

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

TIME TABLE No. 30

FOR THE

SACRAMENTO DIVISION.

TO TAKE EFFECT SUNDAY, APRIL 15, 1900, AT 7:10 P. M.

PACIFIC STANDARD TIME (120th MERIDIAN.)

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

J. KRUTTSCHNITT,
General Manager.

J. A. FILLMORE,
Manager.

G. F. RICHARDSON,
Master of Transportation.

J. B. WRIGHT,
Superintendent.

T. R. JONES,
Asst. Superintendent.

SACRAMENTO DIVISION: Sacramento and Colfax.

FROM SAN FRANCISCO.

Third Class			Second Class.				First Class.					Minimum running time between Stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 30, April 15, 1900.		
														STATIONS.		
226 Red Bluff Freight. Daily.	210 Way Freight. Daily.	206 Through Freight. Daily.	204 Through Freight. Daily.	34 Towle Passenger. Daily.	32 Red Bluff Passenger. Daily.	16 Oregon Express. Daily.	6 Atlantic Express. Daily.	4 Atlantic Express. Daily.	2 Overland Limited. Daily.					SAN FRANCISCO		
				A M LV 2.40		A M LV 8.30		A M LV 8.30		P M LV 8.05		P M LV 6.30	A M LV 9.00	A M LV 8.30		SAN FRANCISCO
A M LV 6.45	A M LV 7.45	A M LV 12.01	P M LV 12.50	P M LV 4.50	P M LV 3.25	A M LV 12.01	P M LV 10.30	P M LV 12.50	A M LV 11.25	89.79	15	89.79	.dn.SACRAMENTO..W. 3.36			
				f	f					93.15	2	93.15	... American River Bridge. 3.07			
7.10	8.15	12.35	1.30	f 5.07	f 3.42	12.18	10.50	f 1.09	11.41	96.22	2	96.22	... Benali 1.49			
7.15	8.20	12.40	1.51	f 5.10	f 3.45	12.21	10.53	f 1.12	11.43	97.71	8	97.71	... Arcade 3.12			
				f	f					100.83	6	100.83	*..Walerga.....(Spur).. 3.30			
7.35	8.40	1.10	2.15	s 5.22	s 3.58	12.31	11.05	f 1.25	11.52	104.18	6	104.18	... Antelope 3.90			
7.50 A M AR	9.00	1.25	2.30	s 5.30	4.08 P M AR	12.38 A M AR	s 11.14	s 1.37	Foot-note 11.58	108.03	7	108.03	.dn.ROSEVILLE....W. 0.81			
	9.20 10.10	1.40 2.20	2.50 3.30	s 5.40			s 11.25	s 1.50	P M 12.05 Foot-note	111.94	5	111.94	*..Sand Switch... (Spur).. 3.10			
										114.34	6	114.34	... Howard Quarry. (Spur).. 0.64			
	10.30	2.35	3.45	s 5.52			11.40	s 2.02	12.13	114.98	7	114.98	.d..Loomis..... 2.88			
	11.00	2.50	4.00	s 6.05				11.50 A M	s 2.12	117.86	11	117.86	.d..Penryn..... 3.18			
	11.43	3.10	4.20	s 6.22			s 12.02	s 2.25	12.27	121.04	7	121.04	.d..Newcastle.....W. 4.89			
	12.40	3.40	4.55	s 6.50			s 12.20	s 2.45	12.40	125.93	7	125.93	.dn.Auburn.....W. 3.30			
	12.57	4.05	5.10	f 7.02			12.32	f 2.58	12.50	129.23	7	129.23	... Bowman 3.41			
	1.40	4.20	5.30	s 7.11			12.41	f 3.09	12.59	132.64	6	132.64	.d..Clipper Gap.....W. 2.97			
	2.00	4.35	5.45	f 7.20			12.50	f 3.20	1.06	135.61	7	135.61	... Applegate 3.31			
	2.15	4.55	6.05	s 7.31			1.02	f 3.32	1.14	138.92	11	138.92	.d..N. E. Mills..... 1.97			
				f				f		140.89	11	140.89	... Lander..... (Spur).. 3.03			
	3.00 P M AR	5.15 A M AR	6.30 P M AR	7.45 P M AR			1.15 A M AR	3.45 P M AR	1.25 P M AR	143.97	11	143.97	.dn.COLFAX.....W.			
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				

Train No. 226 may carry passengers.

Light engines bound west, when running extra, will take siding for east-bound extras.

All trains must get orders or clearance cards before leaving Sacramento and Rocklin.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

EXCEPTION :—Train No. 2 has right of track over Train No. 5, Sacramento to Wadsworth.

* Frogs at these stations taken out part of the season.

FOOT-NOTE.—Train No. 2 will not stop at Roseville. Operator will register the time this train passes and signals carried, if any.

SACRAMENTO DIVISION: Sacramento and Colfax.

TIME TABLE No. 30, April 15, 1900.		DISTANCE FROM TRUCKEE.	Minimum running time between Stations for freight trains—min- utes.	TOWARD SAN FRANCISCO.																							
				First Class.								Second Class.						Third Class.									
				1	3	5			15			31			33			201			203			209			225
				Overland Limited. Daily.	Pacific Express. Daily.	Pacific Express. Daily.			California Express. Daily.			Red Bluff Passenger. Daily.			Towler Passenger. Daily.			Through Freight. Daily.			Through Freight. Daily.			Way Freight. Daily.			Red Bluff Freight. Daily.
...SAN FRANCISCO				P M	A R	A M	A R	P M	A R		A M	A R		P M	A R		P M	A R		P M	A R		P M	A R			
				5.15		9.45		4.15			8.15		4.15			1.20											
dn. SACRAMENTO .W.	119.52			P M	A R	A M	A R	P M	A R		A M	A R		P M	A R		A M	A R		P M	A R		P M	A R			
3.36				2.10		5.40		12.50		4.25		9.50		9.40		2.00		12.15		10.00				8.30			
... American River Bridge	116.16	20										f															
3.07																											
... Benali	113.09	3		1.53		5.23		12.33		4.08		f 9.33		9.23		1.35		11.50		9.35				8.05			
1.49																											
... Arcade	111.60	3		1.51		5.20		12.31		4.06		f 9.30		9.20		1.30		11.43		9.30				8.00			
3.12																											
* .. Walerga	108.48	12										f															
3.30																											
... Antelope	105.18	9		1.43		5.10		12.22		3.57		f 9.20		9.10		1.10		11.00		9.10				7.40			
3.90																											
dn. ROSEVILLE .W.	101.28	9		1.37		5.00		12.15		3.50		9.12		9.00		12.38		10.40		8.50				7.20			
0.81				Foot-note						A M	LV	A M	LV											P M	LV		
* .. Sand Switch	100.47	10																									
3.10																											
dn. ROCKLIN .W.	97.37	10		1.28		4.47		12.05						s 8.50		12.20		10.10		8.30							
2.40								Foot-note																			
... Howard Quarry	94.97	8						P M																			
0.61																											
d. Loomis	94.33	8		1.21		f 4.39		11.56						s 8.44		12.05		10.00		8.05							
2.88																A M											
d. Penryn	91.45	10		1.15		f 4.32		11.50						s 8.37		11.50		9.50		7.50							
3.18																											
d. Newcastle	88.27	16		1.08		s 4.24		11.43						s 8.29		11.30		9.35		7.30							
4.89																											
dn. Auburn	83.38	10		12.57		s 4.12		s 11.31						s 8.15		11.10		9.15		6.50							
3.30																											
... Bowman	80.08	10		12.50		4.05		11.24						f 8.05		10.57		9.00		5.45							
3.41																											
d. Clipper Gap	76.67	9		12.43		3.58		11.17						s 7.58		10.47		8.45		5.30							
2.97																											
... Applegate	73.70	10		12.36		3.50		11.10						f 7.50		10.37		8.35		5.00							
3.31																											
d. N. E. Mills	70.39	16		12.28		3.40		11.03						s 7.40		10.25		8.20		4.30							
1.97																											
... Lander	68.42	16												f													
3.08																											
dn. COLFAX .W.	65.34			12.15		3.25		10.50						7.25		10.05		8.00		3.45							
				P M	LV	A M	LV	A M	LV					A M	LV	P M	LV	A M	LV	P M	LV						
				Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.			

Train No. 225 may carry passengers.

Light engines bound west, when running extra, will take siding for east-bound extras.

All trains must get orders or clearance cards before leaving Rocklin.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

EXCEPTION:—Train No. 2 has right of track over Train No. 5, Sacramento to Wadsworth.

*Frogs at these stations taken out part of the season.

FOOT-NOTE.—Train No. 1 will not stop at Roseville. Operator will register the time this train passes and signals carried, if any.

SACRAMENTO DIVISION: Colfax and Truckee.

FROM SAN FRANCISCO.								Minimum running time between Stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 30, April 15, 1900.		DISTANCE FROM TRUCKEE.	TOWARD SAN FRANCISCO.								
Second Class.				First Class.						First Class.				Second Class.							
210	206	204		34	6	4	2				1		3	5	33		201	203	209		
Way Freight.	Through Freight.	Through Freight.		Towle Passenger.	Atlantic Express.	Atlantic Express.	Overland Limited.				Overland Limited.		Pacific Express.	Pacific Express.	Towle Passenger.		Through Freight.	Through Freight.	Way Freight.		
Daily.	Daily.	Daily.		Daily.	Daily.	Daily.	Daily.		Daily.	Daily.	Daily.	Daily.		Daily.	Daily.	Daily.					
P M LV	A M LV	P M LV		P M LV	A M LV	P M LV	P M LV		P M AR	A M AR	A M AR	A M AR		P M AR	A M AR	P M AR					
3.30	5.45	6.50		7.50	1.20	3.55	1.28	143.97	dn... COLFAX ... W.	65.34		12.10	3.20	10.45	7.20	10.00	7.50	3.30			
4.10	6.10	7.20		f 8.05	1.36	f 4.10	1.42	12 148.48	...Cape Horn Mills...	60.83	18	11.55	3.05	10.30	f 7.05	9.40	7.30	3.10			
5.20	6.50	8.25		s 8.25	s 2.00	s 4.30	2.00	13 154.44	dn... Gold Run ... W.	54.87	18	11.40	f 2.50	10.15	s 6.50	9.20	6.50	2.45			
5.45	7.30	8.45		s 8.32	f 2.15	s 4.37	2.05	4 156.56	d... Dutch Flat ...	52.75	6	11.35	f 2.45	10.10	s 6.42	9.10	6.30	2.30			
6.00	7.45	9.00		f 8.40	2.25	f 4.46	2.10	4 158.44	...Alta ... W.	50.87	6	11.30	2.40	10.05	f 6.35	9.00	6.20	2.10			
6.15	7.50	9.10		8.45	s 2.37	s 4.52	2.13	2 159.19	dn... Towle ...	50.12	3	11.27	f 2.37	10.02	6.30	8.45	6.15	1.50			
6.40	8.10	9.30		P M AR	2.58	f 5.06	2.25	10 163.28	...Shady Run ...	46.03	14	11.17	f 2.27	9.52		8.25	6.00	1.05			
7.00	8.25	9.45			3.09	f 5.15	2.32	5 165.36	...Oral ...	43.95	7	11.12	f 2.22	9.47		8.15	5.50	12.55			
7.45	8.50	10.10			s 3.25	s 5.25	2.40	6 168.00	dn... Blue Canon ... W.	41.31	8	11.00	s 2.10	s 9.35		7.45	5.40	12.45			
8.10	9.26	10.35			3.48	5.41	2.56	7 171.15	...Fulda ...	38.16	10	10.51	2.01	9.26		7.30	5.20	12.20			
8.25	9.50	10.45			s 3.58	s 5.48	3.03	5 173.20	dn... Emigrant Gap ...	36.11	7	10.45	s 1.55	9.20		7.20	5.10	12.10			
								11 174.70	*...Birce & Smart (Spur)	34.61	16										
8.50	10.33	11.05			4.15	f 6.02	3.16	11 177.46	...Yuba Pass ...	31.85		10.33	f 1.43	9.08		7.02	4.50	11.50			
								11 177.86	*Yuba Pass Quarry (Spur)	31.45	16										
								11 179.54	*Crystal Lake Tank (Spur) W	29.77											
9.25	11.30	11.40			s 4.30	s 6.15	3.28	11 181.70	dn... Cisco ...	27.61		10.21	s 1.31	8.56		6.45	4.30	11.30			
								9 182.71	*...Huysink (Spur) ...	26.60	13										
9.40	11.50	11.55			4.44	f 6.26	3.38	9 184.56	*...Yuba Valley (Spur) ..	24.75											
10.05	P M	A M			5.00	f 6.38	3.49	10 185.21	...Tamarack ...	24.10	16	10.11	f 1.21	8.46		6.26	4.05	11.10			
	12.15	12.15				f		10 189.23	dn... Cascade ...	20.08		10.00	f 1.10	8.35		6.00	3.45	10.50			
						f		14 192.04	*...Soda Springs (Spur) ..	17.27	22										
10.35	12.40	12.50			s 5.20	s 6.58	4.04	8 195.00	*...Goulden (Spur) ...	16.61		9.40	s 12.50	s 8.15		5.35	3.20	10.25			
10.55	12.55	1.10			5.35	f 7.13	4.15	11 197.70	dn... Summit ... W.	14.31	12	9.30	f 12.40	8.05		5.20	3.00	10.00			
11.15	1.10	1.25			5.50	f 7.26	4.27	11 201.69	d... Lake View ...	11.61	15	9.16	f 12.26	7.51		5.00	2.40	9.40			
						f		9 203.64	dn... Tunnel 13 ...	7.62	13										
11.35	1.30	1.45			6.00	f 7.36	4.37	9 204.64	...Stanford (Spur) W.	5.67											
						f		8 205.76	*...Rock Crusher ...	4.67		9.06	f 12.16	7.41		4.37	2.20	9.20			
12.05	1.45	2.00			6.10	f 7.45	4.45	8 207.61	...Champion ...	3.55	13										
A M						f		8 209.31	..Donner Ice Co. (Spur) ..	1.70		8.55	12.05	7.30		4.00	2.00	8.55			
A M AR	P M AR	A M AR		A M AR	P M AR	P M AR	P M AR		dn.. TRUCKEE ... W.	0.00		A M LV	A M LV	A M LV		P M LV	A M LV	A M LV			
Daily.	Daily.	Daily.		Daily.	Daily.	Daily.	Daily.					Daily.	Daily.	Daily.		Daily.	Daily.	Daily.			

Light engines bound west, when running extra, will take siding for east-bound extras.
All trains must get orders or clearance cards before leaving Truckee.
 All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.
EXCEPTION.—Train No. 2 has right of track over Train No. 5, Sacramento to Wadsworth.
 *Frogs at these stations taken out part of the season.

SACRAMENTO DIVISION: Roseville and Red Bluff.

FROM SAN FRANCISCO.							DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 30, Apr. 15, 1900.	DISTANCE FROM RED BLUFF.	TOWARD SAN FRANCISCO.					
Third Class.		2d Class.		First Class.						First Class.		2d Class.		Third Class.	
226	224		222	32	16	12				11	15	31		221	
Red Bluff Freight.	Red Bluff Freight.		Portland Fast Freight.	Red Bluff Passenger.	Oregon Express.	Oregon Express.	California Express.	California Express.	Red Bluff Passenger.		Portland Fast Freight.		Red Bluff Freight.	Red Bluff Freight.	
Daily.	Daily, Ex. Sun.		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.		Daily.		Daily, Ex. Sun.	Daily.	
A M LV	A M LV		A M LV	P M LV	A M LV	A M LV	P M AR	A M AR	A M AR		P M AR		P M AR	P M AR	
6.45	6.30		3.45	3.25	12.01	9.55	5.10	4.25	9.50		10.00		6.50	8.30	
A M LV			A M LV	P M LV	A M LV		P M AR	A M AR	A M AR		P M AR		P M AR	P M AR	
8.00				4.10	12.40		108.03	dn. ROSEVILLE W.	116.72					7.10	
8.20				f 4.21	12.51		114.13	Whitney	110.62					6.45	
							117.73	Ulm (Spur)	107.02						
8.50				s 4.30	s 12.58		118.32	d. Lincoln W.	106.43					6.30	
9.20				f 4.38	1.06		122.45	Ewing	102.30					5.25	
9.35				s 4.44	1.12		126.16	Sheridan	98.59					5.10	
10.15				s 4.50	s 1.18		129.44	d. Wheatland	95.31					4.50	
10.35				f 5.02	1.28		135.72	Ostrom	89.03					4.10	
11.00			A M LV	s 5.15	s 1.40		142.20	d. MARYSVILLE W.	82.55		P M AR			3.45	
12.10			9.00	(Marysville Yard—See trains on page 9.)			143.25	BINNEY JUNC	81.50		4.45			2.10	
12.15			9.05	5.24	1.47		146.10	Berg (Spur)	78.65		4.40			2.00	
							149.03	Lomo	75.72					1.35	
12.40			9.21	f 5.35	1.58		152.93	d. Live Oak	71.82					1.15	
1.15			9.32	s 5.43	2.04		159.39	d. Gridley	65.36					12.50	
1.55			9.48	s 5.55	Foot-note, s 2.15		162.86	d. Biggs W.	61.89					12.15	
2.40			10.00	s 6.02			168.78	Silsby	55.97					11.35	
3.00			10.17	f 6.16	2.37		172.88	Nelson	51.87					11.20	
3.20			10.29	s 6.24	2.44		179.48	d. Durham	45.27		3.20			10.50	
3.50			10.50	s 6.37	2.54		183.31	Falkner (Spur)	41.44		3.05				
							185.56	d. Chico W.	39.19					10.20	
							190.46	Pond (Spur)	34.29						
5.35			11.28	s 7.10	3.22		192.63	Nord	32.12					9.10	
5.45			11.33	f 7.15	3.25		194.97	Anita	29.78					9.00	
5.55			11.38	f 7.19	3.29		197.36	Cana	27.39					8.50	
6.05			11.44	f 7.23	3.33		200.12	Soto (Spur)	24.63					8.40	
6.40			11.54	s 7.31	s 3.40		204.41	d. Vina	20.34					8.25	
							205.96	Copeland	18.79						
							208.50	Ensign (Spur)	16.25						
7.05			P M	f 7.44	3.52		211.84	Sesma	12.91					7.50	
7.20	P M LV		12.20	s 7.50	s 3.59	P M LV	213.09	d. TEHAMA W.	11.66		P M AR			7.40	
	7.05					2.50	214.77	Tyler (Spur)	9.98						
7.35	7.20		12.35	f 8.00	4.07	f 3.00	217.11	Proberla	7.64					7.25	
7.45	7.30		12.45	f 8.05	4.12	f 3.06	220.16	Rawson	4.60					7.15	
8.15	7.45		1.00	8.15	4.20	3.15	224.75	dn. RED BLUFF W.	0.00					7.00	
P M AR	P M AR		P M AR	P M AR	A M AR	P M AR					P M LV		A M LV	A M LV	
Daily.	Daily, Ex. Sun.		Daily.	Daily.	Daily.	Daily.					Daily		Daily, Ex. Sun.	Daily	

Light engines bound west, when running extra, will take siding for east-bound extras. Trains Nos. 221, 222, 223, 224, 225 and 226 may carry passengers. All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384. When Trains Nos. 15 and 16 meet at Gridley, Train No. 15 will take siding.

SACRAMENTO DIVISION: Red Bluff and Dunsmuir.

FROM SAN FRANCISCO.							Minimum running time between Stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA MARYSVILLE.	TIME TABLE No. 30, April 15, 1900.	DISTANCE FROM DUNSMUIR.	Minimum running time between Stations for freight trains—minutes.	TOWARD SAN FRANCISCO.					
Third Class.		Second Class.	First Class.			First Class.						Second Class.	Third Class.				
228 Way Freight. Daily.	226 Oregon Freight. Daily.	222 Portland Fast Freight. Daily.	16 Oregon Express. Daily.	12 Oregon Express. Daily.		11 California Express. Daily.						15 California Express. Daily.	221 Portland Fast Freight. Daily.	225 Oregon Freight. Daily.	227 Way Freight. Daily.		
AM	LV	PM	LV	AM	LV	AM	AR	PM	AR	AM	AR						
		PM 11.00		PM 8.05	AM 7.00					PM 7.45	AM 8.15		AM 3.40				
7.15	9.00	2.00		4.35	3.25	224.75	dn.	RED BLUFF W.	98.68		11.45	11.50	11.45		5.40	7.15	
						225.73		Stan'd Oil Co. No. 1. (Spur)	97.70	27							
						225.04		Hooker	88.39	18	f 11.24	11.29	11.05		5.02	6.30	
7.50	9.40	2.32		5.02	f 3.52	241.79	d.	Cottonwood W.	81.64		s 11.08	s 11.13	10.37		4.20	6.00	
						247.89		Enright (Spur)	75.54	16							
						248.49	d.	Anderson	74.94		s 10.55	s 11.00	10.20		3.55	5.15	
9.20	11.00	3.15		5.29	s 4.19	250.57		Anderson Brick Yd.	72.86	17							
						254.74		Girvan	68.69		f 10.43	10.48	10.00		3.30	4.30	
						258.91		Cal. Powder Works (Spur)	64.52	12							
						259.21		Stan'd Oil Co. No. 2. (Spur)	64.22	12							
						259.63	dn.	REDDING W.	63.80		s 10.30	s 10.35	9.45		3.10	3.50	
10.30	AM 12.15	3.50		s 5.50	4.40 5.00	262.36		Middle Creek	61.07	8	f 10.22	10.27	9.33		2.30	3.15	
						265.28	d.	Keswick	58.15	9	s 10.15	s 10.20	9.24		2.15	3.00	
11.20	12.30	4.02		6.02	f 5.08	267.32		Central Mine	56.11	7	f 10.10	10.15	9.16		1.55	2.30	
						269.33		Copley W.	54.10	7	f 10.05	10.10	9.09		1.45	2.15	
12.15	1.00	4.13		s 6.09	s 5.18	276.98	d.	Kennet	46.45	23	f 9.48	f 9.53	8.45		1.15	1.40	
						281.52		Morley W.	41.91	14	f 9.37	9.42	8.31		12.50	1.15	
12.30	1.15	4.22		6.15	f 5.25	285.17		Elmore	38.26	13	f 9.28	9.33	8.18		12.30	1.00	
						291.83		Baird (Spur)	31.60	22					AM		
12.55	1.45	4.30		6.21	f 5.31	292.45		Smithson	30.98	19	f 9.11	9.16	7.53		11.55	12.25	
						298.11	dn.	Delta W.	25.32	7	s 8.55	s 9.02	7.30		11.20	PM 11.55	
1.40	2.15	4.55		f 6.39	f 5.49	301.33		Slatonis (Spur)	22.10	10		8.46	8.53	7.10	10.55	11.30	
						301.63		Lamoine (Spur)	21.75	13							
2.00	2.40	5.10		6.49	f 5.59	305.33		Gibson	18.10	12	f 8.35	8.44	6.55		10.35	11.00	
						308.66		Chromite (Spur)	14.77	7		8.24	8.36	6.43	10.20	10.40	
2.15	2.55	5.25		6.58	f 6.08	310.93	d.	Sims W.	12.50	12	f 8.15	f 8.30	6.35		10.10	10.30	
						314.47		Conant	8.96	7	f 8.03	8.19	6.22		9.50	10.15	
						316.63	d.	Castella	6.80	7	f 7.55	f 8.10	6.15		9.35	9.55	
						319.53		Castle Crag	3.90	10	f 7.43	f 7.58	6.05		9.20	9.35	
						321.83		Chestnut	1.60	7		7.35	7.50	5.57	9.10	9.20	
						322.50		Kelvin (Spur)	0.93	6							
						323.43	dn.	DUNSMUIR W.	0.00			7.30	7.45	5.50	9.00	9.10	
											AM 8.30	PM 8.30	AM 4.15		PM 5.15		
								PORTLAND									
											AM 8.30	PM 8.30	AM 4.15		PM 5.15		
											Daily.	Daily.	Daily.		Daily.	Daily.	

† Regular stop while Tavern of Castle Crags is open; flag stop at other times.
 All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.
 When Trains Nos. 11 and 16 meet at Sims, Train No. 11 will take siding.
 Nos. 11 and 12 will stop on signal at Buckeye.
 Light engines bound west, when running extra, will take siding for east-bound extras.
 Nos. 11, 12, 15 and 16 will stop on signal at Sweet Briar and Bailey.
 Trains Nos. 227 and 228 may carry passengers.

SACRAMENTO DIVISION: Davis and Tehama.

FROM SAN FRANCISCO.						DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 30, Apr. 15, 1900.	DISTANCE FROM TEHAMA.	TOWARD SAN FRANCISCO.					
Second Class.			First Class.						First Class.			Second Class.		
224	222	18	14	12	11				13	17	221	223		
Red Bluff Freight.	Portland Fast Freight.	Oroville Passenger.	Oroville Passenger.	Oregon Express.	California Express.	Oroville Passenger.	Oroville Passenger.	Portland Fast Freight	Red Bluff Freight.					
Daily, Ex. Sun.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily, Ex. Sun.					
A M LV 6.30	A M LV 3.45	P M LV 7.15	A M LV 11.35	A M LV 9.55				P M AR 5.10	P M AR 4.30	A M AR 7.50	P M AR 10.00	P M AR 6.50		
For time Sacramento to Davis see Western Division time table.						For time Davis to Sacramento see Western Division time table.								
A M LV 8.00	A M LV 5.00	P M LV 7.50	P M LV 12.15	A M LV 10.35	76.56	dn. DAVIS W.	110.80	P M AR 4.20	P M AR 3.55	A M AR 7.20	P M AR 8.45	P M AR 5.30		
8.15	5.20	f 8.00	f 12.25	f 10.45	81.61	Merritt	105.75	4.10	f 3.45	f 7.10	8.28	5.10		
8.25	5.30	f 8.05	f 12.30	f 10.50	84.12	Mullen	103.24	4.05	f 3.40	f 7.05	8.20	5.00		
9.15	5.40	8.09	12.34	s 10.54	85.95	d. WOODLAND W.	101.41	s 4.00	3.35	7.00	8.09	4.50		
9.40				f 11.07	90.17	Elvaton (Spur)	97.19	f				4.10		
				f 11.07	90.86	Yolo	96.50	s 3.48						
				f 11.18	94.74	Ronda (Spur)	92.62	f						
10.15				s 11.18	96.74	Zamora	90.62	s 3.38				3.38		
10.25				f 11.23	98.86	Bretona	88.50	f 3.34				3.15		
10.55				s 11.34	104.26	d. Dunnigan W.	83.10	s 3.22				2.55		
11.10				f 11.40	107.87	Hershey	79.99	f 3.16				2.30		
11.15				f 11.44	109.80	Harrington	78.06	f 3.13				2.25		
11.55				11.55	114.47	d. Arbuckle	72.89	s 3.03				2.10		
12.20				f 12.05	118.53	Genevra W.	68.83	f 2.55				1.35		
12.25				f 12.07	119.46	Macy	67.90	f 2.54				1.30		
1.00				s 12.18	125.19	d. Williams	62.17	s 2.43				1.00		
1.20				12.30	130.13	d. COLUSA JUNC.	57.23	s 2.33				12.30		
1.45				s 12.40	134.04	d. Maxwell W.	53.32	s 2.26				11.55		
2.16				f 12.50	139.28	Delavan	48.08	f 2.16				11.25		
2.40				s 12.58	142.94	Norman	44.42	s 2.08				11.10		
2.50				f 1.03	145.80	Logandale	42.06	f 2.04				10.55		
3.40				f 1.15	150.87	d. WILLOWS W.	36.49	s 1.52				10.30		
3.50				f 1.45	154.24	Lyman	33.12	f 1.45				9.55		
4.15				s 1.53	157.81	d. Germantown	29.55	s 1.39				9.45		
4.50				f 2.02	161.46	Greenwood Gravel Pit (Spur)	25.96	f 1.29				9.00		
5.25				s 2.07	162.94	Greenwood	24.42	f 1.29				8.50		
5.40				f 2.16	166.40	d. Oriand W.	20.96	s 1.21				8.35		
5.55				f 2.24	170.01	Malton	17.35	f 1.14				8.20		
6.30				s 2.33	174.35	Kirkwood	13.01	s 1.06				8.00		
6.40				f 2.39	179.53	d. Corning	7.83	f 12.57				7.45		
				f 2.43	182.80	Richfield	4.56	f 12.37						
				f 2.48	183.27	Thomes Creek Gr. Pit (Spur)	4.09	f 12.31						
				f 2.48	184.88	Finnell	2.48	f 12.27				7.37		
				f 2.48	187.36	d. TEHAMA W.	0.00	12.22				7.30		
P M AR 7.00				P M AR 2.48				P M LV 12.22				P M AR 7.30		
Daily, Ex. Sun.	Daily.	Daily.	Daily.	Daily.				Daily.	Daily.	Daily.	Daily.	Daily, Ex. Sun.		

Trains Nos. 221, 222, 223 and 224 may carry passengers.
All trains must get orders or clearance cards before leaving Davis.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.
Light engines bound west, WHEN RUNNING EXTRA, will take siding for east-bound extras.

SACRAMENTO DIVISION: Woodland and Oroville.

FROM SAN FRANCISCO.				Minimum running time between Stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 30, April 15, 1900.		DISTANCE FROM OROVILLE.	Minimum running time between Stations for freight trains—minutes.	TOWARD SAN FRANCISCO.			
Second Class.		First Class.				STATIONS.				First Class.		Second Class.	
222 Portland Fast Freight. Daily.	18 Oroville Passenger. Daily.	14 Oroville Passenger. Daily.					13 Oroville Passenger. Daily.			17 Oroville Passenger. Daily.	221 Portland Fast Freight. Daily.		
A M LV 5.45	P M LV 8.10	P M LV 12.35		85.95	d. WOODLAND..W.	63.55		P M AR 3.33	A M AR 6.58	P M AR 8.00			
	f	f	9	88.50	Pearl... (Spur)	61.00	12	f	f				
				90.34	Laugenour.. (Spur)	59.16							
6.05	f 8.22	f 12.47	7	91.03	Curtis... (Spur)	58.47	10	f 3.22	f 6.46	7.40			
6.36	s 8.32	s 12.57	24	95.13	d. Knights Landing..	54.37	30	s 3.12	s 6.36	7.25			
7.15	f 9.05	f 1.27	4	106.16	Chandler..	45.34	6	f 2.42	f 6.03	6.45			
7.25	s 9.10	s 1.32	6	108.56	Marcuse	40.94	9	s 2.37	s 5.58	6.35			
	f	f	1	110.44	Wilson... (Spur)	39.06	3	f	f				
7.40	s 9.18	s 1.40	5	112.46	Tudor... W.	37.04	8	s 2.30	s 5.50	6.15			
7.43	f 9.20	f 1.42	7	113.36	Abbott	36.14	10	f 2.28	f 5.48	6.10			
7.55	f 9.28	f 1.49	4	116.96	Oswald	32.54	6	f 2.21	f 5.41	6.00			
	f	f	3	118.72	Bogue... (Spur)	30.78	4	f	f				
8.20	s 9.37	s 1.58	16	121.36	d. Yuba City	28.14	24	s 2.11	s 5.31	5.40			
8.30	s 9.42	s 2.05	4	122.83	E. St., Marysville. W.	26.67	6	s 2.05	s 5.25	5.15			
8.35	s 9.47	s 2.10 s 2.20	3	123.35	d. MARYSVILLE..W.	26.15	4	f 2.00 s 1.50	s 5.15	5.10	P M LV		
A M AR	(Marysville Yard—See trains on page 6.)	(Marysville Yard—See trains on page 6.)	3	124.40	BINNEY JUNCTION.	25.10	4	s 1.42	s 5.10				
	s 9.56	s 2.25	16	132.40	Ramirez... (Spur)	17.10	24	f 1.22	f 4.52				
	f 10.14	f 2.45	4	134.50	Coombs... (Spur)	15.00	6	f 1.17	f 4.48				
	f 10.19	f 2.50	4	136.70	Honcut	12.80	6	s 1.10	s 4.43				
	s 10.24	s 3.00	2	137.40	Vaucluse... (Spur)	12.10	3	f 1.03	f 4.40				
	f 10.27	f 3.05	13	143.08	Hearst... (Spur)	6.42	19						
	s 10.41	s 3.25	6	144.20	Palermo	5.30	9	s 12.35	s 4.25				
	f 10.48	f 3.36	7	146.80	Villa Verona	2.70	9	f 12.25	f 4.18				
	10.55	3.45	7	149.50	d. OROVILLE..W.	0.00	9	12.15	4.10				
Daily.	Daily.	Daily.						Daily.	Daily.	Daily.			

WILLOWS AND FRUTO.

				262 Fruto Passenger and Freight. Daily, Ex. Sun.	Minimum running time between Stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.		DISTANCE FROM FRUTO.	Minimum running time between Stations for freight trains—minutes.				
				STATIONS.										
P M LV 2.20 <th style="text-align: center;">f 2.40 <th style="text-align: center;">f 2.55 <th style="text-align: center;">f 3.10 <th style="text-align: center;">3.30 P M AR <th style="text-align: center;">Daily, Ex. Sun.</th> <th style="text-align: center;">150.87 <td style="text-align: center;">d. WILLOWS</td> <td style="text-align: center;">17.10</td> <td style="text-align: center;">21</td> <td style="text-align: center;">A M AR 11.00</td> <td></td> <td></td> <td></td> </th></th></th></th></th>	f 2.40 <th style="text-align: center;">f 2.55 <th style="text-align: center;">f 3.10 <th style="text-align: center;">3.30 P M AR <th style="text-align: center;">Daily, Ex. Sun.</th> <th style="text-align: center;">150.87 <td style="text-align: center;">d. WILLOWS</td> <td style="text-align: center;">17.10</td> <td style="text-align: center;">21</td> <td style="text-align: center;">A M AR 11.00</td> <td></td> <td></td> <td></td> </th></th></th></th>	f 2.55 <th style="text-align: center;">f 3.10 <th style="text-align: center;">3.30 P M AR <th style="text-align: center;">Daily, Ex. Sun.</th> <th style="text-align: center;">150.87 <td style="text-align: center;">d. WILLOWS</td> <td style="text-align: center;">17.10</td> <td style="text-align: center;">21</td> <td style="text-align: center;">A M AR 11.00</td> <td></td> <td></td> <td></td> </th></th></th>	f 3.10 <th style="text-align: center;">3.30 P M AR <th style="text-align: center;">Daily, Ex. Sun.</th> <th style="text-align: center;">150.87 <td style="text-align: center;">d. WILLOWS</td> <td style="text-align: center;">17.10</td> <td style="text-align: center;">21</td> <td style="text-align: center;">A M AR 11.00</td> <td></td> <td></td> <td></td> </th></th>	3.30 P M AR <th style="text-align: center;">Daily, Ex. Sun.</th> <th style="text-align: center;">150.87 <td style="text-align: center;">d. WILLOWS</td> <td style="text-align: center;">17.10</td> <td style="text-align: center;">21</td> <td style="text-align: center;">A M AR 11.00</td> <td></td> <td></td> <td></td> </th>			Daily, Ex. Sun.	150.87 <td style="text-align: center;">d. WILLOWS</td> <td style="text-align: center;">17.10</td> <td style="text-align: center;">21</td> <td style="text-align: center;">A M AR 11.00</td> <td></td> <td></td> <td></td>			d. WILLOWS	17.10	21	A M AR 11.00
						156.77	Kurand	11.20	20	f 10.40				
						160.57	Millsholm	7.40	20	f 10.25				
						164.57	Athena	3.40	20	f 10.10				
						167.97	d. FRUTO	0.00	18	9.50 A M LV				
										Daily, Ex. Sun.				

Nos. 13, 14, 17 and 18 will stop on signal at Vernon, Lee and Cox's Lane.
 Trains Nos. 13 and 14 will do freight work between Marysville and Oroville.
 All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

Trains Nos. 221 and 222 may carry passengers.
 Light engines bound west, when running extra, will take siding for east-bound extras.

SACRAMENTO DIVISION: Sacramento and Placerville.

FROM SAN FRANCISCO.				DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 30, April 15, 1900.		DISTANCE FROM PLACERVILLE.	TOWARD SAN FRANCISCO.			
Second Class.		First Class.			First Class.			Second Class.			
264 Placerville Pass. and Freight. Daily, Ex. Sun.		64 Placerville Passenger. Daily.			68 Placerville Passenger. Daily.			263 Placerville Pass. and Freight. Daily, Ex. Sun.			
A M LV 6.00		P M LV 3.15		89.79	.dn SACRAMENTO W. 5.64	59.67	A M AR 9.35		P M AR 3.55		
For time Sacramento to Brighton		see Western Division time table.					For time Brighton to Sacramento		see Western Division time table.		
A M LV 6.26		P M LV 3.31		95.43	.d Brighton.....	54.03	A M AR 9.19		P M AR 3.25		
f 6.30		f 3.34		96.72	1.29 Perkins.....	52.74	f 9.16		f 3.18		
f 6.35		f 3.37		98.32	1.60 Manlove.....	51.14	f 9.13		f 3.06		
f 6.40		f 3.40		99.76	1.44 Mayhew.....	49.70	f 9.10		f 2.55		
f 6.45		f 3.43		101.52	1.76 Routier.....	47.94	f 9.06		f 2.42		
f 6.50		f 3.45		102.38	0.86 Mills.....	47.08	f 9.04		f 2.35		
f 6.56		f 3.50		104.53	2.15 Soudan.....	44.93	f 8.59		f 2.22		
f 7.01		f 3.54		106.06	1.53 Salsbury.....	43.40	f 8.55		f 2.15		
f 7.10		f 3.59		108.26	2.20 Natoma.....	41.20	f 8.50		f 2.03		
f 7.15		f 4.01		109.22	0.96 Alder Creek.....	40.24	f 8.48		f 1.57		
s 7.40		s 4.10		111.86	1.60 Orchard... (Spur)	38.64	s 8.40		s 1.45		
f 8.19		f 4.30		118.75	1.04 FOLSOM... W.	37.60	f 8.19		f 1.10		
f 8.35		f 4.42		123.84	6.89 White Rock.....	30.71	f 8.07		f 12.57		
s 8.55		s 4.51		126.90	5.09 Cothrin... (Spur)	25.62	f 8.07		f 12.57		
f 9.05		f 4.59		128.44	3.06 Latrobe.....	22.56	s 7.58		s 12.47		
f 9.10		f 5.03		129.09	1.54 Flonellis... (Spur)	21.02	f 7.50		f 12.36		
f 9.15		f 5.08		130.54	0.65 Brela... (Spur)	20.37	f 7.45		f 12.31		
f 9.25		f 5.14		132.19	1.45 Brandon... (Spur)	18.92	f 7.40		f 12.26		
s 9.45		s 5.24		134.29	1.65 Dugan.....	17.27	f 7.34		f 12.19		
f 10.00		f 5.34		137.67	2.10 Bennett... (Spur)	15.17	s 7.24		s 12.08		
s 10.10		s 5.40		141.26	3.38 Shingle Springs... W.	11.79	f 7.13		f 11.53		
s 10.30		s 5.49		143.46	3.59 Cummings.....	8.20	s 7.06		s 11.45		
Foot-note. 10.45		6.00		145.76	2.20 El Dorado.....	6.00	s 6.58		s 11.30		
A M AR		P M AR		149.46	3.70 Diamond.....	3.70	A M LV 6.45		Foot-note. 11.15		
Daily, Ex. Sun.		Daily.			.d PLACERVILLE W.	0.00	Daily, Ex. Sun.		A M LV		

All trains will stop on signal at New Ramona.

Light engines bound west, when running extra, will take siding for east-bound extras.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.

Exception: Train No. 264 has right of track over Train No. 263.

Water Supply one mile east of Dugan; one-quarter mile east of Cummings.

SPECIAL RULES.

Standard clocks are located at Sacramento (Train Dispatcher's office), Rocklin, Truckee, Wadsworth, Red Bluff and Dunsmuir.

Unless otherwise directed, trains meeting at the following stations will use the siding indicated:

- At Shady Run, the long siding;
- At Blue Cañon, the upper siding;
- At Emigrant Gap, the lower siding;
- At Summit, the middle siding.

Trains must not pass the further switch of these sidings until due to leave, except by special order or when properly protected. At points not named in this rule the customary passing track will be treated in the same manner.

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

Trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "Minimum running time between Stations" for passenger and freight trains respectively.

Pusher engines, running in the middle or rear of trains, must be uncoupled from forward portion before taking water at water tanks.

At Emigrant Gap, Cisco, Cascade, Summit and Tunnel 13, semaphore lamps must be kept burning at all hours, day and night; also at Lake View during the time office is open.

All trains must use at least six minutes in crossing American River trestle.

The limits of Sacramento yard extend to west end of American River trestle. The limits of Truckee yard extend from Donner Boom to Ellen Siding. The limits of Reno yard extend from west end of long siding west of Reno to Asylum switch. The limits of Marysville yard extend from Marysville station, through Binney Junction, to E Street station on Oroville line, including the "cut-off" between A Street and E Street stations. The limits of Woodland yard extend to a point 1,000 feet north of the switch at the junction of the Willows and Oroville lines. The limits of Folsom yard extend from Folsom Junction to the switch connecting with track to State Prison.

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

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

Referring to Rule 710, concerning distant signals on page 79 in book of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at "Caution," it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at "Safety," it indicates that switch in advance of it is closed, and that trains may proceed.

Air brakes on all trains, and air whistle signal on passenger trains, must be tested from rear end of train at Rocklin, Colfax, Blue Cañon, Summit, Reno, Marysville, Redding, Willows, Knight's Landing and Folsom. See Air Brake Rules 69 and 77.

MAP OF THE RAILROAD LINES OF THE SACRAMENTO DIVISION

SEPT. 1858.
O.R.

