

# SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

*Fred Kiehl*

Property of  
GUY L. DUNSCOMB

## TIME TABLE

FOR THE

# SACRAMENTO DIVISION

To Take Effect Sunday, June 9, 1912, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

The Company reserves the right to vary from this time-table at pleasure

E. E. CALVIN,  
*General Manager.*

W. R. SCOTT,  
*Assistant General Manager.*

G. F. RICHARDSON,  
*Superintendent of Transportation*

J. M. DAVIS,  
*General Superintendent.*

SACRAMENTO YARD

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.

Trains moving from Sacramento to Elvas are Eastward and Elvas to Brighton Westward.																					Distance from San Francisco	Time Table No. 84						
																						June 9, 1912						
6	48	223	504	121	34	32	37	62	2	4	24	20	39	502	31	520	500	110	285	222		219	264	10	16	253	STATIONS	
Atlantic Express	El Dorado	Tracy Freight	Folsom MOTOR	Sacram'to Passenger	Colfax Passenger	Red Bluff Passenger	Sacram'to Passenger	Placerville Passenger	San Francisco Overland Limited	Atlantic Express	Tonopah Express	Dunsmuir Passenger	Seashore Express	Folsom MOTOR	Stockton & Sacramento Express	Chico MOTOR	Placerville MOTOR	Colfax Pass.	Way Freight	Portland Fast Freight	Ogden Manifest	Placerville Freight	Fast Mail	Oregon Express	Sunset Way Freight			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Except Sunday	Leave Daily	Leave Daily	Lv. Mon. Wed. & Friday	Leave Daily	Leave Daily	Leave Daily			
10.45 PM	8.25 PM		5.20 PM	5.05 PM	4.35 PM	4.05 PM	2.10 PM	2.00 PM	1.40 PM	12.50 PM	11.45 AM	11.40 AM	11.30 AM	11.25 AM	10.05 AM	8.30 AM	7.35 AM	7.20 AM					12.45 AM	12.20 AM		88.8	DNR SAC. PASS. STA. W	
		7.40 PM																	7.00 AM	6.20 AM		5.00 AM			89.8	R 12TH STREET		
10.55 PM	8.35 PM	7.48	5.32	5.16	4.45 PM	4.15 PM	2.20	2.12	1.50 PM	1.00 PM	11.55 AM	11.49 AM	11.40	11.35	10.17	8.40 AM	7.45	7.30 AM	7.10	6.35 AM	6.00 AM	5.15	12.55 AM	12.32 AM	12.01 AM	91.8	R ELVAS	
		7.55 PM	5.40 PM	5.22 PM			2.25 PM	2.18 PM					11.47 AM	11.40 AM	10.25 AM		7.52 AM		7.20 AM		6.33 AM	5.25 AM			12.15 AM	94.8	DNR BRIGHTON W	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Except Sunday	Arrive Daily	Arrive Daily	Ar. Mon. Wed. & Friday	Arrive Daily	Arrive Daily	Arrive Daily	(6.0)		

Eastward.

FROM SAN FRANCISCO—WALNUT GROVE BRANCH—TOWARD SAN FRANCISCO

Westward.

Length of sidings in feet and location of Scales, Fuel Water, Turning Stations and Interlocking Plants.	SECOND CLASS						Distance from San Francisco	Time Table No. 84		Distance from Walnut Grove	SECOND CLASS																	
								June 9, 1912																				
								STATIONS																				
								536 Walnut Grove MOTOR	518 Walnut Grove MOTOR		519 Walnut Grove MOTOR	537 Walnut Grove MOTOR																
								Leave Daily	Leave Daily		Arrive Daily	Arrive Daily																
Y								6.45 PM	9.40 AM	113.4	9.30 AM	6.35 PM																
								f 6.57	f 9.52	107.9	f 9.18	f 6.23																
								f 7.04	f 9.59	104.6	f 9.11	f 6.16																
								s 7.10	s 10.05	105.3	s 9.07	s 6.12																
								f 7.14	f 10.09	104.6	f 9.01	f 6.06																
								s 7.30	s 10.25	97.5	s 8.45	s 5.50																
								f 7.40	f 10.35	94.2	f 8.35	f 5.40																
								f 7.45	f 10.40	92.8	f 8.30	f 5.35																
Terminal Yard W.F.T.Y.O.P.								7.55 PM	10.50 AM	88.8	8.20 AM	5.25 PM																
								Arrive Daily	Arrive Daily		Leave Daily	Leave Daily																

(1.10) 22.29 (1.10) 22.29 ..... Time over District ..... (1.10) 22.29 (1.10) 22.29  
 ..... Average speed per hour .....

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

\*Spur track leading from main track at Hood.

Trains on Walnut Grove Branch, between Sacramento depot and Junction at R Street will protect against other trains.

SACRAMENTO YARD

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento Westward.

Time Table No. 84 June 9, 1912		Distance from Brighton	23	9	110	501	47	220	15	3	33	61	31	288	1	122	82	265	40	286	32	19	5	254	505	124	109	521	221	
STATIONS			Tonopah Express	Fast Mail	News-boy	Folsom Fair Oaks MOTOR	El Dorado	Ogden Manifest	California Express	Pacific Express	Colfax Pass.	Fair Oaks & Placerville Passenger	Red Bluff Pass.	Oakland Sac'to Freight	San Francisco Overland Limited	Sac'to Passenger	Sac'to Passenger	Placerville Fair Oaks Freight	Seashore Express	Way Freight	Stockton & Sac'to Express	Dunsmuir Passenger	Pacific Express	Sunset Manifest	Folsom Fair Oaks MOTOR	Sac'to Pass.	Colfax Pass.	Chico MOTOR	Portland Freight	
Arrive Daily		4.05 AM	7.05 AM	7.15 AM	8.00 AM	8.05 AM		9.15 AM	9.30 AM	9.40 AM	9.45 AM	9.50 AM		10.30 AM	11.20 AM	12.45 PM		1.45 PM		3.00 PM	3.20 PM	4.35 PM		5.15 PM	5.55 PM	6.25 PM	6.30 PM			
Leave Daily																														
Automatic Block DNR SAC. PASS. STA. W 1.0 R 12TH STREET 2.0 R ELVAS 3.0 DNR BRIGHTON W	Double Track	6.0																												
		5.0																												
Arrive Daily		3.55 AM	6.55 AM	7.03	7.50	7.55 AM	8.15 AM	9.05 AM	9.18 AM	9.30 AM	9.33	9.40 AM	10.30 AM	10.20 AM	11.08	12.33	1.30	1.34	2.40	2.49	3.10 PM	4.22 PM	5.10 PM	5.04	5.44	6.15 PM	6.20 PM	6.45 PM		
Leave Daily				6.55 AM	7.45 AM		8.00 AM					9.27 AM		9.45 AM		11.02 AM	12.28 PM	1.15 PM	1.28 PM	2.25 PM	2.43 PM			4.45 PM	4.58 PM	5.38 PM				
(6.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Tues. Thursday Saturday	Leave Daily	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Eastward.

FROM SAN FRANCISCO

TOWARD SAN FRANCISCO.

Westward.

Length of sidings in feet and location of Scales, Fuel, Water Turning Stations and Interlocking Plants.	THIRD CLASS								SECOND CLASS								FIRST CLASS		Distance from San Francisco	Time Table No. 84 June 9, 1912		Distance from Fair Oaks Bridge	FIRST CLASS		SECOND CLASS								THIRD CLASS		Telegraph Office Hours
	262	260	516	514	512	510	508	506	66	64	63	65	507	509	511	513	515	517		261	263														
	Fair Oaks Freight	Fair Oaks Freight	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks Passenger	Fair Oaks Passenger	Fair Oaks Passenger	Fair Oaks Passenger	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks MOTOR	Fair Oaks MOTOR		Fair Oaks Freight	Fair Oaks Freight														
	Lv. Tues. Thursday Saturday	Lv. Mon. Wednesday Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Lv. Mon. Wednesday Friday	Ar. Tues. Thursday Saturday															
1,756	11.25 AM	6.15 AM	6.01 PM	4.17 PM	2.13 PM	12.01 PM	8.12 AM	7.05 AM	2.40 PM	8.53 AM	1.9	9.05 AM	2.52 PM	7.22 AM	8.27 AM	12.18 PM	2.30 PM	4.34 PM	6.18 PM	6.35 AM	12.01 PM														
588			f	f	f	f	f	f	f	f	105.4	f	f	f	f	f	f	f	f																
704			f	f	f	f	f	f	f	f	105.8	f	f	f	f	f	f	f	f																
1,960 T	11.40 AM	6.25 AM	6.06 PM	4.29 PM	2.25 PM	12.06 PM	8.17 AM	7.16 AM	2.45 PM	9.00 AM	106.3	9.00 AM	2.45 PM	7.16 AM	8.17 AM	12.06 PM	2.25 PM	4.29 PM	6.06 PM	6.25 AM	11.40 AM														
	Ar. Tues. Thursday Saturday	Ar. Mon. Wednesday Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ar. Mon. Wednesday Friday	Lv. Tues. Thursday Saturday														
	(0.15) 7.60	(0.10) 11.40	(0.05) 22.80	(0.12) 9.50	(0.12) 9.50	(0.05) 22.80	(0.05) 22.80	(0.11) 10.36	(0.05) 22.80	(0.07) 16.28	..... Time over District.....	(0.05) 22.80	(0.07) 16.28	(0.06) 19.00	(0.10) 11.40	(0.12) 9.50	(0.05) 22.80	(0.05) 22.80	(0.12) 9.50	(0.10) 11.40	(0.21) 5.40														
											..... Average speed per hour.....																								

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Length of sidings in feet and location of Scales, Fuel, Water, Turning Stations, and Interlocking Plants.	Block Signal and Telegraph Office Hours	THIRD CLASS						SECOND CLASS	FIRST CLASS										Distance from San Francisco	Time Table No. 84		
		254	288	220	210	222	212	520	6	48	34	32	2	4	24	20	110	10		16	June 9, 1912	
		Sunset Manifest	Oakland Sacramento Freight	Ogden Manifest	Way Freight	Portland Fast Freight	Way Freight	Chico MOTOR	Atlantic Express	El Dorado	Colfax Passenger	Red Bluff Passenger	San Francisco Overland Limited	Atlantic Express	Tonopah Express	Dunsmuir Passenger	Colfax Passenger	Fast Mail		Oregon Express	STATIONS	
Term Yard WFTYOP	24 hours					6.20AM		8.30AM	10.45PM	8.25PM	4.35PM	4.05PM	1.40PM	12.50PM	11.45AM	11.40AM	7.20AM	12.45AM	12.20AM	88.8	DNR SACRAMENTO	
3,480 IY		5.10PM	10.30AM	8.15AM		6.35		f 8.40	10.55	8.35	f 4.45	f 4.15	1.50	1.00	f 11.55AM	f 11.49	f 7.30	12.55	12.32	91.8	R ELVAS	
4,928								f 8.46			f 4.50	f 4.20			f 12.02PM	f 11.53	f 7.35			94.9	BENALI	
								f 8.54			f 4.57	f 4.27			f 12.09	f 11.59AM	f 7.42			99.4	WALERGA	
3,670								f 9.00			f 5.03	f 4.33			f 12.15	f 12.04PM	f 7.48			102.8	ANTELOPE	
Term Yard TWFPYO	24 hours	6.15PM	11.45AM	9.00 11.00		7.45AM	6.00AM	s 9.10AM	s 11.20	s 8.55PM	s 5.10	s 4.40PM	2.10	s 1.25	s 12.25	s 12.10PM	s 7.55	s 1.30	s 1.00AM	106.6	DNR ROSEVILLE	
3,074																				107.9	ENWOOD (Spur)	
45,985 W	7.00 AM to 7.00 PM			11.20					s 11.30		s 5.18		2.18	f 1.35	s 12.37		s 8.03	1.40		110.6	ROCKLIN	
								Via Westward Track See Page 5			s 11.42	Via Westward Track. See page 5.		2.29	1.48	Via Westward Track. See page 5.		Via Westward Track. See page 5.	1.55	115.2	LINCOLN AV., PENRYN	
3,600				11.45AM							s 11.57PM	s 5.45	2.42	s 2.05	s 1.11		s 8.35	f 2.10		120.2	NEWCASTLE	
4,200 W	24 hours			12.10PM																		
5,800 W	24 hours			12.40					s 12.09AM		s 5.57		2.52	s 2.20	s 1.24		s 8.47	s 2.30		124.2	AUBURN, NEVADA ST.	
5,800	24 hours			1.05					12.24		f 6.12		3.04	2.32	s 1.41		f 8.59	2.45		129.1	BOWMAN	
											f 6.21				s 1.50		f 9.09			131.4	CLIPPER GAP (No Siding)	
6,800 W	24 hours			1.40					f 12.39		f 6.31		3.16	f 2.49	s 2.00		f 9.19	3.10		134.3	APPLEGATE	
									12.50		f 6.43		3.23	2.59	f 2.11		f 9.30	3.22		137.3	N. E. MILLS	
				2.11							f 6.50				f 2.18		f 9.36			139.0	LANDER (No Siding)	
28,550 PYW	24 hours			2.50 3.40	7.20AM		9.30AM		s 1.10		7.00PM		3.40	s 3.20	s 2.35		9.45AM	s 3.50		141.7 142.4	DNR COLFAX	
3,315	24 hours			4.10	8.30				1.26				3.48	3.30	f 2.46			4.00		144.9	WIRT	
2,808	24 hours			4.25	7.45				1.32				3.55	3.36	f 2.56			4.10		148.9	CAPORN	
2,947	24 hours			4.45	8.16				f 1.50				4.04	3.45	f 3.07			4.25		149.6	MAGRA	
9,799 WFY	24 hours			5.15	8.40				s 2.07				4.15	4.00	f 3.22			4.50		153.2	DN GOLD RUN	
1,173									f						f 3.29					155.2	DUTCH FLAT	
															f					157.1	ALTA	
8,251 W*	24 hours			5.45	9.10				f 2.25				4.30	4.15	f 3.42			5.05		157.8	D TOWLE	
1,894	24 hours			5.55	9.20				2.34				4.36	4.21	f 3.48			5.12		159.7	GORGE	
4,252	24 hours			6.15	9.35				2.45				4.45	4.30	f 3.57			5.18		161.8	MIDAS	
3,094 W	24 hours			6.30	9.50				2.55				4.53	4.37	f 4.05			5.25		164.1	OREL	
6,317 PTW	24 hours			7.00PM	10.10AM				s 3.15AM				5.07PM	s 4.55PM	s 4.20PM			s 5.40AM		166.6	DNR BLUE CANON	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			

88.8	DNR SACRAMENTO
91.8	R ELVAS
94.9	BENALI
99.4	WALERGA
102.8	ANTELOPE
106.6	DNR ROSEVILLE
107.9	ENWOOD (Spur)
110.6	ROCKLIN
115.2	LINCOLN AV., PENRYN
120.2	NEWCASTLE
124.2	AUBURN, NEVADA ST.
129.1	BOWMAN
131.4	CLIPPER GAP (No Siding)
134.3	APPLEGATE
137.3	N. E. MILLS
139.0	LANDER (No Siding)
141.7 142.4	DNR COLFAX
144.9	WIRT
148.9	CAPORN
149.6	MAGRA
153.2	DN GOLD RUN
155.2	DUTCH FLAT
157.1	ALTA
157.8	D TOWLE
159.7	GORGE
161.8	MIDAS
164.1	OREL
166.6	DNR BLUE CANON

Trains 24, 34, 110 and 212 will use westward track from Rocklin to Newcastle against current of traffic.

(1.05)	(1.15)	(10.45)	(2.50)	(1.25)	(3.30)	(0.40)	(4.30)	(0.30)	(2.25)	(0.35)	(3.27)	(4.05)	(4.35)	(0.30)	(2.25)	(4.55)	(0.40)	.....	Time over District
13.51	11.83	9.45	8.54	12.56	10.03	26.70	17.29	35.60	21.89	30.52	23.11	19.80	16.97	35.60	21.89	15.48	26.70	.....	Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

**Eastward  
FROM SAN FRANCISCO**

**TOWARD SAN FRANCISCO**

**Westward.**

<b>THIRD CLASS</b>	<b>FIRST CLASS</b>		
<b>212</b>	<b>34</b>	<b>110</b>	<b>24</b>
Way Freight	Colfax Passenger	Colfax Passenger	Tonopah Express
Lv. Daily Ex. Monday	Lv. Daily	Lv. Daily	Lv. Daily
<b>6.26AM</b>	s 5.18PM	s 8.03AM	s 12.37 PM
<b>6.38</b>	s <b>5.28</b>	s 8.13	s 12.45
<b>6.55</b>	s 5.35	s <b>8.26</b>	s <b>12.53</b>
<b>7.15AM</b>	s 5.45PM	s <b>8.35AM</b>	s 1.11PM
Ar. Daily Ex. Monday	Ar. Daily	Ar. Daily	Ar. Daily

**Time Table No. 84**

June 9, 1912

Automatic Block

Staff System

<b>STATIONS</b>	Distance from Blue Canon
DNR SACRAMENTO	77.8
R ELVAS	74.8
BENALI	71.7
WALERGA	67.2
ANTELOPE	63.8
DNR ROSEVILLE	60.0
ENWOOD (Spur)	58.7
ROCKLIN	56.0
D LOOMIS	52.9
D PENRYN	50.1
DN NEWCASTLE	46.9
ZETA	44.9
FLINT	42.8
DN AUBURN	41.9
NESTOR (Spur)	41.2
BOWMAN	38.8
D CLIPPER GAP	35.4
APPLEGATE	32.4
N. E. MILLS	29.2
LANDER	27.2
DNR COLFAX	24.2
WIRT	21.7
CAPORN	19.7
MAGRA	17.0
DN GOLD RUN	13.4
DUTCH FLAT	11.4
ALTA	9.5
D TOWLE	8.8
GORGE	6.9
MIDAS	4.8
OREL	2.5
DNR BLUE CANON	0.0

Distance from Blue Canon

Double Track

Westward Track

**FIRST CLASS**

**2D CLASS**

**THIRD CLASS**

<b>23</b>	<b>9</b>	<b>47</b>	<b>15</b>	<b>3</b>	<b>33</b>	<b>31</b>	<b>1</b>	<b>19</b>	<b>5</b>	<b>109</b>	<b>521</b>	<b>253</b>	<b>219</b>	<b>211</b>	<b>209</b>	<b>221</b>
Tonopah Express	Fast Mail	El Dorado	California Express	Pacific Express	Colfax Passenger	Red Bluff Passenger	San Francisco Overland Limited	Dunsmuir Passenger	Pacific Express	Colfax Passenger	Chico MOTOR	Sunset Manifest	Ogden Manifest	Way Freight	Way Freight	Portland Fast Freight
Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily
4.05AM	7.05AM	8.05AM	9.15AM	9.30AM	9.40AM	9.50AM	10.30AM	3.20PM	4.35PM	6.25PM	6.30PM					7.00PM
3.55	6.55	7.55	9.05	9.18	9.30	f 9.40	10.20	f 3.10	4.22	6.15	f 6.20	12.01AM	6.00AM			6.45
						f 9.35		f 3.03			f 6.13					
						f 9.27		f 2.56			f 6.07					
						f 9.22		f 2.50			f 6.02					
s 3.30	s 6.35	s 7.35AM	s 8.40AM	s 8.55	s 9.07	s 9.15AM	10.00	s 2.43PM	s 3.55	s 5.48	s 5.55PM	11.00PM	5.00 3.00	2.00PM		6.00PM
f 3.16	<b>6.26</b>			f 8.45	s 8.58		9.48		3.44	s 5.38			2.45	1.40		
f 3.08	6.21			f 8.35	s 8.50		9.41		3.36	s 5.28			2.33	1.10		
f 3.00	6.15			f 8.26	s 8.43		9.35		3.28	s 5.20			2.20	<b>12.53</b>		
s 2.50	6.08			f 8.18	s 8.35		9.28		f 3.18	s 5.08			2.07	12.25		
f 2.43	6.04			8.13	f 8.28		9.23		3.11	f 5.00			1.58	12.10PM		
s 2.35	5.57			s 8.05	s 8.20		9.16		s 3.03	s 4.50			1.45	11.50AM		
f 2.27	5.50			7.57	f 8.10		9.09		2.54	f 4.40			1.30	11.25		
f 2.15					f 8.00					f 4.32						
f 2.06	5.37			f 7.41	f 7.52		8.54		2.37	f 4.22			1.05	11.00		
f 1.56					f 7.44					f 4.14						
f 1.50					f 7.38					f 4.08						
s 1.40	s 5.20			s 7.20	7.30AM		8.35		s 2.15	4.00PM			12.30	10.30AM	2.00PM	
f 1.26	5.10			7.07			8.28		2.05				12.17		1.50	
f 1.20	5.05			7.02			8.23		f 1.59				12.05AM		1.40	
f 1.13	4.59			6.55			<b>8.16</b>		f 1.51				11.50PM		1.30	
f 1.03	<b>4.50</b>			f 6.44			8.07		f 1.41				11.30		1.15	
f 12.57				f 6.39					f 1.35							
				f					f							
f 12.50	4.39			f 6.32			7.56		f 1.27				11.05		1.00	
f 12.44	4.34			6.26			7.52		f 1.22				10.55		12.50	
f 12.38	4.28			6.20			7.47		f 1.16				10.45		12.40	
f 12.32	4.22			6.14			7.41		1.10				10.33		12.30	
12.25AM	4.15AM			6.07AM			7.35AM		1.03PM				10.20PM		12.20PM	
Leave Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily

Length of sidings in feet, and location of Scales, Fuel Water Turning Stations and Interlocking Plants.

Term. Yard WFTYOP	
IY 3,480	
4,928	
3,670	
Term. Yard TWFPYO	
3,074	
W 45,985	
12,163	
9,478	
W 9,176	
2,892	
W 7,700	
340	
2,923	
W 5,205	
4,651	
PYW 28,550	
3,315	
2,808	
2,947	
WFY 9,799	
1,173	
W 8,251	
1,894	
4,252	
W 3,094	
PFW 6,317	

These four Eastward trains will be run on Westward track from Rocklin to Newcastle, against the current of traffic.

Trains 24, 34, 110 and 212 will use westward track from Rocklin to Newcastle against current of traffic.

Time over District.....	(3.40)	(2.50)	(0.30)	(0.35)	(3.28)	(2.10)	(0.35)	(2.55)	(0.37)	(3.32)	(2.25)	(0.35)	(1.01)	(7.40)	(3.30)	(1.40)	(1.00)
Average speed per hour.....	21.21	27.41	35.60	30.52	23.00	24.74	30.52	26.68	29.41	22.02	21.89	30.52	14.56	13.20	10.23	14.52	17.80

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

Length of sidings in feet, and location of Cuts, Fuel Water Tanks, Staging Stations and Interlocking Plants.	THIRD CLASS			SECOND CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 84 June 9, 1912		
		220	208	210		526	204	4	2	24			10	6
		Ogden Manifest	Way Freight	Way Freight		Truckee Sparks MOTOR	Reno Fallon MOTOR	Atlantic Express	San Francisco Overland Limited	Tonopah Express			Fast Mail	Atlantic Express
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
6,317 PTW	7.00PM		10.10AM					4.55PM	5.07PM	4.20PM	5.40AM	3.15AM	166.6	
11,219	7.20		10.30					5.18	5.18	f 4.32	5.53	3.30	169.7	
4,777 PT	7.35		10.45					f 5.32	5.23	f 4.40	6.05	f 3.45	171.8	
7,107								f 5.37	5.28	f 4.47	f 6.13	f 3.57	173.3	
2,888	8.00		11.10					5.47	5.37	f 4.55	6.30	4.10	176.1	
3,537 W	8.20		11.25					5.57	5.46	f 5.05	6.45	4.20	178.3	
5,467 W	8.35		11.40AM					f 6.08	5.52	s 5.13	f 6.58	f 4.30	180.3	
3,080	8.55		12.08PM					6.20	6.01	f 5.25	7.15	4.45	183.8	
2,980 W								6.27	6.06	f 5.34	7.25	4.55	185.8	
3,345	9.25		12.30					6.35	6.12	f 5.42	7.35	5.05	187.9	
3,466	9.45		12.45					6.45	6.18	f 5.52	7.45	5.15	190.7	
489													191.4	
7,776 PTW	10.05		1.05					s 7.00	6.30	s 6.02	s 8.00	s 5.25	193.0	
3,626	10.25		1.20					7.12	6.40	f 6.15	8.12	5.37	196.2	
3,423	10.42		1.35					7.19	6.46	f 6.22	8.18	5.47	198.2	
3,255 T	10.55		1.50					7.27	6.53	f 6.30	8.26	5.58	200.6	
750 W										f			202.7	
1,080													203.6	
3,444	11.15		2.10					7.37	7.01	f 6.42	8.40	6.08	204.1	
3,836													206.3	
Term. Yard FWYOF	11.35	11.00AM	2.30PM		1.45PM			s 7.57	7.11	s 6.55 7.20	s 9.00	s 6.25	208.0	
3,099	11.50PM	11.20			f 1.52			8.05	7.17	f 7.29	9.07	6.32	210.6	
2,826													211.2	
8,888 P	12.10AM	11.40			f 2.01			8.16	7.26	f 7.42	f 9.20	6.44	215.0	
13,417 W	12.20	11.50AM			s 2.05			f 8.21	7.30	s 7.47	s 9.25	s 6.49	216.3	
515													218.1	
2,393	12.35	12.10PM			f 2.14			8.31	7.39	f 8.00	f 9.40	7.01	220.4	
2,999					f					f	f	f	220.9	
1,705													221.5	
11,951 WT	12.50	12.20			s 2.19			f 8.39	7.44	s 8.08	s 10.00	s 7.08	222.5	
2,908 P	1.10	12.40			f 2.26			8.50	7.51	f 8.18	f 10.10	7.17	225.5	
3,098 .PW	1.37	1.00			f 2.34			8.58	7.58	f 8.35	f 10.17	7.27	228.6	
9,917	1.55	1.20			s 2.43			f 9.07	8.07	s 8.45	f 10.30	s 7.38	232.4	
2,970	2.05	1.35			f 2.49			9.13	8.13	f 8.52	10.36	7.46	234.8	
2,871 IW	2.20	1.50			f 2.53			9.20	8.20	f 9.00	10.45	f 7.55	237.9	
GP	2.45	2.15			s 3.10	1.35PM		s 9.40	s 8.30	s 9.25	s 11.30	s 8.25	242.9	
Term. Yard FWTOP	3.00AM	2.30PM			3.20PM	1.45PM		9.50PM	8.40PM	9.35PM	11.40AM	8.35AM	245.5	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

STATIONS	
DNR	BLUE CANON 3.1
	FULDA 2.1
	EMIGRANT GAP 1.5
	SMART 2.8
	YUBA PASS 2.2
	CRYSTAL LAKE 2.0
DN	CISCO 3.5
	TAMARACK 2.0
	TROY 2.1
	SPRUCE 2.8
	SODA SPRINGS 0.7
	* GOULDEN (Spur) 1.6
DN	SUMMIT 3.2
	LAKE VIEW 2.0
	EDER 2.4
DN	TUNNEL 13 2.1
	* STANFORD (Spur) 0.9
	* ARCTIC (Spur) 0.5
	CHAMPION 2.2
	* DONNER ICE CO. (Spur) 1.7
DNR	TRUCKEE 2.6
	WINSTED 0.6
	* POLARIS (Spur) 3.8
	PROSSER CREEK 1.3
D	BOGA 1.8
	BURKHALTER (Spur) 2.3
	HINTON 0.5
	ICELAND (Spur) 0.6
	* WICKES (Spur) 1.0
D	FLORISTON 3.0
N	MYSTIC 3.1
	CALVADA 3.8
D	VERDI 2.4
	WARE 3.1
DNR	LAWTON 5.0
	RENO 2.6
DNR	SPARKS 2.6

(8.00)	(3.30)	(4.20)	(1.35)	(0.10)	(4.55)	(3.33)	(5.15)	(6.00)	(5.20)	..... Time over district
19.82	10.71	9.55	23.68	15.60	16.14	22.23	15.04	13.16	14.79	..... Average speed per hour

A disc signal, attached to automatic block signal post 2118 at Winsted when displaying blue is to notify Eastward trains to get in communication with telegraph office at Truckee by means of telephone located in battery house opposite East Switch—Call, one long ring.  
 Mystic—Telephone in east end of east car body.  
 Calvada—Telephone in battery house opposite spur switch.  
 Prosser Creek—Telephone in battery house west of west switch.

\*Frog taken out part of the season.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D-72.

TOWARD SAN FRANCISCO.

Westward. 7

Time Table No. 84 June 9, 1912	Distance from Sparks	FIRST CLASS					SECOND CLASS			THIRD CLASS			Block Signal and Telegraph Office Hours	
		9	3	1	5	23	201	527	207	209	219			
		Fast Mail	Pacific Express	San Francisco Overland Limited	Pacific Express	Tonopah Express	Fallon Reno MOTOR	Sparks Truckee MOTOR	Way Freight	Way Freight	Ogden Manifest			
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Daily Ex. Sunday	Arrive Daily				
DNR BLUE GANON 3.1	78.9	4.15AM	s 6.07AM	7.35AM	s 1.03PM	s 12.25AM								24 hours
FULDA 2.1	75.8	4.07	5.53	7.23	f 12.50	f 12.16				12.20PM	10.20PM			24 hours
EMIGRANT GAP 1.5	73.7	4.02	s 5.46	7.18	f 12.43	s 12.10				12.05PM	10.05			24 hours
SMART 2.8	72.2	3.57	5.42	7.13	f 12.38	f 12.05AM				11.55AM	9.55			24 hours
YUBA PASS 2.2	69.4	3.50	5.35	7.08	12.31	f 11.58PM					11.32	9.37		24 hours
CRYSTAL LAKE 2.0	67.2	3.45	5.29	7.03	12.24	f 11.51					11.25	9.25		24 hours
DN CISCO 3.5	65.2	3.40	s 5.24	6.58	f 12.18	s 11.45					11.05	9.13		24 hours
TAMARACK 2.0	61.7	3.30	5.15	6.49	12.08	f 11.35					10.45	8.55		24 hours
TROY 2.1	59.7	3.24	5.10	6.43	12.02PM	f 11.28								24 hours
SPRUCE 2.8	57.6	3.18	5.05	6.39	11.56AM	f 11.21					10.20	8.30		24 hours
SODA SPRINGS 0.7	54.8	3.11	4.57	6.32	f 11.47	f 11.13					10.05	8.10		24 hours
* GOULDEN (Spur) 1.6	54.1													
DN SUMMIT 3.2	52.5	s 3.05	s 4.50	s 6.25	s 11.40	s 11.05					9.50	7.50		24 hours
LAKE VIEW 2.0	49.3	2.55	4.40	6.13	11.25	f 10.50					9.35	7.35		24 hours
EDER 2.4	47.3	2.50	4.32	6.05	11.17	f 10.42					9.25	7.19		24 hours
DN TUNNEL 13 2.1	44.9	2.43	4.23	5.58	11.08	f 10.30					9.10	6.53 6.30		24 hours
* STANFORD (Spur) 0.9	42.8				f									
* ARCTIC (Spur) 0.5	41.9													
CHAMPION 2.2	41.4	2.35	4.10	5.48	10.57	f 10.15					8.40	6.00		24 hours
* DONNER ICE CO. (Spur) 1.7	39.2													
DNR TRUCKEE 2.6	37.5	s 2.24	s 3.57	s 5.34	s 10.40	s 10.00				7.45AM	10.00AM	8.10AM	5.30	24 hours
WINSTED 0.6	34.9	2.14	3.47	5.22	10.29	9.39				f 7.39	9.45		5.00	
* POLARIS (Spur) 3.8	34.3													
PROSSER CREEK 1.3	30.5	2.06	3.37	5.12	10.19	9.27				f 7.29	9.20		4.35	
D BOCA 1.8	29.2	2.03	s 3.33	5.08	s 10.15	s 9.21				s 7.25	9.05		4.25	8.00 AM to 8.00 PM
BURKHALTER (Spur) 2.3	27.4													
HINTON 0.5	25.1	1.55	3.23	5.00	10.06	9.09				f 7.15	8.45		4.02	
ICELAND (Spur) 0.6	24.6				f					f				
* WICKES (Spur) 1.0	24.0													
D FLORISTON 3.0	23.0	1.50	f 3.17	4.55	s 10.00	s 9.00				s 7.08	8.35		3.50	6.45 AM to 6.45 PM
N MYSTIC 3.1	20.0	1.44	3.09	4.47	9.52	8.50				f 7.00	8.20		3.40	8.00 PM to 8.00 AM
CALVADA 3.8	16.9	1.37	3.00	4.40	9.45	8.35				f 6.52	8.00		3.20	
D VERDI 2.4	13.1	1.28	f 2.50	4.32	s 9.36	s 8.22				s 6.40	7.38		2.45	7.00 AM to 7.00 PM
WARE 3.1	10.7	1.22	2.43	4.25	9.28	8.13				f 6.27	7.23		2.30	
DNR LAWTON 5.0	7.6	1.15	2.35	4.16	f 9.17	7.55				f 6.15	7.05		2.10	24 hours
RENO 2.6	2.6	s 1.07	s 2.20	s 4.05	s 9.02	s 7.40				10.00AM	6.45		1.45	7.30 AM to 7.30 PM
DNR SPARKS (78.9)	0.0	12.55AM	2.10AM	3.55AM	8.50AM	7.15PM				9.50AM	5.50AM		1.30PM	24 hours
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily		Leave Daily	

Time over District.....	(3.20)	(3.57)	(3.40)	(4.13)	(5.10)	(0.10)	(1.55)	(3.30)	(4.10)	(8.50)
Average speed per hour.....	23.67	19.49	21.06	18.71	15.27	15.60	19.56	10.71	9.98	9.42

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D-72.

\*Frog taken out part of the season.

FROM SAN FRANCISCO

Length of sidings in feet and location of Scales, Fuel, Water, Turning, Stations and Locking Plants.	THIRD CLASS				SECOND CLASS		FIRST CLASS						Distance from San Francisco	
	222	230	224	228	538	520	48	32	12	20	30	14		16
	Portland Fast Freight Leave Daily	Way Freight Leave Daily Ex. Sunday	Way Freight Leave Daily Ex. Saturday	Way Freight Leave Daily Ex. Monday	Chico Morley MOTOR Leave Daily	Chico MOTOR Leave Daily	El Dorado Leave Daily	Red Bluff Passenger Leave Daily	Shasta Limited Leave Daily	Dunsmuir Passenger Leave Daily	Red Bluff Passenger Leave Daily	Portland Express Leave Daily		Oregon Express Leave Daily
	6.20AM					8.30AM	8.25PM	4.05PM	1.35PM	11.40AM	10.20AM	7.05PM	12.20AM	
Term Yard OWPYPT	10.00AM	7.35AM				9.15AM	8.55PM	4.40PM		12.10PM			1.00AM	
342														
3,105	10.20	8.00				f 9.27	9.04	f 4.52		f 12.20			1.13	
15,906 W	10.35	8.18				s 9.35	s 9.10	s 5.00		s 12.28			s 1.25	
1,700														
545														
1,900	10.55	8.47				f 9.43	9.16	f 5.08		f 12.35			1.33	
1,705	11.15	9.10				f 9.50	9.21	s 5.14		s 12.42			1.41	
9,553	11.30AM	9.30				s 9.57	s 9.26	s 5.20		s 12.48			s 1.50	
3,385	12.05PM	10.10				f 10.10	9.34	f 5.31		f 12.58			2.02	
11,236 WOP	12.50	10.55				s 10.25	s 9.45	s 5.45		s 1.15			s 2.25	
							Marysville	Yard. See	Trains on	Page 12.				
991 IFY	1.00	11.05				10.30	9.50	5.50		1.18			2.30	
6,059	1.28	11.20				f 10.36	9.55	f 5.56		f 1.28			2.36	
2,247	1.40	11.35				f 10.42	10.00	f 6.01		f 1.34			2.42	
515						f		f		f				
4,381	2.00	11.55AM				s 10.50	f 10.06	s 6.08		s 1.43			f 2.50	
I														
354						f								
11,737	2.25	12.20PM				s 11.04	s 10.17	s 6.20		s 1.56			s 3.05	
9,329 W	2.40	12.45				s 11.12	s 10.23	s 6.28		s 2.05			s 3.13	
3,263	3.05	1.10				f 11.25	f 10.33	f 6.41		f 2.18			3.25	
4,673	3.25	1.30				f 11.34	f 10.40	s 6.49		s 2.26			3.34	
6,430	3.55	2.00				s 11.47AM	f 10.50	s 7.03		s 2.38			3.47	
565						f		f		f				
8,030 Y	4.20	2.20				12.01PM	10.58	7.12		2.47			3.58	
19,195 PW	4.25	2.25PM		7.00AM		8.40AM	11.00PM	s 7.20		s 2.54			s 4.15	
499														
2,940	4.50			7.30		f 8.53		s 7.35		s 3.07			4.32	
5,870	5.00			7.40		f 8.58		f 7.40		f 3.12			4.38	
1,240	5.15			7.50		f 9.03		f 7.45		f 3.17			4.45	
7,227	5.50			8.25		s 9.20		s 7.59		s 3.31			s 5.08	
1,011														
710						f		f		f				
490						f		f		f				
10,506	6.15			8.55		s 9.35		s 8.14		s 3.45			f 5.30	
11,533 PWY	6.25		10.00PM	9.05		s 9.40		s 8.20	5.03PM	s 3.51	3.40PM	5.35AM	s 5.43	
720						f		f		f				
3,739	6.37		10.15	9.25		f 10.03		f 8.28	5.10	f 3.59	f 3.48	5.43	f 5.53	
5,444	6.47		10.27	9.40		f 10.15		f 8.35	5.15	f 4.05	f 3.55	5.50	6.00	
Term Yard FWTO	7.00PM		10.45PM	10.00AM		10.25AM		8.45PM	5.25PM	4.15PM	4.05PM	6.00AM	6.10AM	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday	Arrive Daily Ex. Monday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

Time Table No. 84  
June 9, 1912

**STATIONS**

**SACRAMENTO**

DNR ROSEVILLE  
-1.3-  
ANDORA (Spur)  
4.9

WHITNEY  
4.2

D LINCOLN  
-1.3-  
CLAYTON (Spur)  
0.3

AHART (Spur)  
2.4

EWING  
-3.8-  
SHERIDAN  
3.3

D WHEATLAND  
-6.1-  
OSTROM  
6.6

DNR MARYSVILLE  
1.0

**BINNEY JUNCTION**  
W. P. Ry. Crossing.  
2.9

BERG  
3.0

LOMO  
2.1

SUNSET (Spur)  
1.7

D LIVE OAK  
0.8  
N. E. Ry. Crossing  
3.6

FAGAN (Spur)  
2.1

D GRIDLEY  
3.4

D BIGGS  
6.0

RICHVALE  
4.1

NELSON  
6.6

D DURHAM  
3.8

FAULKNER (Spur)  
1.4

BARBER  
0.9  
N. E. Ry. Crossing  
4.9

DNR CHICO  
4.9

POND (Spur)  
2.2

NORD  
2.3

ANITA  
2.4

CANA  
7.0

D VINA  
1.6

204.6 COPPLAND  
2.5

207.1 ENSIGN (Spur)  
0.9

208.0 BOHEMIA (Spur)  
1.7

209.7 D LOS MOLINOS  
-2.0-

211.7 DNR TEHAMA  
3.0

214.7 GERBER (Spur)  
0.9

215.6 PROBERTA  
-3.3-

218.9 RAWSON  
4.5

223.4 DNR RED BLUFF

(116.8)

(9.00) (6.50) (0.45) (3.00) (1.45) (2.50) (2.05) (4.05) (0.22) (4.05) (0.25) (0.25) (5.10) ..... Time over District  
12.79 11.30 15.60 13.07 22.40 27.39 37.24 28.60 31.91 28.60 28.08 28.08 22.60 ..... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.



TOWARD SAN FRANCISCO.

Westward.

Time Table No. 84 June 9, 1912	Distance from Red Bluff	FIRST CLASS								SECOND CLASS				THIRD CLASS				Telegraph Office Hours
		15	31	47	19	29	11	13	521	539	223	229	221	227				
		California Express	Red Bluff Passenger	El Dorado	Dunsmuir Passenger	Red Bluff Passenger	Shasta Limited	San Francisco Express	Chico MOTOR	Morley Chico MOTOR	Way Freight	Way Freight	Portland Fast Freight	Way Freight				
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Monday					
<b>SACRAMENTO</b>		9.15AM	9.50AM	8.05AM	3.20PM	4.20PM	7.05PM	9.10AM		6.30PM								
DN R ROSEVILLE	116.8	8.40AM	9.15AM	7.35AM	2.43PM					5.55PM							24 hours	
ANDORA (Spur)	115.5								f									
WHITNEY	110.6	8.28	f 9.03	7.26	f 2.34				f 5.40			12.55	3.45					
D LINCOLN	106.4	s 8.18	s 8.55	s 7.20	s 2.26				s 5.30			12.28PM	3.20				6.30 AM to 6.30 PM	
CLAYTON (Spur)	105.1																	
AHART (Spur)	104.8								f									
EWING	102.4	8.08	f 8.47	7.12	f 2.17				f 5.22			11.50AM	3.00					
SHERIDAN	98.6	8.00	s 8.38	7.06	s 2.11				f 5.14			11.15	2.40					
D WHEATLAND	95.3	s 7.53	s 8.30	s 7.01	s 2.05				s 5.00			10.50	2.25				6.00 AM to 6.00 PM	
OSTROM	89.2	7.40	f 8.18	6.51	f 1.53				f 4.46			10.10	1.53					
DN R MARYSVILLE	82.6	s 7.25	s 8.05	s 6.40	s 1.40				s 4.30			9.20	1.15				24 hours	
		Marysville	Yard — See	Trains on	Page 12.													
BINNEY JUNCTION W. P. Ry. Crossing	81.6	7.19	7.59	6.35	1.34				4.24			9.15	12.40					
BERG	78.7	7.13	f 7.53	6.30	f 1.28				f 4.17			9.00	12.25					
LOMO	75.7	7.07	f 7.47	6.25	f 1.18				f 4.11			8.45	12.10PM					
SUNSET (Spur)	73.6		f		f				f									
D LIVE OAK	71.9	f 7.00	s 7.40	f 6.19	s 1.08				s 4.04			8.30	11.55AM				7.00 AM to 7.00 PM	
N. E. Ry. Crossing	71.1																	
FAGAN (Spur)	67.5								f									
D GRIDLEY	65.4	s 6.45	s 7.28	s 6.08	s 12.53				s 3.52			8.05	11.30				7.00 AM to 7.00 PM	
D BIGGS	62.0	s 6.37	s 7.21	s 6.02	s 12.45				s 3.45			7.50	11.12				7.00 AM to 7.00 PM	
RICHVALE	58.0	6.25	f 7.10	f 5.52	f 12.31				f 3.33			7.25	10.50					
NELSON	51.9	6.18	s 7.03	f 5.45	s 12.23				f 3.25			7.03	10.35					
D DURHAM	45.3	6.05	s 6.51	f 5.35	s 12.10				s 3.12			6.25	10.15				7.00 AM to 7.00 PM	
FAULKNER (Spur)	41.5		f		f				f									
BARBER	40.1	5.52	6.42	5.27	12.01 PM				3.03			6.05	9.55					
DN R N. E. Ry. Crossing CHICO	39.2	s 5.50	s 6.40	5.25AM	s 11.55AM f 11.30				3.00PM	6.30PM		6.00AM	9.50	2.15PM			24 hours	
POND (Spur)	34.3																	
NORD	32.1	5.30	f 6.25		s 11.12					f 6.15			9.25	1.40				
ANITA	29.8	5.26	f 6.20		f 11.07					f 6.10			9.15	1.27				
CANA	27.4	5.21	f 6.15		f 11.02					f 6.05			9.03	1.15				
D VINA	20.4	s 5.08	s 6.02		s 10.50					s 5.50			8.25	12.45			8.00 AM to 8.00 PM	
COPELAND	18.8																	
ENSIGN (Spur)	16.3		f		f					f								
BOHEMIA (Spur)	15.4		f		f					f								
D LOS MOLINOS	13.7	f 4.51	s 5.49		s 10.36					s 5.36			7.45	12.15				
DN R TEHAMA	11.7	s 4.45	s 5.43 5.35		s 10.30	s 10.57AM	2.53PM	12.01AM		s 5.30		12.30AM	7.30	12.05PM			24 hours	
GERBER (Spur)	8.7		f		f					f								
PROBERTA	7.8	f 4.37	f 5.27		f 10.22	10.48	2.47	f 11.52PM		f 5.22		12.15AM	7.15	11.45AM				
RAWSON	4.5	4.30	f 5.20		f 10.15	f 10.40	2.42	11.45		f 5.15		11.59PM	7.00	11.30				
DN R RED BLUFF (116.8)	0.0	4.20AM	5.10AM		10.05AM	10.30AM	2.35PM	11.35PM		5.00PM		11.45PM	6.45AM	11.15AM			24 hours	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Saturday	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Monday			

Time over District .....  
Average speed per hour .....

(4.20) 26.98 (4.05) 24.52 (2.10) 35.81 (4.38) 27.70 (0.27) 26.00 (0.18) 39.00 (0.26) 27.00 (2.55) 26.61 (1.30) 26.13 (0.45) 15.60 (7.30) 10.35 (9.25) 12.79 (3.00) 13.07

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Length of sidings in feet, and location of Scales, Fuel, Water Turning Stations and Interlocking Plants.	THIRD CLASS		SECOND CLASS						FIRST CLASS				Distance from San Francisco	Time Table No. 84	
	224	226	524	534	522	540	308	530	18	12	30	14		June 9, 1912	
	Way Freight	Way Freight	Sacramento-Tehama MOTOR	Davis Woodland MOTOR	Sacramento-Hamilton MOTOR	Davis Woodland MOTOR	Hamilton-Fruto Passenger and Freight	Davis-Oroville MOTOR	Oroville Passenger	Shasta Limited	Red Bluff Passenger	Portland Express		STATIONS	
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		SACRAMENTO	
WFTYOP		5.00AM	7.05PM	6.05PM	1.35PM	1.35PM		6.50AM					88.8	13.2	
Terminal Yard WYP		5.40AM	8.00PM	6.35PM	4.10PM	2.05PM		7.30AM					75.6	DNR DAVIS	
4,948		5.55	f 8.12	f 6.47	f 4.22	f 2.15		f 7.42					80.7	MERRITT	
1,205		6.05	f 8.17	f 6.55	f 4.28	f 2.20		f 7.48					83.2	MULLEN	
12,589 TPW		6.15	s 8.23	7.00PM	s 4.35	2.25PM		s 7.55AM					84.9	DNR WOODLAND	
1,507			f		f								89.2	BLVATON (Spur)	
2,936		6.40	s 8.35		s 4.47								89.9	D YOLO	
345			f		f								93.7	RONDA (Spur)	
4,149		7.05	s 8.46		s 5.11								95.8	D ZAMORA	
1,195		7.15	f 8.50		f 5.17								98.0	BRETONA	
357			f		f								101.1	WYCKOFF (Spur)	
3,820 W		7.40	s 9.00		s 5.30								103.2	D DUNNIGAN	
2,252		8.00	f 9.06		f 5.38								106.4	HERSHEY	
1,527		8.10	f 9.09		f 5.45								108.3	HARRINGTON	
7,612		8.45	s 9.19		s 5.55								113.5	D ARBUCKLE	
1,850 JW		9.06	f 9.29		f 6.03								117.6	GENEVRA	
965		9.15	f 9.32		f 6.05								118.5	MACY	
8,118		9.40	s 9.43		s 6.17								124.2	D WILLIAMS	
5,197		10.05	s 9.53		s 6.27								129.1	D COLUSA JUNCTION	
2,820 W		10.25	s 10.01		s 6.35								133.0	D MAXWELL	
4,500		10.50	f 10.12		f 6.45								138.3	DELAVAN	
2,976		11.10	f 10.20		f 6.52								142.1	NORMAN	
2,019		11.25	f 10.24		f 6.56								144.3	LOGANDALE	
15,078 WFY	8.00PM	11.55AM	s 10.35		s 7.08		7.30AM						149.9	DNR WILLOWS	
892	8.10		f 10.42		f 7.13		f 7.56						153.2	LYMAN	
5,210	8.20		s 10.48		s 7.19		s 8.10						156.8	D GERMANTOWN	
7,603	8.35		f 10.55		f 7.27		f 8.30						160.7	GRAPIT	
1,950	8.40		f 10.59		f 7.30		f 8.35						162.0	GREENWOOD	
5,468 W	8.50		s 11.09		s 7.36		s 8.50						165.4	DR ORLAND	
5,394 PY	8.55		f 11.13		7.40PM		s 9.00AM						167.0	WYO	
990	9.02		f 11.17										169.0	MALTON	
1,611	9.15		f 11.25										173.4	KIRKWOOD	
8,210	9.32		s 11.35										178.5	D CORNING	
2,593	9.45		f 11.41										181.6	RICHFIELD	
2,895 WYP	10.00PM		s 11.50PM										186.3	DNR TEHAMA	
	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(110.7)	

(2.00)	(8.15)	(3.50)	(0.25)	(3.30)	(0.20)	(1.30)	(0.25)	(0.25)	(2.43)	(4.40)	(3.50)	Time over District	
18.20	11.62	28.88	22.32	26.11	27.90	11.40	22.32	22.32	40.74	25.53	28.88	Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

TOWARD SAN FRANCISCO

Time Table No. 84 June 9, 1912	Distance from Tehama	FIRST CLASS								SECOND CLASS						THIRD CLASS		Telegraph Office Hours
		17	13	29	11					535	523	309	541	533	525	223	225	
		Marysville Passenger	San Francisco Express	Red Bluff Passenger	Shasta Limited					Woodland Davis MOTOR	Hamilton-Sacramento MOTOR	Hamilton-Fruto Passenger and Freight	Woodland Davis MOTOR	Oroville-Davis MOTOR	Tehama-Sacramento MOTOR	Way Freight	Way Freight	
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
<b>SACRAMENTO</b> 13.2	123.9	9.10AM Use Western	9.10AM Division	4.20PM Time Table	7.05PM Davis to Sacramento					9.10AM	11.25AM		3.50PM	7.05PM	8.20PM		2.10PM	
DNR <b>DAVIS</b> 5.1	110.7	s 8.35AM	3.50AM	3.40PM	5.45PM					7.10AM	10.35AM		3.10PM	6.25PM	7.10PM		1.15PM	
MERRITT 2.5	105.6	f 8.25	3.40	f 3.30	5.37					f 7.00	f 10.23		f 2.53	f 6.12	f 6.57 6.47		12.15PM	
MULLEN 1.7	103.1	f 8.20	3.35	f 3.25	5.32					f 6.54	f 10.18		f 2.43	f 6.05	f 6.40		11.45AM	
DNR <b>WOODLAND</b> 4.3	101.4	s 8.15AM	s 3.30	s 3.20	5.29					6.50AM	s 10.14		2.35PM	s 6.00PM	s 6.35		11.23	
ELVATON (Spur) 0.7	97.1			f							f				f			
D <b>YOLO</b> 3.8	96.4		s 3.18	s 3.04	5.20						s 10.00				s 6.23		10.50	
RONDA (Spur) 2.1	92.6										f				f			
D <b>ZAMORA</b> 2.2	90.5		s 3.08	s 2.50	5.11						s 9.48				s 6.11		10.20	
BRETONA 3.1	88.3		3.03	f 2.40	5.07						f 9.42				f 6.07		10.10	
WYCKOFF (Spur) 2.1	85.2										f				f			
D <b>DUNNIGAN</b> 3.2	83.1		s 2.53	s 2.26	5.00						s 9.32				s 5.56		9.50	
HERSHEY 1.9	79.9		2.47	f 2.16	4.55						f 9.26				f 5.49		9.35	
HARRINGTON 5.2	78.0		2.43	f 2.12	4.52						f 9.23				f 5.45		9.23	
D <b>ARBUCKLE</b> 4.1	72.8		s 2.33	s 2.00	4.45						s 9.15				s 5.35		8.45	
GENEVRA 0.9	68.7		2.23	f 1.47	4.38						f 9.06				f 5.20		8.30	
MACY 5.7	67.8		2.18	1.45	4.33						f 9.04				f 5.18		8.25	
D <b>WILLIAMS</b> 4.9	62.1		s 2.08	s 1.35	4.25						s 8.54				s 5.05		8.05	
C. & L. Crossing <b>COLUSA JUNCTION</b> 3.9	57.2		s 1.57	s 1.20	4.17						s 8.44				s 4.53		7.45	
D <b>MAXWELL</b> 5.3	53.3		s 1.50	s 1.07	4.12						s 8.37				s 4.45		7.30	
DELAVAN 3.8	48.0		1.39	f 12.56	4.05						f 8.27				f 4.34		7.10	
NORMAN 2.2	44.2		1.31	f 12.47	4.00						f 8.20				f 4.26		6.55	
LOGANDALE 5.6	42.0		1.27	f 12.42	3.55						f 8.15				f 4.22		6.45	
DNR <b>WILLOWS</b> 3.3	36.4		s 1.15	f 12.30 s 12.10	3.47						s 8.04	12.45PM			s 4.10	3.00AM	6.30AM	
LYMAN 3.6	33.1		1.08	f 12.02PM	3.42						f 7.56	f 12.35			f 3.55		2.45	
D <b>GERMANTOWN</b> 3.9	29.5		s 1.02	s 11.55AM	3.36						s 7.48	s 12.23			f 3.49		2.30	
GRAPIT 1.3	25.6		12.54	f 11.47	3.30						f 7.39	f 12.10			f 3.40		2.10	
GREENWOOD 3.4	24.3		12.51	f 11.44	3.28						f 7.36	f 12.05PM			f 3.37		2.05	
Automatic Block DR <b>ORLAND</b> 1.6	20.9		s 12.44	s 11.38	3.23						s 7.29	s 11.50AM			s 3.30		1.50	
<b>WYO</b> 2.0	19.3		12.39	f 11.32	3.20						7.25AM	s 11.45AM			f 3.25		1.45	
MALTON 4.4	17.3		12.35	f 11.28	3.17										f 3.20		1.35	
KIRKWOOD 5.1	12.9		12.28	f 11.21	3.11										f 3.11		1.20	
D <b>CORNING</b> 3.1	7.8		s 12.17	s 11.12	3.04										s 2.52		1.00	
RICHFIELD 4.7	4.7		12.10	f 11.05	2.59										f 2.42		12.45	
DNR <b>TEHAMA</b> (110.7)	0.0		s 12.01AM	s 10.57AM	2.53PM										s 2.30PM		12.30AM	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	

Time over District.....	(0.20)	(3.49)	(4.43)	(2.52)	(0.20)	(3.10)	(1.00)	(0.35)	(0.25)	(4.40)	(2.30)	(6.45)
Average speed per hour.....	27.90	29.00	25.26	38.62	27.90	28.86	17.30	15.95	22.32	24.60	14.56	11.01

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

12 Eastward. From San Francisco.

Toward San Francisco. Westward.

Eastward. From San Francisco.

Toward San Francisco. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water Turning Stations and Interlocking Plants.	FIRST CLASS			Distance from San Francisco	Time Table No. 84 June 9, 1912	Distance from Fruto	FIRST CLASS			Telegraph Office Hours	Length of sidings in feet, and location of Scales, Fuel, Water Turning Stations and Interlocking Plants.	SECOND CLASS			Distance from San Francisco	Time Table No. 84 June 9, 1912	Distance from Hamilton	SECOND CLASS		Telegraph Office Hours							
	266 Fruto Passenger and Freight	Leave Daily Ex. Sunday	2.15PM				267 Fruto Passenger and Freight	Arrive Daily Ex. Sunday	4.25PM			522 Hamilton MOTOR	Leave Daily	7.40PM				308 Hamilton Passenger and Freight	Leave Daily Ex. Sunday		9.00AM	523 Hamilton MOTOR	Arrive Daily	7.25AM	309 Hamilton Passenger and Freight	Arrive Daily Ex. Sunday	11.45AM
15,078 WFY			149.9	DNR	<b>WILLOWS</b> 2.4	17.0					5,394 PY			167.0													
425			152.3		<b>LOSA</b> (Spur) 3.5	14.6					2,600	f	7.50	f	9.15	171.5											
1,260	f	2.25	155.8		<b>KURAND</b> 3.8	11.1	f	4.07			9,514 T		8.05PM		9.30AM	177.4	DR	<b>HAMILTON</b> 5.9									
737	f	2.45	159.6		<b>MILLSHOLM</b> 4.0	7.3	f	3.55																			
728	f	3.00	163.6		<b>ATHENA</b> 3.3	3.3	f	3.40																			
3,975 T		3.15PM	166.9	DR	<b>FRUTO</b> (17.0)	0.0		3.25PM																			
		Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday																			
	(1.00)	Time over District		(1.00)				(0.25)	(0.30)	Time over District		(0.25)	(0.30)	Time over District		(0.25)	(0.30)	Time over District									
	17.00	Average speed per hour		17.00				24.96	20.80	Average speed per hour		24.96	20.80	Average speed per hour		24.96	20.80	Average speed per hour									

Eastward.

FROM SAN FRANCISCO

TOWARD SAN FRANCISCO.

Westward.

Length of sidings in feet, and location of Scales, Fuel, Water Turning Stations and Interlocking Plants.	SECOND CLASS			Distance from San Francisco	Time Table No. 84 June 9, 1912	Distance from Oroville	FIRST CLASS			Telegraph Office Hours										
	532 Oroville MOTOR	530 Davis-Oroville MOTOR	18 Oroville Passenger				17 Oroville Passenger	531 Oroville MOTOR	533 Davis-Oroville MOTOR											
											Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily					
12,589 TPW					DNR	<b>WOODLAND</b> 2.3	63.0	s	8.15AM											
734						<b>GARIC</b> 0.5	60.7		8.07											
1,045						<b>PEART</b> 1.7	60.2	f	8.05											
530						<b>LAUGENOUR</b> (Spur) 0.7	58.5	f												
747						<b>CURTIS</b> 3.9	57.8	f												
4,020					D	<b>KNIGHTS LANDING</b> 11.2	53.9	s	7.55											6.00 AM to 6.00 PM
5,506						<b>CHANDLER</b> 2.3	42.7	f	7.31											
2,426						<b>MARCUSE</b> 2.0	40.4	f	7.26											
						<b>WILSON</b> (Spur) 1.9	38.4	f												
1,742 W						<b>TUDOR</b> 1.0	36.5	s	7.18											
686						<b>ABBOTT</b> 3.4	35.5	f	7.16											
2,121						<b>OSWALD</b> 1.9	32.1	f	7.09											
306						<b>BOGUE</b> 2.7	30.2	f	7.05											
4,445 I					D	<b>YUBA CITY</b> N. E. Ry. Crossing. 1.4	27.5	s	7.00											5.00 AM to 8.40 PM
4,845 W						W. P. Ry. Crossing. <b>E ST., MARYSVILLE</b> 0.6	26.1	s	6.55											
11,236 WOP	Marysville	Yard—See	trains on	pages 8 and 9		DNR	<b>MARYSVILLE</b> 1.0	25.5	s	6.50 6.35				1.05PM	s	4.30 4.20				24 hours
1,796 IFY						<b>BINNEY JUNCTION</b> 7.3	24.5		6.32					1.00		4.15				
1,239						<b>RAMIREZ</b> 4.3	17.2	f	12.44							f	3.59			
1,326						<b>HONCUT</b> 6.6	12.9	f	6.13							s	12.34	s	3.49	
939						<b>HEARST</b> 0.9	6.3		6.02							f	12.19	f	3.34	
1,886						<b>PALERMO</b> 2.5	5.4	f	6.00							s	12.17	s	3.32	
1,523						<b>VILLA VERONA</b> 2.9	2.9		5.55							f	12.12	f	3.27	
5,224 WT					DR	<b>OROVILLE</b> (63.0)	0.0		5.50AM							12.05PM				7.00 AM to 7.00 PM
									Leave Daily							Leave Daily				

(1.00) (3.35) (3.30) (2.25) (1.00) (2.40)  
25.50 24.38 25.13 29.07 25.50 26.03

Howard Spur leading from Peart to Howard 1.9 miles. Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Exception: Train No. 266 is superior to train No. 267.

Length of sidings in feet and location of Scales, Fuel, Water, Turning Stations and Interlocking Plants.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 84 June 9, 1912	Distance from Placerville	FIRST CLASS			SECOND CLASS			THIRD CLASS	Telegraph Office Hours
	264 Placerville Freight	504 Folsom and Fair Oaks MOTOR	502 Fair Oaks and Folsom MOTOR	500 Placerville & Fair Oaks MOTOR	62 Fair Oaks & Placerville Passenger	3 Pacific Express	191 Sacramento-Fresno Passenger	61 Placerville & Fair Oaks Passenger	192 Sacramento-Fresno Passenger				10 Fast Mail	501 Folsom and Fair Oaks MOTOR	503 Folsom and Fair Oaks MOTOR	505 Placerville & Fair Oaks MOTOR	265 Placerville Freight			
																		Ar. Monday, Wed. & Fri.	Leave Daily	
WFTYOP	5.00AM	5.20PM	11.25AM	7.35AM	2.00PM	9.45AM	6.15AM	88.8	DNR SACRAMENTO	59.9	9.45AM	9.15PM	12.15AM	8.00AM	3.15PM	5.15PM	1.40PM	24 hours		
								89.7	0.9 Western Pacific Crossing	59.0										
								90.2	0.5 Central California Traction Crossing	58.5										
								90.8	0.6 Western Pacific Crossing	57.9										
I	Via Elvas	Via Elvas	Via Elvas	Via Elvas	Via Elvas			92.0	1.2 Northern Electric Crossing	56.7	Via Elvas			Via Elvas		Via Elvas	Via Elvas			
1,034						10.00	f 6.28	92.3	0.3 HOMESTEAD	56.4		f 9.03	12.01AM		f 3.03					
1,077 W	5.25	s 5.40	s 11.40	s 7.52	s 2.18	10.05AM	s 6.33AM	94.7	2.4 DNR BRIGHTON S. P. Crossing.	54.0	s 9.27	s 8.58PM	s 11.55PM	s 7.45	s 2.58	s 4.58	1.15	24 hours		
493		f	f	f	f			95.5	0.8 RAMONA (Spur)	53.2	f			f	f					
1,086	5.35	f 5.43	f 11.44	f 7.56	f 2.22			95.9	0.4 PERKINS	52.8	f 9.23			f 7.41	f 2.55	f 4.54	1.05			
690	5.40	f 5.47	f 11.47	f 7.59	f 2.25			97.5	1.6 MANLOVE	51.2	f 9.20			f 7.38	f 2.52	f 4.51	12.55			
4,000	5.45	f 5.50	f 11.50	f 8.02	f 2.28			98.9	1.4 MAYHEW	49.8	f 9.17			f 7.35	f 2.49	f 4.48	12.43			
665	5.55	f 5.53	f 11.53	f 8.05	f 2.32			100.7	1.8 ROUTIER	48.0	f 9.13			f 7.31	f 2.45	f 4.44	12.30			
1,629	6.00	f 5.55	f 11.55	f 8.07	f 2.34			101.6	0.9 MILLS	47.1	f 9.11			f 7.29	f 2.43	f 4.42	12.23			
515	6.10	f 5.59	f 11.58AM	f 8.10	f 2.38			103.4	1.8 CORDOVA	45.3	f 9.07			f 7.24	f 2.38	f 4.37	12.10			
1,756	6.15 6.35	s 6.01 6.18	s 12.01PM 12.18	s 8.12 8.27	s 2.40 2.52			104.4	1.0 R JURA	44.3	s 9.05 s 8.53			s 7.22 s 7.05	s 2.30 s 2.13	s 4.34 s 4.17	12.01PM 11.25AM			
2,002	6.59	f 6.24	f 12.23	f 8.32	f 2.57			107.4	3.0 NIMBUS	41.3	f 8.48			f 6.59	f 2.07	f 4.11	11.10			
1,710	7.07	f 6.27	f 12.25	f 8.34	f 3.00			108.3	0.9 ALDER CREEK	40.4	f 8.46			f 6.57	f 2.04	f 4.08	11.00			
1,360	7.20	f 6.31	f 12.30	f 8.43	f 3.03			110.1	1.8 D NATOMA	38.6	f 8.43			f 6.53	f 1.58	f 4.04	10.50	6.30 AM to 6.30 PM		
7,831 WT	7.30	6.35PM	12.35PM	s 8.46	s 3.06			111.1	1.0 DR FOLSOM	37.6	s 8.40			6.50AM	1.55PM	s 4.00	10.40	7.00 AM to 7.00 PM		
790				f	f			112.0	0.9 DONNELLY (Spur)	36.7	f									
738	8.18			f 9.09	f 3.29			118.0	6.0 WHITE ROCK	30.7	f 8.18					f 3.29	10.05			
550	8.50			f 9.22	f 3.42			123.1	5.1 COTHRIN (Spur)	25.6	f 8.06					f 3.12	9.45			
1,685	9.30			s 9.30	s 3.50			126.1	3.0 D LATROBE	22.6	s 7.58					s 3.04	9.30	7.00 AM to 7.00 PM		
326				f	f			127.6	1.5 FLONELLIS (Spur)	21.1	f					f				
544	9.45			f 9.36	f 3.56			128.1	0.5 BRELA (Spur)	20.6	f 7.53					f 2.58	9.05			
418	9.55			f 9.42	f 4.01			129.8	1.7 BRANDON (Spur)	18.9	f 7.49					f 2.54	8.55			
595	10.10			f 9.47	f 4.06			131.4	1.6 DUGAN	17.3	f 7.45					f 2.50	8.45			
340				f	f			131.7	0.3 BULLARD (Spur)	17.0	f					f				
240	10.30			f 9.54	f 4.13			134.0	2.3 BENNETT (Spur)	14.7	f 7.39					f 2.44	8.35			
2,245	10.45			s 10.02	s 4.21			136.9	2.9 D SHINGLE SPRINGS	11.8	s 7.32					s 2.37	8.20	6.30 AM to 6.30 PM		
759	11.00			f 10.12	f 4.31			140.4	3.5 CUMMINGS	8.3	f 7.23					f 2.28	8.00			
1,687	11.15			s 10.22	s 4.38			142.7	2.3 EL DORADO	6.0	s 7.17					s 2.22	7.45			
3,098	11.30			s 10.35	s 4.47			145.0	2.3 D DIAMOND SPRINGS	3.7	s 7.11					s 2.16	7.30	6.30 AM to 6.30 PM		
270				f	f			146.3	1.3 PLUMMER (Spur)	2.4	f					f				
6,998 WT	11.45AM			10.50AM	5.00PM			148.7	2.4 DR PLACERVILLE	0.0	7.00AM					2.05PM	7.10AM	6.00 AM to 6.00 PM		

(6.25)	(0.58)	(0.53)	(3.03)	(2.48)	(0.20)	(0.18)	..... Time over District .....	(2.33)	(0.17)	(0.20)	(0.58)	(1.03)	(2.53)	(5.54)
9.35	23.03	25.24	19.64	21.33	17.70	19.66	..... Average speed per hour .....	23.56	20.82	17.70	23.07	21.24	20.77	10.18

For Fair Oaks Bridge Branch trains see page 3.

Water—One mile east of Dugan.

Eastward trains are superior to trains of the same class in the opposite direction—See Rule 72.

## SPECIAL RULES.

**EXTRA TRAINS MAY PASS, OR RUN AHEAD OF, THIRD CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.**  
 Rule 83-A will not apply at initial stations, which are not telegraph stations, and at telegraph stations except during office hours.  
 All trains between Elvas and Sacramento and between Elvas and Brighton will move irrespective of time table superiority.  
 Second class trains between Sacramento and Roseville will move irrespective of time table superiority.  
 Nos. 201 and 204 between Reno and Sparks will move irrespective of time table superiority.

### Use of 19 Form Train Order for Restricting Trains within Automatic Block Signal Limits between Sparks and Truckee.

Within automatic block signal limits, between Sparks and Truckee, the note under Rule 211 is modified as follows:  
 Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:  
 (1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)  
 (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)  
 (3) When issuing an order Form "G", Example 5.  
 (4) When giving any train right over all trains.

(5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.  
 Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.  
 Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was

made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.  
 When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.  
 Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

#### STANDARD CLOCKS.

Sacramento, Dispatcher's Office, Twelfth Street,  
 Roseville Passenger Depot, Yard Office,  
 Colfax Sparks Placerville  
 Blue Canon Red Bluff Oroville  
 Truckee Hamilton Marysville  
 Willows Chico

#### BULLETIN BOARDS.

Sacramento, Passenger Depot, Twelfth Street; Colfax; Truckee; Sparks; Chico; Red Bluff; Roseville Yard Office; Marysville; Hamilton.

#### REGISTER EXCEPTIONS.

**Brighton:**  
 Eastward trains from Stockton Division via Elvas will register by Form 2642.  
**Sacramento (Dispatcher's Office):**  
 For trains originating or terminating at passenger station and westward freight trains.  
**Sacramento (Twelfth St.):**  
 For Eastward freight trains originating or terminating at freight yards.  
**Elvas:**  
 Eastward first and second-class trains will register by Form 2642.  
**Roseville:**  
 Trains not originating at Roseville will register by Form 2642.  
**Colfax:**  
 For Nos. 33, 34, 109, 110, 209, 210, 211 and 212.  
**Lawton:**  
 Westward first class and all eastward trains will register by Form 2642.  
**Tehama, Orland, Willows and Woodland:**  
 Nos. 11 and 12 register by Form 2642.  
 Conductors and Operators will comply with Rule 96 at Registering stations where trains are not required to register, the same as at Non-Registering stations.

#### ADDITIONAL FLAG STOPS.

Nos. 3, 4, 5, 6, 10, 23, 24, 526 and 527 will stop at Sparks Passenger Station.  
 Nos. 526, 527, 6, 10, 23, 24, Union Mills, near Mile Post 214, Farad, Fleish and Mogul.  
 Nos. 23 and 24 Country Club, one and one-half miles west of Verdi, and at Arctic, except in snowstorm.  
 Nos. 33 and 109 Antelope, Walerga, Benali and Elvas to discharge passengers from points east of Roseville.  
 All trains Soudan, Malby, Stone House and Webber Creek Bridge.  
 Nos. 501, 502, 503, 504, Heey, Saffsbury, Road Crossing one-half mile west of Salisbury and Road Crossing one-half mile east of Manlove.  
 Nos. 503, 191 and 192, Tenth, Twenty-first and Twenty-eighth Streets, Sacramento.  
 Nos. 530, 531, 532, 533, Coombs, Road Crossing three-quarters mile west of Coombs, Cox's Lane, Baggett's Crossing, one mile west of Oroville.  
 Nos. 17, 18, 530 and 533, Yolo Ranch Co. 2 miles west Knights Landing, Vernon, Lee, Barley Sack and Road Crossing one mile east of Laugenour.  
 No. 5 will stop at Farad, Fleish and Mogul for passengers and at Applegate and Rocklin to receive passengers for Oakland and San Francisco, points south of Sacramento and north of Roseville, excluding Roseville and Sacramento.  
 Nos. 518, 519, 536 and 537, Road Crossing near Pocket Bridge two miles east of Freeport.  
 Nos. 520 and 521, Morrison and Hills Crossing.

Nos. 109 and 110 at Brick Yard, Road Crossing mile and half west of Benali.  
 Nos. 308, 309, 522 and 523 at Morrisry's Crossing one mile east of Wyo.  
 Nos. 19, 20, 31, 32, 538 and 539 at Soto.  
 No. 14 at Elvaton to discharge passengers from points west of Benicia and at points between Davis and Tehama to receive passengers for points east of Dunsuir.  
 No. 13 at points between Tehama and Davis to discharge passengers from points east of Dunsuir.

#### SPEED RESTRICTIONS

Maximum speed of any train at any point on the division must not exceed 50 miles per hour.  
**Rocklin and Lawton:**  
 Trains with Mallet Mogul engines (4200 to 4211) must not exceed 25 miles per hour.  
 Trains with 4000 class Mallet consolidated engines 20 miles per hour on curves of six degrees or over and 25 miles per hour elsewhere.  
 Trains with engines other than 4000 and 4200 class, 28 miles per hour on curves of six degrees or over.  
 On other parts of division trains must not exceed speed of 30 miles per hour on ten degree curves.  
 Trains must not exceed a speed of 20 miles per hour through interlocking plants.  
 Eastward trains must not exceed a speed of 10 miles per hour between west switch and yard office at Sparks.  
 Consolidated and Mallet engines must not exceed a speed of 8 miles per hour going over the switch lead in entering and leaving sidings.  
 Trains and light engines must run under control through Sacramento yard and must not pass the switch tender's station of Fourth, Sixth, Fifteenth Streets and east end Sacramento River bridge without receiving a signal to proceed.  
 With exceptions noted, trains must not exceed the speed in miles per hour as shown below:

	Passenger	Freight
Folsom-Placerville .....	25	15
Truckee and Lawton .....		22
<b>Between outside switches as follows:</b>		
Reno .....	15	10
Truckee .....	15	10
Colfax .....	15	10
Roseville .....	20	10
Woodland .....	25	10
Binney Junction .....	15	10
Marysville .....	15	10
Chico .....	20	10
Orland .....	20	12
Corning .....	15	12
<b>Speed of trains regulated by ordinance through city limits:</b>		
Wheatland .....	4	Miles per Hour.
Gridley .....	6	
Lincoln .....	10	
Rocklin .....	15	
Sacramento .....	15	
Willows .....	10	

Maximum speed for which the following engines are counterbalanced.  
 This table for information only and must in no way conflict with rules governing speed of trains.

TYPE	NUMBERS	MILES PER HOUR	TYPE	NUMBERS	MILES PER HOUR
Atlantic	3000 to 3009	60	Simple Mogul	1601 to 1725,	50
	3016 to 3065			1727 to 1729,	
Pacific	2400 to 2437	60		1731, 1732,	
	Ten-Wheel Vauclein Compound			2291, 2294, 2297	
Ten-Wheel Converted		2283 to 2290, 2293		50	
	2295, 2296 to 2300	1745, 1746,			
Ten-Wheel	2301 to 2352	50		1750, 1751,	
	Eight-Wheel American			1526 to 1535	
Consolidated		2500 to 2508		40	
	2511 to 2693	1760 to 1763, 1765,			
	2698 to 2830	1767 to 1780, 1782,			
Mallet Consolidated	4000 to 4028	25		1783,	
	Mallet Mogul		4200 to 4211	40	1787 to 1789, 1792, 1794
Six-Wheel Connected Switch		1014 to 1180	20		1799 to 1801
					1803 to 1822
			1726, 1730, 1733, 1740,		
			1744		
			1747 to 1749,		
			1752, 1755, 1756,		
			1759, 1764, 1766,		
			1781		
			1784 to 1786		
			1790, 1791, 1793		
			1795 to 1798		
			1800		

#### SPEED TABLE

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in Seconds
	Min.	Sec.		Min.	Sec.		Min.	Sec.		
6	10		31	1	56	51	1	10	71	51
8	7	30	32	1	52	52	1	9	72	50
10	6		33	1	49	53	1	7	73	49
12	5		34	1	45	54	1	6	74	49
15	4		35	1	42	55	1	5	75	48
16	3	45	36	1	40	56	1	4	76	47
17	3	31	37	1	37	57	1	3	77	47
18	3	20	38	1	34	58	1	2	78	46
19	3	9	39	1	33	59	1	1	79	45
20	3		40	1	30	60	1		80	45
21	2	51	41	1	27	61		59	81	44
22	2	43	42	1	25	62		58	82	44
23	2	36	43	1	23	63		57	83	43
24	2	30	44	1	21	64		56	84	43
25	2	24	45	1	20	65		55	85	42
26	2	18	46	1	18	66		54	86	42
27	2	13	47	1	16	67		54	87	41
28	2	8	48	1	15	68		53	88	41
29	2	4	49	1	13	69		52	89	40
30	2		50	1	12	70		51	90	40

**INTERLOCKING PLANTS.**

In setting out or picking up cars or doing any necessary switching in limits of interlocking plants, cars must not be cut from forward portion of train until they have been brought to a stop.

Elvas. The home signals at the approaches do not in all cases govern through entire interlocking limits, as each home signal in the proceed position only entitles train to move to the next home signal, which may be reached before passing out of interlocking limits. Dwarf signals or short blades on three-arm signals are provided for each route not governed by a home signal and govern only to the next home or dwarf signal in advance.

Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, and from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, and from Brighton to Roseville by lower signal.

All signals, switches and derrails operated from tower. Whistle signals governing different routes as follows:

- To Roseville, one long and one short, ——— o.
- To Sacramento, two long and one short, ——— o.
- To Brighton, two long and three short, ——— o o o.
- To siding, three short and two long, o o o ———.
- To third track, one long, one short, one long, ——— o ———.
- To spur, one short, one long, o ———.

Homestead, at crossing of "R" street line with Northern Electric railroad. Derrails on approaches to the crossing and switches leading to stock corral spur and east end of Sacramento Gas & Electric Company siding, are operated from the tower.

Top arm of the high signals located one hundred (100) feet from main track derrails govern the main track.

Lower arms of high signals govern entrance to industry tracks.

Trains wishing to use either industry track will sound one long, one short and one long (——— o ———) blasts of whistle.

Ninth St. Tower, Marysville, crossing Western Pacific and Woodland-Oroville Branch. Eastward and westward trains will be governed by respective signals, located 450 feet from crossing.

Binney Junction Tower, junction Oroville Branch crossing Western Pacific Ry. Whistle signals governing routes:

- To Roseville or Red Bluff, one long, one short, ——— o.
- To and from Oroville Branch, two long, one short ——— o.
- West leg of wye, either direction, two long, three short, ——— o o o.
- East leg of wye, either direction, one long, one short, one long, ——— o ———.
- To Oil Spur, one short, two long, o ———.
- From siding to Oroville Branch, three long, one short, ——— o ———.
- From siding to or from Red Bluff, one short, one long, o ———.
- From siding to west leg of wye, three short, two long, o o o ———.

Live Oak Tower, crossing with Northern Electric Company, located one-half mile east of Live Oak. Eastward and westward trains will be governed by respective signals, located 450 feet from crossing. Eastward trains, when standing on main track to meet opposing trains at Live Oak, will stop west of east house track switch to avoid holding tower signal against opposing trains.

Lawton, junction of double and single track. Normal position of switch at end of double track will be set for eastward trains. Signals, switches and deraill operated by towerman. Right-hand signal on bracket post 700 feet east of tower governs westward track, left-hand signal, eastward track, against current of traffic.

When westward trains are stopped at two-arm signal at crossover 3,500 feet east of tower, on account of train occupying block ahead, they will call towerman by telephone that is attached to side of signal. If instructed to proceed on eastward track, they will line up cross-over switches, and if lower signal clears, trains may proceed on eastward track to tower signal.

**AUTOMATIC SIGNALS AND STAFF RULES.**

Trains stopped by automatic block signals will be governed by Rule 504. On single track wait five (5) minutes before proceeding in the manner instructed by rules.

When trains are stopped by automatic block signal, No. 1158 west of Lincoln; No. 1291 east of Wheatland, wait one minute, then proceed under control, not exceeding six miles per hour, to next signal.

When signal 901, in Sacramento yard, indicates "stop," trains will not proceed until signal has changed to "proceed" or until hand signals are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train when signal indicates "stop."

A disc signal, located at cross-over leading from siding to eastward main track at Loomis, controlled by block signalman, indicates to trains occupying siding that staff is ready for delivery.

Two signals, Home top and Distant lower, are placed on one post, at each end of the siding at staff stations. If the Home signal indicates "stop" and the Distant signal "caution," train must stop and take siding. If the Home signal indicates "proceed," and Distant signal "caution," train will proceed cautiously

on main track prepared to stop at staff crane. If both signals indicate "proceed," trains must proceed on main track, expecting to secure a staff and authority to move through the next block.

The Block system must not be depended upon, but, whenever necessary, trains must be protected as per Rule 99.

The Train Staff System is in operation between Truckee and Loomis. All stations with sidings within these limits are train staff stations, except Dutch Flat, Lander, N. E. Mills, Clipper Gap and stations on eastward track between Rocklin and Colfax. Engineers must approach all stations carefully, prepared to obey the signals at the switch relative to holding main track or taking siding, and when about to take staff from crane must reduce speed so the staff may be surely caught. Should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals and establish whereabouts of train.

Helper engines of eastward trains cutting out at Tunnel 6, at Summit, must obtain a helper staff at Summit office, which will permit them to return on main track from Tunnel 6 to east end of west siding at Summit, regardless of all trains except the one they are helping.

The regular train staff will govern train movement, engineers of trains and helper engines will be held responsible for holding the proper staff.

The helper staff is authority for westward movement of helper engines only from Tunnel 6 to Summit, and must be delivered to operator at Summit promptly after helper has arrived and cleared the main track.

If more than one helper cuts out at Tunnel 6, they will couple and return with the helper staff.

**YARD LIMITS.**

The limits of Sacramento yard extend from east end of east trestle approach American River Bridge, Elvas, to a point four thousand feet west of Sacramento River Bridge, to a point one thousand feet west of west switch at Brighton on Stockton line via Elvas, to a point one thousand feet east of east switch at Brighton on Placerville line via Homestead, to a point fifteen thousand feet west of Junction Switch, R Street, on Walnut Grove line.

The limits of Folsom yard extend to a point one thousand feet west of west switch at Natoma to switch connecting to track to State Prison at Folsom.

The limits of Placerville yard extend to a point two thousand feet west of west switch.

The limits of Woodland yard extend to a point one thousand feet west of Mill Spur to a point one thousand feet north of the switch at Junction to Oroville and Willows line.

The limits of Orland yard extend to a point one thousand feet west of west switch to siding, through Wyo and to a point one thousand feet east of east switch at Wyo, and to a point one thousand feet east of east switch on Hamilton Branch.

The limits of Willows yard extend from a point two thousand feet west of the west switch to a point one thousand feet east of the east switch, to a point one thousand feet east of the east switch of wye, on Fruto branch.

The limits of Chico yard extends from a point one thousand feet west of the west switch to a point three thousand feet east of the east switch.

The limits of Hamilton yard extend to a point two thousand feet west of west switch at Hamilton.

The limits of Fruto yard extend to a point two thousand feet west of west switch at Fruto.

The limits of Red Bluff yard extend to a point one thousand feet west of west switch to siding at Rawson.

The limits of Marysville yard extend to west end of Yuba River bridge to a point one thousand feet east of Western Pacific crossing at Binney Junction, to a point one thousand feet east of winery switch on Oroville Branch, to a point one thousand feet west of west switch of Cannery track at Yuba City. This includes E and A Street cut-off.

Limits of Boca yard extend from a point one thousand feet east of the east switch to a point one thousand feet west of the west switch.

The limits of Oroville yard extend to a point two thousand feet west of west switch at Oroville.

The limits of Roseville yard extend to a point three thousand feet west of west switch to a point one thousand feet north of Andora switch on Red Bluff line, to a point one thousand feet east of east switch at Rocklin.

The limits of Colfax yard extend to a point two thousand feet west of west switch and to a point two thousand feet east of east switch.

The limits of Truckee yard extend to a point three thousand feet west of station, and to a point seven thousand five hundred feet east of station.

The limits of Reno yard extend from a point one and one-half miles west of Reno to Sparks yard.

**MISCELLANEOUS.**

1. Conductors will report to Superintendent by wire any failure to properly control train by air brake, and will hand to car inspector at first terminal list showing tonnage of each car in train. Car Inspector will add to list the piston travel of each car in train, as shown by test made before road engine is cut off; also result of three-minute test of all retainers. The list then to be forwarded to Superintendent by mail.

2. Air brakes on all trains and air whistle signal on Passenger Trains must be tested from rear end of train by trainmen at Truckee, Summit, Blue Canon, Colfax, Folsom and Placerville.

3. No freight train must make a continuous run of over thirty (30) miles without making a stop of not less than 5 minutes to make a careful examination of all cars in train.

4. Regular trains (not in sections) will staff over their run within staff limits upon receipt of clearance card and all orders designated thereon.

On double track and on eastward and westward tracks between Rocklin, Brighton and Sacramento, Rocklin and Colfax, and Sparks and Lawton, and within staff limits, extras may run between any points without running orders, upon receipt of clearance card and all orders designated thereon; otherwise trains on double track will strictly observe double track rules.

Westward first and second class trains may leave Roseville without clearance card upon receiving proceed signal of the train order semaphore at yard office.

5. Trains will move irrespective of time-table superiority between Sacramento and Elvas and Elvas and Brighton. Eastward trains from Stockton Division via Elvas may accept proceed signal by train order semaphore at Brighton, instead of complying with Rule 83A.

6. Trains taking siding for other trains at the following named stations will use the siding indicated:

At Colfax, westward trains will use siding number one north of westward main track. Eastward trains will use siding number one south of eastward main track.

At Midas, the north siding.

7. When two trains meet at a siding on a grade, one train must not pull out until the other has passed over both switches of the siding. In case both trains are ready to leave at the same time, the superior train will go first.

8. Helper engines coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water.

Between Sacramento and Red Bluff engines must be cut off of all freight trains of twenty cars or more before taking water.

9. At meeting points, if the train which is to hold the main track arrives first, brakeman of this train will open the switch for the opposing train to take siding. This will necessitate trains approaching meeting points under control so as not to enter siding at a too high rate of speed.

10. Freight trains descending the grade, will make a stop at the following stations, where trainmen will make a careful inspection of all cars in train:

Mystic	Spruce	Colfax
Stanford	Blue Canon	Auburn
Summit	Gold Run	Latrobe

11. Marker and cupola lamps must be kept burning between Blue Canon and Truckee and between Rocklin and Colfax on eastward track at all hours, night and day.

12. Trains must not stand on drawbridge at Knights Landing, but must be brought to a stop entirely clear of the bridge while doing station work.

13. When trains are about to take siding, the forward brakeman, after opening and securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch. When there is not a clear view, the forward brakeman (or the fireman, in case of a light engine) must go ahead of the engine and see that switches are properly set, and protect against trains or cars that may be on the siding.

14. Between Emigrant Gap and Tunnel 13 the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.

15. Enginemen must not dump carbide from gas generator within snowshed district.

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

Corrected to May 28, 1911.

Main table with columns: CLASS, ENGINE NUMBER, Boiler Pressure, Sacramento and Red Bluff via Roseville, Roseville to Sparks, Truckee to Roseville, Sparks to Truckee, Davis and Red Bluff and Davis and Marysville, Placerville to Folsom, Folsom to Placerville, Folsom to Sacramento, Sacramento to Folsom. Includes rows for classes E-63, E-69, M-63, T-57, C-57, TW-57, TW-51, and M.C.

Summary table for allowance for empty and under-loaded cars, categorized by boiler pressure (Less than 40 M's, 40 to 50 M's, More than 50 M's) and route.

LOCATION OF OVERHEAD OBSTRUCTIONS.

Table listing overhead obstructions with columns: MILE POST, EAST OF, DESCRIPTION, MILE POST, EAST OF, DESCRIPTION, MILE POST, EAST OF, DESCRIPTION. Includes entries for Tunnel 0-14, Summit, Wickes, Blue Canon, Champion, and Shingle Springs.



**LIST OF SURGEONS, HOSPITAL DEPARTMENT, SACRAMENTO DIVISION.**

NAME	TITLE	LOCATION	DISTRICT	NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surgeon	San Francisco		Dr. David Powell	District Surgeon	Marysville	Between
Dr. G. A. White	Consulting Surgeon	Sacramento	Special Service.	Dr. L. Q. Thompson	District Surgeon	Gridley	Between
Dr. A. M. Henderson	Division Surgeon	Sacramento	Sacramento Division.	Dr. O. C. Hawkins	Emergency Surgeon	Biggs	
Dr. G. L. Stevenson	District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction	Dr. M. M. Cook	Emergency Surgeon	Durham	
Dr. W. E. Briggs	Oculist and Aurist	Sacramento		Dr. O. Stansbury	District Surgeon	Chico	Between
Dr. B. Woodbridge	District Surgeon	Roseville	Between Antelope, Whitney and Rocklin	Dr. M. P. Burnham	District Surgeon	Los Molinos	Between
Dr. J. S. Wheeler	Asst. District Surgeon	Roseville	Between Antelope and Rocklin.	Dr. J. A. Cole	District Surgeon	Tehama	Between
Dr. H. D. Fletcher	District Surgeon	Rocklin	Between Roseville and Loomis.	Dr. Walker Gavey	District Surgeon	Red Bluff	Between
Dr. O. L. Barton	District Surgeon	Loomis	Between Rocklin and Fearyn.	Dr. W. E. Bates	District Surgeon	Davis	Between
Dr. F. L. Horns	District Surgeon	Newcastle	Between Fearyn and Auburn.	Dr. H. D. Lawhead	District Surgeon	Woodland	Between
Dr. B. F. Howard	Emergency Surgeon	Alta		Dr. E. K. Ward	Emergency Surgeon	Arbuckle	
Dr. G. H. Fay	District Surgeon	Auburn	Between Newcastle and N. E. Mills.	Dr. A. W. Kimball	Emergency Surgeon	Williams	
Dr. B. A. Pears	District Surgeon	Colfax	Between N. E. Mills and Gold Run.	Dr. G. W. Deereiser	Emergency Surgeon	Maxwell	
Dr. Henry T. Rooney	Assistant Surgeon	Colfax	Between N. E. Mills and Gold Run	Dr. C. W. Lund	District Surgeon	Willows	Between
Dr. J. H. Johnston	District Surgeon	Dutch Flat	Between Gold Run and Cisco.	Dr. S. Igliek	District Surgeon	Oroville	Between
Dr. J. G. McKay	District Surgeon	Truckee	Between Cisco and Boca.	Dr. M. Campbell	Emergency Surgeon	Hamilton	
Dr. W. I. Sanburnat	District Surgeon	Floriston	Between Boca and Calvada	Dr. W. F. Maggard	District Surgeon	Corning	Between
Dr. W. S. Wilcox	District Surgeon	Yard	Between Floriston and Reno.	Dr. T. W. Horton	Emergency Surgeon	Honcut	
Dr. W. H. Hood	District Surgeon	Reno	Between Floriston and Sparks.	Dr. T. B. Reardan	District Surgeon	Oroville	Between
Dr. S. K. Morrison	Asst. District Surgeon	Reno					
Dr. H. A. Brown	Oculist	Reno		Dr. G. T. Hesser	District Surgeon	Folsom	Between
Dr. L. A. Harcourt	District Surgeon	Lincoln	Between Whitney and Sheridan.	Dr. W. A. Reckers	District Surgeon	Placerville	Between
Dr. A. W. Foush	District Surgeon	Wheatland	Between Sheridan and Ostrom.				

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. Emergency Hospitals

**TRAINMASTERS.**

	Woodland to Oroville.....	} SACRAMENTO, CAL.
	Sacramento to Red Bluff via Roseville..	
J. T. BELL.....	Davis to Tehama.....	
	Sacramento to Placerville via Elvas and Homestead.....	
	Sacramento to Walnut Grove.....	
	Pruto and Hamilton Branches.....	
J. W. KNIGHTLINGER.....	Roseville to Sparks and Roseville Terminal.....	ROSEVILLE, CAL.

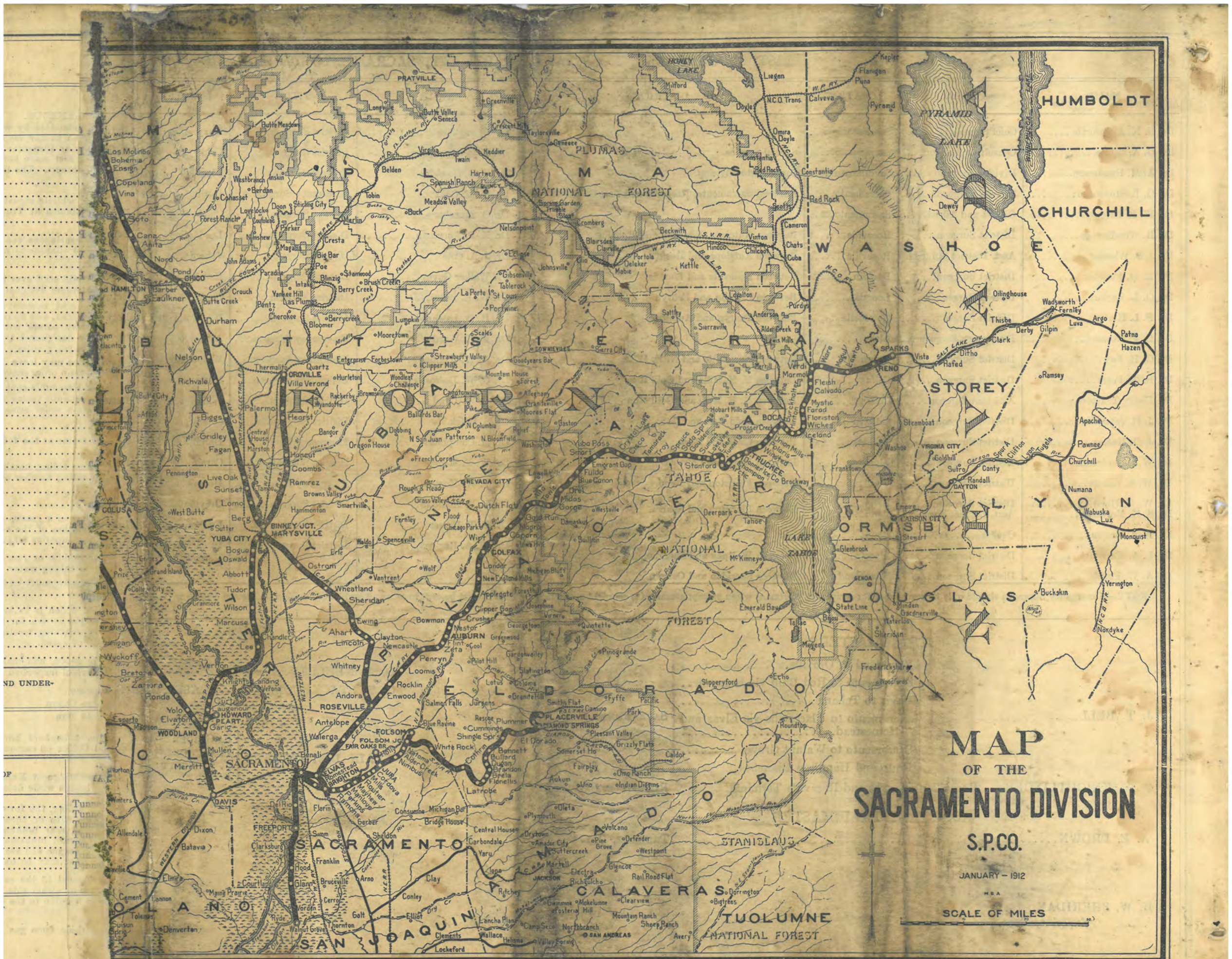
**ASSISTANT TRAINMASTER.**

A. E. BROWN.....TRUCKEE, CAL.

H. W. SHERIDAN,  
Superintendent.

D. A. NEELLEY.....CHIEF TRAINMASTER  
O. T. STACKPOOLE.....ASST. CHIEF T.

TRAIN DISPATCHERS { L. GEIGER  
F. E. JONES  
F. E. SCOTT  
L. FINGLER



# MAP OF THE SACRAMENTO DIVISION S.P.CO.

JANUARY - 1912

SCALE OF MILES

