

45

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

154



To Take Effect Sunday, February 2, 1936, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

W. L. HACK,
Superintendent.

J. W. FITZGERALD,
District Superintendent.

Timetable 153 eff 1 April 1935
155 13 Dec 1936

EASTWARD

SACRAMENTO SUB-DIVISION

Time Table No. 154

February 2, 1936

Capacity of Sidings in Car Lengths	Term Yard BKTWOPY	Yard P	THIRD CLASS				FIRST CLASS						Distance from San Francisco
			490	488	486	482	28	30	606	14	318	210	
			Freight	Freight	Freight	Freight	San Francisco Overland Limited	Advance San Francisco Overland Limited	Mixed	Pacific Limited	Passenger	Sierra	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	
			9.00 PM	4.00 PM	12.30 PM	3.00 AM	11.59 PM	11.35 PM		11.50 AM		1.15 AM	106.6
												f 1.22 AM	110.6
							12.15 AM	11.51 PM		12.06 PM		See Page 3	115.5
84	WP		9.40	4.40	1.10	3.40	12.24	12.01 AM		f 12.20		s 1.50 AM	120.2
78	WP						f 12.35	f 12.10		f 12.32		s 2.03	124.2
68	P						12.44	12.18		12.40		2.12	129.1
	P												131.4
78	W						12.53	12.27		12.51		2.20	134.3
75	P						1.00	12.33		12.58		f 2.26	137.7
	Yard YPWBK		10.30	5.50	2.00	4.30	s 1.15	s 12.45		s 1.10		s 2.45	141.7
60	P						1.27	12.57		1.22		2.58	146.0
125	PWOY		11.15 PM	6.45	2.45	5.15	1.40	1.10		1.35		s 3.13	152.2
	6 P Spur									f			154.1
	4 P Spur												156.0
	5 Spur P						1.54	1.24		1.50		f 3.29	156.8
													159.6
75	P						2.07	1.37		2.03		3.43	160.7
78	WP		1.10 AM	9.00	5.00	7.30	2.18	1.48		2.14		3.55	164.8
	PTW											f	165.5
86	Yard IPTW						2.40	2.06		f 2.33		s 4.20	166.6
82	PW		2.10	9.40	5.50	8.20	2.55	2.20		2.48		4.37	171.8
	PWT									f 2.55		s 4.45	177.9
67	PW						3.12	2.37		3.08		4.58	180.3
	P									f		f	185.5
130	KPTWBI		2.51	11.00 PM	7.00	9.30	3.26	2.51		f 3.23		s 5.15	190.4
													192.0
	PT												196.3
72	PW		3.46				3.46	3.11		3.43		5.37	197.7
	Yard PWTYOBK		4.30	12.20 AM	8.15	10.50 AM	s 4.00	s 3.25		s 3.58		s 5.55	200.6
	P						4.16	3.41		4.14		6.15	202.9
99	P						4.20	3.45		4.18		6.20	208.0
68	PW						4.28	3.52		4.25		6.30	216.3
	No Siding WP												218.1
131	P		6.15	1.30	10.00	12.10 PM	4.44	4.08		4.41		6.52	222.4
	Yard P						s 5.00	s 4.25		s 4.58		s 7.15	228.5
	Yard						5.10	4.35		5.10		7.35	232.4
	Term. Yard OWTBK		7.15 AM	2.35 AM	10.45 PM	1.05 PM	s 5.25 AM	s 4.50 AM	s 7.12 PM	s 5.25 PM	s 7.52 AM	s 7.50 AM	242.9
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	245.5
			(10.15) 13.38	(10.35) 12.95	(10.15) 13.38	(10.05) 13.60	(5.26) 25.23	(5.15) 26.11	(0.12) 15.23	(5.35) 25.29	(0.12) 16.50	(6.35) 22.53	246.2

STATIONS

TO-R ROSEVILLE	4.0
ROCKLIN	4.9
LINCOLN AV., PENRYN	4.7
TO-R NEWCASTLE	4.0
AUBURN, NEVADA ST	4.9
BOWMAN	2.3
CLIPPER GAP	2.9
EAST APPLGATE	3.4
N. E. MILLS	4.0
TO-R COLFAX	4.3
CAPE HORN	6.2
TO GOLD RUN	1.9
DUTCH FLAT	1.9
ALTA	0.8
TOWLE	2.8
AMERICAN	1.1
MIDAS	4.1
KNAPP	0.7
BLUE CANON	5.2
TO EMIGRANT GAP	6.1
CRYSTAL LAKE	2.4
OISCO	5.2
TROY	4.9
SODA SPRINGS	1.6
TO NORDEN	4.3
EDER	2.9
ANDOVER	2.3
STANFORD	5.1
TO-R TRUCKEE	8.3
BOCA	1.8
HINTON	4.3
FLORISTON	6.1
CALVADA	3.9
VERDI	10.5
RENO	2.6
SPARKS (PSGR. STA.)	0.7
(TO-R SPARKS (DSP.OFF.))	

(137.1)

Time over District
Average Speed per Hour

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
210	Any Station	Receive	Ogden	
28	Any Station	Receive Revenue Passengers	Ogden	
30	Any Station	Receive Revenue Passengers	East of Sparks	

Time as indicated by time table schedules for first-class trains will apply at passenger station Emigrant Gap.

Time in train orders Emigrant Gap will apply at siding.

Additional Stations:
Lander, 139.0
Magra, 148.5
Forebay, 163.0
Smart, 173.3
Yuba Pass, 176.1

Tamarack, 183.7
Spruce, 187.8
Polaris, 211.1
Union Mills, 213.5
Prosser Creek, 215.0
Iceland, 220.9

Wickes, 221.5
Farad, 224.7
Mystic, 225.5
Fleish, 229.8
Mogul, 235.8
Lawton, 237.1

EASTWARD

Time Table No. 154

210

Sierra

Leave Daily

f 1.22AM

s 1.31

s 1.40

s 1.50AM

The above schedule is shown only for information and has no time-table superiority between Loomis and Newcastle, but will be known by number and handled only by train orders between Loomis and Newcastle.

STATIONS

TO-R ROSEVILLE	4.0
ROCKLIN	3.3
TO LOOMIS	2.7
PENRYN	3.0
TO-R NEWCASTLE	4.0
FLINT	0.9
TO AUBURN	3.9
BOWMAN	2.5
OLIPPER GAP	3.0
WEST APPELATE	3.2
N. E. MILLS	5.0
TO-R COLFAX	4.3
CAPE HORN	6.2
TO GOLD RUN	1.9
DUTCH FLAT	2.7
TOWLE	2.8
AMERIOAN	1.1
MIDAS	4.1
KNAPP	0.7
BLUE CANON	5.2
TO EMIGRANT GAP	4.3
YUBA PASS	2.2
CRYSTAL LAKE	2.0
OISCO	5.5
TROY	4.9
SODA SPRINGS	1.3
TO NORDEN	1.0
SUMMIT	3.2
DONNER	1.5
EDER	2.9
ANDOVER	2.3
STANFORD	5.1
TO-R TRUCKEE	8.3
BOCA	1.8
HINTON	4.3
FLORISTON	6.0
CALVADA	3.9
VERDI	10.4
RENO	2.6
SPARKS (PSGR. STA.)	0.7
(TO-RSPARKS (DSP.OFF.))	

Arrive Daily

(138.9)

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

SACRAMENTO SUB-DIVISION

WESTWARD

SACRAMENTO SUB-DIVISION

3

FIRST CLASS

THIRD CLASS

Distance from Sparks	289 Sierra	21 Pacific Limited	605 Mixed	317 Passenger	27 San Francisco Overland Limited	9 Fast Mail	533 Freight	535 Freight	Capacity of Sidings in Car Lengths
Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
138.9	s 5.33PM	s 5.56PM			s 4.22AM	s 3.21AM	10.00AM	3.40AM	Term. Yard TOWYBPBK
134.9					f				P Yard
131.6	f 5.16	5.42			s 4.03	3.09			P 94
128.9	f				f 3.54				P 51
125.9	s 4.58	5.29			s 3.45	2.56	2.56		WP 58
121.9									P 73
121.0	s 4.45	5.17			s 3.30	2.44			WP 50
117.1	4.32	5.08			f 3.14	2.35			P 73
114.6					f				P 58
111.6	f 4.19	4.56			f 2.58	2.23			P 51
108.4	f 4.12	4.49			f 2.49	2.16			Spur P 57
103.4	s 4.00	f 4.37			s 2.35	f 2.04	8.00	1.30	YWYBPBK Yard
99.1	3.46	4.26			2.15	1.50			P 62
92.9	f 3.32	4.13			f 2.00	1.36	7.15	12.45AM	WOYP 65
91.0	f				f				SPUR P 6
88.3	f 3.20	4.03			1.47	1.25			P Spur 5
85.5									
84.4	f 3.10	3.54			1.35	1.16			P 75
80.3	3.01	3.45			1.25	1.06			P 78
79.6	f								PTW
74.4	f 2.47	3.32			f 1.10	12.52	6.15	11.45PM	WPI Yard 80
70.1	2.37	3.22			12.58	12.42			Summer 69 P
67.9	2.32	3.17			12.52	12.37			PW 82
65.9	f 2.27				f 12.47				PT
60.4	2.15	3.02			12.34	12.21			PW 56 Summer 68
55.5	s 2.04				f 12.22				P
54.2	s 2.00	2.48			s 12.17	12.07AM	4.30	10.00	KIPTBW 79
53.2									P (Upper) 56 (Lower) 71
50.0	1.46	2.36			12.01AM	11.54PM			P 91
48.5									
45.6									PT
43.3	1.28	2.18			11.43PM	11.37			WP 72
38.2	s 1.15	s 2.05			s 11.25	s 11.25	2.45	8.15	Yard PWTYOBK
38.0									P 53
29.7	f 12.56	1.47			f 10.45	11.02			P 64
27.9	12.52	1.43			10.40	10.58			P
23.6	f 12.45	1.36			f 10.32	10.50			WP
17.6									P 131
13.7	f 12.27	1.18			f 10.12	10.33			Yard P
3.3	s 12.10PM	s 1.00	s 7.00PM	s 7.25PM	s 9.50	10.15			Yard
0.7	s 11.53AM	f	f 6.50	s 7.15		9.55			Term. Yard OWTBPK
0.0	11.50AM	12.40PM	6.45PM	7.10PM	9.35PM	9.40PM	1.00AM	6.30PM	
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(5.43)	(5.16)	(0.15)	(0.15)	(6.47)	(5.41)	(9.00)	(9.10)	
	24.29	26.37	13.20	13.20	20.48	24.44	15.43	15.15	

EASTWARD

Time Table No. 154

February 2, 1936

Lake Tahoe Branch

STATIONS

TO-R	TRUCKEE	14.7
	4.1	
	HEADLAND	10.6
	1.5	
	DENVALE	9.1
	0.1	
	McPHETRES	9.0
	1.0	
	BIG CHIEF	8.0
	1.0	
	BULLS HEAD	7.0
	1.0	
	SQUAW CREEK	6.0
	0.9	
	OLD ROAD	5.1
	0.9	
	DEER PARK	4.2
	2.0	
	RAMPART	2.2
	1.5	
	MOSS HILLS	0.7
	0.7	
R	LAKE TAHOE	0.0
	(14.7)	
	Time over District.....	
	Average Speed per Hour.....	

No. 210 will use No. 4 track Rocklin to Loomis.

Water at Mystic on No. 1 track only.

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

Time as indicated by time table schedule, or train order, for eastward trains will apply at passenger station Loomis.

Time as indicated by time table schedules for first class trains will apply at passenger station Emigrant Gap.

Time in train orders at Emigrant Gap will apply at siding.

Westward freight trains arriving Truckee ahead of No. 9 and No. 27, will head in and use what is known as the ice track.

Westward trains receiving orders at or east of Newcastle moving eastward trains from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived.

Westward trains must stop east of east crossover switch at Newcastle unless they receive a train-order signal permitting them to proceed.

Eastward trains authorized to use No. 1 track Loomis to Newcastle, may proceed on No. 1 track to first crossover switch, east of station building at Newcastle.

Additional Stations:

Lawton, 237.1.	Iceland, 220.9.	Smart, 173.3.
Mogul, 235.7.	Prosser Creek, 215.0.	Forebay, 163.4.
Fleish, 229.8.	Union Mills, 213.5.	Alta, 156.0.
Mystic, 225.5.	Polaris, 211.1.	Magra, 148.5.
Farad, 224.7.	Spruce, 187.8.	Lander, 139.0.
Wickes, 221.5.	Tamarack, 183.7.	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
27	Any Station	Discharge		Ogden
21	Any Station	{Discharge Revenue Passengers		East of Sparks
289	Alta			
289	Any Station	Discharge		Sparks and East

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS	SECOND CLASS			FIRST CLASS					Distance from San Francisco	Time Table No. 154 February 2, 1936	Distance from Gerber	FIRST CLASS						SECOND CLASS	THIRD CLASS		
	514	496	510	512	20	18	8	16	292				19	7	293	291	17	15	511	497	513	515
	Local Freight	Manifest	Mixed	Mixed	Klamath	Cascade	Shasta	West Coast	Passenger				Klamath	Shasta	Passenger	Mixed	Cascade	West Coast	Mixed	Manifest	Mixed	Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Tues., and Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays Only				Arrive Daily Ex. Sundays & Holidays	Arrive Daily	Arrive Daily	Arrive Mon. and Fri.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
Term. Yard IWYPK	4.05AM			4.00AM	11.50PM	9.15PM	8.32PM			75.6	TO-R DAVIS 5.1	112.8	s 4.55AM	s 7.13AM	s 9.35AM	s 10.25AM	s 4.10PM		11.10AM	4.30PM		
100 P					11.57PM	9.22	8.39			80.7	MERRITT 2.5	107.7	4.46	7.02	f 9.25	f 10.15	4.01			4.15		
17										83.2	MULLEN 1.7	105.2			f	f						
BKIPW Yard 107	4.40			4.20AM	s 12.10AM	9.29	8.47			84.9	TO-R WOODLAND S. N. R. R. Crossing 5.0	103.5	4.40	s 6.55	s 9.15	s 10.07	s 3.55		10.50AM	3.55		
25 P	5.15				12.17	9.35	8.54			89.9	TO YOLO 5.9	98.5	4.29	6.44	s 9.03	s 9.57	3.43			3.00		
29 P					12.23	9.41	9.00			95.8	TO ZAMORA 2.2	92.6	4.21	6.37	s 8.52	s 9.48	3.35			2.40		
17 P										98.0	BRETONA 5.2	90.4			f	f						
36 WP	6.28				12.31	9.49	9.08			103.2	TO DUNNIGAN 3.2	85.2	4.13	6.28	s 8.42	s 9.38	3.26			2.15		
40 P										106.4	HERSHEY 1.9	82.0			f	f						
118 119 YP					12.37	9.55	9.14			108.3	HARRINGTON 5.2	80.1	4.07	6.22	f 8.34	f 9.31	3.20			1.45		
44 P	7.00				f 12.46	10.01	9.20			113.5	TO ARBUCKLE 4.1	74.9	4.01	6.16	s 8.24	s 9.23	3.14			1.30		
30 P					12.52	10.06	9.26			117.6	GENEVRA 0.9	70.8	3.55	6.10	f 8.14	f 9.15	3.08			12.45		
11										118.5	MACY 5.7	69.9			f	f						
50 P	8.05				s 1.02	10.14	9.34			124.2	TO WILLIAMS 4.9	64.2	3.47	f 6.02	s 8.05	s 9.06	s 3.00			12.20PM		
45 P	8.27				1.08	10.19	9.40			129.1	CORTENA 3.9	59.3	3.41	5.55	f 7.52	f 8.56	2.52					
59 WP	8.50				f 1.15	10.23	9.45			133.0	TO MAXWELL 5.3	55.4	3.37	5.50	s 7.46	s 8.50	2.47			11.35AM		
39 P					1.22	10.29	9.51			138.3	DELANE 3.8	50.1	3.31	5.43	f 7.37	f 8.41	2.40					
34					1.26	10.33	9.55			142.1	NORMAN 2.2	46.3			f	f						
31 P										144.3	LOGANDALE 5.6	44.1	3.25	5.37	f 7.28	f 8.32	2.32					
84 BKWOYP	10.00AM				s 1.42	10.42	10.07			149.9	TO-R WILLOWS 3.3	38.8	3.19	s 5.30	s 7.20	s 8.24 8.10	s 2.25			11.00AM		
10										153.2	LYMAN 3.6	35.2			f	f						
44 P					1.52	10.51	10.17			156.8	ARTOIS 3.9	31.6	3.10	5.18	s 7.03	s 7.54	2.14					
50					1.56	10.55	10.21			160.7	GRAPIT 1.3	27.7	3.06	5.13	f 6.57	f 7.46	2.09					
33 P										162.0	GREENWOOD 3.4	26.4			f	f						
41 KPW			7.15AM		s 2.06	11.01	10.29			165.4	TO-R ORLAND 1.6	23.0	3.00	s 5.07	s 6.50	s 7.39	s 2.03	s 1.35PM				
39 PY			7.20AM							167.0	WYO 2.0	21.4	2.57	5.01	f 6.41	f 7.32	1.58	1.25PM				
11										169.0	MALTON 4.4	19.4			f	f						
26 P					2.17	11.10	10.39			173.4	KIRKWOOD 5.1	15.0	2.50	4.54	f 6.32	f 7.23	1.51					
47 P					s 2.29	11.16	10.46			178.5	TO CORNING 3.1	9.9	2.44	s 4.48	s 6.25	s 7.15	s 1.45					
44 P					2.40		10.50			181.6	RICHFIELD 4.7	6.8	2.40	4.40	s 6.12	s 7.01	1.39					
120 YP		9.30AM			2.48	11.25	10.58	1.43PM	5.26AM	186.3	R TEHAMA 2.1	2.1	2.34	4.34	s 6.05	6.50AM	1.34	s 2.55PM	7.05AM			
Term. Yard BKWOYP	9.40AM				s 2.55AM	s 11.30PM	s 11.05PM	s 1.50PM	s 5.35AM	188.4	TO-R GERBER	0.0	2.30AM	4.30AM	6.00AM		1.30PM	2.50PM	6.55AM			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Tues., and Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays Only		(112.8)		Leave Daily	Leave Daily	Leave Sundays and Holidays Only	Leave Daily Ex. Sundays & Holidays	Leave Daily	Leave Daily	Leave Mon. and Fri.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(5.55) 12.56	(0.10) 12.60	(0.05) 19.20	(0.20) 27.90	(3.05) 36.58	(2.15) 50.13	(2.33) 44.24	(0.07) 18.00	(0.09) 14.00		Time over District.....		(2.25) 46.68	(2.43) 41.52	(3.35) 31.48	(3.35) 30.89	(2.40) 42.30	(0.05) 25.20	(0.10) 9.60	(0.10) 12.60	(0.20) 27.90	(5.30) 13.51
											Average Speed per Hour.....											

Schedule time and train orders will apply at the Junction Switch at Tehama.

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Additional Stations:

Dufour, 92.1
Ronda, 93.7Delphos, 126.8
Riz, 146.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
8	Any Station between Davis and Dunsmuir	To receive Revenue Passengers	East of Dunsmuir where Nos. 18 and 8 scheduled to stop.	
8	Woodland Williams Willows Orland Corning	Discharge		Davis and West
20 293 291 7 7 17	Any Station Dufour Ronda Arbuckle Any Station Arbuckle	Discharge Receive or Discharge Receive Discharge Receive (Passengers M & E)		Davis Richmond and West Davis Black Butte

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

5

Capacity of Sidings in Car Lengths	THIRD CLASS	SECOND CLASS	FIRST CLASS							Distance from San Francisco	Time Table No. 154 February 2, 1936		Distance from Tehama	FIRST CLASS					SECOND CLASS	THIRD CLASS			
	494 Local Freight	496 Manifest	28 San Francisco Overland Limited	30 Advance San Francisco Overland Limited	14 Pacific Limited	16 West Coast	290 Mixed	292 Passenger	210 Sierra		9 Fast Mail	27 San Francisco Overland Limited		289 Sierra	21 Pacific Limited	15 West Coast	471 Oakland Freight	501 Local Freight	497 Manifest	495 Local Freight			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays	Leave Sun. & Holidays Only	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			
Term. Yard BKWOTYP			11.20 PM	10.55 PM	11.10 AM	10.10 AM	1.20 AM	1.05 AM	12.35 AM	89.0 89.4 88.9	TO-R SACRAMENTO 2.9			122.7	s 4.00 AM	s 5.05 AM	s 6.20 PM	s 6.35 PM	s 7.00 PM	7.15 PM			
Yard IYP			11.27	11.02	11.17	10.17	1.35	1.12	12.42	91.8	ELVAS 1.7			119.9	3.51	4.56	6.08	6.26	6.48	7.00			
Yard PW										93.5	SWANSTON 1.4			118.2			f						
South 92 Yard P Center 86			11.32	11.07	11.23	10.22	1.42	1.17	12.47	94.9	BENALI 7.9			116.8	3.46	4.50	6.01	6.21	6.33				
60 Yard P			11.41	11.16	11.34	f 10.32	1.54	1.27	12.56	102.8	ANTELOPE 3.8			108.9	3.38	4.40	5.52	6.13	6.24				
Term. Yard BKOPTWY		6.00 AM	s 11.51 PM	s 11.26 PM	s 11.43 AM	s 10.42	s 2.10	s 1.37	s 1.06 AM	106.6	TO-R ROSEVILLE 6.2			105.1	3.29 AM	4.30 AM	5.40 PM	6.04 PM	s 6.15	6.30 PM	8.45 PM	12.35 PM	
111 P						10.51	2.20	1.47		112.8	WHITNEY 4.2			98.9					6.02			12.05 PM	
134 PW		6.30				s 10.58	s 2.35	s 1.55		117.0	TO LINCOLN 4.0			94.7					s 5.55		8.00	11.55 AM	
38 P										121.0	EWING 1.1			90.7									
106 P		6.40				11.05	2.43	2.02		122.1	BROOK 2.7			89.6					5.43		7.15	11.05	
32						11.09	f	f		124.8	SHERIDAN 3.3			86.9				f 5.38					
138 PW		6.50				s 11.14	s 2.55	s 2.12		128.1	TO WHEATLAND 6.1			83.6				s 5.32		6.40			
101 P		7.00				11.22	3.06	2.22		134.2	OSTROM 5.6			77.5					5.21		6.15	10.45	
Yard BKIOWP	7.30 AM	7.10				s 11.35	s 3.25 3.50	s 2.32 2.55		139.8	DANTONI JOT. 1.0			71.9									
112 WP		7.20				11.41	3.57	3.01		140.8	TO-R MARYSVILLE 1.0			70.9					s 5.10		6.00 PM	10.30	1.20 PM
43						11.46	4.03	3.06		141.8	W. P. R. R. Crossing 2.9			69.9									
13										144.7	BERG 3.0			67.0					4.53			10.10	1.05
54 IP	8.00	7.30				s 11.53 AM	f 4.15	f 3.12		147.7	LOMO 2.1			64.0					4.49				
108 P	8.25	7.40				s 12.05 PM	s 4.35	s 3.25		149.8	SUNSET 1.7			61.9									
49 WP	8.40	8.00				s 12.15	s 4.47	s 3.33		151.5	TO LIVE OAK S. N. R. R. Crossing 6.5			60.2					s 4.44			9.55	12.50
49 P		8.10				s 12.25	s 5.00	s 3.43		158.0	TO GRIDLEY 3.4			53.7					s 4.32			9.40	12.05 PM
97 P	9.10	8.20				f 12.31	s 5.09	s 3.49		161.4	TO BIGGS 6.0			50.3					s 4.25			9.30	11.39 AM
96 P	9.40	8.30				s 12.40	s 5.22	s 4.00		167.4	RIOHVALE 4.1			44.3				f 4.13					
Yard BKYWOP	10.00 AM	8.40				s 12.55	s 5.35 5.55	s 4.10 4.35		171.5	NELSON 6.6			40.2				f 4.06				9.10	
29 P		8.50				1.05	6.07	4.45		178.1	TO DURHAM 6.1			33.6					s 3.56			8.55	11.20
122 P		8.55								184.2	S. N. R. R. Crossing OHICO 7.1			27.5					s 3.45			3.40	11.00 AM
16						1.09	6.12	4.50		191.3	NORD 2.3			20.4				f 3.29					
130 WP		9.15				s 1.25	f 6.27	f 5.05		193.6	ANITA 2.4			18.1					3.26			7.50	
15						1.13				196.0	OANA 7.0			15.7									
48 P		9.25				s 1.37	f 6.39	f 5.18		203.0	TO VINA 1.6			8.7					s 3.13			7.30	
120 PY		9.30 AM				f 1.43 PM	s 6.44 AM	s 5.26 AM		204.6	OOPELAND 5.1			7.1									
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday & Holidays	Arrive Sun. & Holidays Only	Arrive Daily	209.7	TO LOS MOLINOS 2.0			2.0					s 3.02				
										211.7	R TEHAMA			0.0					2.55 PM			7.05 AM	
											(122.7)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday
	(2.30) 17.36	(3.30) 30.03	(0.31) 34.07	(0.31) 34.07	(0.33) 32.00	(3.33) 34.56	(5.24) 22.72	(4.21) 28.21	(0.31) 34.07		Time over District.....				(0.31) 34.07	(0.35) 30.17	(0.40) 26.40	(0.31) 34.07	(4.05) 30.05	(0.45) 23.47	(2.45) 12.44	(5.30) 19.11	(2.20) 18.60
											Average Speed per Hour.....												

HOLIDAYS INDICATED ARE:

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
15	Any Station	Receive	Lincoln	
15	Any Station	Discharge		Gerber
16	Sheridan	Discharge		Martinez and West
16	Any Station	Receive	Klamath Falls	

Additional Stations:

Walerga, 99.4
Clayton, 118.4
Jester, 126.0
Rupert Spur, 138.9
Binney Junction Tower, 141.8

Sullivan, 146.4
Fagan, 155.9
Riceton, 164.1
Faulkner, 181.9

Gimbal, 189.1
Soto, 198.3
Ensign, 207.1
Bohemia, 208.0

EASTWARD

REDDING SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS							Distance from San Francisco via Marysville	Time Table No. 154 February 2, 1936	Distance from Dunsmuir	FIRST CLASS							THIRD CLASS		
	620										7	17	15	19	637	639	641			
	Manifest				18	8	16				20	Shasta	Cascade	West Coast	Klamath	Manifest	Local Freight	Freight		
			Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			
Term. Yd WOYPBK			11.55AM		11.40PM	11.15PM	2.00PM	3.10AM	213.8	TO-R GERBER 2.0	108.3	s 4.20AM	s 1.20PM	s 2.40PM	s 2.20AM		6.15AM	10.25AM	11.15PM	
						f			215.8	PROBERTA 3.1	106.3			f						
85 P			12.03PM		11.48	11.23	2.09	3.18	218.9	RAWSON 4.5	103.2	4.12	1.11	s 2.32	2.12		6.05	10.10	11.05	
Yard 49-49 P			12.12		11.55PM	11.30	s 2.22	s 3.29	223.4	TO RED BLUFF 5.5	98.7	s 4.05	1.04	s 2.22	2.05		5.58	10.00	10.58	
81 P			12.22		12.03AM	11.38	2.33	3.38	228.9	BLUNT 4.7	93.2	3.55	12.56	2.10	1.56		5.49	9.40	10.49	
80 P			12.30		12.10	11.44	f 2.40	3.47	233.6	HOOKEE 6.8	88.5	3.47	12.50	2.04	1.50		5.41	9.25	10.40	
74 WP			12.41		12.18	11.52	s 2.50	s 3.57	240.4	TO COTTONWOOD 3.8	81.7	s 3.30	12.41	s 1.50	1.37		5.29	9.10	10.28	
76 P			12 49		12.22	11.57PM	2.55	4.02	244.2	OULP 2.9	77.9	3.25	12.37	1.46	1.33		5.23	8.55	10.20	
70 P			12 56		12.26	12.02AM	s 3.01	s 4.07	247.1	TO ANDERSON 6.4	75.0	s 3.20	12.33	s 1.42	1.29		5.18	8.45	10.15	
91 P			1.12		12.33	12.09	3.09	4.16	253.5	GIRVAN 4.7	68.6	3.10	12.26	1.34	1.21		5.08	8.30	10.05	
Yard 95 WP I			1.28		12.40	12.16	s 3.19	s 4.32	258.2	TO REDDING 5.7	63.9	s 3.03	12.20	s 1.28	1.15		5.00	8.20AM	9.57	
83 P			1.41		12.55	12.27	3.30	4.43	263.9	KESWICK 3.3	58.2	2.47	12.08PM	1.14	12.55		4.43		9.38	
No Siding P							s		267.2	TO MATHESON 0.8	54.9			s						
49 P			1.51		1.06	12.40	3.40	4.52	268.0	MOTION 3.0	54.1	2.37	11.59AM	1.05	12.40		4.27		9.21	
81 P			1.59		1.13	12.51	3.47	4.59	271.0	OORAM 4.7	51.1	2.30	11.52	12.58	12.28		4.17		9.10	
85 P			2.11		1.23	1.02	f 3.58	5.10	275.7	KENNET 2.6	46.4	2.20	11.42	f 12.48	12.17		4.02		8.56	
57 P			2.18		1.29	1.08	f 4.04	5.16	278.3	PITT 1.9	43.8	2.14	11.36	f 12.42	12.11		3.54		8.48	
83 YWPO			2.23		1.34	1.13	4.09	5.21	280.2	MORLEY 3.6	41.9	2.09	11.31	12.37	12.06AM		3.48		8.42	
45 P			2.32		1.42	1.21	f 4.17	5.29	283.8	ELMORE 3.8	38.3	2.01	11.23	f 12.29	11.58PM		3.36		8.30	
82 P			2.42		1.50	1.29	f 4.25	5.37	287.6	POLLOCK 3.5	34.5	1.50	11.15	f 12.21	11.50		3.24		8.19	
75 P			2.51		1.58	1.40	4.33	5.45	291.1	SMITHSON 5.6	31.0	1.40	11.07	12.13	11.42		3.12		8.08	
81 WP			3.12		2.13	2.00	s 4.49	6.02	296.7	TO DELTA 3.5	25.4	1.25	10.55	f 12.01PM	11.30		2.54		7.50	
40 P			3.23		2.21	2.08	f 4.58	6.11	300.2	LAMOINE 3.8	21.9	1.18	10.48	f 11.53AM	11.23		2.42		7.39	
71 P			3.33		2.30	2.17	5.07	6.21	304.0	GIBSON 2.0	18.1	1.09	10.39	11.44	11.14		2.30		7.27	
72 P			3.39		2.35	2.21	5.13	6.27	306.0	FISHER 3.4	16.1	1.04	10.34	11.39	11.09		2.21		7.20	
70 WP			3.50		2.44	2.29	f 5.21	6.36	309.4	SIMS 3.7	12.7	12.56	10.26	f 11.31	11.01		2.09		7.09	
81 P			4.01		2.52	2.38	f 5.30	6.46	313.1	CONANT 2.2	9.0	12.48	10.18	f 11.23	10.53		1.58		6.58	
56 P			4.07		2.57	2.44	f 5.36	f 6.52	315.3	CASTELLA 3.0	6.8	12.43	10.13	f 11.18	10.48		1.50		6.50	
86 P			4.15		3.04	2.52	f 5.43	7.01	318.3	CASTLE ORAG 2.9	3.8	12.36	10.06	f 11.11	10.41		1.41		6.41	
Term Yard PBK			4.25PM		3.11	3.00	5.50	7.10	321.2	DUNSMUIR YARD 0.9	0.9	12.29	9.59	11.04	10.34		1.30AM		6 30PM	
Term Yd WOTPBK					s 3.15AM	s 3.05AM	s 5.55PM	s 7.15AM	322.1	(TO-R DUNSMUIR (Pass Sta.))	0.0	12.25AM	9.55AM	11.00AM	10.30PM					
			Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	
			(4.30) 24.06		(3.35) 30.02	(3.50) 28.25	(3.55) 27.65	(4.05) 26.52		Time over District.....		(3.55) 27.65	(3.25) 31.69	(3.40) 29.53	(3.50) 28.25		(4.45) 22.61	(2.05) 21.31	(4.45) 22.61	
										Average Speed per Hour.....										

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
15 & 16	Antler MP 290.5	Receive and Discharge	Any Station	Any Station	
15 & 16	Sweet Briar MP 31.8	Receive and Discharge	Any Station	Any Station	
15 & 16	Castle Rock MP 316.4	Receive and Discharge	Any Station	Any Station	
7	Bet. Dunsmuir & Redding	Discharge	Any Station	East of Dunsmuir	
19	Redding and Red Bluff	Receive Revenue Passengers	Berkeley and beyond		
8	Red Bluff and Redding	Discharge		Davis and beyond	
8	Any Station Between Davis and Dunsmuir	Receive Revenue Passengers	East of Dunsmuir where Nos. 18 and 8 scheduled to stop.		
7	Castella	Receive	Richmond and beyond		
17	Redding	Receive	Points west of Gerber where train scheduled to stop		
	Red Bluff	Discharge	Klamath Falls or points east		

Additional Stations

Jessup Industrial Track M. P. 249.2
 Middle Creek M. P. 261.0
 Antler Spur M. P. 290.5
 Flume Spur M. P. 311.8
 Dirigo Industrial Tracks M. P. 316.1

EASTWARD

BLACK BUTTE SUBDIVISION

WESTWARD

7

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS		SECOND CLASS		FIRST CLASS				Distance from San Francisco via Marysville	Time Table No. 154 February 2, 1936	Distance from Klamath Falls	FIRST CLASS					THIRD CLASS			
	624	640		622		16	20	18				8	17	15	19	7		633	623	635
	Freight	Local Freight and Logger		Manifest		West Coast	Klamath	Cascade				Shasta	Cascade	West Coast	Klamath	Shasta		Freight	Freight	Manifest
	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
Term. Yd PBK	7.30 PM			6.20 PM						321.2	DUNSMUIR YARD	108.0								
Term. Yd WOTPBK	7.40			6.25		6.05 PM	7.35 AM	3.30 AM	3.20 AM	322.1	TO-R DUNSMUIR (Pass Sta)	107.1	s 9.45 AM	s 10.50 AM	s 10.20 PM	s 12.10 AM	4.05 PM	9.00 PM	10.15 PM	
P									f	325.4	SHASTA SPRINGS	103.8			f					
86 P	7.55			6.37		6.15	7.47	3.41	3.32	326.1	SMALL	103.1	9.34	10.39	10.10	11.59 PM	3.48	8.40	9.53	
26 P	8.01			6.42		6.20	7.52	3.46	f 3.36	327.6	CANTARA	101.6	9.29	10.34	10.05	11.55	3.43	8.35	9.48	
84 P	8.20			7.00		6.32	8.04	3.58	f 3.48	331.4	MOTT	97.8	9.17	10.20	9.53	11.43	3.30	8.20	9.35	
87 P	8.30			7.07		6.37	8.10	4.03	f 3.54	333.5	AZALEA	95.7	9.12	10.15	9.48	11.38	3.23	8.00	9.28	
108 WYP	8.45			7.20		s 6.48	s 8.25	4.13	s 4.04	336.7	TO MOUNT SHASTA	92.5	9.04	f 10.07	s 9.40	f 11.30	3.13	7.35	9.18	
93 P	9.13			7.25		6.53	8.30	4.17	f 4.08	339.1	UPTON	90.1	8.59	10.02	9.32	11.25	3.07	7.25	9.13	
80 YP	9.28			7.30		6.57	8.35	4.21	f 4.13	342.0	DEETZ	87.2	8.55	9.58	9.28	11.21	3.01	7.18	9.07	
M-27 E-80 Yd W-111 WYP	9.40 PM	4.05 AM		7.52		f 7.05	8.48	4.28	s 4.20 AM	345.0	TO-R BLACK BUTTE	84.5	8.48	f 9.51	s 9.20	11.11 PM	2.52	7.05 PM	8.57	
82 P		4.30		8.12		7.17	9.05	4.40		352.2	HOTLUM	77.3	8.35	9.37	9.05		2.30		8.37	
113 P		4.49		8.24		7.27	9.15	4.49		357.2	BOLAM	72.3	8.27	9.29	f 8.55		2.16		8.24	
82 P		5.01		8.32		7.33	9.24	4.54		360.7	ANDESITE	68.8	8.22	9.24	8.48		2.07		8.13	
83 P		5.14		8.42		7.39	9.32	5.00		364.8	COUGAR	64.7	8.17	9.19	8.42		1.46		8.00	
Spur 202										366.6	POMEROY	62.9								
125 WYP		5.30		9.02		f 7.45	9.40	5.07		368.5	TO GRASS LAKE	61.0	8.12	9.14	f 8.36		1.31		7.45	
58 P		5.43		9.12		7.52	9.47	5.14		373.1	ERICKSON	56.4	8.06	9.08	8.27		1.09		7.20	
81 P		5.52		9.19		7.58	9.52	5.19		377.2	PENOYAR	52.3	8.01	9.03	f 8.21		12.54		7.10	
No siding YP						s 8.04	f 9.57	5.24		380.6	TO LEAF	48.9	7.57	f 8.58	s 8.15					
91 WP		6.30		9.27		s 8.08	10.01	5.26		381.9	BRAY	47.6	7.55	8.56	f 8.08		12.39		7.00	
80 P		6.45		9.34		8.13	10.06	5.31		386.0	KEGG	43.5	7.49	8.50	f 7.58		12.24		6.50	
60 P		6.54		9.41		8.18	10.11	5.36		390.0	JEROME	39.5	7.44	8.45	7.51		12.14		6.43	
96 WY 101 P		7.15		9.55		s 8.25	10.16	5.41		394.0	MT. HEBRON	35.5	7.39	8.40	f 7.45		12.01 PM		6.36	
61 P		7.25		10.00		s 8.30	10.19	5.44		396.7	TO MACDOEL	32.8	7.36	8.37	s 7.41		11.45 AM		6.31	
80 P		7.34		10.03		8.33	10.22	5.46		398.3	SOMERSET	31.2	7.34	8.35	7.36		11.42		6.28	
61 P		7.45		10.11		8.38	10.27	5.51		402.6	MAY	26.9	7.29	8.30	7.31		11.34		6.21	
96 P		8.24		10.19		s 8.45	f 10.32	5.56		407.1	TO DORRIS	22.4	7.24	f 8.24	s 7.25		11.26		6.14	
61 P		8.34		10.27		8.52	10.38	6.02		411.6	CALOR	17.9	7.18	8.18	7.16		11.16		6.06	
82 P		8.42		10.34		8.57	10.43	6.07		415.6	WORDEN	13.9	7.13	8.13	f 7.11		11.07		5.59	
61 P		8.48		10.39		9.02	10.47	6.11		418.2	ADY	11.8	7.10	8.10	7.06		11.01		5.53	
60 P		8.56		10.46		9.07	10.52	6.17		422.3	MIDLAND	7.2	7.05	8.05	f 7.01		10.52		5.46	
82		9.05		10.53		9.12	10.57	6.22		426.2	TEXUM	3.3	7.00	8.00	6.55		10.45		5.40	
Term. Yd WYOTPBK		9.20 AM		11.00 PM		s 9.20 PM	s 11.05 AM	s 6.30 AM		429.5	TO-R KLAMATH FALLS	0.0	6.55 AM	7.55 AM	6.50 PM		10.30 AM		5.30 PM	
	Arrive Daily	Arrive Daily		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(108.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(2.10)	(5.15)		(4.40)		(3.15)	(3.30)	(3.00)	(1.00)		Time over District.....		(2.50)	(2.55)	(3.30)	(0.59)	(5.35)	(1.55)	(4.45)	
	10.84	16.09		23.14		32.95	30.60	35.70	22.60		Average Speed per Hour.....		38.39	36.72	30.60	22.98	19.34	12.26	22.77	

Time Table No. 154
February 2, 1936

STATIONS

DUNSMUIR YARD	108.0
TO-R DUNSMUIR (Pass Sta)	107.1
SHASTA SPRINGS	103.8
SMALL	103.1
CANTARA	101.6
MOTT	97.8
AZALEA	95.7
TO MOUNT SHASTA	92.5
UPTON	90.1
DEETZ	87.2
TO-R BLACK BUTTE	84.5
HOTLUM	77.3
BOLAM	72.3
ANDESITE	68.8
COUGAR	64.7
POMEROY	62.9
TO GRASS LAKE	61.0
ERICKSON	56.4
PENOYAR	52.3
TO LEAF	48.9
BRAY	47.6
KEGG	43.6
JEROME	39.5
MT. HEBRON	35.5
TO MACDOEL	32.8
SOMERSET	31.2
MAY	26.9
TO DORRIS	22.4
CALOR	17.9
WORDEN	13.9
ADY	11.3
MIDLAND	7.2
TEXUM	3.3
TO-R KLAMATH FALLS	0.0

(108.0)

Leave Daily Leave Daily Leave Daily Leave Daily

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

(2.50) (2.55) (3.30) (0.59)
38.39 36.72 30.60 22.98

(5.35) (1.55) (4.45)
19.34 12.26 22.77

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
7 & 8 20	Shasta Retreat. MP 323.8 (Grass Lake, Bray, Mt. Hebron, Macdoel)	Receive and Discharge Discharge Receive	Any Station Eugene	Any Station Gerber and west

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

First class trains of Cascade Line, with orders to meet or pass at Black Butte, use middle Siding, except when order states that order received by the westward train at Black Butte.

The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station. Water Supply—Three quarter mile east of Cantara.

Additional Stations:
Pioneer Spur M. P. 335.1
Barnard Spur M. P. 335.4
Graham Industrial Track M. P. 356.0
Ivan Spur M. P. 413.6

EASTWARD

KIRK SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS				FIRST CLASS				Distance from San Francisco via Marysville	Time Table No. 154 February 2, 1936	Distance from Crescent Lake	FIRST CLASS					SECOND CLASS							
			626	386			16	20				18		17	15	19			621			387	647	
			Manifest	G. N. Ry. Freight			West Coast	Klamath				Cascade		Cascade	West Coast	Klamath			Manifest			G. N. Ry. Freight	Freight	
Term. Yd WOTYPRK			1.00AM	12.10AM				9.30PM	11 15AM	6.45 AM	429.5	TO-R KLAMATH FALLS 2.4	99.1	s 6.45 AM	s 7.40AM	s 6.40 PM			9.00AM	2.30PM	3.45 PM			
63 P			1.10	12.16				9.35	11.20	6.50	431.9	CHELSEA 2.2	96.7	6.40	7.35	6.35			8.52	2.21	3.37			
66 P			1.15	12.22				9.40	11.25	6.55	434.1	WOCUS 4.8	94.5	6.37	7.32	6.30			8.46	2.15	3.31			
110 P			1.23	12.30			s	9.47	11.33	7.01	438.9	TO ALGOMA 3.7	89.7	6.31	7.25	s 6.23			8.37	2.05	3.22			
62 P			1.30	12.39				9.52	11.38	7.06	442.6	OUXY 4.6	86.0	6.26	7.19	f 6.16			8.30	1.55	3.15			
82 P			1.40	12.48			f	9.59	11.45	7.11	447.2	TO MODOC POINT 4.6	81.4	6.21	7.11	s 6.10			8.20	1.45	3.05			
67 P			1.50	12.57				10.05	11.52AM	7.16	451.8	LOBERT 4.9	76.8	6.16	7.03	6.03			8.10	1.35	2.55			
170 Yard WYPK			2.00	1.06			s	10.14	f 12.01 PM	7.23	456.7	TO OHIOQUIN 1.3	71.9	6.10	f 6.57	s 5.56			8.00	1.25	2.45			
87 Yard P			2.04	1.10			f	10.17	12.04	7.25	458.0	PINE RIDGE 3.1	70.6	6.08	6.53	f 5.49			7.53	1.17	2.29			
63 P			2.12	1.17				10.22	12.09	7.30	461.1	BRAYMILL 4.2	67.5	6.04	6.49	5.44			7.46	1.10	2.23			
85 P			2.25	1.30				10.28	12.14	7.35	465.3	OALIMUS 5.0	63.3	5.59	6.44	5.39			7.35	1.00	2.15			
122 Yard WYP			2.40	1.43			s	10.35	12.20	7.41	470.3	KIRK 4.3	58.3	5.53	6.38	f 5.33			7.25	12.49	2.04			
102 P			2.47	1.54				10.41	12.25	7.46	474.5	FUEGO 4.1	54.1	5.48	6.33	f 5.26			7.16	12.40	1.57			
102 P			2.55	2.03				10.47	12.30	7.51	478.6	OHINOHALO 4.8	50.0	5.43	6.28	f 5.20			7.07	12.30	1.48			
102 WP			3.10	2.15				10.53	12.35	7.56	483.4	LENZ 4.8	45.2	5.38	6.23	f 5.14			6.54	12.15	1.32			
102 P			3.20	2.25				10.59	12.40	8.01	488.2	MAZAMA 4.4	40.4	5.33	6.18	5.08			6.46	12.01 PM	1.24			
102 P			3.27	2.35				11.05	12.45	8.06	492.6	YAMSAY 5.4	36.0	5.28	6.13	f 5.03			6.38	11.45AM	1.16			
102 P			3.36	2.45				11.12	12.51	8.12	498.0	DIAMOND LAKE 5.3	30.6	5.22	6.07	f 4.57			6.29	11.30	1.07			
102 PBK			3.45	2.55AM			f	11.20	f 12.58	8.18	503.8	TO-R CHEMULT 8.9	25.3	5.16	f 6.01	s 4.50			6.20	11.20AM	12.58			
102 YP			3.51					11.26	1.03	8.23	507.2	PAUNINA 7.6	21.4	5.11	5.56	f 4.44			6.14		12.49			
102 P			4.03					11.37	1.13	8.32	514.8	MOWIOH 4.7	13.8	5.03	5.48	f 4.34			6.01		12.36			
102 P			4.10					11.46	1.20	8.38	519.5	KOTAN 4.5	9.1	4.57	5.42	4.28			5.53		12.28			
102 P			4.17					11.54 PM	1.27	8.43	524.0	UMLI 4.6	4.6	4.51	5.36	f 4.22			5.45		12.20			
Term. Yd. WOYPRK			4.25AM				s	12.05 AM	s 1.35 PM	s 8.50AM	528.6	TO-R ORESCENT LAKE	0.0	4.45AM	5.30AM	4.15 PM			5.35AM		12.10 PM			
			Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily		(99.1)		Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily			
			(3.25) 29.00	(2.45) 26.83				(2.35) 33.36	(2.20) 42.48	(2.05) 47.57		Time over District.....		(2.00) 49.55	(2.10) 45.74	(2.25) 41.00			(3.25) 29.00	(3.10) 23.30	(3.35) 27.66			
												Average Speed per Hour.....												

The schedule time of Nos. 386 and 387 at Klamath Falls applies at Telegraph Office.

The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station.

At Crescent Lake Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
20	Any Station	Discharge		Davis
20	Algoma Modoc Point Pine Ridge Kirk	Discharge Receive	Eugene	Gerber and west
18	Chiloquin	Receive Revenue Pgrs.	Eugene and beyond	
18	Chiloquin	Discharge Revenue Pgrs.		Davis and west

EASTWARD BLACK BUTTE SUBDIVISION WESTWARD

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS	FIRST CLASS		Distance from San Francisco via Marysville	Time Table No. 154		Distance from Ashland	FIRST CLASS		THIRD CLASS	
	624	8			February 2, 1936			7	640		623
	Freight	Shasta						Shasta	Local Freight and Logger		Freight
	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily		Arrive Daily
M-27 E-82 Yd W-113 WYP	9.50 PM	4.21 AM		345.0	STATIONS		85.3	s 11.10 PM	3.50 AM 6.40 PM		
No Siding P Spur				347.0 346.8	TO-R BLACK BUTTE 2.0		83.3				
56-109 Yard WOYP&B	10.53	s 4.38	348.4	TO-R WEED 2.6	IGERNA 2.6		80.7	s 10.53	3.30 AM 6.00		
50 WYP	11.10	s 4.52	353.4	TO EDGEWOOD 3.7	WEED 5.0		75.7	s 10.40	4.50		
No Siding			357.1	METOALF 3.9	EDGEWOOD 3.7		72.0				
71 P	11.40	s 5.10	361.0	TO GAZELLE 8.1	METOALF 3.9		68.1	s 10.25	4.20		
61 P	11.59 PM	s 5.22	369.1	TO GRENADA 6.4	GAZELLE 8.1		60.0	s 10.11	3.50		
66 Yard P	12.18 AM	s 5.38	375.5	TO MONTAGUE 5.2	GRENADA 6.4		53.6	s 10.00	3.30		
68 YP	12.30	f 5.47	380.7	SNOWDON 5.5	MONTAGUE 5.2		48.4	f 9.50	2.35		
55 P	12.50	s 5.59	386.2	AGER 2.2	SNOWDON 5.5		42.9	s 9.38	2.15		
No Siding P			388.4	THRALL 2.1	AGER 2.2		40.7				
No Siding		f	390.5	KLAMATHON 2.6	THRALL 2.1		38.6	f			
79 Yard WOYP	1.30	s 6.25	393.1	TO HORNBROOK 2.5	KLAMATHON 2.6		36.0	s 9.22	1.45		
No Siding P			395.6	PILOT 1.9	HORNBROOK 2.5		33.5				
70	1.50	f 6.39	397.5	ZULEKA 4.3	PILOT 1.9		31.6	f 9.09	1.10		
61 P	2.10	s 6.52	401.8	TO HILT 1.0	ZULEKA 4.3		27.3	s 8.58	12.50		
No Siding			402.8	OOLE 0.8	HILT 1.0		26.3				
No Siding WP			403.6	ORCAL 3.8	OOLE 0.8		25.5				
60 P	2.45	f 7.06	407.4	GREGORY 2.6	ORCAL 3.8		21.7	f 8.44	12.15 PM		
69 P	2.55	7.12	410.0	WHITE POINT 2.2	GREGORY 2.6		19.1	8.37	11.50 AM		
101 TP	3.15	s 7.20	412.2	SISKIYOU 1.9	WHITE POINT 2.2		16.9	s 8.30	11.35		
No Siding P			414.1	VIADUCT 1.5	SISKIYOU 1.9		15.0				
No Siding			415.6	WALL CREEK 1.3	VIADUCT 1.5		13.5				
No Siding P			416.9	FOLIAGE 2.4	WALL CREEK 1.3		12.2				
59 WP	3.55	f 7.42	419.3	STEINMAN 3.6	FOLIAGE 2.4		9.8	f 8.09	10.50		
73 P	4.20	f 7.52	422.9	MISTLETOE 2.6	STEINMAN 3.6		6.2	f 8.00	10.30		
No Siding P			425.5	CLAWSON 3.6	MISTLETOE 2.6		3.6				
Term. Yd WOTPBK	4.45 AM	s 8.10 AM	429.1	TO-R ASHLAND	CLAWSON 3.6		0.0	7.45 PM	10.00 AM		
	Arrive Daily	Arrive Daily		(85.3)	ASHLAND			Leave Daily	Leave Daily	Leave Daily	

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch. Cascade Line trains going to or coming from the Cascade Line at Black Butte, including extra trains whose running orders terminate there, may occupy the main track between their initial switch and the train-order signal, but must not pass the junction switch going east or the east water column going west unless the main track is seen to be clear between those points.

At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water supply one quarter mile east of Grenada.

ADDITIONAL FLAG STOPS TO RECEIVE AND DISCHARGE PASSENGERS				
Train	At	Receive and Discharge	To (or Beyond)	From (or Beyond)
7 and 8	Colestin MP 409	Receive and Discharge	Any Station	Any Station

EASTWARD MERRILL SUBDIVISION WESTWARD 9

Capacity of Siding* and Spurs in Car Lengths	SECOND CLASS		FIRST CLASS	Distance from San Francisco	Time Table No. 154 February 2, 1936		Distance from Klamath Falls	FIRST CLASS	SECOND CLASS
	628		318					317	625
	Northwest Special		Passenger					Passenger	Oregon Special
	Leave Daily		Leave Mon.. Wed., Fri.					Arrive Tues., Thurs., Sat.	Arrive Daily
Term. Yd WOYPBK			2.50PM	457.9	R	ALTURAS YARD 0.9	97.9	12.10PM	
Yard P			s 2.55PM	458.8	TO-R	ALTURAS 0.9	98.8	12.05PM	
Term. Yd WOYPBK	10.15 AM			457.9		ALTURAS YARD 2.0	97.9		8.00 PM
66	10.20			459.9		JUNIPER 10.7	95.9		7.53
76 P	10.45			470.6		FLETCHER 7.1	85.2		7.25
81 WYP	11.00			477.7	TO	CANBY 7.7	78.1		7.05
79 YP	11.25			485.4		AMBROSE 4.4	70.4		6.25
77 P	11.35			489.8		BOLES 3.8	66.0		6.00
85 Yard WYP	11.45 AM			493.6		HACKAMORE 7.2	62.2		5.35
77 P	12.05 PM			500.8		MEARES 5.3	55.0		4.50
84 WYP	12.20			506.1		PEREZ 2.8	49.7		4.35
No Siding				508.9		DRY LAKE 6.5	46.9		
77 P	12.55			515.4		CORNELL 8.9	40.4		4.00
77 WP	1.15			524.3		STRONGHOLD 1.1	31.5		3.35
I No Siding				525.4		Great Northern Ry. Crossing 4.3	30.4		
32 P	1.55			529.7	TO	TULE LAKE 3.5	26.1		3.25
No Siding P	2.04			533.2		HATFIELD 2.8	22.6		3.10
No Siding	2.15			536.0		MALONE 1.9	19.8		3.02
77 P	2.55			537.9	TO	MERRILL 5.9	17.9		2.55
No Siding	3.15			543.8		HOSLEY 3.3	12.0		2.30
77 P	3.25			547.1		STUKEL 8.7	8.7		2.23
Term. Yd. WOYTPBK	4.00PM			555.8	TO-R	KLAMATH FALLS	0.0		2.00 PM
	Arrive Daily	Arrive Mon.. Wed., Fri.			(98.8)			Leave Tues., Thurs., Sat	Leave Daily

Schedule time and train orders first class trains Alturas Yard apply at junction switch Lakeview Branch.

EASTWARD				MERRILL SUBDIVISION		WESTWARD			
Capacity of Sidings and Spurs in Our Lengths		SECOND CLASS		Distance from San Francisco	Time Table No. 154 February 2, 1936	Distance from Lakeview	SECOND CLASS		
		632	630				629	631	
		Local Freight	Mixed						
		Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.						
Yard P	1.25 PM	3.10 PM	457.8	TO-R	ALTURAS 1.9	54.5	s 11.00 AM	12.05 PM	
		f	459.7		MATTES 7.2	52.6	f		
Spur 6		f	466.9		SURPRISE 11.7	45.4	f		
26-P	2.15	s 4.00	478.6		DAVIS CREEK 2.7	33.7	s 9.40	10.35 AM	
Spur 24		f	481.3		GARRET 9.9	31.0	f		
10-P	2.45	s 4.30	491.2	TO	WILLOW RANCH 3.9	21.1	s 8.55	10.05	
Spur 2		f	495.1		JOFFRE 2.7	17.2	f		
See Note 23-P	3.35	s 5.20	497.8		FAIRPORT 5.7	14.5	s 8.25	9.25	
Spur 1		f	503.5		SNELLING 8.8	8.8	f		
Term Yd. WYPBK	4.45 PM	s 6.30 PM	512.3	TO-R	LAKEVIEW	0.0	7.45 AM	8.45 AM	
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.			(54.5)		Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	

Water Supply Whittier Tank MP 485.8
Siding at Fairport located 1525 feet East of Station. Schedule Time and Train Orders apply at Siding.

SACRAMENTO SUB-DIVISION

EASTWARD

Time Table No. 154

February 2, 1936

SECOND CLASS

Capacity of Sidings in Car Lengths		512 Mixed	Distance from San Francisco
IBKPW Yard 107		4.20 AM	84.9
16	f		87.2
23	f		87.7
31	f		90.1
25 P	s	5.00	94.0
P	f		96.5
2 Spur	f		97.4
65	f		105.2
29	f	5.35	107.5
19 W	f		111.7
8	f		112.7
31	f		116.1
43	f		118.0
19 PI	s	6.15	120.7
			122.1
Yard WPYOIBK	s	6.30 AM	122.7
19			131.0
15 P			135.3
14			141.9
35 P			142.8
27			145.3
Yard WTPK			148.2
		Arrive Daily Ex. Sunday	
		(2.10) 17.45	

WESTWARD

Knights Landing
and
Oroville Branches

STATIONS

Distance from Oroville	513 Mixed
TO-R WOODLAND 2.3	63.3
GARIO 0.5	61.0
PEART 2.4	60.5
CURTIS 3.9	58.1
TO KNIGHTS LANDING 2.5	54.2
R GRACE S. P. Crossing 0.9	51.7
BYPASS 7.8	50.8
CHANDLER 2.3	43.0
MARCOUSE 4.2	40.7
TUDOR 1.0	36.5
ABBOTT 3.4	35.5
OSWALD 1.9	32.1
BOGUE 2.7	30.2
YUBA CITY S. N. R. R. Crossing 1.4	27.5
W. P. R. R. Crossing E STREET. MARYSVILLE 0.6	26.1
TO-R MARYSVILLE 8.3	25.5
RAMIREZ 4.3	17.2
HONOUT 6.6	12.9
HEARST 0.9	6.3
PALERMO 2.5	5.4
VILLA VERONA 2.9	2.9
TO-R OROVILLE	0.0

(63.3)

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

Leave Daily
Ex. Sunday

(2.00)
18.90

Additional Stations:

Laugenour, 89.4
Saccarus, 89.7
Coranco, 92.4
Cunard, 96.1
Vernon, 98.7
Coulter, 101.8
Lee, 102.7

Wilson, 109.2
Messick, 114.5
Binney Junction Tower, 122.7
Mello, 126.5
Mission, 131.8
Coxlane, 139.2
Baggett, 146.5

Additional Flag Stops to Receive or Discharge Passengers:

Nos. 512 and 513
Laugenour Coulter
Saccarus Lee
Coranco Wilson
Cunard Messick
Vernon

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 518 Local Freight	FIRST CLASS 300 Motor	FIRST CLASS 298 Motor	Distance from San Francisco
WOTYPBK	Leave Daily Ex. Sunday	Leave Saturday Only	Leave Daily Ex. Saturday	88.8
Yard	Via Elvas	Via Elvas	Via Elvas	89.3
89 WP	5.50 AM	s 4.22 PM	s 2.55 PM	89.6
29	5.55	s 4.25	s 2.58	89.7
9		f	f	90.2
81	6.05	f 4.30	f 3.03	90.8
8		f	f	92.0
22	6.20	s 4.36	s 3.08	92.3
35	6.30	f 4.40	f 3.12	94.7
35 P	6.50	s 4.43	s 3.14	95.9
18		f 4.49	f 3.19	97.5
31	7.17	f	f	98.9
25	7.33	s 4.55	s 3.25	100.7
25 WY	8.30	s 5.00	s 3.30	101.6
5 (Spur)				103.4
9	9.10	f 5.18	f 3.48	104.4
15	9.50	f 5.37	f 4.09	107.4
6	10.20	f 5.55	f 4.25	108.3
4 (Spur)				110.1
27 W	11.20 AM	s 6.10	s 4.40	111.1
32	12.01 PM	s 6.28	s 4.58	111.3
23	12.30	s 6.36	s 5.06	118.0
Yard WTK	1.00 PM	s 6.45 PM	s 5.15 PM	126.1
	Arrive Daily Ex. Sunday	Arrive Saturday Only	Arrive Daily Ex. Saturday	131.4
	(7.10) 7.53	(2.23) 22.66	(2.20) 23.14	131.7

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco
35 P		104.4
Yard 15 P		106.3

Additional Stations

Ramona, 95.5
Brown, 97.0
Alden, 98.0
Bradshaw 99.8
Boyd, 100.3
Soudan, 103.7

Salsbury, 105.2
Prattrock, 111.4
Malby, 119.4
Harvey, 121.7
Cothrin, 123.1

Swift, 127.8
Brela, 128.1
Brandon, 129.8
Bennett, 134.0
Apex, 147.7

Time Table No. 154
February 2, 1936

Fair Oaks Branch

STATIONS

Distance from Fair Oaks	
R CITRUS 1.9	1.9
TO-R FAIR OAKS (1.9)	0.0

Time over District.....
Average Speed per hour.....

Additional Flag Stops to Receive or Discharge Passengers:

Nos. 298, 299 and 300
Brown Salsbury
Malby Alden
Harvey Prattrock
Bradshaw Ramona
Soudan Crossing
Cothrin 141-C
Bryants Flonellis
Crossing Brela
Brandon Bullard
Bennett
Cum m ings
and Apex

SACRAMENTO SUBDIVISION

11

EASTWARD

Capacity of Sidings in Car Lengths		FIRST CLASS		Distance from San Francisco
Yard	PY	520	Mixed	
			Leave Mon., Friday	
		9.10AM		108.3
40	f			112.3
33	f			116.0
101	W	s 9.45		120.8
30	f			124.4
35	f			128.8
97	s	10.30		133.0
50	f			143.2
39	W	s 11.10		145.9
33	s	11.30AM		150.4
64	f			155.6
40	f			162.1
33	f			165.9
84	W	s 12.50PM		170.0
42	PY	s 1.25PM		180.4
		Arrive Mon., Friday		
		(4.15)		
		16.64		

Time Table No. 154

February 2, 1936

Colusa Branch

STATIONS

R	HARRINGTON	4.0	72.1	s 11.00AM
	COLLEGE CITY	3.7	68.1	f
	GRAINO	4.8	64.4	f
TO	GRIMES	3.6	59.6	s 10.25
	SYCAMORE	4.4	56.0	f
	DOLAN	4.2	51.6	f
TO	COLUSA	10.2	47.4	s 9.50
	STEGEMAN	2.7	37.2	f
	PRINCETON	4.5	34.5	s 9.00
	CODORA	5.2	30.0	s 8.45
	GLENN	6.5	24.8	f
	ORDBEND	3.8	18.3	f
	ROTAVELE	4.1	14.5	f
TO	HAMILTON	10.4	10.4	s 7.50
	WYO		0.0	7.20AM
	(72.1)			
	Time over District.....			(3.40)
	Average Speed per Hour.....			19.67

WESTWARD

Capacity of Sidings in Car Lengths		FIRST CLASS		Distance from San Francisco
Yard	PY	521	Mixed	
			Arrive Tues., Saturday	
		11.00AM		72.1
40	f			112.3
33	f			116.0
101	W	s 9.45		120.8
30	f			124.4
35	f			128.8
97	s	10.30		133.0
50	f			143.2
39	W	s 11.10		145.9
33	s	11.30AM		150.4
64	f			155.6
40	f			162.1
33	f			165.9
84	W	s 12.50PM		170.0
42	PY	s 1.25PM		180.4
		Arrive Mon., Friday		
		(4.15)		
		16.64		

Additional Stations: Oak Flat 125.4, Moda 175.2 and Cory 178.6.
Additional Flag Stops to Receive or Discharge Passengers: Nos. 520 and 521, at road-crossing 300 feet west of M.P. 139, 148 f, Moda and Corv.

EASTWARD

Capacity of Sidings in Car Lengths		FIRST CLASS		Distance from San Francisco
Yard	PY	520	Mixed	
			Leave Mon., Friday	
		9.10AM		108.3
40	f			112.3
33	f			116.0
101	W	s 9.45		120.8
30	f			124.4
35	f			128.8
97	s	10.30		133.0
50	f			143.2
39	W	s 11.10		145.9
33	s	11.30AM		150.4
64	f			155.6
40	f			162.1
33	f			165.9
84	W	s 12.50PM		170.0
42	PY	s 1.25PM		180.4
		Arrive Mon., Friday		
		(4.15)		
		16.64		

Time Table No. 154

February 2, 1936

Dantoni Branch

STATIONS

DANTONI JOT.	3.2	4.4
LINDA	1.2	1.2
DANTONI		0.0
(4.4)		

WESTWARD

Capacity of Sidings in Car Lengths		FIRST CLASS		Distance from San Francisco
Yard	PY	521	Mixed	
			Arrive Tues., Saturday	
		11.00AM		72.1
40	f			112.3
33	f			116.0
101	W	s 9.45		120.8
30	f			124.4
35	f			128.8
97	s	10.30		133.0
50	f			143.2
39	W	s 11.10		145.9
33	s	11.30AM		150.4
64	f			155.6
40	f			162.1
33	f			165.9
84	W	s 12.50PM		170.0
42	PY	s 1.25PM		180.4
		Arrive Mon., Friday		
		(4.15)		
		16.64		

EASTWARD

Capacity of Sidings in Car Lengths		FIRST CLASS		Distance from San Francisco
Yard	PY	520	Mixed	
			Leave Mon., Friday	
		9.10AM		108.3
40	f			112.3
33	f			116.0
101	W	s 9.45		120.8
30	f			124.4
35	f			128.8
97	s	10.30		133.0
50	f			143.2
39	W	s 11.10		145.9
33	s	11.30AM		150.4
64	f			155.6
40	f			162.1
33	f			165.9
84	W	s 12.50PM		170.0
42	PY	s 1.25PM		180.4
		Arrive Mon., Friday		
		(4.15)		
		16.64		

Time Table No. 154

February 2, 1936

Fruto Branch

STATIONS

TO-R	WILLOWS	2.4	17.0
	LOSA	3.5	14.6
	KURAND	3.8	11.1
	MILLSHOLM	4.0	7.3
	ATHENA	3.3	3.3
R	FRUTO		0.0
	(17.0)		
	Time over District.....		
	Average Speed per Hour.....		

WESTWARD

Capacity of Sidings in Car Lengths		FIRST CLASS		Distance from San Francisco
Yard	PY	521	Mixed	
			Arrive Tues., Saturday	
		11.00AM		72.1
40	f			112.3
33	f			116.0
101	W	s 9.45		120.8
30	f			124.4
35	f			128.8
97	s	10.30		133.0
50	f			143.2
39	W	s 11.10		145.9
33	s	11.30AM		150.4
64	f			155.6
40	f			162.1
33	f			165.9
84	W	s 12.50PM		170.0
42	PY	s 1.25PM		180.4
		Arrive Mon., Friday		
		(4.15)		
		16.64		

EASTWARD

Capacity of Sidings in Car Lengths		FIRST CLASS		Distance from San Francisco
Yard	PY	520	Mixed	
			Leave Mon., Friday	
		9.10AM		108.3
40	f			112.3
33	f			116.0
101	W	s 9.45		120.8
30	f			124.4
35	f			128.8
97	s	10.30		133.0
50	f			143.2
39	W	s 11.10		145.9
33	s	11.30AM		150.4
64	f			155.6
40	f			162.1
33	f			165.9
84	W	s 12.50PM		170.0
42	PY	s 1.25PM		180.4
		Arrive Mon., Friday		
		(4.15)		
		16.64		

Time Table No. 154

February 2, 1936

Sutter Basin Branch

STATIONS

R	GRACE	0.4	20.8
	MAROHANT	1.5	20.4
	MAOKERT	2.0	18.9
	ROBBINS	1.3	16.9
	SEYMOUR	3.4	15.6
	SUBACO	2.1	12.2
	PELGER	2.1	10.1
	EVERGLADE	1.9	8.0
	HINSDALE	0.6	6.1
	SHEFFIELD	1.5	5.5
	TISDALE	1.9	4.0
	PROGRESS	2.1	2.1
	JOSEPHINE		0.0
	(20.8)		
	Time over District.....		
	Average Speed per Hour.....		

WESTWARD

Capacity of Sidings in Car Lengths		FIRST CLASS		Distance from San Francisco
Yard	PY	521	Mixed	
			Arrive Tues., Saturday	
		11.00AM		72.1
40	f			112.3
33	f			116.0
101	W	s 9.45		120.8
30	f			124.4
35	f			128.8
97	s	10.30		133.0
50	f			143.2
39	W	s 11.10		145.9
33	s	11.30AM		150.4
64	f			155.6
40	f			162.1
33	f			165.9
84	W	s 12.50PM		170.0
42	PY	s 1.25PM		180.4
		Arrive Mon., Friday		
		(4.15)		
		16.64		

EASTWARD

Capacity of Sidings in Car Lengths		FIRST CLASS		Distance from San Francisco
Yard	PY	520	Mixed	
			Leave Mon., Friday	
		9.10AM		108.3
40	f			112.3
33	f			116.0
101	W	s 9.45		120.8
30	f			124.4
35	f			128.8
97	s	10.30		133.0
50	f			143.2
39	W	s 11.10		145.9
33	s	11.30AM		150.4
64	f			155.6
40	f			162.1
33	f			165.9
84	W	s 12.50PM		170.0
42	PY	s 1.25PM		180.4
		Arrive Mon., Friday		
		(4.15)		
		16.64		

Time Table No. 154

February 2, 1936

Sutter Basin Branch

STATIONS

	MAROHANT	0.7	2.5
	ENSLEY	1.8	1.8
	KARNAK		0.0
	(2.5)		
	Time over District.....		
	Average Speed per Hour.....		

WESTWARD

Capacity of Sidings in Car Lengths		FIRST CLASS		Distance from San Francisco
Yard	PY	521	Mixed	
			Arrive Tues., Saturday	
		11.00AM		72.1
40	f			112.3
33	f			116.0
101	W	s 9.45		120.8
30	f			124.4
35	f			128.8
97	s	10.30		133.0
50	f			143.2
39	W	s 11.10		145.9
33	s	11.30AM		150.4
64	f			155.6
40	f			162.1
33	f			165.9
84	W	s 12.50PM		170.0
42	PY	s 1.25PM		180.4
		Arrive Mon., Friday		
		(4.15)		
		16.64		

EASTWARD

Capacity of Sidings in Car Lengths		FIRST CLASS		Distance from San Francisco
Yard	PY	520	Mixed	
			Leave Mon., Friday	
		9.10AM		108.3
40	f			112.3
33	f			116.0
101	W	s 9.45		120.8
30	f			124.4
35	f			128.8
97	s	10.30		133.0
50	f			143.2
39	W	s 11.10		145.9
33	s	11.30AM		150.4
64	f			155.6
40	f			162.1
33	f			165.9
84	W	s 12.50PM		170.0
42	PY	s 1.25PM		180.4
		Arrive Mon., Friday		
		(4.15)		
		16.64		

Time Table No. 154

February 2, 1936

River Farms Branch

STATIONS

SACRAMENTO SUBDIVISION

SACRAMENTO YARD—OUTBOUND, VIA ELVAS

Terminal Yard	SECOND CLASS			FIRST CLASS						Distance from San Francisco
			518	15	235	300	237	298	231	
			Local Freight	West Coast	Passenger	Motor	Passenger	Motor	Passenger	
			Leave Daily Ex. Sunday	Leave Daily	Leave Sun. & Holidays	Leave Saturday Only	Leave Daily Ex. Sundays & Holidays	Leave Daily Ex. Saturday	Leave Daily	
Yard				7.30 PM	5.10 PM	4.05 PM	3.20 PM	2.40 PM	8.20 AM	88.8
Yard			5.30 AM							89.8
Yard I			5.40	7.40	5.20	4.15	3.30	2.50	8.30	91.8
Yard I			5.50 AM	7.45 PM	5.25 PM	4.22 PM	3.35 PM	2.55 PM	8.35 AM	94.8
I										95.8
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sun. & Holidays	Arrive Saturday Only	Arrive Daily Ex. Sundays & Holidays	Arrive Daily Ex. Saturday	Arrive Daily	

Time Table No. 154

February 2, 1936

STATIONS

TO-R SACRAMENTO (Passenger Station)	1.0
R SACRAMENTO (12th Street)	2.0
ELVAS	3.0
BRIGHTON	1.0
END OF SAC'TO DIV.	

(7.0)

SACRAMENTO YARD—INBOUND, VIA ELVAS

Distance from End of Division	FIRST CLASS				THIRD CLASS	
	299	16	232	282	519	
	Motor	West Coast	Passenger	Passenger	Local Freight	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	
7.0	8.20 AM	8.55 AM	12.50 PM	9.20 PM		
6.0					12.15 PM	
4.0	8.10	8.45	12.40	9.10	12.01 PM	
1.0	8.05 AM	8.40 AM	12.35 PM	9.05 PM	11.50 AM	
0.0						
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	

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.

Holidays indicated are;
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Brighton is register station for scheduled trains to and from Placerville only.
No. 16 will stop on flag at Brighton on Sundays only.

SPECIAL INSTRUCTIONS



RULE 2. Watch Inspectors.

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.
Sacramento, H. T. Harger 1022 K St.
Roseville, H. T. Harger
Sparks, W. R. Adams & Son
Placerville, Leo C. Burger
Willows, Robt. E. Boyd
Orland, L. Schnell
Oroville, R. A. Williams
Marysville, Milton Haney
Chico, J. R. Dupen

RULES 10 (G) and 10 (H). On double track between Sparks and east end of tunnel No. 41, signals, except fixed signals used by trackmen, will be placed on right of track in direction of movement.

RULE 14. Light engines arriving Dunsmuir from East, desiring to enter roundhouse lead, will sound whistle signal as follows: "Short, long, two short."

RULE 14 (d). As specified below, four long one short sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99.

Tehama on Davis-Gerber Line.

Siskiyou Line trains to recall flagman between Junction Switch Black Butte and Weed, and Modoc Line trains to recall flagman between Stukel and Klamath Falls.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Tehama Line.

Brighton on Sacramento-Placerville Line.

Davis on Davis-Gerber Line.

Oroville on Swayne Lumber Co. Logging Road.

Siskiyou Line trains to recall flagman between Junction Switch Black Butte and Weed, and Modoc Line trains to recall flagman between Stukel and Klamath Falls.

RULES 17 and 19. Night signals will be displayed through tunnels and sheds.

RULE D-71 and RULE 72. Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Brighton to Roseville will move irrespective of time-table superiority when moving with the current of traffic.

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

RULE 83. Westward second class and extra trains passing Sacramento will not comply with Rule 83. A proceed signal from switch-tender at Front Street, Sacramento, green flag by day or green light by night and in addition a clear indication in Signal No. S. A. 887, located at east end of bridge, will indicate that all first-class overdue trains have left.

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

Newcastle No. 210.
Truckee—First class trains and trains originating and terminating.
Colfax
Chico
Marysville
Harrington
Willows
Orland
Chemult

Trains originating and terminating.

Alturas Yard.—Trains originating and terminating, except Nos. 317 and 318 will register at Alturas.

Woodland—Except No. 19.

Sacramento, 12th St.—Trains Terminating. (Information to be telephoned to operator Sacramento Passenger Station).

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

Nos. 7, 8, 17 and 18 at Woodland.

Truckee—First-class trains.

Roseville Pass Station—First-class trains.

Klamath Falls—Westward Great Northern R.R. trains.

Crescent Lake—No. 17.

Black Butte

Folsom.—Register at Junction Switch, Folsom. Trains required to go to Folsom or trains originating or terminating at Folsom will on return to the Junction register the same information as shown on register at Folsom.

RULE 83 (D). Western Division trains, except first-class trains, originating Roseville, will be cleared on separate Sacramento and Western Division clearances and will receive their train orders applying to Western Division at yard office Roseville and it will not be necessary to comply with Rule 83 (D) before leaving Sacramento.

Eastward extra trains and trains originating obtain clearance at Sacramento General Telegraph Office located on second floor of passenger station.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals".

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals".

RULE 93. Yard limits are established at:

Truckee	Willows	Red Bluff	Ashland
Emigrant Gap	Orland	Redding	Mt. Hebron
Colfax	Folsom	Black Butte	Kirk
Newcastle	Placerville	Weed	Crescent Lake
Oroville	Walnut Grove	Montague	Hackamore
Chico	Isleton	Hornbrook	Lake View
Woodland			

Sacramento Yard—Between a point 1,000 feet east of Benali to a point $\frac{1}{4}$ mile west of west switch Mikon to a point 1,000 feet west of west switch at Polk on Stockton Line, to a point 1,000 feet east of Junction switch Brighton on Placerville Line, to a point $3\frac{1}{2}$ miles east of Junction switch, R Street, on Walnut Grove Line.

Roseville Yard—Between a point 4,000 feet west of west switch Antelope, to a point one mile east of Junction switch on Roseville-Tehama Line, to a point 1,000 feet east of east switch at Rocklin, on No. 4 track and to a point 1,000 feet east of crossover on Nos. 1 and 2 tracks.

Eastward freight trains approaching Roseville will not pass Dry Creek to enter Roseville Yard without receiving a green signal (green flag by day, green light by night).

Trains and engines, except scheduled passenger trains, arriving Roseville from the east via Sparks-Roseville line will not pass Lincoln Street, Roseville, without receiving green signal (green flag by day, green light by night).

Trains and engines, except scheduled passenger trains, arriving Roseville from the east via Tehama-Roseville line, will not pass Lincoln Street, Roseville, without receiving yellow signal (yellow flag by day, yellow light by night).

Auburn—Yard limits on No. 1 track extend from a point one mile east of east switch Auburn to a point 3,200 feet west of west switch Flint.

Tahoe Yard—From a point 1,000 feet west of west switch Moss Hills.

Marysville Yard—Between a point 1,000 feet west of Rupert Spur, and including Dantoni Branch, to a point 1,000 feet east of 143-D, to a point 9,240 feet east of Binney Jct. switch on Woodland-Oroville Line, to a point 1,000 feet west of west switch of cannery track Yuba City. This includes E and A Street cut-off.

Gerber Yard—Between a point 80 feet east of east switch of house track at Tehama and a point 1,340 feet east of east switch Proberta.

Sparks Yards (Salt Lake Div.)—Between a point one and one-half miles west of Reno to a point 2,700 feet east of east switch Sparks.

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

Klamath Falls Yard—Between a point 1,004 feet west of west switch siding Texum on Cascade Line and a point 200 feet east of M.P. 552 on Modoc Line and a point 1,185 feet east of east switch siding Chelsea.

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

Dunsmuir Yard—Between a point 637 feet west of west switch siding Castle Crag and a point 1,604 feet east of east switch siding Small.

Westward trains, except first-class, will not pass switch located at signal 3225 east end of Dunsmuir; eastward trains, except first-class, will not pass switch located at signal 3202 west end of Dunsmuir yard; and westward trains, except first-class and trains originating at Dunsmuir, will not pass switch located at signal 3213 just east of yard office east end of Dunsmuir yard without instructions from Yardmaster or proceed signal from yardman.

Alturas Yard—Between a point 2,766 feet west of west switch Paola and a point 3,482 feet east of east switch siding Juniper to a point 2,084 feet east of east switch siding Mattes on Lakeview Branch.

Chiloquin—Pine Ridge Yard—Between a point 5,000 feet west of west switch Chiloquin and a point 5,000 feet east of east switch Pine Ridge.

RULE D 97 (A). Will apply between Sacramento and Sparks.

RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED

RULE 98. Sacramento River at Knights Landing. Trains must not stop on drawbridge or within 200 feet of bridge before crossing.

Sacramento River at Tehama.

Southern Pacific trains will approach Western Pacific R. R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines must stop and ascertain that crossing is clear before proceeding.

Trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing Front and R Streets Sacramento before crossing.

Movements of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

Southern Pacific trains moving on Front St., Sacramento and yard engines switching on Front Street must stop before reaching the crossings at Front and M Streets, and proceed on hand signals from flagman on the ground at the crossing, flagman using a green flag by day and a green light by night. Sacramento Northern trains will stop before reaching the crossing and proceed on signal from the flagman on platform of watchman's shelter. Flagmen using a yellow flag by day and yellow light by night.

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

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

Trains will pass over Southern Pacific crossing at Grace with caution.

Trains will pass over Sacramento Northern crossing 9th Street, Chico, with caution.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

RULE 99. When torpedoes are used between Blue Canon and Stanford, each torpedo placed will be duplicated on opposite rail.

RULE 102. The following rules will govern the handling of a passenger train which has parted on grades between Black Butte and Ashland: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes must be set on detached portion starting at rear and head end, turning up retainers on all cars as hand brakes are being set. Air brakes must immediately be fully charged on detached portion by using air hose carried in baggage car for that purpose. If for any reason detached portion cannot be recharged immediately, or if necessary to leave rear portion standing, rear truck of detached portion must be chained to the rail in such manner as to derail cars should they start. Attempt must not be made to couple to detached portion until brake pipe has been fully charged and chain removed. After the train has been coupled, air must be applied from engine before hand brakes and retainers are released.

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

Clayton.
Isleton Wharf.
Old Cannery Track—4th St., Marysville.
Wilson Road, Wilson.
Main St., House track, Woodland.

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

Jct. Switch R St... For Walnut Grove Branch.

Verdi..... Crotch switch at east end of Verdi center siding will be mechanically locked by the derail which must be open before crotch switch can be operated.

Black Butte..... Junction switch 1200 feet west of train-order office, for Cascade line. Switch on Siskiyou Line Main track 443 feet east of Junction switch is for track leading to west siding.

Klamath Falls.... Great Northern R. R. Junction switch M.P. 428.4—2773 feet east of west switch of yard, for Southern Pacific main track.
Cascade line and Modoc line Junction switch 1000 feet west of M.P. 428, for Cascade line. Modoc line main track parallels south side of Cascade line main track from a point at Cascade line M.P. 427.023 and Modoc line M.P. 553.2 to Cascade line M.P. 427.786.

Chemult..... Junction switch Great Northern R. R. in siding 130 feet east of west switch, for Southern Pacific track.

Alturas Yard..... Junction switch of Lake View Branch and Modoc line main track 480 feet west of M.P. 458 for Modoc line.

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

Weed—Siding located east of station building on opposite side of main track.

Black Butte—Track extending from connection at east end of east leg of wye to east end of yard will be known as East siding. Track extending from west end of yard to connection with Siskiyou Line main track, 1,000 feet east of Train Order Office, will be known as West siding. Track extending from connection at east end of east leg of wye to connection with Siskiyou Line main track, 800 feet east of east water column, will be known as Middle siding.

Westward freight trains taking siding at Grass Lake, stop east of west switch house track. East and west house track switches Grass Lake will be normally lined for legs of wye.

When a westward train is holding main track at Siskiyou to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

Westward trains receiving an order to meet an opposing train on track known as turntable lead at Siskiyou (this track is on south side of main track used by helper engines moving to and from turntable) will not pass signal 4125 until it is known that opposing train has passed signal 4112 at west end of tunnel 13.

Eastward engines or trains will leave turntable lead at east switch located 200 feet west of Signal 4124.

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

Eastward freight trains with helpers to cut at Norden will take siding. Westward freight trains with helpers to cut at Summit will take upper siding.

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

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

Harrington—West end of siding west of cross-over is westward siding and east end east of cross-over is eastward siding. Junction switch at cross-over.

Wyo.—Track 2 of the two tracks paralleling main track, is siding.

Eastward trains taking siding at Marysville, will use cross-over just west of west water column.

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

RULE 206 (A). Clearance dated at Dunsmuir will authorize second class and inferior trains at Dunsmuir Yard.

Clearance dated at Alturas will authorize No. 628 from Alturas Yard.

RULE 220. Third paragraph of rule will be complied with by Nos. 623 and 624 at Weed.

RULE 221. Train order signal at Emigrant Gap and Norden are light type signals identified by an illuminated sign (Train Order Signal) on the signal mast.

When a train reaches a point approximately 200 feet from signal, if no train orders, light will change from "stop" to "proceed."

If signal is first seen in "Proceed" indication, clearance must be obtained.

Light will not be displayed in train order signal at Willow Ranch except when train orders are to be delivered.

Trains must obtain clearance at Redding.

Trains must obtain a clearance before leaving Folsom and Fair Oaks when such stations are open train-order offices. Extra trains not routed via Folsom or Fair Oaks will not go to or obtain a clearance at those stations.

Train Order Office Hours—Folsom 7 20 a. m. to 4 20 p. m., daily except Sunday.

Fair Oaks—8 00 a. m. to 9 45 a. m. and 1 15 p. m. to 5 00 p. m., daily except Sunday.

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance reading:

"OK at.....M.....Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

RULE 825. Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

Track between station and Stirling City main track, must be kept clear of cars.

INSTRUCTIONS FOR SETTING HAND BRAKES AT:

DUNSMUIR AND DUNSMUIR YARD

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

ASHLAND

Passenger Trains.....	{Two brakes on east end.
Freight Trains.....	{Five brakes on east end. Five brakes on west end.

KLAMATH FALLS

Passenger Trains.....	{Two brakes on west end. Two brakes on east end.
Freight Trains.....	{Five brakes on west end. Five brakes on east end.

Hand brakes on freight trains must be set with the assistance of a brake club after train has stopped. Any employee releasing any of these brakes, must set as many others to replace them.

SPECIAL INSTRUCTIONS

Engines must not be cut off freight trains at Dunsmuir, Dunsmuir Yard, Klamath Falls or Ashland until sufficient hand brakes are set to secure train and yard air must not be coupled into train until engine is cut off.

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

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

RULE 834. Open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when such lading projects above sides and end walls of the car, must not be placed in train next to cab of mallet engines.

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

RULE 869. Descending Steep Grades.

This applies between Edgewood and Black Butte. Snowdon and Ashland. Grass Lake and Delta. Ambrose and Canby.

Rear brakemen on freight trains descending grades between Black Butte and Edgewood, Snowdon and Ashland, Grass Lake and Dunsmuir will observe track from rear of caboose so train may be stopped in event of derailment. Dietz lantern placed on rear of caboose will be used at night to assist in observing track. On four brakemen trains, fourth brakeman will be stationed near emergency hose on train, swing brakeman will ride cupola of caboose to watch train and for signals. This will not interfere with other assignment of brakemen by Conductor should necessity require it. In the absence of brakeman in cupola, Conductor must devote as much time as possible to watch train.

Freight brakemen are not required to be on top of their train descending grade between Andover and Emigrant Gap.

On freight trains ascending and descending grade between Emigrant Gap and Andover member of train crew must observe track from rear of caboose, that train may be brought to stop promptly in event of derailment.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

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

Main tracks 1 and 2, between Signal 890 and 891 at 7th Street and interlocking signals at 2nd Street, are not protected by automatic block signals. All trains will proceed with caution.

On No. 1 track between Newcastle and Loomis and on No. 4 track between Rocklin and Loomis, Rule 509, single track will apply.

Signal arrangement west end Sparks yard will govern as follows: Signal 2452 on bridge governs main track movements on eastward main track. Dwarf signal 2452 on signal mast governs diverging route movements from eastward track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track. Light signal 2455 governs movement from engine lead to eastward main track.

Trains or engines stopped by signals 2134 or 2141 Gerber; 3208, 3209 or 3210 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 4288, 4293 and 4297 at Ashland; 4292, 4293 and 4295 at Klamath Falls may proceed with caution, not exceeding 12 M.P.H.

Routing arm in proceed position on signal 4112 west of Siskiyou, authorizes train to proceed and enter siding.

RULE 509 (e). When necessary to send flagman through tunnel 13, at Siskiyou, train must wait until flagman calls on telephone from opposite end of tunnel.

RULE 516. Overlap posts are located at:

Eastward Trains—Dunsmuir Yard—515 feet west of signal 3210.
White Point—1,000 feet west of signal 4104.
Viaduct—Fouling point west end of siding.
Wall Creek—Fouling point west switch.
Leaf—Fouling point west switch.
Texum—Near middle of yard.
Live Oak—100 feet west of Station.
Tehama—2,000 feet east of junction switch.
Westward Trains—Wall Creek—Fouling point west switch.
Pine Ridge—Near middle of yard.
Somerset—Middle of yard.
Wyo—1,000 feet west of east switch of siding.

SPECIAL SIGNALS

Following block signals have included in their control limits special protective device. When these signals indicate stop, careful inspection must be made of track or structure and known safe for passage before proceeding.

ROSEVILLE—SPARKS

EASTWARD TRAINS

Signal 1438—Track opposite rock detector fence around Tunnels 33 and 34.
Signal 1780—Track opposite slide fence between old highway crossing and east switch Crystal Lake.
Signal 1994—Track opposite slide fence between west end Tunnel 13 and west end of snowshed west of Tunnel 13.
Signal 1996—Track opposite slide fence between west end Tunnel 13 and west end of snowshed west of Tunnel 13.
Signal 2220—Track opposite slide fence west of Floriston station.

WESTWARD TRAINS

Signal 2239—Track opposite slide fence west of Floriston station.
Signal 2003—Track opposite slide fence between west end Tunnel 13 and west end snowshed west of Tunnel 13.
Signal 2005—Track opposite slide fence west end Tunnel 13 and west end of snowshed west of Tunnel 13.
Signal 1789—Track opposite slide fence between old highway crossing and east switch Crystal Lake.

DUNSMUIR—KLAMATH FALLS

Eastward Trains—Signal 3528\ M.P. 353.35 Dry
Westward Trains—Signal 3547\ Canyon Bridge.

Light signals governing movement against current of traffic on No. 2 track from crossover Emigrant Gap to west limits Norden interlocking plant and from east limits Norden interlocking plant to Andover. On No. 1 track from Andover to east limits Norden interlocking plant and from west limits Norden interlocking plant to crossover Emigrant Gap, mile post 171.5.

When these signals indicate "stop," trains moving against current of traffic on No. 1 or No. 2 tracks Rule No. 509, single track, will apply.

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

Light type dwarf signals and switch indicators governing westward movement from center sidings to No. 1 track are located at

West End Center Siding Troy (Signal 1857).
" " " " Crystal Lake (Signal 1879).
" " " " Midas (Signal 1603).

Normal indications of these signals dark. Stop indication will be displayed after derails are closed. Proceed indication will be displayed when derails and switches are lined for movement and block is unoccupied.

Should these signals fail to indicate proceed wait four minutes for time element relay to function, which will be effective when main track approach circuit is occupied. After operation of time element relay if signals fail to indicate proceed, Rules 509 and 99 apply.

Disc signals located at west switch Colfax, controlled by operators, will govern movement of trains as follows:

When showing yellow disc or yellow light; take siding.

When showing white disc or green light, proceed, if train orders or schedule permits.

Light signal on mast of signal 1427 east of Colfax, controlled by operators. Indications are given by illuminated letters and figures as follows:

M—Hold main track.
X—Use crossover to roundhouse.
3—Take No. 3 siding at crossover east of road crossing.
4—Take No. 4 siding at east switch.
No light—Proceed, on time table or train order authority.

Light signal at yardman's station opposite yard office Roseville is used by yardman to give proceed signal to westward freight trains from Sparks-Roseville line to enter yard. Indications as follows:

No light—Stop and stay clear of Yosemite Street crossing.
Flashing yellow light—Proceed into yard.

Light signals and switch indicators governing movements from Great Northern connections and Modoc Line main track to Cascade Line main track are located as follows:

Junction of Great Northern Railway to Modoc Line (Signal 4276).

Junction of Modoc Line to Cascade Line (Signal 4280).

Junction of Great Northern Railway to Cascade Line (Signals 4284-4283).

Normal indication of these signals stop. Proceed indication will be displayed after switches and derails are lined for movement and block unoccupied. Should these signals fail to indicate proceed after switches are lined wait four minutes for time element relay to function, which will be effective when approach circuit to junction switch is occupied. After operation of time element relay, if signals fail to indicate proceed, Rules 509 and 99 apply.

Normal position of signal 5031, governing movement from Great Northern Railway connection at Chemult, and signal 5025, governing movement from interchange track Chemult, stop. Proceed indication will be displayed after switches and derails are lined for movement if block unoccupied. Should these signals fail to indicate proceed after switches are lined, rules 509 and 99 apply.

Signal 3218 at Dunsmuir governs movement from work track through crossover and on main track to signal 3222. Dwarf light signal 3214 at derail east end of drill track Dunsmuir Yard governs movement from drill track to work track and will indicate proceed only when both derail and switch to work track are lined for movement to main track and track is unoccupied. Signal 3222 at Dunsmuir governing eastward trains is located on left side of main track.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "Stop", careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches.

Spring switch located at M.P. 107.38 Roseville normally lined for main track. Eastward trains moving from drill track will run through this switch when in normal position. To avoid making reverse movement through switch when leaving drill track trains will stop at clearance point on drill track when signal 1074 located 350 feet east of switch is in stop position. Eastward trains moving from drill track and trailing through this switch will not exceed 15 M.P.H. Westward movement on main track must not be made over this switch without first stopping and inspection made of switch.

Junction switch Tehama equipped with spring switch normally lined for movement via Willows.

Interlocking limits established over junction switch extending from Signal SA-2119 to Signal SA-2116 on Davis line and to Signal SA-2118 on Roseville line. Interlocking rules apply.

Eastward trains stopped by Signal SA-2116 or SA-2118 will send flagman to operate clock work time release located on Signal SA-2116.

Time release must not be operated when trains or engines are within interlocking limits or seen approaching on opposite line.

To operate clock work time release turn knob to right to extreme position, hold in this position and push button for line on which train is standing, release knob. After four minutes signal should change from stop to proceed (or caution).

If signal does not change to proceed after operating release, train will not proceed (Rules 663-672) until inspection is made of spring switch and see that switch is properly lined for movement.

Eastward trains from Roseville line trailing through spring switch will not exceed 30 M.P.H.

Westward trains stopped by Signal SA-2119 will inspect spring switch before passing over it.

Westward trains moving to Roseville line will not exceed 20 M.P.H. while moving over junction switch.

INTERLOCKING

Sacramento River Drawbridge—Extends eastward on No. 1 track to westward home signal three hundred fifty feet east of Front Street crossing and eastward on westward freight track to westward home signal three hundred fifty feet east of crossing.

Derails, operated by switchtender, in Front Street tracks and drill tracks seventy-five feet from crossing.

Trains, engines and cars approaching Front Street crossing or junction of freight tracks with No. 1 and No. 2 tracks, will be governed by hand signal from switchtender, green flag by day and green light by night.

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

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

To Valley Grocery spur—One short, two long.

To Bekins spur—One long, one short, one long.

Elvas—Limits on Sacramento-Roseville line extend from interlocking home signal 1,400 feet west of tower to automatic home Signal 920.

On Elvas-Polk line extend to interlocking home light signal at west switch to siding at Polk and to home interlocking light signal 600 feet east of Junction switch to Placerville line.

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

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

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

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

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

Whistle Signals governing routes as follows:

To Roseville, one long, four short.

To Sacramento, three long, one short.

To Polk, two long, three short.

To Elvas Siding, three short, two long.

To Third Track, two short, two long.

To American Can Spur, one long, one short, one long.

To Meister's Spur, one short, two long.

Eastward passenger trains will not be required to make running test approaching interlocking plant at Elvas, except when brake pipe has been separated.

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

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

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

Emigrant Gap—Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur at Emigrant Gap, to signal 1711, 500 feet west of turntable.

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

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

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turntable and equipped with electric lock.

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

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

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

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

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

Norden—Limits as follows:

No. 1 Track from interlocking home signal at west switch of siding Donner to signal bridge 775 feet west of Norden office.

No. 2 Track from signal bridge 775 feet west of Norden office to westward interlocking home signal opposite signal 1975 west of crossover Eder.

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

Run-around Tracks—Enginemen on helpers left on run-around track, must obtain permission from signal operator before lining switch to siding.

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

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

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

Georgiana Slough-Drawbridge.

Snodgrass Slough-Drawbridge.

9th and K Streets Tower, Marysville.

Following switches and derails on Western Pacific R. R. within interlocking limits are hand operated and electrically locked, and must not be thrown until permission has been obtained from Towerman when on duty:

Switch and derail, Western Pacific-S. P. transfer track.

Switch and derail, Western Pacific high line track.

Derail on Western Pacific stock corral track.

During hours towermen are off duty, trains desiring to move on Western Pacific main track from transfer track, high line and corral track, will first proceed to derail, electric lock, and unlock the door. After door has been opened, and no trains are seen approaching on the Western Pacific track, signal 4 located on Western Pacific track 464 feet west of crossing, and signal 15, 2 arm signal located on Western Pacific track 1624 feet east of crossing will immediately go to stop position, releasing electric locks. Electric locks are released when indicator in lock is in proceed position. You will then move lever directly below indicator to the right which will permit operation of switches. When switches are again restored to normal position, lever should be moved to left position before closing door.

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

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

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

Trains desiring to cross Western Pacific tracks on Knights Landing Branch, when towermen are off duty, will call Chief Dispatcher at Sacramento and be governed by his instructions.

Binney Junction Tower—Junction with Woodland-Oroville line and crossing Western Pacific R. R.

Whistle signals governing routes as follows:

Main track to or from Gerber, one long, four short.

Main track to or from Oroville, two short, two long.

Siding to or from Gerber, one short, three long.

Siding to or from Oroville, three long, one short.

Siding to or from west leg of wye, three short, two long.

Main track to or from west leg of wye, two long, three short.

Main track to or from east leg of wye, one short, one long.

To Spur, one short, two long.

Switches to east and west legs of wye hand thrown. Normal position of switch for Knights Landing line.

Woodland—Crossing Sacramento Northern R. R.

Whistle signals governing routes as follows:

For Tehama to or from siding, one long, four short.

For Tehama to or from house track, three long, one short.

For Knights Landing to or from siding, one short, three long.

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

Switch and derail will be lined up for movement on main track and Knights Landing branch.

Interlocking signals and derails on Sacramento Northern R. R. will be set to protect movement on Southern Pacific tracks. When train is stopped by interlocking signal Rule 663 will govern.

During hours towermen are off duty, trains having switching to perform will use west switch to house track.

AUTOMATIC INTERLOCKING

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

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

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

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

Speed of engines must not exceed 20 M.P.H. between home signal and crossing.

Live Oak—Crossing Sacramento Northern R. R. one-half mile east of Live Oak.

Stronghold—Crossing Great Northern R. R. one-half mile east of Stronghold.

Redding Remote Control—Cross-over switches east end siding controlled by operator at telegraph office.

Trains passing interlocking signals as provided by Rule 663-B will be preceded by flagman through interlocking limits.

When instructed to operate switches by hand, be governed by sign on relay housing opposite west switch of cross-over.

SPECIAL INSTRUCTIONS

TRAIN AND AIR INSPECTION

Freight trains, and light engines not equipped with tire coolers, except Mallets, on descending grade will stop ten minutes between switches at following stations to permit wheels to cool and trainmen will make careful inspection of all cars and enginemen inspect engine:

Stanford (Engine to be stopped west of culvert 202-E 1879 feet west of west switch.)

Summit (On No. 1 Track.) Troy. Yuba Pass. Knapp (exception—Five minutes) Midas. Gold Run. Colfax.

Flint—Train to clear highway crossing at West End (Except, westward freight trains that stop at Auburn, inspect at Auburn instead of Flint.)

Norden (On No. 2 Track.)

Truckee (Exception—Five minutes.)

Doon. Paradise. Crouch. Latrobe.

Passenger trains stop at Paradise five minutes to cool wheels.

Mallet engines running light on descending grade stop sufficient length of time to inspect engine.

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

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

Freight trains descending grade will stop as indicated below for inspection of and for heat of wheels to equalize.

Steinman or Foliage.....	10 minutes
Gregory or White Point.....	10 minutes
Orcal or Hilt.....	5 minutes
Weed or Edgewood.....	10 minutes
Mott or Azalea.....	5 minutes
Cougar or Andesite.....	10 minutes
Bolam (If stop not made at Andesite).....	5 minutes
Canby.....	10 minutes

In addition to the designated stops for inspection no freight train will make a continuous run of more than fifty miles without a stop for inspection, except freight trains on Roseville-Tehama line may go to Biggs and eastward freight trains to Lenz if an additional stop can be avoided.

Trains handling logs must stop and inspection made by crew of load and chains before passing through tunnels and over Sprague River Bridge west of Chiloquin, Dry Canyon Viaduct between Hotlum and Bolam, Klamath River Bridge east of Klamathon, and all crossings except 2nd, 4th, 5th, 14th, 15th, 17th and 18th, over Sacramento River.

Two Dietz lanterns must be placed on rear of caboose after dark so that crew may observe track from rear door of caboose in order to enable them to detect any logs which may have fallen from train.

Where train handling logs takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train to be met has passed.

Light engines descending grade between Hornbrook and Ashland, stop sufficient time at established freight train inspection stations for inspection of engine and to permit heat of tires to equalize.

AIR BRAKE RULE 11. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After the train is made up and the engine attached, the engineer will apply the brakes with a 20 pound service reduction and leave them applied. The trainmen will then pass along the train to determine that the brake is applied on each car. The numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to the rear of the train, next ahead of the caboose before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, the latter must comply with last part of Rule 11 to avoid brakes sticking from an over-charge of the brake system, etc. If it is necessary to switch any cars to the rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

Attention is directed to the Safety Appliance Act which requires that whenever any train is operated with power on train brakes, not less than 85 per cent of the cars of such train shall have their brakes used and operated by the engineer of the engine drawing such train; and all power-brake cars in every such train which are associated together with the 85 per cent., shall have their brakes so used and operated.

AIR BRAKE RULE 13.

At layer-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give Signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULES 16 and 17.

Running air brake test must be made:

Snowden.....	Eastward passenger trains.
Black Butte.....	Siskiyou Line passenger trains.
Grass Lake.....	Westward passenger trains.
Ambrose.....	Westward passenger trains.

Rear End Test must be made:

Siskiyou.....	All trains.
Grass Lake.....	Westward freight trains.
Hornbrook.....	Eastward trains.
Black Butte.....	Siskiyou Line freight trains.

Eastward trains which have made rear end test at Mount Shasta or Deetz need not do so at Black Butte.

Ambrose.....Westward freight trains.

Westward passenger trains on No. 1 Track will make running test just before entering Tunnel No. 6.

Rear End Test must be made:

Summit.....	Westward freight trains.
Norden.....	Eastward and westward freight trains.
Stirling City.....	All trains.
Placerville.....	All trains.

This test must be made immediately before departure from above stations.

Westward freight trains will make brake pipe test at Truckee and Summit.

AIR BRAKE RULE 54.

Emergency hose must be used on freight trains between Sparks and Roseville.

Trains of 50 cars or less 2 emergency plugs will be used located approximately 20th and 40th cars from engine.

Trains of 50 to 71 cars 3 plugs located approximately between 20th, 40th and 60th cars from engine.

Trains of 71 to 100 cars 4 plugs located approximately 20th, 40th, 60th and 80th cars from engine.

Trains of 100 to 124 cars 4 plugs located approximately on the 20th, 40th, 60th and 100th cars from engine.

On westward freight trains plugs will be fastened on east end of car and on eastward freight trains on west end of car. Emergency hose will be handled by carmen at Sparks, but must be applied and removed when necessary by trainmen at intermediate stations.

AIR BRAKE RULE 56.**Passenger Trains**

Siskiyou to Ashland.....	All retainers.
Siskiyou to Orcal.....	All retainers.
Mile Post 400 to Hornbrook.....	All retainers.
Black Butte to Edgewood.....	Accessible retainers.
Azalea to east switch Dunsuir.....	Accessible retainers.
Ambrose to Canby.....	Accessible retainers.

Retainers on head end cars must be left turned up from Orcal to M. P. 400 but should be turned down momentarily if stop is made at Hilt.

Accessible retainers will be turned down after passing Yard Limit sign at Ashland.

Retainers may be turned down if stop is made at Shasta Springs or west.

In operating retainers, they should be turned up commencing at the head end, and when turned down, commencing at the rear end.

When passenger train has stopped, engineman will release air brakes and retainers must be turned down and engineman notified by one sound of air signal.

Freight Trains

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

Where retainers are used, speed of freight trains on any grade of over one per cent will not exceed 25 M.P.H., and on grades of this character, more than five miles long, for the first five miles the time consumed in traveling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

On grades retainers will be used as follows:

Retainers will be turned up solid on head end of train in such number, depending upon the total weight of train, one operative retainer for the amount of Ms shown below:

Norden to Truckee.....	One retainer for each 120 Ms.
Norden to Yuba Pass.....	One retainer for each 140 Ms.
Yuba Pass to Loomis.....	One retainer for each 100 Ms.
Stirling City to Mile Post 188.....	One retainer for each 80 Ms.
Placerville Branch—From MP-148 to MP-146 and from MP-145 to MP-138.....	one retainer for each 120 Ms.
From MP-136 to MP-130 and from MP-129 to MP-122.....	one retainer for each 140 Ms.
From MP-117 to MP-112.....	one retainer for each 150 Ms.
Siskiyou to Ashland.....	One retainer for each 90 Ms.
Siskiyou to Hornbrook.....	
Azalea to Dunsuir Yard.....	
Black Butte to Edgewood.....	One retainer for each 100 Ms.
Ambrose to Canby.....	
Snowden to Hornbrook.....	One retainer for each 150 Ms.
Grass Lake to Azalea.....	
Dunsuir Yard to Gibson.....	One retainer for each 250 Ms.

Example: A train consisting of 80 cars 7,000 Ms Grass Lake to Azalea requires 47 retainers and from Azalea to Dunsuir Yard 70 retainers.

Additional retainers will be turned up on instructions of engineman if in his judgment it is necessary.

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

Retainers must be turned down momentarily ascending grade Orcal to Hilt. Retainers must be turned down if stop is made between Thrall and Hornbrook. The maximum retaining pressure must be used from Siskiyou to Ashland and Siskiyou to Hornbrook on loaded cars, except refrigerators, equipped with the 10-20 and 15-30 pound retainers.

Freight trains consisting of not more than 60 cars and not more than 65 Ms per operative brake may be handled Snowden to Hornbrook and Grass Lake to Azalea with no retainers provided enginemen can properly control speed of train and charge brake pipe to standard pressure between applications. If necessary to use retainers to control speed of train, engineman will instruct train crew number of retainers required.

The tonnage of any freight train between Hornbrook and Ashland must not exceed 100 Ms per operative brake when handled on descending grade by AC, Mallet, 2-10-2 or SP type engines. When other class engine used 90 Ms per operative brake will govern. Westward trains must not be moved out of Ashland in excess of this tonnage per operative brake. The tonnage of any freight train descending grade between Mount Shasta and Dunsuir, and between Ambrose and Canby must not exceed 120 Ms per operative brake.

The tonnage of freight trains between Stirling City and Chico must not exceed 80 Ms per operative brake, between Placerville and Folsom and between Summit and Loomis, 100 Ms per operative brake, and between Norden and Truckee 120 Ms per operative brake.

MISCELLANEOUS

1 Water columns at stations listed below are equipped with locking devices which hold column (when not in use) parallel to track.

Mount Shasta, Black Butte, Grass Lake, Bray, Mt. Hebron, Pine Ridge, Kirk, Lenz, Stronghold, Perez, Hackamore, Canby, Alturas Yard, Lakeview, Lawton, Emigrant Gap.

After taking water, firemen must push column around until locking device engages, which will be known by fact that column cannot then be moved in either direction unless it is unlocked by engaging tank hook in unlocking lever located just above outer end of column spout.

Engines of freight trains on descending grades of one per cent or over, also westward at Cottonwood, Chiloquin and Lenz, must be detached to take water. Engines of freight trains, except eastward at Morley, must be detached to take oil.

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

Do not take water at Orcal or Hackamore unless necessary, then only sufficient to make next tank.

When an engine has been spotted to take oil or water, reverse lever must be placed in center, throttle valve closed, cylinder cocks opened and independent air brakes applied.

Leading and helper engines must not cut off from head and rear portion of train at the same time at Steinman when taking water. When leading engine is coupled to train, after taking water, engineman will place automatic brake valve on lap, then sound one long whistle signal. Helper engineman will then make fifteen pounds reduction of brake pipe pressure, leading engineman noting fall of brake pipe pressure will release brakes and after brake pipe has been charged, helper engine may then be cut off. Trainmen will not cut off helper engine until advised by helper engineman that brake pipe has been recharged.

In Valley territory engines may take oil and water without cutting off train at all points, except Marysville.

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

4 Not more than one 2-10-2, AC or Mallet class engine shall be placed on head end of freight trains, nor more than two Consolidations or one Mikado and one Consolidation. 2-10-2, AC or Mallet class engines must not be coupled ahead of engines smaller than Consolidation, when tonnage behind such engines is in excess of its rating as shown in time-table.

Trains picking up Colfax helpers for movement to Emigrant Gap or Norden, must cut same in ahead of the Roseville helper.

4a Pushing Trains Out of Yards: Pusher engine will not be placed behind wooden underframe cabooses or other wooden frame cars and 4000 and 4100 class engines will not be used in pusher service behind steel underframe cabooses.

Switch engines regularly assigned to pusher service must be equipped with Russel-Jordan device to prevent coupler pin from dropping and avoid necessity for yardmen uncoupling pusher engine to detach it from train. Knuckle must not be removed or closed, or cutting lever fastened in release position as a means to prevent coupling. Unless local conditions require, trains need not be stopped to detach pusher engines.

Air will not be coupled through pusher engines while in service pushing trains out of yards.

8 At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one mile board and engineman will shut off steam one-half mile from station.

9 Westward freight trains having pick up or set out at Colfax will, whenever possible, leave train east of east crossover while work is being performed.

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

10 5000 Class Engines will not clear umbrella sheds of Sacramento passenger station and must not be used on Tracks 2, 3, 4, 5, 6 and 7.

4100 Class Engines on west side of valley between Davis and Gerber will not use the following tracks account light rail:

Merritt..... Warehouse track.
Mullen..... Siding.
Woodland..... Team track, Middle track, siding 565 feet opposite depot House track.
Hershey..... Warehouse track.
Harrington..... Short siding.
Dunnigan..... Standard Oil.
Arbuckle..... Warehouse track.
Genevra..... Siding.
Macy..... Spur.
Cortena..... Siding, Warehouse track, House track.
Maxwell..... House and corral track, Loading and warehouse.
Delavan..... Siding, Warehouse track.
Norman..... Siding, Warehouse spur and corral track.
Logandale..... Siding.
Riz..... Spur.
Willows..... Union Oil, Union Ice, Team and warehouse track, Pump house track, Engine spur, Setout track.
Lyman..... Spur.
Artois..... Siding, House track, Warehouse track.
Grapit..... Siding.
Greenwood..... Siding.
Orland..... Engine spur, Oil spur.
Wyo..... No. 1 yard track, No. 2 yard track, East Leg wye.
Malton..... Spur.
Corning..... Heinz spur.
Tehama..... House track, Beet spur, Warehouse track.

Mallet, 2-10-2, 4-10-2, AC, Mt. GS-1 and Mikado engines, must not be operated over the following tracks:

Rocklin, siding and house track.
Penryn, fruit spurs west of station.

Newcastle, tracks 3 and 4 (either from crossover leading from main track to No. 3 or from crossover from siding).

Flint, Standard Oil spur.
Auburn, high line.
Auburn, Nevada St., spurs.
Clipper Gap, team track east of road crossing.
W. New England Mills, spur, west of tool house.
W. Applegate, spur.
Colfax, material spur in west yard.
Magra, spur.
Towle, spur.
Blue Canon, dump spur, oil spur and Greek spur east of oil column.
Eder, spur switch.
Summit, lumber spur switch.
Spruce, spur switch.
Cisco, Outfit spur switch. Campbell Spur, east of corral chute.
Crystal Lake, spur on south side of No. 2 track.
Yuba Pass, spur switches.
Donner, six car lengths back of Frog.
Andover, outfit spur, 3 car lengths back of frog.

5000 and 4100 class engines must not use following tracks in Colfax Yard:

Corral track west of corral.
Bunk track.
House track and house track lead east of freight house.
Team track beyond east end of freight house platform.
4100 class engines must not use scale track at Colfax.
Engines larger than consolidation type must not use spur track serving Stockton Fire Brick Co., across highway at Clayton.

Sidings at Nord and Lomo and team track, mill spur and Earl Fruit spur Marysville must not be used by Mikados, Mallets, SP, AC, Mt, GS-I, or 2-10-2 type engines.

Engines must not operate over Rio Grande Oil Spur off 'E' Street, Marysville. Use reach in handling cars on this spur.

Engines larger than Consolidation type must not be operated between Dantoni Junction and Dantoni.

Weber spur leading off main track east of Placerville Fruit Growers, in Placerville yard, cannot be used by consolidation engines.

Flint hoppers and box cars must not be placed on spur serving El Dorado Lime and Mineral Company at Bullard to or beyond rock chute which does not clear this class of equipment.

Trains and engines must not exceed 10 M.P.H. on Bullard spur from Bullard Junction to Lime Quarry. Engines must not pass a point 60 feet east of bunker switch.

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

Engines heavier than Consolidation 225 Ms on drivers must not pass over Trestles 97-A and 97-E on Knights Landing Branch.

Engines larger than Consolidation type must not use No. 7 track at Newcastle beyond end of curve or switch leading to lumber spur Newcastle yard.

When using Wye track at Barber, tangent track, continuation of Wye, must be used and at no time use the Diamond Match Company's track.

Engines must not use spur at Riz east of west end of warehouse and cars must not be placed beyond sixth door of warehouse from west end.

Trains or yard engines moving on Track No. 3, Dunsmuir, will move with caution approaching roundhouse, and will stop before passing turntable if engine is being turned with draw heads extending over end of turntable.

Engines heavier than 210 Ms on drivers must not be operated over the following switches: If any cars to be set out or picked up on these tracks, sufficient cars must be coupled to engine while doing work.

Red Bluff..... Pioneer Fruit Spur.
Redding..... Hoefer's and Sterling Lumber Co. Spurs.
Kennet..... Bridge over High Line Spur.
Pollock..... Spur.
Lamoine..... Little Slate Creek Bridge.
Gibson..... Spur.
Castella..... Dirigo Industrial Tracks north side of main track.
Igera..... Spur.

Weed: Tracks of the Long Bell Lumber Co. at Weed as follows:

Dock 1 and 2 in lumber shed and shed spur. Block spur. Factory 2.
Factory 3. Track No. 6 in lumber yard.

Engines must not use crossovers to S. V. and E. Ry. or storage track east of owner's post at Pitt.

AC 4, 5 and 6 class engines must not be operated on Pacific Fruit and Produce Company's spur or on house track beyond west end of freight platform, Mount Shasta.

SPECIAL INSTRUCTIONS

Deetz. AC and MC class engines may use stem of Wye leading to rock crusher at Deetz as far as Highway crossing but must not go on curved portion of balloon track.

Engines must not operate over following Industrial Tracks:

Ager.....Spur beyond signal just east of road crossing.
Thrall.....Former siding, except west two hundred feet.
 Tracks of California-Oregon Power Co.
Penoyar.....Extension to spur.
Algoma.....Spur leading to Algoma Lumber Company machine shop.
Perez.....Spur.
Stronghold Pit.Spur.

Engines heavier than 210 Ms on drivers must not be operated on industrial tracks between Bray and Klamath Falls and must use cars when necessary to do work except consolidation, 4000 and 4200 class engines may use lumber spur back of stock corral Macdoel. Box Factory spur Bray and all spurs Dorris.

When necessary to occupy McCloud River R.R. Company's tracks at Mount Shasta, including the west leg of wye, it must be under protection of flag. Trackage arrangements with McCloud River R.R. Company prohibit Southern Pacific trains or engines using their main track from clearance with interchange track east end of yard to point opposite station building.

Engines heavier than 210 Ms on drivers must not be operated on industrial tracks between Klamath Falls and Kirk, except engines not heavier than 275 Ms on drivers may operate over the following:

Algoma.....Log Spur and industrial track to box factory switch
Modoc Point...Lamm Lumber Co. Spur.

MAIN TRACKS

11 Tracks between Sacramento and Roseville numbered and will be used as follows:

No. 1 Track, by westward trains.
No. 2 Track, by eastward trains.

Tracks between Roseville and Sparks numbered and will be used as follows:

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

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

At Marysville, trains to and from Oroville Branch, use Marysville siding. Normal position of switch of Woodland-Oroville main track is for Knights Landing Branch.

At Willows, Fruto Branch main track originates at yard limit board on Fruto Branch. Trains to and from Fruto Branch use yard tracks between passenger station and Fruto main track.

At Woodland, Knights Landing Branch main track originates at switch at east end of siding 150 feet east of cattle guard 85-A. Normal position of switch for Knights Landing Branch. Trains to and from Knights Landing Branch use Woodland siding.

12 Engines equipped with pilot plows must not use tracks on "E" Street, Marysville.

Engines equipped with pilot plows must not be operated beyond log landings.

14 Enginemen will not blow off Engines while passing over steel bridges except from May 1 to November 1 sprinklers will be placed in service on line between Roseville and Sparks, departure of westward freight trains and light engines Norden to Loomis and Eastward freight trains and light engines Norden to Truckee.

Eastward passenger trains will operate sprinklers Norden to Truckee and westward passenger trains from first stop west of Norden.

On Shasta District use sprinklers on engines so equipped and blow off on engines not equipped with sprinklers when passing through all tunnels over second crossing Sacramento River west of Elmore, and over all steel bridges in Sacramento Canyon from Lamoine to Cantara.

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

15 Trains and engines must not pass the switch tenders stations at east end Sacramento River Bridge, Sixth Street and Seventh Street, Sacramento, without receiving a signal from switch tender to proceed, green flag by day and green light by night, and will move with caution between switch stations enumerated above.

17 Storage tanks of Standard Oil Company near tracks at M. P. 107.9 between Roseville and Rocklin, flues of engines must not be sanded until after engine has passed this point.

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

20 Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight car" does not include a baggage, express, or mail car, or a caboose. Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Club cars handled in head end of main line passenger trains must be of all steel construction.

24 Minimum Clearances for Rotary Plows, Blue Canon East

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

Tunnels 3 and 4 shed posts 8 to 10 inch clearance.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

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

OPERATION OF TURNABLES

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

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table.

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

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

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

Allow turntable to come to stop before reversing motor.

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

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

Normal position turntables on Truckee District will be as follows:

Blue Canon.....West approach, on account of repair platform on west end.
Emigrant Gap...East approach, with motor on east end.
Cisco.....East approach, with motor on east end.
Norden.....East approach to eastward track.

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

ALARM BOX LOCATIONS

Box No.	LOCATION	Mile Post
15	300 feet east of east portal Tunnel No. 1.....	...
16	Signal 1707, 500 feet east of west switch Emigrant Gap.....	...
17	150 feet east of crossover Emigrant Gap.....	...
18	Between Smart and Emigrant Gap.....	173
19	Between Smart and Yuba Pass.....	174
21	Between Smart and Yuba Pass.....	175
22	East switch summer siding Yuba Pass.....	...
23	End of shed east portal Tunnel No. 36.....	...
24	West end of center siding Crystal Lake.....	178
25	West end Butte Canyon bridge.....	179
26	200 feet west of west crossover Cisco.....	180
27	End of shed east portal Tunnel No. 39.....	181
28	Between Tamarack and Cisco.....	183
29	1/4 mile west of west switch Troy on No. 1 track.....	...
31	East switch Troy.....	186
32	East end lower Cascade bridge.....	187
33	1/4 mile east of Upper Cascade bridge.....	188
34	East switch of west run-around track on No. 1 track Norden.....	...
35	1000 feet west of west portal Tunnel No. 6.....	193
36	East portal Tunnel No. 6.....	194
37	Between Tunnels No. 8 and No. 9.....	195
38	100 feet east of east portal Tunnel No. 10.....	...
39	West switch Donner.....	...
41	1000 feet east of section house Eder.....	197
42	1/2 mile east of crossover Eder.....	198
43	Between Eder and Andover.....	199
44	Between Eder and Andover.....	199 1/2
45	300 feet west of west portal Tunnel No. 13.....	200
46	Opposite section house Andover.....	...
47	At Andover station.....	201
48	In turntable house Norden.....	...
49	East switch of run-around on No. 2 track Norden.....	...
51	East switch of siding on No. 2 track Norden.....	...
52	West portal Tunnel No. 41.....	...
53	Center of Tunnel No. 41.....	...
54	East portal Tunnel No. 41.....	...

Code signals following box numbers are as follows:

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

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 M.P.H. and Freight and mixed trains 35 M.P.H. except as otherwise provided for.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Pages	Territory	PASSENGER				FREIGHT		Engines and Motors Backing	LIGHT ENG. RUNNING FORWARD					
		Maximum	With F-1, F-3, F-4, F-5, F-6 MM-2 and AM Engines	With AC-1, 2, 3, 4, 5, 6, MK-2, 4, 5, 6, 8, 9, C-2 to 10 inc., 12, 15, 17 and TW Engines	With Other Type Engines Except T-1, 23, 28 and 31 which are limited to a maximum of 50 M.P.H.	Freight and Mixed, Maximum	With MC-2, 4, and 6 Engines		F-1, F-3, F-4, F-5, F-6, MK 2, 4, 5, 6, 8 and 9 MM-2 and AM Engs.	GS-1 MT-1, 2, 3, 4, 5, E, M, T, A and P	Types C-2 to C-10 inc.	C-4, 12, 15, 17, MK-2, 4, 5, 6, 8, 9 AM, AC-1, 2, 3, 4, 5, 6	Switch Engines S-SE Type	
2	Colfax—Truckee.....No. 2 Track	35	35	35	35	20	20	15	30	30	25	30	20	
2	Truckee—Sparks.....No. 2 Track	40	40	40	40	30	25	15	35	35	30	30	20	
5	Sacramento—Roseville...No. 2 Track	60	40	40	60	40	25	20	35	40	35	30	20	
2	Roseville—Colfax.....No. 2 Track	40	40	40	40	35	25	20	35	40	30	30	20	
3	Sparks—Truckee.....No. 1 Track	40	40	40	40	30	20	20	35	35	30	30	20	
3	Truckee—Loomis.....No. 1 Track	35	35	35	35	20	20	15	30	30	25	30	20	
3	Truckee—Lake Tahoe.....	40	25	25	40	30	20	15	20	30	30	30	20	
3	Loomis—Roseville.....No. 1 Track	50	45	40	50	35	25	20	35	40	35	30	20	
4	Davis—Gerber.....	60	45	40	60	40	25	20	35	40	35	30	20	
5	Roseville—Sacramento...No. 1 Track	60	45	40	60	40	25	20	35	40	35	30	20	
5	Roseville—Tehama.....	50	45	40	50	35	25	20	35	40	35	30	20	
10	Woodland—Marysville.....	35	.....	35	35	30	.....	20	.....	35	35	30	20	
10	Marysville—Oroville.....	25	.....	25	25	25	.....	15	.....	20	25	25	20	
10	Brighton—Folsom.....	40	.....	30	40	30	.....	20	.....	40	35	30	20	
10	Citrus—Fair Oaks.....	25	.....	20	25	20	.....	15	.....	20	20	20	20	
10	Folsom—Placerville.....	25	.....	20	25	{Mixed20 Frt. 15}	.....	12	.....	25	15	15	20	
11	Harrington—Wyo via Colusa.....	30	.....	25	30	25	.....	20	.....	25	25	20	20	
11	Willows—Fruto.....	20	.....	.....	20	15	.....	10	.....	15	15	15	20	
11	Sacramento—Isleton.....	30	.....	20	30	20	.....	15	.....	25	20	20	20	
11	Grace—Josephine.....	30	.....	20	30	20	.....	15	.....	25	20	20	20	
11	Marchant—Karnak.....	30	.....	20	30	20	.....	15	.....	25	20	20	20	
11	Chico—M.P.188(Stirling City Branch).	30	.....	25	30	25	.....	15	.....	25	25	25	20	
11	M. P. 188—Stirling City.....	20	.....	20	20	12	.....	10	.....	15	12	12	20	
.....	Through Crossovers, Turn-outs, and on all tracks except main tracks.....	15	10	10	15	15	10	10	15	15	15	10	15	

Page No.	Territory	PASSENGER						FREIGHT		Engines and Motors Backing	LIGHT ENG. RUNNING FORWARD				
		Maximum	With T 1, 2, 7 to 23, 28, 31, 34, 36 M MK 5 to 9 Engines	With C 2 to 10 F 1 Engines	With C 11, 12, 14, 15, 17 TW MK 2 and 4 G. N. Ry. F 5 Engines	With F 3, 4, 5, 6 AM MM AC 4, 5, 6 S.P. 1, 2, 3 Engines	With AC 1, 2, 3 MC 2, 4, 6 Engines	Freight and Mixed Maximum	With AC 1, 2, 3 MC 2, 4, 6 Engines		Maximum	MT C 2 to 10 C 18 to 29 MK 5 to 9 F 1, 3, 4, 5, 6 S.P. 1, 2, 3	AC 4, 5, 6 AM C 11 to 17 TW MK 2 and 4 MM G. N. Ry. F 5	AC 1, 2, 3 MC 2, 4, 6	Switch Engines S-SE Type
6	Gerber and M. P. 216.5.....	50	50	45	40	45	40	35	35	30	35	35	30	30	20
6	M. P. 216.5 and Redding.....	60	50	45	40	45	40	40	40	30	40	35	30	30	20
6	Redding and one mile east of Middle Creek.....	40	40	40	40	40	40	35	35	25	40	35	30	30	20
6	One mile east of Middle Creek and Dunsmuir.....	28	28	28	28	25	20	20	20	15	28	25	25	20	20
6	Exception: Eastward freight trains one mile east of Middle Creek and Dunsmuir.....							25	20	15					
7	Dunsmuir and Azalea.....	25	25	25	25	25	20	20	20	15	25	25	25	20	20
7	Azalea and Mount Shasta.....	30	30	30	30	25	20	20	20	15	25	25	25	20	20
7	Mount Shasta and Deetz.....	50	50	45	40	45	40	35	35	25	40	35	30	30	20
7	Deetz and Black Butte.....	25	25	25	25	25	20	20	20	15	25	25	25	20	20
7	Black Butte M.P. 345 and M.P. 355½ Cascade Line...	35	35	35	35	35	35	25	25	20	35	30	30	30	20
7	M. P. 355½ and Klamath Falls.....	60	50	45	40	45	40	40	40	25	40	35	30	30	20
8	Klamath Falls and Crescent Lake.....	60	50	45	40	45	40	40	40	25	40	35	30	30	20
9	Black Butte and Edgewood.....	25	25	25	25	25	20	20	20	15	25	20	20	20	20
9	Edgewood and Snowdon.....	50	50	45	40	45	40	35	35	25	40	35	30	30	20
9	Snowdon and Ager.....	30	30	30	30	25	20	20	20	15	30	25	25	25	20
9	Ager and Thrall.....	25	25	25	25	25	20	20	20	15	25	20	20	20	20
9	Thrall and Hornbrook.....	30	30	30	30	25	20	20	20	15	30	25	25	20	20
9	Hornbrook and Hilt.....	25	25	25	25	25	20	15	15	15	25	25	25	20	20
9	Hilt and Cole.....	30	30	30	30	25	20	20	20	20	30	25	25	20	20
9	Cole and Clawson.....	25	25	25	25	25	20	15	15	15	25	25	25	20	20
9	Clawson and Ashland.....	30	30	30	30	25	20	20	20	15	25	25	25	25	20
9	Alturas Yard and Canby.....	40	40	40	40	40	40	30	30	20	40	35	30	25	20
9	Canby and Ambrose.....	25	25	25	25	25	20	20	20	15	25	25	25	25	20
9	Ambrose and Klamath Falls.....	40	40	40	40	40	40	30	30	20	40	35	30	25	20
9	Alturas Yard and Lakeview.....	30	30	30	30	25	20	25	25	20	30	25	25	20	20
7	Dredger fills, Worden and Klamath Falls.....	50						35							
8	Dredger fills, Wocus and Ouxy.....	50						35							
	Through Crossovers, turnouts and on sidings.....	15	15	15	15	10	10	10	10	10	15	15	15	10	15
	Trains handling logs loaded on flat or logging cars, Tangent track.....							25							
	Trains handling logs loaded on flat or logging cars, Curved track.....							20							

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 M.P.H.

Tenders having water capacity in excess of 7,000 gallons, and including classes 70-R-1 and 70-SC-1, maximum speed 60 M.P.H.

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		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	.....	24	2	30	37	1	37	50	1	12	.....	.....	.....
8	7	30	25	2	24	38	1	34	51	1	10	.....	.....	.....
10	6	.....	26	2	18	39	1	33	52	1	9	.....	.....	.....
12	5	.....	27	2	13	40	1	30	53	1	8	.....	.....	.....
15	4	.....	28	2	8	41	1	27	54	1	6	.....	.....	.....
16	3	45	29	2	4	42	1	25	55	1	5	.....	.....	.....
17	3	31	30	2	.....	43	1	23	56	1	4	.....	.....	.....
18	3	20	31	1	56	44	1	21	57	1	3	.....	.....	.....
19	3	9	32	1	52	45	1	20	58	1	2	.....	.....	.....
20	3	.....	33	1	49	46	1	18	59	1	1	.....	.....	.....
21	2	51	34	1	45	47	1	16	60	1	.....	.....	.....	.....
22	2	43	35	1	42	48	1	15	.....	.....	.....	.....	.....	.....
23	2	36	36	1	40	49	1	13	.....	.....	.....	.....	.....	.....

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

	M.P.H.
Reno.....	20
Lincoln.....	35
Woodland, Main and Court Sts.....	12
Willows.....	40
Orland.....	40
Corning.....	40
Roseville, Lincoln St.....	12
Red Bluff.....	15
Redding.....	15
Chiloquin.....	25
Klamath Falls, Main St.....	15

Where maximum speed of 60 M.P.H. authorized for passenger trains, maximum speed of 50 M.P.H. must not be exceeded on curves.

Mt. 1, 2, 3, 4, 5 class engines must not exceed 28 M.P.H. where slow boards restricting speed on curves show 30 M.P.H.

S and SE Type engines must not exceed 15 M.P.H. on curves.

Motors backing through yards and over highway crossings must not exceed 10 M.P.H.

Where mail papers, or ice are to be dispatched from passenger trains at points where train does not stop or trains are being met or passed, slow down sufficiently to permit of safe dispatch without hazard.

Freight trains on descending grades must not exceed 15 M.P.H. while passing passenger trains.

When necessary for locomotive cranes with flexible or swivel truck trailing to move in trains, speed of train must not exceed 18 M.P.H.

Trains must not exceed 25 M.P.H. entering or moving through controlled sidings, or when running against the current of traffic on double track under authority of dwarf signals.

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

SPECIAL INSTRUCTIONS

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

When pilot removed.....20 M.P.H.
 When main rod only removed.....30 M.P.H.
 When side rods only removed.....30 M.P.H.
 When both main and side rods removed.....20 M.P.H.
 When hauled in train and all rods are on.....30 M.P.H.
 GS engines.....15 M.P.H.
 SP 1, 2 and 3 when inside main rod removed.....30 M.P.H.
 S and SE engines, and all other classes of engines when not equipped with engine trucks.....20 M.P.H.

When all weight has been removed from any one pair drivers on an engine, speed must not exceed 20 M.P.H.

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

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

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

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger-carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Trains must not exceed 25 M.P.H. on No. 4 track between Rocklin and Loomis.

Slow boards at west switch Truckee No. 1 track, east switch Loomis No. 1 track and west switch Colfax No. 2 track, with figures 35 on upper left side, 30 on lower left side, and 20 on right side.

Passenger trains must not exceed 35 M.P.H. on tangent and 30 M.P.H. on curves between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

Freight trains must not exceed 20 M.P.H. between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

SP-1, SP-2, SP-3, F-3, F-4, F-5, F-6, AM, GS-1 and MM-2 type engines must not exceed 25 M.P.H. and AC-4, AC-5, AC-6 type engines 28 M.P.H. where slow boards restricting speed on curves show 30 M.P.H. between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track, and between Truckee and Sparks on Nos. 1 and 2 tracks where slow boards restricting speed on curves show 28 M.P.H.

MC-2, 4, 6 and AC-1, 2 and 3 class engines must not exceed 20 M.P.H. on curves between Truckee and Loomis.

AC-4, 5 and 6 type engines must not exceed 25 M.P.H. over the following structures:

Bear River Bridge	126-C	1.2 Miles West of Wheatland.
Yuba River Bridge	140-C	2000 feet West of Marysville.
Butte Creek Bridge	175-B	2.8 Miles West of Durham.
Deer Creek Bridge	203.E	.8 Miles East of Vina.
Sacramento River Bridge	210-C	At Tehama.
Cache Creek 89-A between Woodland and Yolo.		
Stoney Creek 166-D and 166-E between Orland and Wyo.		
Thomas Creek 182-A between Richfield and Tehama.		

Fire trains and flangers operating between Lawton and Loomis must not exceed 30 M.P.H. and be governed by other speed restrictions.

Speed of fire trains, with water cars full, must not exceed 25 M.P.H., with water cars less than three quarters full, 20 M.P.H. in forward direction. Water cars must be kept full when possible.

Trains handling loaded Flint hoppers must not exceed 25 M.P.H.

Trains consisting of engine and caboose only may operate at same speed authorized for AC 4, 5 and 6 Class Engines running light between Roseville and Sparks.

Relief trains with steam derrick must not exceed 25 M.P.H., except 15 M.P.H. over following branch lines: Colusa, Sutter Basin, River Farms, Walnut Grove, Stirling City and Placerville.

No. 20 will reduce speed sufficiently passing Orland so mail pouches may be thrown into mail car.

Eastward first class trains must not exceed 30 M.P.H. from yard limit board four thousand feet west of west switch Antelope to signal 1046 and 20 M.P.H. from signal 1046 to M.P. 108 on Roseville-Sparks line.

Westward first class trains must not exceed 20 M.P.H. from M.P. 108 on Roseville-Sparks line to signal 1049 and 30 M.P.H. from signal 1049 to Antelope station.

Trains must not exceed 25 M.P.H. between Yuba River bridge and Feather River bridge, Marysville and between east yard limit board Chico and west switch Chico siding.

Trains must not exceed 25 M.P.H. over Feather River bridge east of Binney Jct. This includes approaches as well as trestle on curve just east of Feather River.

Train 290 will be permitted speed of 40 M.P.H. when handling freight cars in territory otherwise restricted to 35 M.P.H.

Eastward trains on No. 2 track must not exceed 12 M.P.H. between Signal Bridge just west of Sparks Passenger Station and Sparks yard office.

Engines must not exceed 8 M.P.H. on balloon track at Lake Tahoe.

Trains must not exceed 15 M.P.H. between overhead bridge Roseville, on Roseville-Tehama line and Roseville Passenger Station

When necessary to operate 5000 class engines on Stirling City line to the Sacramento Northern transfer at Chico, speed must not exceed 10 M.P.H.

Trains must not exceed 20 M.P.H. between Dantoni Junction and Dantoni.

Freight trains must not exceed 12 M.P.H. on curves between Kurand and Fruto.

Trains must not exceed 15 M.P.H. over trestle 112-A on Grace-Josephine line.

Trains must not exceed 20 M.P.H. between Knights Landing Junction and End of Track—River Farms Branch.

Trains must not exceed 12 M.P.H. over railroad crossing Bridge Street east of Yuba City station.

Consolidation engines must not exceed 30 M.P.H. between Yuba City and Woodland.

Trains handling logs from Placerville must not exceed 6 M.P.H. through tunnel No. 1.

Motor cars must not exceed 25 M.P.H. between M.P. 138 and Placerville.

Trains having cars loaded with ore or high loads of lumber must not exceed 12 M.P.H. on curves 7 degrees or over on Placerville Branch.

Engines using Mather Field Spur must not exceed 10 M.P.H.

Trains must not exceed 10 M.P.H. between initial switch of spur to Hood Wharf and Hood Wharf, and from Isleton to end of track two and one-half miles east.

Trains and engines must not exceed 20 M.P.H. between west end Sacramento River drawbridge and 15th Street, Sacramento.

2300 class or heavier engines must not exceed 15 M.P.H. between Wyo and Hamilton.

Trains consisting of engine and caboose only may operate at speed of 25 M.P.H. between Middle Creek and Mount Shasta.

Trains consisting of engine, flanger and caboose may operate at maximum allowable speed of freight trains. In curve territory on the Shasta District where maximum speed of passenger trains is 28 M.P.H. flangers will be permitted to operate at same speed.

MC 2, 4, 6 and AC 1, 2 and 3 class engines must not exceed 20 M.P.H. on curves between Middle Creek and Mount Shasta, between Ambrose and Canby, and between Black Butte and Grass Lake where slow boards show 25 M.P.H.

Trains must not exceed 15 M.P.H. between Sixth Street Viaduct and Main Street crossing, Klamath Falls Yard.

Passenger trains must not exceed 8 M.P.H. on house track Algoma.

Engines moving west must not exceed 8 M.P.H. over spur switch at east end Lamoine siding.

Engines using wye Hornbrook must not exceed 8 M.P.H., enter on west leg and leave on east leg.

Eastward trains must not exceed 15 M.P.H. over switch at Barnard and 10 M.P.H. when making switching moves.

Trains handling logs must not exceed six M.P.H. through tunnels and over the following bridges:

Sprague River Bridge, West of Chiloquin.
 Dry Canyon Viaduct between Hotlum and Bolam.
 Klamath River bridge, east of Klamathon.

All crossings over Sacramento River except 2nd, 4th, 5th, 14th, 15th, 17th and 18th crossings.

SPECIAL INSTRUCTIONS

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LOCATION OF STRETCHERS

Sacramento.....	Hospital	Knights Landing.....	Freight House	Penryn.....	Baggage Room	Gerber	Mt. Shasta	Ashland
".....	Baggage Room	Woodland.....	Baggage Room	Newcastle.....	"	Redding	Weed	Klamath Falls
Fair Oaks.....	Freight House	Williams.....	"	Auburn.....	"	Kennet	Montague	Crescent Lake
Hood.....	"	Willows (2).....	"	Colfax.....	"	Dunsmuir	Hornbrook	Alturas
Walnut Grove.....	Baggage Room	Roseville.....	Power House	Dutch Flat.....	"	Dunsmuir Yard		Alturas Yard
Lincoln.....	"	"	Car Dept.	Towle.....	"			
Wheatland.....	"	"	Yard Office	Blue Canon (2).....	"			
Marysville.....	"	"	Station	Cisco.....	"			
Gridley.....	"	"	Hospital	Norden.....	"			
Biggs.....	"	"	Store Dept.	Truckee (3).....	"			
Chico (2).....	"	Rocklin.....	Baggage Room	Floriston.....	"			
Oroville.....	"	Loomis.....	"					

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

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Mile Post	LOCATION	DESCRIPTION
SACRAMENTO YARD		
	Sacramento River Bridge.....	Side
	Shop Yard.....	Oil House West of Store No. 1.....Side
	Shop Yard.....	Sand spurs Nos. 1 and 2.....Overhead
	Shop Yard.....	Track No. 2, Car Shop No. 9.....Side
	Shop Yard.....	Track No. 3, Car Shop No. 9.....Side
	Shop Yard.....	Track No. 4, Car Shop No. 9.....Side
	Shop Yard.....	Track No. 5, Car Shop No. 9.....Side
	Shop Yard.....	Track No. 9, Car Shop No. 9.....Overhead & Side
	Shop Yard.....	Roundhouse spur.....Side
	Shop Yard.....	Track No. 2 Bone Yard Track.....Side
	Shop Yard.....	Track No. 3 Laundry.....Side
	Shop Yard.....	Track No. 2 Scrap Dock.....Side
	Shop Yard.....	Track No. 3 Scrap Dock.....Side
	6th and H Streets.....	Western Meat spur.....Side
	6th Street.....	New Foundry Track.....Side
	6th Street.....	Coke spur.....Side
	6th Street.....	Foundry Track 6th Street.....Side
	R between 11th & 12th.....	Lawrence Warehouse.....Side
	R between 21st & 22nd.....	Barley spur Buffalo Brewery.....Side
	R between 21st & 22nd.....	Buffalo Brewery spur.....Overhead & Side
	21st & R.....	Buffalo Brewery Plant.....Overhead & Side
	25th & R.....	Unloading pit, Sacramento Rock and Sand Co.....Side
	B between 11th & 12th.....	Phoenix Mill spur.....Side
	B between 8th & 9th.....	Consumers Ice Co. Track.....Side
	3rd to 6th Streets.....	Track No. 4 Rolling Mill.....Side
	6th Street.....	Water Tank.....Side
	15th & N. B. Streets.....	Unloading pit center of Track, Golden Gate Atlas spur.....Side
	13th & 14th on B St.....	Unloading pit center of Track, Clark and Henry spur.....Side
	4th & R Streets.....	Sacramento Vegetable Growers Assn.....Side
	5th & R Streets.....	Virden Packing Co. spur.....Overhead & Side
	Front St. between M & N.....	Sacramento Northern Guy Pole.....Side
	Walnut Grove Connection.....	2nd Street to Front St. Yard.....Overhead
	Front St. between H & I.....	Stulsaft spur.....Overhead
	Between tracks No. 1 and No. 2.....	South end of old freight shed.....Front St. Side
	Between tracks No. 2 and No. 3.....	South end of new freight shed.....Front St. Side
	American River Bridge.....	Side
ROSEVILLE-SPARKS—EASTWARD		
106.6	Roseville.....	Icing track, PFE track No. 2 and New Icing track, PFE Plant.....Side
106.6	Roseville Yard.....	Track No. 3, Heavy Rip.....Side
106.6	Roseville Yard.....	Track No. 4, Heavy Rip.....Side
106.6	Roseville Yard.....	Track No. 5, Heavy Rip.....Side
106.6	Roseville Yard.....	Track No. 6, Heavy Rip.....Side
106.6	Roseville.....	P. F. E. Icing Tracks Nos. 0-1-2-3.....Side
110.6	Rocklin.....	Kesty Quarry spur.....Overhead
110.6	Rocklin.....	Henderson Quarry spur.....Overhead & Side
110.6	Rocklin.....	Pernu Quarry spur.....Overhead
110.6	Rocklin.....	Elickson Quarry spur.....Overhead
110.6	Rocklin.....	Cal. Granite spur, Rocklin, Quarry.....Side
110.6	Rocklin.....	Stock Chute on Corral Track.....Side
110.6	Rocklin.....	Antelope Creek bridge.....Side
114.2	E. of Rocklin.....	Tunnel No. 15.....Side & Overhead
114.7	E. of Rocklin.....	Tunnel No. 16.....Side & Overhead
117.3	E. of Lincoln Ave., Penryn.....	Tunnel No. 17.....Side & Overhead
120.5	E. of Newcastle.....	Tunnel No. 18.....Side & Overhead
122.7	E. of Newcastle.....	Tunnel No. 19.....Side & Overhead
123.1	E. of Newcastle.....	Tunnel No. 20.....Side & Overhead
124.6	E. of Nev. St., Auburn.....	Tunnel No. 21.....Side & Overhead
131.2	E. of Bowman.....	Tunnel No. 22.....Side & Overhead
132.7	E. of Clipper Gap.....	Tunnel No. 23.....Side & Overhead

Mile Post	LOCATION	DESCRIPTION
ROSEVILLE-SPARKS—EASTWARD—Continued		
132.9	E. of Clipper Gap.....	Tunnel No. 24.....Side & Overhead
133.1	E. of Clipper Gap.....	Tunnel No. 25.....Side & Overhead
133.3	E. of Clipper Gap.....	Tunnel No. 26.....Side & Overhead
133.8	E. of Clipper Gap.....	Tunnel No. 27.....Side & Overhead
134.8	E. of Applegate.....	Tunnel No. 28.....Side & Overhead
135.9	E. of Applegate.....	Tunnel No. 29.....Side & Overhead
138.7	E. of N. E. Mills.....	Tunnel No. 30.....Side & Overhead
139.2	E. of Lander.....	Tunnel No. 31.....Side & Overhead
139.4	E. of Lander.....	Tunnel No. 32.....Side & Overhead
141.7	Colfax.....	Automatic Signal Nos. 1420, 1421 & 1425.....Side
141.7	Colfax.....	Water Col. W. of Station W. B.....Side
141.7	Colfax.....	PFE Icing Platform.....Side
145.3	E. of Colfax.....	Tunnel No. 33.....Side & Overhead
144.7	E. of Colfax.....	Tunnel No. 34.....Side & Overhead
152.2	Gold Run.....	Mail Crane.....Side
152.4	E. of Gold Run.....	Water Tank West end of Yard.....Side
165.5	Blue Canon.....	Oil & Water columns.....Side
208.0	Truckee.....	Water Columns.....Side
208.0	Truckee.....	Roundhouse portals.....Side
242.9	Reno.....	Oil sump doorways.....Side
242.9	Reno.....	Transfer track.....Side
164.3	Knapp.....	Buffalo Brewing Co. platform.....Side
164.8	Knapp to Andover.....	Tunnel No. 1.....Side & Overhead
200.6	Knapp to Andover.....	Snow sheds.....Side & Overhead
SPARKS-ROSEVILLE—WESTWARD		
164.8	Andover to Knapp.....	Snow sheds.....Overhead & Side
201.3	West of Donner.....	Tunnel No. 12.....Overhead & Side
195.7	West of Donner.....	Tunnel No. 11.....Overhead & Side
195.4	West of Donner.....	Tunnel No. 10.....Overhead & Side
195.1	West of Donner.....	Tunnel No. 9.....Overhead & Side
194.9	West of Donner.....	Tunnel No. 8.....Overhead & Side
194.3	West of Donner.....	Tunnel No. 7.....Overhead & Side
194.1	West of Donner.....	Tunnel No. 6.....Overhead & Side
193.7	West of Donner.....	Tunnel No. 5.....Overhead & Side
181.0	West of Tamarack.....	Tunnel No. 4.....Overhead & Side
180.7	West of Tamarack.....	Tunnel No. 3.....Side & Overhead
164.3	West of Knapp.....	Tunnel No. 1.....Overhead & Side
132.6	W. of Applegate.....	Tunnel No. 0.....Side & Overhead
124.5	Auburn.....	Ford & Son Warehouse, hill track.....Side
124.5	Auburn.....	Lowell Warehouse, hill track.....Side
124.5	Auburn.....	Fruit House Track, hill track.....Side
124.5	Auburn.....	Hse. Track, Auburn I. & C. siding.....Side
124.5	Auburn.....	Hse. Track, Ford & Son, Whse. siding.....Side
122	W. of Flint.....	Cut West of 122.....Side
120.1	Newcastle.....	Cut West of 122-G.....Side
113.9	Loomis.....	Cut West of 122-H.....Side
113.9	Loomis.....	Bloomer Cut.....Side
SACRAMENTO-GERBER		
94.9	Ben Ali.....	Cannon Phillips spur.....Overhead & Side
117.0	Lincoln.....	Diamond Match Co., Lumber shed.....Side
140.8	Marysville.....	Stockton Fire Brick Co., spur.....Overhead
140.8	Marysville.....	W. T. Ellis Warehouse.....Side
140.8	Marysville.....	Buckeye Mill platform.....Side
122.0	Marysville, E Street.....	Yuba Construction Co., platform.....Side
161.4	Biggs.....	Rice Mill Siding.....Side & Overhead
WOODLAND-TEHAMA		
84.9	Woodland.....	West end of Globe Rice Mill Overhead & Side
124.2	Williams.....	Bartlett Water Co., shed platform.....Side
124.2	Williams.....	Stoval-Wilcox Wholesale platform.....Side & Overhead
124.2	Williams.....	Williams Warehouse Co., platform.....Side
133.0	Maxwell.....	Water Tank.....Side

Mile Post	LOCATION	DESCRIPTION		
WYO-HARRINGTON				
120.8	Grimes.....	Water Spout.....Overhead		
145.9	Princeton.....	Water Spout.....Overhead		
150.4	Codora.....	Warehouse.....Side		
165.9	Rotavele.....	Elevator.....Side		
177.4	Hamilton.....	Boiler House of sugar factory.....Side		
177.4	Hamilton.....	Shed over beet unloading track....Overhead		
DAVIS-OROVILLE				
111.4	Tudor.....	Water Tank.....Side		
112.4	Abbot.....	Earl Fruit Co. bldg. siding.....Side		
120.4	Yuba City.....	S.N.R.R. trolley wire, E. of depot..Overhead		
135.0	Honcut.....	Station platform.....Side		
135.0	Honcut.....	Brown's Warehouse.....Side		
147.9	Oroville.....	C. L. Bills cement warehouse.....Side		
147.9	Oroville.....	Olive Produce Co. porch.....Side		
147.9	Oroville.....	Ice House platform.....Side		
SACRAMENTO-PLACERVILLE				
91.5	Sacramento, 23rd & R.....	Contractors' spur, building.....Side		
94.8	Brighton.....	Unloading pit center of track A. Teichert Co. spur.....Side		
95.9	Perkins.....	Perkins' Store.....Side		
98.9	Mayhew.....	Humphrey Packing house platform....Side		
98.9	Mayhew.....	Earl Fruit Co. platform.....Side		
122.3	Cothrin.....	Rock Cut.....Side		
126.4	Latrobe.....	Rock Cut.....Side		
126.5	E. of Latrobe.....	Rock Cut.....Side		
128.6	E. of Latrobe.....	Rock Cut.....Side		
148.7	Placerville.....	Water Tank.....Side		
SACRAMENTO-ISLETON				
92-B	.....	Bridge.....Side		
93.0	Charles.....	Stock Chutes at 93-A.....Side		
.....	Snodgrass Slough.....	Bridge.....Side		
113.4	Walnut Grove.....	Pacific Fruit Bldg.....Side		
SHASTA-DISTRICT				
M.P.	BETWEEN	Structure	Height	Crossing
.....	Redding.....	North Street..	Bridge.....	21' 8"
276.6	Kennet.....	Pitt.....	Tunnel No. 2....	17' 10"
278.9	Pitt.....	Morley.....	Tunnel No. 3....	18' 2"
286.4	Elmore.....	Antler.....	Bridge No. 3....	21' 11"
288.9	Pollock.....	Antler.....	Tunnel No. 6....	21' 2"
295.6	Smithson.....	Delta.....	Tunnel No. 7....	18' 6½"
299.8	Delta.....	Lamoine.....	Tunnel No. 8....	18' 2"
301.8	Lamoine.....	Gibson.....	Bridge No. 6....	21' 9"
302.2	Lamoine.....	Gibson.....	Bridge No. 7....	21' 5"
305.3	Gibson.....	Fisher.....	Bridge No. 8....	21' 6"
305.4	Gibson.....	Fisher.....	Tunnel No. 9....	17' 11"
306.7	Fisher.....	Sims.....	Bridge No. 9....	21' 6"
307.0	Fisher.....	Sims.....	Tunnel No. 10... 18' 1"	
308.6	Fisher.....	Sims.....	Bridge No. 10... 21' 6"	
308.9	Gibson.....	Sims.....	Bridge No. 11... 21' 6"	
310.3	Sims.....	Flume.....	Bridge No. 12... 23' 9"	
317.8	Castle Rock..	Castle Crag...	Bridge No. 15... 21' 7"	
325.0	Shasta Retreat.	Shasta Springs.	Bridge No. 16... 21' 10"	
329.4	Cantara.....	Mott.....	Tunnel No. 12... 18' 10½"	
390.9	Klamathon...	Hornbrook.....	Bridge.....	21' 6½"
411.3	White Point..	Siskiyou.....	Tunnel No. 13... 18' 00"	
414.6	Viaduct.....	Wall Creek.....	Tunnel No. 14... 18' 7"	
415.2	Viaduct.....	Wall Creek.....	Tunnel No. 15... 18' 4"	
419.9	Steinman.....	Mistletoe.....	Tunnel No. 16... 18' 0"	
407.8	Dorris.....	Calor.....	Tunnel No. 1.... 21' 2"	
410.0	Dorris.....	Calor.....	Tunnel No. 2.... 21' 2"	
427.1	Texum.....	Klamath Falls.	Highway Bridge	21' 9"
456.0	Lobert.....	Chiloquin.....	Bridge.....	23' 7"
				S. P. Tracks Sprague River

Steinman water tank, impaired side clearance.

Tracks adjacent to P. F. E. icing platforms at Roseville, Klamath Falls, Ashland and Consumers Ice and Cold Storage Company, Sacramento, have side clearance of less than 7 ft. 8 in.

Employees are warned that it is dangerous to stand erect on top of cars or to ride on sides of cars while passing these points and that they must protect themselves from injury.

LIST OF SURGEONS

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

LOCATION	NAME	TITLE	NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber Via Roseville	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
San Francisco.	Dr. W. B. Coffey.....	Chief Surgeon and Manager.																
Sacramento...	Dr. A. M. Henderson...	Division Surgeon.	M-4	M-63 20/28 126.....	1615 to 1719.....	190	4300	1050	690	1650	800	3400	1250	780	3750	2300		
Sacramento...	Dr. G. L. Stevenson...	Division Surgeon.	M-4	M-63 20/28 128 S.....														
Sacramento...	Dr. W. W. Cress.....	District Surgeon.	M-4	M-63 20/28 135 S.....														
Sacramento...	Dr. J. Roy Jones.....	Aurist.	M-6	M-63 21/28 150 S.....	1725 to 1769, 1780 to 1803.	200	5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980
Sacramento...	Dr. E. O. Turner.....	Oculist.	M-6	M-63 21/28 153 S.....	1823 to 1825.....													
Roseville.....	Dr. L. E. Jones.....	District Surgeon.	M-9	M-63 21/28 150 S.....	1806 to 1822.....	210	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1050
Roseville.....	Dr. J. F. McAnally.....	Associate District Surgeon.	M-9	M-63 21/28 156 S.....	1826, 1827.....													
Loomis.....	Dr. P. D. Barnes.....	District Surgeon.	T-1	T-63 20/28 112.....	2235 to 2271.....	180	3850	900	590	1400	680	3100	1100	700	3350	2100	370	700
Newcastle.....	Dr. L. B. Barnes.....	District Surgeon.	T-26	T-69 21/28 152 S.....	2283 to 2300.....	200	4800	1150	750	1800	870	3900	1400	860	4250	2700	440	860
Auburn.....	Dr. J. A. Russell.....	District Surgeon.	T-23	T-63 21/28 156 S-163 SF..	2301 to 2310.....	210	5550	1350	920	2100	1050	4400	1650	1050	4850	3000	560	1040
Colfax.....	Dr. R. C. Atkinson.....	District Surgeon.	T-28, 31	T-63 22/28 162 S.....	2311 to 2362.....	210	6050	1500	1000	2350	1150	4800	1800	1150	5300	3250	630	1150
Dutch Flat....	Dr. E. A. Bryan.....	District Surgeon.	T-32	T-69 23/28 174 S.....	2363 to 2370.....	210	6150	1450	970	2300	1100	5050	1800	1150	5400	3450		
Truckee.....	Dr. J. H. Bernard.....	District Surgeon.	C-11	C-51 22/26 152.....	2372 to 2384.....	180	5150					4050	1550	1000	4500	2750	550	1100
Reno.....	Dr. W. H. Hood.....	Consulting Surgeon.	C-12	C-50 20/28 164.....	2503.....	190	4750					3700	1400	870	4150	2500	580	1080
Reno.....	Dr. Horace J. Brown..	Division Surgeon, State of Nev.	C-9, 10	C-57 22/30 200 SF.....	2513 to 2599, 2750, 2752 to													
Reno.....	Dr. C. W. West.....	District Surgeon.	C-9, 10	C-57 22/30 194 S.....	2860.....													
Reno.....	Dr. M. R. Walker.....	Assistant District Surgeon.	C-8	C-57 22/30 192 S.....	2698 to 2749, 2751.....	210	6650	1700	1150	2600	1300	5200	2000	1300	5800	3550		
Reno.....	Dr. John A. Fuller.....	Oculist and Aurist.	C-5	C-57 22/30 187 S.....	2624 to 2679.....													
Lincoln.....	Dr. A. W. McArthur....	District Surgeon.	C-5	C-57 22/30 185 S.....	2680 to 2693.....													
Wheatland....	Dr. F. W. Didier.....	District Surgeon.	C-5	C-57 22/30 180.....	2624 to 2679.....	200	5950	1450	970	2300	1100	4650	1750	1100	5150	3150		
Marysville....	Dr. E. E. Gray.....	District Surgeon.	C-5	C-57 22/30 178.....	2680 to 2693.....													
Marysville....	Dr. Thos E. Lerner....	Oculist and Aurist.	TW-1	TW-54 22/26 147.....	2900 to 2913.....	180	5100	1250	850	1950	1100	3950	1500	960	4450	2700	500	950
Live Oak.....	Dr. I. W. Higgins.....	District Surgeon.	TW-8	TW-54 21/32 161 S.....	2914 to 2921, 2923.....	190	5650	1450	970	2200	1250	4450	1650	1100	4900	3000		
Gridley.....	Dr. W. S. Lavy.....	District Surgeon.	TW-4	TW-56 20/30 120.....	2928, 2930, 2931.....	160	3900	970	640	1500	830	3050	1150	720	3400	2050	400	740
Biggs.....	Dr. Geo. W. Hemminger	Emergency Surgeon.	A-3	A-81 20/28 112 S-116 SF..	3025 to 3040, 3042 to 3071	210	3800					2950						
Durham.....	Dr. J. L. Doyle.....	District Surgeon.	A-3	A-81 20/28 120/B-64 SF..	3025 to 3040, 3042 to 3071													
Chico.....	Dr. N. T. Enloe.....	District Surgeon.	Mk2-4	Mk57 23 1/30 206 S.....	3200 to 3240.....	210	7650	1900	1250	2950	1600	5950	2200	1400	6650	4050		
Chico.....	Dr. D. H. Moulton....	Associate District Surgeon.	Mk2-4	Mk57 23 1/30 222SF-230SF	3241 to 3277.....	210	8400	2100	1400	3250	1850	6600	2500	1600	7400	4550		
Los Molinos..	Dr. J. H. Belyea.....	District Surgeon.	Mk5, 6	Mk63 26/28 210 S-231 SF	3600 to 3652.....	200	9650	2450	1650	3750	2100	7550						
Gerber.....	Dr. F. J. Bailey.....	District Surgeon.	F-1	F-63 27 1/32 273 S.....	3668 to 3763.....	200	11000	2750	1850	4300	2400	8600						
Davis.....	Dr. Thomas E. Ooper..	Emergency Surgeon.	F-4, 5	F-63 29 1/32 306/B-61 SF.	3764 to 3768.....													
Woodland....	Dr. Fred R. Fairchild..	District Surgeon.	F-5	F-63 29 1/32 306/B-62 SF.	4000 to 4048.....	210	13300	3400	2300	5200	3000	10400						
Arbuckle.....	Dr. H. S. Powis.....	District Surgeon.	AC-1,2,3	AC-57 23 3/30 441 SF.....	4100 to 4109.....	235	17350	4450	3050	6800	3900	13600						
Williams.....	Dr. N. M. Salter.....	District Surgeon.	AC-4	AC-63 24 3/32 475 SF.....	4110 to 4125.....	250	18500	4800	3250	7300	4150	14500						
Colusa.....	Dr. C. O. Poage.....	District Surgeon.	AC-5	AC-63 24 3/32 483 SF.....	4200 to 4211.....	200	10350	2600	1750	4050	2250	8100						
Willows.....	Dr. C. W. Lund.....	District Surgeon.	AC-6	AC-63 24 3/32 517 SF.....	4200 to 4211.....	210	12150	3150	2100	4800	2700	9550						
Corning.....	Dr. H. H. Beck.....	District Surgeon.	MM-2	MM-63 28 3/32 320 SF.....	4300 to 4376.....	210	8950	2150	1400	3400	1850	6950						
Stirling City..	Dr. A. L. Derbyshire..	District Physician and Surgeon.	AM-2	AM-63 28 3/32 320 SF.....	5000 to 5015.....	225	12950	3300	2200	5050	2850	10150						
Orland.....	Dr. T. H. Brown.....	District Surgeon.	MT-1,3,4,5	MT-73 28/30 246/B-60 SF.	5016 to 5048.....													
Oroville.....	Dr. E. A. Kusel.....	District Surgeon.	SP-1	SP-63 28 3/32 316/B-60 SF..														
Fair Oaks....	Dr. G. M. Kennedy.....	Emergency Surgeon.	SP-2, 3	SP-63 28 3/32 317/B-61 SF..														
Folsom.....	Dr. L. H. Sanborn.....	Emergency Surgeon.	P-1, 3, 5	P-77 22/28 141 S.....	2400 to 2452, 2459, 2460..	210	4850	1100	700	1800	950	3800	1350	810	4300	2550		
Placerville....	Dr. W. A. Reckers.....	District Surgeon.	P-1	P-77 22/28 152 SF.....														
Hamilton.....	Dr. Mary B. Poket.....	Emergency Surgeon.	P-1	P-77 22/28 160/B-54 S...	2400 to 2427.....	210	5350	1250	780	2000	1050	4150	1500	900	4750	2800		
Yuba City....	Dr. Philip B. Hoffman..	District Surgeon.	P-4	P-77 23/28 155/B-58 SF..	2461 to 2474, 2478 to 2483.	200	6750	1550	990	2550	1350	5250						
Yuba City....	Dr. B. F. Miller.....	District Surgeon.	P-8, 10	P-73 25/30 181 SF.....	2475, 2484 to 2491.....													
Walnut Grove.	Dr. V. W. Pallesen.....	District Surgeon.	P-8, 10	P-73 25/30 183/B-63 SF..														
Isleton.....	Dr. J. H. Leimbach.....	District Physician and Surgeon.	GS-1	GS-73 27/30 262/B-104 SF	4400 to 4409.....	250	9550	2250	1450	3600	1950	7450						
Tahoe.....	Dr. C. B. Pedersen.....	Emergency Surgeon.																
Dunsmuir.....	Dr. E. J. Cornish.....	District Surgeon.																
Dunsmuir.....	Dr. J. T. Steele.....	District Surgeon.																
Dunsmuir.....	Dr. J. R. U. Campbell..	Associate District Surgeon																
Mt. Shasta...	Dr. Jas. B. McGuire....	District Surgeon.																
Weed.....	Dr. H. L. Vidricksen...	District Surgeon.																
Montague.....	Dr. Chas. Pius.....	District Surgeon.																
Hilt.....	Dr. Jos. Langer.....	District Surgeon.																
Ashland.....	Dr. F. G. Swedenburg..	District Surgeon.																
Ashland.....	Dr. E. A. Woods.....	Assistant District Surgeon.																
Red Bluff....	Dr. F. L. Doane.....	District Surgeon.																
Cottonwood...	Dr. R. G. Frey.....	Emergency Surgeon.																
Anderson.....	Dr. G. E. Flora.....	District Surgeon.																
Redding.....	Dr. C. D. Sewall.....	District Surgeon.																
Dorris.....	Dr. A. B. Gray.....	District Surgeon.																
Klamath Falls.	Dr. E. D. Johnson.....	Division Surgeon.																
Klamath Falls.	Dr. Chas. V. Rugh.....	Assistant District Surgeon.																
Klamath Falls.	Dr. Ralph W. Stearns...	Oculist and Aurist.																
Klamath Falls.	Dr. E. D. Lamb.....	Assistant District Surgeon.																
Tule Lake....	Dr. J. Randolph Barr...	District Surgeon.																
Chiloquin....	Dr. Marvin Nerseth.....	District Surgeon.																
Alturas.....	Dr. John Stile.....	District Surgeon.																
Lakeview.....	Dr. C. E. Leithead.....	District Surgeon.																

Allowance for Empty and Under-loaded Cars.....

Note: Rating of trains East with two or more locomotives classes AC-4, 5 and 6 will be single rating shown in column 3, Colfax to Sparks, multiplied by number of locomotives used, for the entire district, Roseville to Sparks.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
 "T"—Ten-wheelers
 "MM"—Mallet Mogul
 "AC"—Articulated Consolidation
 "A"—Atlantic Type

"M"—Moguls "Mk"—Mikado
 "TW"—Twelve-wheelers
 "MC"—Mallet Consolidation
 "MT"—Mountain Type
 "GS"—Golden State

"E"—Eight-wheelers
 "P"—Pacific Type
 "F"—Two-ten-two Type
 "SP"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187 30

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.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

*Steel Underframe.

First Track	Second Track
1	2
3	4
5	6
7	8
9	10
11	12
13	14
15	16
17	18
19	20
21	22
23	24
25	26
27	28
29	30
31	32
33	34
35	36
37	38
39	40
41	42
43	44
45	46
47	48
49	50
51	52
53	54
55	56
57	58
59	60
61	62
63	64
65	66
67	68
69	70
71	72
73	74
75	76
77	78
79	80
81	82
83	84
85	86
87	88
89	90
91	92
93	94
95	96
97	98
99	100

TOTAL MAIN TRACK

. 71.66

TOTAL BRANCHES.....	392.59	
TOTAL SACRAMENTO DIVISION.....		1413.94

E. C. PEARCE.....	SACRAMENTO, CAL.
C. C. FISHER.....	SACRAMENTO, CAL.
M. L. JENNINGS.....	ROSEVILLE, CAL.

CHIEF TRAIN DISPATCHERS

C. N. JONES.....Assistant Chief Train Dispatcher.....SACRAMENTO, CAL.
P. B. BELL.....Assistant Chief Train Dispatcher.....DUNSMUIR, CAL.

EXAMINER

W. S. HOOSON.....SACRAMENTO, CAL.

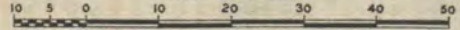
E. F. NASSOIY, Assistant Superintendent

MAP OF THE SACRAMENTO DIVISION SOUTHERN PACIFIC COMPANY

APRIL 1933

R.P.B.

SCALE IN MILES



Revised Jan. 1, 1934

