

**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

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**T. F. CUSTER**

Assistant Superintendent, Sacramento

# SOUTHERN PACIFIC COMPANY



## SACRAMENTO DIVISION

### TIMETABLE

# 174

**EFFECTIVE SUNDAY, JULY 10, 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**

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**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
Truckee.....	Dr. L. D. Nelson.....	District Physician and Surgeon
Reno.....	Dr. Rodney E. Wyman.....	Division Surgeon
Reno.....	Dr. M. B. Woodward.....	District Physician and Surgeon
Reno.....	Dr. George A. Magee.....	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
Biggs.....	Dr. A. R. M. Sears.....	District Physician and Surgeon
Chico.....	Dr. T. S. Enloe.....	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, C. D. Fabrin, 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.....	P. K. Schmidt
Marysville.....	John J. Fargo, 317 D St.
Chico.....	J. R. Dupen

### LOCATION OF STANDARD CLOCKS

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

SUMMARY OF RESULTS

No.	Name	Age			Sex			Race	Religion	Occupation
		Yr.	Mo.	Da.	M.	F.				
1	John Doe	25	12	15	M		White	Protestant	Farmer	
2	Jane Smith	30	08	22	F		White	Catholic	Teacher	
3	Robert Brown	40	03	10	M		White	Methodist	Engineer	
4	Mary White	20	06	01	F		White	Baptist	Student	
5	William Black	50	11	05	M		Black	Anglican	Merchant	

Detailed description of the survey area and the conditions under which the data were collected. This section provides context for the summary table above, including information about the geographical location, the time period of the study, and any specific challenges or limitations encountered during the data collection process.

DRAWING		EXPLANATION	
1	Symbol for Male	Male	Symbol for Female
2	Symbol for Age 10-20	Age 10-20	Symbol for Age 21-30
3	Symbol for Age 31-40	Age 31-40	Symbol for Age 41-50
4	Symbol for Age 51-60	Age 51-60	Symbol for Age 61-70
5	Symbol for Age 71-80	Age 71-80	Symbol for Age 81-90
6	Symbol for Age 91-100	Age 91-100	Symbol for Unknown
7	Symbol for Protestant	Protestant	Symbol for Catholic
8	Symbol for Methodist	Methodist	Symbol for Baptist
9	Symbol for Anglican	Anglican	Symbol for Other
10	Symbol for Farmer	Farmer	Symbol for Teacher
11	Symbol for Engineer	Engineer	Symbol for Student
12	Symbol for Merchant	Merchant	Symbol for Unemployed

GENERAL INFORMATION		ANALYSIS	
1	Date of Survey	1	Total Sample Size
2	Location of Survey	2	Percentage of Males
3	Duration of Survey	3	Percentage of Females
4	Survey Method	4	Percentage of Protestants
5	Surveyor's Name	5	Percentage of Catholics
6	Surveyor's Title	6	Percentage of Methodists
7	Surveyor's Institution	7	Percentage of Baptists
8	Surveyor's Address	8	Percentage of Anglicans
9	Surveyor's Phone Number	9	Percentage of Other Religions
10	Surveyor's Email Address	10	Percentage of Farmers
11	Surveyor's Website	11	Percentage of Teachers
12	Surveyor's Fax Number	12	Percentage of Engineers
13	Surveyor's Mail Address	13	Percentage of Students
14	Surveyor's Business Address	14	Percentage of Merchants
15	Surveyor's Home Address	15	Percentage of Unemployed

SACRAMENTO SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS	FIRST CLASS							Mile Post Location	Timetable No. 174 July 10, 1949	Distance from Sacramento
	442		22	24	102	28	202	26			
	C. C. M.		Mall	Gold Coast	City of San Francisco Streamliner	San Francisco Overland	Passenger	Passenger			
	Lv. Daily Ex. Sat. Sun. Mon.		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Sacramento yard	BKWOTIP	AM 1.00							89.0	Automatic Block System TO-R SACRAMENTO 0.9 TO-R SACRAMENTO (12th St.) 2.0 ELVAS 3.1 BENALI 7.9 TO-R ANTELOPE 3.8 TO-R ROSEVILLE 17.7 (17.7) .....Time over Subdivision..... .....Average Speed per Hour.....	Double Track
	BKP								88.9		
W 87	IYP								91.8		
BKP			11.23	10.53	7.32	1.52	10.18	12.44	94.9		
Roseville yard	BKP		11.34	11.04	7.39	2.00	10.29	12.55	102.8		
	BKWOTYP	1.40 AM	s 11.45 PM	s 11.15 PM	7.46 PM	s 2.09 PM	s 10.40 AM	s 1.10 AM	106.6		
	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			

**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	THIRD CLASS	Mile Post Location	Timetable No. 174 July 10, 1949		Distance from Placerville	THIRD CLASS
	518					519
	Local Freight			Placerville Branch		Local Freight
	Leave Daily Ex. Sunday				Arrive Daily Ex. Monday	
Sacramento yard WIP	AM 5.50	94.7	R	<b>BRIGHTON</b>	54.0	AM 11.50
23	5.55	95.9		1.2 <b>PERKINS</b>	52.8	11.40
9	6.05	98.9		3.0 <b>MAYHEW</b>	49.8	11.25
23 YP	6.20	101.6		2.7 <b>MILLS</b>	47.1	11.15
28 Yard Limits P	6.50	104.4	R	2.8 <b>CITRUS</b>	44.3	11.00
9 Yard Limits	7.33	110.1		5.7 <b>NATOMA</b>	38.6	10.00
6 P	8.40	111.1	R	1.0 <b>FOLSOM JCT.</b>	37.6	9.55
11 P	9.10	118.0		6.9 <b>WHITE ROCK</b>	30.7	9.10
25 P	AM 9.50	126.1		8.1 <b>LATROBE</b>	22.6	8.35
18 P	PM 12.01	142.7		16.6 <b>EL DORADO</b>	6.0	7.20
Yard Limits BKWTP	1.00 PM	148.7	TO	2.3 <b>DIAMOND SPRINGS</b>	3.7	7.00
	Arrive Daily Ex. Sunday		TO-R	3.7 <b>PLACERVILLE</b>	0.0	6.30 AM
	(7.10) 7.53			(54.0)		Leave Daily Ex. Monday
				.....Time over District.....		(5.20) 10.12
				.....Average Speed per Hour.....		

Capacity of sidings	EASTWARD	Timetable No. 174 July 10, 1949		WESTWARD	Capacity of sidings	EASTWARD	Timetable No. 174 July 10, 1949		WESTWARD
	Mile Post Location			Distance from Fair Oaks		Mile Post Location			Distance from Folsom
		Placerville Branch						Placerville Branch	
		<b>STATIONS</b>				<b>STATIONS</b>			
Yd. Lmits. { 28 P	104.4		<b>CITRUS</b>	1.9	Y		<b>FOLSOM JCT.</b>	0.7	
{ 15 P	106.3	TO-R	1.9 <b>FAIR OAKS</b>	0.0	WP	111.8	0.7 <b>FOLSOM</b>	0.0	
			(1.9)				(0.7)		

**SACRAMENTO SUBDIVISION**

Mile Post Location	Timetable No. 174 July 10, 1949		Distance from Roseville	WESTWARD									
				FIRST CLASS									
				21	23	25	101	27	201				
				Mall	Gold Coast	Passenger	Streamliner City of San Francisco	San Francisco Overland	Passenger (c)				
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
89.0	TO-R SACRAMENTO 0.9 TO-R SACRAMENTO (12th St.) 2.0 ELVAS 3.1 BENALI 7.9 TO-R ANTELOPE 3.8 TO-R ROSEVILLE (17.7)	17.7	AM	AM	AM	AM	PM	PM					
88.9		s 1.50	s 4.35	s 6.20	s 6.55	s 4.10	s 7.00						
89.8		16.8											
91.8		14.8											
94.9		11.7	1.30	4.17	6.02	6.39	3.55	6.42					
102.8		3.8	1.20	4.09	5.54	6.34	3.48	6.34					
106.6	0.0	1.10 AM	4.00 AM	5.45 AM	6.25 AM	3.39 PM	6.25 PM						
		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					

**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. 174 July 10, 1949		Distance from Brighton	FIRST CLASS		THIRD CLASS		
	518	60	54			59	53		519				
	Local Freight	West Coast	Sacramento Daylight			West Coast	Sacramento Daylight		Local Freight				
	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Ex. Monday					
Sacramento yard	BKWOITP		PM 7.45	AM 8.20	89.0	TO-R SACRAMENTO 0.9 TO-R SACRAMENTO (12th St.) 2.0 ELVAS 3.0 BRIGHTON (5.9)	Double Track A.B.S.	5.9	AM 8.30	PM 6.55			
	BKP	AM 5.30			89.8			5.0					PM 12.15
	M 87	IYP	5.40	7.58	8.30			91.8	3.0	8.20	6.45		12.01 PM
	128	WIP	5.50 AM	8.05 PM	8.35 AM			136.2	0.0	8.15 AM	6.40 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	EASTWARD		Timetable No. 174 July 10, 1949		WESTWARD	
	Mile Post Location				Distance from Isleton	
			Walnut Grove Branch	STATIONS		
Sacramento yard BKWOITP	89.0		TO-R SACRAMENTO	33.2		
	88.7		5.5			
52	94.2		DEL RIO	27.7		
			3.3			
31	97.5		FREEPORT	24.4		
			7.1			
58	104.6		HOOD JCT.	17.3		
			3.3			
	107.9		LAMBERT	14.0		
Yard Limits YP	113.4		5.5			
53	121.9		TO WALNUT GROVE	8.5		
Yard Limits YP			8.5			
			ISLETON	0.0		
			(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	18W	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	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 Baths	91.8	23
Mather	103.4	6	Hood (on spur from Hood Jct.)	105.3	171
Nimbus (Spur)	107.4	13	Mofuba (Spur)	111.2	15
			Locke	112.6	W

MOUNTAIN SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS		FIRST CLASS					Mile Post Location	Timetable No. 174 July 10, 1949	Distance from Roseville
	606 Mixed	Leave Daily Ex. Sunday	22 Mail	24 Gold Coast	102 Streamliner City of San Francisco	28 San Francisco Overland	26 Passenger (c)			
Roseville yard			PM 11.55	PM 11.25	PM 7.46	PM 2.17	AM 1.25	106.6	TO-R ROSEVILLE	0.0
							c	110.6	4.0 ROCKLIN	4.0
Yard Limits			AM 12.22	PM 11.52	8.07	2.39	c 1.55	120.2	TO NEWCASTLE	13.6
E 65 WP			12.30	s 12.01	8.13	2.45	s 2.10	124.2	4.0 AUBURN, NEVADA ST.	17.6
E 76 WP			12.38	12.10	8.20	2.53	c 2.20	129.1	4.9 BOWMAN	22.5
E 98 P			12.46	12.19	8.27	3.01	c 2.28	134.3	5.2 EAST APPLGATE	27.7
Yard Limits			s 1.10	s 12.45	8.40	s 3.17	s 2.40 3.10	141.7	7.4 TO-R COLFAX	35.1
E 102 BKWOYP								146.1 146.0	4.4 CAPE HORN	39.5
			1.37	1.12	9.03	3.41	c 3.40	152.2	6.2 GOLD RUN	45.7
							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			2.35	2.08	9.43	4.26	c 4.40	170.7 171.8	5.9 TO EMIGRANT GAP	64.2
M 99 WITP			2.51	2.22	9.56	4.39	c 5.00	177.9	6.1 CRYSTAL LAKE	70.3
E 86 WP							c 5.07	180.3	2.4 CISCO	72.7
			3.10	2.40	10.12	4.55	c 5.20	185.5	5.2 TROY	77.9
M 101 WP			3.26	f 2.55	10.25	5.08	s 5.40	192.0 195.8 197.2	6.5 TO NORDEN	84.4
E 116 BKWITP							c		3.8 EDER	88.2
			3.46	3.14	10.45	5.28	6.00	202.9	5.7 STANFORD	93.9
Yard Limits			s 4.00	f 3.30	10.56	s 5.40	s 6.15 6.30	208.0	5.1 TO-R TRUCKEE	99.0
M 101 P			4.16	3.46	11.11	5.56	6.50	218.1	10.1 HINTON	109.1
							c	222.4	4.3 FLORISTON	113.4
M 106 P			4.39	4.09	11.32	6.18	c 7.14	232.4	10.0 VERDI	123.4
		PM 9.00	s 5.15	s 4.45	s 11.52	s 6.40	s 8.00	242.9	10.5 RENO	133.9
		f 9.05	s 5.25	s 4.55	s 12.01	s 6.49	s 8.10	245.5	2.6 SPARKS (Psg. Sta.)	136.5
		s 9.15	s 5.25	s 4.55	s 12.01	s 6.49	s 8.15	246.2	0.7 TO-R SPARKS	137.2
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(137.2)	
		(0.15) 13.20	(5.30) 24.95	(5.30) 24.95	(4.15) 32.28	(4.32) 30.26	(6.50) 20.08		.....Time over District.....	
									.....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 (Spur)	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	..

# MOUNTAIN SUBDIVISION

## Timetable No. 174

July 10, 1949

## WESTWARD

Capacity of sidings	Mile Post Location	STATIONS	Distance from Sparks	FIRST CLASS					SECOND CLASS	
				25	101	27	21	23	605	
				Passenger (c) Arrive Daily	Streamliner City of San Francisco Arrive Daily	San Francisco Overland Arrive Daily	Mall Arrive Daily	Gold Coast (c) Arrive Daily	Mixed Arrive Daily Ex. Sunday	
		TO-R ROSEVILLE 4.0	138.7	AM s 5.35	AM 6.25	PM s 3.31	AM s 1.00	AM s 3.50		
		ROCKLIN 3.3	134.7	c 5.25			12.55	c 3.38		
		TO LOOMIS 2.7	131.4	c 5.20	6.16	3.19	12.45	c 3.33		
		PENRYN 3.0	128.7	c				c		
		TO NEWCASTLE 4.9	125.7	c 5.08	6.05	3.07	12.33	c 3.18		
		TO AUBURN 3.9	120.8	s 4.58	5.55	2.57	12.23	s 3.08		
		BOWMAN 13.7	116.9	c 4.43	5.47	2.49	12.15 AM	c 2.53		
		TO-R COLFAX 4.3	103.2	s 4.15	5.20	2.21	s 11.46 PM	s 2.25		
		CAPE HORN 6.2	98.9	3.55	5.12	2.12	11.32			
		GOLD RUN 4.6	92.7	c 3.41	4.59	1.59	11.19	c 2.02		
		TOWLE 3.9	88.1	c				c		
		MIDAS 4.1	84.2	c 3.22	4.42	1.42	11.01	1.43		
		KNAPP 6.0	80.1	3.11	4.34	1.34	10.52	1.34		
		TO EMIGRANT GAP 4.3	74.1	c 2.57	4.22	1.22	10.40	c 1.22		
		YUBA PASS 1.8	69.8	2.47	4.14	1.14	10.32	1.12		
		CRYSTAL LAKE 2.4	68.0	c 2.43	4.10	1.10	10.28	1.08		
		CISCO 5.3	65.6	c				c		
		TROY 6.5	60.3	c 2.28	3.55	12.55	10.13	12.53		
		TO NORDEN 4.0	53.8	s 2.14	3.42	12.42	10.00	c 12.40		
		DONNER 1.1	49.8	2.01	3.34	12.33	9.50	12.22 AM		
		EDER 5.7	48.7	c						
		STANFORD 5.1	43.0							
		TO-R TRUCKEE 8.2	37.9	s 1.35	3.15	s 12.09 PM	s 9.25	s 11.55 PM		
		BOCA 1.8	29.7	1.12			9.07	11.33		
		HINTON 4.2	27.9	1.08	3.01	11.49 AM	9.03	11.29		
		FLORISTON 9.9	23.7	c				c		
		VERDI 10.5	13.8	c 12.44	2.43	11.27	8.41	c 11.06		
		RENO 2.6	3.3	s 12.26	s 2.27	s 11.11	s 8.25	s 10.50		PM s 6.10
		SPARKS (Pgr. Sta.) 0.7	0.7	s 12.06				c		f 6.00
		TO-R SPARKS	0.0	12.01 AM	2.18 AM	11.01 AM	8.00 PM	10.25 PM		5.50 PM
		(138.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday
		.....Time over District.....		(5.34)	(4.07)	(4.30)	(5.00)	(5.25)		(0.20)
		.....Average Speed per Hour.....		24.91	33.69	30.82	27.74	25.60		9.90

**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.

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

**RULE 5.** Schedule time and train-order time apply as follows: At Newcastle, at east crossover switch. Westward trains must stop east of east crossover switch unless authorized by train-order signal to proceed.

ADDITIONAL STATIONS No. 1 Track		
NAME	Mile Post	Capacity
Lawton.....	237.1	..
Mogul.....	235.7	..
Calvada..... (Spur)	228.4	8
Mystic.....	225.4	..
Wickes.....	221.9	..
Andover Crossover....	201.3	..
Andover.....	200.6	..
Eder Crossover.....	197.7	..
Summit.....	193.0	..
Soda Springs.....	190.7	..
Blue Canon.....	166.0	..
Alta.....	156.4	..
Dutch Flat..... (Spur)	154.5	16
Magra..... (Spur)	148.9	6
New England Mills. (Spur)	137.1	24
West Applegate. (Spur)	133.9	50
Clipper Gap.... (Spur)	130.9	30

EAST VALLEY SUBDIVISION

EASTWARD				Mile Post Location	Automatic Block System	Timetable No. 174		Distance from Tehama	WESTWARD		
THIRD CLASS			FIRST CLASS			July 10, 1949			FIRST CLASS		
Capacity of sidings	498 Freight	496 Freight	494 Freight			202 Passenger	201 Passenger				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily						
Roseville yard BKWOTYP	PM 1.45	AM 8.15	AM 12.05	AM 10.43	106.6	TO-R ROSEVILLE	105.1	PM 6.19			
100 P	2.00	8.30	12.20	10.52	112.8	6.2 WHITNEY	98.9	6.11			
120 WP	2.08	8.38	12.28	s 10.58	117.0	4.2 LINCOLN	94.7	s 6.05			
96 P	2.17	8.47	12.37	11.07	122.1	5.1 BROCK	89.6	5.53			
				11.11	124.8	2.7 SHERIDAN	86.9	c 5.49			
124 WP	2.28	8.58	12.48	s 11.16	128.1	3.3 WHEATLAND	83.6	f 5.44			
28 P	2.34	9.04	12.54	11.20	131.2	3.1 ERLE	80.5	5.37			
91 P	2.38	9.09	12.59	11.24	134.2	3.0 OSTROM	77.5	5.33			
					139.8	5.6 DANTONI JCT.	71.9				
Yd. Limits. { 112 BKWOIYP	2.51	9.22	1.12	s 11.44	140.8	1.0 MARYSVILLE	70.9	s 5.25			
IP					141.8	1.0 BINNEY JCT.	69.9				
100 WP	3.01	9.32	1.22	AM 11.51	144.7	2.9 BERG	67.0	5.02			
	3.07	9.38	1.28		147.7	3.0 LOMO	64.0	4.58			
105 IP	3.14	9.45	1.35	s 12.01	151.5	3.8 LIVE OAK	60.2	s 4.53			
104 P	3.26	9.57	1.47	s 12.09	158.0	6.5 GRIDLEY	53.7	s 4.43			
43 WP	3.32	10.03	1.53	s 12.19	161.4	3.4 BIGGS	50.3	s 4.31			
107 P	3.42	10.14	2.04	s 12.30	167.4	6.0 RICHVALE	44.3	s 4.20			
91 P	3.49	10.21	2.11	12.35	171.5	4.1 NELSON	40.2	f 4.12			
88 P	4.01	10.33	2.23	f 12.44	178.1	6.6 DURHAM	33.6	f 4.01			
Yard Limits BKWOYYP	4.12	10.44	2.34	s 1.06	184.2	6.1 CHICO	27.5	s 3.50			
100 P	4.29	11.01	2.51	1.19	193.6	9.4 ANITA	18.1	3.27			
133 WP	4.44	11.17	3.07	f 1.33	203.0	9.4 VINA	8.7	f 3.15			
41 P	4.56	11.29	3.19	f 1.45	209.7	6.7 LOS MOLINOS	2.0	f 3.05			
P	5.00 PM	11.35 AM	3.25 AM	c 1.55 PM	211.7	2.0 TEHAMA	0.0	3.00 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

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	<b>SECOND CLASS</b>	Mile Post Location	Timetable No. 174	Distance from Stirling City	<b>THIRD CLASS</b>
	<b>526</b>		July 10, 1949		<b>527</b>
	Local Freight		Stirling City Branch		Local Freight
	Leave Daily Ex. Sunday		<b>STATIONS</b>		Arrive Daily Ex. Sunday
Yard Limits BKWOYP	AM 10.00	184.2	TO-R <b>CHICO</b>	31.2	PM 4.40
		186.6	2.4 <b>SNRY Crossing</b>	28.8	
16	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	PM 12.15	210.0	6.8 <b>DOON</b>	5.4	2.30
WY	12.45 PM	215.4	5.4 <b>R STIRLING CITY</b>	0.0	2.00 PM
	Arrive Daily Ex. Sunday		(31.2)		Leave Daily Ex. Sunday
	(2.45) 11.35		.....Time over District.....		(2.40)
			.....Average Speed per Hour.....		11.70

EASTWARD		WESTWARD		
Capacity of sidings	<b>Timetable No. 174</b>	Mile Post Location	July 10, 1949	Distance from Dantoni
	Dantoni Branch			
	<b>STATIONS</b>			
	139.8	4.4	<b>DANTONI JCT.</b>	
47	144.2	0.0	4.4 <b>DANTONI</b>	0.0
			(4.4)	

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

EASTWARD		WESTWARD		
Capacity of sidings	<b>Timetable No. 174</b>	Mile Post Location	July 10, 1949	Distance from Oroville
	Oroville Branch			
	<b>STATIONS</b>			
Yard Limits IP	141.8 122.7	25.2	<b>BINNEY JCT.</b>	
10	135.0	12.9	12.3 <b>HONCUT</b>	
Yard Limits T	147.9	0.0	12.9 <b>TO OROVILLE</b>	0.0
			(25.2)	

EASTWARD		WESTWARD		
Capacity of sidings	<b>Timetable No. 174</b>	Mile Post Location	July 10, 1949	Distance from Wilson
	Yuba City Branch			
	<b>STATIONS</b>			
100	WP 144.7 144.4	14.4	<b>BERG</b>	
Yard Limits YP	147.6	11.2	3.2 <b>TO YUBA CITY</b>	
45	150.3	8.5	2.7 <b>BOGUE</b>	
	152.2	6.6	1.9 <b>OSWALD</b>	
28	156.6	2.2	4.4 <b>TUDOR</b>	
	158.8	0.0	2.2 <b>WILSON</b>	0.0
			(14.4)	

WEST VALLEY SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	Mile Post Location	FIRST CLASS					Mile Post Location	Timetable No. 174 July 10, 1949	Distance from Davis
		20 Klamath	12 Cascade	202 Passenger	16 West Coast	10 Shasta Daylight			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	<b>STATIONS</b>		
Yard Limits KWYIP		PM 9.55	PM 7.37		AM 10.55	AM 9.53	TO-R DAVIS	0.0	
100 P		10.03	7.44		11.03		5.1 MERRITT	5.1	
Yard Limits BKWIP		s 10.12	7.50		s 11.15	10.04	4.2 WOODLAND	9.3	
38 P		10.21			11.23		5.0 YOLO	14.3	
105 P		10.27	8.01		11.30	10.14	5.9 ZAMORA	20.2	
32 P		10.35			11.38		7.4 DUNNIGAN	27.6	
Yard Limits WYP		10.41	8.12		11.44	10.24	5.1 HARRINGTON	32.7	
41 P		s 10.47	8.26		s 11.53 AM		5.2 ARBUCKLE	37.9	
51 P		s 11.03			s 12.08 PM		10.7 WILLIAMS	48.6	
103 P		11.11	8.41		12.15	10.41	4.9 CORTENA	53.5	
P		f 11.16			12.20		3.9 MAXWELL	57.4	
101 P		c 11.26	8.49		12.26	10.49	5.3 DELANVAN	62.7	
Yard Limits BKWOYP		s 11.49	9.00		s 12.46	10.59	11.6 WILLOWS	74.3	
41 P		PM c 11.59			12.55		6.9 ARTOIS	81.2	
102 P		AM 12.04	9.12		12.59	11.09	3.9 GRAPIT	85.1	
Yd. Limits 40 WP		s 12.26			s 1.10		4.7 ORLAND	89.8	
36 YP		12.29			1.13	11.15	1.6 WYO	91.4	
23 P		c 12.41	9.25		1.21	11.21	6.4 KIRKWOOD	97.8	
43 P		s 1.01	9.31		s 1.32	11.26	5.1 CORNING	102.9	
41 P		c 1.13			1.37		3.1 RICHFIELD	106.0	
P		c 1.25	9.40		PM 1.55	1.45	4.7 TEHAMA	110.7	
Gerber yard BKWOIYP		s 1.35 AM	s 9.45 PM	s 2.00 PM	s 1.55 PM	s 11.38 AM	2.1 GERBER	112.8	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(12.8)		
		(3.40) 30.76	(2.08) 52.87	(0.05) 25.20	(3.00) 37.60	(1.45) 64.45	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.** Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9 and 10 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

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

ADDITIONAL STATIONS			ADDITIONAL STATIONS		
NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
<b>Davis-Gerber line</b>			<b>Knights Landing Branch</b>		
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
<b>Fruto Branch</b>					
Kurand.....(Spur)	155.8	17			
Millsholm.....(Spur)	159.6	2			
Athena.....	103.6	7			

Capacity of sidings	EASTWARD		WESTWARD	
	Mile Post Location	Distance from Fruto	Mile Post Location	Distance from Fruto
<b>Timetable No. 174</b>				
<b>July 10, 1949</b>				
<b>Fruto Branch</b>				
<b>STATIONS</b>				
Yard Limits 113 BKWOYP	149.9	TO-R	WILLOWS	17.0
14 T	166.9		FRUTO	0.0
(17.0)				

# WEST VALLEY SUBDIVISION

Mile Post Location	Timetable No. 174 July 10, 1949		WESTWARD				
	Distance from Gerber	FIRST CLASS					
		19 Klamath	11 Cascade	15 West Coast	201 Passenger	9 Shasta Daylight	
<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	PM 5.25	PM 9.04		
80.7 MERRITT 4.2	107.7	5.07	8.47	5.17	8.57		
84.9 TO WOODLAND 5.0	103.5	s 5.01	8.40	s 5.10	8.51		
89.9 TO YOLO 5.9	98.5	4.50		4.54			
95.8 ZAMORA 7.4	92.6	4.44	8.29	4.48	8.41		
103.2 DUNNIGAN 5.1	85.2	4.36		4.41			
108.3 HARRINGTON 5.2	80.1	<b>4.30</b>	8.18	4.36	8.31		
113.5 TO ARBUCKLE 10.7	74.9	c 4.25		4.31	<b>8.26</b>		
124.2 TO WILLIAMS 4.9	64.2	s 4.13		s 4.19			
129.1 CORTENA 3.9	59.3	4.05	8.00	4.11	8.13		
133.0 TO MAXWELL 5.3	55.4	s 3.59		4.07			
138.3 DELAVAN 11.6	50.1	3.51	7.52	4.02	8.05		
149.9 TO WILLOWS 6.9	38.5	s 3.38	7.42	s 3.49	7.55		
156.8 ARTOIS 3.9	31.6	3.26	7.34	3.37			
160.7 GRAPIT 4.7	27.7	3.22	7.30	3.33	7.46		
165.4 TO ORLAND 1.6	23.0	s 3.15		s 3.27			
167.0 WYO 6.4	21.4	3.08	7.23	3.17	7.40		
173.4 KIRKWOOD 5.1	15.0	3.01	7.17	3.11	7.34		
178.5 TO CORNING 3.1	9.9	s 2.55		s 3.03			
181.6 RICHFIELD 4.7	6.8	2.48	7.09	2.55	7.27		
186.3 TEHAMA 2.1	2.1	2.39	7.04	2.49	PM 3.00 7.22		
211.7							
213.8 TO-R GERBER	0.0	2.35 AM	7.00 AM	2.45 PM	2.55 PM 7.18 PM		
(112.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily		
.....Time over District.....		(2.40)	(1.55)	(2.40)	(0.05)	(1.46)	
.....Average Speed per Hour.....		42.30	58.85	42.30	25.20	63.85	

**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.** Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9 and 10 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

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

Capacity of sidings	Timetable No. 174 July 10, 1949		WEST- WARD Distance from Wyo
	EAST- WARD Mile Post Location	STATIONS	
Yard Limits			
194 WYP	108.3	R HARRINGTON	72.1
Yard Limits			
60	120.8	TO 12.5 GRIMES	59.6
Yard Limits			
33	133.0	TO 12.2 COLUSA	47.4
Yard Limits			
W	145.9	TO 12.9 PRINCETON	34.5
Yard Limits			
28	150.4	TO 4.5 CODORA	30.0
Yard Limits			
35 W	170.0	TO 19.6 HAMILTON	10.4
Yard Limits			
36 YP	180.4	TO 10.4 WYO	0.0

(72.1)

ADDITIONAL STATIONS		
NAME	Mile Post	Capac- ity
<b>Colusa Branch</b>		
College City.....(Spur)	112.3	22
Graino.....(Spur)	116.0	12
Oobble.....(Spur)	126.5	22
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.....(Spur)	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 12.10		AM 3.35		75.6	
100 P		9.20		12.20		3.45		80.7	
Yard Limits BKWIP		9.29		12.29		3.54		84.9	
38 P		9.37		12.37		4.02		89.9	
105 P		9.46		12.46		4.11		95.8	
32 P		9.58		12.58		4.23		103.2	
Yard Limits WYP		10.05		1.06		4.30		108.3	
41 P		10.14		1.15		4.39		113.5	
51 P		10.31		1.32		4.56		124.2	
103 P		10.39		1.40		5.04		129.1	
P		10.45		1.46		5.10		133.0	
101 P		10.53		1.54		5.18		138.3	
Yard Limits BKWOYP		11.19		2.17		5.44		149.9	
41 P		11.31		2.28		5.56		156.8	
102 P		11.37		2.33		6.02		160.7	
Yard Limits { 40 WP		11.45		2.41		6.10		165.4	
{ 36 YP		11.49		2.45		6.14		167.0	
23 P		PM 11.59		2.55		6.24		173.4	
43 P		AM 12.07		3.03		6.32		178.5	
41 P		12.12		3.13		6.37		181.6	
P		12.20	PM 5.00	3.20	AM 11.35	6.45	AM 3.25	186.3	
Gerber yard BKWOIYP		12.30 AM	5.10 PM	3.30 PM	11.45 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)	(0.10)	(3.20)	(0.10)	(3.20)	(0.10)		
		33.84	12.60	33.84	12.60	33.84	12.60		

Timetable No. 174  
July 10, 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
TO	4.9 CORTENA	53.5
	3.9 MAXWELL	57.4
TO	5.3 DELAVAN	62.7
	11.6 WILLOWS	74.3
TO	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.** Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9 and 10 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

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

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 174 July 10, 1949		WEST-WARD Distance from Josephine
		Knights Landing Branch		
		<b>STATIONS</b>		
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
13	94.0		20.4 JOSEPHINE	0.0
	96.9		(32.4)	
	117.3			

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 174 July 10, 1949		WEST-WARD Distance from Ensley
		Ensley Branch		
		<b>STATIONS</b>		
	96.9		MARCHANT	0.7
	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)	
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			To receive or discharge employes
25,26	"c" stations	Flag	Daily	Any station	Any station	
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, or for newspapers
201	Swanston	Flag	Daily	Sacramento	Roseville	
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.

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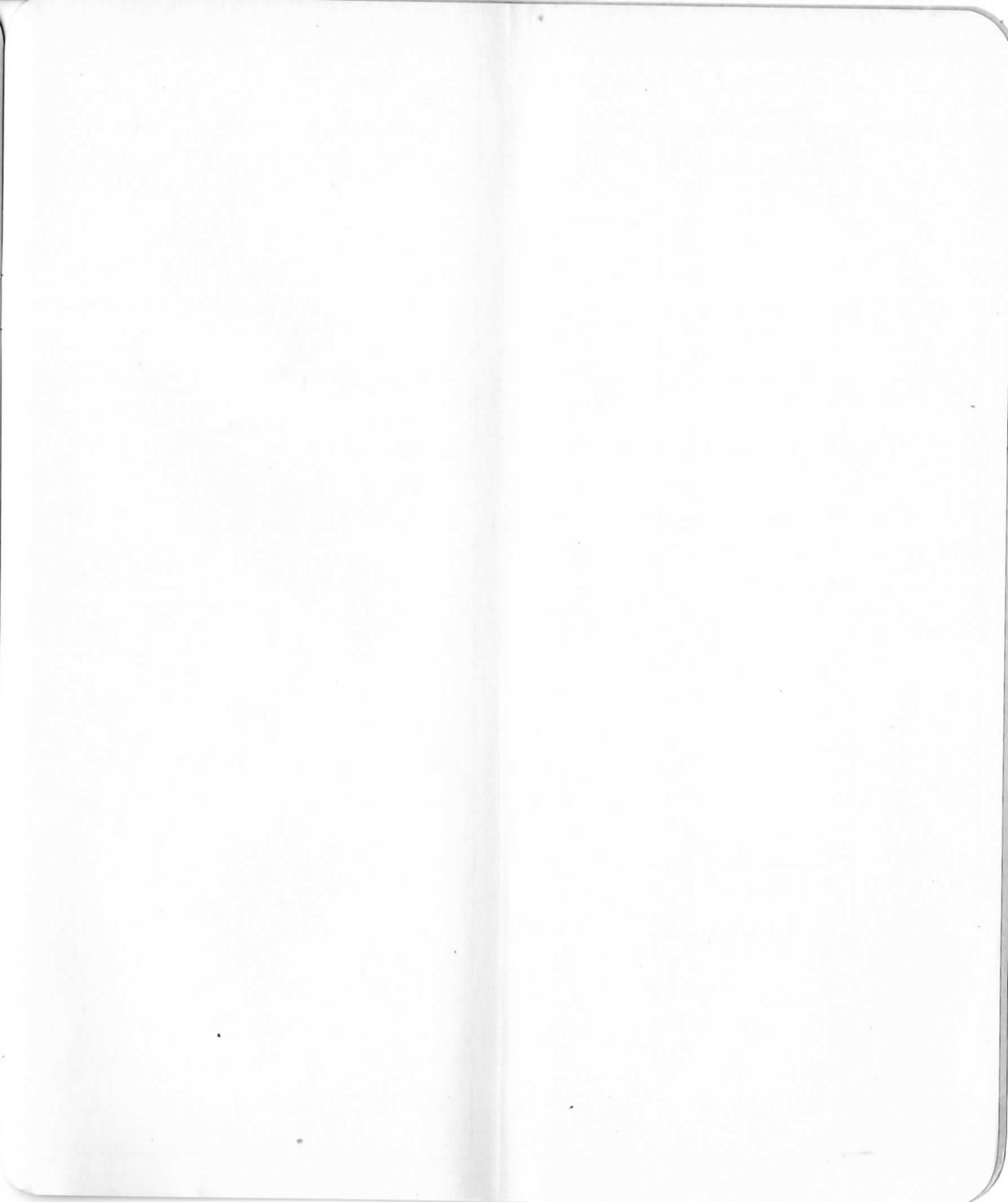
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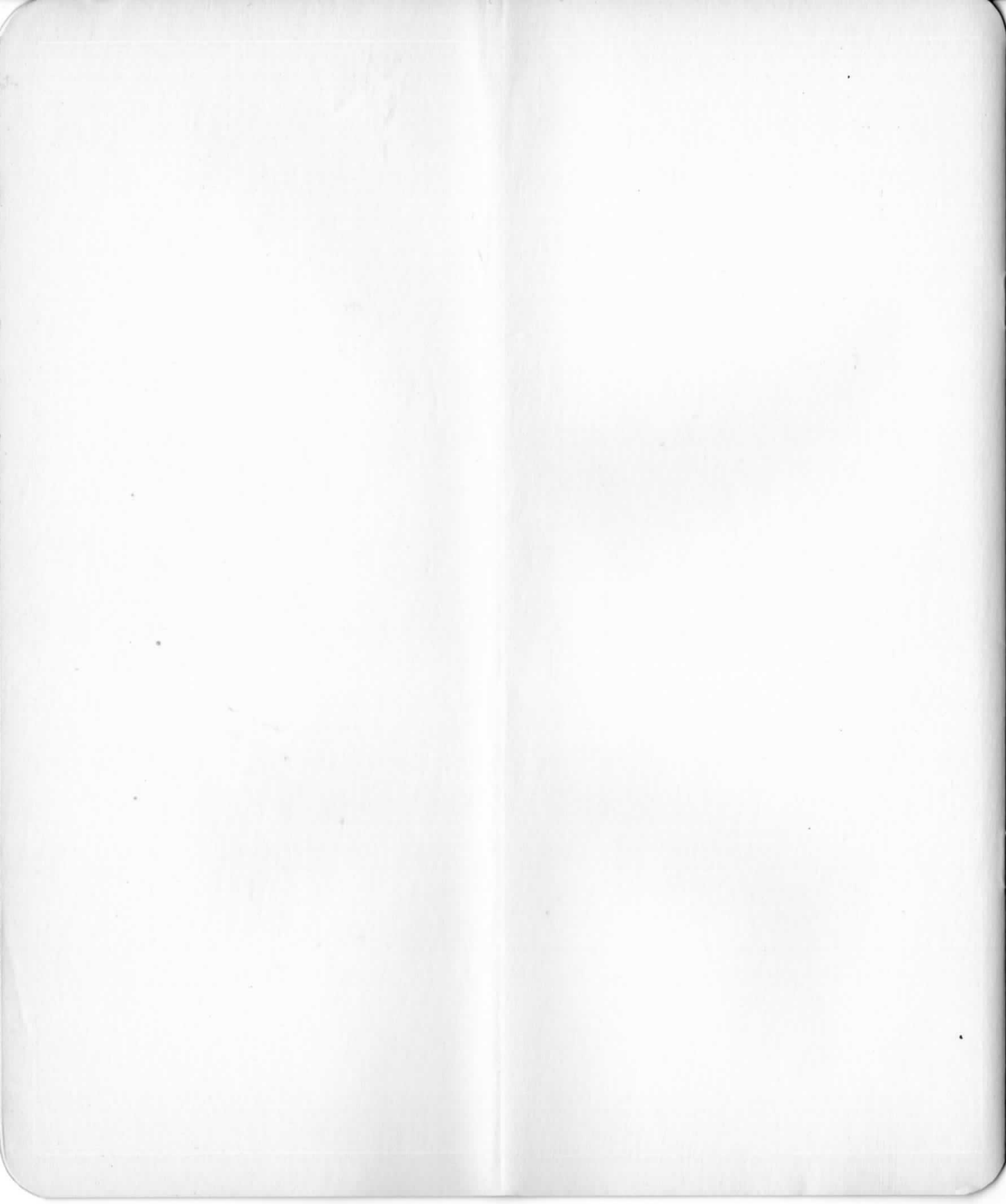
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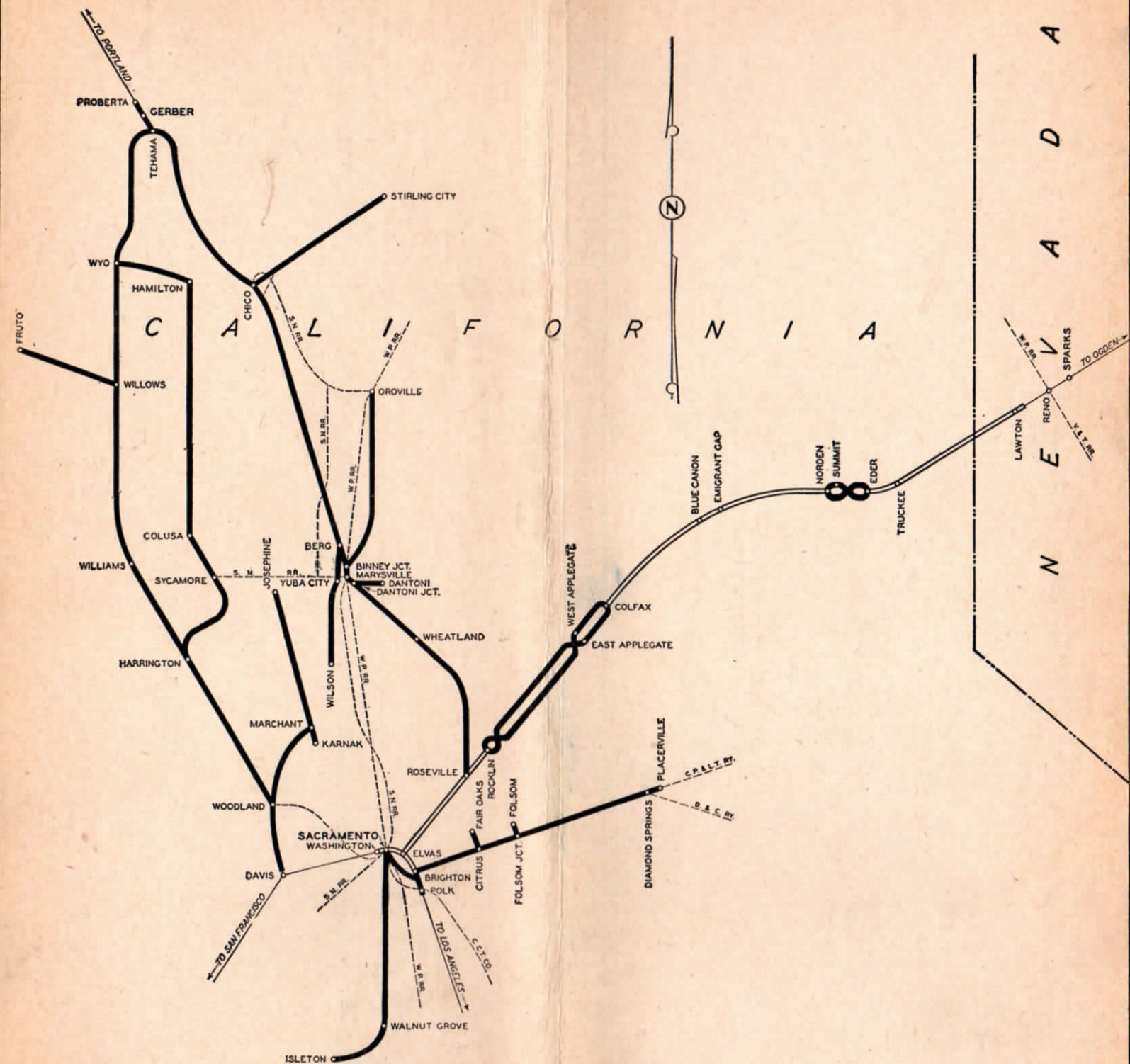


**MILEAGE**

Main Line	First Track	Add'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
<b>TOTAL.....</b>		<b>372.76</b>	<b>153.73 526.49</b>
<b>Branches</b>			
Colusa—Harrington to Wyo.....	S. P. R. R.....	71.66	
Dantoni—Dantoni Jct. to Dantoni.....	C. P. Ry.....	4.46	
Fair Oaks—Citrus to Fair Oaks.....	S. P. R. R.....	2.11	
Folsom—Folsom Jct. 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 Jct. 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	
<b>TOTAL BRANCHES.....</b>		<b>294.38</b>	
<b>TOTAL SACRAMENTO DIVISION.....</b>		<b>620.87</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