

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 FOREMEN OF ENGINES

H. E. PECK.....Sacramento
D. J. GAUTIER.....Roseville

CHIEF TRAIN DISPATCHER

R. R. MILES.....Sacramento

T. F. CUSTER

Assistant Superintendent, Sacramento

SOUTHERN PACIFIC COMPANY



SACRAMENTO DIVISION

TIMETABLE

173

EFFECTIVE SUNDAY, MARCH 20, 1949

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY, WHO MUST ALSO
CARRY COPY OF CURRENT ISSUE
OF SPECIAL INSTRUCTIONS

R. E. HALLAWELL,
General Manager.

V. M. PETTERSON,
H. R. HUGHES,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

A. S. McCANN,
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. H. L. Dixon.....	District Physician and Surgeon
Auburn.....	Dr. J. A. Russell.....	Consulting 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. T. S. Enloe.....	District Physician and Surgeon
Chico.....	Dr. D. H. Moulton.....	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. 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
Folsom.....	Dr. Kenneth E. Overholt.....	District Physician and Surgeon
Placerville.....	Dr. C. V. Soracco.....	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.
Roseville.....	W. F. Sugden
Colfax.....	H. O. Grenier
Sparks.....	W. R. Adams & Son
Placerville.....	Wm. J. Randolph
Woodland.....	O. D. Payne
Willows.....	Robt. E. Boyd
Orland.....	L. Schnell
Oroville.....	M. C. Tieck
Marysville.....	John J. Fargo, 317 D St.
Chico.....	J. R. Dupen

LOCATION OF STANDARD CLOCKS

Ben Ali.....	Yard Office	Roseville.....	E. End Govt. Yard Office
Chico.....	Train-order Office	Roseville.....	Roundhouse
Colfax.....	Train-order Office	Sacramento.....	Train-order Office
Gerber.....	Train-order Office	Sacramento.....	Dispatcher's Office
Gerber.....	Roundhouse	Sacramento.....	Train Crew Dispr. Office
Marysville.....	Train-order Office	Sacramento, 12th St. Yard	Train-order Office
Norden.....	Train-order Office	Sacramento.....	Roundhouse
Placerville.....	Train-order Office	Truckee.....	Train-order Office
Roseville.....	Depot Ticket Office	Truckee.....	Roundhouse
Roseville.....	Yard Train-order Office	Willows.....	Train-order Office
Roseville.....	Antelope Yard Office	Woodland.....	Train-order Office

SACRAMENTO SUBDIVISION

STATION	MILEAGE	DOWNTOWN							MILEAGE
		SACRAMENTO							
		100	101	102	103	104	105	106	
100	0.0								0.0
101	0.1								0.1
102	0.2								0.2
103	0.3								0.3
104	0.4								0.4
105	0.5								0.5
106	0.6								0.6

NOTE: All trains will stop at all stations unless otherwise specified. The time shown is for the train to arrive at the station. The time shown is for the train to depart from the station. The time shown is for the train to arrive at the station. The time shown is for the train to depart from the station.

STATION	MILEAGE	EASTWARD							MILEAGE
		100	101	102	103	104	105	106	
100	0.0								0.0
101	0.1								0.1
102	0.2								0.2
103	0.3								0.3
104	0.4								0.4
105	0.5								0.5
106	0.6								0.6

STATION	MILEAGE	STATION	MILEAGE
100	0.0	100	0.0
101	0.1	101	0.1
102	0.2	102	0.2
103	0.3	103	0.3
104	0.4	104	0.4
105	0.5	105	0.5
106	0.6	106	0.6

SACRAMENTO SUBDIVISION

EASTWARD

Capacity of sidings	EASTWARD							Mile Post Location	Timetable No. 173		Distance from Sacramento
	SECOND CLASS		FIRST CLASS						March 20, 1949		
	442	C. C. M.	22	24	102	28	202		26	STATIONS	
	Lv. Daily Ex. Sat. Sun. Mon.		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	AM 1.00		PM 11.10	PM 10.40	PM 7.18	PM 1.40	AM 10.05	AM 12.30	89.0	TO-R SACRAMENTO	0.0
Sacramento yard									88.9	TO-R SACRAMENTO (12th St.)	0.9
BKWOTIP									91.8	ELVAS	2.9
BKOTIP									94.9	BENALI	6.0
W 87 IYP			11.23	10.53	7.30	1.52	10.18	12.44	102.8	TO-R ANTELOPE	13.9
BKP									106.6	TO-R ROSEVILLE	17.7
Roseville yard											
BKP	1.40 AM		11.34	11.04	7.37	2.00	10.29	12.55			
BKWOTYP	Ar. Daily Ex. Sat. Sun. Mon.		s 11.45 PM	s 11.15 PM	7.44 PM	s 2.09 PM	s 10.40 AM	s 1.10 AM			
	(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			
										Time over Subdivision.....	
										Average Speed per Hour.....	

RULE 86. Except where Rule D-251 applies, inferior first-class trains must be clear of main track and insulated joints for No. 102 not less than five minutes before the arriving, or leaving, or train-order time at that station; and second- and third-class

trains, extra trains and engines must be clear of main track and insulated joints for No. 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

EASTWARD

WESTWARD

Capacity of sidings	EASTWARD			WESTWARD				
	THIRD CLASS		Mile Post Location	Timetable No. 173		Distance from Placerville	THIRD CLASS	
	518	Local Freight		March 20, 1949			519	Local Freight
	Leave Daily Ex. Sunday			Placerville Branch			Arrive Daily Ex. Monday	
	AM 5.50	94.7	R	STATIONS		54.0	AM 11.50	
Sacramento yard WIP				BRIGHTON		52.8	11.40	
23	5.55	95.9		1.2 PERKINS		49.8	11.25	
9	6.05	98.9		3.0 MAYHEW		47.1	11.15	
23 YP	6.20	101.6		2.7 MILLS		44.3	11.00	
Yard Limits P	6.50	104.4	R	2.8 CITRUS		38.6	10.00	
9	7.33	110.1		5.7 NATOMA		37.6	9.55	
Yard Limits Y	8.40	111.1	R	1.0 FOLSOM JCT.		30.7	9.10	
6	9.10	118.0		6.9 WHITE ROCK		22.6	8.35	
11	AM 9.50	126.1		8.1 LATROBE		6.0	7.20	
25	PM 12.01	142.7		16.6 EL DORADO		3.7	7.00	
18	12.30	145.0	TO	2.3 DIAMOND SPRINGS		0.0	6.30 AM	
Yard Limits BKWTP	1.00 PM	148.7	TO-R	3.7 PLACERVILLE			Leave Daily Ex. Monday	
	Arrive Daily Ex. Sunday			(54.0)			(7.10) 7.53	
	(7.10) 7.53			Time over District.....			(5.20) 10.12	
				Average Speed per Hour.....				

Capacity of sidings	EASTWARD		Timetable No. 173		WESTWARD	
	March 20, 1949		Placerville Branch		Distance from Fair Oaks	
	STATIONS		CITRUS		1.9	
28 P	104.4	TO-R	1.9	FAIR OAKS	0.0	
15 P	106.3					
				(1.9)		

Capacity of sidings	EASTWARD		Timetable No. 173		WESTWARD	
	March 20, 1949		Placerville Branch		Distance from Folsom	
	STATIONS		FOLSOM JCT.		0.7	
Y 22	111.1	TO-R	0.7	FOLSOM	0.0	
WP	111.8					
				(0.7)		

SACRAMENTO SUBDIVISION

Mile Post Location	Timetable No. 173 March 20, 1949		WESTWARD						
	Distance from Roseville	STATIONS	FIRST CLASS						
			21 Mall	23 Gold Coast	25 Passenger	101 Streamliner City of San Francisco	27 San Francisco Overland	201 Passenger (c)	
89.0	17.7	TO-R SACRAMENTO 0.9	AM 1.50	AM 5.05	AM 6.20	AM 6.55	PM 4.10	PM 6.50	
88.9	16.8	TO-R SACRAMENTO (12th St.) 2.0							
89.8	14.8	ELVAS 3.1							
91.8	11.7	BENALI 7.9	1.30	4.47	6.02	6.39	3.55	6.32	
94.9	3.8	TO-R ANTELOPE 3.8	1.20	4.39	5.54	6.34	3.48	6.24	
102.8	0.0	TO-R ROSEVILLE	1.10 AM	4.30 AM	5.45 AM	6.25 AM	3.39 PM	6.15 PM	
106.6			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
(17.7)									
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	

RULE 86. Except where Rule D-251 applies, inferior first-class trains must be clear of main track and insulated joints for No. 101 not less than five minutes before the arriving, or leaving, or train-order time at that station; and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for No. 101 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

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. 173 March 20, 1949	Distance from Brighton	FIRST CLASS		THIRD CLASS
	518 Local Freight	60 West Coast	54 Sacramento Daylight				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
		PM 7.45	AM 8.35	89.0	TO-R SACRAMENTO 0.9	5.9	AM 8.30	PM 6.55	PM 12.15
				88.9	TO-R SACRAMENTO (12th St.) 2.0	5.0			12.01 PM
Sacramento yard	BKWOITP			91.8	ELVAS 3.0	3.0	8.20	6.45	
	BKOTP	AM 5.30		136.2	BRIGHTON (5.9)	0.0	8.15 AM	6.40 PM	11.50 AM
M 87	IYP	5.40	7.58				Leave Daily	Leave Daily	Leave Daily Ex. Monday
128	WIP	5.50 AM	8.05 PM						
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily						

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. 173 March 20, 1949		WEST-WARD
	Mile Post Location	Walnut Grove Branch		Distance from Isleton
		STATIONS		
Sacramento yard	89.0	TO-R SACRAMENTO		33.2
BKWOITP	88.7	5.5	DEL RIO	27.7
52	94.2	3.3	FREEMONT	24.4
31	97.5	7.1	HOOD JCT.	17.3
58	104.6	3.3	LAMBERT	14.0
Yard Limits	107.9	5.5	WALNUT GROVE	8.5
53	113.4	8.5	ISLETON	0.0
Yard Limits	121.9			
		(33.2)		

ADDITIONAL STATIONS			ADDITIONAL STATIONS		
NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Sacramento-Roseville line			Alder Creek	108.3	..
Swanston (Spur)	93.5	18	Flonellis	127.6	..
Planehaven	97.5	..	Swift	127.8	..
Walerga	99.4	8	Brela (Spur)	128.1	8
Brighton-Sacramento line			Brandon	129.8	..
Hopfen (Spur)	134.6	20	Shrub (Spur)	130.3	3
Placerville Branch			Dugan (Spur)	131.4	6
Ramona (Spur)	95.5	16	Bullard	131.7	..
Manlove	97.5	7	Shingle Springs	136.9	22W
Boyd (Spur)	100.3	6	Apex (Spur)	147.7	5
Routier	100.7	..	Walnut Grove Branch		
Mather	103.4	6	Baths (Spur)	91.8	23
Nimbus (Spur)	107.4	13	Hood (on spur from Hood Jct.)	105.3	171
			Mofuba (Spur)	111.2	15
			Locke	112.6	W

MOUNTAIN SUBDIVISION

EASTWARD

		SECOND CLASS		FIRST CLASS					Mile Post Location	Timetable No. 173 March 20, 1949	Distance from Roseville
Capacity of sidings		606 Mixed		22 Mail	24 Gold Coast	102 Streamliner City of San Francisco	28 San Francisco Overland	26 Passenger (c)			
		Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS		
Roseville yard	BKWOTYP			PM 11.55	PM 11.25	PM 7.44	PM 2.17	AM 1.25	106.6	TO-R ROSEVILLE	0.0
	P							c	110.6	4.0 ROCKLIN	4.0
Yard Limits	E 85 WP			AM 12.22	PM 11.52	8.05	2.39	c 1.55	120.2	TO NEWCASTLE	13.6
	E 76 WP			12.30	s AM 12.01	8.11	2.45	s 2.10	124.2	4.0 AUBURN, NEVADA ST.	17.6
	E 98 P			12.38	12.10	8.18	2.53	c 2.20	129.1	4.9 BOWMAN	22.5
	E 73 W			12.46	12.19	8.25	3.01	c 2.28	134.3	5.2 EAST APPLGATE	27.7
Yard Limits	E 102 BKWOYP			s 1.10	s 12.45	8.40	s 3.17	s 3.10	141.7	TO-R COLFAX	35.1
	P								146.1	4.4 CAPE HORN	39.5
	E 102 WYP			1.37	1.12	9.03	3.41	c 3.40	152.2	6.2 GOLD RUN	45.7
	P							c	156.8	4.6 TOWLE	50.3
	M 98 P			1.59	1.33	9.20	3.59	c 4.05	160.7	3.9 MIDAS	54.2
	E 96 WP			2.11	1.45	9.29	4.08	4.17	164.8	4.1 KNAPP	58.3
Yard Limits	M 99 WITP			2.35	2.08	9.43	4.26	c 4.40	170.7	TO EMIGRANT GAP	64.2
	E 86 WP			2.51	2.22	9.56	4.39	c 5.00	177.9	6.1 CRYSTAL LAKE	70.3
	P							c	180.3	2.4 CISCO	72.7
	M 101 WP			3.10	2.40	10.12	4.55	c 5.20	185.5	5.2 TROY	77.9
	E 116 BKWITP			3.26	f 2.55	10.25	5.08	s 5.40	192.0	TO NORDEN	84.4
								c	195.8	3.8 EDER	88.2
									197.2	5.7 STANFORD	93.9
									202.9	TO-R TRUCKEE	99.0
Yard Limits	E 102 BKWOYP			s 4.00	f 3.30	10.56	s 5.40	s 6.15 s 6.30	208.0	10.1 HINTON	109.1
	M 101 P			4.16	3.46	11.11	5.56	6.50	218.1	4.3 FLORISTON	113.4
	P							c	222.4	10.0 VERDI	123.4
	M 106 P			4.39	4.09	11.32	6.18	c 7.14	232.4	10.5 RENO	133.9
Sparks yard	BKWOTYP		PM 9.00	s 5.15	s 4.45	s PM 11.52	s 6.40	s 8.00	242.9	2.6 SPARKS (Psg. Sta.)	136.5
			f 9.05	s 5.25	s 4.55	s 12.01	s 6.49	s 8.10	245.5	TO-R SPARKS	137.2
			s 9.15	s AM 5.25	s AM 4.55	s AM 12.01	s PM 6.49	s AM 8.15	246.2	(137.2)	
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Time over District.....	
			(0.15) 13.20	(5.30) 24.95	(5.30) 24.95	(4.17) 32.03	(4.32) 30.26	(6.50) 20.08	Average Speed per Hour.....	

RULE 5. Schedule time and train-order time for eastward trains at Colfax apply at first crossover east of station.

RULE 86. Except where Rule D-251 applies, inferior first-class trains must be clear of main track and insulated joints for No. 102 not less than five minutes before the arriving, or leaving, or train-order time at that station; and second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for No. 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

No. 606 may run ahead of first-class trains Reno to Sparks.

ADDITIONAL STATIONS
No. 2 Track

NAME	Mile Post	Capacity
Penryn, Lincoln Ave. (Spur)	115.5	18
Foothill	126.5	8
Clipper Gap	131.4	..
New England Mills. (Spur)	137.6	38
Magra	148.5	..
Dutch Flat	154.1	..
Alta	156.0	11
Blue Canon	166.6	..
Yuba Pass (Spur)	176.1	14
Soda Springs	190.6	33
Eder Crossover	197.7	..
Andover	200.6	..
Andover Crossover	201.3	..
Boca	216.3	18
Wickes	221.5	..
Mystic	225.5	..
Calvada	228.5	..
Mogul (Spur)	235.8	12
Lawton	237.1	..

EAST VALLEY SUBDIVISION

EASTWARD					Mile Post Location	Distance from Tehama	WESTWARD			
Capacity of sidings	THIRD CLASS			FIRST CLASS			201 Passenger	FIRST CLASS		
	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	105.1	PM 6.09			
100 P	1.50	8.20	12.20	10.52	112.8	98.9	6.01			
120 WP	1.58	8.28	12.28	s 10.58	117.0	94.7	s 5.55			
96 P	2.07	8.37	12.37	11.07	122.1	89.6	5.43			
				11.11	124.8	86.9	c 5.39			
124 WP	2.18	8.48	12.48	s 11.16	128.1	83.6	f 5.34			
28 YP	2.24	8.54	12.54	11.20	131.2	80.5	5.27			
91 P	2.28	8.59	12.59	11.24	134.2	77.5	5.24			
					139.8	71.9				
Yd. Limits. { 112 BKWOIYP	2.41	9.12	1.12	s 11.44	140.8	70.9	s 5.16			
IP					141.8	69.9				
100 WP	2.51	9.22	1.22	AM 11.51	144.7	67.0	4.53			
	2.57	9.28	1.28		147.7	64.0	4.49			
105 IP	3.04	9.35	1.35	PM s 12.01	151.5	60.2	s 4.44			
104 P	3.16	9.47	1.47	s 12.09	158.0	53.7	s 4.34			
43 WP	3.22	9.53	1.53	s 12.19	161.4	50.3	s 4.22			
107 P	3.32	10.04	2.04	s 12.30	167.4	44.3	s 4.11			
91 P	3.39	10.11	2.11	12.35	171.5	40.2	f 4.03			
88 P	3.52	10.23	2.23	f 12.44	178.1	33.6	f 3.52			
Yard Limits { 159 BKWOYP	4.02	10.34	2.34	s 1.06	184.2	27.5	s 3.41			
100 P	4.19	10.51	2.51	1.19	193.6	18.1	3.18			
133 WP	4.34	11.07	3.07	f 1.33	203.0	8.7	f 3.05			
41 P	4.46	11.19	3.19	f 1.45	209.7	2.0	f 2.55			
P	4.50 PM	11.25 AM	3.25 AM	c 1.55 PM	211.7	0.0	2.50 PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily			
	(3.15) 32.34	(3.20) 31.53	(3.20) 31.53	(3.12) 33.72			(3.19) 31.69			

Timetable No. 173
March 20, 1949

STATIONS

TO-R	ROSEVILLE	105.1
	6.2 WHITNEY	98.9
TO	4.2 LINCOLN	94.7
	5.1 BROCK	89.6
	2.7 SHERIDAN	86.9
TO	3.3 WHEATLAND	83.6
	3.1 ERLE	80.5
	3.0 OSTROM	77.5
	5.6 DANTONI JCT.	71.9
TO-R	1.0 MARYSVILLE	70.9
	1.0 BINNEY JCT.	69.9
	2.9 BERG	67.0
	3.0 LOMO	64.0
TO	3.8 LIVE OAK	60.2
	6.5 GRIDLEY	53.7
TO	3.4 BIGGS	50.3
	6.0 RICHVALE	44.3
	4.1 NELSON	40.2
TO	6.6 DURHAM	33.6
TO-R	6.1 CHICO	27.5
	9.4 ANITA	18.1
	9.4 VINA	8.7
TO	6.7 LOS MOLINOS	2.0
	2.0 TEHAMA	0.0
	(105.1)	

Automatic Block System

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

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

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Clayton..... (Spur)	118.4	65
Ewing.....	121.0	35
Jester..... (Spur)	126.0	22
Rupert..... (Spur)	138.9	27
Sullivan.....	146.4	7
Sunset.....	149.8	27
Fagan.....	155.9	8
Riceton..... (Spur)	164.1	7
Nord.....	191.3	20
Cana..... (Spur)	196.0	15
Second St., Tehama....	211.1	..

EAST VALLEY SUBDIVISION

EASTWARD			WESTWARD			
Capacity of sidings	SECOND CLASS	Mile Post Location	Timetable No. 173 March 20, 1949		THIRD CLASS	
	526		Distance from Stirling City	Stirling City Branch		527
	Local Freight					Local Freight
	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	
Yard Limits BKWOYP	AM 10.00	184.2	TO-R	CHICO	31.2	
		186.6		2.4 SNRy Crossing	28.8	
16 P	11.05	198.2		11.6 PARADISE	17.2	
8	AM 11.35	203.2		5.0 MAGALIA	12.2	
14 WP	PM 12.15	210.0		6.8 DOON	5.4	
WY	PM 12.45	215.4	R	5.4 STIRLING CITY	0.0	
	Arrive Daily Ex. Sunday			(31.2)		
	(2.45) 11.35		Time over District.....	(2.40)	
			Average Speed per Hour.....	11.70	

EASTWARD		WESTWARD	
Capacity of sidings	Mile Post Location	Timetable No. 173 March 20, 1949	
		Dantoni Branch	
		STATIONS	
	139.8	DANTONI JCT.	4.4
47	144.2	4.4 DANTONI	0.0
		(4.4)	

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Stirling City Branch		
Butte Creek . . . (Spur)	188.3	29
Optimo	202.2	..
Oroville Branch		
Mello (Spur)	126.5	14
Ramirez (Spur)	130.7	20
Palermo (Spur)	142.5	19
Villa Verona . . . (Spur)	145.0	25
Yuba City Branch		
Abbott	155.6	8
Dantoni Branch		
Linda (Spur)	143.0	5

EASTWARD		WESTWARD	
Capacity of sidings	Mile Post Location	Timetable No. 173 March 20, 1949	
		Oroville Branch	
		STATIONS	
Yard Limits IP	141.8 122.7	BINNEY JCT.	25.2
10 P	135.0	12.3 HONCUT	12.9
Yard Limits WTP	147.9	12.9 OROVILLE	0.0
		(25.2)	

EASTWARD		WESTWARD	
Capacity of sidings	Mile Post Location	Timetable No. 173 March 20, 1949	
		Yuba City Branch	
		STATIONS	
100 WP	144.7 144.4	BERG	14.4
Yard Limits WYP	147.6	3.2 YUBA CITY	11.2
45	150.3	2.7 BOGUE	8.5
	152.2	1.9 OSWALD	6.6
28 W	156.6	4.4 TUDOR	2.2
	158.8	2.2 WILSON	0.0
		(14.4)	

WEST VALLEY SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings					20	12	14	202	16	Mile Post Location	Timetable No. 173 March 20, 1949	Distance from Davis	
					Klamath	Cascade	Beaver	Passenger	West Coast				
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS			
Yard Limits KWIYP					PM 11.35	PM 7.25	PM 6.35		AM 10.55	75.6	TO-R DAVIS	0.0	
100 P					11.43	7.32	6.42		11.03	80.7	5.1 MERRITT	5.1	
Yard Limits BKWIP					PM 11.52	7.37	f 6.49		s 11.15	84.9	4.2 WOODLAND	9.3	
38 P					AM 12.01				11.23	89.9	TO YOLO	14.3	
105 P					12.07	7.48	7.00		11.30	95.8	5.9 ZAMORA	20.2	
32 P					12.15				11.38	103.2	7.4 DUNNIGAN	27.6	
196 WYP					12.20	7.59	7.11		11.44	108.3	5.1 HARRINGTON	32.7	
41 P					f 12.26				AM 11.53	113.5	TO ARBUCKLE	37.9	
51 P					s 12.41				PM 12.08	124.2	TO WILLIAMS	48.6	
103 P					12.49	8.17	7.29		12.15	129.1	4.9 CORTENA	53.5	
P					f 12.53				12.20	133.0	TO MAXWELL	57.4	
101 P					c 1.03	8.25	7.37		12.26	138.3	5.3 DELAVAN	62.7	
Yard Limits BKWOYP					s 1.23	8.36	c 7.50		s 12.46	149.9	TO WILLOWS	74.3	
41 P					c 1.36				12.55	156.8	6.9 ARTOIS	81.2	
102 P					1.40	8.48	8.03		12.59	160.7	3.9 GRAPIT	85.1	
Yd. Limits { 40 WP					s 2.02		c 8.08		s 1.10	165.4	TO ORLAND	89.8	
	36 YP				2.05				1.13	167.0	1.6 WYO	91.4	
23 P					c 2.17	9.01	8.19		1.21	173.4	6.4 KIRKWOOD	97.8	
43 P					s 2.35	9.07	8.26		s 1.32	178.5	TO CORNING	102.9	
41 P					c 2.48				1.37	181.6	3.1 RICHFIELD	106.0	
P					c 3.05	9.15	8.34	PM 1.55	1.45	186.3	4.7 TEHAMA	110.7	
Gerber yard BKWOIYP					s 3.15 AM	s 9.20 PM	s 8.40 PM	s 2.00 PM	s 1.55 PM	211.7	TO-R GERBER	112.8	
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	213.8	(112.8)		
					(3.40) 30.76	(1.55) 58.85	(2.05) 54.96	(0.05) 25.20	(3.00) 37.60			Time over District.....	
											Average Speed per Hour.....		

Automatic Block System

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	EAST-WARD		WEST-WARD	
	Mile Post Location		Distance from Fruto	
Timetable No. 173 March 20, 1949				
Fruto Branch				
STATIONS				
Yard Limits BKWOYP	149.9	TO-R WILLOWS	17.0	
14 TP	166.9	FRUTO	0.0	
(17.0)				

ADDITIONAL STATIONS			ADDITIONAL STATIONS		
NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Davis-Gerber line			Knights Landing Branch		
Dufour.....(Spur)	92.1	14	Laugenour.....	89.4	..
Bretona.....(Spur)	98.0	18	Cunard.....(Spur)	96.1	15
Hershey.....	106.4	43	Grace.....	96.5	..
Genevra.....(Spur)	117.6	30	Robbins.....(Spur)	100.4	19
Delphos.....(Spur)	126.8	11	Subaco.....(Spur)	105.1	41
Norman.....	142.1	42	Everglade.....(Spur)	109.3	11
Logandale.....(Spur)	144.3	33	Hinsdale.....(Spur)	111.2	23
Riz.....(Spur)	146.0	20	Tisdale.....(Spur)	113.3	10
Greenwood.....(Spur)	162.0	37	Progress.....(Spur)	115.2	3
Fruto Branch					
Kurand.....(Spur)	155.8	17			
Millsholm.....(Spur)	159.6	2			
Athena.....	163.6	7			

WEST VALLEY SUBDIVISION

Mile Post Location	Timetable No. 173 March 20, 1949	Distance from Gerber	WESTWARD										
			FIRST CLASS										
			19	11	13	201	15						
			Klamath	Cascade	Beaver	Passenger	West Coast						
			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	4.30	8.18	8.40		5.17						
113.5	TO ARBUCKLE 10.7	74.9	c 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	DELANAN 11.6	50.1	3.51	7.52	8.14		4.38						
149.9	TO WILLOWS 6.9	38.5	s 3.38	7.42	c 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		c 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	2.48	7.09	7.24		3.25						
186.3	TEHAMA 2.1	2.1	2.39	7.04	7.19		s PM 2.50	3.19					
213.8	TO-R GERBER	0.0	2.35 AM	7.00 AM	7.15 AM		2.45 PM	3.15 PM					
(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.

Capacity of sidings		EAST-WARD	Timetable No. 173 March 20, 1949		WEST-WARD
		Mile Post Location			Distance from Wyo
		Colusa Branch			
		STATIONS			
196	WYP	108.3	R	HARRINGTON 12.5	72.1
60		120.8	TO	GRIMES 12.2	59.6
33		133.0	TO	COLUSA 12.9	47.4
	W	145.9		PRINCETON 4.5	34.5
28		150.4		CODORA 19.6	30.0
35	W	170.0	TO	HAMILTON 10.4	10.4
36	Yard Limits YP	180.4		WYO	0.0
(72.1)					

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Colusa Branch		
College City.....(Spur)	112.3	22
Graino.....(Spur)	116.0	12
Sycamore.....(Spur)	124.4	11
Stegeman.....(Spur)	143.2	13
Glenn.....(Spur)	155.6	13
Ordbend.....(Spur)	162.1	19
Rotavele.....(Spur)	165.9	12
Cory.....	178.6	40

WEST VALLEY SUBDIVISION

EASTWARD

THIRD CLASS

Capacity of sidings	Mile Post Location	THIRD CLASS						Mile Post Location	Distance from Davis
		604 Freight	498 Freight	602 Freight	496 Freight	600 Freight	494 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	
38 P		9.37		12.30		4.02		89.9	
105 P		9.46		12.39		4.11		95.8	
32 P		9.58		12.51		4.23		103.2	
196 WYP		10.05		12.59		4.30		108.3	
41 P		10.14		1.08		4.39		113.5	
51 P		10.31		1.25		4.56		124.2	
103 P		10.39		1.33		5.04		129.1	
		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	
41 P		11.31		2.21		5.56		156.8	
102 P		11.37		2.26		6.02		160.7	
Yard Limits { 40 WP 36 YP		11.45		2.34		6.10		165.4	
		11.49		2.38		6.14		167.0	
23 P		PM 11.59		2.48		6.24		173.4	
43 P		AM 12.07		2.56		6.32		178.5	
41 P		12.12		3.01		6.37		181.6	
		12.20	PM 4.50	3.08	AM 11.25	6.45	AM 3.25	186.3	
Gerber yard BKWOYP		12.30 AM	5.00 PM	3.15 PM	11.35 AM	6.55 AM	3.35 AM	211.7	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	213.8	
		(3.20) 33.84	(0.10) 12.60	(3.12) 35.25	(0.10) 12.60	(3.20) 33.84	(0.10) 12.60		

Timetable No. 173
March 20, 1949

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
	4.9 CORTENA	53.5
TO	3.9 MAXWELL	57.4
	5.3 DELAVAN	62.7
TO	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.

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 173 March 20, 1949		WEST-WARD Distance from Josephine
		Knights Landing Branch		
STATIONS				
Yard Limits BKWIP	84.9	TO-R	WOODLAND	32.4
			2.8 SUGARFIELD	29.6
18	87.7	TO	6.3 KNIGHTS LANDING	23.3
			2.9 MARCHANT	20.4
	WP 94.0		20.4 JOSEPHINE	0.0
	P 96.9			
13	117.3			
(32.4)				

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 173 March 20, 1949		WEST-WARD Distance from Ensley
		Ensley Branch		
STATIONS				
	P 96.9		MARCHANT	0.7
	P 97.6		0.7 ENSLEY	0.0
(0.7)				

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
13	Orland.....	Flag.....	Daily.....	Davis.....	Dunsmuir.....	
13	Willows.....	Flag.....	Daily.....	Davis.....	Dunsmuir.....	
14	Willows.....	Flag.....	Daily.....	Dunsmuir.....	Davis.....	
14	Orland.....	Flag.....	Daily.....	Dunsmuir.....	Davis.....	
19	Arbuckle.....	Flag.....	Daily.....	West of Davis.....		
20	Delavan.....	Stop.....	Daily exc. Sun. & Hol.....			To exchange U. S. Mail
20	Artois.....	Stop.....	Daily exc. Sun. & Hol.....			To exchange U. S. Mail
20	Kirkwood.....	Stop.....	Daily exc. Sun. & Hol.....			To exchange U. S. Mail
20	Richfield.....	Stop.....	Daily exc. Sun. & Hol.....			To exchange U. S. Mail
20	Tehama.....	Stop.....	Daily exc. Sun. & Hol.....			To exchange U. S. Mail
23	"c" stations.....	Flag.....	Daily.....		Ogden.....	
23	Blue Canon.....	Flag.....	Daily.....		Ogden.....	
23	Alta.....	Flag.....	Daily.....		Ogden.....	
23	Dutch Flat.....	Flag.....	Daily.....		Ogden.....	
23	New England Mills.....	Flag.....	Daily.....		Ogden.....	
23	West Applegate.....	Flag.....	Daily.....		Ogden.....	
23	Clipper Gap.....	Flag.....	Daily.....		Ogden.....	
25,26	Andover.....	Flag.....	Daily.....			To receive or discharge employes
25,26	Eder.....	Flag.....	Daily.....			To receive or discharge employes
25,26	Troy.....	Flag.....	Daily.....			To receive or discharge employes
25,26	Cisco.....	Flag.....	Daily.....			To receive or discharge employes
25,26	Crystal Lake.....	Flag.....	Daily.....			To receive or discharge employes
25,26	Emigrant Gap.....	Flag.....	Daily.....			To receive or discharge employes
25,26	Blue Canon.....	Flag.....	Daily.....	Any station.....	Any station.....	To receive or discharge employes
25,26	Midas.....	Flag.....	Daily.....	Any station.....	Any station.....	To receive or discharge employes
25,26	"c" stations.....	Flag.....	Daily.....	Any station.....	Any station.....	To receive or discharge employes
25,26	New England Mills.....	Flag.....	Daily.....	Any station.....	Any station.....	
25,26	Clipper Gap.....	Flag.....	Daily.....	Any station.....	Any station.....	
25	West Applegate.....	Flag.....	Daily.....	Any station.....	Any station.....	
25,26	Dutch Flat.....	Flag.....	Daily.....	Any station.....	Any station.....	
25,26	Alta.....	Flag.....	Daily.....	Any station.....	Any station.....	
25,26	Soda Springs.....	Flag.....	Daily.....	Any station.....	Any station.....	
26	Gold Run.....	Stop.....	Daily.....			To exchange U. S. Mail by locker
26	Emigrant Gap.....	Stop.....	Daily.....			To exchange U. S. Mail by locker
26	Soda Springs.....	Stop.....	Daily.....			To exchange U. S. Mail by locker
26	Floriston.....	Stop.....	Daily exc. Sun. & Hol.....			To exchange U. S. Mail
26	Verdi.....	Stop.....	Daily exc. Sun. & Hol.....			To exchange U. S. Mail
201	Sheridan.....	Stop when necessary.....	Daily.....			To exchange U. S. Mail
201	Swanston.....	Flag.....	Daily.....	Sacramento.....	Roseville.....	To exchange U.S. Mail, or for newspapers
202	Tehama.....	Stop.....	Daily exc. Sun. & Hol.....			To exchange U.S. Mail

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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 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.

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 steam engine and caboose.

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

RULE 82 (A). Crews arriving Roseville on first-class trains may assume corresponding schedule on connecting subdivision without clearance, except when operating as a 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 or Antelope, 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 or Antelope 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 or Antelope 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.

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—First-class trains.

Antelope—First-class trains.

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

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 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.

Operator Sacramento must furnish conductor of all first-class trains enroute Mountain Subdivision two extra copies of all train orders affecting their movement at Roseville or beyond.

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.

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.

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

13

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

Crews arriving Roseville on first-class trains may assume corresponding schedule on connecting subdivision without clearance, except when operating as a section of a schedule.

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

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—First-class trains.

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

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.

Operators Sparks to Loomis, inc., must deliver to conductors of westward first-class trains one extra copy of all train orders affecting their movement at or beyond Roseville.

RULE 221. 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."

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.

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

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.

Crews arriving Roseville on first-class trains may assume corresponding schedule on connecting subdivision without clearance, except when operating as a section of a schedule.

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

Marysville, Chico—Trains originating or terminating.

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

Roseville—First-class trains.

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. All trains must obtain clearance before leaving Yuba City.

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

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

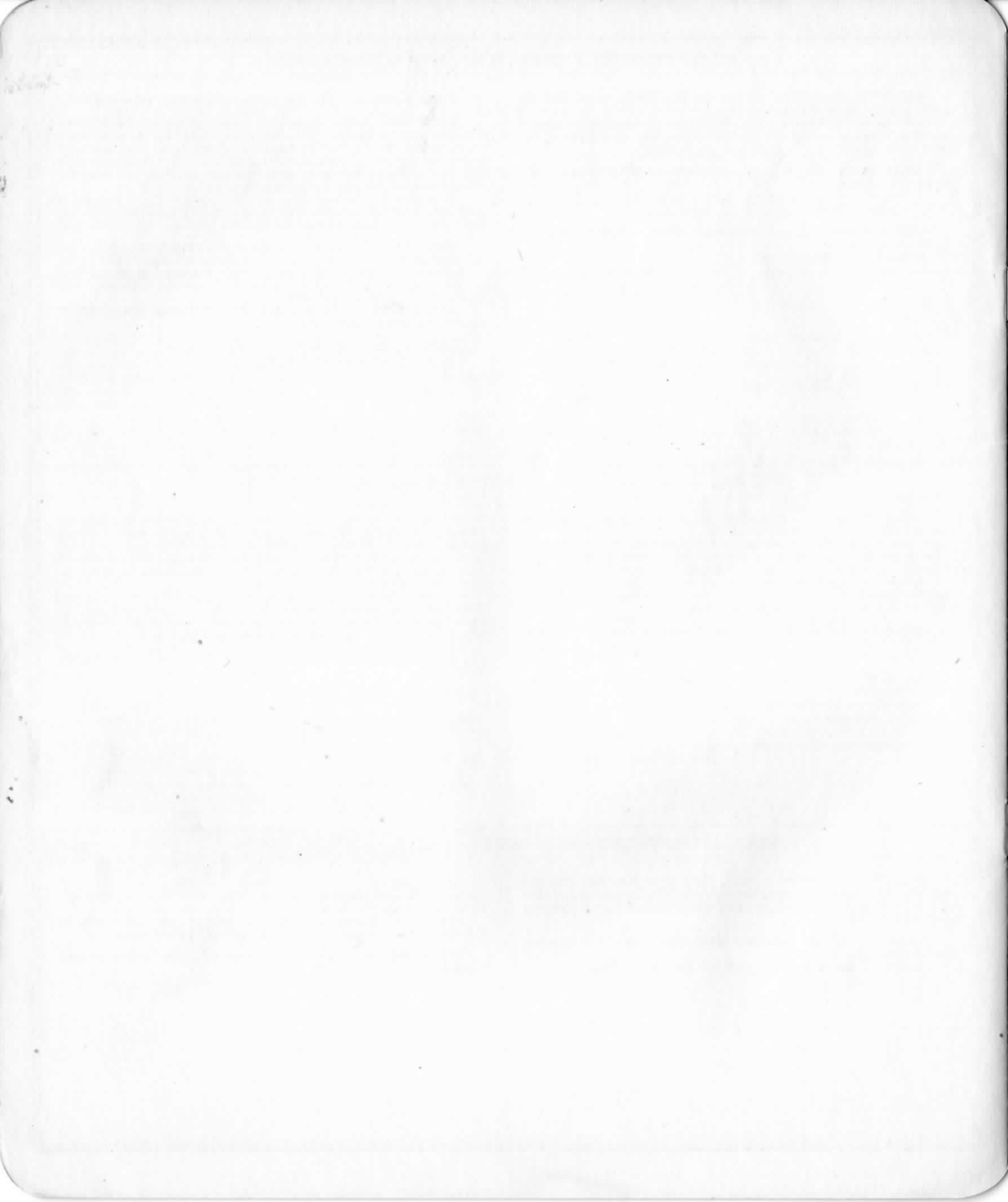
Davis—All trains to or from West Valley Subdivision.

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.

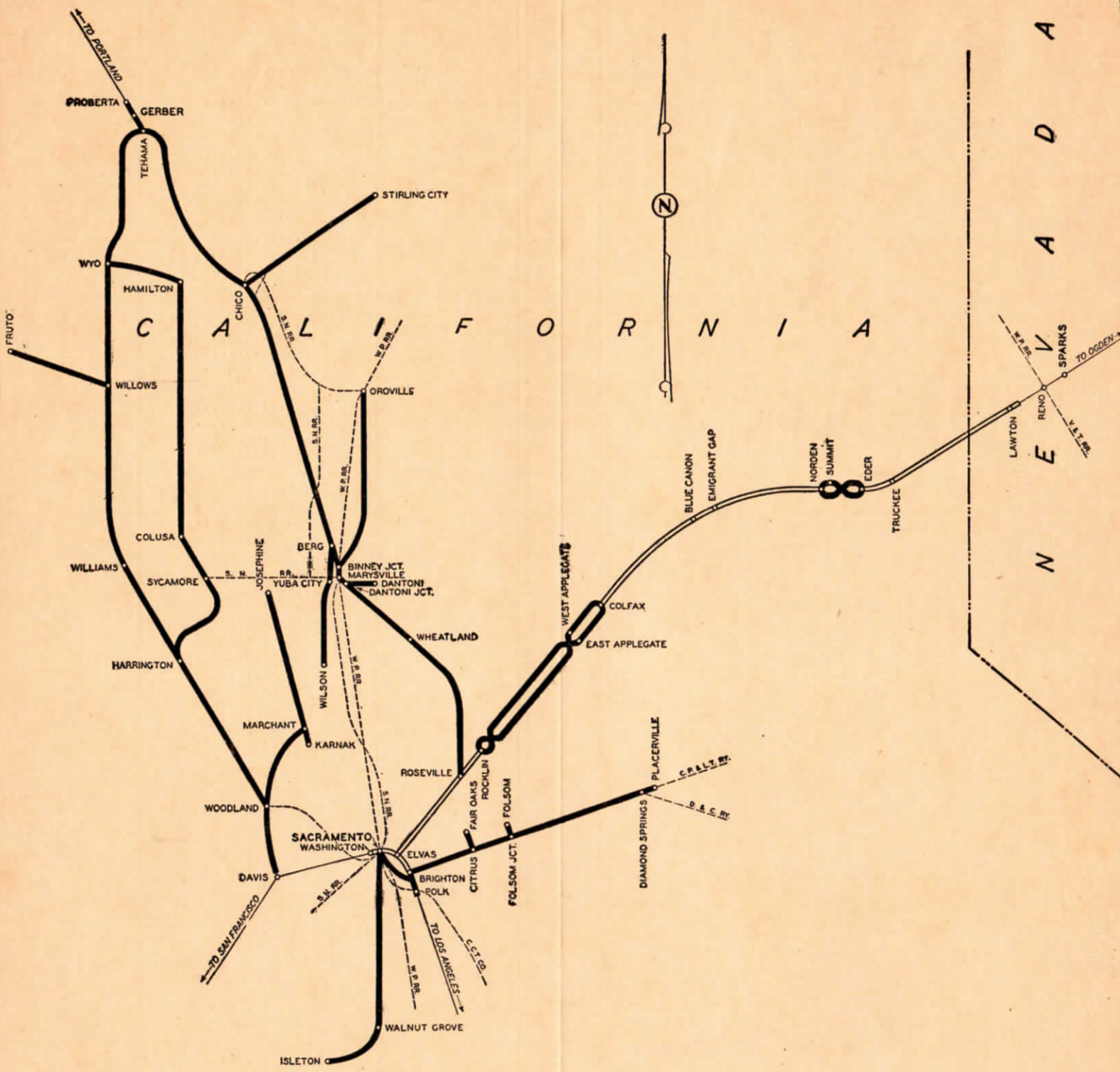


MILEAGE

Main Line		First Track	Addn'l Track	Miles
End Western Div. to Sacramento.....	S. P. R. R.	.86	.86	
Sacramento to Lawton.....	C. P. Ry.	147.75	149.29	
At Elvas—West Wye.....	C. P. Ry.	.31	.31	
Polk to Elvas.....	C. P. Ry.	4.63	3.00	
Davis to Tehama.....	S. P. R. R.	109.71		
Roseville to Proberta.....	C. P. Ry.	109.50	.27	
TOTAL		372.76	153.73	526.49
Branches				
Colusa—Harrington to Wyo.....	S. P. R. R.	71.66		
Dantoni—Dantoni Jet. to Dantoni.....	C. P. Ry.	4.46		
Fair Oaks—Citrus to Fair Oaks.....	S. P. R. R.	2.11		
Folsom—Folsom Jet. to Folsom.....	S. P. R. R.	1.00		
Fruto—Willows to Fruto.....	S. P. R. R.	17.20		
Knights Landing—Woodland to West of Cunard.....	S. P. R. R.	9.71		
West of Cunard to Josephine.....	S. P. Co.	22.16		
Oroville—Binney Jet. to Beg. S. P. R. R.....	C. P. Ry.	.04		
Beg. S. P. R. R. to Oroville.....	S. P. R. R.	25.27		
Placerville—Brighton to Beg. S. P. R. R.....	C. P. Ry.	.07		
Beg. S. P. R. R. to Placerville.....	S. P. R. R.	54.92		
"R" Street—At Brighton (Link Trk).....	C. P. Ry.	.32		
Brighton to "Q" St. Sacramento.....	S. P. R. R.	4.94		
Stirling City—Chico to Stirling City.....	C. P. Ry.	31.24		
Ensley—Marchant to Ensley.....	S. P. Co.	1.12		
Walnut Grove—Sacramento to Front and "K" Streets.....	C. P. Ry.	.29		
"K" St. to "N" St.....	S. P. R. R.	.25		
"N" St. to Isleton.....	C. P. Ry.	32.94		
Yuba City—Berg to Wilson.....	S. P. R. R.	14.68		
TOTAL BRANCHES		294.38		
TOTAL SACRAMENTO DIVISION		820.87		

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