106.6	TO-R ROSEVILLE
OPY	7.00 PM	4.00 PM	12.30PM	12.30AM	9.15AM	6.45 AM	2.00 AM	11.50 AM	1.50 AM		12.25	11.58%	0.10	2.36	12.09	210,00	2.10	f 1.48	1.20	110.6	ROCKLIN
Yard Limits				3 150							12.50	12.23AN	6.39	2.58	f 12.35			8 2.07	1.50	120.2	TO NEWCASTLE
81 WP	7.35	4.35	1.05	1.05			-		- makes		12.58	12.31	6.46	3.05	f 12.45	wild bet	6. (1)	s 2.23	1.56	124.2	AUBURN, NEVADA ST
75 WP					400	2 5 5		1/1	-		1.07	12.39	6.54	3.13	12.54		7 27	2.32	2.04	129.1	BOWMAN
66 P				3.0		P. S. C.	-	10	The same of	-	1.16	12.47	7.01	3.21	1.02	0.00	0.0	2.40	2.12	134.3	EAST APPLEGATE
70 W											1.22	12.52	7.06	3.26	f 1.08			8 2.47	2.17	137.6	N. E. MILLS
71 P					_			distribution of			s 1.40	s 1.07	7.17	3.38	s 1.25			s 3.20	8 2.35	141.7	TO-R COLFAX
YPWBK	8.40	5.40	2.10	2.10			- Contract			-	1.53	1.20	7.26	3.50	1.37	3		f 3.31	2.46	146.1 146.0	CAPE HORN
53 P							A 100 PM				2.07	1.33	7.39	4.03	1.50			s 3.45	3.00	152.2	TO GOLD RUN
19 PWOY 5 Spur	9.25	6.25	2.55	3.00		_			B. 65-24	1	2.18	1.44	7.49	4.14	2.00			f 3.56	3.09	156.8	TOWLE
P	102	he had							275.74	2.72.63	2.30	1.55	7.58	4.25	2.09			f 4.06	3.18	160.7	MIDAS
77 P	1000	arrived a	57					The same	27-10		2.42	2.07	8.07	4.36	2.18			4.16	3.27	164.8	KNAPP
76 WP	1									-	2.42	2.01	8.07	4.50	2.10			s 4.18		165.5 166.6	BLUE CANON
PW Yard Limits	5 17.1	435					- 1				3.05	2.30	8.19	4.52	f 2.37			s 4.38	3.40	171.8	TO EMIGRANT GAP
82 IPTW	11.20 PM	8.19	4.52	4.38						1	3.05	2.44	8.31	5.05	2.50	13/10		f 4.52	3.52	177.9	ORYSTAL LAKE
77 PW	1.37	- 172	1						A		3.20	2.11	0.31	3.03	f 2.56	77.35		s 4.58		180.3	0ISO0
PW	- 36	Tield						-19-7			3.40	3.00	8.47	5.21	3.08	WAY.		5.10	4.07	185.5	TROY
63 PW							_			2000	3.55		100000000000000000000000000000000000000	100	The second second			s 5.27	4.22	192.0	TO NORDEN
14 KPTWBI	1.10 AM	10.10	6.40	6.40							3.33	3.15	9.02	5.36	f 3.22	775		5 3.21	7.22	196.8	EDER
									Contracts of	DELINE .	4.15	2.25		===	2.40	-		5.47	4.42	198.2	STANFORD
71 PW						N. 27				22.5	4.15	3.35	9.21	5.56	3.42	ada		s 6.10	s 5.00	208.0	TO-R TRUCKEE
Yard Limits PWYOBK	2.15	11.15 PM	7.45	7.45		NO SE	IIV	36   3	3 113	SET .	4.30	s 3.50	9.30	6.07	8 4.00	BABI	12.4	6.30	5.17	218.1	HINTON
06 P											4.47	4.07	9.44	6.24	4.17	-		f 6.40	5.24	222.4	zi FLORISTON
72 P							. 11					4.14	9.51	6.31	4.24			s 7.00	5.39	232.4	VERDI
32 P	3.15	12.15 AM	8.45	8.45							5.10 s 5.30	4.30 s 4.50	10.04	6.46	8 5.00			s 7.20 7.45	s 6.00 6.15	242.9	RENO
P								(3)	AZCUL	6.55 PM	s 5.30 5.40	s 4:50 5:00	s 10.25	s 7.08	s 5.00 5.13			7.45 s 7.55	6.15	245.5	SPARKS (PSGR, STA.)
										f 7.03				- 5 000	s 5.20				s 6.25 AM		TO-RSPARKS (DSP.OFF.)
оwтвкр		1.00 AM			A-dre Delle	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	s 7.07 PM	Arrive Daily		Aurius	8 7.20 PM Arrive 5th, 11th, 17th, 23rd and 29th		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		240.2	(154.9)
	Arrive Daily	Arrive Daily		Arrive Daily						(0.12)	(6.10)					(0.30) 35.20	(0.50) 21.12	(7.00) 22.13	(5.35) 27.74		Time over Distric
	(9.00) 15.24	(9.00) 15.24	(9.00) 15.24	(9.00) 15.24	(0.45) 23.47	(0.45) 23.47	(0.45) 23.47	(0.30) 29.60	(0.40) 22.20	(0.12) 16.50	(6.10) 25.12	(5.55) 26.18	32.96	(5.17) 29.32	(5.55) 26.18	35.20	21.12	22.13	27.74	1 11	

Rules 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

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

No. 210 stop at Boca to exchange mail by locker.

Eastward third-class and extra trains may run ahead of No. 606 from Reno.

#### Additional Stations:

Planehaven, 97.5 Walerga, 99.4 Lincoln Ave., Penryn, 115.5 Clipper Gap, 131.4 Magra, 148.5 Dutch Flat, 154.1

Alta, 156.0 Wickes, 221.9
Smart, 173.3 Mystic, 225.5
Yuba Pass, 176.1 Calvada, 228.5
Soda Springs, 190.4
Andover, 200.6 Mogul, 235.7
Lawton, 237.1
Boca, 216.3

Train	1 At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
14 28	Soda Springs Any Station	Receive Revenue Passengers	Ogden	
88	Any Station	Receive Revenue Passengers	Sparks	
88	Auburn, Nev. St.	Discharge		Berkeley
210	Troy	Thursdays		
88 210 210	Spruce  Andover	Sundays and Tuesdays		
210 210	Eder Dutch Flat Soda Springs	Tuesdays and Saturdays		

Train At Receive or to (or from (or	and No. 102 not less than ten minutes, a other trains and engines must clear time of Streamliner No. 101 and No. I not less than fifteen minutes.  At Loomis—Time applies at Passeng station.  At Emigrant Gap—Time of first-cle schedules applies at Passenger Station at time in train orders applies at siding.  Westward trains receiving orders movie eastward trains from Loomis to Newcast on No. 1 track new arrived, and eastward trains authorized to use No. 1 track Loom to Newcastle, proceed on No. 1 track first crossover switch, east of station Newcastle.  Westward trains must stop east of excrossover switch at Newcastle until opposing train on No. 1 track have arrived, and eastward trains authorized to use No. 1 track Loom to Newcastle, proceed on No. 1 track first crossover switch, east of station Newcastle.  Westward trains must stop east of excrossover switch at Newcastle unless train order signal indicates "proceed."  No. 27 stop at the following stations exchange mail by locker: Alta, Dutch Flat No. 21 stop at Boca when requested postal clerk to dispatch registered post supplies and reduce speed, or stop if necessary, at Norden and Auburn for mail exchange.  Additional Stations:  Lawton, 237.1 Smart, 173.3  Mogul, 235.7 Blue Canon, 165.5-166  Calvada, 228.5 Dutch Flat, 154.1  Wickes, 221.9 Magra, 148.5  Andover, 200.6 Walerga, 99.4  Soda Spgs., 190.4 Planehaven, 97.5  ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS  Train At Receive or beyond)  Passengers Passen	Ru	ıles 85, 86,	87 and 93.	First-cla	ss train
At Emigrant Gap—Time of first-classchedules applies at Passenger Station and time in train orders applies at siding.  Westward trains receiving orders moving eastward trains from Loomis to Newcaston No. 1 track, must not pass east crossove switch at Newcastle until opposing train on No. 1 track have arrived, and eastward trains authorized to use No. 1 track Loom to Newcastle, proceed on No. 1 track first crossover switch, east of station in Newcastle.  Westward trains must stop east of eacrossover switch at Newcastle unless train order signal indicates "proceed."  No. 27 stop at the following stations of exchange mail by locker: Alta, Dutch Flat  No. 21 stop at Boca when requested by postal clerk to dispatch registered posts supplies and reduce speed, or stop if necessary, at Norden and Auburn for mail exchange.  Additional Stations:  Lawton, 237.1 Smart, 173.3  Mogul, 235.7 Blue Canon, 165.5-166.  Calvada, 228.5 Alta, 156.0  Mystic, 225.5 Dutch Flat, 154.1  Wickes, 221.9 Magra, 148.5  Andover, 200.6 Walerga, 99.4  Soda Spgs., 190.4 Planehaven, 97.5  ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS  Train At Receive Passengers Passengers (byond)  Any Station Receive Revenue Passengers Passengers (byond)  Any Station Discharge Revenue Passengers Passengers (byond)  Any Station Discharge Revenue Passengers Passengers (byond)  Sparks Passengers Passengers (byond)  Sparks Sparks (Bolae Canon, 165.5-166.)  Sparks Passengers Passengers (byond)  Sparks Sparks (Bolae Canon, 165.5-166.)  Any Station Discharge Revenue Passengers (byond)  Sparks Sparks (Bolae Canon, 165.5-166.)  Sparks Sparks (Bolae Canon, 165.5-166.)  Any Station Bischarge Revenue Passengers (byond)  Sparks Sparks (Bolae Canon, 165.5-166.)  Any Station Sparks (Bolae Canon, 165.5-166.)  Sparks Sparks (Bolae Canon, 165.5-166.)  Sparks (Bolae Canon, 165.5-166.)  Sparks (Bolae Canon, 165.5	At Emigrant Gap—Time of first-classchedules applies at Passenger Station at time in train orders applies at siding.  Westward trains receiving orders movi eastward trains from Loomis to Newcaston No. 1 track, must not pass east crossov switch at Newcastle until opposing train on No. 1 track have arrived, and eastward trains authorized to use No. 1 track Loom to Newcastle, proceed on No. 1 track first crossover switch, east of station Newcastle.  Westward trains must stop east of eacrossover switch at Newcastle unless train order signal indicates "proceed."  No. 27 stop at the following stations exchange mail by locker: Alta, Dutch Flat  No. 21 stop at Boca when requested postal clerk to dispatch registered post supplies and reduce speed, or stop if necessary, at Norden and Auburn for mail echange.  Additional Stations:  Lawton, 237.1 Smart, 173.3  Mogul, 235.7 Blue Canon, 165.5-166  Calvada, 228.5 Alta, 156.0  Mystic, 225.5 Dutch Flat, 154.1  Wickes, 221.9 Magra, 148.5  Andover, 200.6 Walerga, 99.4  Soda Spgs., 190.4 Planehaven, 97.5  ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS  Train At Receive Passengers Passengers from (beyond)  Passengers Passengers Passengers from (correction)  Attaits  Any Station Discharge Revenue Receive Sacramento  Discharge Revenue Passengers Passengers Fassengers Passengers Passengers Passengers Fassengers Passengers Passen	and othe time	No. 102 not r trains ar of Stream	less than d engines liner No.	must c	ites, an lear th
schedules applies at Passenger Station and time in train orders applies at siding.  Westward trains receiving orders moving eastward trains from Loomis to Newcast on No. 1 track, must not pass east crossover switch at Newcastle until opposing train on No. 1 track have arrived, and eastward trains authorized to use No. 1 track Loom to Newcastle, proceed on No. 1 track first crossover switch, east of station of Newcastle.  Westward trains must stop east of eactorsover switch at Newcastle unless train order signal indicates "proceed."  No. 27 stop at the following stations of exchange mail by locker: Alta, Dutch Flathon No. 21 stop at Boca when requested by postal clerk to dispatch registered posts supplies and reduce speed, or stop if necessary, at Norden and Auburn for mail exchange.  Additional Stations:  Lawton, 237.1 Smart, 173.3 Mogul, 235.7 Blue Canon, 165.5-166. Calvada, 228.5 Alta, 156.0 Mystic, 225.5 Dutch Flat, 154.1 Wickes, 221.9 Magra, 148.5 Andover, 200.6 Walerga, 99.4 Soda Spgs., 190.4 Planehaven, 97.5  ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS  Train At Receive Passengers to (or beyond) From (or beyond) Dutch Flat Alta Alta Alta Alta Station Discharge Revenue Revenue Revenue Revenue Revenue Revenue Revenue Revenue Sacramento Sparks Receive Revenue Revenue Sacramento Sparks Receive Sacramento Sacramento Sparks Receive Sacramento Sparks	schedules applies at Passenger Station at time in train orders applies at siding.  Westward trains receiving orders movi eastward trains from Loomis to Newcaston No. 1 track, must not pass east crossov switch at Newcastle until opposing train on No. 1 track have arrived, and eastwat rains authorized to use No. 1 track Loom to Newcastle, proceed on No. 1 track first crossover switch, east of station Newcastle.  Westward trains must stop east of eacrossover switch at Newcastle unless train order signal indicates "proceed."  No. 27 stop at the following stations exchange mail by locker: Alta, Dutch Flat  No. 27 stop at the following stations exchange mail by locker: Alta, Dutch Flat  No. 21 stop at Boca when requested by supplies and reduce speed, or stop if necessary, at Norden and Auburn for mail exchange.  Additional Stations:  Lawton, 237.1 Smart, 173.3  Mogul, 235.7 Blue Canon, 165.5-166  Calvada, 228.5 Alta, 156.0  Mystic, 225.5 Dutch Flat, 154.1  Wickes, 221.9 Magra, 148.5  Andover, 200.6 Walerga, 99.4  Soda Spgs., 190.4 Planehaven, 97.5  ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS  Train At Receive or Passengers Passeng			Time app	lies at P	assenge
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No. 21 stop at Boca when requested by postal clerk to dispatch registered posts supplies and reduce speed, or stop if necesary, at Norden and Auburn for mail exchange.  Additional Stations:  Lawton, 237.1 Smart, 173.3 Mogul, 235.7 Blue Canon, 165.5-166. Calvada, 228.5 Alta, 156.0 Mystic, 225.5 Dutch Flat, 154.1 Wickes, 221.9 Magra, 148.5 Magra, 148.5 Andover, 200.6 Walerga, 99.4 Soda Spgs., 190.4 Planehaven, 97.5  ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS  Train At Receive or Discharge Revenue Passengers Passengers Possengers Possengers Passengers Pas	No. 21 stop at Boca when requested postal clerk to dispatch registered post supplies and reduce speed, or stop if necesary, at Norden and Auburn for mail echange.  Additional Stations:  Lawton, 237.1 Smart, 173.3 Mogul, 235.7 Blue Canon, 165.5-166 Mystic, 225.5 Dutch Flat, 154.1 Wickes, 221.9 Magra, 148.5 Madover, 200.6 Walerga, 99.4 Soda Spgs., 190.4 Planehaven, 97.5  ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS  Train At Receive or Discharge Passengers Passeng from (beyond)  1 Norden Receive Sacramento    Discharge Revenue Passengers Passeng	easty on N switc on N train to N first New We cross	ward trains o. 1 track, reh at New o. 1 track s authorize ewcastle, crossover castle. estward tra sover switch	from Loomust not parties that arrive arrived to use N proceed or switch, earlies must that News	mis to N ass east c l opposin ed, and e o. 1 trach n No. 1 ast of st stop eas astle unle	ewcast rossove ig train eastwar k Loom track t ation a
No. 21 stop at Boca when requested by postal clerk to dispatch registered posts supplies and reduce speed, or stop if necessary, at Norden and Auburn for mail exchange.  Additional Stations:  Lawton, 237.1 Smart, 173.3 Mogul, 235.7 Blue Canon, 165.5-166. Calvada, 228.5 Alta, 156.0 Mystic, 225.5 Dutch Flat, 154.1 Wickes, 221.9 Magra, 148.5 Andover, 200.6 Walerga, 99.4 Soda Spgs., 190.4 Planehaven, 97.5  ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS  Train At Receive or Discharge Revenue Passengers Pass	No. 21 stop at Boca when requested postal clerk to dispatch registered post supplies and reduce speed, or stop if necessary, at Norden and Auburn for mail echange.  Additional Stations:  Lawton, 237.1 Smart, 173.3 Mogul, 235.7 Blue Canon, 165.5-166 Calvada, 228.5 Alta, 156.0 Mystic, 225.5 Dutch Flat, 154.1 Wickes, 221.9 Magra, 148.5 Andover, 200.6 Walerga, 99.4 Soda Spgs., 190.4 Planehaven, 97.5  ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS  Train At Receive Passengers Passeng to (or Discharge Revenue Passengers Passenger	No	o. 27 stop s	t the follo	wing sta	ations t
Train	Train	supp.	at Norde	luce speed	or stop	if nece
Train At Seceive or beyond beyond  21 Norden Receive Sacramento  21 Any Station   Discharge Revenue Passengers   Sparks    23	Train At Receive or Discharge beyond	supplesary, chan Addi Lawi Mogo Calv Myst Wick Ando	tional States, 237.1 ada, 228.5 ice, 225.5 ices, 221.9 over, 200.6	ions: Smart Blue C Alta, 1 Dutch Magra Waler	, 173.3 Canon, 16 156.0 Flat, 15 1, 148.5 ga, 99.4	if necemail e:
21 Any Station Discharge Revenue Passengers Sparks Sparks Sparks Passengers Any Station Discharge Any Station Discharge Any Station Receive Revenue Sacra-	21 Any Station 289 Soda Springs 295 Blue Canon Dutch Flat Alta 289 Any Station 289 Any Station 289 Passengers 295 Passengers 296 Passengers 297 Passengers 298 Passengers 298 Passengers 299 Passengers 299 Passengers 290 Passengers 2	supplesary, chan Addi Lawi Mogo Calv Myst Wick Ando	tional Stat ton, 237.1 ul, 235.7 ada, 228.5 tic, 225.5 tes, 221.9 over, 200.6 Spgs., 190.	ions: Smart Blue C Alta, 1 Dutch Magra Waler, 4 Planel	, 173.3 Canon, 16 156.0 Flat, 15 a, 148.5 ga, 99.4 naven, 97	if necemail e: 5.5-166. 4.1
21 Any Station Revenue Passengers  289 Soda Springs Blue Canon Dutch Flat Alta 289 Any Station Discharge Sparks  27 Any Station Receive Revenue Sacra-	Any Station   Revenue   Passengers   Sparks	supp. sary, chan Addi Lawi Mog Calv Myst Wick Ando Soda	dies and rece at Nordel ge. at Nordel ge. at Nordel ge. at tional State ton, 237.1 ul, 235.7 ada, 228.5 bic, 225.5 les, 221.9 over, 200.6 Spgs., 190. Additional OR Disc	ions: Smart Blue C Alta, 1 Dutch Magra Waler 4 Planel	, 173.3 Canon, 16 156.0 Flat, 15 1, 148.5 ga, 99.4 naven, 97	5.5-166. 4.1  Passenge from (or
Alta 289 295 Any Station Discharge Sparks 27 Any Station Receive Revenue Sacra-	289 Any Station Discharge Sparks 27 Any Station Receive Revenue Sacra-	supp. sary, chan Addi Lawi Mog Calv Myst Wick Ando Soda	dies and rece at Nordel ge. at Nordel ge. at Nordel ge. at tional State ton, 237.1 ul, 235.7 ada, 228.5 bic, 225.5 les, 221.9 over, 200.6 Spgs., 190. Additional OR Disc	ions: Smart Blue C Alta, 1 Dutch Magra Waler 4 Planel  FLAG STOP: CHARGE PAS  Receive or Discharge Receive	, 173.3 Canon, 16 156.0 Flat, 15 1, 148.5 ga, 99.4 naven, 97 STO RECE SENGERS Passengers to (or beyond) Sacra-	5.5-166.
27 Any Station Revenue Sacra-	27 Any Station Revenue Sacra-	supp sary, chan Addi Lawi Mog Calv Myst Wick Ando Soda Train 21	dies and rece at Norder ge.  at Norder ge.  ational Statton, 237.1 ul, 235.7 ada, 228.5 dic, 225.5 des, 221.9 ever, 200.6 Spgs., 190.  At Norden  Any Station	ions: Smart Blue C Alta, 1 Dutch Magra Waler 4 Planel  FLAG STOP: HARGE PAS  Receive or Discharge Revenue	, 173.3 Canon, 16 156.0 Flat, 15 1, 148.5 ga, 99.4 naven, 97 STO RECE SENGERS Passengers to (or beyond) Sacra-	5.5-166. 4.1 2.5 EIVE
	Translet is publicated in	supp. sary, chan Addi Lawi Mogg Calv Myst Wick Ando Soda  Train 21 21 289 295 87	dies and rece at Norder ge.  tional Statton, 237.1 ul, 235.7 ada, 228.5 tic, 225.5 tes, 221.9 ever, 200.6 Spgs., 190.  At Norden  Any Station (Soda Springs Blue Canon Dutch Flat Alta	ions: Smart Blue C Alta, Dutch Magra Waler, 4 Planel  FLAG STOP: CHARGE PAS  Receive or Discharge Revenue Passengers	, 173.3 Canon, 16 156.0 Flat, 15 1, 148.5 ga, 99.4 naven, 97 STO RECE SENGERS Passengers to (or beyond) Sacra-	5.5-166. 4.1 2.5 EIVE Passenge from (oubeyond) Sparks

	Time Table No. 162					BALLS TRE	FIRST	CLASS			1		SECOND	MODE A	THIRD	CLASS	
ipacity of lidings in ar Lengths	May 11, 1941	Distance from Sparks	49 Forty-Niner	101 Streamliner City of San Francisco	289 Sierra	295 Sierra	21 Pacific Limited	15 West Coast	605 Mixed	9 Fast Mail	27 San Francisco Overland Limited	87 Challenger	420 Freight	481 Freight	483 Freight	471 Oakland Freight	D.34
	STATIONS		Arrive 4th, 10th, 16th, 22nd and 28th	Arrive 7th, 13th, 19th, 25th, 31st & 1st	Arrive Daily Ex. Sundays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
BKWO	(TO-R SACR \MENTO	156.4	s 6.35 AM			s 3.30PM	s 6.10PM	s 7.10PM		s 1.55 AM	s 3.55AN	s 4.40AM				5.45 PM	trafem v
IYP	ELVAS	153.5	6.26	7.02	3.01	3.21	6.00	6.55		1.45	3.45	4.30	9.10PM			5.30	(10.3 N
PW	SWANSTON	151.8	0.20	1100	f	f	95-31	-				60.6				1.391	
South 92	1.4	150.4	6.21	6.58	2.54	3.14	5.52	6.41		1.39	3.39	4.24					
Center 86		-	100		105.00	18.11	08.11			-					-		03.7
TOWY	ANTELOPE 3.8	142.5	6.13	6.50	2.46	3.06	5.43	6.33		1.30 s 1:20	3.30	4.15 4.05 8 3.55	8.30PM	11.00AM	3.30AM	5.00 PM	OE.
PBK	TO-R ROSEVILLE	138.7	8:85	6.44	s 2:37 s 2:30	s 2:57	s 5.35 s 5.27	6.25 PM		8 1.10	8 3:20 2.55	8 3.55	8.30rm	11.00	3.30****	3.001	45
83	ROOKLIN 3.3	134.7		6.24		- 0.24	5.13	-		12.58	2.55	f 3.33					
49	TO LOOMIS 2.7 PENRYN	131.4	5.48	6.34	8 2.14	8 2.34	5.13			12.56	2.36	1 3.33					31.
rd Limits	g 3.0	128.7	F 36	6.24	f 2.07	f 2.27	f 5.01			12.47	2.36	f 3.15		10.10	2.40		
P 68	TO NEWCASTLE 4.0 FLINT	125.7	5.36	6.24	s 2.00	s 2.20	1 3.01	-		14.41	2.21	UP 9				1567	35
WP 52	0.9	121.7	5.26	6.15	8 1.48	s 2.08	f 4.51			12.37	2.12	f 3.02					2.676
90	TO AUBURN 3.9 BOWMAN	116.9	5.18	6.08	1.37	1.57	4.43		1-1-1	12.29	2.00	f 2.50				2.413	
No Siding	OLIPPER GAP	114.4	3.10	0.00	1.51		1.10					t ULT				1.99	00.0
51	WEST APPLEGATE	111.4	5.07	5.58	f 1.25	f 1.45	4.32			12.18	1.44	1 2.36				1 1 1 1	01.1
r P 60	N. E. MILLS	108.2	5.00	5.52	f 1.17	f 1.37	4.25			12.12	1.35	f 2.27				- 193	IE G.
d Limits WPBK	TO-R COLFAX	103.2	4.50	440.00	100000	s 1.25	s 4.15			s12.02AM	s 1.20	s 2.15		8.45	1.20		167
57	CAPE HORN	98.9	4.40	5.34	12.52	1.12	4.03			11.50PM		1.56					
YP 67	TO GOLD RUN	92.7	4.27	5.23	112.39	f 12.59	3.50			11.37	12.51	f 1.43		8.10	12.40AM	L. L. L.L.	604
Spur 5	TOWLE	88.1	4.18	5.15		f 12.47	3.40			11.28	12.40	f 1.30					FOE.
82	MIDAS	84.2	4.10	5.08		f 12.37	3.31			11.20	12.30	f 1.20					
76	KNAPP	80.1	4.01	5.00	12.07 PM	12.27	3.22			11.12	12.20	1.10				1 20.	
d Limits	TO EMIGRANT GAP	74.1	3.49	4.49	f 11.54 AM		3.09			11.00	12.07AM	f12.56		6.30	11.00PM		
ımmer 79	YUBA PASS	69.8	3.40	11101	11.43	12.03PM	3.00			10.52	11.57PM	12.46					
84	ORYSTAL LAKE	68.0	3.35	4.36	11.39	11.59 AM	2.55			10.48	11.53	12.41					
	OISOO	65.6	17.8	100,000	f11.34	f 11.54	10.5				11.47	f12.36				18.3	
mer 71	TROY	60.3	3.20	4.22	11.21	11.41	2.39			10.33	11.35	12.23				150	
IPTBW	TO NORDEN	53.8	3.07	4.11	s 11.05	s 11.25	2.25			10.20	11.20	s 12.08 AM		5.00	9.30		
Jpper) 62 (wer) 80	SUMMIT	52.9			OK AND	E31.2.8	-687	1 79			751.6	46.6	MCELLET.	ALC: U		- 1	
88	DONNER	49.8	2.57	4.01	10.52	11.12	2.13			10.10	11.05	11.53PM	margarith C				GN IV
	EDER 4.7	47.7	ATTEMPT OF	NU. Contract	titual patricia	Agree women	EUCHON)	The last			stell eitha	glistle cress.	William Delight	William Control	La selly		7.00=
68	STANFORD 5.1	43.0	2.43	3.48	10.38	10.58	1.57			9.56	10.45	11.37	(01.0)	Lands.			(41)
rd Limits YYOBK	TO-R TRUCKEE	37.9	2.33	3.39	s 10.27	s 10.47	s 1.45			8 9.45	s 10.30	s11.25		3.39	8.00		
47	BOOA 1.8	29.7	2.17	3.27	f 10.09	f 10.29	1.25			9.28	9.53	f11.00					
105	HINTON 4.3	27.9	2.14	3.24	10.05	10.25	1.21			9.25	9.49	10.56		102,070	well he did	- Date	- 11.
2	FLORISTON	23.6	2.07			f 10.18	1.14			9.18	9.40	f 10.48		& Davids .	da trach. E	- Tallet	era ben
130	VERDI	13.7	1.52			f 10.02	12.58			9.03	9.20	f10.29			11.	- 4	-
P	RENO 2.6	3.3	s 1.35	8 2.46	all and		s 12.40		s 7.00 PM	s 8:37	s 8:52	s 19:19		1000	THE REPORT OF	2017 12 18 10	
OWT	SPARKS (PSGR, STA.)	0.7			s 9.08	s 9.28	f		f 6.50		0.10	8 9.45		1 20.00	6.00.00		Mather
BPKP	TO-RSPARKS(DSP.OFF.)	0.0	1.25 AM	2.40 AM Leave	9.05 AM	9.25 AM	12.20PM		6.45 PM	8.27 PM	8.40PM			1.30AM			
	(156.4)		4th. 10th. 16th.	7th, 13th, 19th, 25th, 31st &1st	Ex. Sundays	Sundays and	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	Time over District		(5.10) 30.27	(4.30) 34.76	(6.05) 25.71	(6.05) 25.71	(5.50) 26.81	(0.45) 23.60	(0.15) 13.20	(5.28) 28.61	(7.15) 21.57	(7.00) 22.34	(0.40) 22.20	(9.30) 14.51	(9.30) 14.51	(0.45) 23.60	

4					E/	ASTWAF	RD				SA	CRAMF	ENTO SI	JBDIVIS	SION	
Antion to an include	THIRD CLASS	100	NO DESIGNATION	SECONI	D CLASS	ALI		20 11 11	BBAJO TEANS	IRST CLAS	is	970		10.	201 0	I sider which the state
Capacity of Sidings in Car Lengths	und condition the state of the condition	514 Local Freight	E84.	498 Freight	496 Manifest	600 Manifest	494 Freight	809 Bir Lan 209	20 Klamath	8 Shasta	18 Oregonian	12 Beaver	24 Cascade	16 West Coast	Distance from San Francisco	Time Table No. 162
property to mile	At 1-carls—Thus appropries	Leave Daily Ex. Sunday	to ye	Leave Daily	Leave Daily	Leave Daily	Leave Daily	1 1 2 3	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Yard Limits IWYPKB	Charact Carrelly Co. ph	4.05AM				5.45AM	PAG	Ph I I I I	11.30PM	11.10PM	9.17PM	8.30PM	7.53PM		75.6	(TO-R DAVIS
105 P	ment in estigate and lades					5.55			11.37	11.17	9.24	8.37	8.00		80.7	MERRITT 2.5
17								1 - 1 - 1   1   1   1   1		14.43			-47		83.2	MULLEN 1.7
Yard Limits 38 BK1PW	on I more solant by when the	4.40				6.05	00,0		s 11.50	11.23	9.31	8.43	8.05		84.9	TO-R WOODLAND S. N. R. R. Crossing
41 P	FILE ALVE HIS PLAN TO SHOW	5.20		3000		6.14	08.8	05 1 1 1 1 20	11.57PM	11.29	9.37	8.49	8.11		89.9	TO YOLO
31 P	A set our real read run soutest	5.45				6.23	-01:531		12.03AM	11.36	9.43	8.55	8.17		95.8	ZAMORA
19 P	p to result 1, 200 remove per	1.45				seel.	100	- C. J. Holley		1		Les a			98.0	BRETONA
31 WP	- Crasswork	6.15				6.35	Se et al.		12.11	11.45	9.51	9.03	8.25		103.2	DUNNIGAN
48 P	creek da alatiwa prychona.		ning	0.01			etan geri		No. of London		10.4	Tions			106.4	HERSHEY
81 112 YP		6.35				6.43			12.17	11.51	9.57	9.09	8.31		108.3	HARRINGTON 5.2
42 P	No. W stop at dischell-	6.52				6.52			f12.23	11.57PM	10.03	9.15	8.37		113.5	TO ARBUCKLE
31 P						6.59	- contract					100	0.00		117.6	GENEVRA 6.6
48 P	No. 21 map at Born pd	8.00				7.10			s 12.43	12.09 AM	10.15	9.26	8.48		124.2	TO WILLIAMS
43 P	August artifated Lane, perliquita	8.10				7.18	14 7		12.49	12.14	10.21	9.31	8.53		129.1	CORTENA 3.9
56 WP	A Date of Soldier and August	8.53				7.25	Mark Paris		f12.54	12.19	10.25	9.35	8.57		133.0	TO MAXWELL
39 P		9.31	1.29	-85.B		7.34	00.1 4	MAN EX	1.00	12.26	10.31	9.41	9.03		138.3	DELAVAN
47	tusoff is turner (libb.)		7/11			7.40	180-1	AAR 11	1.04	12.30	10.35	9.45	9.07		142.1	NORMAN 2.2
32 P	Lawtest, 17.1 Smell	10.09	Z. montes					market of the second		1			1		144.3	LOGANDALE 5.6
Yard Limits 60 BKWOYP		10.30AM				7.53	m.st	BO TO	s 1.25	12.40	f 10.47	f 9.53	9.16		149.9	TO-R WILLOWS
44 P	Myutia, 288.6 I Intel					8.08	na er	The said the	1.34	12.48	10.56	10.02	9.24		156.8	ARTOIS 3.9
49	Place II W. Line J. Jacob W.					8.16	ne er		1.38	12.52	11.00	10.06	9.28		160.7	GRAPIT 1.3
34 P	Soda Sone, 130,6, 7 tues		Moo.A.E				ard FT	he re	3,000	41.01		200	1260		162.0	GREENWOOD 3.4
2.5 29 KPWB						8.26	Service of the		s 1.52	12.58	11.07	10.12	9.33		165.4	TO-R ORLAND
ਸ਼ੜ੍ਹੇ (38 PY						8.30	62.11		1.54	MICHAEL T.	100.43	6 30 6			167.0	WYO 6.4
28 P	HOTT DAJT JAMON NIK DEF TOAKKOMEA ME					8.48	There	1	2.01	1.08	11.17	10.21	9.41		173.4	KIRKWOOD 5.1
42 P						8.58	1000		s 2.15	1.15	11.25	10.28	9.47		178.5	TO CORNING
44 P	to be more than the second		Coro	Coal		Sien Eli	OC II	nc / l	2.19		100.00	7-1-1			181.6	RICHFIELD
110 YP	- 12 xs			7.50 PM	11.25 AM	9.19	3.25 AM		2.25	1.23	11.35		9.55	1.40 PM	_	R TEHAMA
Yard BKWOPY				8.00 PM	11.35 AM	9.30 AM	3.35AM	Dep III	s 2.35 AM	s 1.30 AM	s11.40PM	s 10.45 PM	s 10.00 PM	s 1.50 PM	188.4	TO-R GERBER
	TOTAL HARD EAR TO	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.8)
		(6.25) 11.58		(0.10) 12.60	(0.10) 12.60	(3.45) 30.08	(0.10) 12.60	0011	(3.05) 36.58	(2.20) 48.34	(2.23) 47.33	(2.15) 50.13	(2.07) 53.29	(0.10) 12.60	Jan 5	
	The second second	11.00	(343.30			10 117	4750 F9 F W	Page 1		The state of the s	THE PARTY AND PARTY	THE REAL PROPERTY.	FIRST CO.	0.00	0	Control of the server of the s

At Tehama, schedule time and time in train orders apply at the junction switch.

Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap post located 2475 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.

No. 20 not exceed 25 M.P.H. passing Richfield Sundays.

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
8	Any Station	Receive	Black Butte	-13
18	Woodland Williams Orland Corning	Discharge	en (CAO'AS	Davis
				(0.005)

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Additional Stations:

Dufour, 92.1 Delphos, 126.8 Riz, 146.0

At Tehama, schedule time and time in train orders apply at the junction switch.

Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap post located 2475 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.

No. 19 reduce speed to 10 M. P. H. at Orland to permit picking up U. S. mail.

Additional Stations:

Dufour, 92.1 Delphos, 126.8 Riz, 146.0

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
291 7 17	Dufour Arbuckle Arbuckle	Receive Receive	Davis Berkeley	

6				EASTW	ARD		_ galay		SACRAMENTO SU	BDIV	ISION	MOR	WEST	TWARD	SACR	
in the	THIRD	CLASS	SE	COND CLAS	ss	FIRST CLAS	is			1	FIRST CLASS	5	THIRD	D CLASS	FOI	URTH CLASS
Capacity of Sidings in Car Lengths	502 Local Freight	500 Local Freight	498 Freight	496 Manifest	494 Freight	16 West Coast	290 Mixed	Distance from San Francisco	Time Table No. 162 May 11, 1941	Distance from Tehama	15 West Coast	495 Freight	497 Manifest	499 Freight	501 Local Freight	503 Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidavs		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard SKOPTWY		1.00 AM	4.05 PM	8.05 AM	12.05 AM	10.30AM	2.10AM	106.6	TO-R ROSEVILLE	105.1	s 6.22 PM	3.40AM	11.40 AM	7.40 PM		11.20PM
05 P		1.25	4.20	8.20	12.20	10.43	2.35	112.8	WHITNEY	98.9	6.10	3.26	11.26	7.26		10.55
14 PW		2.45	4.28	8.28	12.28	s 10.49	s 2.45	117.0	TO LINCOLN	94.7	s 6.03	3.18	11.18	7.18		10.45
34 P								121.0	EWING	90.7						
01 P		3.09	4.37	8.37	12.37	10.57	2.58	122.1	BROOK 2.7	89.6	5.52	3.09	11.09	7.09		9.20
29					DE JO	11.01	f 3.04	124.8	SHERIDAN 3.3	86.9	5.48	3.04	11.01	7.04		9.10
130 PW		3.45	4.48	8.48	12.48	f 11.07	s 3.10	128.1	TO WHEATLAND	83.6	f 5.42	2.57	10.55	6.57		8.55
96 P		4.00	4.59	8.59	12.59	11.15	3.20	134.2	OSTROM 5.6	77.5	5.32	2.46	10.44	6.46	NAME OF TAXABLE PARTY.	8.20
(			1					139.8	DANTONI JOT.	71.9					6/34	STRAIN TO
BKIY		5.45	5.22	9.12	1.12	s 11.35	s 3.33 4.00	140.8	TO-R MARYSVILLE	70.9	s <b>5.22</b>	2.34	10.32	6.34		8.00
								141.8	W. P. R. R. Crossing	69.9						3.0
106 WP		5.55	5.32	9.22	1.22	11.42	4.08	144.7	BERG 3.0	67.0	5.07	2.24	10.24	6.24		6.24
38		6.10	5.38	9.28	1.28	11.46	4.13	147.7	LOMO 2.1	64.0	5.03	2.18	10.18	6.18		6.05
36			34.8		19,5			149.8	SUNSET	61.9	10.1	Line Land	18	St. 2012	L'AMP	ALL YOU WE WANTED
48 IP		6.30	5.47	9.35	1.35	f 11.53AM	s 4.23	151.5	TO LIVE OAK S. N. R. Crossing	60.2	s 4.57	2.11	10.11	6.11	Selection of the select	5.47
110 P		7.10	5.59	9.47	1.47	s 12.02 PM	s 4.35	158.0	TO GRIDLEY	53.7	s 4.47	1.59	9.59	5.59		5,30
43 WPB	10.00 AM	7.20 AM	6.10	9.53	1.53	f 12.11	8 4.50	161.4	TO BIGGS	50.3	s 4.39	1.53	9.53	5.53	4.55 PM	5.00 PM
44 P	10.20		6.25	10.04	2.04	s 12.22	f 5.02	167.4	RICHVALE	44.3	s 4.28	1.40	9.40	5.40	4.28	BODETON
96 P	10.40		6.35	10.11	2.11	12.28	f 5.10	171.5	NELSON 6.6	40.2	f 4.21	1.33	9.33	5.33	4.10	Y TAGRAGOT
93 P	11.05		6.47	10.23	2.23	f 12.39	f 5.23	178.1	TO DURHAM	33.6	s 4.11	1.21	9.21	5.21	3.50	WWALIN
Yard Limits BKYWOP	11.25AM		6.59	10.34	2.34	s 12.55	s 5.35 6.00	184.2	TO-R OHIOO	27.5	s 4.00	1.09	9.09	5.09	3.30 PM	MACTERA
28 P			7.12	10.47	2.47	1.06	6.12	191.3	NORD 2.3	20.4	3.42	12.55	8.55	4.55		On the same
105 P			7.16	10.51	2.51	1.09	6.16	193.6	ANITA	18.1	3,39	12.51	8.51	4.51	N-MH THE	GOOM SERVE
17					10.1			196.0	OANA 7.0	15.7	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	a lieita i e	LY TO	3. 1. 1. 1.		THE LOW
140 WP			7.32	11.07	3.07	f 1.23	f 6.32	203.0	VINA	8.7	f 3.26	12.35	8.35	4.35		10000
15					88.Cr			204.6	COPELAND 5.1	7.1	ANS SU	(b)	F 7-36	R. H.S.		RC 000 SENSOR DE
45 P			7.44	11.19	3.19	f 1.34	f 6.45	209.7	TO LOS MOLINOS	2.0	f 3.15	12.23	8.23	4.23		TOURSUS
110 PY			7.50 PM	11.25AM	3.25 AM	1.40 PM	Committee of the Commit		R TEHAMA	0.0	3.09PM	12.13AM	8.13AM	4.13PM	1386	dadiskog
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday & Holidays		(105.1)	MI OT	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(1.25) 16.09	(6.20) 8.65	(3.45) 28.03	(3.20) 31.53	(3.20)	(3.10) 33.19	(4.40) 22.52				(3.13) 32.67	(3.27) 30.46	(3.27) 30.46	(3.27)	(1.25) 16.09	(6.20) 8.65

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

At Tehama, schedule time and time in train orders apply at the Junction Switch.

Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap post located 2475 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.

No. 15 Stop at Sheridan when necessary for U. S. Mail or newspapers.

	ADDITIO	NAL FLAG STOPS TO F	RECEIVE OR DISCHARGE	PASSENGERS
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
16	Sheridan	Sundays & Holidays		
16	Sheridan	Sundays & Holidays		

Additional Stations:

Clayton, 118.4 Jester, 126.0 Rupert Spur, 138.9

Sullivan, 146.4 Fagan, 155.9 Riceton, 164.1 Binney Junction Tower, 141.8 Faulkner, 181.9 Gimbal, 189.1 Soto, 198.3

			EAS	TWARD	AND THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IN COLUM				PIUM	R	EDDI	NG SUBDIVISION	ON					WESTW	ARD			7
	SE	ECOND CLA	iss			FIRST (	CLASS		· ·	I		AL			900	FIRST	CLASS		esaso	andrae 1	HIRD CLAS	SS
Capacity of Sidings in Car Lengths	818	620 Manifest	634 Manifest	18 Oregonian	12 Beaver	Cascade	16 West Coast	20 Klamath	8 Shasta	Distance from San Francisco via Marysville	1101 8	ne Table No. 162 May 11, 1941	Distance from Dunsmuir	23 Cascade	Beaver Arrive Daily	17 Oregonian	15 West Coast	19 Klamath	7 Shasta	637 Manifest Arrive Daily	639 Manifest Arrive Daily	641 Manifest
, wov		Deare Daily		Deave Daily	Court Daily							STATIONS										
WOY PBK	CALL	9.35 AM	12.15 AM	11.50PM	10.55 PM	10.10PM	2.00PM	2.50AM	1.45AM	213.8	(TO-R	GERBER	108.3	s 8.20AM	s 9.05AM	s 2.00PM	s 2.50PM	s 2.20 AM	s 2.50AM	10.35AM	6.35PM	4.00AM
3 4		10000		S.DIX		1830111	71.01.0		A CHICAGO	215.8		PROBERTA 3.1	106.3								a Charles	
107 P		9.47	12.28	11.58PM	11.04	10.17	2.09	2.58	1.53	218.9		RAWSON	103.2	8.11	8.57	1.51	2.40	2.10	2.42	10.27	6.26	3.50
Yard Limits 56 P	0.6344	9.56	12.38	f 12.05 AM	11.11	10.23	8 2.19	s 3.09	2.01	223.4	то	RED BLUFF	98.7	8.04	8.51	8 1.42	s 2.32	s 2.01	s 2.36	10.19	6.18	3.41
102 P		9.58	12.40	12.07	11.13	10.25	2.26	3.11	2.05	224.5		GLADE	97.6	8.02	8.49	1.38	2.26	1.56	2.34	10.17	6.16	3.39
106 P	ne in	10.09	12.51	12.13	11.20	10.31	2.34	3.18	2.12	228.9	1 10	BLUNT	93.2	7.57	8.44	1.33	2.21	1.50	2.28	10.09	6.09	3.32
79 P	25.6	10.20	1.03	12.19	11.26	10.37	2.40	3.24	2.22	233.6		HOOKER	88.5	7.51	8.38	1.27	2.15	1.44	2.22	10.00	6.01	3.24
101 WP	BE A	10.32	1.15	12.26	11.34	10.44	2.50	s 3.33	2.32	240.4	то	COTTONWOOD	81.7	7.43	8.30	1.19	s 2.06	1.36	s 2.13	9.49	5.50	3.09
75 P	68.8	10.39	1.21	12.31	11.39	10.48	2.55	3.38	2.37	244.2	E OF	OULP	77.9	7.39	8.26	1.14	1.58	1.32	2.08	9.43	5.44	3.03
107 P	EE.5	10.45	1.28	12.35	11.43	10.52	3.01	8 3.43	2.41	247.1	то	ANDERSON	75.0	7.36	8.23	1.10	s 1.52	1.28	s 2.03	9.38	5.39	2.58
89 P	STA	10.55	1.38	12.42	11.52	10.59	3.10	3.51	2.48	253,5		GIRVAN	68.6	7.29	8.16	1.02	1.40	1.21	1.55	9.28	5.29	2.48
Yard Limits 95 WPIBK	FG-1	11.08	1.49	f 12.49	f11.59PM	11.05	s 3.22	s 4.06	2.54	258.2	то	REDDING	63.9	7.24	f 8.11	s 12.55	s 1.34	s 1.15	s 1.49	9.20	5.21	2.38
61 P	Des I	11.21	2.02	1.01	12.13AM	11.16	3.34	4.18	3.05	263.9		KESWICK	58.2	7.12	7.59	12.41	1.17	1.01	1.36	9.07	5.08	2.25
P	DE. E.	es.	1.01			9	8	1. L. B		267.2	то	MATHESON	54.9				s	1101	0.50	02,2		
48 P	21:1	11.31	2.12	1.10	12.23	11.25	3.43	4.27	3.15	268.0		MOTION	54.1	7.03	7.50	12.32	1.08	12.44	1.27	8.54	4.55	2.12
79 P	TO A	11.39	2.20	1.17	12.35	11.32	f 3.52	f 4.35	3.22	271.0		OORAM	51.1	6.56	7.43	12.25	f 1.00	12.35	f 1.17	8.44	4.45	1.59
84 BPK	OPET!	11.51	2.32	1.29	12.48	11.43	s 4.04	4.46	3.33	275.7	TO	KENNET	46.4	6.46	7.33	12.14	s 12.49	12.23	1.04	8.29	4.30	1.43
56 P	200	11.58AM		1.35	12.55	11.49	4.11	4.52	3.39	278.8	<b>₹</b> }	PITT	43.8	6.40	7.27	12.08	12.42	12.17	12.55	8.21	4.22	1.35
81 YWPO		12.03PM	2.44	1.40	1.02	11.53PM		4.58	3.45	280.2		MORLEY	41.9	6.36	7.23	12.03PM	12.38	12.12	12.47	8.15	4.16	1.28
44 P	05.07	12.12	2.53	1.49	1.11	12.02AM		5.06	3.53	283.8		ELMORE	88.3	6.28	7.15	11.54 AM		12.02AM	12.39	8.03	4.04	1.11
79 P	70.00	12.22	3.03	1.58	1.19	12.10	f 4.34	5.14	4.01	287.6	TO	POLLOOK	34.5	6.20	7.07	11.46	f 12.22	11.52PM	12.29	7.51	3.52	12.59
73 P	44-11	12.31	3.12	2.06	1.27	12.18	4.42	5.22	4.09	291.1		SMITHSON	31.0	6.12	6.59	11.38	12.13	11.44	12.18	7.40	3.41	12.48
79 WP	14-11	12.50	3.32	2.23	1.44	12.30	f 5.00	5.39	4.25	296.7	TO	DELTA	25.4	6.00	6.47		f 12.01 PM		12.01AM	7.22	3.23	12.30
40 P		1.01	3.43	2.32	1.52	12.38	5.08	5.52	4.34	300.2		LAMOINE	21.9	5.52	6.39	11.18	11.53AM		11.53PM	7.11	3.12	12.19
100 P	EST	1.11	3.53	2.41	2.02	12.47	5.18	6.02	4.43	304.0		GIBSON	18.1	5.43	6.30	11.09	11.44	11.15	11.44	6.59	3.00	12.07
70 P	15.11	1.17	3.59	2.46	2.07	12.52	5.23	6.07	4.48	306.0		FISHER	16.1	5.38	6.25	11.04	11.39	11.10	11.39	6.53	2.54	12.01 M
69 WP	95.11	1.28	4.10	2.55	2.16	1.00	5.32	6.17	4.57	309.4	TO	SIMS	12.7	5.30	6.17	10.56	11.31	11.02	11.31	6.42	2.43	11.49PM
79 P	15.11	1.40	4.22	3.04	2.25	1.08	5.41	6.30	5.07	313.1		OONANT	9.0	5.22	6.07	10.48	11.23	10.54	11.23	6.30	2.31	11.37
55 P	PIJE	1.47	4.29	3.10	2.30	1.13		f 6.36	5.17	315.3		CASTELLA	6.8	5.17	6.02	10.43	11.18	10.49	f11.18	6.23	2.24	11.29
н (85 Р	89.11	1.55	4.37	3.18	2.37	1.20	5.56	6.45	5.26	318.3	Y	CASTLE CRAG	3.8	5.10	5.55	10.36	11.11	10.42	11.11	6.14	2.15	11.20
PBK	10.11	2.05PM			100	1.27	6.05	6.54	5.35	321.2	TO	R DUNSMUIR YARD	0.9	1000	5.48	10.39	11.04	10.42	11.04	6.05AM		11.10PM
WOT WOT	60.01	08.4	1.13		2.45	M s 1.30AM	7	M s 7.00AM			-	DUNSMUIR (Pagr Sta.)		100.0				10.30 PM				7 0 13
PBK	EP.01	Arrive Daily	Arrive Daily		-	7 CO TO SEC.			Arrive Daily		(10-	(108.3)	0.0	Leave Daily		Leave Daily		_	100000000000000000000000000000000000000	Leave Daily	Leave Daily	Leave Daily
											1		11	11			1	1	1		1	
100,11	100-2	(4.30) 23.87	(4.30) 23.87	(3.40) 29.53	(3.55) 27.67	(3.20)	(4.10) 25.99	(4.10) 25.99	(3.55) 27.69			Time over District verage Speed per Hour		(3.20) 32.49	(3.20) 32.49	(3.35) 30.22	(3.50) 28.21	(3.50) 28.21	(3.50) 28.21	(4.30) 23.87	(4.30) 23.87	(4.50) 22.22

No. 18 stop if necessary at Red Bluff and Redding for U. S. Mail and newspapers.

8 Any Station Receive Saturdays Black Butte	
16 Cottonwood Klamath Fallis Gerber	
16         Elmore         Discharge Saturdays         Davis         Eugene           23         Redding         Eugene         Davis         Davis           24         Redding         Eugene         Davis	

Additional Stations Middle Creek M. P. 261.0
Antler Spur M. P. 290.5
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.

8			EAST	WARD	VII				И	BLA	CK BUTTE SUBDIV	ISION					WEST	TWARD				
	THIRD	SECOND	CLASS	L-10 D (C-10		FIRST	CLASS			1 [					FIRST	CLASS	1000		(E45.0.3)	THIRD	CLASS	
Capacity of Sidings in	624	638 Manifest	622 Manifest	16 West Coast	20 Klamath	8 Shasta	18 Oregonian	12 Beaver	24 Cascade	Distance from San Francisco via Marysville	Time Table No. 162 May 11, 1941	stance from	23 Cascade	11 Beaver	17 Oregonian	15 West Coast	19 Klamath	7 Shasta	631 Manifest	635 Manifest	649 Manifest	623 Freight
Car Lengths	Freight	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	1282	STATIONS	25	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dail
_ ( pp.e	Leave Daily		4.15 PM	Leave Dany		Deale Daily	Deare Daily	Deare Daily	Denicoming	321,2	( TO-R DUNSMUIR YARD	108.0			-				12.45PM			
PBK WOT	7.20 PM	11.30 PM	4.15	6 25 PM	7.20AM	5.55 AM	3.45AM	3.00AM	1.40M	822.1	TO-R DUNSMUIR (Pass Sta)	107.1	84.50AM	s 5 35 AM	s 10.10AM	s 10.50AM	s 10, 15 PM	s 10.50 PM	12.10	0.00	0.20	
PBK	7.25	11.35	4.20	6 23111	7.20 AM	J.33 km	3.43 / 111	3.00	1110	825.4	SHASTA SPRINGS	103.8		3.33								Tim-
84 H	7.07	11.47PM	4.32	6.35	7.30	6.05	3.56	3.10	1.50	826.1	SMALL	103.1	4.39	5.25	9.58	10.40	10.02	10.40	12.27	6.35	3.10	8.48
26 Spur I	7.37	11.471	1.02	0.00	1.30	0.00				827.6	CANTARA	101,6				10 /51			- P			
81 I	7.56	12.07AM	4.52	6.52	7.45	6.20	4.11	3.25	2.04	381.4	TO MOTT	97.8	4.24	5.11	9.43	10.25	9.45	10.25	12.10PM	6.18	2.52	8.31
125 I	8.03	1.214	4.59	6.57	7.50	6.25	4.19	3.30	2.09	888.5	AZALEA	95.7	4.19	5.06	9.38	10.20	9.40	10.20	11.58AM	6.12	2.45	8.23
106 WYI	8.13	12.27	5.12	s 7.08	s 8.01	s 6.34	4.29	3.38	2.16	886.7	TO MOUNT SHASTA	92.5	4.12	4.59	s 9.30	s 10.12	s 9.32	s 10.13	11.48	6.02	2.35	8.13
89 I	8.18	12.32	5.17	7.12	8.05	6.38	4.32	3.42	2.19	889.1	UPTON	90.1	4.09	4.56	9.24	10.07	9.26	10.08	11.43	5.57	2.29	8.07
67 I	8.24	12.37	5.22	7.16	8.09	6.42	4.36	3.46	2.23	342.0 842.8	DEETZ	87.2	4.05	4.52	9.20	10.03	9.21	10.04	11.37	5.51	2.23	8.01
-102 Yd. Lm V-106 WY	t. 0.55-		5.41	7.24	8.16	s 6.50AM	4.45	3.58	2.30	345.2	TO-R BLACK BUTTE	84.8	3.58	4.45	9.13	9.56	9.13	9.55PM	11.27	5.41	2.13	7.50P
80 I		1.15	6.00	7.37	8.29	1000	5.00	4.12	2.42	852.2	HOTLUM	77.8	3.46	4.32	9.00	9.43	9.00	0.527	11.07	5.21	1.53	ensette 1
111 I	ALC: N	1.25	6.10	7.46	8.38		5.09	4.22	2.50	357.2	BOLAM 8.5	72.8	3.38	4.22	8.52	9.34	f 8.50	U-1	10.56	5.10	1.43	
81 I		1.34	6.19	7.52	8.46		5.14	4.28	2.55	860.7	ANDESITE	68.8	3.33	4.15	8.46	9.29	8.43		10.45	4.59	1.34	
81 I	22.6	1.44	6.29	7.59	8.55	Ten o	5.20	4.34	3.01	364.8	OOUGAR	64.7	3.28	4.10	8.41	9.24	8.36		10.31	4.45	1.19	100
123 WYI		1.57	6.45	f 8.07	9.03	T me e	5.28	4.42	3.08	868.5	TO GRASS LAKE	61.0	3.23	4.05	8.36	9.19	f 8.29	2.1	10.16	4.30	1.04	- 8
101 1		2.05	6.53	8.17	9.12		5.35	4.48	3.17	373.1	ERICKSON	56.4	3.17	3.58	8.29	9.12	8.17		10.01	4.10	12.49	212 212
79 1		2.12	7.00	8.25	9.20	ROS	5.40	4.53	3.25	877.2	PENOYAR 84	52.8	3.11	3.52	8.22	9.04	f 8.07		9.46	3.55	12.34	
Y		178	- de 27	s 8.31	s 9.26	MED.E		1 2 3 5	4.18	880.6	TO LEAF	48.9					8 7.59		0.5 14	0.52	1000 14	79. 118
87 WI	Table 2	2.20	7.08	8.38	f 9.31	811-5-17	5.45	4.58	3.31	381.9	TO BRAY	47.6	3.05	3.44	8.16	8.56	7.52		9.31	3.40	12.20	30
80 1	129.9	2.27	7.15	8.44	9.36	201-11	5.50	5.03	3.36	886.0	KEGG	43.5	2.59	3.36	8.10	8.50	7.44	4.5	9.21	3.30	12.07AM	1.07
59 I	14	2.34	7.22	8.49	9.41	1 85 1	5.55	5.08	3.42	890.0	JEROME 4.0	39.5	2.54	3.26	8.05	8.44	7.37	151	9.13	3.23	11.59PM	_5
Yard Limits 93, 98 WY		2.41	7.31	8.54	f 9.47		6.00	5.13	3.47	394.0	MT, HEBRON	85.5	2.49	3.20	8.00	8.38	7.31	- C	9.06		11.51	2 23
59 I	1.1.6	2.46	7.36	s 8.59	9.51		6.03	5.16	3.50	896.7	TO MACDOEL	32.8	2.46	3.17	7.57	8.35	s 7.24	of c	9.01		11.46	
107 1	Go s	2.50	7.39	9.02	9.55	1737	6.05	5.18	3.52	8,898	SOMERSET	81.2	2.44	3.15	7.55	8.33	7.20	5.17	8.58		11.43	
58 1	L per C	2.57	7.46	9.07	10.00	1001	6.10	5.23	3.57	402.6	MAY 4.5	26,9	2.39	3.10	7.50	8.28	7.15	della	8.51		11.36	- 01
92 BPF		3.05	7.53	s 9.12	s 10.05	25.01	6.15	5.28	4.02	407.1	TO DORRIS	22.4	2.34	-	2 0 1 5 5		s 7.09	4.5	8.44		11.29	(W 401
59 I	Line 1	3.12	8.00	9.20	10.15	1000	6.21	5.34	4.08	411.6	CALOR	17.9	2.28	2.59	7.38	8.13	7.00	O.E.	8.36		11.21	- 6
107	2244	3.19	8.07	9.25	10.21	100	6.25	5.39	4.13	415.6	WORDEN 2.6	13.9	2.23	2.54	7.33	8.08	6.55	15-12	8.29	-	11.14	
58 I	ALC	3.24	8.12	9.28	10.26	100	6.28	5.42	4.17	418.2	ADY	11.8	2.20	2.50	7.30	8.05	6.50	3.07	8.23		11.08	
102 F	- 10 mm	3.31	8.19	9.33	10.32	1 65 0	6.33	5.47	4.22	422.8	MIDLAND	7.2	2.15	2.45	7.25	8.00	6.45	E F	8.16		10.55	200
E 79 P		3.38	8.25	9.38	10.37	Acres 10	6.38	5.52	4.27	426,2	TEXUM	8.8	2.10	2.40	7.20	7.55	6.40 6.35 PM	N. H. A			10.45PM	-
TPBE		3.50AM	L. SARATSTONA	s 9.45 PM			s 6.45 AM		s 4.35 AM	429,5	(100 C)	0.0		2.35 AM	7.15AM		Leave Daily	Leave Daily			Leave Daily	
The state of	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(108.0)		1 (0	Leave Daily	Leave Daily	Leave Daily				CA-A-	1	(1.20)
	(1.15) 18.97	(4.20) 24.93	(4.20) 24.93	(3.20) 32.13	(3.25) 31.24	( <b>0.55</b> ) 24.85	(3.00) 35.70	(3.00) 35.70	(2.55) 36.72		Average Speed per Hour		(2.45) 38.95	(3.00) 35.70	(2.55) 36.72	(3.00) 35.70	(3.40) 29.18	(0.55) 24.85	(4.45) 22.73	(4.45) 22.73	(4.40) 23.14	17.62

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS								
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)				
16 16 19 19 19 20 20	Shasta Springs Black Butte Kegg Pit	May 15, to Sept. 30 Mon., Wed. and Fri	Klamath Falls Klamath Falls Davis Davis Klamath Falls Eugene	Gerber Sacramento Klamath Falls Klamath Falls Davis Gerber				

At Klamath Falls schedule time and train orders of first-class trains apply at Passenger Station.

At Grass Lake, first-class trains with orders to meet or pass, train required to take siding will use passenger siding, located on right side of main track in movement of direction eastward.

At Black Butte schedule time and train orders of trains going to the Siskiyou line apply at east switch Eastward siding. Trains from the Siskiyou line apply at Junction switch.

No. 17 reduce speed at Dorris for U. S. Mail or newspapers.

Additional Stations: Pioneer Spur M. P. 335.1
Barnard Spur M. P. 335.4
Graham Industrial Track M. P. 356.0
Kegg Pit M. P. 386.9

C OR	WESTWA	111	JISIVIE/	ASTWAR	RD		STWARD	EAL	SACM	KIR	K SUBDIVISION	WES		Motsi	LAIGHUS	WE	STWAR	D			EAS	9
0.04.10	SECON	ND CLASS			FI	IRST CLA	188		ABD		Time Table No. 162		ET NA	F	IRST CLA	188		TI	HIRD CLAS	88		ART
Capacity of Sidings in Car Lengths	642 Manifest	626 Manifest	386 G. N. Ry. Time Freight	16 West Coast	20 Klamath	18 Oregonian	12 Beaver	24 Cascade	Distance from San Francisco via Marysville		May 11, 1941	Distance from Crescent Lake	23 Cascade	11 Beaver	17 Oregonian	15 West Coast	19 Klamath	621 Manifest	387 G. N. Ry. Time Freight	647 Manifest	643 Manifest	physiolic resident pri-1 to
Part Part	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	4		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
WOT YPBK	10.40PM	7.45AM	12.50AM	10.00PM	11.00AM	7.00AM	6.10AM	4.45AM	429.5	[T	O-R KLAMATH FALIS	99,1	s 1.55 AM	s 2.25AM	s 7.00AM	s7.35AM	s 6.20PM	8.30AM	2.20PM	3.55 PM	12.05AM	
60 P	10.50	7.55	12.58	10.05	11.05	7.05	6.15	4.50	481.9	1	CHELSEA	96,7	1.50	2.20	6.55	7.30	6.15	8.24	2.14	3.49	11.59PM	
107 P	10.55	8.00	1.08	10.10	11.10	7.10	6.19	4.54	484.1	A T	WOCUS	94.5	1.46	2.16	6.50	7.26	6.10	8.19	2.09	3.44	11.54	ATT
106 P	11.03	8.10	1.16	10.17	11.17	7.17	6.25	5.00	438.9	TY	O ALGOMA	89,7	1.40	2.10	6.42	7.17	s 6.02	8.10	2.00	3.35	11.45	1 - 17
60 P	11.10	8.17	1.23	10.23	11.22	7.23	6.32	5.05	442.6		00 X X	86.0	1.35	2.05	6.32	7.08	5.55	8.03	1.52	3.28	11.38	ATT!
107 P	11.17	8.24	1.30	10.29	11.27	7.28	6.38	5.10	447.2	T	MODOC POINT	81.4	1.30	1.59	6.24	7.03	8 5.49	7.56	1.45	3.21	11.31	
64 P	11.24	8.32	1.37	10.35	11.33	7.33	6.43	5.15	451.8		LOBERT	76.8	1.25	1.53	6.19	6.58	5.42	7.48	1.38	3.14	11.24	
∫ 166 WYPK	11.33	8.42	1.47	s 10.46	s11.43	7.40	6.51	5.21	456.7	TY	O OHILOQUIN	71.9	1.19	1.47	s 6.12	s <b>6.51</b>	s 5.35	7.40	1.30	3.05	11.14	11)
85 P	11.35	8.44	1.49	10.48	11.46	7.43	6.55	5.23	458.0		PINE RIDGE	70.6	1.17	1.45	6.09	6.45	5.28	7.35	1.17	2.52	11.01	
60 P	11.43	8.52	1.59	10.55	11.52	7.49	7.01	5.28	461.1	FIV	BRAYMILL	67.5	1.13	1.40	6.05	6.41	5.23	7.29	1.11	2.46	10.55	
102 P	11.58PM	9.07	2.15	11.01	11.58AM	7.55	7.07	5.34	465.3		OALIMUS	63.8	1.08	1.35	6.00	6.36	5.18	7.22	1.04	2.39	10.48	
Yard Limits 118 WYP	12.11 AM	9.19	2.30 f	f 11.07	12.04PM	8.01	7.14	5.40	470.3	TO	0 KIRK	58.8	1.02	1.29	5.54	6.30	f 5.11	7.14	12.56	2.31	10.40	
100 P	12.18	9.26	2.37	11.14	12.09	8.06	7.19	5.49	474.5	4	FUEGO	54.1	12.57	1.24	5.49	6.25	5.05	7.00	12.49	2.24	10.33	
100 P	12.25	9.33	2.44	11.20	12.15	8.11	7.24	5.57	478.6	то		50,0	12.52	1.19	5.43	6.20	5.00	6.52	12.42	2.17	10.26	
100 W P	12.33	9.41	2.56	11.26	12.21	8.16	7.29	6.02	483.4		LENZ	45.2	12.47	1.14	5.38	6.15	4.54	6.44	12.35	2.10	10.19	
100 P	12.42	9.49	3.05	11.32	12.26	8.21	7.34	6.07	488.2		MAZAMA	40.4	12.42	1.09	5.33	6.07	4.48	6.36	12.26	2.02	10.11	
100 P	12.49	9.57	3.13	11.38	12.32	8.26	7.39	6.13	492.6		YAMBAY	86.0	12.37	1.04	5.28	5.57	4.43	6.28	12.18	1.54	10.03	644
99 P	12.58	10.05	3.21	11.44	12.38	8.32	7.45	6.19	498.0		DIAMOND LAKE	30,6	12.31	12.58	5.22	5.51	4.37	6.19	12.08PM	1.45	9.54	
100 PBK	1.06 1	10.13	3.30AM f	f 11.52 s	s 12.45	8.38	7.51	6.25	503.3	TC	O-R OHEMULT	25.8	12.25	12.52	s 5.16	s 5.44	s 4.30	6.10	11.55AM	1.36	9.45	
100 P	1.13 1	10.20	121111	11.58 PM	12.51	8.43	7.56	6.30	507.2		PAUNINA	21.4	12.20	12.47	5.11	5.37	4.23	6.03	19 A	1.28	9.37	DIV!
100 P	1.25 1	10.32		12.11AM f	f 1.00	8.51	8.05	6.38	514.8		можіон	13,8	12.11	12.39	5.03	5.28	f 4.14	5.51		1.16	9.25	
99 P	1.33 1	10.40		12.19	1.08	8.59	8.11	6.44	519.5		KOTAN	9.1	12.06	12.34	4.57	5.22	4.08	5.43		1.08	9.17	
100 P	1.40 1	10.47		12.28 f	f 1.16	9.05	8.17	6.52	524.0		UMLI	4.6	12.01 AM	12.28	4.51	5.16	f 4.02	5.35		1.00	9.09	
Yard Limits 10 WOYPBK	1.50AM 1	10.55 AM	8	s 12.40 AM s	s 1.25 PM s	s 9.12 AM	s 8.25 AM s	s 7.00AM	528.6	TO	O-R ORESOENT LAKE	0.0	11.55 PM	12.20AM	4.45AM	5.10AM	3.55PM	5.25 AM		12.50PM	9.00PM	

(99.1)

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond
16	Algoma Modoc Point	and the same	Eugene	Klamath Falls
18	Chiloquin Chemult Paunina	Receive	Eugene	Davis
19	Diamond Lake Mazama	Monday		0.700
19	Chinchalo Fuego	Receive Saturday		0.000
19	Lenz Algoma Modoc Point	10.0	Klamath Falls	Eugene
20	Kirk Chinchalo Mazama		Eugene	Gerber
20	Lenz		Eugene	Klamath Falls

Arrive Daily

Arrive Daily

Arrive Daily | Arrive Daily

Additional Stations: Gilchrist . . . . . M.P. 513.2

Arrive Daily

(2.15) 44.04

Arrive Daily

Arrive Daily

At Klamath Falls schedule time and train orders of first-class trains apply at Passenger Station. Schedule time of No. 386 and No. 387 apply at train order office.

Leave Daily

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.

No. 16 stop, if necessary, at Algoma and Modoc Point for U. S. Mail or newspapers.

Leave Daily

10	EASTV	VARD	BLAC	CK BU	TTE SUBDIVIS	SION		WEST	WARD
	THIRD	FIRST CLASS	rom	Time Table No. 162		Distance from Ashland	FIRST	CLASS	THIRD CLA
Capacity of Sidings in Car Lengths	624 Freight	8 Shasta	Time Table No. 162  May 11, 1941  May 11, 1941		May 11, 1941		7 Shasta		623 Freight
1 10	Leave Daily	Leave Daily	100		STATIONS	delinini.	Arrive Daily		Arrive Daily
E102 Yd. Lmt. W106 WYP	9.05 PM	6.51 AM	345,2	(TO-R	BLACK BUTTE	85.1	s 9.54 PM	99	7.30PM
Spur 4	92.11	No. 6 - 14 1 - 16 1 - 16 1	347.0 345.8		IGERNA	83.8	02:1-6	pg -	
Yard Limits 56 WOYPKB	9.35	s 7.07	348,4	TO-R	WEED	80.7	s 9.35	. 19	7.05
46 WYP	10.07	s 7.20	353.4	0.00	EDGEWOOD	75.7	s 9.22	,ea	6.45
70 P	10.22	s 7.35	861.0	TO	GAZELLE	68.1	8 9.04	ed HE	6.24
64 P	10.37	s 7.47	369.1	то	GRENADA	60.0	8 8.49	34 18	6.10
Yard Limits 65 P	10.50	s 8.07	375.5	TO-B	MONTAGUE	58.6	8 8.35	,01	5.56
66 YP	11.00	f 8.16	380.7		8NOWDON	48.4	f 8.21	57 .	5.46
53 P	11.17	f 8.28	886.2		AGER 2.2	42.9	f 8.09	ne .	5.29
		52111171	388.4	, in	THRALL	40.7	CHEN DON'T	(19)	T 27 17 18
Yard Limits 75 WYP	11.40PM	s 8.50	393.1	TO-R	7.7	86.0	s 7.52	100	5.07
P	01-01-0	g Will action	897.5		ZULEKA	81.6	0.011	Steel III	
50 P	12.20AM	s 9.15	401.8	то	HILT	27.3	s 7.28	1.6	4.32
	as o	1.5 20.51 0	402.8		COLE	26.3	CASA	754	1584
60 P	12.44	f 9.30	407.4		GREGORY	21.7	f 7.14	DA I	4.15
48 TP	1.10	s 9.45	412.2		SISKIYOU	16.9	s 7.00		3.40
P	rone il	A. I. Preil na	415.6		WALL CREEK	13.5	Type Call	od T	VAPITA I
57 WP	1.50	10.06	419.3		STEINMAN	9.8	6.39	ou III	3.10
71 P	2.05	f 10.15	422.9		MISTLETOE	6.2	f 6.30	.00	2.55
Yard WOTPBK	2.30AM	s 10.30AM	429.1	TO-R	ASHLAND	0.0	6.15PM		2.30PM
	Arrive Daily	Arrive Daily	e   6	100	(85.1)	12.7	Leave Daily	81	Leave Daily
	(5.25) 15.74	(3.39) 23.36	10 0		Time over District		(3.39) 23.36	* 4	(5.00) 17.16

At Black Butte schedule time and train orders of trains going to the Siskiyou line apply at east switch eastward siding, from the Siskiyou line at Junction switch.

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.

From (or Beyond)

Any Station

Any Station

ADDITIONAL FLAG STOPS TO RECEIVE AND DISCHARGE PASSENGERS

7 and 8 Colestin MP 409

Receive and Discharge (or Beyond)

		TWARD		RILL SUBDIVIS	1		STWARD	
1 1 2	SECO	ND GLASS	13		RMAJO	xeedite	SECOND	CLAS
Capacity of Sidings in Car Lengths	1-9	628 Freight	Distance from San Francisco	Time Table No May 11, 194	T 952	Distance from Klamath Falls	625 Freight	
	John Sent Co.	Leave Daily	and made	STATION	8	OM	Arrive Daily	
P.≅ ∫ WOYP BK	4.4849	10.15AM	458.3	TO-R ALTURAS	3	97.5	7.35 PM	TYT
printing 66 P	1034	10.20	459.9	JUNIPER		95.9	7.25	5-3
76 P	4.54	10.45	470.6	FLETCHE		85,2	7.00	- 101
81 WYP	60,8	11.00	477.7	TO CANBY	01.10	78.1	6.40	0.21
79 WP	49,6	11.25	485.4	AMBROSE 4.4	77.0	70.4	6.05	100
77 P	01,8,10	11.35	489.8	BOLES 3.8		66.0	5.25	Villa
Yard Limits 85 WP	1000	11.45AM	493,6	HACKAMOI	R.E	62,2	5.10	669
77 P	1552	12.05PM	500.8	MEARES 5.3		55.0	4.40	19
84 WYP	15,6,	12.20	506.1	TO PEREZ		49.7	4.10	
77 P	BE C	12.55	515.4	CORNELL 8.9		40.4	3.40	100
77 WP	102	1.15	524.3	STRONGHO!	LD	81.5	3.15	331
1 0.074	01,25	\$2.5	525,4	Great Northern Ry. C	rossing	80.4	STATE A	ON BU
32 P	49'80	1.55	529.7	TO TULE LAK	CE OS.	26,1	3.05	OUT
100 P	LYCK.	2.04	533.2	HATFIELI	D	22.6	2.57	001
77 P	4 4 150	2.45	587.9	TO MERRILL		17.9	2.45	1 101
77 P	10.8	3.05	547.1	STUKEL 8.7	THE ST	8.7	2.23	0.00
Vand	E 6(13.3	3.30PM	555.8	TO-R KLAMATH FA	ALLS	0.0	2.00PM	1797
WOYTPBK	3 9 9 9 9							
WOYTPBK	DE D	Arrive Daily (5.15) 18.57 dditional Stations:	12.45	(97.5)Time over DistAverage Speed pe	trictr Hour	1 60.1	(6.35) 17.46	04 91 007 -007 -002
Spring Lake.	A M.P M.P M.P M.P M.P.	(5.15) 18.57 dditional Stations: 550.3 Malone. 548.1 Tuber 543.8 Homest	ead		trictr Hour	1 E) 1 1 E) 1 1 EE 1 1 CE 1	The second	04 007 002 007 007 bot//from
Spring Lake.	AM.P. M.P. M.P. M.P.	(5.15) 18.57 dditional Stations: . 550.3 Malone 548.1 Tuber 543.8 Homest 541.0 Copic	ead		THOUR.	WES	The second	04 12 007 002 002 001 001 back Year
Spring Lake.	AM.P. M.P. M.P. M.P.	(5.15) 18.57  dditional Stations: . 550.3 Malone 548.1 Tuber 543.8 Homest 541.0 Copic	ead		ION	WES	(6.35) 17.46	ON THE STATE OF TH
Spring Lake. Gem Hosley Lost River	AM.P. M.P. M.P. M.P.	(5.15) 18.57  dditional Stations: . 550.3 Malone 548.1 Tuber 543.8 Homest 541.0 Copic	ead MERR		ION	WES	(6.35) 17.46	90 P0
Spring Lake. Gem Hosley Lost River	AM.P. M.P. M.P. M.P.	(5.15) 18.57  dditional Stations: . 550.3 Malone 548.1 Tuber 543.8 Homest 541.0 Copic	merk Time		ION	WES	(6.35) 17.46	04 002 002 002 001 001 1001 1001
Spring Lake. Gem Hosley Lost River	AM.P. M.P. M.P. M.P.	(5.15) 18.57  dditional Stations: 550.3 Malone. 548.1 Tuber 543.8 Homest. 541.0 Copic	MERR Time		THOUR.	WES	(6.35) 17.46	04 24 00F 000 000 000 000 000 100 100 100 100
Spring Lake. Gem Hosley Lost River  Capacity of Sidings in Car Lengths	AM.P. M.P. M.P. M.P.	(5.15) 18.57  dditional Stations: . 550.3 Malone 548.1 Tuber 543.8 Homest 541.0 Copic	MERR Time		ION	WES	(6.35) 17.46	04 00 00 F 00 00 F 00 F 00 F 00 F
Spring Lake. Gem Hosley Lost River  Capacity of Sidings in Car Lengths	AM.P. M.P. M.P. M.P.	dditional Stations: .550.3 Malone548.1 Tuber543.8 Homest541.0 Copic	MERR Time		Distance from Lakerlew Honk	WES	(6.35) 17.46 STWARD	OG P
Spring Lake. Gem Hosley Lost River  Capacity of Sidings in Car Lengths	AM.P. M.P. M.P. M.P.	dditional Stations: .550.3 Malone548.1 Tuber543.8 Homest541.0 Copic	MERR Time		ION  Distance from Lakeriew 25.5	WES	(6.35) 17.46 STWARD	04 21 00F 000 000 000 000 100 100 100 100 100
Spring Lake. Gem Hosley Lost River  Capacity of Sidings in Car Lengths	AM.P. M.P. M.P. M.P.	Arrive Daily  (5.15) 18.57  dditional Stations: .550.3 Malone548.1 Tuber543.8 Homest .541.0 Copic  TWARD  TWARD  456.8  456.8	MERR Time	Time over Dist  Average Speed pe M.P. 536.0M.P. 527.7M.P. 525.6M.P. 520.3  ILL SUBDIVIS  Table No. 162 May 11, 1941 akeview Branch  STATIONS  ALTURAS	ION  Distance from Taylor from  55.5  52.6	WES	(6.35) 17.46 STWARD	04 002 002 002 001 001 100 100 100 100 100
Spring Lake. Gem Hosley Lost River  Capacity of Sidings in Car Lengths  P Spur 6	AM.P. M.P. M.P.	Arrive Daily  (5.15) 18.57  dditional Stations: .550.3 Malone548.1 Tuber Homest .541.0 Copic  TWARD   WOOD  456.8  456.8  456.9	MERR Time		ION  Topsauee from Topsauee fr	7 4 15	(6.35) 17.46 STWARD	04 00 00 00 00 00 00 00 00 00 00 00 00 00
Spring Lake. Gem Hosley Lost River  Capacity of Sidings in Car Lengths  P Spur 6 26-P	AM.P. M.P. M.P. EAST	(5.15) 18.57 dditional Stations: .550.3 Malone548.1 Tuber543.8 Homest .541.0 Copic  WARD  WARD  456.8  459.7  466.9  478.6  481.3	MERR Time	Time over Dist  Average Speed pe M.P. 536.0M.P. 527.7M.P. 525.6M.P. 520.3  ILL SUBDIVIS  Table No. 162  May 11, 1941  akeview Branch  STATIONS  ALTURAS	ION  Distance from 55.5  52.6  45.4  33.7	7 4 15	(6.35) 17.46 STWARD	04 21 00F 000 000 000 000 000 000 000 000 000
Spring Lake. Gem Hosley Lost River  Capacity of Sidings in Car Lengths  Page 17  Spur 6 26-P  Spur 24	AM.P. M.P. M.P. EAST	(5.15) 18.57 dditional Stations: .550.3 Malone548.1 Tuber543.8 Homest .541.0 Copic  WARD  WARD  456.8  459.7  466.9  478.6  481.3	MERR Time	Time over Dist  Average Speed pe M.P. 536.0M.P. 527.7M.P. 525.6M.P. 520.3  ILL SUBDIVIS  Table No. 162  May 11, 1941  akeview Branch  STATIONS  ALTURAS  2.9  MATTES  7.2  SURPRISE  11.7  AVIS OREEK  2.7  GARET  9.9  LLOW RANOH  3.9  JOFFRE	TON  Distance from Distance fr	7 4 15	(6.35) 17.46 STWARD	04 000 000 000 000 000 000 000 000 000
Spring Lake. Gem Hosley Lost River  Capacity of Sidings in Car Lengths  P Spur 6 26-P Spur 24 10-P Spur 2 See Note	AM.P. M.P. M.P. EAST	(5.15) 18.57 dditional Stations: .550.3 Malone548.1 Tuber543.8 Homest541.0 Copic  FWARD     10	MERR Time		TON  BOY  BOY  BOY  BOY  BOY  BOY  BOY  B	7 4 15	(6.35) 17.46 STWARD	04 24 00F 000 000 000 000 100 Ying 17 000
Spring Lake. Gem Hosley Lost River  Capacity of Sidings in Car Lengths  P Spur 6 26-P Spur 24 10-P Spur 2	AM.P. M.P. M.P. EAST	(5.15) 18.57 dditional Stations: .550.3 Malone548.1 Tuber548.2 Homest Copic  TWARD  ### Part of the company of the copic of t	MERR Time	Time over Dist  Average Speed pe M.P. 536.0M.P. 527.7M.P. 525.6M.P. 520.3  ILL SUBDIVIS  Table No. 162  May 11, 1941  akeview Branch  STATIONS  ALTURAS	TON  mod paragraphy  55.5  52.6  45.4  33.7  31.0  21.1  17.2	7 4 15	(6.35) 17.46 STWARD	04 2 0 00 F 00 00 P 00 0 P 00 P 00 P 00 P 00
Spring Lake. Gem Hosley Lost River  Capacity of Sidings in Car Lengths  P E II  Spur 6 26-P  Spur 24 10-P  Spur 2 See Note 23-P  Spur 1  Yard Limits	AM.P. M.P. M.P. EAST	(5.15) 18.57 dditional Stations: .550.3 Malone548.1 Tuber Homest543.8 Homest541.0 Copic  WARD  456.8 459.7 466.9 478.6 481.3 491.2 495.1 497.8 503.5	MERR Time	Time over Dist  Average Speed pe M.P. 536.0M.P. 527.7M.P. 525.6M.P. 520.3  ILL SUBDIVIS  Table No. 162  May 11, 1941  akeview Branch  STATIONS  ALTURAS  2.9  MATTES  7.2  SURPRISE  11.7  AVIS OREEK  2.7  GARRET  9.9  LLOW RANOH  3.9  JOFFRE  2.7  FAIRPORT  5.7	F Hour	7 4 15	(6.35) 17.46 STWARD	
Spring Lake. Gem Hosley Lost River  Capacity of Sidings in Car Lengths  P Spur 6 26-P Spur 24 10-P Spur 2 See Note 23-P Spur 1	AM.P. M.P. M.P. EAST	(5.15) (6.15) (18.57) (dditional Stations: .550.3 Malone548.1 Tuber543.8 Homest541.0 Copic  FWARD     10	MERR Time	Time over Dist  Average Speed pe M.P. 536.0M.P. 527.7M.P. 525.6M.P. 520.3  ILL SUBDIVIS  Table No. 162  May 11, 1941  akeview Branch  STATIONS  ALTURAS  2.9  MATTES  7.2  SURPRISE  11.7  AVIS OREEK  2.7  GARRET  9.9  LLOW RANOH  JOFFRE  FAIRPORT  5.7  SNELLING  8.8	TON    Box	7 4 15	(6.35) 17.46 STWARD	

### SACRAMENTO SUBDIVISION

EASTWA	ARD	Time Table No. 162	WESTWARD		
Capacity of	from	May 11, 1941	from		
Sidings in Car Lengths	Distance from San Francisco	Lake Tahoe Branch	Distance from Lake Taboe		
est that the second	Dis	STATIONS	DIS		
Yard Limits WYOBK P	208.1	TO-R TRUCKEE	14.5		
18 P	214.7	BIG CHIEF	7.9		
Yard Limits KP	222.6	R LAKE TAHOE	0.0		
	6.10	(14.5)	1.70 V		
es, TI Cica-		Average Speed per Hour			

EASTW	ARD	Time Table No. 162	WESTWARD
Capacity of	I Second	May 11, 1941	E0.
Sidings in Car Lengths	Distance from San Francisco	Colusa Branch	Distance from Wyo
	San	STATIONS	Dist
Yard Limits PY	108.3	R HARRINGTON	72.1
37	112.3	COLLEGE CITY	68.1
31	116.0	GRAINO 4.8	64.4
65 W	120.8	TO GRIMES	59.6
28	124.4	SYCAMORE 8.6	56.0
61	133.0	TO COLUSA	47.4
Spur	143.2	STEGEMAN 2.7	37.2
37 W	145.9	PRINCETON 4.5	34.5
31	150.4	OODORA 5.2	30.0
61	155.6	GLENN 6.5	24.8
37	162.1	ORDBEND 3.8	18.3
31	165.9	ROTAVELE	14.5
60 W	170.0	ro HAMILTON	10.4
44 PY	180.4	WYO	0.0
0.04.0-1.		(72.1)	Berton Lillian
Total Com		Average Speed per Hour	

Additional Stations: Oak Flat 125.4, Cory 178.6.

EASTW	ARD	Time Table No. 162	WEST	WARD
Capacity of	Distance from San Francisco	May 11, 1941	from	9
Sidings in Car Lengths	stance n Fran	Fruto Branch	Distance from Fruto	- ×
	Sp	STATIONS	ā	
Yard Limits 64 WOYBKP	149.9	TO-R WILLOWS	17.0	mo.
9 Spur	152.6	LOSA 3.2	14.3	
18	155.8	KURAND	11.1	
8	159.6	MILLSHOLM	7.3	-
8	163.6	ATHENA	8.3	
17 PT	166.9	R FRUTO	0.0	
The second second		(17.0)		
Land at		Average Speed per Hour	17.05	

	EAS	TWARD		Time Table No. 162	WEST	WARD
Capacity of		Distance from San Francisco	May 11, 1941		Distance from Josephine	
	dings in Lengths	stance n Fra		Sutter Basin Branch	Josep	
	the state	Sag	0,1	STATIONS	ā	
	P	96.5	R	GRACE 0.4	20.8	0.0401 - 1
31	P	96.9		MAROHANT	20.4	
31		98.4		MACKERT	18.9	
49	WP	100.4	MASS.	ROBBINS	16.9	STWAIN
31	P	101.7		SEYMOUR	15.6	ko l
52	P	105.1		SUBACO	12.2	Li II
31	0204	107.2	12	PELGER 2.1	10.1	ia s
52	P	109.3		EVERGLADE	8.0	
43	YP	111.2	1.53	HINSDALE	6.1	PRILL A.
34	0978	113.3	1.00	TISDALE	4.0	C111 101
17	Spur	115.2		PROGRESS	2.1	00 : 1
17	Spur	117.3		JOSEPHINE	0.0	
	06.0	Laborate Control	I AW	(20.8)	Trained 1	
				Time over District	12	13 12

	EASTW	ARD	Time Table No. 162	WESTWARD		
Capacit	y of	Distance from San Francisco	May 11, 1941	from	554	
Sidings Car Len	0.012	France	Sutter Basin Branch	Distance from Karnak		
	NOTE 1	San	STATIONS	DIS		
32	P	96.9	MARCHANT	2.5		
25	register-	97.6	ENSLEY	1.8	a cutaba	
5	P	99.4	KARNAK	0.0	Espail 1	
	Taller ET (A)		(2.5)	Lau	L Com	
	STATE OF B	1-12-1	Average Speed per Hour	2.00	Wilmon	

EAS	TWAF	D	Time Table No. 162	WEST	WARD
Capacity of	Distance from San Francisco				
Sidings in Car Lengths		Frai	River Farms Branch	Distance from Boyer	
Mark County		Ols	STATIONS	DIs	
vitid offer k		93.5	KNIGHTS LDG. JOT.	13.8	DEC (RIE)
18 Spur		96.3	EASTHAM 2.9	11.0	V.SO
24	Chi	99.2	AYRSHIRE	8.1	
70 Spur	36-71-12	102.4	TYNDALL	4.9	
19 Y	3/1/20	106.1	JIMENO	1.2	00.0
16 Spur		107.3	BOYER 0.9	0.0	60,0
	1411	VISTO	END OF TRACK	1100	
64	1 1		(13.8)	d with	the belle
	1 31		Time over District Average Speed per Hour		Jacobs

	EASTW	/ARD	Time Table No. 162	WESTWARD
_	Capacity of		May 11, 1941	Distance from Inleton
1	Sidings in ar Lengths	Distance from San Francisco	Walnut Grove Branch	sleto
Ľ	at Lengters	Dista	STATIONS	Dist
yard	WOT PBK	88.8	TO-R SACRAMENTO	32.4
uto 1	2 7 7	89.3	S. N. R. Crossing	31.9
Sacramento	P	89.6	JOT. SWITCH, R STREET	31.6
Sa	37	91.8	BATHS 2.4	29.4
	55	94.2	DEL RIO	27.0
ŧ	55	97.5	FREEPORT	23.7
		104.6	HOOD JOT.	16.6
ŧ	55	107.9	LAMBERT	13.3
3	34	111.2	MOFUBA	10.0
Y	ard Limits 12 PWBY	113.4	TO WALNUT GROVE	7.8
Y	ard Limits PBY	121.2	TO-R ISLETON	0.0
	- 5 (18		(32.4)	10
T			Time over District	2.2

Additional Stations: Charles 93.0, Locke 112.6.

EASTW	ARD	Time Table No. 162	WEST	WARD
Capacity of	from	May 11, 1941	From	
Sidings in Car Lengths	Fran	Walnut Grove Branch	Distance from Hood	
Car Dengtis	Distance San Fra	STATIONS	Dist	15 . 51
Ly was of Ex	104.6	HOOD JOT.	0.7	(1)
63 P	105.3	ноор	0.0	7 15
The State of Price	- 10 May 2	(0.7)		Afford Last
	1 7,00	Time over District		

	EAS	STWARD	)	Tim	e Table No. 162	WES	TWARD
		THIRD	isco		May 11, 1941	ity	THIRD
Sidi	eity of	526 Local Freight	Distance from San Francisco	S	tirling City Branch	Distance from Stirling City	527 Local Freight
Car L	engths	Leave Mon., Wed., Frl.	Distr		STATIONS	Dista	Arrive Tues., Thurs., Sat.
	Limits WBKP	10.00AM	184.2	TO-R	онісо	31.2	10.40AM
			186.6	The state	S. N. R. R. Crossing	23.8	
			189.3		DREDGE 8.9	26.1	10.20
19	WP	11.05	198.2		PARADISE 5.0	17.2	9.30
11		11.35	203.2		MAGALIA 6.8	12.2	9.05
12	Spur	12.15 PM	210.0	199-1	DOON	5.4	8.30
Yard	Limits WPY	12.45PM	215.4	R S	TIRLING CITY	0.0	8.00 AM
		Arrive Mon., Wed., Fri.	11-1-1		(31.2)	Total T	Leave Tues., Thurs., Sat.
		(2.45) 11.35		Ave	ime over Districtrage Speed per Hour		(2.40) 11.70

Additional Stations: Oakdale Farms 196.6, Optimo 202.2, Luce 207.1.

12		MENTO SUBDIVISION	N				MEN	TO SUBDIVISI	
EASTW	ARD	Time Table No. 162	WES	TWARD	EAST	WARD	OBLE		WESTWARD
	un ou	May 11, 1941	E GO	No. 101 National	Capacity of Sidings in Car Lengths	Distance from San Francisco	T	me Table No. 162 May 11, 1941 Fair Oaks Branch	Distance from
Capacity of Sidings in	Distance from San Francisco	Knights Landing	Distance from Oroville		5 4 5	Dis Sar	II	STATIONS	- Sign
Car Lengths	San F	and Oroville Branches	Distar	PER SWA	35 P	104.4	R	OITRUS	1.9
177 24		STATIONS			Yd. Limits 15 P	106.3	TO-R	FAIR OAKS	0.0
Yard Limits 107 IBKPW	84.9	TO-R WOODLAND	63.0	17-12-1				Time over District Average Speed per hour	
13	87.2	GARIO	60.7		FAST	WARD			WESTWARI
18	87.7	SUGARFIELD	60.2				T.	ime Table No. 162	11
23	90.1	OURTIS 3.9	57.8		y of sths	Distance from San Francisco	1	May 11, 1941	Distance from Folsom
25 WP	94.0	TO KNIGHTS LANDING	53.9		Capacity of Sidings in Car Lengths	tance Fra		Placerville Branch	Folso
P	96.5	R GRACE S. P. Crossing	51.4	1011	2 0 2	Dis	0.0	STATIONS	Ď.
2 Spur	97.4	BYPASS	50.5	CITATION TO ST	₽:₹\ Y	111.1	F	OLSOM JUNCTION	0.7
38	105.2	OHANDLER 2.3	42.7	Liver Lines	Yard Stimits 21 W	111.8	TO-R	FOLSOM	0.0
24	107.5	MAROUSE 3.9	40.4		-			(0,7) Time over District	
36 W	111.4	TUDOR 1.0	36.5		11111		A	verage Speed per Hour	
9	112.4	ABBOTT	35.5		EAST	WARD			WESTWAR
39	115.8	OSWALD	32.1		Ba of	rom	Ti	me Table No. 162	l e
46	117.7	BOGUE 2.7	30.2	BEREB B.A.	Capacity of Sidings in Car Lengths	ranc		May 11, 1941 Dantoni Branch	nce f
22 P	120.4	YUBA CITY S. N. R. R. Crossing	27.5	Title ut	Car Car	Distance from San Francisco		STATIONS	Distance from
WPVO	121.8	W. P. R. R. Crossing E STREET, MARYSVILLE	26.1	CAS	1.9	139.8	WEB.	DANTONIJOT.	4.4
WPYO	122.7	TO-R MARYSVILLE	25.2	1	7	143.0		LINDA 1.2	1.2
14	130.7	RAMIREZ	17.2		17	144.2	R	DANTONI	0.0
9 P	135.0	HONOUT	12.9					(4.4)	
10	141.6	HEARST	6.3				A	.Time over Districtverage Speed per Hour	
31 P	142.5	PALERMO	5.4	13, 0	-	-			
Yard Limits WTPK	147.9	TO-R OROVILLE	0.0		Ad	iditional Or	Stations oville Br	-Knights Landing- anches:	
	1,41	(63.0)		L. Partie	1		our, 89.4		Tower, 122.7
MESTWARD	/ ar		BAYO	EAS	(	Lee, 10 Wilson	2.7		

EAST	WARD	SACRAMENT	O SUBDIVISION		WESTV	VARD
GRAV	SECOND	WE TWARDEN	Time Table No. 162		THIRD	CLASS
Capacity of Sidings in	518 Local	Distance from	May 11, 1941	Distance from Placerville	521 Local	519 Local
Car Lengths	Freight Leave Daily Ex. Sunday	Distar San F	Placerville Branch STATIONS	Distar	Arrive Sundays and Holidays	Arrive Daily Ex. Sun., Mon. and Holidays
PBK 135 WP	Via Elvas	88.8	TO-R SACRAMENTO	59.9	Via Elvas	Via Elvas
135 WP	5.50AM	94.7	R BRIGHTON	54.0	10.00AM	11.50AM
23	5.55	95.9	PERKINS	52.8	9.50	11.40
6	11	97.5	MANLOVE	51.2	7.00	
73	6.05	98.9	MAYHEW	49.8	9.40	11.25
3	10	100.7	ROUTIER	48.0		
25 Y	6.20	101.6	MILLS	47.1	9.30	11.15
30 P	6.50	104.4	R CITRUS	44.3	9.21	11.00
13	977 28	107.4	NIMBUS	41.3	9.10	10.15
36	7.33	110.1	NATOMA 1.0	38.6	9.00	10.00
Yard Limits Y	8.40	111.1	FOLSOM JOT.	37.6	8.40	9.55
5	9.10	118.0	WHITE ROOK	30.7	8.10	9.10
12	9.50	126.1	LATROBE 5.3	22.6	7.35	8.35
4	10.20	131.4	DUGAN	17.3	7.12	8.10
24 W	11.20AM	136.9	SHINGLE SPRINGS	11.8	6.50	7.45
25	12.01PM	142.7	EL DORADO	6.0	6.25	7.20
19	12.30	145.0	TO DIAMOND SPRINGS	3.7	6.15	7.00
Yard Limits WTKB	1.00PM	148.7	TO-R PLACERVILLE	0.0	6.00AM	6.30AM
	Arrive Daily Ex. Sunday		(59.9)		Leave Sundays and Holidays	Leave Daily Ex. Sun., Mon. and Holidays
3-1-	(7.10) 7.53	Le Lucie Hower	Average Speed per Hour	- 27 [	(4.00) 13.50	(5.20) 10.12

Additional Stations:
Ramona, 95.5
Prattrock, 111.4
Cothrin, 123.1
Brela, 128.1
Brandon, 129.8
Bullard, 131.7
Bennett, 134.0
Apex, 147.7

#### SACRAMENTO SUBDIVISION

	Trab	SACR	AMENTO	YARD—C	DUTBOUND, VIA 1	ELVAS T	O BRIGI	HON	E81 .c	ald the Table	S	ACRAME	NTO YAR	D-INBOUND, VI	A ELVAS	FROM	BRIGHT	TON
		S	ECOND CL	ISS	FIR	ST CLASS			6.8	Time Table No. 162		1	FIRS	CLASS	SECONI	CLASS	THIRD	CLASS
BAC	5.01	5.76 5.85	420 Freight	518 Local Freight	101 BHE 101 6		60 West Coast	231 Passenger	stance from	May 11, 1941	tance from	59 West Coast	232 Passenger	1 1 2000	421 Freight	423 Freight	521 Local Freight	519 Local Freight
9	6.01	1.0%	Leave Daily	Leave Daily Ex. Sunday			Leave Daily	Leave Daily	Die 8	STATIONS	Dis	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Sunday and Holidays	Arrive Daily
	0.9	1.07	A	sagan -	1000 64.02	Tu I	7.50 PM	7.40AM	88.9	70-R SAORAMENTO (Passenger Station)	7.4	s 8.45 AM	8 9.10PM	Law and	100	LINE S		C-1-1
to yard	E.8	1.0		5.30AM	4 13 13 ml mis				89.8	R SACRAMENTO	6.5	100		Fee To The Page	03	P.201-7	10.25 AM	12.15P
amen	1		9.10PM	5.40			8.00	7.50	91.8 136.2	ELVAS	4.5	8.30	9.00		1.00AM	11.20 AM		12.01 PM
Sacr	I		9.30PM	5.50AM			8.05 PM	f 7.55 AM	133.2	R BRIGHTON	1.5	8.20 AM	f 8.55PM		12.40 AM	11.05 AM	10.00 AM	11.50AM
	1		Dyfrin	d may be the	1945				131.7	END OF SACTO DIV.	0.0				1000	F T		
I			Arrive Daily	Arrive Daity Ex. Sunday			Arrive Daily	Arrive Daily		(7.4)		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Sunday and	Leave Daily Ex. Sun., Mon.

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.

RULE 4. Designated Holidays:

New Year's Day, January 1st.

Washington's Birthday, February 22nd.

Decoration Day, May 30th.

Independence Day, July 4th.

Labor Day, First Monday in September.

Thanksgiving Day, Last Thursday in November.

Christmas Day, December 25th. Christmas Day, December 25th.

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). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered stream-lined trains "CITY OF SAN FRANCISCO." Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

The following slow boards are located less than 3/4 mile, prescribed by Rule 10(J), from the restricted point: Distance from

Location Speed restricted point Sacramento, 9th Street.... Westward movement 8 MPH 45 car lengths Sacramento, Front Street. Eastward movement 8 MPH 46 car lengths Sacramento, 3rd Street . . . Westward movement 20 MPH 32 car lengths Sacramento, 2nd Street.... Westward movement 20 MPH 8 car lengths Live Oak, east end of yard. Eastward movement 30 MPH 60 car lengths

RULE 11. Between Gold Run and Truckee from Nov. 1st to May 1st. train finding a fusee burning along or near track must stop, and then proceed with caution not exceeding 15 M. P. H. for a distance of one-half mile.

This restriction will not apply to the track on which train is running if displayed beyond the first rail of an adjoining main track.

RULE 14. 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.

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

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

RULE 17. Night signals will be displayed through tunnels and sheds. RULE 17 (C). For identification purposes, engineman may dim the headlight when passing the head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

RULE 26. When necessary for any member of the crew in Streamliner service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the employee in charge of the work personally reports back to him. A 90 pound brake application must be maintained during the progress of the work.

RULE 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

Eastward trains will move Norden to Truckee irrespective of timetable 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.

RULES 83 and 83 (A). Westward trains, except first-class, passing Sacramento will not comply with Rules 83 and 83 (A) at Sacramento. A proceed signal from switchtender at Front St., Sacramento, green flag by day or green light by night, and in addition proceed indication displayed in Signal S.A. 887, will be authority to move irrespective of timetable superiority from Sacramento to Davis, train order office.

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

Sacramento, 12th Street-Trains terminating. Brighton-Regular trains via Placerville Branch.

Truckee-First-class trains and trains originating and terminating. Woodland-Regular trains except No. 19.

Black Butte-Regular trains and trains originating and terminating. Harrington, Dunsmuir Colfax. Trains originating (Psgr. Station) Willows, Chico, and terminating. Chemult Marysville, Orland,

Dunsmuir Yard-Two train registers will be maintained, one for the

Redding and one for the Black Butte subdivisions.

Registration arrival of westward first-class trains and departure of eastward regular trains originating at Dunsmuir (psgr station) will be transmitted by telephone by the operator at Dunsmuir (psgr station) to the operator at Dunsmuir Yard, who must enter same on the Black Butte subdivision register. Operators will use care in proper transmission and entry, which must be verified by the operator at Dunsmuir Yard repeating the registration to operator at Dunsmuir (psgr station).

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

station).

Truckee—First-class trains.
Davis—Nos. 11, 17, 23 and 24.
Woodland—Nos. 8, 11, 12, 18, 23, 24, 600, 601.
Crescent Lake—Nos. 11, 17 and 23.
Klamath Falls—Westward Great Northern R.R. trains.

Black Butte-Regular trains. Dunsmuir Yard-First-class trains and eastward trains terminating

at Dunsmuir Yard and tied up at Dunsmuir (psgr station). Folsom-Register at Folsom Junction. Trains required to go to Folsom will, on return to Folsom Junction, register the same information

as shown on register at Folsom. RULE 83 (C). Regular trains appearing on Black Butte subdivision register at Dunsmuir Yard need not be again checked at Dunsmuir (psgr

RULE 83 (D). Western Division trains, via Sacramento or Brighton (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 will not comply with Rule 83 (D) at Sacramento. Eastward extra trains and trains originating at Sacramento obtain clearance at Sacramento General Telegraph office located on second floor of psgr. station.

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: "... may check register at.....against Extra.....on order No....". A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra .....register at...... on order No. ..." will register, and place this order number and date in column captioned "Signals."

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

East	West	
M. P. 247.60	Sparks	
M. P. 209.39	Truckee	
M. P. 208.49	Lake Tahoe Branch	
M. P. 222.80	Lake Tahoe	
M. P. 172.12	Emigrant Gap	
M. P. 142.94	Colfax	
M. P. 125.60	Westward Track	
M. P. 120.82	Eastward Track	
M. P. 120.15	Westward Track	
M. P. 110.83	Roseville (East)	
M. P. 110.86	Roseville (West)	
M. P. 110.95	Roseville, No. 4 Track	
M. P. 107.71	Roseville-Tehama Line	
M. P. 95.35	Sacramento	
M. P. 93.09	Walnut Grove Branch	
M. P. 94.93	Placerville Branch	
M. P. 136.33	Main-Polk	

	East	West
	M. P. 111.38	Folsom
	M. P. 112.05	Folsom Branch
		Placerville
	M. P. 113.90	Walnut Grove
	M. P. 122.32	Isleton
	M. P. 124.59	Golden State
	M. P. 76.94	Davis
	M. P. 85.82	Woodland
	M. P. 85.78	Knights Landing Branch
		Willows
	M. P. 150.84 M. P. 151.82	Fruto Branch
	M. P. 167.72	Orland
	111, 1 , 101 , 12	Colusa Branch
	M. P. 185.36	Chico
	M. P. 187.06	Stirling City Branch
	M. P. 143.94	Marysville
	M. P. 122.69	Knights Landing BranchM. P. 119.76
	M P 193 44	Oroville Branch
	M. P. 123.44 M. P. 147.95	Oroville
	M. P. 216.08	Gerber
	M. P. 224.63	Red Bluff
	M D 250 22	Redding
	M. P. 259.23 M. P. 326.60	Dunsmuir Yard
	M. P. 347.70	Black Butte
		Siskiyou Line
	M. P. 346.50	Mt. Hebron
	M. P. 395.46	М. Пергоп
	M. P. 432.43	Klamath Falls
	3.5 D 450 04	Modoc Line M. P. 552.04 Chiloquin
	M. P. 459.24	Chiloquin
	M. P. 471.62	Kirk
	M. P. 530.16	Crescent Lake M. P. 526.60
	M. P. 350.08	Weed
	M. P. 376.34	Montague
	M. P. 394.80	Hornbrook
	M. P. 430.79	Ashland
	M. P. 460.90	Alturas
	M. P. 460.19	Lakeview Branch
	M. P. 495.22	Hackamore
	M. P. 513.05	Lakeview
		aird paragraphs of Rule 93 apply to all tracks within
1	rd limits.	bt trains entering Reserville Verd must not ness Dry
	M'ontwood those	by thousand antoning Pagarrilla Vand must not made like

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

Trains, except regular 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

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

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

Dunsmuir Yard—Westward trains, except first-class, must not pass switch located at signal 3225 east end of Dunsmuir unless proceed signal from yardman received; eastward trains, except first-class, must not pass switch located at signal 3202 west end of Dunsmuir Yard, unless letter "M" is displayed in Take Siding Indicator 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 or green light by night.

RULE D-97 (A). Applies between Sacramento and Sparks and Brighton to Elvas.

#### RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED

RULE 98. 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. cross-

ing 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 signal from flagman on the ground at the crossing, a green flag by day and a green light by night. Sacramento Northern R. R. 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.

Eastward trains approaching Sacramento finding distant signal, located just east of the spur known as Washington Spur, used in connection with home signal just west of Sacramento River Bridge, in caution position will stop west of the Fifth Street crossing unless the home signal at bridge indicates clear position.

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

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

Trains must pass over Southern Pacific crossing at Grace and Sacramento Northern R. R. 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, and at any point during snow storm or when snow on rails, each torpedo placed will be duplicated on opposite rail.

RULE 102. Following instructions govern handling of a passenger train which has parted on grade between Black Butte and Ashland: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes 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 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 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.

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

Woodland-Main St., House track.

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

Sacramento 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.

Tehama......Junction switch, for movement via Willows. This is a spring switch.

Black Butte...... Junction switch 1700 feet west of east water column, for Cascade line.

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......Junction switch of Lakeview Branch and Modoc Line main track 480 feet west of M.P. 458 for Modoc Line.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner "CITY OF SAN FRANCISCO" Nos. 101 and 102.

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

Spur located one mile east of east switch Hackamore on north side of track. Capacity 30 cars. Trailing switch for westward trains. Engines must not go beyond derail.

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

Black Butte-Track located on north side of main track extending from west end of yard to connection with Siskiyou Line main track, 200 feet east of east water column will be known as Eastward siding. Track located on north side of main track from east end of yard to connection with Siskiyou Line main track 780 feet east of east water column will be known as Westward siding. Eastward trains required to take siding will use Eastward siding, and westward trains required to take siding will use Westward siding unless otherwise instructed. Operators will restore switches to normal position for trains leaving the sidings at train order office and Siskiyou main track located between Eastward and Westward

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

for legs of wye.

Siskiyou-When a westward train is holding main track 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 trains or engines will leave turntable lead at east switch located 200 feet west of Signal 4124.

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

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

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

Wyo-Second track of the two tracks paralleling main track, is siding. Marysville-Eastward trains taking siding will use crossover just west of west water column.

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

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

RULE 206 (A). It will not be necessary for No. 291 to obtain clearance at Tehama, No. 527 at Stirling City, No. 521 at Placerville, No. 606 at Reno and regular trains from Western Division at Brighton.

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, indication will change from "stop" to "proceed."

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

No. 518 and No. 519 must go to train-order office Folsom and obtain

clearance when operator is on duty.

First-class trains will not obtain clearance at Dunsmuir Yard. East-

ward trains originating at Dunsmuir Yard need not obtain clearance at

Dunsmuir (psgr station).

Light will be displayed in train order signal at Willow Ranch only when train orders are to be delivered.

#### INSTRUCTIONS FOR SETTING HAND BRAKES AT: DUNSMUIR AND DUNSMUIR YARD

Two brakes on east end. Passenger Trains..... Three brakes on west end. Ten brakes on west end. Ten brakes in center of train. Freight Trains..... 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....... Five brakes on west end. 

Hand brakes on freight trains must be set with the assistance of a brake 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 cut off.

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

Westward freight trains cutting all helpers at Siskiyou will take siding and use braking power track to run around rear portion of train. Cars must not be left standing on main track with engine detached.

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 at Chico must

be kept clear of cars.

House track at Bray, new team track Redding and passenger siding Grass Lake must be left clear for meeting or passing of trains.

RULE 829. Westward freight trains stopping at Chico to perform switching or to take water, must stop east of Sacramento Avenue, or cut

train at that point to permit the passage of traffic over tracks.

Trains using siding at Glade will afford a two-hundred-foot clearance east of road crossing approximately seven car lengths west of east switch.

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 car, must not be placed in train next to cab of mallet engines. Does not apply to trains consisting entirely of logs.

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

RULE 862. Trainmen arriving Gerber on first-class trains will remain on duty and protect their train until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved.

RULE 869. Freight brakemen must be on top of train descending steep grades between Edgewood and Black Butte, Snowdon and Ashland,

Grass Lake and Delta, Ambrose and Canby, Truckee and Loomis except between Andover and Emigrant Gap.

On freight trains between Truckee and Loomis, Black Butte and Edgewood, Snowdon and Ashland, Grass Lake and Redding, member of train crew will observe track from rear of caboose so train may be stopped in event of derailment. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

#### AUTOMATIC BLOCK SYSTEM

RULE 509. When making a reverse movement on main track after movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

Block signals in addition to those included within the brackets shown

on schedule pages are as follows:

On westward freight track from signal 891 at 7th Street to Sacramento River Drawbridge. On eastward freight track 300 feet east of drawbridge to drawbridge. On eastward and westward passenger tracks 300 feet east of drawbridge to drawbridge. On Front Street 350 feet each side of eastward and westward main track.

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

Signal 886, located 100 feet east of Sixth Street crossing, controls
eastward movements on Tracks 2, 3, 4 and 5, Sacramento psgr station,

but does not indicate position of switch located 20 feet east of signal 886.

Eastward freight track between automatic signal 350 feet east of Sacramento River Drawbridge to signal 890 at 7th street is not protected with block signals. All trains will proceed with caution.
On No. 1 track between Newcastle and Loomis double track rules

will apply except when moving against the current of traffic. On No. 4 track between Rocklin and Loomis, Rule 509, single track will apply.

Light type dwarf signal governing eastward movement on No. 1, signal 1136, located at clear ance 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.

At Sparks, semaphore signal 2452 on signal bridge governs main track movements on eastward main track. Lower arm of semaphore signal 2452 on signal bridge governs diverging route movement from eastward main track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track.

Eastward main track Sparks, from 400 feet east of engine lead switch to dispatcher's office not protected by block signals. From dispatcher's office to dwarf signal 2459 on westward main track, not protected by

Dwarf light signal 2455 governs movement from engine lead to east-ward main track. When this signal indicates stop, engine, after stopping at signal, may proceed on hand signal from herder, who must not give signal to engineman until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

Trains or engines stopped by signals 2134 or 2141 at Gerber; 3208, 3209 or 3210 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 4288, 4293 or 4297 at Ashland; 4292, 4293 or 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.

Special slide signal, light type, located on westward track opposite Floriston station indicates condition of slide fence only, not connected

A block signal with a triangular number plate is actuated by some special protective device and special action is required when signal indi-

cates "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

proceed	ing.			
	ard Trains	SPARKS-ROSEVILLE	Westward	
Signa			Sig	gnals
2220	Track opposi	te slide fence Floriston		2239
2146	Track opposi	te slide detector fence		
2164	875 feet in ler	igth at First signal		2165
	Bridge east o	f Boca M.P. 216.5		2181
2012	Snow shed Ar	ndover M.P. 201.2		2015
2010	Fire protection	n		2013
2000	Snow shed W	est end Tunnels 13 and 42		2003
2002	M.P. 200 Wes	t of Andover-Fire protection.		2005
1780	Track opposit	te slide fence between old High	wav cross-	1805
1788		t end Butte Canyon Bridge		1789
1438		te slide fence around Tunnels 33		
	a Josephan (1976)	ROSEVILLE-TEHAMA		
1344	Bridge over C	lark's slough M.P. 135.8 east o	f Ostrom.	1371
P1420	Fire protection	on-Trestle-M.P. 142.7	Р	
1906		P. 191.83 east of Nord		1927
A 40		TEHAMA-DAVIS		2021
1756	Bridge over F	lice Creek M.P. 176.21 west of	Corning	1781
1354	Bridge at M.	P. 137.44 west of Delavan		1381
1178	Bridge at M.	P. 118.88 east of Genevra		1201
		GERBER-DUNSMUIR	analogo F	1201
2240	Spring switch		diammod	2249
		NSMUIR-KLAMATH FALLS	Tree	
3294		r fence east of Tunnel 12 M.P. 3	STATE OF THE PARTY	3299

4430 2400 feet of track protected by rock detector fence.... 4453 Movements over crossing at Front Street, just east of the Sacramento River drawbridge, are controlled by derails and light type signals, as

On westward freight track, by derail located 300 feet from Front Street crossing and two-indication light type signal located 50 feet from

On eastward freight track, by two-indication light type signal, lo-

cated 350 feet from Front Street crossing.

On westward passenger main track by three-indication light type signal, 350 feet from crossing.

Green indication governing movement of westward trains straight through on westward main track.

Yellow indication governing movement through crossover to eastward passenger main track.

Movements on Front Street across eastward and westward main tracks are governed by derails located approximately 90 feet from main track and by two-indication light type signals located ten to thirty feet

Signal governing movement on Pioneer Mill track also governs movement on store lead, but does not indicate position of store lead switch, which is 45 feet south of signal.

Signal governing movement on track No. 4 also governs movement on track No. 5, but does not indicate position of switch 60 feet north of signal. Signal governing movement on track No. 6 also governs movement on

track No. 7, but does not indicate position of switch 60 feet north of signal.

Derails and signals, except derail on westward freight track (which is operated by signal operator on drawbridge) are operated and controlled by switch tender at Front Street crossing.

Signals on Front Street tracks governing movement over Front Street crossing do not indicate position of switches or condition of track between signals and crossing. Trains and engines on Front Street moving on proceed indication of light signals will see that switches are lined for them and that track on which they are moving is not obstructed by other

If signals do not indicate Proceed, Rule 663 will apply.

Light signals govern 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. 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.

Light signal at yardmen's station opposite yard office Roseville is used by yardmen to give signal to westward freight trains from Sparks-Roseville line. Aspects and indications as follows:

No light—Stop and stay clear of Yosemite Street crossing. Flashing yellow light—Proceed, stopping clear of Lincoln Street

crossing unless proceed hand signal is received (green flag by day, green light by night).

Light signals and switch indicators governing movements from Great Northern R. R. 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 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 clear. 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 block clear. Signal 3222 at Dunsmuir governing eastward trains is located on left side of main track.

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 516. Overlap posts are located at:

Eastward Trains:

Live Oak—100 feet west of station. Tehama—2475 feet east of junction switch.

Red Bluff-300 feet west of east switch. Eastward trains holding main track at Red Bluff will cause westward signal at west end of Glade siding to indicate stop when they pass onto the prelimi-nary overlap extending 1300 feet west of Red Bluff station. This preliminary overlap is cut off after time interval and signal at Glade will, after remaining in stop position two and one-half minutes, change to proceed providing eastward train at Red

Bluff remains west of permanent overlap post.

Dunsmuir Yard—515 feet west of signal 3210.

Mott

—Left side of track near middle of siding. Leaf -Fouling point west switch.

Westward Trains:

Pine Ridge-Near middle of siding. Ady —Opposite clearance point east end of siding. Somerset—Near middle of siding.

-1000 feet west of east switch of siding.

#### SPRING SWITCHES

When a block signal in advance of a facing point spring switch indicates "Stop", careful examination of switch must be made 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

Spring switches are located at the following points, and the indicated speed must not be exceeded while trains are passing over them.

Roseville-Trailing from siding to eastward main track 15 M.P.H.

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 movement through switch when leaving drill track trains must stop at clearance point on drill track when signal 1074 located 350 feet east of switch is in stop position. Eastward trains moving from drill track and trailing through this switch will not exceed 15 M.P.H. Westward movement on main track must not be made over this switch without first stopping and inspection made of switch.

Tehama—Trailing from Roseville line, 25 M.P.H. Junction switch equipped with spring switch normally lined for movement via Willows.

Between Signals SA-2119 and SA-2116 on Davis line and Signals SA-2119 and 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 signal desired and release knob. After four minutes signal should change from stop to pro-

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.

When Signal SA-2118 governing movements of eastward trains on Roseville line is in "Stop" position, spring switch must be lined by hand before movement is made and restored to normal position by hand after

movement has been completed.

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.

Glade-Facing point lock trailing from siding to main track eastward normally lined for main track. Speed restricted to 15 M.P.H.

#### INTERLOCKING

Sacramento River Drawbridge-

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

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

To Valley Grocery spur—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 interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk siding; and on Placerville Branch line to interlocking home signal 600 feet east of Junction switch.

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

American Can Company spur switch and derail. Derail is electric-

Crossover, center siding, Elvas, to westward track, Elvas-Polk line. Crossover, center siding, Elvas, to eastward track, Polk-Elvas line. West switch and derail, center siding, Elvas. Hopfen spur switch and derail.

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

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

Hand signals as required by Rule 628 may be given from the tower

instead of from the ground.

Whistle Signals governing routes as follows:

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 prosching interlocking plant at Elvas, except when brake pine has been approaching interlocking plant at Elvas, except when brake pipe has been

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

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

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

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

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

tions 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 west-

ward 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

siding.

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 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.

When interlocking home signal located approximately 300 feet west of west switch at Donner indicates stop, westward trains will stop to clear west switch of Donner siding.

Additional light signals mounted on the masts of the following interlocking 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.

switch of crossovers governing movement on crossover.

Normal indication of these signals DARK. Proceed with caution indication will be given by 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 operator on telephone.

Two indication light signal installed on westward turntable lead to

No. 2 track, Norden. Signal is located on left side of track and 92 feet east of signal 48-a, and is a repeater signal used in connection with signal 48-a, governing westward movement from turntable lead to No. 2 track.

Georgiana Slough—Drawbridge. Snodgrass Slough—Drawbridge. 9th and K Streets Tower, Marysville.

Following switches and derails on Western Pacific R. R. 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 After door has been opened, and no trains are seen approaching on Western Pacific track, signal 4 located on Western Pacific track 464 feet west of crossing, and signal 15, 2-arm signal located on Western Pacific track 1624 feet east of crossing will immediately go to stop position, releasing electric locks. Electric locks are released when indicator in lock is in proceed position, then move lever directly below indicator to the right which will permit operation of switches. When switches are again restored to normal position, lever should be moved to left position before

closing door.

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

near junction switch.

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

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

Trains desiring to cross Western Pacific R. R. 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 southers of the contraction of the contraction

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 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 east 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:

movement after No. 20 passes.

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.

No towerman on duty between 12 midnight and 6.30 a.m. Signals on the Sacramento Northern R. R. will be placed in STOP position and Southern Pacific signals will be lined clear for westward

In the event it is necessary to use the plant between the hours of 12.00 midnight and 6.30 a.m. for other than westward movements, crew should promptly get in touch with the Chief Dispatcher at Sacramento who will make the necessary arrangements.

Redding Remote Control—Cross-over switches east end siding con-

trolled 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.

#### AUTOMATIC INTERLOCKING

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 Stronghold.

Speed of trains must not exceed 30 M.P.H. between home signal and crossing.

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

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

## TAKE SIDING INDICATORS

RULES 705 to 708. Emigrant Gap—Located on mast of signal 1706 at west switch of center siding of eastward track controlled by operator.

Dunsmuir Yard—Located on mast of distant signal 3198 west of west

Mount Shasta-Located on mast of signal D 3360 west of Mount Shasta.

#### TRAIN AND AIR INSPECTION

Page	Location
All	Freight trains, and light engines not equipped with tire coolers except mallets, on descending
	grades will stop 10 minutes between switches at
	the following stations, to permit wheels to cool.
	Trainmen will make careful inspection of all
	cars and enginemen inspect engines.
2	Stanford Engine stop west of Culvert 202-E, 1879 feet west
	of West switch.
2	NordenOn No. 2 track.
2	Truckee Exception—five minutes.
3	SummitOn No. 1 track.

Troy......Yuba Pass..... Knapp......Exception—five minutes. Midas.....

Gold Run..... Crystal Lake...During stormy weather and when snow on ground, instead of Yuba Pass.

Emigrant Gap...During stormy weather and when snow on ground, five minutes for heat radiation, in addition to

Knapp. 3 Flint.....Train to clear highway crossing at west end (except westward freight trains that stop at Auburn, inspect at Auburn instead of Flint).

Latrobe.....

Paradise..... (Also passenger trains) stop 5 minutes, cool wheels.

Crouch..... Steinman..... 10

Gregory..... Exception—five minutes.

Weed or Edgewood

Exception—five minutes. 10

10

Mott or Azalea. Exception—five minutes.

Andesite......Freight trains that have stopped at Cougar not less than 5 mins., may go to Bolam for inspection without stopping at Andesite, in which event, must make 10 min. stop at Bolam.

AC Type 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 en-

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, except when conditions favorable, freight trains may go to Biggs, eastward freight trains Klamath Falls to Lenz, westward freight trains Crescent Lake to Kirk and Klamath Falls to Grass Lake, if, in the judgment of conductor and engineer no stops are necessary.

At points where freight trains stop for inspection, they will do so

At points where freight trains stop for inspection, they will do so between switches to permit light engines to pass.

Trains handling logs must stop and inspection made by crew of load and chains before entering Klamath Falls Yard, passing through tunnels and over Sprague River Bridge west of Chiloquin, Dry Canyon Viaduct between Hotlum and Bolam, Klamath River Bridge west of Hornbrook, 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, 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 designated freight train inspection stations for inspection of engine and to permit heat of tires to equalize.

#### AIR BRAKE RULE 3

Maintain brake pipe pressure of 80 pounds on freight and mixed trains.

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

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. Trainmen will wait until passenger trains are made up at Gerber

#### AIR BRAKE RULE 24

Page	Location	Rear end test on freight trains must be made immediately prior to leaving:
10	Siskiyou	All trains.
8		Westward freight trains.
10	Hornbrook.	Eastward trains.
3-10	Black Butte	Siskiyou Line freight trains.
10		Westward freight trains.
3		Westward trains.
3 2		Eastward and westward trains.
12		yAll trains.
11	Placerville.	All trains.
3	Truckee and	
		Westward trains make brake pipe test.

before coupling steam and air hose.

	AIR BRAKE RULE 39
Page	Location Running test on passenger trains must be made at
10	SnowdonEastward trains.
8-10	Black ButteSiskiyou Line trains.
8	Grass LakeWestward trains.
10	AmbroseWestward trains.
3	Tunnel 6Westward trains. (Just before entering tunnel.)

#### AIR BRAKE RULE 33-FREIGHT TRAINS

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

Page	Ms per Oper- ative Brake	TERRITORY
2	120	Norden to Truckee.
3	140	Summit to Yuba Pass.
3	100	Yuba Pass to Loomis.
2 3 3 7 8 8 10 10 10 10	250	Dunsmuir Yard to Gibson.
8	100	Azalea to Dunsmuir yard.
8	150	Grass Lake to Azalea.
10	100	Black Butte to Edgewood. Ambrose to Canby.
10	150	Snowdon to Hornbrook.
10	90	Siskiyou to Ashland.
10	90	Siskiyou to Hornbrook. Placerville Branch
11	120	M.P. 148 to M.P. 146. M.P. 145 to M.P. 138.
11	140	M.P. 136 to M.P. 130. M.P. 129 to M.P. 122.
11	150	M.P. 117 to M.P. 112.
12	80	Stirling City to M.P. 188.

#### AIR BRAKE RULE 46-PASSENGER TRAINS

Page	Number of Retainers	TERRITORY
2	All	Norden to Truckee.
3	All	Summit to Long Ravine Bridge and N. E. Mills to Loomis.
8	Accessible	Azalea to east switch Dunsmuir.
8		Shasta Springs or west, if stop is made, retainers may be turned down.
10	All	Siskiyou to Ashland.
10	All	Siskiyou to M.P. 403.6.
10	All	M.P. 400 to Hornbrook.
10	Accessible	Black Butte to Edgewood.
10	Accessible	
10		M.P. 403.6 to M.P. 400, retainers on head end cars must be left turned up, but should be turned down momentarily if stop is made at Hilt.
10	Accessible	
11	All	Stirling City to M.P. 188.

Whenever passenger equipment is handled on freight trains and a plug

Whenever passenger equipment is handled on freight trains and a plug test is made, considerable time must elapse before brake pipe pressure will build up sufficiently to release the brakes on passenger equipment.

Conductor will advise engineman when they have such passenger equipment on the rear of train so he may allow a sufficient length of time for brakes to release before attempting to start train.

Diesel propelled train, "CITY OF SAN FRANCISCO", carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam locomotive to handle this train, such locomotive must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor handling passenger trains. The high pressure side of the air compressor governor of the steam locomotive must be set for 140 lb. and the low pressure side for 130 lb.

pressure side for 130 lb.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainwan. and release of the brakes should be checked by an inspector or trainman

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power car should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

Speed of freight trains will be reduced at points where trainmen are

required to handle retainers.

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 Hombrook up to 100 Ms per operative retainer.

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

and Chiloquin, Ambrose and Perez.

Retainers must be turned down momentarily ascending grade M.P.

403.6 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 must not exceed 100 Ms per operative brake when handled on descending grade by AM, F 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, and between Norden and Truckee 120 Ms per operative brake.

Train crews on freight trains from Roseville will not release hand

Train crews on freight trains from Roseville will not release hand brakes until engine is coupled to train or yard air is through train.

#### MISCELLANEOUS

1 Water columns at 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, Lakeview, 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.

Do not take water at east tank Morley except when necessary to

take siding.

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

Take water only in emergency at following points: Blue Canon, Woodland, Maxwell, Robbins, Tudor, Stronghold, Hackamore and Orcal tank.

Water supply—Cantara—Three-fourths mile east.

Grenada—One-fourth mile east.

Klamathon Tank—M.P. 390.5.

Whittier Tank—M.P. 485.8 Lakeview Branch.

Orcal Tank—M.P. 403.6 Siskiyou Line.

When a blue signal or an authorized sign is displayed at one or both ends of an engine, indicating that workmen are under or about it, or engine has been spotted to take oil or water, reverse lever must be placed in center, throttle valve closed, cylinder cocks opened and independent air

Leading and helper engines must not cut off from head and rear Leading and helper engines must not cut off from head and rear portion of train at the same time at Steinman when taking water. When leading engine is coupled to train, after taking water, engineman will place automatic brake valve on lap, then sound one long whistle signal. Helper engineman will then make fifteen pound 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.

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

Do not take oil at Gold Run except in emergency.

Eastward freight trains at experience at Colfact water with helper

Eastward freight trains stopping at Colfax for water with helper engines in train, lead engine should stop with pilot just west of water column, cut off and take water. This to avoid possibility of accident at highway crossing.

Water at Mystic on No. 1 track only.

Trains handling empty express refrigerators will take water at Blue
Canon so tie sprinklers will operate at full efficiency.

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

Eastward passenger trains making stop at Reno, will do so clear of Virginia Street.

Eastward trains will approach crossing at Colfax very carefully when westward trains are in the vicinity of the crossing.

3 If unable to handle train account storm conditions on mountain, reduce to ninety per cent of engine ratings, advising chief train dispatcher fully of action take

Helper service: No helper engine will be placed behind wooden underframe cars or cabooses

Locomotives weighing more than 210,000 pounds on the drivers will not be placed behind cabooses

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

Not more than one F or AC type engine shall be placed on head end of freight trains except on trains consisting entirely of logs between Leaf and Grass Lake, Canby and Ambrose. Two GS or Mt, or one GS and one Mt type engines must not be coupled on descending grade where maximum curvature exceeds 10 degrees. F or AC type engines must not be coupled ahead of engines smaller than consolidation when tonnage behind such engine is in excess of time table rating. Between Ashland and

Hornbrook, helpers must be placed in rear of train.

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

4a Pushing trains out of yards: No locomotive will be placed behind a wooden underframe caboose or other wooden frame equipment.

Locomotives weighing more than 210,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine.

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

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

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

S. P. track to Swayne Lumber Co. Yard at Oroville passing under W. P. trestle will not be used or switching performed thereon during time W. P. trains are passing over trestle.

When necessary to occupy McCloud River R. R. Company's tracks at Mount Shasta, including the west leg of wye, it must be under protec-

tion of flag.

Tracks except main track at Leaf are used by engines and motor cars of the Long Bell Lumber Company, and all movements over these tracks including both legs of wye, and to Long Bell siding must be made with

When using siding at Delavan beet chute at beet loading dump must be raised to proper clearance.

Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with

7 When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are

Capacity of sidings between clearance points is based on an average car length of 47 feet not including engines and caboose.

- 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 onehalf mile from station.
- 9 Westward freight trains having pick up or set out at Colfax will, when possible, leave train east of east crossover while work is being
- 10 Storage tanks of Standard Oil Company near tracks at M. P. 107.9 between Roseville and Rocklin, flues of engines must not be sanded until engine has passed this point.

Underground gasoline tanks installed opposite house track at a point 300 feet west of station Colusa. Engines must not be stopped in front of unloading spot when oil or gasoline cars are being unloaded.

Page	Type of Engine	Restricted Tracks
2 2-3 2-3	F-AC- Mk-Mt- GS	Auburn, Nev. St. Spurs. Clipper Gap Team, east of road crossing. Colfax Material spur, west yard.
2-3	AC-4-5- 6-7-8	ColfaxCorral track, west of corral, bunk spur, house and house lead east of freight house Team, beyond east end of freight house platform Scale.
2-3	F-AC- Mk-Mt-GS	RocklinSiding, House.
3	mabocite full	Loomis
3	Printer of the Control of the Contro	Penryn Fruit spurs west of station.  Newcastle Tracks 3-4 and No. 7 beyond end of curve or switch leading to lumber spur.
3 3 3	otlevisio	FlintStandard Oil spur. AuburnHigh line.
3	ankandinga a tali sala s	W. ApplegateSpur. W. N. E. MillsSpur, west of tool house.
2-3	F-AC- Mk-Mt- GS	MagraSpur. TowleSpur. Blue CanonDump spur, oil spur, Greek spur east of oil column. Yuba PassSpur switches. Crystal LakeSpur, south side of No. 2 track. CiscoOutfit spur, Campbell's spur east of corral chute. SummitLumber spur switch.

Page	Type of Engine	Restricted Tracks
4	Passenger Trains	HarringtonShort siding.
4-5	All	WyoStoney Creek gravel pit. Engines must not go beyond a point three car lengths beyond gravel bin.
4-5	AC-4-5- 6-7-8	MerrittWarehouse.
4-5	All	SugarfieldSouthern Pacific crews and power must not operate on track 5 in Sugarfield yard beyond a point 50 ft. west of west end of beet dump constructed under that track.
4-5	AC-4-5- 6-7-8	DunniganStandard Oil. HarringtonShort siding. ArbuckleWarehouse. CortenaWarehouse, house.
4-5	Heavier than T	Maxwell House, corral, loading, warehouse. Riz Warehouse Spur.
4-5	AC-4-5- 6-7-8	WillowsUnion Oil, Union Ice, team, ware-house, pump house, engine spur, set-out.  ArtoisHouse, warehouse. OrlandEngine spur, oil spur. WyoEast leg of Wye. CorningHeinz spur.
6	F-AC-	TehamaHouse, beet, warehouse.  BiggsDoty warehouse spur, west end of
rol pd	Mk-Mt-GS	yard.  Brick warehouse spur, east end of yard.  Nelson
	iet uit S	Barber YardNo. 1 track from west switch to point 400 feet west of east switch.  Barber YardNo. 2, 3 and 4 tracks.  ChicoPriol warehouse spur.  Reynolds warehouse spur.  Standard Oil spur.  CopelandSiding.
duine.	All	LomoSiding.  MarysvilleTeam, mill spur, Earl Fruit spur.  MarysvilleHigh line track west of the east line
	F-AC	of Third Street.  ClaytonSpur serving Stockton Fire Brick Co., across highway.
6	Mk-Mt-GS All	Dantoni Jet. and Dantoni.  MarysvilleRio Grande Oil spur off "E" St.,
6	Heavier than 210	use reach. OstromCorral Track off siding, use reach.
6	All	Barbar Diamond Match Ca 's treek at www
7	AC-4-5- 6-7-8	BarberDiamond Match Co.'s track at wye.  CastellaDirigo Industrial tracks.  KennetTrestle to slag pit, use reach.
7-8- 9-10	Heavier than 210 Ms on Drivers	Red BluffPioneer Fruit spur. ReddingHoefer's and Sterling Lumber Co.'s spurs. KennetSlag pit beyond clear point on either
		track east of switch on east end of bridge across Backbone Creek. PollockSpur. LamoineLittle Slate Creek Bridge.
of entra	AND THE	GibsonSpur. IgernaSpur. WeedLong Bell Lbr. Co., docks 1 and 2 in lumber shed, shed spur, block spur, factory 2, fac- tory 3, No. 6 lumber yard.
mbas ma n	ven jour trail olaste versi ver applicat l	except C, AC 1, 2 and 3 type engines as follows:  Dorris
ends	ghery too	MacDoelLumber spur back of stock corral. Industrial tracks between Klamath Falls and Kirk except engines not heavier than 275 Ms on drivers as follows:
endo I or had	Frie -tilve milered og milered og	Algoma Log spur and track to box factory. Chiloquin Chiloquin Lumber Co. track extending off stem of wye. Speed restricted to 6 M.P.H. Modoc Point Lamm Lumber Co., spur. Lakeview Branch.
-		THE RESERVE OF THE PERSON OF T

Page	Type of Engine	Restricted Tracks
8	F and AC 4-5-6-7-8	Pioneer
8	AC-4-5- 6-7-8	Mt. Shasta Pacific Fruit & Produce Co.'s spur, or on house track, beyond west end of freight platform. Penoyar Spurs, use reach.
7-8-9-10	All	MorleyEngines turning on wye use west leg for initial movement.  Pollock100 feet each side of pit, Clifford's Industry track.  Mt. ShastaMcCloud River R. R. main track from Clearance with interchange east end of yard to point opposite station building.  AlgomaSpur leading to Algoma Lbr. Co. machine shop.  AgerSpur beyond signal east of road crossing.  Willow RanchCrane Creek Lumber Co. shed.  PerezSpur.  StrongholdSpur-Pit.
10	GS, AC	Siskiyou line between Hornbrook and Ashland. Flint hoppers and box cars must not be placed on spur serving El Dorado Lime and Mineral Co. at Bullard, to or beyond rock chute which does not clear this class of equipment.  Engines must not exceed 10 M.P.H. from Bullard Jct. to Lime Quarry, and must not go beyond 60 feet east of bunker switch.
11	C	PlacervilleWeber spur.
12	Mk-F-AC Mt-GS	Knights Landing Branch, except between Woodland and switch to Swanston Corral spur.

Engines equipped with pilot snow plows are prohibited from entering Los Angeles Union Passenger Terminal account impaired clearances.

#### MAIN TRACKS

11 Tracks between Sacramento and Roseville numbered, and unless otherwise authorized, will be used as follows:

No. 1 Westward trains. No. 2 Eastward trains.

Tracks between Roseville and Sparks numbered and used as follows:

No. 1 westward trains, via Auburn.

No. 2 eastward trains, via Auburn Nevada Street. No. 4 between Rocklin and Loomis; diverges from No. 2 at Rocklin and runs on south side of No. 1, one-half mile east of Rocklin to Loomis, connecting with No. 1 at Loomis.

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

At Chico, Stirling City Branch main track originates at switch on Stirling City Branch leading to engine house at Chico. Trains to and from Stirling City Branch use yard tracks between passenger station and Stirling City Branch main track.

At 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 Where rail lubricators are located, running switches are prohibited and sand, blow off cocks and injectors must not be used, nor boosters started while passing over same.

14 From May 1 to Nov. 1, sprinklers will be placed in service between Roseville and Sparks upon departure of westward freight trains and light engines, Norden to Loomis, and on eastward freight trains and light engines Norden to Truckee.

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

Eastward trains will operate sprinklers Norden to Truckee and westward trains Norden to Loomis.

During dry season, engines will sprinkle wooden structures with water from tender on steep descending grades.

On Shasta District, use sprinklers on engines so equipped when passing through all tunnels.

15 Trains and engines must not pass switch-tender's stations at Sixth Street and Seventh Street, Sacramento, without receiving proceed signal, green flag by day and green light by night, and must move with caution between Sacramento River Bridge and Seventh Street.

20 Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight ear" 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.

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

Gas transport cars when handled in freight trains should be placed next ahead of caboose.

Cars with inoperative couplers, containing perishables or live stock, may be chained in train and moved to nearest available repair point. Other cars with defective couplers will be switched to the rear of caboose, using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train. Cars chained may be moved to nearest repair point in direction train is moving.

24 Minimum Clearances for Rotary Plows

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

Tunnels 3 and 4 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.

Rotary snow plows 7203-7210-7222 equipped with wings, will not clear rock cut eastward track 700 feet east of M. P. 155, rock cut westward track at Rocky Point M. P. 158.4, also snow sheds and tunnels, when wings are extended.

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

#### **OPERATION OF TURN TABLES**

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.

Before moving onto table from any lead, table must be lined so that engine will enter from rail lock end only. Engines when backing and approaching table on lead from eastward siding east end will stop to clear of table and Fireman, after properly lining and locking table, will signal Engineer to move onto table by green light located on Engineer's side of lead. Operation of green light controlled by push-button located on post of turntable shed on Engineer's side. This signal does not indicate position of turntable or turntable lock.

Spot detectors are connected to turntable rail lock. If engines are not spotted on table to clear concrete piers, detectors will prevent operation of rail lock lever.

Marker posts are placed on each end of the Norden turntable to aid in spotting engines. AC type engines must be spotted with center of cab door directly opposite a marker post to avoid couplers striking concrete piers when turning.

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table and enginemen must know that it is properly lined before attempting to move engine on table.

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

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

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

Allow turntable to come to stop before reversing motor.

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

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

Normal position turntables on Truckee District will be as follows:

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

Trainmen and enginemen using these turntables must leave them

#### 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:

		12.423.10	Logen.	PASSENG	ER		FREI	IGHT	Co land	LIG	HT ENGINES	RUNNIN	G FORWARD	
Page No.	Territory	Maximum Except Streamliner Diesel Power	Stream- liner Diesel Power Unit	With AC-7, 8 Engines	With F-1, 3, 4, 5 AC-1, 2, 3, 4, 5, 6 Mk-2, 4, 5, 6, 8, 9 C-2 to 10 Inc., 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.	Freight and Mixed, Maximum	With AC-1, 2, and 3 Engines	Engines and Motors Backing	F-1, 3, 4, 5 Mk 2, 4, 5, 6, 8 9 and AM Engs.	GS Mt-1, 3, 4, 5 E, M, T, A and P	C-2 to C-10 Inc.	C-4, 15, 17 Mk-2, 4, 5, 6, 8, 9 AM, AC-1, 2, 3, 4, 5, 6, 7, 8	Switch Engines S-SE Type
2	Sacramento-Roseville No. 2 Track	60	95	55	40	60	40	25	30	35	40	35	30	20
2	Roseville-Colfax	40	50	40	40	40	35	25	30	35	40	30	30	20
2	Colfax—Truckee	35	35	35	35	35	20	20	15	30	30	25	30	20
2	Truckee-Sparks No. 2 Track	40	44	40	40	40	30	25	15	35	35	30	30	20
3	Sparks—Truckee No. 1 Track	40	44	40	40	40	30	20	30	35	35	30	30	20
3	Truckee-Loomis	35	35	35	35	35	20	20	15	30	30	25	30	20
3	Loomis-RosevilleNo. 1 Track	50	70	45	40	50	35	25	30	35	40	35	30	20
3	Roseville-Sacramento No. 1 Track	60	95	55	40	60	40	25	30	35	40	35	30	20
4, 5	Davis—M.P. 92.0	60	ATT DESCRIPTION	55	40	60	40	25	30	35	40	35	30	20
4, 5	M.P. 92.0—M.P. 129.5.	70		55	40	60	40	25	30	35	40	35	30	20
4, 5	M.P. 129.5—Gerber	60	O'DISPERSION OF	55	40	60	40	25	30	35	40	35	30	20
6	Rosavilla—Tahama	50		50	40	50	35	25	30	35	40	35	30	20
11	Roseville—Tehama Harrington—Wyo via Colusa Willows—Fruto	30		30	25	30	25	20	20	00	25	25	20	20
11	Willows Fruto	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					25	20	20	20
11	Warenant-Karnak	30			20	15	20 15		15		15	15	20	20
	Knights Ldg. Jct.—End of track	15							10					
11	Chico-M.P. 188 (Stirling City Branch).	30			25	30	25		15		25	25 12	25 12	20
11	Knights Ldg. Jet.—End of track Chico—M.P. 188 (Stirling City Branch). M.P. 188—Stirling City.	20			20	20	12		10		15		12	20
11	Dantoni Jet.—Dantoni	20				20	20		20		15	20		
12	Truckee—Lake Tahoe	40		25	25	40	30	20	15	20	30	30	30	20
12	Woodland—Marysville	25			25	25	25		15		25	25	25	20
12	Marysville—Oroville	20			20	20	20		15		20	20	20	20
12	Brighton—Folsom	40			30	40	30		30		40	35	30	20
12	Citrus—Fair Oaks	25			20	25	20		15		20	20	20	20
12	Folsom-Placerville	25			20	25	Mixed 20   Frt. 15		12		25	15	15	20
	Through Crossovers, Turn-outs, and on all tracks except main tracks	15	terns W	10	10	15	15	10	10	15	15	15	10	15

	All bearing (III) and the second of the second of the second	CHA	11/2	F	ASSENGE	R	mil into	ILVE INTE	FREIGHT		LIG	HT ENGIN	ES RUNNI	NG FORW	ARD
Page No.	Territory	Maxi- mum	With F 1, 3, 4, 5 and AC 4, 5 Cross- Counter Balanced AC, 7, 8	28, 31, 34, 36, 57, 58 M Mk 5 to 9	With C 2 to 10	Mk 2, 4 and 10 G. N. Ry. F 5	AC 4, 5, 6 F 1, 3, 4, 5 not	With AC 1, 2, 3 Engines	Freight and Mixed Maxi- mum	Engines and Motors Backing	Maxi- mum	Mt C 2 to 10 C 18, 19 Mk 5 to 9 F 3, 4, 5	AC 4, 5, 6, 7, 8, AM C 15, 17 TW Mk 2, 4 and 10 G. N. Ry. F 5	AC 1, 2, 3	Switch Engines S-SE Type
7 7 7 7 7	Gerber and M.P. 223.4 at Red Bluff. Red Bluff and M.P. 233.6 at Hooker. M.P. 233.6 and M.P. 258.2 at Redding. Redding and one mile east of Middle Creek. One mile east of Middle Creek and Dunsmuir. Exception: Eastward freight trains one mile east of Middle Creek and Dunsmuir.	70 60 70 40 28	55 55 55 40 25	50 50 50 40 28	45 45 45 40 28	40 40 40 40 28	45 45 45 40 25	40 40 40 40 20	40 40 40 35 20 25	30 30 30 25 15	40 40 40 40 28	35 35 35 35 25	30 30 30 30 25	30 30 30 30 20	20 20 20 20 20 20
8 8 8 8 8 8 9 9 10 10 10 10 10 10	Dunsmuir and Azalea Azalea and Mt. Shasta Mt. Shasta and Deetz Deetz and Black Butte Black Butte M.P. 345 and M.P. 355½ Cascade Line. M.P. 355½ and Klamath Falls Klamath Falls and M.P. 479½ M.P. 479½ and M.P. 498 M.P. 498 and Crescent Lake Black Butte and Edgewood Edgewood and Snowdon Snowdon and Ager Ager and Thrall Thrall and Hornbrook Hornbrook and Hilt. Hilt and Cole Cole and M.P. 425 M.P. 425 and Ashland	25 35 60 60 65 60 25 50 25 30 25 30 25	25 25 50 25 35 55 55 55 55 25 25 25 25 25 25 25	25 30 50 25 35 50 50 50 25 50 30 25 30 25 30	25 30 45 25 35 45 45 45 45 25 30 25 30 25 30	25 30 40 25 35 40 40 40 25 40 30 25 30 25 30	25 25 45 25 35 45 45 45 45 25 25 25 25 25 25 25 25 25 25 25 25 25	20 20 40 20 35 40 40 40 20 20 20 20	20 20 35 20 25 40 40 40 20 35 20 20 20	15 15 25 15 20 30 30 30 15 25 15 15 15 20	25 25 40 25 35 40 40 35 35 40 30 25 30 25 30 25 30 25 30 25 35 35 40 30 25 35 40 35 40 36 36 36 36 36 36 36 36 36 36 36 36 36	25 25 35 35 36 35 35 35 35 35 20 35 25 20 25 25 25 25	25 25 30 25 30 30 30 30 20 25 25 25 25 25 25 25	20 20 30 20 30 30 30 30 30 20 30 22 20 20	20 20 20 20 20 20 20 20 20 20 20 20 20 2
10 10 10 10 10 10 8 9	M.P. 425 and Ashiand Alturas and Canby. Canby and Ambrose. Ambrose and Klamath Falls. Alturas and Lakeview. Dredger Fills, Worden and Midland. Dredger Fills, Wocus and Ouxy. Through Crossovers, Turn-outs and on sidings. Trains handling logs loaded on flat or logging cars, Tan Trains handling logs loaded on flat or logging cars, Cur	30 40 25 40 30 55 60 15 gent tr	55 55 10 ack	30 40 25 40 50 50 15	30 40 25 40  45 45 15	30 40 25 40 40 40 15	25 40 25 40  45 45 10	40 20 40 40 40 10	20 30 20 35 30 35 35 10 25	15 20 15 20 20 30 30 10	25 40 25 40 25 40 40 15	35 25 35 35 35 15	30 25 30 30 30 30 15	25 25 25 25 30 30 10	20 20 20 20 20 20 20 20 20 15

#### SPEED RESTRICTIONS SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.						
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
10	7.30	26	2.18	40	1.30	54	1.06	69	0.52
12	5.00	27 28	2.13	41	1.27	55	1.05	70	0.51
15	4.00	29	2.04	43	1.23	56 57	1.04	72 74	0.50
15 16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18 19	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22 23	2.43	36	1.40	50	1.12	64	0.56	85	0.42
24	2.36	37 38	1.37	51 52	1.10	65	0.55	90 95	0.40

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.

Following engines are cross counter-balanced and are permitted a maximum speed of 75 M.P.H.:

GS-1, 2, 3. Mt 1, 2, 3, 4, 5.

P-7, 8, 10; 2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491.

P-12; 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

Following engines are cross counter-balanced and are permitted a maximum speed of 55 M.P.H. when handling passenger trains.

F-1, 3, 4, 5; 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

AC-4, 5; 4100, 4101, 4102, 4103, 4104, 4105, 4107, 4109, 4110, 4111, 4112, 4113, 4114, 4115, 4116, 4117, 4118, 4119, 4120, 4121, 4122, 4123, 4124, 4125. AC-7, 8.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

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

Streamliner "CITY OF SAN FRANCISCO" must not exceed maximum speed authorized by Streamliner slow boards when operating on single track or with the current of traffic on double track and must not exceed speed allowed other passenger trains when operating against the current of traffic.

Speed prescribed by slow boards or special instructions must not be exceeded unless authorized by Streamliner slow boards and speed prescribed by bulletin or train order for steam passenger trains must not be exceeded.

#### SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

AND SOME STREET, STREET, and Some Philadellis of Philadellis	M.P.H.
Reno	20
Lincoln	35
Woodland, Main and Court Sts	12
Willows	40
Orland, Walker St. Passenger	35
Corning	40
Roseville, Lincoln St	12
Red Bluff	15
Redding	
Chiloquin	25

Page	Type of Engine	Station-Territory-Structure	мрн
All	S&SE	On curves	15
All	All Motors Backin All All Freight	Backing thru yards and over highway crossings  Freight trains on descending grades, while passing	10
		passenger trains	15

#### SPEED RESTRICTIONS—Continued

Page	Type of Engine	Station-Territory-Structure	MPI
All		Locomotive cranes moving in trains with flexible or	
All		swivel truck trailing  Trains entering or moving thru controlled sidings, or when running against the current of traffic	18
2 2	All All	on double track under authority of dwarf signals Passenger trains on curves between Colfax & Truckee Eastward trains: From M.P. 102.6 to M.P. 104.14	25 30
		Streamliner diesel power unit	50
	84	Passenger trains	40 35
	40° E 0	Streamliner diesel power unit	40 30
2	All	Passenger trains. Freight and mixed trains. From M.P. 104.6 to M.P. 108 on Roseville-Sparks line	20
	50 (14)	Freight and mixed trains	20 15
2	All	Eastward trains between Signal bridge just west of Sparks psgr station and Sparks Yard Office	12
2-3 2-3	All AC-1-	Elvas, interlocking	25
2-3	2-3 All	On curves between Truckee and Loomis	20
2-3	All	erned by other speed restrictions	30 25
2-3	All	Fire Trains with water cars less than three-quarters full. Water cars must be kept full when possible.	20
2-3 2-3	All All	Trains handling loaded Flint hoppers Trains and engines between west end Sacramento	25
2-3	All	River Drawbridge and 15th Street Sacramento Trains and engines Sixth Street crossing entering	20
3	All	and leaving Sacramento passenger station Trains between Rocklin and Loomis on No. 4 Track	10 25
3	All	Passenger trains on curves between Truckee and Loomis.	30
3	All All	Waiting room Norden just east of telegraph office Westward first class trains from MP 108 on Sparks- Roseville line to M.P. 104.6	10
		Passenger trains	20 15
3	All	Trains of empty express refrs. exclusively between Emigrant Gap and Loomis	25
4-5 4-5	All All	Over highway crossing between Merritt and Mullen Trains using track to Swanston feed yard Woodland	40 10
4-5	AC-4- 5-6-7-8	Cache Creek, between Woodland and Yolo89-A Stoney Creek, bet. Orland and Wyo166-D, 166-E	
6	AC-4- 5-6-7-8	Thomas Creek, bet. Richfield and Tehama182-A Bear River Bridge, 1.2 Miles west of Wheat- land126-C	25
	107	land	
20.	139-1	ville	25
6	All	Trains from west approach Yuba River Bridge to	
6	All	Binney Junction Between overhead bridge Roseville and Roseville	25
6	All	psgr station Eastward and westward trains moving over Rose-	15
7	All	engines moving west over spur switch at Tehama	25
7-8	All	Lamoine siding.  Between Signals 3208 and 3225 Dunsmuir Yard	10 15
7-8- 10	AC-1- 2-3	Between Middle Creek and Mt. Shasta, Black Butte and Grass Lake, Ambrose and Canby, where slow	00
8-9	All	klamath Falls, between G. N. R. R. crossover to main track at M.P. 427.8 to Sixth Street viaduct	20
20	100	M.P. 429.1. Between Sixth St. viaduct M.P. 429.1 and signal	30
7-8- 9-10	100	at underpass M.P. 429.9  Trains handling logs thru tunnels and over following bridges and crossings:  Sprague River Bridge, west of Chiloquin	15
		Dry Canyon Viaduct between Hotlum and Bolam Klamath River Bridge, east of Klamathon	
		All crossings Sacramento River, except 2nd, 4th, 5th, 14th, 15th, 17th and 18th	5
0	All	Passenger trains on house track at Algoma	8
9	4 44	Chiloquin, from stem of wye to log pond	6

Page	Type of Engine	Station-Territory-Structure	мрн
10	All	On curves Alturas and Lakeview freight and mixed	25
11	All	Trains having cars loaded with ore or high loads of lumber on curves 7 degrees or over, on Placerville	marry gwales
		Branch	12
11	All	Mather Field spur	10
11	All	Engines on balloon track Lake Tahoe	8
11	All	Over RR Crossing, Bridge St., east of Yuba City Station	12
11	All	Trains handling logs, thru Tunnel No. 1	5
12	All	Between initial switch of spur to Hood Wharf and	
10	4.77	Hood Wharf	10
12	All	Isleton to end of track, 2.5 miles east	10
12	All	On curves between Kurand and Fruto	12
12	All	Over trestle 112-A on Sutter Basin Branch	15

#### 

governed by slow boards.

Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):

On tangent main tracks.

Trains handling relief outfit with steam derrick:

 Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:
 20 M.P.H.

 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, all rods on.
 30 M.P.H.

 SP 1, 2 and 3 when inside main rod removed.
 30 M.P.H.

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

S and SE engines, and all other types of engines when not

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

All cars handled in passenger trains must be equipped with steel-

tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains. Speed of trains handling such cars restricted to 40 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.

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.

Trains consisting of engine and caboose only may operate at speed authorized for AC 4, 5, 6, 7 and 8 type engines running light between Roseville and Sparks.

No. 290 will be permitted speed of 40 M.P.H. when handling freight cars in territory otherwise restricted to 35 M.P.H.

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.

## LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

M.P.	LOCATION	DESCRIPTION
		SACRAMENTO YARD
	Sacramento River Bridge.	
	Shop Yard	Sand apure Nos 1 and 2
	Shop Yard	Track No. 2, Car Shop No. 9Side
	Shop Yard	. Track No. 3, Car Shop No. 9Side
	Shop Yard	Track No. 5, Car Shop No. 9
	Shop Yard. Shop Yard. Shop Yard 6th and I Streets 6th and H Streets	. Track No. 9, Car Shop No. 9 Overhead and Side
	Shop Yard	Track No. 2 Bone Yard Track Side
	Shop Yard	. Track No. 3 Laundry Side
	Shop Yard	Track No. 2 Scrap Dock
	6th and I Streets	Cowell Lime & Cement Co. Bldg., Overhead and Side
	6th and H Streets	New Foundry Track
	6th Street	Coke spur
	R between 11th and 12th.	Lawrence WarehouseSide
	R between 21st and 22nd	Barley spur Buffalo Brewery
	R between 21st and 22nd 21st and R	Buffalo Brewery PlantOverhead and Side
	25th and R	Unloading pit, Sacramento Rock and Sand Co. Side
	B between 11th and 12th B between 8th and 9th	Consumers Ice Co. Track
	3rd to 6th Streets	Track No. 4 Rolling MillSide
	6th Street 15th and N. B. Streets 13th and 14th on B St	Unloading pit center of Track, Golden Gate Atlas spur
	13th and 14th on B St	Unloading pit center of Track, Clark and Henry spur
1	4th and R Streets	Virden Packing Co. spurOverhead and Side
	Front St. between M & N.	Sacramento Northern Guy PoleSide
	Walnut Grove Connection. Front St. between H & I.	Stulsaft spurOverhead
	Front St. between H & I Bet. tracks No. 1 and No. 2 Bet. tracks No. 2 and No. 3	South end of old freight shed Front St. Side
	American River Bridge	Lawrence Warehouse. Side Barley spur Buffalo Brewery Side Buffalo Brewery spur. Overhead and Side Buffalo Brewery Plant. Overhead and Side Unloading pit, Sacramento Rock and Sand Co. Side Onsumers Ice Co. Track. Side Crack No. 4 Rolling Mill. Side Water Tank. Side Unloading pit center of Track, Colden Gate Atlas spur Unloading pit center of Track, Clark and Henry spur Sacramento Vegetable Growers Assn. Side Virden Packing Co. spur. Overhead and Side Sacramento Northern Guy Pole Side 2nd Street to Front St. Yard Overhead Stulsaft spur. Overhead South end of old freight shed Front St. Side South end of new freight shed Front St. Side Side
	ROSE	VILLE-SPARKS—EASTWARD
06.6	Roseville	Laing treek DEE treek No. 2 and New Joing
06.6	Roseville Yard	track, PFE plant Side Track No. 3, Heavy Rip Side Track No. 4, Heavy Rip Side Track No. 5, Heavy Rip Side Track No. 5, Heavy Rip Side
06.6	Roseville Yard	Track No. 4, Heavy RipSide
06.6	Roseville Yard	Track No. 5, Heavy RipSide
06.6 06.6 10.6	Roseville	Track No. 6, Heavy Rip. Side P. F. E. Icing Tracks Nos. 0-1-2-3. Kesty Quarry spur Overhead Henderson Quarry spur Overhead and Side Pernu Quarry spur Overhead Elickson Quarry spur. Overhead Cal. Granite spur, Rocklin, Quarry. Side Stock Chute on Corral Track. Side
10.6	Rocklin	Henderson Quarry spur
10.6	Rocklin	Pernu Quarry spurOverhead
10.6	Rocklin	Cal Granite spur. Rocklin, QuarrySide
10.6	Rocklin. E. of Rocklin	Stock Chute on Corral TrackSide
14.2	E. of Rocklin	Antelope Creek bridge Side and Overhead Tunnel No. 15. Side and Overhead Tunnel No. 17. Side and Overhead Tunnel No. 18.
14.2 14.7	E of Rocklin	Tunnel No. 16Side and Overhead
17.3	E. of Lincoln Ave., Penryn E. of Newcastle	Tunnel No. 17
22.7	E. of Newcastle	Tunnel No. 19. Side and Overhead Tunnel No. 20. Side and Overhead Tunnel No. 21. Side and Overhead Tunnel No. 22. Side and Overhead Tunnel No. 23. Side and Overhead Tunnel No. 23. Side and Overhead
23.1	E. of Newcastle E. of Nev. St., Auburn	Tunnel No. 21
31.2	E. of Bowman	Tunnel No. 22Side and Overhead
32.7 32.9	E. of Clipper Gap E. of Clipper Gap	Tunnel No. 24Side and Overhead
33.1	E. of Clipper Gap	Tunnel No. 25Side and Overhead
33.3	E. of Clipper Gap E. of Clipper Gap	Tunnel No. 24         Side and Overhead           Tunnel No. 25         Side and Overhead           Tunnel No. 26         Side and Overhead           Tunnel No. 27         Side and Overhead           Tunnel No. 27         Side and Overhead
34.8	E. of Applegate	Tunnel No. 28Side and Overhead Tunnel No. 29Side and Overhead
35.9	E. of Applegate E. of Applegate E. of N. E. Mills	Tunnel No. 30Side and Overhead
20 9	E. of Lander	Tunnel No. 30. Side and Overhead Tunnel No. 31. Side and Overhead Tunnel No. 32. Side and Overhead Tunnel No. 32. Side and Overhead Automatic Signal Nos. 1420, 1421 and 1425. Side Water Col. west of Station W. B. Side
39.4	E. of Lander	Automatic Signal Nos. 1420, 1421 and 1425, Side
11.6	Colfax	Water Col. west of Station W. BSide
11.7	Colfax	P. F. E. Icing PlatformSide
4.7	E. of Colfax	P. F. E. Ieing Platform. Side Tunnel No. 33. Side and Overhead Tunnel No. 34. Side and Overhead
52.2	Gold Run	Mail Crane Side
52.4	E. of Colfax	Mail Crane Side Water Tank West end of Yard Side Oil and Water columns Side
35.5	Blue Canon Emigrant Gap Station	Water ColumnsSide Signal 1718
71.8	Smart	Signals 1736-1737
35.0	Smart Troy, Snowshed West End	
7.0	Summer Siding Eder, East of Snowshed	Signal 1846 Signals 1978-1979
8.0	Truckee	Roundhouse portals
8.0	Truckee	Oil sump doorwaysSide Transfer trackSide
	Danie	Buffalo Brewing Co. platform Side
2.9	Reno	Bulliand Diewing Co. present Co. 1
2.9	Knapp to Andover	Transfer track Side Buffalo Brewing Co. platform Side Tunnel No. 1. Side and Overhead Snow sheds Side and Overhead

М. Р.	LOCATION	DESCRIPTION
	SPAI	KS-ROSEVILLE—WESTWARD
164.8	Andover to Knapp	.   Snow sheds Overhead and Sid
201.3	Tunnel No. 6	
195.7	West of Donner	. Tunnel No. 12 Overhead and Sid
195.4	West of Donner	. Tunnel No. 11 Overhead and Sid
195.1 194.9	West of Donner West of Donner	. Tunnel No. 10
194.3	West of Donner	. Tunnel No. 8 Overhead and Sic
194.1 193.7	West of Donner	Tunnel No. 9
181.0	West of Donner West of Tamarack	
180.7	West of Tamarack	. Tunnel No. 3 Side and Overhes
164.3 132.6	West of Knapp West of Applegate	(Tunnel No. 1
124.5	Auburn	Ford & Son Warehouse, hill track
124.5	Auburn	Lowell Warehouse, hill track
124.5 124.5	Auburn	Fruit House Track, hilltrack
124.5		House Track, Ford & Son, warehouse siding Sid
122	Auburn. West of Flint	Cut west of 122
	West of Flint	
	West of Flint	Bloomer CutSid
120.1 113.9	Newcastle	Tunnel No. 18
113.9	Loomis	Bloomer Cut   Side
and the	and the second s	CLORALIERWOO CERRER
94.9 117.0	Ben Ali	Cannon Phillips spurOverhead and Sid
	Clayton	Stockton Fire Brick Co., spurOverhea
140.8	Marysville	Strain Warehouse, 9th and B St. Overhead and Sid
140.8	Marysville	W. T. Ellis WarehouseSid
122.0	Marysville, E Street	Yuba Construction Co., platformSid
161.4	Biggs	Cannon Phillips spur
84.9	Woodland	DAVIS-TEHAMA
124.2	Williams	West end of Globe Rice MillOverhead and Sid Bartlett Water Co., shed platformSid
124.2	Williams	Bartlett Water Co., shed platformSide Stoval-Wilcox platformSide and Overhead
24.2	Williams	Williams Warehouse Co., platformSid Glenn County SpurSid
0211	1 0/15	WYO-HARRINGTON
120.8	Grimes	Water SpoutOverhead
120.8	Princeton	Water Spout Overhead
50.4 65.9	CodoraRotavele	Warehouse
77.4	Hamilton	ElevatorSid   Beet pulp dryer, 285 feet east of hay barn,   Holly Sugar CoSide and Overhea
100.00	E-1711 BANK	
11.4	Tudor	VOODLAND-OROVILLE Water TankSid
12.4	Abbot. Yuba City	Earl Fruit Co., bldg. siding
20.4	Yuba City	S.N.R.R. trolley wire, East of depot Overhea
35.0	Honeut	Station platformSid Brown's WarehouseSid
47.9	Oroville	Brown's Warehouse
47.9 47.9	Oroville	Olive Produce Co. porch
21.0		RAMENTO-PLACERVILLE
91.5	Sacramento, 23rd and R	
94.8	Brighton	Unloading pit center of track A. Teichert Co. spu
95.9	Perkins	Humphrey Packing house platform
98.9	Mayhew	Earl Fruit Co. platform Sid
22.3	Cothrin	Rock CutSid
26.5	Latrobe	Sid   Rock Cut.   Sid   Water Tank   Sid   Water Tank   Sid   Si
28.6	East of Latrobe	Rock CutSid
48.7		
92-B		ACRAMENTO-ISLETON Bridge
93.0	Charles	Bridge Sid Stock Chutes at 93-A Sid Bridge Sid Pacific Fruit Bldg Sid
	Snodgrass Slough	BridgeSic
13.4		

#### SHASTA DISTRICT

M.P.	BETW	EEN	Structure	Height	Crossing
258.2	Redding	North Street	Bridge	21' 8'	. W SUL OF ISS
276.6	Kennet	Pitt	Tunnel No. 2	17'10"	West of the law of the
278.9	Pitt	Morley	Tunnel No. 3	18' 2"	See A. 1983 N. Constitute
286.4	Elmore	Antler	Bridge No. 3	21'11"	Sacramento River
288.9	Pollock	Antler	Tunnel No. 6	21' 2"	
295.6	Smithson	Delta	Tunnel No. 7	18' 636'	
301.8	Lamoine	Gibson	Bridge No. 6	18' 634'	Sacramento River
302.2	Lamoine	Gibson	Bridge No. 7	21'5"	Sacramento River
305.3	Gibson	Fisher	Bridge No. 8	21'6"	Sacramento River
305.4	Gibson	Fisher	Tunnel No. 9	17'11'	
306.7	Fisher	Sims	Bridge No. 9	21'6"	Sacramento River
307.0	Fisher	Sims	Tunnel No. 10.	18' 1'	
308.6	Fisher	Sims	Bridge No. 10	21'6"	Sacramento River
308.9	Gibson	Sims	Bridge No. 11	21' 6'	Sacramento River
310.3	Sims	Flume	Bridge No. 12	23'9"	Sacramento River
325.0	Shasta Retreat		Bridge No. 16	21'10"	Sacramento River
329.4	Cantara	Mott	Tunnel No. 12.	18'1034"	
336.7	Mount Shasta.		House track		Sheldon Bldg.
390.9	Thrall	Hornbrook	Bridge	21' 616"	Klamath River
411.3	Gregory	Siskiyou	Tunnel No. 13.	18'00	and the second
414.6	Siskiyou	Wall Creek	Tunnel No. 14.	18' 7'	
415.2	Siskiyou	Wall Creek	Tunnel No. 15.	18' 4"	
419.9	Steinman	Mistletoe	Tunnel No. 16.	18' 0'	
419.9	Steinman		Water tank	10000-70	
407.8	Dorris	Calor	Tunnel No. 1	21' 2"	
410.0	Dorris	Calor	Tunnel No. 2.	21' 2"	The state of the state of
427.1	Texum	Klamath Falls	Highway Bridge		S. P. Tracks
456.0	Lobert	Chiloquin	Bridge	23' 7"	Sprague River
438.9	Algoma	Planer Shed	Overhead	Action to the second	and and the
512.3	Lakeview		nber Co. Spur. St	arbird Lun	ber Co. Spur.

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 side of cars while passing these points and that they must protect themselves from injury.

#### ALARM BOX LOCATIONS KNAPP TO ANDOVER

No.	LOCATION	М. Р.
4	Signal 1734, ½ mile east of M.P. 173	173 1
5	On top east end of Shed No. 10	179
6	900 feet east of Signal 1794	1793
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	
18	Between Smart and Emigrant Gap	173
19	Between Smart and Yuba Pass	174
21	Between Smart and Yuba Pass	175
22	Signal 1761, highway overhead bridge Yuba Pass	
23	300 feet east of M.P. 177	177
24	West end of center siding Crystal Lake	178
25	West end Butte Canyon bridge	179
26	200 feet west of crossover Cisco	180
27	East portal Tunnel No. 39	181
28	Between Tamarack and Cisco	183
29	14 mile west of west switch Troy on No. 1 track	
31	200 feet east of east switch Troy on No. 2 track	186
32	East end lower Cascade Bridge	187
33	¼ mile east of upper Cascade Bridge	188
34	Switch of cook car spur track No. 1 Norden	
35	1000 feet west of west portal Tunnel No. 6	193
36	200 feet east Tunnel No. 6	194
37	Between Tunnels No. 8 and No. 9	195
38	100 feet east of east portal Tunnel No. 10	
39	West switch Donner	
41	1000 feet east of section house Eder	197
42	500 feet east M.P. 198, west end shed No. 46	198
43	½ mile east M.P. 198, west end shed No. 47	198
44	Signal 1994, 1/2 mile east M.P. 199	199
45	300 feet west of west portal Tunnel No. 13	200
46	Opposite section house Andover	
47	At Andover station	201
48	In turntable house Norden	
49	East switch of run-around, track No. 2 Norden	
51	East switch of siding No. 2 track Norden	
52	West portal 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.

#### SPECIAL AUTOMATIC ALARM BOXES

- 8 Slide, east end Crystal Lake shed No. 2 track.
  12 Fire, shed Andover crossover.
  14 Fire, shed west end Tunnels No. 13 and No. 42.

#### LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco.	Dr. C. A. Walker	Chief Surgeon and Manager.
Sacramento	Dr. A. M. Henderson	Division Examiner and Surgeon
Sacramento	Dr. W. W. Cress	Division Surgeon.
Sacramento	Dr. W. W. Cress Dr. W. N. Becker	District Surgeon.
Sacramento	Dr. Arthur F. Wallace.	Assistant District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Roseville	Dr. L. E. Jones	
Roseville		District Examiner and Surgeon
	Dr. J. F. McAnally	Associate District Surgeon.
Loomis	Dr. P. D. Barnes	District Surgeon.
Newcastle	Dr. L. B. Barnes	District Surgeon.
Auburn	Dr. J. A. Russell	District Surgeon.
Colfax	Dr. F. Lynn Smith	District Surgeon.
Truckee	Dr. J. H. Bernard	District Examiner and Surgeon
Reno	Dr. W. H. Hood	Consulting Surgeon.
Reno	Dr. Horace J. Brown	Division Examiner and Surgeon State of Nev.
Reno	Dr. Leo F. Corvino	Associate District Surgeon.
Reno	Dr. C. W. West	District Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist.
Reno	Dr. Earle C. Creveling.	
Lincoln	Dr. A. W. McArthur	Emerg. Oculist and Aurist.
Wheatland	Dr. F. W. Didier	District Surgeon.
Marysville		District Surgeon.
	Dr. E. E. Gray	District Examiner and Surgeon
Marysville	Dr. Samuel A. Morris	Oculist and Aurist.
Live Oak	Dr. I. W. Higgins	District Surgeon.
Gridley	Dr. W. S. Lavy	District Surgeon.
Biggs	Dr. J. Radford Linn	Emergency Surgeon.
Durham	Dr. J. L. Doyle	District Surgeon.
Chico	Dr. N. T. Enloe	District Surgeon.
Chico	Dr. D. H. Moulton	
Stirling City		District Surgeon.
7,	Dr. Harry E. Balch	District Surgeon.
Los Molinos	Dr. James L. Faulkner.	District Surgeon.
Gerber	Dr. F. J. Bailey	District Examiner and Surgeon
Davis	Dr. Thomas E. Cooper.	Emergency Surgeon.
Davis	Dr. Leo A. Cronan	Emergency Surgeon.
Woodland	Dr. Fred R. Fairchild	District Surgeon.
Arbuckle	Dr. H. S. Powis	District Surgeon,
Williams	Dr. Charles F. Keith	District Surgeon.
Colusa		
	Dr. Virgel E. Hepp	District Surgeon.
Willows	Dr. Frank M. Lawson	District Surgeon.
Orland	Dr. T. H. Brown	District Surgeon.
Corning	Dr. H. H. Beck	District Surgeon.
Oroville	Dr. E. A. Kusel	District Surgeon.
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon.
Folsom	Dr. L. H. Sanborn	Emergency Surgeon.
Placerville	Dr. W. A. Reckers	District Surgeon.
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.
Yuba City		
	Dr. Philip B. Hoffman.	District Surgeon.
Yuba City	Dr. B. F. Miller	District Examiner and Surgeon
Walnut Grove.	Dr. V. W. Pallesen	District Surgeon.
sleton	Dr. Godfrey Steinert	District Surgeon.
Lake Tahoe	Dr. C. B. Pedersen	Emergency Surgeon.
Dunsmuir	Dr. E. J. Cornish	District Examiner and Surgeon,
Dunsmuir Dunsmuir	Dr. Eugene V. Anderson Dr. R. J. Merret	District Examiner and Surgeon.  Associate District Examiner and Surgeon.
Mt. Shasta	Dr. Jas. B. McGuire	
		District Surgeon.
Weed	Dr. H. L. Vidricksen	District Examiner and Surgeon
Montague	Dr. Chas. Pius	District Examiner and Surgeon
Hilt	Dr. Roy F. Schlappi	District Surgeon.
Ashland	Dr. E. A. Woods	Oculist and Aurist.
Ashland	Dr. Harvey A. Woods	District Examiner and Surgeon
Red Bluff	Dr. F. L. Doane	District Examiner and Surgeon
Red Bluff	Dr. R. G. Frey	Assistant District Surgeon.
Anderson	Dr. G. E. Flora	District Surgeon.
	Dr. C. D. Sewall	
Redding		District Examiner and Surgeon
Dorris	Dr. A. B. Gray	District Surgeon.
Klamath Falls.	Dr. E. D. Johnson	Division Examiner and Surgeon
Klamath Falls.	Dr. Chas. V. Rugh	District Surgeon.
Klamath Falls.	Dr. Ralph W. Stearns	Oculist and Aurist.
Klamath Falls.	Dr. E. D. Lamb	Associate District Surgeon.
Tule Lake	Dr. J. Randolph Barr	District Surgeon.
Chiloquin	Dr. Marvin Nerseth	District Surgeon.
Alturas	Dr. John Stile	District Examiner and Surgeon District Examiner and Surgeon
Lakeview	Dr. C. E. Leithead	District Examiner and Surgeon
Yreka	Dr. R. W. Jones	Assistant District Surgeon.

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

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

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber Via Roseville	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
M-4	M-63 20/28 126	)	100	4900	1050	690	1050	800	3400	1250	780	3750	2300		
M-4 M-4	M-63 20/28 128 S M-63 20/28 135 S	1615 to 1713	190	4300	1050	690	1650	800	3400	1250	780	3/30	2300		
M-6 M-6	M-63 21/28 150 S M-63 21/28 153 S	1725 to 1769, 1780 to 1803. 1823 to 1825	200	5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980
M-9 M-9	M-63 21/28 150 S M-63 21/28 156 S	1806 to 1822	210	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1050
T-1	T-63 20/28 112	2235 to 2271	180	3850	900	590	1400	680	3100	1100	700	3350	2100	370	700
T-26	T-69 21/28 152 S	2283 to 2300	200	4800	1150	750	1800	870	3900	1400	860	4250	2700	440	860
T-23	T-63 21/28 156 S-163 SF	2301 to 2310	210	5550	1350	920	2100	1050	4400	1650	1050	4850	3000	560	1040
T-28, 31	T-63 22/28 162 S	2311 to 2362	210	6050	1500	1000	2350	1150	4800	1800	1150	5300	3250	630	1150
T-32	T-69 23/28 174 S	2363 to 2370	210	6150	1450	970	2300	1100	5050	1800	1150	5400	3450		
C-9, 10 C-9, 10	C-57 22/30 194 S	2513 to 2599, 2750, 2752 to 2860	210	6650	1700	1150	2600	1300	5200	2000	1300	5800	3550		
C-8 TW-8	C-57 22/30 192 S TW-54 21/32 161 S	2698 to 2749, 2751	190	5650	1450	970	2200	1250	4450	1650	1100	4900	3000		
A-3 A-3	A-81 20/28 112 S-116 SF A-81 20/28 120/B-64 SF	3025 to 3071	210	3800					2950	****					
Mk2-4 Mk2-4	Mk57 231/30 206 S Mk57 231/30222SF-230SF	3200 to 3240	210	7650	1900	1250	2950	1600	5950	2200	1400	6650	4050		
Mk5, 6	Mk63 26/28 210 S-231 SF	3241 to 3277	210	8400	2100	1400	3250	1850	6600	2500	1600	7400	4550		
Mk-7,8,9 Mk-7,8,9	Mk-63 \$8 247 S Mk-63 \$8 257 SF	3300 to 3324	176	9200					7200						
F-4,5 F-5	F-63 291/32306/B-61 SF. F-63 291/32306/B-62 SF.	3668 to 3763, 3769	200	11000	2750	1850	4300	2400	8600						
AM-2	AM-63 **-** 357-SF	3900 to 3911	210	12150	3150	2100	4800	2700	9550						
AC-1,2,3	AC-57 23 33 441 SF	4000 to 4048	210	13300	3400	2300	5200	3000	10400						
AC-4 AC-5	AC-63 24-24475 SF AC-63 24-24483 SF	4100 to 4109	235	17350	4450	3050	6800	3900	13600						
AC-6 AC-7	AC-63 24 515 SF	4126 to 4150	250	18500	4800	3250	7300	4150	14500						
AC-8 Mt-1,3,4,5	Mt-73 28/30246/B-60 SF.	14177 to 4204	210	8950	2150	1400	3400	1850	6950						
P-1, 3, 5	P-77 22/28 141 S	2400 to 2452, 2459, 2460					1,018					DATE OF THE PARTY		4.80	
P-1 P-1	P-77 22/28 152 SF P-77 22/28 160/B-54 S		210	4850	1100	700	1800	950	3800	1350	810	4300	2550		
P-1	P-77 22/28 163/B-54 SF.	2400 to 2427		to the same	40.00		0000	****	4450		000		****	1 : 21	
P-4	P-77 23/28 155/B-58 SF.	2400 to 2437	210	5350	1250	780	2000	1050	4150	1500	900	4750	2800		
P-8, 10 P-8, 10	P-73 25/30 181 SF P-73 25/30 183/B-63 SF.	2461 to 2474, 2478 to 2483.	200	6750	1550	990	2550	1350	5250						
P-12	P-73 26/28 189 SF	3120 to 3129	205	7000											
G8-1	GS-73 27/30 262/B-104 SF	4400 to 4409	250	9550	2250	1450	3600	1950	7450						
GS-2	GS-73 27/30 266/B-104 SF	4410 to 4415	250	9550	2250	1450	3600	1950	7450	1111				• • • • • • • •	
	Allowance for Empty a	nd Under-Less than 40 M's.		6 3	6 3	3 0	6 3	3	6 3	3 0	3	6 3	6 3	6	6 3
	loaded Cars			ő	ő	ŏ	ŏ	ő	0	ŏ	Ö	Ö	ő	8	ő

Note: Rating of trains East with two or more locomotives classes AC-4, 5, 6, 7 and 8 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.

#### HOSPITALS

GENERAL	SAN FRANCISCO
EMERGENCY	SACRAMENTO
<b>"</b>	ROSEVILLE
	GERBER

.....SPARKS

#### AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

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	Perez to Canby	Canby to Perez	Klamath Falls and Perez Canby and Alturas
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	700	1100	2100	1500	1950	3750	1750	2600	5250	3050	2450	1050	3550
C-9, 10 C-5, 8	C-57 22/30 194-S, 200-SF C-57 22/30 185-S, 192-S	2513 to 2599	210	800	1250	2400	1650	2150	4200	1950	2950	5850	3400	2750	1200	3950
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	640	1050	2000	1400	1850	3500 4300	1650 1950	2500 2900	5000 6000	2900 3400	2300	1000	3400
P-12 Mk-2, 4	P-73 26/28 189-SF MK-57 23½/30 206-S, 230-SF	3120 to 3129	205 210	930	1150 1450	2800	1950	2200 2500	4900	2200	3300	6700	3850	3100	1350	4550
Mk-5, 6	MK-63 26/28 210-S, 233-SF MK-51 24½/28 206-S	3241 to 3277 3295 to 3296	210 180	970 830	1550 1300	2950 2500	2050 1700	2750 2350	5300 4450	2100	3100	7000 6200	3600	2950	1250	4200
F-3 F-4, 5 F-5	F-63 29½/32 297-S300-SF F-63 29½/32 306/B-61-SF F-63 29½/32 306/B-62-SF	3653 to 3667	200	1250	2000	3950	2600	3650	6950	3200	4900	9650	5650	4850	2150	6650
AM-2	AM-63 22-22 357-SF	3900 to 3911	210	1500	2300	4350	3050	4050	7650	3650	5400	10600	6200			
AC-1, 2, 3	AC-57 23 50 42 441-SF	4000 to 4048	210	1600	2500	4750	3350	4450	8350	4000	5900	11700	6800	5550	2500	8000
AC-6 AC-7 AC-8	AC-63 24-24 517-SF AC-63 24-24 515-SF AC-63 24-24 532-SF	4126 to 4204	250	2250	3500	6600	4650	6200	11600	5550	8200	16200	9450			
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	1000	1650	3350	2300	2850	6200	2500	3850	7750	4500			
GS-1 GS-2	GS-73 27/30 262/B-104-SF GS-73 27/30 266/B-104-SF	4400 to 4409 4410 to 4415	250 250		1750 1750	3550 3550		3000 3000	6450 6450	2700 2700	4050 4050	8400 8400	4800 4800			
Allowa	nce for Empty and Underload	ded Cars Less than 40 M 40 M's to 50 M More than 50	ľs	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	6 3 0	3 0 0	3 0 0	6 3 0	6 3 0	6 3 0	3 0 0	6 3 0

RATING OF LOCOMOTIVES—Sacramento Division

E. F. NASSOIY, District Superintendent, Dunsmuir.	MILEAGE Main Tracks
R. E. HALLAWELL, Assistant Superintendent, Sacramento.	First Second Track Track
TRAINMASTERS  F. PURDY ROSEVILLE, CAL. H. E. MILLER SACRAMENTO, CAL. A. F. GREEN ROSEVILLE, CAL. H. A. SPRAGUE KLAMATH FALLS, ORE. J. B. STARBUCK DUNSMUIR, CAL.	End of Western Division Sacramento   S. P. R. R.   86   86   86   86   86   86   86   8
W. D. LAMPRECHTDunsmuir, Cal.	TOTAL MAIN TRACK (C. P. Ry
W. S. HOOSON	BRANCHES   Colusa
O. T. STACKPOOLE. Chief Train Dispatcher. SAGRAMENTO, CAL. D. A. NEELLEY. Assistant Chief Train Dispatcher. SAGRAMENTO, CAL. C. N. JONES. Assistant Chief Train Dispatcher. SAGRAMENTO, CAL.	(S. P. R. R. Grace to Binney Junction
T. F. CUSTER Chief Train Dispatcher Dunsmuir, Cal. P. B. BELL Assistant Chief Train Dispatcher Dunsmuir, Cal. W. J. MANLEY Assistant Chief Train Dispatcher Dunsmuir, Cal.	Placerville   (C. P. Ry.   Brighton to Beginning S.P.R.R. Track   0.07
ROAD FOREMEN OF ENGINES	River Farms   S. P. Co.   Knights Landing Jet. to Boyer   14. 21
A. CARR	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   33.47

CIACC		AIR- TIONED	CONDITIONED			
CLASS	All-Stee	Steel Under- frame	All-Steel Cooling Season	All-Stee Heating Season		
Baggage—60 ft	93,070	S		25		
* -66ft	127,610					
-70 ft	122,620					
-70 ft. (With Auto. End Door)	125,800 98,730					
	The second secon	87,120				
Baggage & Mail-60ft	103,620					
	124,760 129,140					
		103,590				
* Passenger	108,675	112,640				
Express Refr.—N. P. Ry		74,000 78,000				
· - 155-224		89,000				
500-506		1110.000				
- P. F. E. 500-799		85,000 83,000				
	100,000					
Poetal	112,120 74,530					
Posta IStorage—401t	105,120					
Postal. Posta IStorage—40 ft. —60 ft.  Assembly (ACW).	*********		168,950	168,950		
Assembly (ACW)	146,210 170,700	122,300 155,370	172,200	164,700		
Assembly (ACW). Club (ACI). Official (NAC).  (ACW)—Cars 107-128  (ACW)—Cars 107-128  (ACW)—Cars 107-128  (ACI)  -72ft (ACI)  -72ft (ACW)  -Art (ACS)  -74ft (ACS)  -74ft (ACS)  -74ft (ACI)  -72ft (ACW)  -72ft (ACW)  -72ft (ACW)  -72ft (ACW)  -72ft (ACW)  -72ft (ACW)  -73ft. 6 in (ACW)  -73ft. 6 in (ACW)  -73ft. (Interurban).  All-Day Lunch—Chair	170,700	100,070	182,800	182,800		
. (ACW)—Cars 140-141			195,040	195,040		
Chair—60 ft(ACI)	100,620		138,000 165,000	157 800		
-721t(ACW)			158,700	195,040 132,000 157,800 158,700 104,500		
- Streamline-Single (ACS)			158,700 120,900	104,500		
			205,400 180,915	172,600		
-74ft(ACS)			197,944	172,600 173,125 181,600 130,100 151,000 151,000		
Coaches-60ft(ACI)	98,130		136,100	130,100		
-70ft(ACI)	137,640		157,800 151,000	151,000		
-72ft(ACI)	101,010		164,500	157,400 153,500		
72 ft(ACW)			153,500	153,500		
73ft. 6in(ACW)			163,000 168,500	163,000 161,200		
- 73ft. (Interurban)	120,000		100,000			
All-Day Lunch-Chair	105,970					
Cofe Consh (ACD	103,875	138,600	155,700	149,000		
-72 ft. (Interurban).  All-Day Lunch—Chair. —Coach. —Cafe-Coach. —Cafe-Lounge. —(ACI). —(ACI). —(ACW).	148,950	161,200	173,500	166,000 156,000		
Diner-70ft(ACW)		135,930	156,000	156,000		
Diner—70ft. — 72ft. — 77ft. (Arch Roof)	155,330	146,930				
77 ft. (Arch Roof)(ACI)	156,000		170,100	162,700		
-77 ft. (Clare Story Roof) (ACW).		165,530	162,950 169,450	162,950 169,450		
-77ft.((ACM)			189,581	173,836		
-77ft. ( (ACM)79 ft. (NAC)80 ft. (Clere Story Roof). (ACM).  Lounge (Arch Roof). (ACI). (ACW). (ACW). Observation-75 ft. (ACI)77 ft. (ACI).	169,100					
-80ft. (Clere Story Rooi)(ACM)			201,323 189,800	184,700 181,630		
(Arch Roof)(ACI)			167,500	180.300		
. (ACW)			164,980	157,780 161,900		
Observation—75 It(ACI)	154,400		169,185 194,543	186,166		
•		141,870				
Pullman—Observation(ACI)	160,800	153,000 1 53,000	177,314 192,300	169,200 176,300		
Pullman—Observation         (ACD)           —         (ACM)           —         Lounge         (ACM)           —         (ACI)           —Bedroom         (ACM)	160,800 171,200	1 33,000	194,900	178,900		
(ACI)	171,200		187,682	179,600		
-Bedroom(ACI) (ACM)	167,600 167,600		183,920 195,800	176,000 179,800		
- —Sleeper(ACM)	163,100		191,100	175,100		
(ACI)	163,100		180,075	171,500		
	153,000 153,000		185,200 168,663	169,200 161,400		
- 49er(ACM)			1,431,840	1,319,840		
- " Donner Lake(ACM)			198,540 186,560	182,540 170,560		
A _ 4 Inaquin Miller (ACM)			205,450	189,450		
			201,100	185,100		
Capt. John Sutter (ACM).			200,450 200,540	184.450 184.540		
- James Marshall			239,200	223,200		
Streamliner "City of San Francisco" (ACM)			2,545,480	2.545,480		
Diesel power unit SF-1-2-3		•••••	882,260 1,663,220	882.260 1,663,220		
Com (14)			.,000,220	-10001220		
Cars (14) Rail, Gas-Electric—400 H.P	158,400					

\*Steel underframe.

CODE:—NAC—Non-Air Conditioned.

—ACI —Air-Conditioned—Ice System.

—ACM—Air-Conditioned—Mechanical System.

—ACW—Air-Conditioned—Sukkesha System.

—ACS —Air-Conditioned—Steam Ejector System.

