

**TERMINAL SUPERINTENDENT**

R. A. WARDLE.....Sacramento

**TRAINMASTERS**

E. C. WATSON.....Sacramento  
Z. T. ADAMS.....Sacramento  
T. E. BILLINGSLY.....Roseville  
R. B. GIBSON.....Roseville

**ASSISTANT TRAINMASTER**

W. F. CURRIER.....Truckee

**ASSISTANT TRAINMASTER—  
DIVISION EXAMINER**

G. F. RUPERT.....Sacramento

**ROAD FOREMEN OF ENGINES**

W. M. BRENNAN.....Roseville  
F. A. DENNEY, JR.....Roseville

**ASST. ROAD FOREMAN OF ENGINES**

H. E. PECK.....Sacramento

**CHIEF TRAIN DISPATCHER**

A. J. LEBOURVEAU.....Sacramento

**T. F. CUSTER**

Assistant Superintendent, Sacramento

# SOUTHERN PACIFIC COMPANY



## SACRAMENTO DIVISION

### TIMETABLE

# 172

**EFFECTIVE SUNDAY, OCTOBER 19, 1947**

**AT 12:01 A. M.**

**PACIFIC STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYES ONLY**

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**J. W. CORBETT,**  
*General Manager.*

**R. E. HALLAWELL,  
H. R. HUGHES,**  
*Assistant General Managers.*

**C. H. GRANT,**  
*General Superintendent of Transportation.*

**F. E. KALBAUGH,**  
*Superintendent of Transportation.*

**M. L. JENNINGS,**  
*Superintendent.*



## HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco.....	Dr. W. W. Washburn.....	Chief Surgeon
Sacramento.....	Dr. W. W. Cress.....	Division Surgeon
Sacramento.....	Dr. A. F. Wallace.....	Division Surgeon
Sacramento.....	Dr. Manuel L. Azevedo.....	District Physician and Surgeon
Sacramento.....	Dr. W. N. Becker.....	District Physician and Surgeon
Sacramento.....	Dr. R. P. Jones.....	District Physician and Surgeon
Sacramento.....	Dr. J. Roy Jones.....	Oculist and Aurist
Roseville.....	Dr. L. E. Jones.....	District Physician and Surgeon
Roseville.....	Dr. J. F. McAnnally.....	Asst. Dist. Physician and Surgeon
Loomis.....	Dr. F. D. Barnes.....	District Physician and Surgeon
Newcastle.....	Dr. L. B. Barnes.....	District Physician and Surgeon
Auburn.....	Dr. J. A. Russell.....	District Physician and Surgeon
Colfax.....	Dr. F. Lynn Smith.....	District Physician and Surgeon
Colfax.....	Dr. I. R. Kilgore.....	Asst. Dist. Physician and Surgeon
Truckee.....	Dr. J. H. Bernard.....	District Physician and Surgeon
Reno.....	Dr. Rodney E. Wyman.....	Division Surgeon
Reno.....	Dr. M. B. Woodward.....	District Physician and Surgeon
Reno.....	Dr. John A. Fuller.....	Oculist and Aurist
Lincoln.....	Dr. N. A. Nubin.....	District Physician and Surgeon
Marysville.....	Dr. P. B. Hoffman.....	District Physician and Surgeon
Marysville.....	Dr. John A. Duncan.....	Asst. Dist. Physician and Surgeon
Marysville.....	Dr. R. A. Montano.....	Oculist and Aurist
Live Oak.....	Dr. I. W. Higgins.....	District Physician and Surgeon
Biggs.....	Dr. A. R. M. Sears.....	District Physician and Surgeon
Chico.....	Dr. Harold Newman.....	District Physician and Surgeon
Chico.....	Dr. D. H. Moulton.....	District Physician and Surgeon
Stirling City.....	Dr. Fred D. Baty.....	District Physician and Surgeon
Los Molinos.....	Dr. James L. Faulkner.....	District Physician and Surgeon
Gerber.....	Dr. R. G. Frey.....	District Physician and Surgeon
Davis.....	Dr. Thomas E. Cooper.....	Emergency Surgeon
Davis.....	Dr. Leo A. Cronan.....	Emergency Surgeon
Woodland.....	Dr. O. C. Railsback.....	District Physician and Surgeon
Arbuckle.....	Dr. H. S. Powis.....	District Physician and Surgeon
Williams.....	Dr. Charles F. Keith.....	District Physician and Surgeon
Colusa.....	Dr. John W. Scott.....	District Physician and Surgeon
Willows.....	Dr. Fred M. Lawson.....	District Physician and Surgeon
Orland.....	Dr. S. E. Coffey.....	District Physician and Surgeon
Oroville.....	Dr. J. E. Patrick.....	Emergency Surgeon
Fair Oaks.....	Dr. G. M. Kennedy.....	Emergency Surgeon
Placerville.....	Dr. W. A. Reckers.....	District Physician and Surgeon
Hamilton.....	Dr. Mary E. Poket.....	Emergency Surgeon
Yuba City.....	Dr. N. M. Loomis.....	District Physician and Surgeon
Yuba City.....	Dr. B. L. Miller.....	Asst. Dist. Physician and Surgeon
Walnut Grove.....	Dr. V. W. Pallesen.....	District Physician and Surgeon
Isleton.....	Dr. Godfrey Steinert.....	District Physician and 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.

### HOSPITALS

GENERAL.....	SAN FRANCISCO
EMERGENCY.....	SACRAMENTO
EMERGENCY.....	ROSEVILLE
EMERGENCY.....	GERBER
EMERGENCY.....	SPARKS

### WATCH INSPECTORS

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

Sacramento.....	H. T. Harger, 1026 K St.	Willows.....	Robt. E. Boyd
Roseville.....	W. F. Sugden	Orland.....	L. Schnell
Colfax.....	H. O. Grenier	Oroville.....	M. C. Tieck
Sparks.....	W. R. Adams & Son	Marysville.....	John J. Fargo, 317 D St.
Placerville.....	Wm. J. Randolph	Chico.....	J. R. Dupen
Woodland.....	O. D. Payne		

SACRAMENTO SUBDIVISION

Mileage No. 102 Order 25 102	EASTWARD							Mileage No. 103 Order 26 103	Mileage No. 104 Order 27 104	Mileage No. 105 Order 28 105	Mileage No. 106 Order 29 106	Mileage No. 107 Order 30 107	Mileage No. 108 Order 31 108	Mileage No. 109 Order 32 109	Mileage No. 110 Order 33 110	Mileage No. 111 Order 34 111	Mileage No. 112 Order 35 112	Mileage No. 113 Order 36 113	Mileage No. 114 Order 37 114	Mileage No. 115 Order 38 115	Mileage No. 116 Order 39 116	Mileage No. 117 Order 40 117	Mileage No. 118 Order 41 118	Mileage No. 119 Order 42 119	Mileage No. 120 Order 43 120			
	STATIONS																											
	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS																					
102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130

BEARS 24 25 and 26. Second class train service is not provided from mile 102 to mile 115. In certain cases there may be first class service.

Mileage No. 102 Order 25 102	EASTWARD							Mileage No. 103 Order 26 103	Mileage No. 104 Order 27 104	Mileage No. 105 Order 28 105	Mileage No. 106 Order 29 106	Mileage No. 107 Order 30 107	Mileage No. 108 Order 31 108	Mileage No. 109 Order 32 109	Mileage No. 110 Order 33 110	Mileage No. 111 Order 34 111	Mileage No. 112 Order 35 112	Mileage No. 113 Order 36 113	Mileage No. 114 Order 37 114	Mileage No. 115 Order 38 115	Mileage No. 116 Order 39 116	Mileage No. 117 Order 40 117	Mileage No. 118 Order 41 118	Mileage No. 119 Order 42 119	Mileage No. 120 Order 43 120			
	STATIONS																											
	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS																					
102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130

Mileage No. 102 Order 25 102	EASTWARD							Mileage No. 103 Order 26 103	Mileage No. 104 Order 27 104	Mileage No. 105 Order 28 105	Mileage No. 106 Order 29 106	Mileage No. 107 Order 30 107	Mileage No. 108 Order 31 108	Mileage No. 109 Order 32 109	Mileage No. 110 Order 33 110	Mileage No. 111 Order 34 111	Mileage No. 112 Order 35 112	Mileage No. 113 Order 36 113	Mileage No. 114 Order 37 114	Mileage No. 115 Order 38 115	Mileage No. 116 Order 39 116	Mileage No. 117 Order 40 117	Mileage No. 118 Order 41 118	Mileage No. 119 Order 42 119	Mileage No. 120 Order 43 120			
	STATIONS																											
	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS																					
102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130

SACRAMENTO SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS	FIRST CLASS						Mile Post Location	Timetable No. 172 October 19, 1947	Distance from Sacramento	
	442 C. C. M. Lv. Daily Ex. Sat. Sun. Mon.		22 Mail	24 Gold Coast	102 Streamliner City of San Francisco	28 San Francisco Overland	202 Passenger				26 Passenger
	AM 1.00		PM 11.10	PM 10.40	PM 7.18	PM 1.40	AM 10.05	AM 12.30	89.0 88.9	<b>STATIONS</b> TO-R SACRAMENTO 0.9 TO-R SACRAMENTO (12th St.) 0.9 ELVAS 2.0 BENALI 3.1 TO-R ANTELOPE 7.9 TO-R ROSEVILLE 3.8 (17.7) .....Time over Subdivision..... .....Average Speed per Hour.....	Double Track 0.0 0.9 2.9 6.0 13.9 17.7
Sacramento yard	BKWOTIP								89.8		
	BKWOTP								91.8		
M 87	IYP								94.9		
	BKP		11.23	10.53	7.30	1.52	10.18	12.44	102.8		
Roseville yard	BKP		11.34	11.04	7.37	2.00	10.29	12.55	106.6		
	BKWOTYP	1.40 AM	s 11.45 PM	s 11.15 PM	7.44 PM	s 2.09 PM	s 10.40 AM	s 1.10 AM			
	Ar. Daily Ex. Sat. Sun. Mon.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	(0.40) 26.55		(0.35) 30.34	(0.35) 30.34	(0.26) 40.85	(0.29) 36.62	(0.35) 30.34	(0.40) 26.55			

**RULES 86, 87 and 93.** Second-class trains, extra trains and engines must clear the time of No. 102 not less than 15 minutes, except where Rule D-251 applies.

EASTWARD

WESTWARD

Capacity of sidings	THIRD CLASS	Mile Post Location	Timetable No. 172 October 19, 1947	Distance from Placerville	THIRD CLASS
	518 Local Freight Leave Daily Ex. Sunday				519 Local Freight Arrive Daily Ex. Monday
Sacramento yard WIP	AM 5.50	94.7	R	BRIGHTON 54.0	AM 11.50
23	5.55	95.9		1.2 PERKINS 52.8	11.40
9	6.05	98.9		3.0 MAYHEW 49.8	11.25
23 YP	6.20	101.6		2.7 MILLS 47.1	11.15
28 Yard Limits P	6.50	104.4	R	2.8 CITRUS 44.3	11.00
9	7.33	110.1		5.7 NATOMA 38.6	10.00
Yard Limits Y	8.40	111.1	R	1.0 FOLSOM JCT. 37.6	9.55
6	9.10	118.0		6.9 WHITE ROCK 30.7	9.10
11	AM 9.50	126.1		8.1 LATROBE 22.6	8.35
25	PM 12.01	142.7		16.6 EL DORADO 6.0	7.20
18	P 12.30	145.0	TO	2.3 DIAMOND SPRINGS 3.7	7.00
Yard Limits BKWTP	1.00 PM	148.7	TO-R	3.7 PLACERVILLE 0.0	6.30 AM
	Arrive Daily Ex. Sunday			(54.0)	Leave Daily Ex. Monday
	(7.10) 7.53			.....Time over District.....	(5.20)
				.....Average Speed per Hour.....	10.12

Capacity of sidings	EASTWARD	Timetable No. 172 October 19, 1947	Placerville Branch	STATIONS	Mile Post Location	WESTWARD
	Distance from Fair Oaks					
Yd. Limits { 28 P	104.4			CITRUS	1.9	
15 P	106.3	TO-R		1.9 FAIR OAKS	0.0	
				(1.9)		

Capacity of sidings	EASTWARD	Timetable No. 172 October 19, 1947	Placerville Branch	STATIONS	Mile Post Location	WESTWARD
	Distance from Folsom					
Yd. Limits { 22 WP	111.1	R		FOLSOM JCT.	0.7	
	111.8	TO-R		0.7 FOLSOM	0.0	
				(0.7)		



# SACRAMENTO SUBDIVISION

Mile Post Location		Timetable No. 172 October 19, 1947		Distance from Roseville		WESTWARD					
						FIRST CLASS					
						21	23	25	101	27	201
		Mail	Gold Coast	Passenger	Streamliner City of San Francisco	San Francisco Overland	Passenger				
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
89.0											
88.9	TO-R SACRAMENTO 0.9	AM 1.50	AM 5.05	AM 6.20	AM 6.55	PM 4.10	PM 6.50				
89.8	TO-R SACRAMENTO (12th St.) 2.0										
91.8	ELVAS 3.1										
94.9	BENALI 7.9	1.30	4.47	6.02	6.39	3.55	6.32				
102.8	TO-R ANTELOPE 3.8	1.20	4.39	5.54	6.34	3.48	6.24				
106.6	TO-R ROSEVILLE	1.10 AM	4.30 AM	5.45 AM	6.25 AM	3.39 PM	6.15 PM				
(17.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Time over District.....		(0.40)	(0.35)	(0.35)	(0.30)	(0.31)	(0.35)				
Average Speed per Hour.....		26.55	30.34	30.34	35.40	34.25	30.34				

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

No. 201 stop on flag at Swanston.

### OUTBOUND, VIA ELVAS TO BRIGHTON (see note)

### INBOUND, VIA ELVAS FROM BRIGHTON (see note)

Capacity of sidings		THIRD CLASS	FIRST CLASS		Mile Post Location	Timetable No. 172 October 19, 1947		Distance from Brighton	FIRST CLASS		THIRD CLASS	
		518 Local Freight	60 West Coast	54 Sacramento Daylight		STATIONS	59 West Coast		53 Sacramento Daylight	519 Local Freight		
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily Ex. Monday			
Sacramento yard	BKWOITP		PM 7.45	AM 8.35	89.0	A.R.S.	TO-R SACRAMENTO 0.9	5.9	AM 8.30	PM 7.30		
	BKWOTP	AM 5.30			89.8		TO-R SACRAMENTO (12th St.) 2.0	5.0				PM 12.15
	M 37 IYP	5.40	7.58	8.45	91.8		ELVAS 3.0	3.0	8.20	7.20		12.01 PM
	128 WIP	5.50 AM	8.05 PM	8.50 AM	133.2		BRIGHTON (5.9)	0.0	8.15 AM	7.15 PM		11.50 AM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily Ex. Monday	

Note—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.

Capacity of sidings		EAST-WARD	Timetable No. 172 October 19, 1947		WEST-WARD
		Mile Post Location	Walnut Grove Branch		Distance from Isleton
			STATIONS		
Sacramento yard BKWOITP		89.0 88.7	TO-R SACRAMENTO	33.2	
52		94.2	5.5 DEL RIO	27.7	
31		97.5	3.3 FREEPORT	24.4	
58		104.6	7.1 HOOD JCT.	17.3	
		107.9*	3.3 LAMBERT	14.0	
Yard Limits 53 WYP		113.4	TO WALNUT GROVE	8.5	
Yard Limits YP		121.9	TO ISLETON	0.0	
			(33.2)		

ADDITIONAL STATIONS			ADDITIONAL STATIONS		
NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Sacramento-Roseville line			Nagle	111.3	
Swanston (Spur)	93.5		Fionellis	127.6	
Planchaven	97.5		Swift	127.8	
Walerga	99.4		Brela	128.1	
Brighton-Sacramento line			Brandon	129.8	
Hopfen (Spur)	134.6	20	Shrub (Spur)	130.3	3
Placerville Branch			Dugan	131.4	3
Ramona	95.5		Bullard	131.7	
Brown	97.0		Bennett	134.0	
Manlove	97.5	5	Shingle Springs	136.9	W
Alden	98.0		Apex	147.7	
Boyd	100.3		Walnut Grove Branch		
Routier	100.7		Baths	91.8	
Mather	103.4		Pocket	95.4	
Soudan	103.7		Mosher	100.9	
Salsbury	105.2		Acacia	102.6	
Nimbus	107.4		Rosebud	103.3	
Alder Creek	108.3		Hood (on spur from Hood Jct.)	105.3	
			Mofuba	111.2	
			Locke	112.6	

MOUNTAIN SUBDIVISION

EASTWARD

		SECOND CLASS		FIRST CLASS					Mile Post Location	Timetable No. 172 October 19, 1947	Distance from Roseville
Capacity of sidings		606		22	24	102	28	26			
		Mixed		Mail	Gold Coast	Streamliner City of San Francisco	San Francisco Overland	Passenger			
		Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
				PM 11.55	PM 11.25	PM 7.44	PM 2.17	AM 1.25			
Roseville yard	BKWOTYP								106.6	TO-R ROSEVILLE	0.0
	P								110.6	4.0 ROCKLIN	4.0
Yard Limits	WP			AM 12.22	PM 11.52	8.05	2.39	1.55	120.2	9.6 TO NEWCASTLE	13.6
E 85	WP			12.30	AM 12.01	8.11	2.45	s 2.10	124.2	4.0 AUBURN, NEVADA ST.	17.6
E 76	WP			12.38	12.10	8.18	2.53	2.20	129.1	4.9 BOWMAN	22.5
E 98	P			12.46	12.19	8.25	3.01	2.28	134.3	5.2 EAST APPLAGATE	27.7
E 73	W			s 1.10	s 12.45	8.40	s 3.17	s 3.10	141.7	7.4 TO-R COLFAX	35.1
Yard Limits	BKWOYP								146.1	4.4 CAPE HORN	39.5
E 83	WP								146.0	6.2 GOLD RUN	45.7
	P			1.37	1.12	9.03	3.41	3.40	152.2	4.6 TOWLE	50.3
E 102	WYP								156.8	3.9 MIDAS	54.2
	WP			1.59	1.33	9.20	3.59	4.05	160.7	4.1 KNAPP	58.3
M 98	P			2.11	1.45	9.32	4.08	4.17	164.8	5.9 TO EMIGRANT GAP	64.2
E 96	WP			2.35	2.08	9.46	4.26	4.40	170.7	6.1 CRYSTAL LAKE	70.3
Yard Limits	WITP								171.8	2.4 CISCO	72.7
M 99	WITP			2.51	2.22	9.59	4.39	5.00	177.9	5.2 TROY	77.9
E 86	WP								180.3	6.5 TO NORDEN	84.4
	P			3.10	2.40	10.15	4.55	5.20	185.5	3.8 EDER	88.2
M 65	WP			3.26	f 2.55	10.28	5.08	s 5.40	192.0	5.7 STANFORD	93.9
E 116	BKWITP								195.8	5.1 TO-R TRUCKEE	99.0
	WP			3.46	3.14	10.47	5.28	6.00	197.2	10.1 HINTON	109.1
Yard Limits	BKWOYP			s 4.00	f 3.30	10.58	s 5.40	s 6.30	202.9	4.3 FLORISTON	113.4
E 102	BKWOYP			4.16	3.46	11.12	5.56	6.50	208.0	10.0 VERDI	123.4
M 101	P								218.1	10.5 RENO	133.9
	P			4.39	4.09	11.32	6.18	7.14	232.4	2.6 SPARKS (Psg. Sta.)	136.5
M 106	P			s 5.15	s 4.45	s 11.52	s 6.40	s 8.00	242.9	0.7 TO-R SPARKS	137.2
Sparks yard	BKWOTYP			f 7.05	s 4.55	s 12.01	s 6.49	s 8.15	245.5	(137.2)	
	P			s 7.15	AM	AM	PM	AM	246.2		
	PM 7.00			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	Arrive Daily Ex. Sunday			(0.15)	(5.30)	(4.17)	(4.32)	(6.50)		Time over District.....	
	13.20			24.95	24.95	32.03	30.26	20.08		Average Speed per Hour.....	

**RULES 86, 87 and 93.** Inferior first-class trains must clear the time of No. 102 not less than 10 minutes, and second-class trains, extra trains and engines must clear the time of No. 102 not less than 15 minutes, except where Rule D-251 applies.  
No. 606 may run ahead of first-class trains from Reno.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
26	Any Station.....	Any Station....	Any Station.....	Daily

No. 26 exchange mail by locker at Gold Run, Emigrant Gap, Soda Springs, and stop at Floriston and Verdi for exchange of mail daily except Sundays and holidays.

No. 26 stop on flag at Midas, Blue Canon, Emigrant Gap, Crystal Lake, Cisco, Troy, Eder, and Andover to receive or discharge employes.

ADDITIONAL STATIONS No. 1 Track		
NAME	Mile Post	Capacity
Lawton.....	237.1	..
Mogul.....	235.7	..
Calvada.....	228.4	..
Mystic.....	225.4	..
Wickes.....	221.9	..
Andover Crossover.....	201.3	..
Andover.....	200.6	..
Eder Crossover.....	197.7	..
Summit.....	193.0	..
Soda Springs.....	190.7	..
Smart.....	173.3	..
Blue Canon.....	166.0	..
American.....	160.0	..
Alta.....	156.4	..
Dutch Flat.....	154.5	..
Magra.....	148.9	..
New England Mills.....	137.1	..
West Applegate.....	133.9	..
Clipper Gap.....	130.9	..

ADDITIONAL STATIONS No. 2 Track		
NAME	Mile Post	Capacity
Penryn, Lincoln Ave....	115.5	..
Clipper Gap.....	131.4	..
New England Mills.....	137.6	..
Magra.....	143.5	..
Dutch Flat.....	154.1	..
Alta.....	156.0	..
American.....	159.6	..
Blue Canon.....	166.6	..
Smart.....	173.3	..
Yuba Pass.....	176.1	..
Soda Springs.....	190.6	..
Eder Crossover.....	197.7	..
Andover.....	200.6	..
Andover Crossover.....	201.3	..
Boca.....	216.3	..
Wickes.....	221.5	..
Mystic.....	225.5	..
Calvada.....	235.8	..
Mogul.....	235.8	..
Lawton.....	237.1	..



# MOUNTAIN SUBDIVISION

**Timetable No. 172**  
October 19, 1947

## WESTWARD

### FIRST CLASS

### SECOND CLASS

Capacity of sidings	Mile Post Location	STATIONS	Distance from Sparks	WESTWARD					605	
				25	101	27	21	23		
				Passenger	Streamliner City of San Francisco	San Francisco Overland	Mail	Gold Coast	Mixed	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		
		TO-R <b>ROSEVILLE</b> 4.0	138.7	AM 5.35	AM 6.25	PM 3.31	AM 1.00	AM 4.20		
		<b>ROCKLIN</b> 3.3	134.7	5.25			12.55	4.08		
		TO <b>LOOMIS</b> 2.7	131.4	5.20	6.16	3.19	12.45	4.03		
		<b>PENRYN</b> 3.0	128.7							
		TO <b>NEWCASTLE</b> 4.9	125.7	5.08	6.05	3.07	12.33	3.48		
		TO <b>AUBURN</b> 3.9	120.8	s 4.58	5.55	2.57	12.23	s 3.38		
		<b>BOWMAN</b> 13.7	116.9	4.43	5.47	2.49	12.15 AM	3.23		
		TO-R <b>COLFAX</b> 4.3	103.2	s 4.15	5.20	2.21	s 11.46 PM	s 2.55		
		<b>CAPE HORN</b> 6.2	98.9	3.55	5.12	2.12	11.32	2.40		
		<b>GOLD RUN</b> 4.6	92.7	3.41	4.59	1.59	11.19	2.26		
		<b>TOWLE</b> 3.9	88.1							
		<b>MIDAS</b> 4.1	84.2	3.22	4.42	1.42	11.01	2.02		
		<b>KNAPP</b> 6.0	80.1	3.11	4.34	1.34	10.52	1.51		
		TO <b>EMIGRANT GAP</b> 4.3	74.1	2.57	4.22	1.22	10.40	1.37		
		<b>YUBA PASS</b> 1.8	69.8	2.47	4.14	1.14	10.32	1.26		
		<b>CRYSTAL LAKE</b> 2.4	68.0	2.43	4.10	1.10	10.28	1.22		
		<b>CISCO</b> 5.3	65.6							
		<b>TROY</b> 6.5	60.3	2.28	3.55	12.55	10.13	1.06		
		TO <b>NORDEN</b> 4.0	53.8	s 2.14	3.42	12.42	10.00	12.51		
		<b>DONNER</b> 1.1	49.8	2.01	3.34	12.33	9.50	12.30		
		<b>EDER</b> 5.7	48.7							
		<b>STANFORD</b> 5.1	43.0							
		TO-R <b>TRUCKEE</b> 8.2	37.9	s 1.35	3.15	s 12.09 PM	s 9.25	s 12.01 AM		
		<b>BOCA</b> 1.8	29.7	1.12			9.07	11.36 PM		
		<b>HINTON</b> 4.3	27.9	1.08	3.01	11.49 AM	9.03	11.32		
		<b>FLORISTON</b> 9.9	23.6							
		<b>VERDI</b> 10.4	13.7	12.44	2.43	11.27	8.41	11.08		
		<b>RENO</b> 2.6	3.3	s 12.26	s 2.27	s 11.11	s 8.25	s 10.50		
		<b>SPARKS (Psgr. Sta.)</b> 0.7	0.7	s 12.06						
		TO-R <b>SPARKS</b>	0.0	12.01 AM	2.18 AM	11.01 AM	8.00 PM	10.25 PM		
		(138.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		.....Time over District.....		(5.34)	(4.07)	(4.30)	(5.00)	(5.55)		(0.15)
		.....Average Speed per Hour.....		24.91	33.69	30.82	27.74	23.44		13.20

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

No. 605 may run ahead of first-class trains from Sparks.

**RULE 5.** Schedule time and train-order time apply as follows:  
At Troy, at middle siding.

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

#### ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
23	Any Station .....	.....	Ogden .....	Daily
25	Any Station .....	Any Station .....	Any Station .....	Daily

No. 25 stop on flag at Andover, Eder, Troy, Cisco, Crystal Lake, Emigrant Gap, Blue Canon and Midas to receive or discharge employees.

EAST VALLEY SUBDIVISION

EASTWARD					Mile Post Location	Timetable No. 172 October 19, 1947	Distance from Tehama	WESTWARD			
Capacity of sidings	THIRD CLASS			FIRST CLASS				STATIONS	201 Passenger		
	498 Freight	496 Freight	494 Freight	202 Passenger							
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily				
Roseville yard BKWOTYP	PM 1.35	AM 8.05	AM 12.05	AM 10.43	106.6	TO-R ROSEVILLE	105.1	PM 6.09			
100 P	1.50	8.20	12.20	10.52	112.8	6.2 WHITNEY	98.9	6.01			
120 WP	1.58	8.28	12.28	s 10.58	117.0	4.2 LINCOLN	94.7	s 5.55			
96 P	2.07	8.37	12.37	11.07	122.1	5.1 BROCK	89.6	5.43			
				11.11	124.8	2.7 SHERIDAN	86.9	5.39			
124 WP	2.18	8.48	12.48	s 11.16	128.1	3.3 WHEATLAND	83.6	f 5.34			
28 YP	2.24	8.54	12.54	11.20	131.2	3.1 ERLE	80.5	5.27			
91 P	2.28	8.59	12.59	11.24	134.2	3.0 OSTROM	77.5	5.24			
					139.8	5.6 DANTONI JCT.	71.9				
Yd. Limits. 112 BKWOIYP	2.41	9.12	1.12	s 11.44	140.8	1.0 MARYSVILLE	70.9	s 5.16			
IP					141.3	1.0 BINNEY JCT.	69.9				
100 WP	2.51	9.22	1.22	AM 11.51	144.7	2.9 BERG	67.0	4.53			
36	2.57	9.28	1.28		147.7	3.0 LOMO	64.0	4.49			
105 IP	3.04	9.35	1.35	s PM 12.01	151.5	3.8 LIVE OAK	60.2	s 4.44			
104 P	3.16	9.47	1.47	s 12.09	158.0	6.5 GRIDLEY	53.7	s 4.34			
43 WP	3.22	9.53	1.53	s 12.19	161.4	3.4 BIGGS	50.3	s 4.22			
107 P	3.32	10.04	2.04	s 12.30	167.4	6.0 RICHVALE	44.3	s 4.11			
91 P	3.39	10.11	2.11	12.35	171.5	4.1 NELSON	40.2	f 4.03			
88 P	3.52	10.23	2.23	f 12.44	178.1	6.6 DURHAM	33.6	f 3.52			
Yard Limits 159 BKWOYP	4.02	10.34	2.34	s 1.06	184.2	6.1 CHICO	27.5	s 3.41			
100 P	4.19	10.51	2.51	1.19	193.6	9.4 ANITA	18.1	3.18			
133 WP	4.34	11.07	3.07	f 1.33	203.0	9.4 VINA	8.7	f 3.05			
41 P	4.46	11.19	3.19	f 1.45	209.7	6.7 LOS MOLINOS	2.0	f 2.55			
P	4.50 PM	11.25 AM	3.25 AM	1.55 PM	211.7	2.0 TEHAMA	0.0	2.50 PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(105.1)		Leave Daily			
	(3.15) 32.34	(3.20) 31.53	(3.20) 31.53	(3.12) 33.72		Time over District.....		(3.19)			
						Average Speed per Hour.....		31.69			

Double track on Tehama line at Roseville extends to MP 106.88. Eastward track begins at initial switch in No. 2 track, 38 feet east of Lincoln St. Westward track ends at switch to west drill track, at west line of Lincoln St

No. 201 stop at Sheridan when necessary for U. S. Mail or newspapers.

No. 202 stop daily except Sunday and holidays at Tehama for U. S. Mail.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Clayton.....	118.4	..
Ewing.....	121.0	..
Jester.....	126.0	..
Rupert..... (Spur)	138.9	..
Sullivan.....	146.4	..
Sunset.....	149.8	..
Fagan.....	155.9	..
Riceton.....	164.1	..
Faulkner.....	181.9	..
Gimbal.....	189.1	..
Nord.....	191.3	..
Cana.....	196.0	..
Second St., Tehama....	211.1	..



# EAST VALLEY SUBDIVISION

## EASTWARD

## WESTWARD

Capacity of sidings		<b>SECOND CLASS</b>	Mile Post Location	Timetable No. 172 October 19, 1947		Distance from Stirling City	<b>THIRD CLASS</b>
		<b>526</b>		Stirling City Branch			<b>527</b>
		Local Freight					Local Freight
		Leave Daily		<b>STATIONS</b>			Arrive Daily
		Ex. Sunday					Ex. Sunday
Yard Limits		AM	184.2	TO-R	<b>CHICO</b>	31.2	PM
BKWOYP		10.00	186.6		2.4 <b>SNRY Crossing</b>	28.8	4.40
16	P	11.05	198.2		11.6 <b>PARADISE</b>	17.2	3.30
8		AM 11.35	203.2		5.0 <b>MAGALIA</b>	12.2	3.05
14	WP	PM 12.15	210.0		6.8 <b>DOON</b>	5.4	2.30
	WY	PM 12.45	215.4	R	5.4 <b>STIRLING CITY</b>	0.0	2.00 PM
		Arrive Daily		(31.2)			Leave Daily
		Ex. Sunday					Ex. Sunday
		(2.45) 11.35		.....Time over District.....			(2.40)
				.....Average Speed per Hour.....			11.70

Capacity of sidings		EASTWARD	Timetable No. 172 October 19, 1947		WESTWARD
		Mile Post Location			Distance from Dantoni
			Dantoni Branch		
			<b>STATIONS</b>		
		139.8	<b>DANTONI JCT.</b>		4.4
Yd. Limits.			4.4		
47		144.2	<b>DANTONI</b>		0.0
			(4.4)		

Capacity of sidings		EASTWARD	Timetable No. 172 October 19, 1947		WESTWARD
		Mile Post Location			Distance from Oroville
			Oroville Branch		
			<b>STATIONS</b>		
Yard Limits		140.8	TO-R	<b>MARYSVILLE</b>	25.2
112	BKWOIYP	122.7		12.3	
10	P	135.0		<b>HONCUT</b>	12.9
Yard Limits			TO	12.9	
WTP		147.9		<b>OROVILLE</b>	0.0
			(25.2)		

Capacity of sidings		EASTWARD	Timetable No. 172 October 19, 1947		WESTWARD
		Mile Post Location			Distance from Wilson
			Yuba City Branch		
			<b>STATIONS</b>		
100	WP	144.7		<b>BERG</b>	14.4
		144.4		3.2	
Yard Limits			TO	<b>YUBA CITY</b>	11.2
WYP		147.6		2.7	
45		150.3		<b>BOGUE</b>	8.5
40		152.2		1.9	
28	W	156.6		<b>OSWALD</b>	6.6
				4.4	
		158.8		<b>TUDOR</b>	2.2
				2.2	
				<b>WILSON</b>	0.0
			(14.4)		

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
<b>Stirling City Branch</b>		
Butte Creek	188.3	..
Dredge	189.3	..
Oakdale Farms	196.6	..
Optimo	202.2	..
Luce	207.1	..
<b>Oroville Branch</b>		
Mello	126.5	..
Ramirez	130.7	..
Palermo	142.5	..
<b>Yuba City Branch</b>		
Abbott	155.6	..
Dantoni Branch	143.0	..
Linda	143.0	..

WEST VALLEY SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	FIRST CLASS					Mile Post Location	Timetable No. 172 October 19, 1947	Distance from Davis	
		20	12	14	202				16
		Klamath	Cascade	Beaver	Passenger				West Coast
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard Limits KWIYP		PM 11.35	PM 7.25	PM 6.35		AM 10.55	75.6		
100 P		11.43	7.32	6.42		11.03	80.7		
Yard Limits BKWIP		PM 11.52	7.37	6.49		AM 11.15	84.9		
97		12.01				11.23	89.9		
38 P		12.07	7.48	7.00		11.30	95.8		
105 P		12.15				11.38	103.2		
32 WP		12.20	7.59	7.11		11.44	108.3		
196 WYP		12.26				AM 11.53	113.5		
41 P		12.41				PM 12.08	124.2		
51 P		12.49	8.17	7.29		12.15	129.1		
103 P		12.53				12.20	133.0		
P		1.03	8.25	7.37		12.26	133.3		
101 P		s 1.23	8.36	7.50		s 12.46	149.9		
Yard Limits BKWOYP		1.36				12.55	156.8		
113		1.40	8.48	8.03		12.59	160.7		
41 P		s 2.02		8.08		s 1.10	165.4		
Y.Limits. 40 WP		2.05				1.13	167.0		
36 YP		2.17	9.01	8.19		1.21	173.4		
23 P		s 2.35	9.07	8.26		s 1.32	178.5		
43 P		2.48				1.37	181.6		
41 P		3.05	9.15	8.34	PM 1.55	1.45	186.3		
P		s 3.15	s 9.20	s 8.40	s 2.00	s 1.55	211.7		
Gerber yard BKWOIYP		AM	PM	PM	PM	PM	213.8		
164		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		(3.40)	(1.55)	(2.05)	(0.05)	(3.00)			
		30.76	58.85	54.96	-25.20	37.60			

STATIONS		
TO-R	DAVIS	0.0
	5.1 MERRITT	5.1
TO	4.2 WOODLAND	9.3
	5.0 YOLO	14.3
TO	5.9 ZAMORA	20.2
	7.4 DUNNIGAN	27.6
	5.1 HARRINGTON	32.7
TO	5.2 ARBUCKLE	37.9
TO	10.7 WILLIAMS	48.6
	4.9 CORTENA	53.5
TO	3.9 MAXWELL	57.4
	5.3 DELAVAN	62.7
TO-R	11.6 WILLOWS	74.3
	6.9 ARTOIS	81.2
	3.9 GRAPIT	85.1
TO	4.7 ORLAND	89.8
	1.6 WYO	91.4
	6.4 KIRKWOOD	97.8
TO	5.1 CORNING	102.9
	3.1 RICHFIELD	106.0
	4.7 TEHAMA	110.7
TO-R	2.1 GERBER	112.8
	(112.8)	
	Time over District.....	
	Average Speed per Hour.....	

**RULE 5.** Schedule time and train-order time at Gerber apply at station sign.

Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

**RULE 86.** Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13 and 14 unless instructed to do so by dispatcher, or to avoid congestion.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
14	Willows.....	Dunsmuir.....	Davis.....	Daily
14	Orland.....	Dunsmuir.....	Davis.....	Daily

No. 20 stop daily, except Sunday and Holidays, at Delavan, Artois, Kirkwood, Richfield and Tehama for exchange of mail.

EASTWARD		WESTWARD	
Capacity of sidings		Distance from Fruto	
Mile Post Location			
Timetable No. 172 October 19, 1947			
Fruto Branch			
STATIONS			
Yard Limits		TO-R	17.0
113 BKWOYP	149.9	WILLOWS	
		17.0	
14 TP	166.9	FRUTO	0.0
		(17.0)	

ADDITIONAL STATIONS			ADDITIONAL STATIONS		
NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
<b>Davis-Gerber line</b>			<b>Karnak Branch</b>		
Dufour.....	92.1	..	Enslay.....	97.6	..
Ronda.....	93.7	..	<b>Knights Landing Branch</b>		
Bretona.....	98.0	..	Garic.....	87.2	..
Hershey.....	106.4	..	Laugenour.....	89.4	..
Genevra.....	117.6	..	Coranco.....	92.4	..
Delphos.....	126.8	..	Cunard.....	96.1	..
Norman.....	142.1	..	Grace.....	96.5	..
Logandale..... (Spur)	144.3	..	Robbins..... (Spur)	100.4	19
Riz.....	146.0	..	Seymour.....	101.7	..
Lyman.....	153.2	..	Subaco..... (Spur)	105.1	41
Greenwood.....	162.0	..	Pelger.....	107.2	..
Malton.....	169.0	..	Everglade..... (Spur)	109.3	11
<b>Fruto Branch</b>			Hinsdale..... (Spur)	111.2	23
Loss.....	152.6	..	Tisdale..... (Spur)	113.3	10
Kurand.....	155.8	..	Progress..... (Spur)	115.2	1
Millsholm.....	159.6	..			
Athens.....	163.6	..			



# WEST VALLEY SUBDIVISION

Mile Post Location	Timetable No. 172 October 19, 1947	Distance from Gerber	WESTWARD										
			FIRST CLASS										
			19 Klamath	11 Cascade	13 Beaver	201 Passenger	15 West Coast						
<b>STATIONS</b>			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
75.6	TO-R DAVIS 5.1	112.8	AM 5.15	AM 8.55	AM 9.20		PM 6.05						
80.7	MERRITT 4.2	107.7	5.07	8.47	9.12		5.56						
84.9	TO WOODLAND 5.0	103.5	s 5.01	8.40	f 9.04		s 5.50						
89.9	TO YOLO 5.9	98.5	4.50				5.37						
95.8	ZAMORA 7.4	92.6	4.44	8.29	8.51		5.31						
103.2	DUNNIGAN 5.1	85.2	4.36				5.23						
108.3	HARRINGTON 5.2	80.1	<b>4.30</b>	8.18	8.40		5.17						
113.5	TO ARBUCKLE 10.7	74.9	4.25				5.12						
124.2	TO WILLIAMS 4.9	64.2	s 4.13				s 4.59						
129.1	CORTENA 3.9	59.3	4.05	8.00	8.22		4.50						
133.0	TO MAXWELL 5.3	55.4	s 3.59				4.45						
138.3	DELAVAN 11.6	50.1	3.51	7.52	8.14		4.38						
149.9	TO-R WILLOWS 6.9	38.5	s 3.38	7.42	8.02		s 4.25						
156.8	ARTOIS 3.9	31.6	3.26	7.34	7.52		4.12						
160.7	GRAPIT 4.7	27.7	3.22	7.30	7.48		4.07						
165.4	TO ORLAND 1.6	23.0	s 3.15		7.42		s 4.00						
167.0	WYO 6.4	21.4	3.08	7.23	7.38		3.50						
173.4	KIRKWOOD 5.1	15.0	3.01	7.17	7.32		3.43						
178.5	TO CORNING 3.1	9.9	s 2.55				s 3.34						
181.6	RICHFIELD 4.7	6.8	<b>2.48</b>	7.09	7.24		3.25						
186.3	TEHAMA 2.1	2.1	2.39	7.04	7.19		3.19						
211.7													
213.8	TO-R GERBER	0.0	2.35 AM	7.00 AM	7.15 AM		2.45 PM	<b>3.15 PM</b>					
	(112.8)		Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily					
	..... Time over District.....		(2.40)	(1.55)	(2.05)		(0.05)	(2.50)					
	..... Average Speed per Hour.....		42.30	58.85	54.96		25.20	39.81					

**RULE 5.** Schedule time and train-order time at Gerber apply at station sign.

Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

**RULE 86.** Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13 and 14 unless instructed to do so by dispatcher, or to avoid congestion.

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS**

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
19	Arbuckle .....	West of Davis w here scheduled to stop.	Dunsmuir .....	Daily
13	Willows .....	Davis .....	Dunsmuir .....	Daily
13	Orland .....	Davis .....	Dunsmuir .....	Daily

**ADDITIONAL STATIONS**

NAME	Mile Post	Capacity
<b>Colusa Branch</b>		
College City .....	112.3	..
Graino .....	116.0	..
Sycamore .....	124.4	..
Denco .....	137.1	..
Stegeman .....	142.2	..
Glenn .....	155.6	..
Ordbend .....	162.1	..
Rotavele .....	165.9	..
Cory .....	178.6	..

Capacity of sidings		EASTWARD		WESTWARD	
		Mile Post Location	Distance from Wyo	Mile Post Location	Distance from Wyo
<b>Timetable No. 172</b>					
October 19, 1947					
<b>Colusa Branch</b>					
<b>STATIONS</b>					
196	WYP	108.3	R	HARRINGTON	72.1
60		120.8	TO	GRIMES	59.6
33		133.0	TO	COLUSA	47.4
33	W	145.9		PRINCETON	34.5
28		150.4		CODORA	30.0
35	W	170.0	TO	HAMILTON	10.4
36	Yard Limits YP	180.4		WYO	0.0
(72.1)					

WEST VALLEY SUBDIVISION

EASTWARD

THIRD CLASS

Capacity of sidings	Mile Post Location	THIRD CLASS						Mile Post Location	Distance from Davis
		604	498	602	496	600	494		
		Freight	Freight	Freight	Freight	Freight	Freight		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yard Limits KWIYP		PM 9.10		PM 12.03		AM 3.35		75.6	
100 P		9.20		12.13		3.45		80.7	
Yard Limits BKWIP		9.29		12.22		3.54		84.9	
97 P		9.37		12.30		4.02		89.9	
38 P		9.46		12.39		4.11		95.8	
105 P		9.58		12.51		4.23		103.2	
32 WP		10.05		12.59		4.30		108.3	
196 WYP		10.14		1.08		4.39		113.5	
41 P		10.31		1.25		4.56		124.2	
51 P		10.39		1.33		5.04		129.1	
103 P		10.45		1.39		5.10		133.0	
101 P		10.53		1.47		5.18		138.3	
Yard Limits BKWOYP		11.19		2.10		5.44		149.9	
113 P		11.31		2.21		5.56		156.8	
41 P		11.37		2.26		6.02		160.7	
102 P		11.45		2.34		6.10		165.4	
Yard Limits { 40 WP		11.49		2.38		6.14		167.0	
{ 36 YP		PM 11.59		2.48		6.24		173.4	
23 P		AM 12.07		2.56		6.32		178.5	
43 P		12.12		3.01		6.37		181.6	
41 P		12.20	PM 4.50	3.08	AM 11.25	6.45	AM 3.25	186.3	
P		12.30	5.00	3.15	11.35	6.55	3.35	211.7	
Gerber yard BKWOIYP		AM	PM	PM	AM	AM	AM	213.8	
164		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
		(3.20)	(0.10)	(3.12)	(0.10)	(3.20)	(0.10)		
		33.84	12.60	35.25	12.60	33.84	12.60		

Timetable No. 172  
October 19, 1947

**STATIONS**

TO-R	DAVIS	0.0
	5.1 MERRITT	5.1
	4.2 WOODLAND	9.3
TO	5.0 YOLO	14.3
	5.9 ZAMORA	20.2
	7.4 DUNNIGAN	27.6
	5.1 HARRINGTON	32.7
TO	5.2 ARBUCKLE	37.9
	10.7 WILLIAMS	48.6
TO	4.9 CORTENA	53.5
	3.9 MAXWELL	57.4
TO	5.3 DELAVAN	62.7
	11.6 WILLOWS	74.3
TO-R	6.9 ARTOIS	81.2
	3.9 GRAPIT	85.1
TO	4.7 ORLAND	89.8
	1.6 WYO	91.4
	6.4 KIRKWOOD	97.8
TO	5.1 CORNING	102.9
	3.1 RICHFIELD	106.0
	4.7 TEHAMA	110.7
TO-R	2.1 GERBER	112.8
	(112.8)	
	.....Time over District.....	
	.....Average Speed per Hour.....	

**RULE 5.** Schedule time and train-order time at Gerber apply at station sign.

Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

**RULE 86.** Freight trains must not go to a siding where they are unable to get into clear for Nos. 11, 12, 13 and 14 unless instructed to do so by dispatcher, or to avoid congestion.

Capacity of sidings	Mile Post Location	Timetable No. 172 October 19, 1947		WEST-WARD Distance from Josephine
		EAST-WARD	WEST-WARD	
Yard Limits BKWIP	84.9	TO-R	WOODLAND	32.4
			2.8 SUGARFIELD	29.6
18 WP	87.7	TO	6.3 KNIGHTS LANDING	23.3
			2.9 MARCHANT	20.4
P	94.0		20.4 JOSEPHINE	0.0
13	117.3			
			(32.4)	

Capacity of sidings	Mile Post Location	Timetable No. 172 October 19, 1947		WEST-WARD Distance from Karnak
		EAST-WARD	WEST-WARD	
	96.9		MARCHANT	2.5
7 P	99.4		2.5 KARNAK	0.0
			(2.5)	



**RULE A.** All, or portions of, the following rules have been changed. Pastors have been printed covering these changes, and employes must have the pasters in their copy of Book of Rules:

Rules	10(H)	295
	15	297
	26	705
	99	707
	104(D)	708
	210	763
	221	837
	271	

Definition of **FIXED SIGNAL** is changed to read as follows:

"A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, automatic, interlocking or absolute signal; switch, stop boards, yard limit boards or speed boards."

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

**RULE 4.** Designated Holidays:

New Year's Day, January 1st.  
 Washington's Birthday, February 22nd.  
 Decoration Day, May 30th.  
 Independence Day, July 4th.  
 Labor Day, First Monday in September.  
 Thanksgiving Day, Fourth Thursday in November.  
 Christmas Day, December 25th.

**RULE 10 (J).** Is revised to read as follows:

Speed boards will be located to the right of track in direction of approach where practicable, except on double track where trains keep to the left, they will be located to the left if proximity of adjoining main track prevents location to the right.

Speed boards that prescribe reduction in speed will be located three-fourths mile from initial point of restriction. Speed boards that authorize an increase in speed will be located at the point where higher speed is permissible, and speed may be increased accordingly as soon as rear of train has passed the speed board.

(no change in Figs. 1, 2 and 3)

The higher number on speed board indicates the maximum speed of trains consisting entirely of passenger equipment, and the lower number indicates the maximum speed of all other trains. Where but one number is shown it indicates the maximum speed of all trains.

Round yellow speed boards indicate by black figures the maximum speed of certain passenger trains designated by special instructions in the timetable or by timetable bulletin; speed indicated by oval white speed boards applies to those trains unless a round yellow speed board is displayed on same post below the oval speed board.

Certain speed boards have the word "SIGNAL" above the figures. Such speed boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond the speed board, unless distant signal can plainly be seen to be displaying proceed indication; and such speed boards in approach to a home signal indicate the speed that must not be exceeded while approaching the home signal three-fourths mile beyond the speed board; until indication of home signal can plainly be seen. The word "SIGNAL" on an oval speed board also applies to a round yellow speed board if displayed on the same post.

**RULE 15.** Each torpedo placed will be duplicated on opposite rail during snow storms, or when snow on rails.

**RULE 17.** Oscillating white light on engines so equipped is to be operated in addition to headlight, when engine is moving at night, and in foggy or stormy weather by day. It must be extinguished approaching passenger stations.

Oscillating red light on engines so equipped shall be operated by day or night, only when a train has stopped, or is stopping, under circumstances that may cause an adjacent track to be fouled, and will not in any way relieve trainmen and enginemen from compliance with Rules 99 and 102. A train or engine on adjacent track must stop at once, and may proceed only after ascertaining that track is safe for passage of trains.

**RULES 17, 17 (B), 17 (C) and S-17.** Headlight will be displayed by day on Nos. 53 and 54 as an aid to motorists. When so displayed, the provisions of Rules 17, 17 (B), 17 (C) and S-17 will not apply unless other conditions require.

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

**RULE 105.** Sidings designated "E" in Capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

**RULE 505. AUTOMATIC BLOCK SYSTEM****PUSH BUTTONS**

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Pilot light will appear after time-release has operated and signal has cleared.

Further instructions posted inside push-button box.

**ELECTRIC SWITCH LOCKS**

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure. When necessary to break seal on emergency lock release, dispatcher must be notified immediately and movement made only after flag protection provided on both tracks.

**RULE 535. SPRING SWITCHES**

When a spring switch is hand thrown, trainman so setting switch must again set it for normal position after movement has been completed, unless another trainman has been notified to do so.

A spring switch with facing point lock must not be trailed through unless switch target displays letters "SS" in normal position, or switch has been lined for the movement.

**RULE 536.** Wheels of tenders must not be considered as engine wheels.

**GENERAL REGULATIONS**

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

**RULE 827. TRAIN INSPECTION**

Trains, including military trains, made up in part of freight cars or cabooses equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

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

**RULE 834.** Does not apply to trains consisting entirely of logs.

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

**RULE 873.** Sanders must not be operated within 150 feet of power operated switches.

**AIR BRAKE RULES****FREIGHT TRAINS**

**RULE 25.** When passenger equipment is handled on freight trains and a rear end 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.

**PASSENGER TRAINS**

**RULE 3.** Streamliner, "CITY OF SAN FRANCISCO," carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam engine to handle this train, such engine must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam engine must be set for 140 lb. and the low pressure side for 130 lb.

**RULE 38.** Incoming engineer at Sacramento and Sparks on "CITY OF SAN FRANCISCO" will make electro-pneumatic brake application of not less than 60 pounds and leave brakes applied. Inspector will note that rear brakes of train apply, then signal for release. Outgoing engineer will release brakes and inspector will note that rear brakes release. In case electro-pneumatic brakes are inoperative, automatic brake valve will be used.

Before any helper engine is coupled to train, make automatic brake pipe reduction of not less than 20 pounds, close combination cut-out cock, then place both brake-valve handles in release position. Helper engineer will then make release in usual manner.

When steam engine is to be cut off train, the automatic brake should be applied and left applied until engine is detached. Engineman on power cars should then open the double heading cock and apply electro-pneumatic brake.

**MISCELLANEOUS****4. Helper service:**

No helper engine will be placed behind wooden underframe cars or cabooses.

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

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

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

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

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

of not to exceed two coupled in each case, must be separated by at least four cars.

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

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

4a. For the purpose of pushing trains out of yards:

No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

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

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it 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.

7. Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

10. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved until occupants have been notified, and permission given by foreman or his representative.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

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

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

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

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

21. Employes are warned that it is dangerous to ride on top or sides of cars where impaired side clearance exists.

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

### SPEED RESTRICTIONS

List of CCB (cross-counterbalanced) engines:

All F-1 class, except engs. 3618, 3639.

All F-3 class.

All F-4 class, except eng. 3700.

All F-5 class.

All B class, except engs. 3501, 3502, 3504, 3505, 3508, 3509.

### MAXIMUM SPEED PERMITTED CERTAIN ENGINES

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Steam or Diesel-electric engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

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

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

Maximum speed of engines under following conditions, running under own steam or hauled in train, must not exceed:

When all weight has been removed from any one pair of drivers .....	20 MPH
When all weight has been removed from only one wheel from any pair of drivers .....	30 MPH
When engine truck is removed .....	20 MPH
When main rod only is removed .....	30 MPH
When side rod only is removed .....	30 MPH
When both main and side rods are removed .....	20 MPH
When hauled in train with all rods on .....	30 MPH

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

When train order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).



**MAXIMUM SPEED PERMITTED WITH  
CERTAIN EQUIPMENT** **MPH**

<b>Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:</b>	
On tangent main tracks, except.....	35
SPMW 4044.....	25
On tangent branch tracks.....	25
On all curves 5 MPH less than speed authorized. Where speed boards in place, 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards.	
<b>Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):</b>	
On tangent main tracks.....	20
On curves and on branch tracks.....	15
<b>Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train when practicable):</b>	
On tangent main tracks.....	25
On curves and on branch tracks.....	15
<b>Trains handling steel pile-drivers may make maximum restricted freight train speed.</b>	
<b>Trains handling relief outfit with steam derrick:</b>	
On tangent main tracks.....	35
On tangent branch tracks, except.....	25
(Relief outfits 7014 and 7025 must not be operated over R St., Sacramento, nor on any branch except Walnut Grove, Yuba City, and Dantoni branches.)	
On all curves, 5 MPH less than speed authorized. Where speed boards in place, 5 MPH less than shown on speed boards, except where speed indicated is 15 MPH or less be governed by speed boards.	

Passenger trains handling steel wheel baggage-express cars in series 5810 to 5874, and foreign line steel wheel cars not equipped with high speed trucks, must not exceed 60 MPH.

Wooden equipment must not be handled in regular passenger trains.

Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of steam or Diesel-electric engine and caboose only must not exceed speed permitted for engines of that class running forward light; such trains must not, in any case exceed 40 MPH.

No. 442 (CCM) may make maximum speed of 50 MPH using ordinary box cars, in territory where maximum freight and mixed train speed is shown as 40 MPH.

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

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

Trains handling locomotive cranes with flexible or swivel truck trailing, must not exceed 18 MPH.

Freight trains passing stations where passenger trains are standing must not exceed 15 MPH.

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

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

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

- Eastward at MP 89.75 Sacramento bears figure 15,
- Westward at MP 106.6 Roseville bears figures 20-15,
- Westward at MP 91.5 Sacramento bears figures 35-15,
- Westward at MP 90.7 Sacramento bears figure 15,
- Westward at MP 90.2 Sacramento bears figure 10.

Speed boards placed to the left of track in current of traffic direction but with one track intervening:

- Eastward at MP 104.37 Roseville bears figures 20-15.

**RULE 14 (e).** As specified below, — — — — — will be indication that flagman may return from east as prescribed by Rule 99.

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

**RULE 82 (A).** Crews arriving Roseville on Nos. 101, 102, 27 and 201 may assume corresponding schedule leaving Roseville without clearance, except when operating as section of a schedule.

Regular trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without clearance.

Nos. 421, 423 and 425 and sections of those schedules from Western Division at Brighton may continue display of indicators through to Roseville, and register at Roseville accordingly.

Third-class and extra trains to or from Western Division passing Sacramento, will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville will apply the same as if addressed to them at Brighton or Sacramento.

Crews to operate as Nos. 420, 424 and 426, and sections thereof, on Western Division from Brighton, may assume such identity at Roseville instead of Brighton. Sacramento and Western Division clearance for sections of these schedules must bear the words "No signals" or "Green signals" as the case may be, and bear dispatcher's O.K., and train-order authority for display of signals will not be required Roseville to Brighton, nor on Lathrop Subdivision of Western Division. Crews will register and display indicators and signals accordingly.

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

Sacramento—Trains originating or terminating, except third-class and extra trains passing Sacramento to or from Western Division.

Sacramento, 12th St.—Eastward trains, via Brighton, and trains originating or terminating.

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

Antelope—All trains, except those originating in west yard, and except those terminating in east yard.

Brighton—Regular trains from Placerville Branch.

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

Sacramento, 12th St.—Eastward trains, via Brighton.

Roseville—All trains at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station.

Antelope—First-class trains.

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

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

MP West		MP East
85.51	Sacramento	95.35
	" (Walnut Grove Br.)	93.09
	" (Placerville Br.)	94.93
131.60	" (Polk line)	136.33
102.04	Roseville (Eastward and No. 2 Track)	110.87
102.04	" (No. 1 and Westward Track)	110.87
	" (Tehama line)	107.71
103.80	Citrus	105.26
	" (Fair Oaks line)	106.48
	Folsom	112.05
110.57	" (Placerville Br.)	111.38
148.19	Placerville	149.66
110.64	Walnut Grove	113.90
121.05	Isleton	122.32

**Sacramento.** Westward trains on station tracks must not pass fouling point of adjoining tracks unless proceed signal received from yardman at Second St.

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

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

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

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

**Roseville.** Eastward trains except first-class, must not pass Dry Creek bridge unless proceed signal received from yardman.

Eastward first-class trains to Tehama line must make station stop with rear end clear of west drill track.

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

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

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

**RULE 95.** Train orders issued by Western Division under Form F, reading to or from Brighton will apply over the Sacramento Division into or out of Sacramento or Roseville.

**RULE D-97 (A).** Applies between Sacramento and Roseville and between Brighton and Elvas.



**RULE 98.** Railroad crossings at grade and drawbridges not interlocked:

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

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

SNRy at Front and R Sts.—Stop within 200 feet of crossing.

Electric line at Front and M Sts.—Stop and not proceed unless hand signal received from flagman on ground (green flag by day, green light by night).

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

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

**RULE 99.** Roseville. Westward trains except first-class, having received proceed signal from yardman to pass Signal 1065 or 1067 to move on westward main track, and rear of train having passed either of these signals, need not provide flag protection to the rear if stopped or delayed, until rear end passes subway. Protection between these points will be the responsibility of yardmaster or his representative. Protection east of these signals, and beyond subway must be provided by train or engine crew.

**RULE 103 (A).** Trains and engines must stop and be preceded by flagman before crossing highways at:  
Isleton, on wharf spur.

**RULE 104.** The normal position of rigid switches at junctions:  
Citrus—Fair Oaks line, for Placerville line.  
Folsom Jct.—Placerville line, for Folsom.

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

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

**RULE 221.** Eastward and westward first-class trains, and trains from Roseville enroute to Western Division will not obtain clearance at Sacramento, 12th St.

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

Roseville—Train-order office located in yard office building is open continuously. Train-order office in passenger station is open from 11 PM to 8 AM daily, and is train-order office for first-class trains and trains of passenger equipment only. Between 11 PM and 8 AM first-class trains and trains of passenger equipment will receive clearance at passenger station and not at yard office.

Antelope—Only trains originating need obtain clearance.

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

**RULE D-251.** Applies to the following tracks:

Eastward track Sacramento to Roseville.

Eastward track Brighton to Elvas.

Westward track Elvas to Sacramento.

Westward track Sacramento to Davis train-order office (Western Division) provided proceed signal received from yardman at Front St., Sacramento, except will not supersede the superiority of No. 101.

### RULE 505. AUTOMATIC BLOCK SYSTEM

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

#### SPECIAL SIGNALS

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

Westward main track—350 feet east of crossing.

Eastward main track—For movement against current of traffic, 350 feet from crossing.

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

Front St. track—100 feet from crossing of main tracks.

Pioneer Mill track—also governs movement to store lead.

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

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

If signal 350 feet east of Front St. crossing governing movement on westward main track or from station tracks does not indicate proceed, trains or engines after stopping may proceed on signal from switch tender to clearance point of Front St. crossing, yellow flag by day, yellow light by night.

### RULE 605. INTERLOCKING

**Sacramento River Drawbridge.** Eastward trains failing to receive green aspect in approach Signal 878 must stop west of road crossing, 1030 feet east of signal 878, unless semi-automatic signal at MP 88.4 indicates "proceed".

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

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

To Valley Grocery spur, 0 — —.

To Bekins spur, — 0 — —.

**Elvas—**Limits on Sacramento-Roseville line extend from interlocking home signal 1,400 feet west of tower to interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk; and on Placerville Branch to interlocking home signal 600 feet east of junction switch.

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

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

Crossover, middle siding, Elvas, to westward track, Elvas-Polk line.

Crossover, middle siding, Elvas, to eastward track, Polk-Elvas line.

West switch and derail, middle siding, Elvas.

Hopfen spur switch and derail.

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

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

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

Whistle signals governing routes as follows:

To Roseville, — 0 0 0 0.

To Sacramento, — — — 0.

To Polk, — — 0 0 0.

To Elvas siding, 0 0 0 — —.

To Third track, 0 0 — —.

To American Can spur, — 0 — —.

To Meister's spur, 0 — —.

Westward trains will repeat signal approaching Elvas if route not lined.

**Snodgrass Slough Drawbridge.** At MP 111.42 on Walnut Grove Branch.

**Georgiana Slough Drawbridge.** At MP 119.53 on Walnut Grove Branch.



**SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION**

**RULE 827. TRAIN INSPECTION**

Freight trains and light engines not equipped with tire coolers, on descending grade will stop 10 minutes at MP 123, Placerville Branch, for inspection and heat radiation, and trainmen must make careful inspection of all cars and enginemen inspect engines.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, if in the judgment of conductor and engineer no stops are necessary.

**AIR BRAKE RULES**

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

On Placerville Branch:

MP 131.7 to MP 123. One valve for every 140 Ms in train.

**FREIGHT TRAINS**

**RULE 22.** Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

**RULE 25.** Rear end test must be made immediately prior to leaving Placerville on westward trains.

**RULE 33.** Gross tonnage of any freight train must not exceed the Ms per operative brake between the stations shown below:  
Placerville to Folsom Jct.—100 Ms.

**PASSENGER TRAINS**

**RULE 38.** Road test must be made at Brighton only if continuity of brake pipe has been disturbed.

**MISCELLANEOUS**

1. Take water only in emergency at Shingle Springs.
5. Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.

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

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
-----------------	-------------------

AC.....Sacramento...Umbrella sheds at passenger station

Load limit (car and contents):

Sacramento-Roseville .....	240,000 pounds
Brighton-Elvas .....	240,000 pounds
Sacramento-Isleton .....	210,000 pounds
Brighton-Placerville .....	210,000 pounds
Folsom Jct.-Folsom .....	210,000 pounds
Citrus-Fair Oaks .....	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

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

MP	Location	Description
88.54	Sacramento .....	Sacramento River Bridge.....Side
92.15	Elvas .....	American River Bridge.....Side (Placerville Branch)
122.3	East of White Rock	Rock cut.....Side
126.4	Latrobe .....	Rock cut.....Side
126.5	East of Latrobe...	Rock cut.....Side
128.6	East of Latrobe...	Rock cut.....Side (Walnut Grove Branch)
92.41	East of Baths.....	Bridge.....Side
111.42	Snodgrass Slough.	Bridge.....Side

**LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK.**

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
89.75	89.5	90.0	106.6	106.6	105.1
90.25	90.0	91.7	104.85	105.1	103.25
90.95	91.7	92.5	95.75	95.0	93.1
93.3	93.1	95.0	93.25	92.5	91.7
102.5	103.25	105.1	91.5	91.7	90.0
104.37	105.1	106.6	90.7	90.0	89.5
			90.2	89.5	88.9
			Polk-Elvas: 135.0—Around both legs Elvas Wye.		

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

**SPEED RESTRICTIONS:** Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin. All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT						
	PASSENGER										*FREIGHT AND MIXED		DEP		DES		M				
	DEP with Stream-lined CITY OF SAN FRANCISCO	DEP P-7-8-10-12	DEF E-1-3-4-5-6-11	DEF P-7-8-10-12	M T-26-32-37-40 AC-4-6-8-9-10-11-12	M T-1-9-9-23-28-31-36-57-58	M T-1-9-9-23-28-31-36-57-58	DES 1 to 7 DES 100 to 107	DES 1 to 7 DES 100 to 107	DES 1 to 7 DES 100 to 107	DES 1 to 7 DES 100 to 107	DEP DEF E P A Mt GS	DEP DEF E P A Mt GS	DES 1 to 7 DES 100 to 107	DES 1 to 7 DES 100 to 107	M T-1-9-9-23-28-31-36-57-58	M T-1-9-9-23-28-31-36-57-58	DES 1 to 7 DES 100 to 107	DES 1 to 7 DES 100 to 107	M T-1-9-9-23-28-31-36-57-58	M T-1-9-9-23-28-31-36-57-58
<b>EASTWARD TRACK</b>	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15	15	15	15	15
Sacramento to Roseville, except.....	95	70	65	60	50	45	40	35	40	40	40	40	35	30	30	25	25	25	25	25	
MP 88.9 to MP 89.5 (7th Street).....	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
MP 89.5 to MP 90.0 (16th Street).....	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
MP 90.0 to MP 91.7 (Elvas).....	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	
MP 91.7 to MP 92.5 Through Elvas Interlocking.....	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	
MP 92.5 to MP 93.1 (Benali).....	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
MP 93.1 to MP 95.0 (Benali).....	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	
MP 103.25 to MP 105.1 (Roseville).....	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
MP 105.1 to MP 106.6 (Roseville).....	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
Across Lincoln Street (MP 106.6).....																					
<b>WESTWARD TRACK</b>																					
Roseville to Sacramento, except.....	95	70	65	60	50	45	40	35	40	40	40	40	35	30	30	25	25	25	25	25	
Across Lincoln Street (MP 106.6).....	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
MP 106.6 to MP 105.1 (Roseville).....	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	
MP 105.1 to MP 103.25 (Roseville).....	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	
MP 103.25 to MP 93.1 (Benali).....	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
MP 93.1 to MP 91.7 (Elvas Interlocking).....	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	
MP 91.7 to MP 90.0 (Sacramento).....	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	
MP 90.0 to MP 89.5 (Sacramento).....	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	
MP 89.5 to MP 88.9.....	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Between Polk and Elvas, except.....																					
Westward Trains Only—MP 135.99-MP 135.24.....		25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	
Around Legs Elvas Wye.....		25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	

\*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.  
 (Note) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.  
 When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on SIGNAL speed boards, must be reduced by 5 MPH.  
 DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING WITH TRAIN OR LIGHT	SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Brighton-Folsom Jct.....	30	30	30	20	Through sidings, yard and other side tracks, crossovers, turnouts and slip switches except.....	15
Folsom Jct.-Folsom.....	20	20	20	15	On "R" St. Sacramento, between Front St. and Brighton.....	10
Folsom Jct.-MP 122.....	20	20	20	15	On Golden State Cannery track, Isleton.....	10
MP 122-Placerville, except.....	15	15	15	12	On Mather Field spur.....	10
MP 139.0-MP 139.3.....	12	12	12	12	On back tracks or engine leads to Roundhouse—Sacramento.....	8
Citrus-Fair Oaks.....	20	20	20	15	On American Can Company tracks, Elvas.....	8
Sacramento-Walnut Grove.....	20	20	20	15	On tracks serving McClellan Field (Placerville).....	10
Walnut Grove-Isleton.....	15	15	15	15	On spur to Government lumber yard and Camp Kohler—Walerga.....	10
					Through any siding, crossover, turnout, or slip-switch with engine backing except.....	10
					F-class engines backing through any switch.....	6

SACRAMENTO SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Brighton and Roseville Sacramento and Roseville	Placerville to Folsom	Folsom to Placerville	Folsom to Brighton	Brighton to Folsom	Sacramento and Yuba
DES-1, 2, 3, 4, 5, 6, 7 DES-100 to 107 E-23 M-4 M-6, 8 M-9, 11 M-11	1000 to 1022..... 1300 to 1395..... 1500 and 1502..... 1617 to 1713..... 1721 to 1803, 1823 to 1825..... 1804 to 1822, 1826 to 1831 and 1836..... 1832 to 1835.....	3200 4800 3350 4300 5250 5550 5550	..... ..... 970 1250 1550 1650 1650	..... ..... 580 780 990 1050 1050	..... ..... 2950 3750 4600 4850 4850	..... ..... 1800 2300 2850 3000 3000	..... ..... 2600 3400 4150 4400 4400
T-1 T-8, 9 T-23 T-26 T-28, 31 T-32, 40 T-36 T-37 T-57, 58	2242 to 2271..... 2161, 2174 and 2178..... 2301 to 2310..... 2283 to 2299..... 2311 to 2362..... 2363 to 2384..... 2103..... 2105 and 2106..... 2385 and 2386.....	3850 2750 5550 4800 6050 6150 4050 5450 4950	1100 790 1650 1400 1800 1800(A) 1250 1650 1500	700 480 1050 860 1150 1150(A) 780 1050 940	3350 2400 4850 4250 5300 5400(A) 3550 4800 4350	2100 1450 3000 2700 3250 3450(A) 2200 2950 2650	3100 2100 4400 3900 4800 5050(A) 3150 4250 3850
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-11 P-12	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460} 2400, 2403 to 2407 and 2415..... 2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436 2453, 2454 and 2458..... 2476 and 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3100 to 3109..... 3120 to 3129.....	4850 4850 5350 6100 6500 6750 6750 5300 7000	1350 1350 1500 1800 1950 ..... ..... 1550 .....	810 810 900 1100 1200 ..... ..... 970 .....	4300 4300 4750 5350 5700 ..... ..... 4650 .....	2550 2550 2800 3300 3500 ..... ..... 2850 .....	3800 3800 4150 4750 5050 ..... ..... 4100 .....
C-5, 8, 9, 10, 26 to 29 C-15, 32 C-17 C-18 C-19 TW-1 TW-2, 3 TW-4, 6 TW-8	2513 to 2599, 2624 to 2860, 3440 to 3469..... 2500, 2505 to 2507..... 2510 and 2511..... 3400 to 3409..... 3410 to 3426..... 2900 to 2913..... 2932 to 2952..... 2926 to 2931 and 2957..... 2914 to 2923.....	6650 4250 5200 6050 6300 5050 4050 3850 5650	2000 1300 1600 1850 1900 1500 1200 1150 1650	1300 820 1050 1200 1250 980 780 720 1100	5800 3750 4600 5350 5550 4450 3550 3400 4900	3550 2300 2850 3300 3450 2700 2200 2050 3000	5200 3300 4050 4750 4950 3950 3200 3000 4400
A-3 A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3029..... 3025, 3036, 3052 and 3057..... 3000 to 3003..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297 and 3298.....	3800 3800 4750 7650 8400 9200 7100 6800	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....
F-1 F-3 F-4, 5 AM-2 MM-3 AC-1, 2, 3 AC-4, 5 AC-6 to 12	3600 to 3652..... 3653 to 3667..... 3668 to 3769..... 3900 to 3911..... 3930 and 3931..... 4000 to 4048..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	9650 11000 11000 10900 12700 13300 17300 18500	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....	..... ..... ..... ..... ..... ..... ..... .....
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4390..... 4400 to 4415..... 4416 to 4469..... 5000 to 5048.....	8950 9750 9550 9900 12950	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....
Allowance for Empty and Underloaded Cars	{Less than 45 Ms..... 45 Ms to 55 Ms..... More than 55 Ms.....	6 3 0	3 3 0	3 3 0	6 3 0	6 3 0	

(A) Eng. 2371  
not permitted to  
operate on these  
branches.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.



SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

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

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

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

Eastward at MP 106.7 Roseville bears figure 35-25.

Speed boards placed to the left of track in current of traffic direction but with one track intervening:

Eastward at MP 104.37 Roseville bears figures 20-15.

Speed boards on No. 1 Track and on No. 2 Track between MP 111 and MP 133 are to the right of track for current of traffic movement.

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

35 indicates speed allowed for passenger trains on tangent track.

30 indicates speed allowed for passenger trains on curves.

20 indicates speed allowed for all other trains, except that light engines may make allowable speed as shown in Speed Restrictions table.

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

**RULE 14 (e).** As specified below, — — — — — will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Tehama line.

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

**RULE 82 (A).** Crews ordered for No. 606 at Reno, may assume that schedule without clearance.

Crews arriving Roseville on Nos. 101, 102 and 27 may assume corresponding schedule leaving Roseville without clearance, except when operating as section of a schedule.

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

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

Truckee—Trains originating or terminating.

Colfax—Trains originating or terminating.

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

Roseville—All trains at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station.

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

MP West		MP East
102.04	Roseville (Eastward and No. 2 Track).....	110.87
102.04	" (No. 1 and Westward Track).....	110.87
	" (Tehama line).....	107.71
119.34	Newcastle (No. 2 Track).....	120.82
118.74	" (No. 1 Track).....	120.15
140.03	Colfax .....	142.94
169.94	Emigrant Gap.....	172.12
207.28	Truckee .....	209.09
241.63	Sparks .....	247.60

Yard limit boards located to left of track:  
Approaching Truckee in both directions.

**Roseville.** Eastward trains except first-class, must not pass Dry Creek bridge unless proceed signal received from yardman.

Eastward first-class trains to Tehama line must make station stop with rear end clear of west drill track.

Westward freight trains on No. 1 Track must not pass Yosemite St. unless flashing yellow light is displayed in high special signal opposite yard office, and must not pass Signal 1067 unless proceed signal received from yardman.

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

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

Westward first-class trains and trains of passenger equipment, when engines are to be changed, must stop before passing Signal 1067.

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

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

Following main track not protected by block signals:

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

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

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

**RULE D-97 (A).** Applies between Roseville and Sparks.

**RULE 98.** Railroad crossings at grade and drawbridges not interlocked:

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

**RULE 99. Roseville.** Westward trains except first-class, having received proceed signal from yardman to pass Signal 1065 or 1067 to move on westward main track, and rear of train having passed either of these signals, need not provide flag protection to the rear if stopped or delayed, until rear end passes subway. Protection between these points will be the responsibility of yardmaster or his representative. Protection east of these signals, and beyond subway must be provided by train or engine crew.

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

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

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

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

**RULE 221. Roseville.** Train-order office located in yard office building is open continuously. Train-order office in passenger station is open from 11:00 PM to 8:00 AM daily, and is train-order office for first-class trains and trains of passenger equipment only. Between 11:00 PM and 8:00 AM first-class trains and trains of passenger equipment will receive clearance at passenger station and not at yard office.

Train order signals at Emigrant Gap and Norden are light type signals identified by an illuminated sign "Train Order Signal" on the signal mast. When a train reaches a point approximately 200 feet from signal, if no train orders, indication will change from "stop" to "proceed." If signal is first seen at "proceed" indication, clearance must be obtained.

Light engines may leave Norden for Truckee as extras without obtaining clearance at Norden.

**RULE D-251.** Applies to the following tracks:  
No. 2 Track Norden to Truckee.

**RULE 505. AUTOMATIC BLOCK SYSTEM**

**Midas.** Push buttons near Signals 1559 and 1601.

Instructions for operation posted inside push-button box and in special instructions for all subdivisions.

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

Signals govern movements in both directions on No. 1 Track between MP 111.89 and Newcastle.

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

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

Eastward	Westward
P-1438 Slide detector fence MP 144.5.....	
P-1780 } Slide detector fence MP 178.5.....	P-1805
P-1788 } Slide detector fence MP 178.5.....	P-1789
P-2146 } Slide detector fence MP 216.5.....	P-2181
P-2164 } Slide detector fence MP 216.5.....	P-2165
P-2220 Slide detector fence MP 222.5.....	P-2239

**SPECIAL SIGNALS**

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

**RULE 535. SPRING SWITCHES**

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

Location	Normal Position
Roseville.. East end east drill track.....	No. 2 Track
Midas.... West end siding.....	No. 1 Track

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

**Midas.** Westward train on siding to permit train to pass will stop after passing "Approach Circuit" sign, and if Signal 1599 displays proceed indication must send member of crew to operate time-release transferring signal indication to main track signal. If additional trains are to pass, time-release must be operated for each one after rear of preceding train has reached a point 200 feet west of west switch. Signal 1599 will display "Proceed prepared to stop at next home signal" indication when train which has just passed clears the block.

Any movement against current of traffic must stop, and inspection made of switch points at spring switch west end Midas siding, before passing over.

**RULE 605. INTERLOCKING**

**Emigrant Gap—Limits as follows:**

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

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

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

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

East switch of crossover equipped with electric lock.

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

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

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

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

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

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

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

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

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

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

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

**Run-around Tracks—**Trains or engines occupying run-around track must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

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

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

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



Within Norden interlocking trains may occupy main track without rear end protection. Signal operator must not authorize a train to pass interlocking signal in stop position until he has assured himself that conductor and engineer of all trains involved are fully acquainted with intended move so that proper protection will be provided.

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

**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires movement as follows
M.....	7 ft. mast	Bowman.....	Proceed to Colfax
M.....	1408...	Colfax.....	Proceed to train-order office
S.....	1408...	Colfax.....	Enter siding
M.....	1514...	Gold Run.....	Proceed to Knapp
M.....	1642...	Knapp.....	Proceed to Emigrant Gap
S.....	1642...	Knapp.....	Enter siding
M.....	1656...	East end siding Knapp.....	Enter eastward track and proceed to Emigrant Gap
M.....	1706...	Emigrant Gap...	Proceed to train-order office
S.....	1706...	Emigrant Gap...	Enter siding
M.....	2331...	Verdi.....	Proceed to Hinton
M.....	2201...	Hinton.....	Proceed to Truckee
M.....	2091...	Truckee.....	Proceed to train-order office
S.....	2091...	Truckee.....	Enter westward siding
S.....	1611...	Midas.....	Enter middle siding expecting to pass a train on main track
W.....	1601...	West end Midas..	Wait 15 mins. for following train or light engine to pass
M.....	1539...	Gold Run.....	Proceed to Colfax
S.....	1297...	Bowman.....	Enter westward siding expecting to pass a train on main track
W.....	1277...	West end Bowman	Wait 15 mins. for following train or light engine to pass

**RULE 825.** Portable rail skids are hung on posts at lower end of sidings at the following stations:

Bowman      Gold Run      Midas      Hinton      Verdi

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative before engine is detached.

Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

**RULE 827. TRAIN INSPECTION**

Freight trains and light engines not equipped with tire coolers (except Mallets), on descending grade will stop between switches, as indicated, at following stations for inspection and heat radiation, where trainmen must make careful inspection of all cars, and engineers inspect engines.

Eastward		Westward	
Norden .....	10 mins.	Summit .....	10 mins.
Stanford .....	10 mins.	Troy .....	10 mins.
(Stop must be made west of culvert 202.31)		Yuba Pass.....	10 mins.
Truckee .....	10 mins.	Knapp .....	5 mins.
		(for heat radiation)	
		Midas .....	10 mins.
		Gold Run.....	10 mins.
		Bowman....	10 mins.

In addition, running inspection must be made of westward freight trains at Colfax, and speed must be regulated so this may be accomplished.

During storm conditions, when snow on ground, inspection may be made at Crystal Lake instead of Yuba Pass, and in that event a stop of five minutes must be made at Emigrant Gap for heat radiation. Trains may inspect at Auburn instead of Bowman in the event Bowman occupied, or if necessary to let a train by at Auburn.

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

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

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection.

**RULE 869.** Freight brakemen must be on top of train on descending grades between Truckee and Loomis, except between Andover and Emigrant Gap.

On freight trains between Lawton and Loomis, member of train crew will observe track from rear of caboose so train may be stopped in event of derailment. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

When practicable, trainman must ride rear platform or in rear car on all trains and in a position to observe fire that may be set from moving train while passing through wooden lined tunnels and over long open-deck wood trestles.

**AIR BRAKE RULES**

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

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

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

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

Exception: If tonnage exceeds the amount of Ms specified for each retainer, trains may be handled Yuba Pass to Loomis with up to 110 Ms, and Norden to Truckee with up to 125 Ms per operative retainer if necessary. Not necessary to turn down retainers at Loomis unless stop is made for other reason.

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

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

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

**Summit to Loomis.** All retainers.

**FREIGHT TRAINS**

**RULE 22.** Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

**RULE 25.** Rear end test on freight trains must be made immediately prior to leaving Norden on eastward trains; and at Truckee, Summit and Norden on westward trains.

At Colfax on ascending grade, rear end test will be made in accordance with Rule 25(a). Whistle signal 14(b) from rear helper engine will indicate that brake pipe pressure has been restored and train ready to proceed.

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

Norden to Truckee.....	125 Ms
Summit to Yuba Pass.....	140 Ms
Yuba Pass to Loomis.....	110 Ms

**PASSENGER TRAINS**

**RULE 39.** Running test must be made on westward trains just after emerging from Tunnel 6 west of Donner.



MISCELLANEOUS

1. Take water only in emergency at Blue Canon. Eastward freight trains stopping at Colfax for water with helper engines in train, lead engine should stop clear of fouling point of siding. Light engines in either direction must not take water at Emigrant Gap, Blue Canon, Knapp, or Colfax except in emergency, and then only sufficient to make next water tank. Colfax helpers may return to Colfax for water, but if time permits should take full tank at Towle. After taking water at water columns at Colfax or Truckee, spout must be left cleared, and spout of eastward column pointing east, and spout of westward column pointing west.
2. Eastward passenger trains stopping at Reno, do so clear of Virginia Street. Eastward trains will approach crossing at Colfax with caution when westward trains are in the vicinity of the crossing.
4. Helper service: Eastward freight trains with three AC class engines from Roseville or Colfax will place first helper four cars ahead of caboose and second helper separated from the first by eleven cars. If consolidated class helper added at Colfax it will be placed ahead of road engine. Eastward freight trains from Roseville with one helper other than AC class will place same one car ahead of caboose and if more than one helper required the engines must be separated by eleven cars. Eastward freight trains requiring one, and not to exceed two helpers other than AC class from Colfax will place them in train one car ahead of caboose. Westward freight trains requiring two helpers from Truckee will place one helper next ahead of caboose and separate the second helper from the first by five cars. Westward freight trains cutting out helpers at Summit will observe car marker boards and make stop accordingly. If cars other than caboose are to be coupled, helper will shove rear of train to a coupling, then stretch train to insure coupling properly made, after which rear end test must be made. Trainmen will then turn up retainers, after which they will notify enginemen they are ready to move to eating house.
5. Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.
10. Storage tanks of Standard Oil Company near tracks at MP 107.9 between Roseville and Rocklin, flues of engines must not be sanded until engine has passed this point.

ENGINES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:

Class of Engine	RESTRICTED TRACKS
F, AC, Mk, Mt, GS...	Auburn, Nevada St. Spurs.
"	Clipper Gap..... Team track east of road crossing
"	Colfax..... Material spur in west yard.
"	Rocklin..... Team and house tracks.
"	Loomis..... House track, Tracks 1, 2 and 3, and Pacific spur.
"	Penryn..... Fruit spurs west of station.
"	Auburn..... Standard Oil spur and High line.
"	New England Mills. Spur, west of tool house.
"	Magra..... Spur.
"	Alta..... Spur.
"	Towle..... Spur.
"	Yuba Pass..... Spurs.
"	Crystal Lake..... Spur on south side No. 2 Track.
Engines heavier than 200,000 pounds on drivers.....	Clisco..... Campbell spur.
"	Troy..... Lumber spur.
"	Summit..... Lumber spur.
"	Truckee..... Hotel spur; Standard Oil spur; Associated Oil spur; Hobart circle; Hobart team; Pat Henry spur.
"	Boca..... House track and corral.
"	Floriston..... Mill track and house track.
"	Verdi..... House track.
"	Mogul..... Spur.
"	Calvada..... Spur.
AC-4-5-6-7-8-10-11-12.	Colfax..... Corral track west of corral; bunk spur; house track and house lead east of freight house; team track beyond east end of freight house platform; scale track.
Engines heavier than 200,000 pounds on drivers.....	Auburn..... House track.

Engines turning at Colfax must begin the movement on west leg of wye, initial switch located just east of PFE icing deck.

Load limit (car and contents):  
Roseville-Sparks ..... 240,000 pounds  
Unless authorized by Superintendent, heavier loads must not be handled.

11. Tracks between Roseville and Sparks numbered, and unless otherwise authorized, will be used as double track as follows:  
No. 1 westward trains, via Auburn and  
No. 2 eastward trains, via Auburn, Nevada Street.

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

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

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

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

Rotary snow plows must come to a stop when a train or engine is passing on adjacent track.

Rotary snow plows equipped with wide wings must not pass other rotaries so equipped, on adjacent track until it is known that proper clearance exists.

Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.

OPERATION OF TURNABLES

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

Turntable equipped with rail locks each end. Before moving onto table from any lead table must be lined so engine will enter from rail lock end only. Engines when backing and approaching table from lead from eastward siding, east end, will stop to clear table and fireman after properly lining and locking table will signal engineer to move onto table by green light 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. Engines leaving turntable will leave from rail lock end. In making movements to or from turntable it will not be necessary to lock opposite end of table.

Norden turntable must not be moved until engineer signals fireman engine is properly spotted and brakes applied.

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

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

Normal position turntables will be as follows:

Emigrant Gap... East approach, with motor on east end.

Norden..... East approach to eastward track.

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

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

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

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

MP	Location	Description
<b>(ROSEVILLE-SPARKS—EASTWARD)</b>		
111.21	East of Rocklin	Antelope Creek Bridge. Side
114.2	East of Rocklin	Tunnel No. 15. Side and Overhead
114.7	East of Rocklin	Tunnel No. 16. Side and Overhead
117.3	East of Lincoln Ave., Pearyn	Tunnel No. 17. Side and Overhead
120.5	East of Newcastle	Tunnel No. 18. Side and Overhead
122.7	East of Newcastle	Tunnel No. 19. Side and Overhead
123.1	East of Newcastle	Tunnel No. 20. Side and Overhead
124.6	East of Nevada St., Auburn	Tunnel No. 21. Side and Overhead
131.2	East of Bowman	Tunnel No. 22. Side and Overhead
132.7	East of Clipper Gap	Tunnel No. 23. Side and Overhead
132.9	East of Clipper Gap	Tunnel No. 24. Side and Overhead
133.1	East of Clipper Gap	Tunnel No. 25. Side and Overhead
133.3	East of Clipper Gap	Tunnel No. 26. Side and Overhead
133.8	East of Clipper Gap	Tunnel No. 27. Side and Overhead
134.8	East of Applegate	Tunnel No. 28. Side and Overhead
135.9	East of Applegate	Tunnel No. 29. Side and Overhead
138.7	East of New England Mills	Tunnel No. 30. Side and Overhead
139.2	East of New England Mills	Tunnel No. 31. Side and Overhead
139.4	East of New England Mills	Tunnel No. 32. Side and Overhead
141.7	Colfax, West of station	Signal 1414. Side
152.2	Gold Run, East of station	Water Column. Side
152.2	Gold Run, East of station	Oil Column. Side
164.3	Knapp	Tunnel No. 1. Side and Overhead
164.3	Knapp	Lower Water Column. Side
166.6	Blue Canon, West of station	Signal 1656. Side
166.6	Blue Canon, East of station	Water Column. Side
171.43 to 200.0	West of Tunnel 13	Signal 2002. Side
201.27	Emigrant Gap to Andover	Snowsheds and signals in Snowsheds Side and Overhead
171.8	Emigrant Gap	Signal 1718. Side
184.6	Troy, West end Summer Siding	Signal 1846. Side
197.0	Eder, East of Snowshed	Signal 1978. Side
<b>(SPARKS-ROSEVILLE—WESTWARD)</b>		
200.0	West of Tunnel 42	Signal 2002. Side
171.43	Andover to Emigrant Gap	Snowsheds and signals in Snowsheds Side and Overhead
200.22	Andover	Tunnel No. 13. Side and Overhead
197.0	Eder, East of Snowshed	Signal 41. Side
195.7	West of Donner	Tunnel No. 12. Side and Overhead
195.4	West of Donner	Tunnel No. 11. Side and Overhead
195.1	West of Donner	Tunnel No. 10. Side and Overhead
194.9	West of Donner	Tunnel No. 9. Side and Overhead
194.3	West of Donner	Tunnel No. 8. Side and Overhead
194.1	West of Donner	Tunnel No. 7. Side and Overhead
193.7	West of Donner	Tunnel No. 6. Side and Overhead
185.0	Troy	Signal 1846. Side
181.0	West of Troy	Tunnel No. 4. Side and Overhead
180.7	West of Troy	Tunnel No. 3. Side and Overhead
166.0	Blue Canon, East of station	Water Column. Side
164.3	West of Knapp	Tunnel No. 1. Side and Overhead
152.2	Gold Run, East of station	Oil Column. Side
141.7	Colfax, East of station	Signal 1425. Side
141.7	Colfax, West of station	Water Column. Side
141.7	Colfax, West of station	Signal 1415. Side
122.66	West of Auburn	Rock Cut. Side
122.52	West of Auburn	Rock Cut. Side
122.2	West of Auburn	Bloomer Cut. Side
122.0	West of Auburn	Rock Cut. Side

FIRE ALARM BOX LOCATIONS KNAPP TO ANDOVER

No. Box	LOCATION	MP
7	Emigrant Gap, East end of snow shed	171.6
8	East of Signal 1725	172.5
9	At Signal 1735, east of Smart	173.7
12	One mile east of Smart	174.2
13	Crystal Lake, near east switch	178.0
14	Crystal Lake, near section house	178.4
15	Crystal Lake, west end of shed No. 9	178.6
16	Crystal Lake, slide detector fence	178.7
17	West end Butte Canyon Bridge	178.9
18	East end of shed No. 10	179.1
19	Opposite section house at Cisco	180.3
21	At Signal 1841, east of Cisco	184.0
22	West of west switch No. 1 track, Troy	185.5
23	Troy, middle siding	185.8
24	Troy, middle siding	186.1
25	Troy, east switch of middle siding	186.3
26	East end lower Cascade Bridge	186.8
27	East end upper Cascade Bridge	187.6
28	West end snow shed, west of Norden	191.8
29	No. 1 track Norden, east of cook house	192.5
31	No. 1 track Norden, Summit crossovers	193.0
32	No. 1 track, west of Tunnel 6	193.6
33	No. 1 track, east of Tunnel 6	194.2
34	No. 1 track, east of Tunnel 8	194.7
35	No. 1 track, east of Tunnel 10	195.2
36	No. 1 track, east of Tunnel 11	195.7
37	No. 1 track, on top of Tunnel 12	195.8
39	Snow shed Eder crossovers	197.7
41	West end of shed No. 46	198.0
42	West end of shed No. 47	198.6
43	East end of shed No. 47	199.0
44	West of Tunnel 13	200.0
46	Opposite Andover section house	200.5
49	Norden turntable house	192.1
51	No. 2 track, east switch, runaround track	192.6
52	No. 2 track Norden, road crossing	193.0
53	No. 2 track Norden, east switch	193.2
54	No. 2 track east portal Tunnel 41	195.5

Code signals following box numbers are as follows:

One—East. Two—West. Three—Broken rail. Four—Track men. Five—slide. Six—Fire.

SPECIAL AUTOMATIC ALARM BOXES

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

LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK.

For Eastward Trains No. 2 Track			For Westward Trains No. 1 Track		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
106.7	106.7	108.12	247.84	247.14	245.12
112.3	113.0	141.7	244.75	244.00	242.1
140.89	141.7	208.87	241.68	240.93	238.88
*208.23	*208.0	*208.87	239.55	238.8	209.1
209.1	208.87	238.8	209.85	209.1	113.26
238.14	238.8	240.93	*209.85	*209.1	*208.0
241.36	242.1	244.0	*208.75	*208.0	*113.26
244.36	245.12	247.14	112.02	111.27	111.03
			108.87	108.12	106.66

\*Applies to Streamliner Only.

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

**SPEED RESTRICTIONS:** Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin. All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
	PASSENGER										*FREIGHT AND MIXED		DES 200		DES 100	
	DEP with Stream-lined CITY OF SAN FRANCISCO	DEP P-7-9 10-12 A Mt GS	DEF E-1-3 4-5-6 11	T-26-32 37-40 AC-4-5 6-7-8 9-10 11-12	M T-1-9-9-23-26-31-36-37-40 MK-5-6-7-8-9 F (if CCB) SP B (if CCB)	AM B (if not CCB) F (if not CCB) AC-1-2-3	DES 100 to 107 C-2-4-5-6 8-10-18-19 26-27-28-29 TW MK-2-4 F (if not CCB) AC-1-2-3	C-15-17-32 MK-10-11 MM	DES 100 to 107 C-2-4-5-6 8-10-18-19 26-27-28-29 TW MK-2-4 F (if not CCB) AC-1-2-3	DES 100 to 107 T-26-32 37-40 MK-5-6-7-8-9 F (if CCB) AC-4-5-7-8-9-10-11-12	DES 100 to 107 DEP DEF E P A Mt GS	DES 100 to 107 DEP DEF E P A Mt GS	DES 100 to 107 DEP DEF E P A Mt GS	DES 100 to 107 DEP DEF E P A Mt GS	DES 100 to 107 DEP DEF E P A Mt GS	DES 100 to 107 DEP DEF E P A Mt GS
<b>NO. 2 TRACK</b>	A	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Roseville to Colfax, except.....	70	50	50	50	50	45	40	35	35	35	35	35	35	30	20	20
MP 106.66 to MP 108.12.....	40	35	35	35	35	35	35	35	25	25	25	25	25	25	15	15
MP 113.00 to MP 141.70 (curves).....	50	45	45	45	45	45	40	35	35	35	35	35	35	30	20	20
Colfax to MP 208.00 (Truckee), except.....	35	35	35	35	35	35	35	35	20	20	20	20	20	20	15	15
On curves.....	32	30	30	30	30	30	30	30	20	20	20	20	20	20	15	15
MP 152.00 to MP 153.00.....	35	35	35	35	35	35	35	35	30	30	30	30	30	30	15	15
MP 203.00 to MP 204.00.....	35	35	35	35	35	35	35	35	20	20	20	20	20	20	15	15
Truckee to Sparks (Dispr. Off.), except.....	45	40	40	40	40	40	40	40	35	35	35	35	35	30	25	20
MP 208.00 to MP 208.87.....	40	35	35	35	35	35	35	35	20	20	20	20	20	20	15	15
MP 238.80 to MP 240.93.....	45	40	40	40	40	40	40	40	35	35	35	35	35	30	20	20
MP 242.10 to MP 244.00 (Reno).....	20	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
MP 245.12 to MP 247.14 (Sparks).....	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
<b>NO. 1 TRACK</b>																
Sparks (Dispr. Off.) to Truckee, except.....	45	40	40	40	40	40	40	40	35	35	35	35	35	30	25	20
MP 247.14 to MP 245.12 (Sparks).....	20	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
MP 244.00 to MP 242.10 (Reno).....	20	20	20	20	20	20	20	20	20	20	20	20	20	20	15	15
MP 240.93 to MP 238.88 (curves).....	45	40	40	40	40	40	40	40	35	35	35	35	35	30	20	20
MP 209.10 to MP 208.00.....	40	35	35	35	35	35	35	35	20	20	20	20	20	20	15	15
Truckee to Loomis, except.....	35	35	35	35	35	35	35	35	20	20	20	20	20	20	15	15
On curves.....	32	30	30	30	30	30	30	30	20	20	20	20	20	20	15	15
Loomis to Roseville, except.....	70	50	50	50	50	45	40	35	35	35	35	35	35	30	30	25
MP 111.27 to MP 111.03 (curve).....	40	35	35	35	35	35	35	35	20	20	20	20	20	20	15	15
MP 108.12 to MP 106.66.....	40	40	40	40	40	40	40	40	15	15	15	15	15	15	15	15

\*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train. (Note) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks. When electro-pneumatic brakes are inoperative, maximum speed of 95 MPH shown in Column A, and permissible speed as indicated on SIGNAL speed boards, must be reduced by 5 MPH.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14. RULE 10(J). Light engines may make speed shown in Speed Restrictions table in territory where such speed is in excess of that authorized by speed board.

Class of Engine	SPEED RESTRICTIONS UNLESS OTHERWISE FURTHER RESTRICTED		MPH
	Station, Territory, Structure	With Caution Not Exceeding MPH	
All	Flangers, between Lawton and Loomis.....	30	30
All	Rotaries between Lawton and Loomis, except when pushed by engine.....	20	25
All	Fire trains, with water cars full.....	20	25
All	Fire trains, with water cars less than three-fourths full. Water cars must be kept full when possible.....	20	20
All	Passing waiting room Norden just east of train-order office.....	10	10

Through sidings, yard and other side tracks, crossovers, turnouts and slip-switches except..... 15  
 Through any siding, crossover, turnout, or slip-switch with engine backing except..... 10  
 F-class engines backing through any switch..... 6



## MOUNTAIN SUBDIVISION

## RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Roseville to Colfax via No. 2 Track	Colfax to Sparks via No. 2 Track Roseville to Colfax via No. 1 Track	Sparks to Truckee	Truckee to Summit
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022.....	650	350	1000	450
DES-100 to 107	1300 to 1395.....	1050	600	1600	750
E-23	1500 and 1502.....	770	450	1250	600
M-4	1617 to 1713.....	1050	690	1650	800
M-6, 8	1721 to 1803, 1823 to 1825.....	1300	870	2000	1000
M-9, 11	1804 to 1822, 1826 to 1831 and 1836.....	1400	930	2150	1050
M-11	1832 to 1835.....	1400	930	2150	1050
T-1	2242 to 2271.....	900	590	1400	680
T-8, 9	2161, 2174 and 2178.....	630	370	1000	490
T-23	2301 to 2310.....	1350	920	2100	1050
T-26	2283 to 2299.....	1150	750	1800	870
T-28, 31	2311 to 2362.....	1500	1000	2350	1150
T-32, 40	2363 to 2384.....	1450	970	2300	1100
T-36	2103.....	1000	630	1550	810
T-37	2105 and 2106.....	1350	840	2100	1050
T-57, 58	2385 and 2386.....	1200	760	1900	980
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	1100	700	1800	950
P-1	2400, 2403 to 2407 and 2415.....	1100	700	1800	950
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1250	780	2000	1050
P-6	2453, 2454 and 2458.....	1450	890	2300	1150
P-7	2476 and 2477.....	1600	980	2500	1250
P-8, 10	2461 to 2474, 2478 to 2483.....	1550	990	2550	1350
P-8, 10	2475, 2484 to 2491.....	1550	990	2550	1350
P-11	3100 to 3109.....	1250	770	2000	1000
P-12	3120 to 3129.....	1600	1000	2600	1400
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	1700	1150	2600	1300
C-15, 32	2500, 2505 to 2507.....	1050	660	1650	850
C-17	2510 and 2511.....	1300	850	2050	1100
C-18	3400 to 3409.....	1550	980	2350	1250
C-19	3410 to 3426.....	1600	1000	2450	1300
TW-1	2900 to 2913.....	1250	790	1950	1000
TW-2, 3	2932 to 2952.....	1000	620	1550	800
TW-4, 6	2926 to 2931 and 2957.....	940	570	1450	740
TW-8	2914 to 2923.....	1450	970	2200	1250
A-3	3029.....	880	500	1400	680
A-3	3025, 3036, 3052 and 3057.....	920	520	1500	710
A-6	3000 to 3003.....	1100	650	1750	860
Mk-2, 4	3201 to 3240.....	1900	1250	2950	1600
Mk-5, 6	3241 to 3277.....	2100	1400	3250	1850
Mk-7, 8, 9	3300 to 3324.....	2300	1500	3500	2000
Mk-10	3295.....	1800	1150	2750	1450
Mk-11	3297 and 3298.....	1750	1100	2650	1400
F-1	3600 to 3652.....	2450	1650	3750	2100
F-3	3653 to 3667.....	2750	1850	4300	2400
F-4, 5	3668 to 3769.....	2750	1850	4300	2400
AM-2	3900 to 3911.....	2700	1800	4200	2300
MM-3	3930 and 3931.....	3100	1950	4950	2550
AC-1, 2, 3	4000 to 4048.....	3400	2150	5200	2750
AC-4, 5	4100 to 4125.....	4450	2800	6800	3550
AC-6 to 12	3800 to 3811, 4126 to 4294.....	4800	2900	7300	3700
Mt-1, 3, 4, 5	4300 to 4376.....	2150	1400	3400	1850
Mt-2	4385 to 4390.....	2400	1450	3750	1900
GS-1, 2	4400 to 4415.....	2250	1450	3600	1950
GS-3, 4, 5, 6	4416 to 4469.....	2350	1550	3700	2050
SP-1, 2, 3	5000 to 5048.....	3250	2050	5050	2650
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	6	3	6	3
	45 Ms to 55 Ms.....	3	3	3	3
	More than 55 Ms.....	0	0	0	0

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

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

**RULE 10 (J).** Speed boards placed to the left of track in current of traffic direction but with one track intervening: Eastward at MP 104.37 Roseville bears figures 20-15.

**RULE 14 (d).** As specified below, — — — — o, will be indication that flagman may return from west as prescribed by Rule 99. Tehama on Davis line.

**RULE 14 (e).** As specified below, — — — — — will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Tehama line.  
Berg on Yuba City Branch.

**RULE 82 (A).** Crews ordered for No. 527 at Stirling City may assume that schedule without clearance.

Crew arriving Tehama on No. 201, also sections of that schedule holding proper train-order authority, may assume corresponding schedule or section at Tehama without clearance.

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

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

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

Roseville—All trains at train-order office in yard office building, except between 11:00 PM and 8:00 AM, when first-class trains and trains of passenger equipment only will register at train-order office in passenger station.

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

MP West		MP East
102.04	Roseville (Eastward and No. 2 Track).....	110.87
102.04	" (No. 1 and Westward Track).....	110.87
	" (Tehama line).....	107.71
138.75	Marysville.....	143.94
	" (Oroville Br.).....	124.44
	" (Dantoni Br.).....	144.25
182.61	Chico.....	185.36
	" (Stirling City Br.).....	187.06
146.40	Oroville.....	147.95
146.78	Yuba City.....	148.24

Yard limit boards located to left of track:  
Eastward approaching Gerber.

**Roseville:** Eastward first-class trains to Tehama line must make station stop with rear end clear of west drill track.

Westward trains except first-class, from Tehama line must not pass Signal 1065 unless proceed signal received from yardman.

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

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

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

**RULE 98.** Railroad crossings at grade and drawbridges not interlocked:

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

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

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

**RULE 99.** Roseville. Westward trains except first-class, having received proceed signal from yardman to pass Signal 1065 or 1067 to move on westward main track, and rear of train having passed either of these signals, need not provide flag protection to the rear if stopped or delayed, until rear end passes subway. Protection between these points will be the responsibility of yardmaster or his representative. Protection east of these signals, and beyond subway must be provided by train or engine crew.

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

Clayton, on both spurs.  
Marysville, Fourth St. crossing on Old Cannery track.  
Wilson, at Wilson road crossing.

**RULE 104.** The normal position of rigid switches at junctions: Dantoni Jct.... Dantoni Br., for Tehama line.  
Berg..... Yuba City Br., for siding.  
Chico..... Stirling City Br., for yard track No. 1.

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

Trains to or from East Valley Subdivision with the same conductor and engineer operating through Tehama may be issued train orders on East Valley Subdivision or West Valley Subdivision that affect their movement on either of these subdivisions.

**RULE 221.** Roseville—Train-order office located in yard office building is open continuously. Train-order office in passenger station is open from 11:00 PM to 8:00 AM daily, and is train-order office for first-class trains and trains of passenger equipment only. Between 11:00 PM and 8:00 AM first-class trains and trains of passenger equipment will receive clearance at passenger station and not at yard office.

All trains must obtain clearance before leaving Yuba City.

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

Eastward		Westward
P-1068	} Spring switch, end double track MP 106.88.....	P-1069
P-1070		P-1089
P-1082	Collision detector, highway underpass, MP 108.22..	P-1089
P-1344	High water detector, bridge 135.80.....	P-1371
P-1406	Spring switch west end siding Marysville.....	
P-1906	High water detector, bridge 191.83.....	P-1927
P-2104	Collision detector, county road underpass, MP 210.7	P-2111

**RULE 535. SPRING SWITCHES**

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions Table must not be exceeded while trailing through them:

Location	Normal Position
Marysville, West end siding.....	Main track

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

Location	Normal Position
Roseville—End double track, Tehama line.....	Westward track

**RULE 605. INTERLOCKING**

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

Whistle signals:

- Main track to or from Tehama — o o o o.
- Siding to or from Tehama o — — —.
- Siding to or from Oroville — — — o.
- Siding to or from west leg of wye o o o — —.
- Main track to or from west leg of wye — — o o o.
- Main track to or from east leg of wye o — —.



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

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

Top unit of semi-automatic signal at west end siding Gerber governs movement to Davis line; lower unit governs movement to Roseville line.

East switch of crossover between main track and Gerber siding is equipped with an electric lock. Permission to move from siding to main track through this crossover must be obtained from the operator. The electric lock on the east switch must first be operated in accordance with instructions posted inside of door of electric lock located at switch, after which manually line the east switch and then line the west switch.

Trains using crossover from main track to siding must first manually line west crossover switch, then operate electric lock in accordance with instructions posted inside door of electric lock located at the east crossover switch after which manually line the switch.

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

**AUTOMATIC INTERLOCKING**

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

Trains must not exceed 30 MPH between home signal and crossing.

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

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

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

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

**GENERAL REGULATIONS**

**RULE 825.** Track between station and Stirling City branch main track at Chico must be kept clear of cars.

**RULE 829.** Westward freight trains stopping at Chico to perform switching or to take water, must stop east of Sacramento Ave., or cut train at that point to permit the passage of traffic over tracks.

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

**RULE 827. TRAIN INSPECTION**

Freight trains and light engines not equipped with tire coolers, on descending grade will stop between switches, as indicated, at following stations for inspection and heat radiation, where trainmen must make careful inspection of all cars and enginemen inspect engines:

Westward at Doon 10 mins., Paradise 5 mins. (for heat radiation), and MP 192.6 on Stirling City Branch 10 mins.

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 make continuous run Roseville to Biggs, or Gerber to Biggs, without making additional stop for inspection if in the judgment of conductor and engineer it is safe to do so, but must make inspection if stopped for other reasons.

**AIR BRAKE RULES**

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

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

**FREIGHT TRAINS**

**RULE 22.** Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

**RULE 25.** Rear end test on freight trains must be made immediately prior to leaving Stirling City on westward trains.

**RULE 33.** Gross tonnage of any freight train must not exceed 80 Ms per operative brake Stirling City to Chico.

**MISCELLANEOUS**

1. Take water only in emergency at Tudor.

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

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

4. Helper service:

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

**10. ENGINES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:**

Class of Engine	RESTRICTED TRACKS
F, AC, Mk, Mt, GS...Chico.....	Pril warehouse spur; Reynolds warehouse spur; No. 3 and No. 4 tracks.
• Durham.....	Warehouse track.
• Biggs.....	Brick warehouse spur east end yard.
• Marysville.....	Strain warehouse—9th and B Sts.—(Engines must not enter warehouse)
F, AC.....Clayton.....	Stockton Fire Brick spur across highway.
Engines heavier than 210,000 pounds on drivers.....	Marysville.....Old Cannery spur.
• Ewing.....	Corral track
• Lincoln.....	Grain Growers elevator track.
Engines heavier than 200,000 pounds on drivers.....	Lincoln.....Gladding McBean tracks.
All engines.....	Chico.....Diamond Match Co. track at wye.
	Marysville.....Rio Grande Oil spur off E St.—(use reach).
Engines heavier than O class.....	Marysville.....Within yard limits on Oroville line beyond Valley Meat corral track.
Engines heavier than O class.....	Erle.....On Government tracks between interchange tracks and Camp Beale.
All engines.....	Dantoni.....Industry track beyond 700 feet east of east switch of siding.

**Load limit (car and contents):**

Roseville-Tehama .....	240,000 pounds
Chico-Stirling City .....	210,000 pounds
Berg-Wilson .....	210,000 pounds
Dantoni Jct.-Dantoni .....	210,000 pounds
Marysville-Oroville .....	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

14. From May 1 to Nov. 1, sprinklers will be placed in service on westward freight trains and light engines Stirling City to Butte Creek bridge.

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

MP	Location	Description
(BERG-WILSON)		
147.6	Yuba City.....	SNRy trolley wire, Bridge St.....Overhead
147.6	Yuba City.....	SNRy trolley wire, "B" St.....Overhead
156.6	Tudor.....	Water Tank.....Side

**LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK.**

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
109.82	110.57	111.0	212.65	211.9	209.93
113.18	113.93	114.25	211.72	210.82	210.82
116.42	117.17	117.43	209.7	209.93	175.00
124.5	125.25	125.38	204.43	203.67	203.67
126.02	126.88	126.88	185.83	185.08	182.15
139.05	139.8	142.34	153.01	152.26	152.26
142.54	142.34	153.0	152.8	153.0	142.34
151.45	152.26	152.26	143.11	142.34	139.8
174.25	175.0	213.8	127.71	126.88	126.88
181.4	182.15	185.08	126.13	125.38	125.25
202.86	203.67	203.67	118.18	117.43	117.17
209.18	209.93	211.9	115.0	114.25	113.93
210.07	210.82	210.82	111.75	111.0	110.57
			107.54	106.79	106.65



SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

**SPEED RESTRICTIONS:** Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin. All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD											LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
	PASSENGER					*FREIGHT AND MIXED		DEP DEF E P A MI GS	10	11	12	13	14	15	A Mk F MI GS AW SP B	DES DEP DEF E T P C TW	
	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-28-27-28-29 TW MK-2-4 F (if not CCB) MM	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-28-27-28-29 TW MK-2-4 F (if not CCB) MM	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-28-27-28-29 TW MK-2-4 F (if not CCB) MM	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-28-27-28-29 TW MK-2-4 F (if not CCB) MM	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-28-27-28-29 TW MK-2-4 F (if not CCB) MM	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-28-27-28-29 TW MK-2-4 F (if not CCB) MM	DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-28-27-28-29 TW MK-2-4 F (if not CCB) MM										DES 1 to 7 DES 100 to 107 C-2-4-5-8-9-10-18-19-28-27-28-29 TW MK-2-4 F (if not CCB) MM
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15		
	COLUMN:																
Between Roseville and Tehama, except.....	60	60	60	50	45	40	35	50	40	45	40	35	30	30	25		
MP 106.65-MP 106.79.....	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15		
Roseville, over spring switch, end double track.....	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15		
MP 110.57-MP 111.00 (curves).....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 113.93-MP 114.25 (curve).....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 117.17-MP 117.43 (curve).....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 125.25-MP 125.38 (curve).....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
*Across Bear River bridge 126.88.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 138.80-MP 142.34 (Marysville).....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 142.34-MP 152.30.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
Across SNRy. crossing, MP 152.30.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 152.30-MP 153.00.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 153.00-MP 175.00.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 175.00-MP 182.15.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 182.15-MP 185.08 (Chico).....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 185.08-MP 203.67.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
*Across Deer Creek bridge 203.67.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 203.67-MP 209.93.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 209.93-MP 211.90 (curves), except.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
*Across Sacramento River bridge 210.82.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 211.90-MP 213.00.....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		
MP 213.00-(Tehama).....	60	60	60	50	45	40	35	40	40	40	40	35	30	30	25		

\*GS-AC-F Class Engines are restricted to 25 MPH over structure.

\*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.

(Note) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING WITH TRAIN OR LIGHT
Between Chico and Stirling City, except MP 188.75-Stirling City.....	30	25	25	20
Between Dantoni Jet. and Dantoni.....	20	12	12	12
Between Marysville and Oroville.....	20	20	20	15
Between Berg and Wilson, except.....	25	20	20	15
Berg-Yuba City.....	15	15	15	15
*Across Sutter St., Teegarden Ave., Second St., and Teegarden Tract in Yuba City.....	15	15	15	15
MP 148.60-MP 148.80.....	25	18	18	18

With Caution Not Exceeding MPH

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**  
Through sidings, yard and other side tracks, crossovers, turnouts and slip-switches except:..... 15  
On track to Camp Beale—Erle, except..... 15  
Over two bridges just west of guard station..... 6  
Through any siding, crossover, turnout, or slip-switch with engine backing except..... 10  
F class engines backing through any switch..... 6

\*Regulated by City Ordinance.

## EAST VALLEY SUBDIVISION

## RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Roseville and Gerber	Chico to Stirling City	Stirling City to Chico	Wilson and Berg	Dantoni Jct. and Dantoni	Marysville and Oroville
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022.....	3200	....	....	....	....	....
DES-100 to 107	1300 to 1395.....	4800	....	....	....	....	....
E-23	1500 and 1502.....	3350	270	580	2600	2600	2600
M-4	1617 to 1713.....	4300	430	830	3400	3400	3400
M-6, 8	1721 to 1803, 1823 to 1825.....	5250	530	980	4150	4150	4150
M-9, 11	1804 to 1822, 1826 to 1831 and 1836.....	5550	540	1020	4400	4400	4400
M-11	1832 to 1835.....	5550	570	1070	4400	4400	4400
T-1	2242 to 2271.....	3850	340	670	3100	3100	3100
T-8, 9	2161, 2174 and 2178.....	2750	250	500	2100	2100	2100
T-23	2301 to 2310.....	5550	550	1000	4400	4400	4400
T-26	2283 to 2299.....	4800	410	820	3900	3900	3900
T-28, 31	2311 to 2362.....	6050	600	1100	4800	4800	4800
T-32, 40	2363 to 2384.....	6150	645(A)	1150(A)	5050(A)	5050	....
T-36	2103.....	4050	400	750	3150	3150	3150
T-37	2105 and 2106.....	5450	510	980	4250	4250	4250
T-57, 58	2385 and 2386.....	4950	....	....	3850	3850	3850
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	4850	....	....	3800	3800	....
P-1	2400, 2403 to 2407 and 2415.....	4850	....	....	3800	3800	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	5350	....	....	4150	4150	....
P-6	2453, 2454 and 2458.....	6100	....	....	4750	4750	....
P-7	2476 and 2477.....	6500	....	....	5050	5050	....
P-8, 10	2461 to 2474, 2478 to 2483.....	6750	....	....	....	5250	....
P-8, 10	2475, 2484 to 2491.....	6750	....	....	....	5250	....
P-11	3100 to 3109.....	5300	....	....	4100	4100	....
P-12	3120 to 3129.....	7000	....	....	....	5350	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	6650	700	1250	5200	5200	....
C-15, 32	2500, 2505 to 2507.....	4250	450	800	3300	3300	....
C-17	2510 and 2511.....	5200	600	1000	4050	4050	....
C-18	3400 to 3409.....	6050	....	....	....	....	....
C-19	3410 to 3426.....	6300	....	....	....	....	....
TW-1	2900 to 2913.....	5050	510	950	3950	3950	3950
TW-2, 3	2932 to 2952.....	4050	400	750	3150	3150	3150
TW-4, 6	2926 to 2931 and 2957.....	3850	350	700	3000	3000	3000
TW-8	2914 to 2923.....	5650	600	1050	4450	4450	....
A-3	3029.....	3800	....	....	....	....	....
A-3	3025, 3036, 3052 and 3057.....	3800	....	....	....	....	....
A-6	3000 to 3003.....	4750	....	....	....	....	....
Mk-2, 4	3201 to 3240.....	7650	....	....	....	....	....
Mk-5, 6	3241 to 3277.....	8400	....	....	....	....	....
Mk-7, 8, 9	3300 to 3324.....	9200	....	....	....	....	....
Mk-10	3295.....	7100	....	....	....	....	....
Mk-11	3297 and 3298.....	6800	....	....	....	....	....
F-1	3600 to 3652.....	9650	....	....	....	....	....
F-3	3653 to 3667.....	11000	....	....	....	....	....
F-4, 5	3668 to 3769.....	11000	....	....	....	....	....
AM-2	3900 to 3911.....	10900	....	....	....	....	....
MM-3	3930 and 3931.....	12700	....	....	....	....	....
AC-1, 2, 3	4000 to 4048.....	13300	....	....	....	....	....
AC-4, 5	4100 to 4125.....	17300	....	....	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	18500	....	....	....	....	....
Mt-1, 3, 4, 5	4300 to 4376.....	8950	....	....	....	....	....
Mt-2	4385 to 4390.....	9750	....	....	....	....	....
GS-1, 2	4400 to 4415.....	9550	....	....	....	....	....
GS-3, 4, 5, 6	4416 to 4469.....	9900	....	....	....	....	....
SP-1, 2, 3	5000 to 5048.....	12950	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	6	3	3			
	45 Ms to 55 Ms.....	3	3	3			
	More than 55 Ms.....	0	0	0			

(A) Eng 2371 not permitted to operate on these branches.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

**RULE 7 (B).** Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains at Gerber.

**RULE 14 (d).** As specified below, — — — — o, will be indication that flagman may return from west as prescribed by Rule 99. Tehama on Davis line.

**RULE 14 (e).** As specified below, — — — — — will be indication that flagman may return from east as prescribed by Rule 99.

Davis on Gerber line.  
Woodland on Knights Landing Branch.  
Harrington on Colusa Branch.

**RULE 82 (A).** Crews arriving Tehama on Nos. 202, 494, 496 and 498, also sections of those schedules holding proper train-order authority, may assume corresponding schedule or section at Tehama without clearance.

**RULE 83 (A).** At the following stations, only the trains indicated will register:  
Harrington, Willows—Trains originating or terminating.

**RULE 83 (B).** At open train-order offices, trains may register by ticket as follows:  
Davis—All trains to or from West Valley Subdivision.

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

MP West		MP East
74.20	Davis (Dixon line).....	77.37
	" (Tehama line).....	77.39
83.66	Woodland.....	85.82
	" (Knight's Ldg. Br.).....	88.08
147.96	Willows.....	150.84
	" (Fruto Br.).....	151.82
164.48	Orland.....	167.72
177.62	" (Colusa Br.).....	
211.92	Gerber.....	216.08

Yard limit boards located to left of track:  
Eastward approaching Gerber.

**Gerber.** Westward freight trains and light engines must not pass east switch of yard track No. 1 unless proceed signal received from yardman.

Eastward trains except first-class must not pass crossover just west of Signal 2136 unless proceed signal received from yardman.

**RULE 98.** Railroad crossings at grade and drawbridges not interlocked:

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

**RULE 103 (A).** Trains and engines must stop and be preceded by flagman before crossing highway at:  
Woodland, Main St. crossing on house track.

**RULE 104.** The normal position of rigid switches at junctions:  
Woodland.....Knights Landing Br., for movement from siding through crossover to Tehama line.  
Harrington.....Colusa Br., for siding.  
Willows.....Fruto Br., for Gerber line.  
Wyo.....Colusa Br., for Tehama line.  
Marchant.....Karnak line, for Knights Landing Br.

**RULE 105.**  
Wyo—Second track of the two tracks paralleling main track, is siding.  
Gerber siding extends from just east of junction switch at Tehama to 550 feet west of crossover leading to yard tracks.

**RULE 221.** All trains must obtain clearance before leaving Grimes.

**RULE 505. AUTOMATIC BLOCK SYSTEM**

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

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

Eastward		Westward
P-1178	High water detector, bridge 118.88.....	P-1201
P-1354	High water detector, bridge 137.44.....	P-1381
P-1756	High water detector, bridge 176.21.....	P-1781

**RULE 516.** Overlap posts:

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

**RULE 535. SPRING SWITCHES**

Spring switches equipped with facing point locks are located as follows, and speed indicated in Speed Restrictions table must not be exceeded while trailing through them:

Location	Normal Position
Gerber....East end siding.....	Main track

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

Spring switches not equipped with facing point locks are located on various roundhouse leads at Gerber.

**RULE 605. INTERLOCKING**

**Davis.** Within Davis interlocking limits trains may occupy main track without rear end protection, except that flagman must take position not less than thirty feet behind a train carrying passengers. Signal operator must not authorize a train to pass an interlocking signal displaying stop indication until he has assured himself that conductor and engineer of all trains involved are fully acquainted with intended move so that proper protection will be provided.

**Woodland.** SNRy crossing.

Whistle signals:

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

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

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

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

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

Top unit of semi-automatic signal at west end siding Gerber governs movement to Davis line; lower unit governs movement to Roseville line.

East switch of crossover between main track and Gerber siding is equipped with an electric lock. Permission to move from siding to main track through this crossover must be obtained from the operator. The electric lock must first be operated in accordance with instructions posted inside of the lock box door, after which manually line the east switch and then line the west switch.

Trains using crossover from main track to siding must first manually line west crossover switch, then open and operate electric lock, after which manually line the switch.

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



**RULE 705. LETTER TYPE INDICATORS**

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	7 ft. mast	East end siding Gerber	Enter main track and proceed to crossover just west of Signal 2136 to enter yard.
M	2134	Gerber	If passenger train—proceed to train-order office. If freight train, proceed to crossover to enter yard.

These indicators do not apply to trains entering yard at west switch No. 1 track.

If "M" is not illuminated train must stop and call operator for instructions.

**GENERAL REGULATIONS**

**RULE 827. TRAIN INSPECTION**

Freight trains may make continuous run of not more than fifty miles without a stop for inspection except when conditions are favorable, freight trains may make continuous run between Gerber and Harrington without making additional stop for inspection, if in the judgment of conductor and engineer it is safe to do so, but must make inspection if stopped for other reasons.

**RULE 862.** Trainmen arriving Gerber on first-class trains and extra passenger trains will remain on duty and protect their train until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved. If train is to be delayed beyond schedule time, outgoing conductor will have his rear brakeman relieve flagman of incoming crew as soon as inspection has been completed.

**AIR BRAKE RULES**

**FREIGHT TRAINS**

**RULE 22.** Gerber. Trainmen must not couple air hose on outgoing trains until train is made up and engine and caboose on train.

**PASSENGER TRAINS**

**RULE 37.** Gerber. Trainmen must not couple steam and air hose on outgoing trains until train is made up.

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

MP	Location	Description
165.4	Orland	Water Tank Spout. .... Overhead and Side
145.9	Princeton	Water Spout. .... Side

**MISCELLANEOUS**

**1.** Take water only in emergency at:

Woodland, Robbins.

Engines may take oil and water without cutting off from train at any point.

After taking water at water columns at Willows and Gerber, spout must be left cleared, and spout of eastward column pointing east, and spout of westward column pointing west.

**10. ENGINES LISTED MUST NOT OPERATE ON TRACKS SHOWN BELOW:**

Class of Engine	RESTRICTED TRACKS
F, AC, Mk, Mt, GS	Merritt..... Ellison spur.
"	Woodland..... Swanston spur.
"	Dunnigan..... Standard Oil spur.
"	Riz..... Warehouse spur.
"	Willows..... Union Oil spur; Union Ice spur.
"	Orland..... Standard Oil spur; Union Oil spur.
"	Corning..... Heinz spur.
AC-4-5-6-7-8-10-11-12	Tehama..... House track.
All engines	Sugarfield..... Must not operate on track 5 beyond 50 feet west of west end of beet dump pit.
"	Wyo..... Stoney Creek gravel pit—Engines must not go beyond gravel bin more than three car lengths.
"	Tehama..... Spur east of Slough bridge at 5th St. —Engines must not go beyond 250 feet from fouling 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.

Load limit (car and contents):

Davis-Gerber	240,000 pounds
Willows-Fruto	136,000 pounds
Woodland-Grace	210,000 pounds
Harrington-Wyo via Colusa	210,000 pounds
Marchant-Karnak	210,000 pounds
Grace-Josephine	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

**LOCATIONS WHERE SPEED BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK.**

For Eastward Trains			For Westward Trains		
Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Speed Board MP	Beginning of Restriction MP	End of Restriction MP
81.05	81.8	82.2	212.65	186.5	185.9
84.25	85.0	85.1	183.11	182.01	182.01
84.86	85.61	86.02	179.65	178.9	178.0
148.75	149.5	150.0	167.67	166.79	166.79
150.25	150.0	154.0	166.3	165.5	165.5
164.75	165.5	165.5	154.75	154.0	150.0
165.99	166.79	166.79	150.75	150.0	149.5
177.25	178.00	178.9	86.77	86.02	85.61
181.15	182.01	182.01	85.89	85.1	85.0
184.85	185.9	186.25	82.95	82.2	81.8
			77.44	76.69	75.6

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

**SPEED RESTRICTIONS:** Maximum speed of trains with engines of various classes is shown below. Trains with engines not listed must not exceed 35 MPH. Speed must be further restricted as required by speed boards, and may be exceeded only as authorized by special instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD										LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT			
	PASSENGER					*FREIGHT AND MIXED					DES 1 to 7 DES 100 to 107	M T-1-9-9-23- 28-31-36- 57-58	DES-200 C-15-17- 32	DES A Mk AC MM	DES A Mk AC MM			
	DEP P-7-8- 10-12	DEF E-1-3- 4-5-6- 11	M T-1-9-9-23- 28-31-36- 57-58	AM B (if not CCB)	DES 1 to 7 DES 100 to 107	C-15-17- 32	C-2-4-5-8- 9-10-18- 19-28-27- 28-29	TW Mk-2-4- 10-11	AC-1-2-3 AM MM	DES 1 to 7 DES 100 to 107						M T-1-9-9-23- 28-31-36- 57-58	DES-200 C-15-17- 32	DES A Mk AC MM
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15			
	COLUMN:																	
Between Davis and Gerber, except. Davis passenger station-MP 76.69. MP 81.80-MP 82.20 (curve). MP 85.00-MP 85.10 (over Main and Court Sts., Woodland). MP 85.61-MP 86.02 (curve). MP 149.50-MP 150.00 (Willows). MP 150.00-MP 154.00. Orland, over Walker St. MP 178.00-MP 178.90 (Corning). Across Thomes Creek bridge 182.01. MP 185.90-MP 186.25 (curve). MP 213.00-MP 213.80 (Gerber).	70 40 40 12 60 40 60 35 40 50 35	65 40 40 12 60 40 60 35 40 50 35	60 40 40 12 60 40 60 35 40 50 35	50 40 40 12 50 40 50 35 40 50 35	45 40 40 12 45 40 40 35 40 45 35	40 40 40 12 40 40 40 35 40 40 35	35 35 35 11 35 35 35 35 35 35 35	50 40 40 12 45 40 40 35 40 40 35	40 30 40 12 40 40 40 25 40 40 35	45 30 40 12 45 40 40 25 40 40 35	40 30 40 12 40 40 40 25 40 40 35	35 30 30 12 35 30 30 25 30 30 30	30 30 30 12 30 30 30 25 30 30 30	30 30 30 12 30 30 30 25 30 30 30	30 30 30 12 30 30 30 25 30 30 30	25 20 25 12 25 20 25 15 25 20 25		

\*Freight and mixed trains with an engine listed in columns 5, 6 or 7 must not exceed maximum speed permitted the same engine when handling passenger train.

(Note) RESTRICTED CARS: Twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; any equipment listed under "Maximum Speed permitted with Certain Equipment"; scale test cars; and cars with arch-bar trucks.

DES 1 to 7 and DES 100 to 107 may make maximum of 40 MPH in territory where 30 MPH is authorized in Column 14.

TERRITORY	PASSENGER	FREIGHT AND MIXED	LIGHT ENGINE RUNNING FORWARD	ENGINE BACKING WITH TRAIN OR LIGHT
Between Willows and Fruto, except. MP 155.80-Fruto. Between Harrington and Wyo via Colusa Between Woodland and Josephine, except. Grace-Josephine. Between Marchant and Karnak.	15 12 25 25 20 20	15 12 25 25 20 20	15 12 25 25 20 20	15 12 20 20 15 15

**SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS**

With Caution Not Exceeding MPH

Through sidings, yard and other side tracks, crossovers, turnouts and slip-switches except..... 15  
 On Swanston Feed Yard spur Woodland..... 10  
 On gravel pit tracks—Cory..... 10  
 Through any siding, crossover, turnout, or slip-switch with engine backing except..... 10  
 F-class engines backing through any switch..... 6

## WEST VALLEY SUBDIVISION

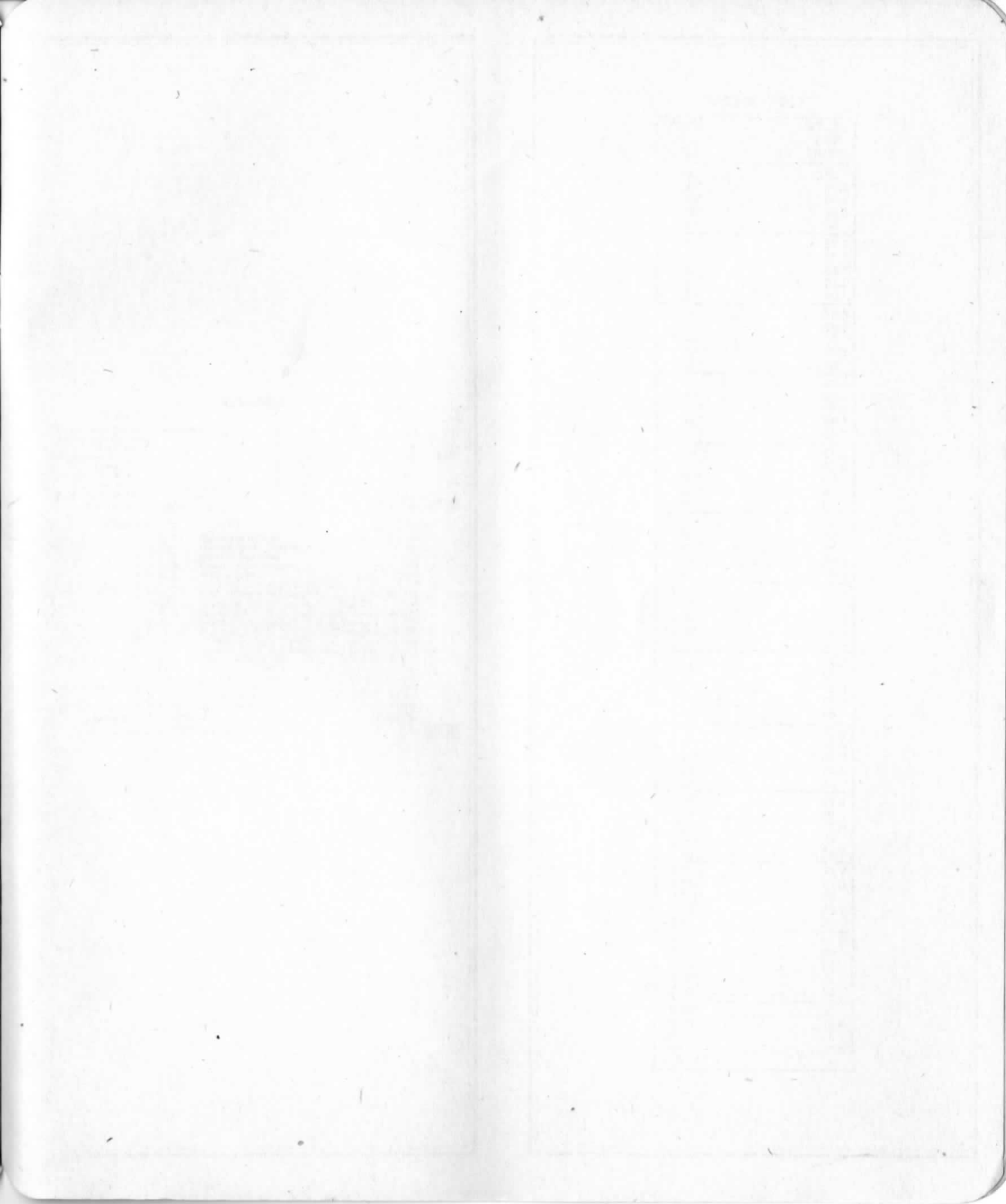
## RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Davis and Gerber	Woodland and Josephine Murchant and Karnak	Willows and Fruto	Harrington and Wyo via Colusa
DES-1, 2, 3, 4, 5, 6, 7	1000 to 1022.....	1950	....	....	....
DES-100 to 107	1300 to 1395.....	3100	....	....	....
E-23	1500 and 1502.....	2600	2600	2600	2600
M-4	1617 to 1713.....	3400	3400	3400	3400
M-6, 8	1721 to 1803, 1823 to 1825.....	4150	4150	....	4150
M-9, 11	1804 to 1822, 1826 to 1831 and 1836.....	4400	4400	....	4400
M-11	1832 to 1835.....	4400	4400	....	4400
T-1	2242 to 2271.....	3100	3100	3100	3100
T-8, 9	2161, 2174 and 2178.....	2100	2100	2100	2100
T-23	2301 to 2310.....	4400	4400	....	4400
T-26	2283 to 2299.....	3900	3900	....	3900
T-28, 31	2311 to 2362.....	4800	4800	....	4800
T-32, 40	2363 to 2384.....	5050	5050(A)	....	....
T-36	2103.....	3150	3150	3150	3150
T-37	2105 and 2106.....	4250	4250	....	4250
T-57, 58	2385 and 2386.....	3850	3850	....	3850
P-1, 3, 5	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460}	3800	....	....	....
P-1	2400, 2403 to 2407 and 2415.....	3800	....	....	....
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	4150	....	....	....
P-6	2453, 2454 and 2458.....	4750	....	....	....
P-7	2476 and 2477.....	5050	....	....	....
P-8, 10	2461 to 2474, 2478 to 2483.....	5250	....	....	....
P-8, 10	2475, 2484 to 2491.....	5250	....	....	....
P-11	3100 to 3109.....	4100	....	....	....
P-12	3120 to 3129.....	5350	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469.....	5200	5200	....	....
C-15, 32	2500, 2505 to 2507.....	3300	3300	....	3300
C-17	2510 and 2511.....	4050	4050	....	4050
C-18	3400 to 3409.....	4750	....	....	....
C-19	3410 to 3426.....	4950	....	....	....
TW-1	2900 to 2913.....	3950	3950	....	3950
TW-2, 3	2932 to 2952.....	3150	3150	....	3150
TW-4, 6	2926 to 2931 and 2957.....	3000	3000	....	3000
TW-8	2914 to 2923.....	4450	4450	....	....
A-3	3029.....	2950	2950	....	....
A-3	3025, 3036, 3052 and 3057.....	2950	2950	....	....
A-6	3000 to 3003.....	3700	3700	....	....
Mk-2, 4	3201 to 3240.....	5950	....	....	....
Mk-5, 6	3241 to 3277.....	6600	....	....	....
Mk-7, 8, 9	3300 to 3324.....	7200	....	....	....
Mk-10	3295.....	5550	....	....	....
Mk-11	3297 and 3298.....	5300	....	....	....
F-1	3600 to 3652.....	7550	....	....	....
F-3	3653 to 3667.....	8600	....	....	....
F-4, 5	3668 to 3769.....	8600	....	....	....
AM-2	3900 to 3911.....	8500	....	....	....
MM-3	3930 and 3931.....	10050	....	....	....
AC-1, 2, 3	4000 to 4048.....	10400	....	....	....
AC-4, 5	4100 to 4125.....	13550	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	14500	....	....	....
Mt-1, 3, 4, 5	4300 to 4376.....	6950	....	....	....
Mt-2	4385 to 4390.....	7600	....	....	....
GS-1, 2	4400 to 4415.....	7450	....	....	....
GS-3, 4, 5, 6	4416 to 4469.....	7700	....	....	....
SP-1, 2, 3	5000 to 5048.....	10150	....	....	....
Allowance for Empty and Underloaded Cars	Less than 45 Ms.....	6			
	45 Ms to 55 Ms.....	3			
	More than 55 Ms.....	0			

(A) Eng. 2371 not permitted to operate on these branches.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.





WEST VIRGINIA STATE UNIVERSITY  
DEPARTMENT OF GEOLOGY

1911

No.	Locality	Section	Remarks
1	...	...	...
2	...	...	...
3	...	...	...
4	...	...	...
5	...	...	...
6	...	...	...
7	...	...	...
8	...	...	...
9	...	...	...
10	...	...	...
11	...	...	...
12	...	...	...
13	...	...	...
14	...	...	...
15	...	...	...
16	...	...	...
17	...	...	...
18	...	...	...
19	...	...	...
20	...	...	...
21	...	...	...
22	...	...	...
23	...	...	...
24	...	...	...
25	...	...	...
26	...	...	...
27	...	...	...
28	...	...	...
29	...	...	...
30	...	...	...
31	...	...	...
32	...	...	...
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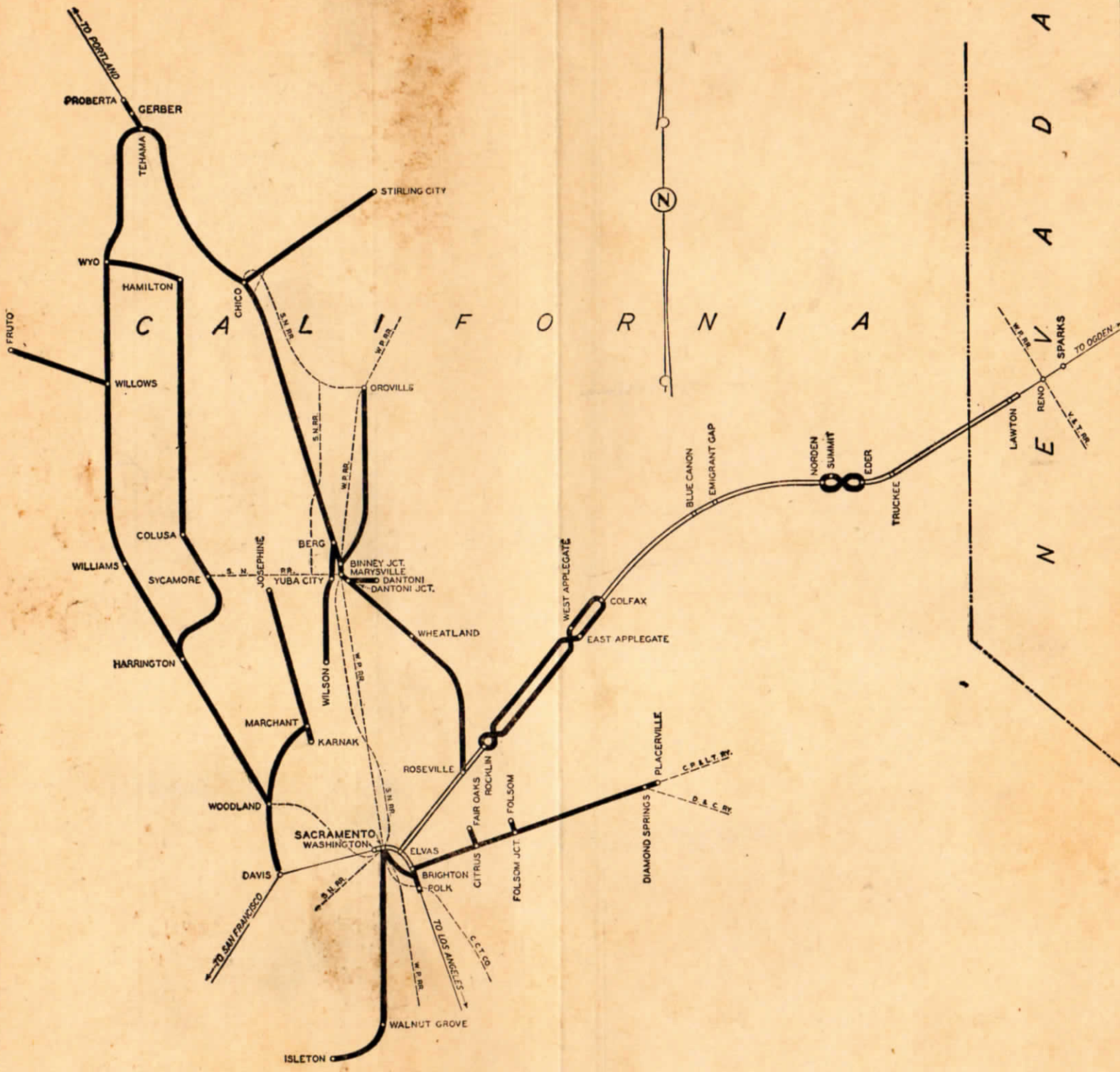
**MILEAGE**

Main Lines		First Track	Second Track
End Western Division to Sacramento	S. P. R. R.	.862	.862
Sacramento to Lawton	C. P. Ry.	147.754	149.291
At Elvas (West Wye)	C. P. Ry.	.308	.314
Polk to Elvas	C. P. Ry.	4.629	2.997
Davis to Tehama	S. P. R. R.	109.707	
Roseville (East Wye)	C. P. Ry.	.274	
Roseville (West Wye)	C. P. Ry.		.266
Roseville to Proberta	C. P. Ry.	109.231	
<b>TOTAL MAIN LINES</b>		<b>372.765</b>	<b>153.730</b>
Branches			
Colusa	S. P. R. R. Harrington to Wyo	71.655	
Dantoni	C. P. Ry. Dantoni Jct. to Dantoni	4.464	
Fair Oaks	S. P. R. R. Citrus to Fair Oaks	2.113	
Folsom	S. P. R. R. Folsom Jct. to Folsom	.895	
Fruto	S. P. R. R. Willows to Fruto	17.204	
Knights Landing	S. P. R. R. Woodland to west of Cunard	9.713	
	S. P. Co. West of Cunard to Josephine	22.155	
Oroville	C. P. Ry. Binney Jct. Init. Sw. to beg. S. P. R. R. Tr.	.044	
	S. P. R. R. Beginning S. P. R. R. Track to Oroville	25.267	
Placerville	C. P. Ry. Brighton to beginning S. P. R. R. Track	.070	
	S. P. R. R. Beginning S. P. R. R. Track to Placerville	54.920	
"R" Street	C. P. Ry. At Brighton (Link Track)	.323	
	S. P. R. R. Brighton to "Q" St., Sacramento	4.941	
Stirling City	C. P. Ry. Chico to Stirling City	31.181	
Karnak	S. P. Co. Marchant to Karnak	2.749	
	C. P. Ry. Sacramento to Front & "K" St.	.292	
Walnut Grove	S. P. R. R. "K" Street to "N" Street	.245	
	C. P. Ry. "N" Street to Isleton	32.937	
Yuba City	S. P. R. R. Berg to Wilson	14.683	
<b>TOTAL BRANCH LINE</b>		<b>295.951</b>	
<b>TOTAL SACRAMENTO DIVISION</b>			<b>822.446</b>

**SPEED TABLE**

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6





SACRAMENTO DIVISION