

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

114

TIME TABLE

FOR THE

SACRAMENTO DIVISION

To Take Effect Sunday, September 18, 1921, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)



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

J. H. DYER,
General Manager.

F. L. BURCKHALTER
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

No. 114
18, 1921.

STATIONS

AMENITO
AS
STON
ALI
ERGA
LOPE
ILLE YARD
VILLE
OOD
KLIN
V. PENRYN
ASTLE
EVADA ST.
MAN
R GAP
EGATE
MILLS
DER
FAX
HORN
BRA
RUN
FLAT
TA
VLE
RGE
RIOAN
DAS
EBAY
NOTION
CANON

District
speed per hour

enne or points
or points east.

Eastward
FROM
SAN FRANCISCO

306 24 34

Way Freight Tonopah Express Colfax Passenger

Lv. Daily Ex. Sunday Leave Daily Leave Daily

Table with 3 columns: Way Freight, Tonopah Express, Colfax Passenger. Rows for stations from Sacramento to Blue Canon.

The above schedules are shown only for information and have no time table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

Table with 3 columns: Way Freight, Tonopah Express, Colfax Passenger. Rows for stations from Newcastle to Blue Canon.

Time Table No. 114
September 18, 1921.

STATIONS

Vertical list of stations from Sacramento to Blue Canon with distances and track numbers.

(77.1)

Distance from Blue Canon

TOWARD SAN FRANCISCO

FIRST CLASS

Table with 13 columns for train types: San Francisco Express, Nevada Express, Pacific Limited, St. Louis Express, Fast Mail, Sacramento Passenger, Overland Limited, Tonopah Express, California Express, Sacramento Passenger.

Main schedule table with columns for arrival and departure times for various train types across stations.

Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily

Westward. 3

THIRD CLASS

Table with 6 columns for train types: Ogden Manifest, Way Freight, Freight, Mdae., Sunset Manifest, Way Freight.

Main schedule table for third class with columns for arrival and departure times for various train types across stations.

Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily

Length of sidings in cars and location of Seals, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.

Summary table with rows for 'Time over District' and 'Average speed per hour' across various train types.

Westward trains receiving orders east of Newcastle moving an eastward train from Loomis to Newcastle against them, must not pass east cross-over switch at Newcastle until opposing trains on No. 1 Track have arrived. Westward trains must stop east of east cross-over switch at Newcastle unless they receive a proceed train-order signal. Nos. 24, 34 and 306 will use No. 4 Track Rocklin to Loomis. *Frog in part of season.

ADDITIONAL STOPS ON SIGNAL. Nos. 13 and 15, stations between Roseville and Sacramento to discharge passengers from stations east of Roseville. No. 1 will stop at any station to discharge passengers from Cheyenne or points east. Nos. 5, 19 and 21 will stop at any station to discharge passengers from Sparks or points east.

Time Table No. 114 September 18, 1921.	Distance from Gerber	FIRST CLASS						THIRD CLASS				FOURTH CLASS				
		53 Oregonian Arrive Daily	43 Gerber Sacramento Passenger Arrive Daily	15 California Express Arrive Daily	27 Sacramento Passenger Arrive Daily	11 The Shasta Arrive Daily	13 San Francisco Express Arrive Daily	221 Portland Fast Freight Arrive Daily	223 Way Freight Arrive Daily Ex. Sunday	227 Way Freight Arrive Daily Ex. Sunday	229 Way Freight Arrive Daily Ex. Sunday					
SACRAMENTO	125.0			2.55PM	6.00PM											
DNR ROSEVILLE YARD	108.0									10.00PM						9.30PM
R ROSEVILLE	107.2			s 2.20PM	s 5.15PM											8.00PM
ROSEVILLE	101.0			2.04	5.02					9.30						7.30
DN WHITNEY	96.8			s 1.55	s 4.54					9.15						7.15
CLAYTON	95.5															
EWING	92.8			1.42	f 4.41					8.50						6.40
SHERIDAN	89.0			f 1.34	f 4.33					8.35						6.15
D WHEATLAND	85.7			f 1.27	s 4.25					8.20						6.00
OSTROM	79.6			1.14	f 4.15					7.50						5.15
DNR MARYSVILLE	73.0			s 1.00 12.55	s 4.05					7.15						5.00PM
Auto. Block (W. P. R. R. Crossing																
BERG	69.1			12.43	f 3.50					6.45						11.15
LOMO	66.1			12.38	f 3.45											11.05
SUNSET	64.0															
D LIVE OAK S. N. R. R. Crossing	62.3			f 12.32	s 3.39					6.00						10.50
FAGAN	57.9															
DN GRIDLEY	55.8			s 12.23	s 3.29					5.20						10.20
D BIGGS	52.4			s 12.13	s 3.19					4.50						9.30
RICETON	49.7															
RICHVALE	46.4			f 12.01PM	s 3.07											9.10
NELSON	42.3			f 11.52AM	s 2.59					4.15						8.40
D DURHAM	35.7			f 11.41	s 2.46					3.50						8.20
FAULKNER	31.9															
DN S. N. R. R. Crossing CHICO	29.6			s 11.30	s 2.35					3.30						8.00
GIMBAL	24.7			11.18	f 2.20											
NORD	22.5			11.14	f 2.15					2.50						7.10
ANITA	20.2			11.10	f 2.10					2.10						7.00
CANA	17.8			11.06	f 2.05											
SOTO	15.2			11.02	f 2.00											
D VINA	10.8			f 10.56	s 1.53					1.30						6.35
COPELAND	9.2			10.53	f 1.48											
ENSIGN	6.7															
BOHEMIA	5.8															
LOS MOLINOS	4.1			f 10.47	s 1.42											6.10
Auto. Block (DNR TEHAMA	2.1	3.17AM	s 7.52AM	f 10.41	s 1.36	3.02PM	f 10.41			1.08			2.10AM	6.00		
DNR GERBER	0.0	3.10AM	7.45AM	10.35AM	1.30PM	2.55PM	10.35PM			12.50PM			2.00AM	5.50AM		
(108.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	

Time over District.....	(0.07)	(0.07)	(3.45)	(3.45)	(0.07)	(4.05)	(9.10)	(0.10)	(5.40)	(3.00)
Average speed per hour.....	15.83	15.83	28.80	28.80	15.83	25.60	10.80	12.60	12.88	11.40

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.
Marysville Yard see page 10.
Additional Stations: Jester Spur 125.4; Rupert Spur 138.9; Binney Junction Tower 141.8; Sativa 165.2; Vecino 186.6.

ADDITIONAL STOPS ON SIGNAL

No. 15 Any station to discharge passengers from Ashland or stations beyond.
No. 13 Any station to discharge passengers from Portland or stations beyond.
No. 27 Vecino and Sativa.

Time at Tehama applies at Junction Switch.
Trains to and from Oroville, on Woodland Oroville line, use Marysville siding.

Table No. 114
September 18, 1921.
STATIONS
SACRAMENTO
ROSEVILLE YARD
ROSEVILLE
WHITNEY
LINCOLN
CLAYTON
EWING
SHERIDAN
WHEATLAND
OSTROM
MARYSVILLE
W. P. R. R. Crossing
BERG
LOMO
SUNSET
LIVE OAK
FAGAN
GRIDLEY
BIGGS
RICETON
RICHVALE
NELSON
DURHAM
FAULKNER
CHICO
GIMBAL
NORD
ANITA
CANA
SOTO
VINA
COPELAND
ENSIGN
BOHEMIA
LOS MOLINOS
TEHAMA
GERBER
(108.0)
Time over District
Average speed per hour
See Rule 72.
of Water Column.

e Table No. 114

September 18, 1921.

STATIONS

Sacramento

DAVIS

MERRITT

MULLEN

WOODLAND

ELVATON

YOLO

DUFOUR

RONDA

ZAMORA

BRETONA

DUNNIGAN

HERSHEY

HARRINGTON

ARBUCKLE

GENEVRA

MACY

WILLIAMS

CORTENA

MAXWELL

DEHAVAN

NORMAN

LOGANDALE

WILLOWS

LYMAN

ARTOIS

GRAPIT

GREENWOOD

ORLAND

WYO

MALTON

KIRKWOOD

CORNING

RICHFIELD

TEHAMA

(110.7)

Time over District

Average speed per hour

TOWARD SAN FRANCISCO

Westward.

Time Table No. 114 September 18, 1921.	Distance from Tehama	FIRST CLASS							SECOND CLASS				THIRD CLASS				FOURTH CLASS	
		53	43	11					541	131			223	225	367	369	233	
		Oregonian	Gerber Sacramento Passenger	The Shasta					Sacramento MOTOR	Colusa Branch MOTOR			Way Freight	Way Freight	Colusa Branch Way Freight	Colusa Branch Way Freight	Knights Landing Way Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Ar. Mon., Wed. & Fri.	Ar. Tues., Thurs. & Sat.	Ar. Daily Ex. Sunday		
Sacramento	123.9		W.D. No. 78 12.50 PM					W.D. No. 76 8.40 AM					W.D. No. 272 2.30 PM			W.D. No. 274 11.45 AM		

The figures at Sacramento given above are for information only. Trains between Davis and Sacramento will be governed by Western Division time table.

DNR	STATION	Distance	FIRST CLASS			SECOND CLASS				THIRD CLASS				FOURTH CLASS				
			s	s	s	s	f	f	f	f	f	f	f	f	f			
DNR	DAVIS	110.7	s 6.35AM	s 12.15PM	s 5.55PM				s 8.10AM					1.30PM			11.00AM	
	MERRITT	105.6	6.22	11.59AM	5.42				f 8.00					1.10			10.42	
	MULLEN	103.1	6.16	11.52	5.38				f 7.55								10.35	
DR	WOODLAND	101.4	6.12	s 11.45	5.35				7.50AM					12.50			10.30AM	
	ELVATON	97.1		f														
D	YOLO	96.4	6.02	s 11.30	5.26									12.30				
	DUFOUR	94.2		f														
	RONDA	92.6		f														
D	ZAMORA	90.5	5.52	s 11.20	5.18									12.15PM				
	BRETONA	88.3	5.48	f 11.15	5.14									11.58AM				
DNR	DUNNIGAN	83.1	5.40	s 11.05	5.07									11.30	12.10PM			
	HERSHEY	79.9	5.35	f 10.57	5.02									10.57	11.55AM			
R	HARRINGTON	78.0	5.32	s 10.53	4.59									10.30	11.45AM			
D	ARBUCKLE	72.8	5.24	s 10.43	4.51									10.00				
	GENEVRA	68.7	5.18	f 10.33	4.45									9.40				
	MACY	67.8	5.16	f 10.31	4.43									9.20				
D	WILLIAMS	62.1	5.07	s 10.21	4.36									9.00				
	CORTENA	57.2	4.59	f 10.09	4.29									8.40				
D	MAXWELL	53.3	4.53	s 10.02	4.23									8.20				
	DEHAVAN	48.0	4.44	f 9.50	4.16									8.00				
	NORMAN	44.2	4.37	f 9.41	4.10									7.35				
	LOGANDALE	42.0	4.33	f 9.35	4.07									7.20				
DNR	WILLOWS	36.4	4.25	s 9.25	4.00									6.10AM	7.00AM			
	LYMAN	33.1	4.19	f 9.10	3.54									6.00				
D	ARTOIS	29.5	4.12	s 9.02	3.49									5.40				
	GRAPIT	25.6	4.05	f 8.53	3.43									5.00				
	GREENWOOD	24.3	4.03	f 8.50	3.41									4.45				
	ORLAND	20.9	3.58	s 8.43	3.35									4.30			2.30PM	
	WYO	19.3	3.55	f 8.38	3.32									3.55			2.20PM	
	MALTON	17.3	3.51	f 8.35	3.29									3.30				
	KIRKWOOD	12.9	3.44	f 8.24	3.23									3.15				
	CORNING	7.8	3.34	s 8.12	3.15									3.00				
	RICHFIELD	4.7	3.27	f 8.02	3.10									2.30				
DNR	TEHAMA	0.0	3.17AM	7.52AM	3.02PM									2.10AM				
	(110.7)		Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Lv. Mon., Wed. & Fri.	Lv. Tues., Thurs. & Sat.	Lv. Daily Ex. Sunday

Time over district	(3.18)	(4.23)	(2.53)	(0.20)	(0.05)	(4.00)	(6.30)	(0.25)	(0.10)	(0.30)
Average speed per hour	33.54	25.18	38.39	27.90	19.20	9.10	11.43	12.24	9.60	18.60

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

Time at Tehama applies at Junction Switch.

ADDITIONAL STOPS ON SIGNAL. No. 43—Mullen and Merritt to discharge passengers from stations east of Woodland.

ADDITIONAL STATIONS:—Riz-146.0.

No. 53—Corning, Orland, Willows, Maxwell, Williams, Arbutle and Woodland to receive passengers for Sacramento, Port Costa and Stations West and to discharge passengers from Ashland and Stations north.

Junction Switch.

10 Eastward. FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO. Westward.

Table with columns for Third Class (234, 232), Second Class (542), and Fourth Class (233, 235). Includes station names like Woodland, Gario, Peart, etc., and arrival/departure times.

(1.15) (3.00) (2.45) Time over District (2.25) (3.00) (1.10)
20.40 12.50 22.90 Average Speed per hour 26.06 12.50 21.86

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

Marysville Yard—See trains on pages 6 and 7.
Trains to and from Oroville, use Marysville Siding.

Howard Spur leading from Peart to Howard 1.9 miles.
Engines must not go on trestle, Swayne Lumber Co. Spur, Oroville.

ADDITIONAL STOPS ON SIGNAL { Nos. 541 and 542, G Street, Marysville.
Saccarus, Vernon, Coulter, Lee, Messick, Coxlane and Baggett.

Passenger trains will stop on flag at road crossing at Marcuse instead of opposite Hotel.

ADDITIONAL STATIONS:—Saccarus-Mile Post 89.7; Vernon 98.7; Coulter 101.8; Lee 102.7; Messick 114.5; Binney Junction Tower 122.7;
Coxlane 139.2; Baggett 146.5.

Eastward. FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO. Westward.

Table with columns for Third Class (368), First Class (130), and Third Class (129, 367). Includes station names like Harrington, College City, Graino, etc., and arrival/departure times.

(6.30) (3.05) Time over District (3.30) (5.35)
11.08 23.50 Average speed per hour 20.57 12.89

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

Maximum speed of any train at any point must not exceed Thirty (30) miles per hour.

ADDITIONAL STATIONS: Nadine-Spur 157.0, Moda 175.2

ADDITIONAL STOPS ON SIGNAL: Nos. 129 and 130 at road crossing near 138f, 143f and Moda.

Eastward. FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO. Westward.

Table with columns for Third Class (266), First Class (267), and Second Class (267). Includes station names like Willows, Losa, Kurand, etc., and arrival/departure times.

(1.00) Time over District (1.00)
17.00 Average speed per hour 17.00

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

Eastward.

Vertical table on the right edge with columns for length of sidings, stations, and train numbers.

Westwar
For Fair Oak
For trains of
ADDITIONA
ADDITIO

San Francisco. Westward.

Table with columns: FIRST CLASS, THIRD CLASS. Rows: 129 Motor, 367 Way Freight. Includes departure times from 10:45 AM to 7:15 AM.

opposite direction. Average speed per hour. and Moda.

San Francisco. Westward.

Table with columns: SECOND CLASS, FOURTH CLASS. Rows: 267 Willows Mixed. Includes departure times from 9:10 AM to 8:10 AM.

opposite direction.

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Main table for Sacramento-Placerville line. Columns: Class, Station, Time Table No. 114, September 18, 1921. Includes stations like Sacramento, Jct. Switch R Street, Brighton, Ramona, Folsom, Placerville.

Summary table for Sacramento-Placerville line. Rows: Time over District, Average speed per hour.

Westward trains are superior to trains of the same class in the opposite direction. For Fair Oaks Branch trains, see Fair Oaks Branch schedules. Water—One mile east of Dugan. For trains of the Sacramento-Walnut Grove line, Sacramento and Junction Switch R Street, see Walnut Grove Branch schedules. ADDITIONAL STOPS ON SIGNAL:—Nos. 61 and 62 Soudan, Maltby, Harvey, Bradshaw, Salsbury, Alden, Carpenter and Limestone. ADDITIONAL STATIONS:—Brown, 97.0,—Alden, 98.0,—Bradshaw, 99.8,—Boyd, 100.3,—Soudan, 103.7,—Salsbury, 105.2, Carpenter, 114.5,—Maltby, 119.4,—Harvey, 121.7,—Limestone, 133.5.

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward. 11

Main table for Sacramento-Walnut Grove line. Columns: Class, Station, Time Table No. 114, September 18, 1921. Includes stations like Sacramento, Jct. Switch R Street, Bath, Del Rio, Freeport, Hood, Lambert, Mofuba, Walnut Grove.

Summary table for Sacramento-Walnut Grove line. Rows: Time over District, Average speed per hour.

For Sacramento-Placerville trains via R Street, see Placerville Branch schedules. Telephone at Junction Switch R Street—Walnut Grove trains using main track from R Street to Sacramento passenger station will ask for instructions from Dispatcher regarding overdue first class trains. Time at Walnut Grove applies at Station building.

Westward trains are superior to trains of the same class in opposite direction. Passenger trains will entrain and detrain passengers, handle mail, baggage and express from main track Walnut Grove.

ADDITIONAL STOPS ON SIGNAL. {All schedule trains at Front and M Streets, Charles, Pocket, Content, Cronin, Mosher, Acacia, Locke and Rosebud. ADDITIONAL STATIONS: Charles Mile Post 93.0; Pocket 96.4; Content 98.9; Cronin 100.1; Mosher 100.9; Acacia 102.6; Rosebud 103.3; Locke and Walnut Grove Wharf 112.6.

Eastward. FROM SAN FRANCISCO. TOWARD SAN FRANCISCO. Westward.

Main table for Sacramento-Fair Oaks line. Columns: Class, Station, Time Table No. 114, September 18, 1921. Includes stations like Citrus, Holly, Fair Oaks.

Summary table for Sacramento-Fair Oaks line. Rows: Time over District, Average speed per hour.

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

12 Eastward.

FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO.

Westward.

Length of sidings in cars, and location of Scales, Fuel, Water, Wyes, Interlocking Plants and Telephones.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 114 September 18, 1921.	Distance from Sheffield	FIRST CLASS			SECOND CLASS			THIRD CLASS								
P										96.5	R	15.3															
										96.9		14.9															
										98.4		13.4															
										100.4		11.4															
W										101.7		10.1															
										105.1		6.7															
										107.2		4.6															
										109.3		2.5															
										111.2		0.6															
										111.8		0.0															

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

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.
 Maximum speed of any train at any point must not exceed 30 miles per hour.

Eastward.

FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO.

Westward.

Length of Sidings in cars and location of Scales, Fuel, Water, Wyes and Interlocking Plants and Telephones.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 114 September 18, 1921.	Distance from Karnak	FIRST CLASS			SECOND CLASS			THIRD CLASS								
										96.9		2.8															
										97.9		1.8															
										99.7		0.0															

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

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.
 Maximum speed of any train at any point must not exceed 30 miles per hour.

Time Tab
September
STAI
DNR SA
12TH
EL
DNR BR
Time Tab
September
STAI
DNR SA
12TH
EL
DNR BR

Westward.

THIRD CLASS

SACRAMENTO YARD—INBOUND, VIA ELVAS.

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

Time Table No. 114 September 18, 1921. STATIONS: DNR SAC. PASS. STA., 12TH STREET, ELVAS, DNR BRIGHTON. Columns for various train services (San Francisco Express, Nevada Express, Pacific Limited, etc.) with arrival and departure times.

SACRAMENTO YARD—OUTBOUND, VIA ELVAS.

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

Time Table No. 114 September 18, 1921. STATIONS: DNR SAC. PASS. STA., 12TH STREET, ELVAS, DNR BRIGHTON. Columns for various train services (Oregon Express, Atlantic Express, Way Freight, etc.) with arrival and departure times.

For trains running via R Street, see page 11.

Time Table superiority of schedule trains and train order rights of all trains apply to end of double track at Brighton.

Westward.

THIRD CLASS

Eastward. FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward.

Table comparing train schedules and distances for Eastward and Westward directions. Includes columns for First Class (600 Mixed) and Second Class (601 Mixed), with stations like Chico, Butte Creek, Dredge, etc., and arrival/departure times.

(2.15) Time over District (2.55)
13.15 Average speed per hour 10.69

Westward trains are superior to trains of the same class in the opposite direction—See Rule 72.
Emergency water supply, Stirling City. For main line trains see pages 6 and 7.
ADDITIONAL STOPS ON SIGNAL: Barber (Chico yard). Mile Post. 185.1—



EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS AND FOURTH CLASS TRAINS MAY PASS OR RUN AHEAD OF THIRD CLASS TRAINS WITHOUT AN ORDER TO DO SO.

ALL TRAINS BETWEEN ELVAS AND SACRAMENTO AND BETWEEN ELVAS AND BRIGHTON, AND EASTWARD TRAINS VIA ELVAS FROM STOCKTON DIVISION TO ROSEVILLE WILL MOVE IRRESPECTIVE OF TIME-TABLE SUPERIORITY WHEN MOVING WITH CURRENT OF TRAFFIC.

STANDARD CLOCKS.

Sacramento, Telegraph Office, Twelfth Street, and Roundhouse.
 Roseville, Yard Office and Roundhouse.
 Colfax. Sparks. Placerville. Marysville.
 Blue Canon. Gerber. Orland. Chico.
 Truckee. Willows. Oroville.

WATCH INSPECTORS.

Webb. C. Ball, General Time Inspector No. 65 Market St., San Francisco.
 H. T. Harger, 1008 K St., Sacramento. P. Engel, Marysville.
 H. T. Harger, Roseville. J. R. Dupen, Chico.
 H. T. Harger, Sparks. E. W. Wright, Willows.
 O. W. Halstead, Oroville. F. A. Barss and Son, Placerville.
 B. S. Witham, Colfax.

BULLETIN BOARDS.

Sacramento, Telegraph Office, Yard Office Twelfth Street.
 Roseville, Yard Office. Sparks. Marysville.
 Colfax. Chico. Willows.
 Blue Canon. Gerber. Orland.
 Summit. Truckee. And Roundhouses.

Rule 1 CLEARANCES.

Rule 83-A will not apply at initial stations which are not telegraph stations, nor at telegraph stations except when operator is on duty.

(a) All trains will obtain Clearance Card (Form 2643) at Marysville, Colfax, Blue Canon, Truckee and Folsom when operator is on duty.

Extra trains not routed via Folsom need not go to Folsom station or obtain a clearance card at that point.

(b) Trains originating Twelfth Street, Sacramento, via Elvas-Brighton, proceed to Brighton without obtaining clearance card. Freight trains and light engines between Roseville and Sacramento, and freight trains and light engines to and from Western Division will obtain their clearance and orders at Telegraph Office, Sacramento.

Rule 2 REGISTERING.

Nos. 11, 12, 53 and 54 register by ticket at Willows, Orland and Tehama, when operator on duty.

Nos. 13, 14, 15 and 16 Register by ticket at Tehama, when operator on duty.

(a) Trains originating and terminating 12th Street, also eastward freight trains from Western Division, will register at 12th Street.

First class trains register by ticket at Roseville yard office.

First class trains of the Roseville-Gerber line register at Roseville Passenger Station.

(b) Only trains originating and terminating at Chico and Dunnigan, will register at these stations.

(c) At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register by registering ticket as per Rule 83-B, conductors and telegraphers, or telephone operators, must comply with Rule 96, the same as at non-registering stations.

(d) Train register has been placed at Junction switch, Folsom:

Trains that are 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 station.

Rule 3 TRAIN AND AIR INSPECTION.

(a) PASSENGER AND FREIGHT TRAINS.—Rear end brake and air signal test must be made by trainmen at Summit, Blue Canon, Stirling City and Placerville; also at any other point where brake pipe has been separated. Test to be made just prior to leaving, as follows:

Engineer make a reduction from brake valve then sound one blast of the steam whistle, of sufficient length and volume only to reach the rear of the train, will be notice to trainmen that enginemen are ready for air brake test to be made.

Trainmen will then make a service reduction of brake pipe pressure, from the last car of not less than twenty pounds. Engineer on the lead engine will, with brake valve on lap, watch for fall of pressure on air gauge to indicate that air has been applied; after which brakes will be released in the usual manner.

(b) All available retainers on passenger and freight trains will be used as follows: Eastward trains, Summit to Truckee.

Westward trains { Summit to Long Ravine Bridge.
 New England Mills to Loomis.
 Stirling City to Butte Creek.

(c) ON PASSENGER TRAINS, when a stop is made, and not before, trainmen will turn down retainers, one man working from head end, and another from the rear, until they meet; then immediately turning them up on return movement.

(d) Engineer will release the train brakes as soon as stop is made.

When all retainers have been turned down, rear brakeman will notify the engineer by one blast of the signal whistle.

(e) Between Roseville and Tehama, and between Davis and Tehama, after making a continuous run of twenty-five (25) miles, other points on the Division thirty (30) miles, freight trains must be stopped and inspection made of running gear, wheels, etc.

(f) Freight trains and light engines on descending grade will make a stop of ten minutes at the following stations, where trainmen will make a careful inspection of all cars, and permit wheels to cool:

Floriston.	Crystal Lake.	Flint (except Westward freight trains
Andover.	Blue Canon.	which stop and take siding at Auburn,
Summit.	Alta.	will inspect at Auburn instead of Flint).
Spruce.	Colfax.	
		Latrobe.
		Paradise.
		Crouch.

Westward freight trains, 5 minutes at Midas and 5 minutes at Doon.

Passenger trains stop at Paradise 5 minutes to cool wheels.

(g) Eastward freight trains stop at Summit or Tunnel Six, westward freight trains stop at Lake View. After stopping, engineer will make a service brake pipe reduction of 15 pounds, lapping the brake valve, then call for the plug, after receiving same, charge brake pipe to maximum pressure, then proceed.

After plug test of air is made by eastward freight trains, trainmen will watch trains out of Summit or Tunnel Six.

(h) Retainers on cars set out in territory where they are used, must be turned down by incoming crew. This does not relieve outgoing crews from ascertaining that retainers are in proper position.

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

(j) Whenever train handles improperly on descending grade, hand brakes must be used and car repairer at terminal advised promptly by wire, stating trouble in detail in order inspectors may investigate on arrival of train, also send copy such telegram to Superintendent.

(k) Air whistle signal will be used in making running test leaving Roseville yard on westward passenger trains to afford enginemen opportunity to devote their entire attention to track ahead.

(l) Air plugs must be used on all freight trains operating between Sparks and Roseville. These plugs will be handled by carmen at Sparks and Roseville; but must be applied and removed when necessary by trainmen at intermediate stations.

Rule 4 USE OF "19" FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits, the note under Rule 211 is modified as follows:

(a) Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

- (1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
- (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
- (3) When issuing an order Form "G," Example 3.
- (4) When giving a train right over all trains.
- (5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

(b) Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space where time is shown. Operator will retain carbon copy of clearance. This paragraph applies to territory outside of block signal limits also.

(c) Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

(d) When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

(e) Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

(f) Rule 251 is amended to read as follows:

In sending and repeating train orders over the telephone or telegraph office the manner in which train orders should be transmitted and repeated by telephone, the following order should be sent as outlined.

Second No. 25 Eng. 3205 wait at Newhall until Nine-Fifty 950 P.M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d;" pronounce the word Number which will be abbreviated by "No." pronounce the figures 2-5 and follow by spelling each digit; thus "T-w-o f-i-v-e;" pronounce the word "Engine" which may be abbreviated in the order as "Eng." pronounce the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-n-g-h-t-f-i-v-e;" pronounce the words "wait at" then pronounce the station name and follow by pronouncing each letter of the station name; as "N-e-w-h-a-l-l;" pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e f-i-f-t-y" then pronounce the figures "9-5-0" followed by "P.M." pronounce the word "for" also "Extra" then name each figure in the number as "2-7-5-8" followed by spelling as t-w-o s-e-v-e-n f-i-v-e s-i-x, and then pronounce the word "East".

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

Rule 5 AUTOMATIC SIGNALS.

Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position, and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On DOUBLE TRACK, a train may proceed immediately running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

(a) A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(b) When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

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AUTOMATIC SIGNALS—Continued.

- (c) When a train which is to take siding at meeting or passing point or is to enter terminal yard finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a trainman or switch tender is at the home signal giving proceed signals to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.
- (d) When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.
- (e) When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineer to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.
- (f) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineer and fireman will watch carefully for such defects.
- (g) Within block signal limits that portion of rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.
- (h) When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over. This regulation does not apply between 15th Street and Sacramento River Bridge, Sacramento, and between Roseville Passenger Station and cut off at Roseville Yard office.
- (i) On No. 1 track between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.
- (j) When trains are stopped by automatic block signals No. 1158 west of Lincoln, No. 1173 east of Lincoln, No. 1280 west of Wheatland or No. 1291 east of Wheatland, stop, then proceed under control not exceeding six miles per hour to signal governing opposite direction.
- (k) Distant signals only are operated at Whitney, Ewing, Sheridan, Ostrom, Marysville and Yuba City; these signals indicate caution position when switch is open or train occupies main track between signal and switch, or when train on siding is not into clear.
- (l) When signal 889 and 901, in Sacramento yard, indicates "stop," trains will not proceed until signal has changed to "proceed" or until hand signals are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train when signal indicates "stop."
- (m) Three-arm automatic block signal on No. 2 track at junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signal govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined up for movement to Loomis on No. 4 track.
- (n) Caution disc signals located 2000 feet east of east switch and 2000 feet west of west switch at Midas and 2000 feet east of east switch at Gold Run and on signal pole 1530 near west switch Gold Run, 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 permit.
- (o) Disc signal located on bridge of overhead signals east end of Truckee yard govern westward trains.
Normal indication white disc or white light.
If disc shows blue or a blue light it indicates consult with operator on telephone before entering yard.
- (p) Junction switch located 150 feet east of railroad crossing at Brighton, on Placerville Branch, will be lined for movement via Elvas. The upper arm of signal 947 governs movement to Elvas. The lower arm governs movement to R Street.
- (q) Junction switch at Tehama will be normally lined for movements via Chico; upper arm signal 2119 will govern Gerber-Roseville Line; lower arm will govern Tehama-Davis Line.
Normal indication of signal 2118 will be "Proceed"; normal position of signal 2116 will be "Stop"
Trains from Tehama-Davis Line will not pass Signal 2116 until junction switch is lined for Tehama-Davis Line and will then be governed by Rule 504.
- (r) Trains stopped by signal 2134 west end of Gerber yard wait one minute and then proceed under control.
- (s) FOLSOM LIGHT SIGNALS.—The indications of the lights are red, "Stop," yellow, "Caution"; and green, "Proceed."
Normally no lights are shown, but upon opening a switch or car fouling main track or a train approaching on the main track, the signal ahead is automatically lighted to show the condition of the block ahead.

SPECIAL INSTRUCTIONS—Continued.

- An eastward train approaching Natoma when the block is unoccupied, will cause signal 1104 to show a green light. If block is occupied the signal will show a red light. If the second block beyond is occupied, signal 1104 will show yellow light. Continuing on beyond signal 1104 the train will cause signal 1114 to show green light when main track beyond 1114 is unoccupied. If occupied a red light will be displayed.
The same applies to signals 1117 and 1113 respectively, in the case of a westward train leaving Folsom Station.
If signal shows a light before a train on siding or junction track has fouled the main track or before a switch has been opened, it will be understood that the signal is being lighted by another train already on main track. If the signal shows no light, but upon opening a switch a green light is displayed, the indication is that nothing is approaching from the rear and that the block ahead is clear. If upon opening a switch a red light is displayed the indication is that the block ahead is occupied.
If no light is displayed in a signal upon the approach of a train on main track or when a track switch is opened, it will indicate a signal improperly displayed.
In the event of main track being occupied or a signal being improperly displayed, trains will protect as per Rule 504.
- (t) SIGNAL 1435 EAST OF COLFAX.—Indications are given by illuminated letters and figures as follows:
M—Hold Main Track.
X—Enter Siding at Crossover.
1—Take No. 1 Track at East Switch.
2—Take No. 2 Siding at East Switch.
3—Take No. 3 Siding at East Switch.

Rule 6 INTERLOCKING PLANTS.

- (a) SACRAMENTO RIVER BRIDGE.—The home signal at the west end of bridge governing movement of eastward trains will stand normal position at stop and will be cleared on approach of eastward trains when circuit is clear. The home signal on the east end of bridge will stand normal position proceed. This interlocking plant is for protection of drawbridge and not for railroad crossing which is located at the east end of bridge.
- (b) Trains must not stop on draw-bridge at Sacramento or Knights Landing.
- (c) SNODGRASS SLOUGH.—Draw-bridge located approximately two (2) miles west of Walnut Grove, on Walnut Grove Branch, interlocked.
When signal indicates STOP, trains must not move over draw-bridge, until flagman has preceded the train and ascertained that bridge is closed and track safe, between these two signals.
- (d) ELVAS.—The home signals at the approaches do not in all cases govern through entire interlocking limits, as each home signal in the proceed position only entitles train to move to the next home signal, which may be reached before passing out of interlocking limits. Dwarf signals or short blades on three-arm signals are provided for each route not governed by a home signal and govern only to the next home or dwarf signal in advance.
Trains from Sacramento to Brighton will be governed by lower and trains from Sacramento to Roseville by upper signal. From Roseville to Sacramento by upper, and from Roseville to Brighton by lower signal. From Brighton to Sacramento by upper, and from Brighton to Roseville by lower signal.
Last paragraph Rule 630 is amended permitting towerman at Elvas to give signals from tower instead of ground.
Whistle signal governing different routes as follows:
To Roseville, one long and one short, ——— o.
To Sacramento, two long and one short, ——— ——— o.
To Brighton, two long and three short, ——— ——— o o o.
To siding, three short and two long, o o o ——— ———.
To third track, one long, one short, one long, ——— o ———.
To spur, one short, one long, o ———.
- (e) NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific, all derails on approaches to the crossing and switches leading to transfer track and to industry track are operated from the tower. The upper arm of the signals located one hundred (100) feet from the main track derails govern the use of main track.
The lower arm of the high signals governs the use of the transfer and industry tracks.
Trains wishing to use industry or transfer tracks will give one long, one short and one long rings on push button located on home signal cases.
- (f) HOMESTEAD.—At crossing of 'R' Street line with Sacramento Northern Railroad. Derails and approaches to the crossing and switches leading to Libby McNeill siding, stock corral spur and east end of Pacific Gas & Electric Company siding, are operated from the tower.
Upper arm of the high signals located one hundred (100) feet from main track derails governs the main track.
Lower arms of high signals govern entrance to industry tracks.
Trains wishing to use stock corral track or east end of Pacific Gas & Electric Company siding, will give one long, one short and one long rings on push button.
Libby McNeill siding, one long and one short rings.
Main track, one ring.

- (g) NINTH STREET TOWER, MARYSVILLE.—Crossing Western Pacific and Woodland-Oroville Branch.
 - (h) BINNEY JUNCTION TOWER.—Junction with Oroville Branch and crossing Western Pacific R. R. Whistle signals governing routes:
Main Track to or from Gerber—one long, one short: ——— o.
Main Track to or from Oroville Branch—two long, one short: ——— ——— o
Siding to or from Gerber—one short, one long: o ———
Siding to or from Oroville Branch—three long, one short: ——— ——— ——— o.
Siding to or from west leg of wye—three short, two long: o o o ——— ———
Main Track to or from west leg of wye—two long, three short: ——— ——— o o o.
Main Track to or from east leg of wye—one long, one short, one long: ——— o ———.
To Spur—one short, two long: o ——— ———.
 - (i) LIVE OAK TOWER.—Crossing with Sacramento Northern Railroad, located one-half mile east of Live Oak. Eastward trains, when standing on main track to meet opposing trains at Live Oak, will stop west of east house track switch to avoid holding tower signal against opposing trains.
 - (j) WOODLAND.—All derails on approaches to crossing of Sacramento Northern Railroad, and switches leading from main track to house track and siding and switch from siding to Knights Landing Branch, controlled by this tower. Upper arm on high signal, located 50 feet from derail, governs use of main track; lower arm on westward high signal governs entrance to siding or house track. Dwarf signals govern other movements.
The following whistle signals will be used:
For Tehama to or from siding—one long, one short: ——— o.
For Tehama to or from house track—two long, one short: ——— ——— o.
For Knights Landing to or from siding—one long, one short, one long: ——— o ———.
 - (k) Rules 630 and 663 are amended as follows, by which employees will be governed:
"630. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary the signalman must assure himself that the switches are properly lined and that the route is clear. Signals must be given from such a place on the ground, and in such a way, that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or enginemen for which they are given.
A yellow flag must be used by day, and a yellow light by night, in giving hand signals."
"663. Enginemen and trainmen must not accept a hand signal to proceed against an interlocking signal, except as provided in Rule 630. When hand signals are given for a train to pass an interlocking signal indicating "stop," trains must be brought to stop and then proceed under control not exceeding six miles per hour, keeping a sharp lookout for open derailleurs and trains on conflicting routes.
Hand signals authorize movement only through the interlocking limits governed by the inoperative signal, and not through the automatic portion of the block, if any."
- Rule 7 STAFF RULES.
- The Train Staff system is in operation between Truckee and B. C. Junction. All stations with sidings within these limits are train staff stations. Should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send a member of crew ahead to note position of signals.
- (a) At staff stations between B. C. Junction and Donner inclusive, the initial switch at each end of siding is connected with signals approaching it, so as to give stop indication when switch is not properly lined up.
Approximately 1500 feet from extreme switches at each staff station distant signal is located, which is used in connection with the home signal and the extreme switches, to regulate the approach thereto.
Two disc signals, upper pertaining to the occupancy of the main track, and lower pertaining to the staff for the next block, are placed on one post at each end of siding at staff stations except those named in (e).
 - (b) If upper signal shows red disc and red light, and lower signal shows yellow disc and yellow light, train must take siding.
 - (c) If upper signal shows white disc and green light and lower signal shows yellow disc and yellow light, train must proceed cautiously on main track prepared to stop at staff crane.
 - (d) If both signals show white discs and green lights, train must proceed on main track expecting to receive staff.
 - (e) At Donner, Champion, Stanford, Tunnel Six, Summit, Soda Springs, Fulda and Gunter, staff signal indications are given by light signals:
Red light.—Take siding.
Yellow light.—Proceed, prepared to stop at home signal or at Staff Crane.
Green light.—Proceed.
Westward signal, east switch, Fulda, green light eliminated.
In the absence of a light in the signal at the siding switch, train must stop and send a member of crew to staff office for instructions.
 - (f) Except as provided in (h), the exchange of staffs at staff stations must be made by staff crane or by hand, between a member of train or engine crew and staff operator. Upon receipt of a staff, both the engineman and fireman must ascertain that it is the proper one by reading the names stamped thereon.

STAFF RULES—Continued.

(g) When staff is on staff crane and train holds main track at staff station but does not stop, staffs must be exchanged at staff crane, but staff operator must not insert surrendered staff in machine until entire train has passed the staff crane.

When train stops on main track at staff crane, staff must not be surrendered until train is ready to immediately proceed, and (except when leaving staff system limits) staff for block in advance has been received. Staff operator must not insert staff in machine until entire train has passed the staff crane.

When train enters siding at staff station engineman may pass staff to a member of his train crew after head end of train clears main track, and thereafter must not foul main track with head end of train, nor with rear end of train by backing up, until he is again in possession of proper staff. A staff must not be surrendered to staff operator until the rear end of train clears main track, and the surrender of staff by a train occupying siding will constitute notice to the staff operator that the main track is clear.

Both conductor and engineman must know that trainman receiving staff for delivery to staff operator fully understands that it must not be surrendered until train clears the main track.

When staff is surrendered to the operator, it must be run through the staff machine before delivery to another train.

(h) When authorized by Staff Transfer Card, a staff may be transferred from a train on main track to an opposing train on siding.

STAFF TRANSFER CARD.

To Engineman,(Station)..... 192..
 (Train).....
 Transfer(Name of Block).....staff to
(Train)..... at(Station).....

 Chief Train Dispatcher.

Staff Transfer Card must be used only when authorized by the train dispatcher, who must also inform the staff operator at opposite end of block and will make record thereof in train order book.

Staff Transfer Card must be attached to staff and delivered with the staff and must not be detached until returned to the station at which issued, unless otherwise instructed by train dispatcher. The detached card must be placed on file.

Engineman upon approaching the head end of train to which staff is to be transferred will give whistle signal long, short, long (— o —) and deliver staff to a trainman or engineman of such train, if met at any point between the switch and staff crane. If train which is to take siding is not met before train on main track reaches staff crane, staff must be transferred at the staff crane to train on siding, unless train dispatcher cancels Staff Transfer Card, in which case staff must be handled as prescribed by (f).

A staff so received is authority to proceed if it is known that the rear of the train from which it was transferred has passed the fouling point.

Staff operator at staff station from which a Staff Transfer Card is issued must not insert the staff in machine when returned to that station until he ascertains from staff operator at transfer point that train from which transfer was made is clear of block, and the operator at transfer station must not permit the staffing of another train in the same direction until such train has cleared the block.

Staff operators at each end of block will make notation on their Block Record of the issuance of Staff Transfer Card.

(i) If, in emergency, a train flags into a staff block, the conductor must first notify the staff operator, who must also be notified when the train has cleared the block. The staff operator must not issue a staff nor permit one to be issued by the staff operator at the other end of the block, until notified that the block is clear.

(j) Enginemen reporting signal irregularities in staff territory must give information in such way as to enable maintainer to know how the signal appeared to engineman.

If no light is shown, so state. If lower signal shows green (white disc) and upper signal shows red, so state in report, which will enable maintainer to more quickly determine the trouble.

(k) In case of a disabled train in block between stations, staff to be retained until block is clear. Relief trains may enter the block under flag protection. In case it is necessary for relief train to remain in block after disabled train is ready to proceed the second paragraph of Rule 453 will not apply and the staff may be transferred to the relief train and retained by the latter until block is clear. Staff operators must be advised of the transfer of staff from one train to the other. Staff must not be inserted in machine until block is clear.

(l) Trains must not occupy main track or siding between Summit and Tunnel Six without their respective staffs, and must not use cross-overs without staffs for both tracks.

(m) Westward trains on Tunnel Six siding will stop at sign reading "Siding Staff Limit," east of cross-over switches, leaving cross-overs clear for the fire train movements, and must not enter Summit siding without permission from Summit staff operator.

(n) When operating conditions permit, eastward and westward trains will cut out helpers between Summit and Tunnel Six.

When operating conditions do not permit such movement, westward trains will be put on siding at Tunnel Six, and helper engines of freight trains cut out on run-around track (on north side) at east end of Tunnel Six siding, and helpers of passenger trains will cut out at "Siding Staff Limit" sign.

(o) Helpers cutting at Tunnel Six from eastward passenger trains holding main track when Tunnel Six siding is occupied are authorized to move into siding clear of main track, but further movements must not be made without staff.

(p) When eastward trains are put on siding at west switch Summit, the helper of freight trains will cut out at the run-around track at west end of siding, and passenger train helpers will cut out at turntable switch.

Special signals governing Tunnel Six are as follows:

(q) Westward double home signal 200 feet east of east portal of tunnel 6. Upper light red and lower light red.—Stop and stay until signal indicates proceed. If delayed use telephone.

Upper light green and lower light red.—Proceed, switch lined for main track and Tunnel Six-Summit main track staff in crane on left side at office.

Upper light red and lower light green.—Proceed, switch lined for siding and Tunnel Six siding staff in crane on right hand side of siding opposite office. Switch handled by Tunnel Six staff operator.

If only one light or no light is shown, stop and telephone Tunnel Six for instructions.

(r) Eastward home signal 300 feet west of Tunnel Six staff crane, on right hand side of main track:

Red.—Stop. If delayed send a member of crew to staff office for instructions.

Yellow.—Proceed with caution to staff crane.

Green.—Proceed

(s) Eastward home signal 300 feet west of Tunnel Six staff crane, on right hand side of siding:

Red.—Stop. If delayed send a member of crew to staff office for instructions.

Yellow.—Proceed with caution to staff crane.

Green.—Proceed.

Special signals governing Summit are as follows:

(t) Westward home signal at clearance of fire train spur indicates as follows, after main track crossover switch is thrown:

Yellow.—Staff not in crane. Until signal indicates proceed, or Summit-Soda Springs staff is procured, trains will stay east of fire train spur, if delayed send member of crew to staff office immediately.

Green.—Proceed

(u) Eastward home signal located at west switch Summit:

Red.—Take siding.

Yellow.—Proceed with caution to signal located 200 feet west of Summit Station.

Green.—Proceed.

(v) Eastward signal located 200 feet west of Summit Station:

Red.—Take siding.

Yellow.—Proceed to staff crane.

Green.—Proceed.

In the absence of a light in home signal at west switch Summit, telephone Summit office for instructions.

(w) The first switch west of the staff limit sign on Tunnel Six siding will be lined normally for cross-over between siding and main track.

(x) Trains carrying passengers will not head in on west end Tunnel Six siding until train to be met has arrived.

All other staff rules govern.

Rule 8 SPEED RESTRICTIONS.

Maximum speed of trains at any point must not exceed 50 miles per hour. On portions of the division not covered by special instructions, freight trains must not exceed a speed of 35 miles per hour.

All trains with Mallet engines will reduce speed to 8 miles per hour and trains with other class of engines to 15 miles per hour when using cross-overs, turnouts and on sidings, and be under control through interlocking plants.

	Passenger Trains with Passenger Engines	Freight	
Willows and Fruto.....	20	15	} Miles per Hour
Colusa Branch.....	30	20	
Folsom-Placerville	30	15	
Woodland and Marysville.....	30	20	
Marysville and Oroville.....	35	25	
Truckee and Lawton.....	40	20	
Truckee and Loomis.....	35	20	
Walnut Grove Branch.....	30	20	
Orland (between outside switches).....	15	12	
Corning (between outside switches).....	15	12	

Speed of trains regulated by ordinance through city limits:

Wheatland, Gridley, Lincoln, Roeklin, Sacramento, Willows, 15 miles per hour. Trains must not exceed ten miles per hour over railroad crossing, Second Street, west of Yuba City Station.

Trains must not exceed a speed of twelve miles per hour over Court Street Crossing, Woodland.

Westward trains must not exceed speed of twelve miles per hour while passing through Tunnels 33 and 34, just west of Cape Horn.

Trains and engines must not exceed 6 miles per hour over crossing just east of Sacramento River Bridge, and over Lincoln Street Crossing Roseville.

Between Loomis and Lawton.

(a) Freight trains must not exceed 20 miles per hour.

(b) Other trains with Mallet Mogul engines, 4200 class, Mikado and 2-10-2 type engines, must not exceed 28 miles per hour on curves between Truckee and Lawton and 30 miles per hour on curves between Truckee and Lawton.

(c) Other trains with Mallet consolidated 4000 class engines, 20 miles per hour on curves and 25 miles per hour elsewhere.

(d) Other trains with other than 4000 and 4200 class engines, 28 miles per hour on curves of six degrees or over on any portion of the division.

(e) Trains and engines must not exceed fifteen (15) miles per hour through Elvas interlocking plant.

(f) Mallet Mogul engines 4200 to 4211, inclusive, consolidated, Mikado and 2-10-2 type engines, must not exceed 40 miles per hour on any portion of division.

(g) Eastward trains must not exceed 10 miles per hour between west switch and yard office at Sparks.

(h) All trains reduce speed to 20 miles per hour over bridges, First and Fourth Crossings, Truckee River on No 2 track, and over Long Ravine bridges east of Colfax on Nos. 1 and 2 tracks.

(i) Westward trains must not exceed 8 miles per hour passing over cross-over at B. C. Junction.

(j) Trains must not exceed speed of 25 miles per hour over Feather River Bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

(k) Reduce speed to 12 miles per hour over long trestle east of Knights Landing.

(l) Engines backing up must not exceed a speed of twenty miles per hour.

(m) Motor cars backing up must not exceed the speed of 20 miles an hour, and not exceed 10 miles an hour when backing up through yard limits and over highway crossings.

(n) Motor cars must not exceed speed of 25 miles per hour between M. P. 138 and Placerville.

(o) Trains must not exceed speed as shown on slow boards between Biggs and mile post 175.

(p) Passenger trains must not exceed 18 miles per hour; and other trains 15 miles per hour between Mile Post 191 and Stirling City; except that between Mile Posts 211 and 206 all westward trains must not exceed 12 miles per hour.

(q) Passenger trains must not exceed twenty-five (25) miles per hour and freight trains must not exceed eighteen (18) miles per hour on curves between Content and Cronin on Walnut Grove Branch.

(r) Trains must not exceed speed of eight (8) miles per hour over first curve west of Long Ravine Bridge.

(s) Westward freight trains will not exceed fifteen (15) miles per hour when passing eastward passenger trains on parallel track between Blue Canon and Long Ravine Bridge.

(t) Trains on Placerville Branch having cars loaded with ore reduce speed to 12 miles an hour on all curves 7 degrees or over.

(u) Engines will not exceed speed of six (6) miles per hour on Balloon tracks at Truckee and Stirling City.

(v) Relief trains with steam derricks must not exceed twenty-five (25) miles per hour over any part of the Division and be governed by other maximum speed restrictions as shown.

(w) Trains must not exceed speed of eight (8) miles per hour over siding Tunnel Six.

(x) "Yellow flags and lamps or slow boards will be placed one-quarter mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour or rate of speed specified by bulletins, train orders, or slow boards."

Rule 9 YARDS ARE ESTABLISHED AT THE FOLLOWING STATIONS:

SACRAMENTO.—Extend from 1,000 feet east of Benali to a point 4,000 feet west of Sacramento River Bridge, to a point 1,000 feet west of west switch at Brighton on Stockton Line via Elvas, to a point 1,000 feet east of east switch at Brighton on Placerville line via Homestead, to a point 18,673 feet east of Junction switch, R Street, on Walnut Grove Line.

(a) FOLSOM.—Extend to a point 1,000 feet west of west switch at Natoma to switch connecting to track to State Prison at Folsom and 1,000 feet east of Nagle Spur on Placerville Line.

(b) WOODLAND.—Extend to a point 1,000 feet west of Mill Spur to a point 1,000 feet north of switch at Junction to Oroville and Willows Line.

(c) ORLAND.—Extend to a point 1,000 feet west of the switch at Alfalfa Spur through Wyo and to a point 1,000 feet east of east switch at Wyo, and to a point 1,000 feet west of west switch on Hamilton Branch. Track two of the two tracks paralleling the west side main track at Wyo will be used as passing track.

All cars to be stored at this point should be placed on track one with east and west ends providing proper clearance for clear movement through passing track two.

(d) WILLOWS.—Extend to a point 1,054 feet west of the west switch corral track to a point 1,000 feet east of the east switch to a point 1,000 feet east of the east switch of Wye on Fruto Branch.

(e) HARRINGTON.— Extend from a point 1500 feet west of the west switch to a point 1500 feet east of the east switch and to a point 1500 feet east of Wye Switch on the Colusa Branch.

YARDS A

(f) CHIC point 3,000 f east switch

(g) MARY east of West Junction Swi Cannery Tra

(h) GERE line and 1,00

(i) ROSE point 2,385 f 1,000 feet ea cross-over tr

(j) COLF 2,000 feet ea

(k) TRUC feet east of s

(l) SPAR. Reno.

Rules 93 Within second-class

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Tracks t No. 1 T No. 2 T No. 4 T and runs on netting with

11 When o no person is c provided:

If view i at least one-

If track "Proceed," one-half mile

12 On dou be brought t per hour, to be clear.

13 When a be brought t half mile.

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Engine extreme care

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16 Normal Normal Junction, will

17 Train s Northern R from flagma

18 Southe Streets, Sac Pacific Yard

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19 Trains Sacramento mento, with

20 Trains crossing at 1 and Knights

21 The to Folsom mus Truckee 120 per operativ

22 At Col north of No. No. 2 track.

YARDS ARE ESTABLISHED AT THE FOLLOWING STATIONS—Continued.

- (f) **CHICO.**—Extend from a point 1,000 feet west of the west switch to a point 3,000 feet east of the east switch at Chico, to a point 1,000 feet east of east switch on Stirling City Branch
- (g) **MARYSVILLE.**—Extend to 1,000 feet west of Rupert Spur to a point 1,000 feet east of Western Pacific crossing at Binney Junction, to a point 4100 feet east of Binney Junction Switch on Oroville Branch, to a point 1,000 feet west of west switch of Cannery Track at Yuba City. This includes E and A Street cut-off.
- (h) **GERBER.**—(Shasta Div.) Extends 1,000 feet west of west switch Willows line and 1,000 feet west of west switch Chico line at Tehama.
- (i) **ROSEVILLE.**—Extend to a point 1,000 feet west of west switch Antelope to a point 2,385 feet north of former location Andora switch on Gerber Line, to a point 1,000 feet east of east switch at Rocklin, on track 4 and to a point 1,000 feet east of cross-over tracks 1 and 2.
- (j) **COLFAX.**—Extend to a point 2,000 feet west of west switch and to a point 2,000 feet east of east switch.
- (k) **TRUCKEE.**—Extend to a point 3,000 feet west of station and to a point 7,500 feet east of station.
- (l) **SPARKS (Salt Lake Div.)**—Extend to a point one and one-half miles west of Reno.

Rules 93 and D-93 are revised as follows:
Within yard limits the main track may be used, protecting against first and second-class trains.

ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL.

MISCELLANEOUS.

- 10 Tracks between Sacramento and B. C. Junction numbered as follows:
No. 1 Track, Westward main track via Auburn.
No. 2 Track, Eastward main track via Nevada Street, Auburn.
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.
- 11 When one torpedo is exploded train will come to a stop as per Rule 15, if no person is on hand to explain the placing of torpedo, train may proceed as hereinafter provided:
If view is obscured in any manner, flagman must be sent ahead for a distance of at least one-half mile.
If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, not exceeding 6 miles per hour for a distance of one-half mile, before resuming full speed.
- 12 On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.
- 13 When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop, and be preceded by a flagman for a distance of at least one-half mile.
- 14 When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof.
Enginemen must know the location of cars thus left standing, and must use extreme care in returning for rear portion of train.
- 15 On double track, extras may run with current of traffic between any stations without running orders, but must comply with rules 83 and 83A.
- 16 Normal position of main track switch at Truckee will be for westward trains. Normal position of switches leading from single to double track at Blue Canon Junction, will be for westward trains.
- 17 Train and yard engines after coming to a stop for crossing with Sacramento Northern Railroad at Front and M Streets, Sacramento, will proceed only on signal from flagman.
- 18 Southern Pacific trains will approach Western Pacific crossing at Front and R Streets, Sacramento, under control expecting to find crossing occupied, Southern Pacific Yard engines will stop and ascertain that crossing is clear before proceeding. Southern Pacific and Western Pacific 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.
- 19 Trains and Yard engines must not pass the switch tenders stations at East end Sacramento River Bridge, Fourth Street, Sixth Street and Fifteenth Street, Sacramento, without receiving a signal to proceed.
- 20 Trains will stop within two hundred (200) feet of Sacramento Northern R. R. crossing at Yuba City, Front and R streets Sacramento, and on Stirling City Branch and Knights Landing drawbridges before crossing.
- 21 The tonnage of Freight train between Summit and Loomis, Placerville and Folsom must not exceed 100 M's per operative brake, between Summit and Truckee 120 M's per operative brake. Between Stirling City and Butte Creek 80 M's per operative brake. See Rule 62 of Rules and Regulations governing air brakes.
- 22 At Colfax when taking siding westward trains will use siding number one (1) north of No. 1 track. Eastward trains will use siding number three (3) south of No. 2 track.

- 23 Helper engines coupled in middle or rear of train must be cut off from the forward portion of train before taking water. Engines must be cut from westward freight trains while taking oil and water at Truckee.
- 24 All trains of twenty cars or more, cut off before taking water on all portions of the Division, except on grades where necessary to work steam to water column or tank.
- 25 Markers must be kept lighted between B. C. Junction and Truckee and on No. 2 track between Rocklin and Colfax at all hours. Trainmen in this district must turn markers at all hours, as per Rule 19, Book of Rules.
- 26 Between Emigrant Gap and Andover the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.
- 27 Enginemen must not dump carbide from gas generator within snowshed district.
- 28 Trains to and from Knights Landing Branch will use Woodland siding but have no time table authority. Switches of this siding will be set to lead from Knights Landing Branch.
- 29 Long Siding at Harrington will be used as follows: "West end west of cross over as Eastward siding; East end east of cross over as Westward Siding. West switch of westward siding will be junction switch to Colusa Branch, Rule 98 will apply at this point.
- 30 When trains have outfit cars, helper engine will go through to Lake View, instead of cutting out at Summit, to avoid shoving against outfit cars while helping train out of Summit.
- 31 West end of Nelson siding, between cross-over near section house and extreme west switch, will be occupied by cars for commercial loading.
- 32 When necessary for eastward freight trains to double to Cape Horn, rear of train will be properly secured, and head of train taken to Cape Horn and properly secured on siding beyond derailer; engine will then return for rear of train in usual manner.
- 33 Passenger equipment trains of fourteen cars or over within snowshed district will, when necessary to take siding, pull into siding and stop, and pull out of siding and stop, in order to pick up brakeman.
- 34 When a helper engine is to be coupled to a train, copies of all orders affecting the movement at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled to the train.
If helper engine is picked up at a closed or non-telegraph office, a copy of orders affecting movement of train at or beyond that station, and copy of clearance card, must be delivered to conductor of train at preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.
Train dispatcher will see that this is done.
- 35 Trains on the Roseville-Gerber Line when calling in flag from the east at Roseville, will give six (6) long sounds of the whistle.
When calling in flag from the west on west side of valley Tehama, will give six (6) long sounds of the whistle.
When calling in flagman from the east at Davis, on Davis-Tehama Line, will give six (6) long sounds of the whistle.
When calling in flagman from Swayne Lumber Co. logging road at Oroville, will give six (6) long sounds of the whistle.
Enginemen will give one long and two short sounds of whistle as per rule 14-K passing interlocking plants.
- 36 Eastward trains from Brighton having cars to set out at Elvas will use West end of center siding and set cars in at switch near road crossing.
Westward trains via Brighton having cars to set out at Elvas will use East end of center siding using switch at road crossing.
- 37 Crew of light engines moving west, with instructions to deliver engines to roundhouse at Colfax, in making movement through crossover east of passenger station to the roundhouse lead switch, may do so without complying with paragraph H. Rule 5, page 15, current timetable, and without protecting against current of traffic, except when on the time of a first-class eastward train or during foggy or stormy weather, in which case proper protection must be provided.
Eastward trains, except first-class, must stop before fouling the switch of roundhouse lead connecting with the eastward main track, and before proceeding, must know that the track to the crossover east of the passenger station is clear.
- 38 Engines on eastward freight trains from Roseville via Colfax will be placed as follows:
When two mallets, one on head end-helper engine (13) cars ahead of caboose, if wood frame cars will permit.
When two mallets in one train, and additional consolidation engine helper from Colfax, it will be put on head end.
2-10-2 type engine will not be used as leading engine on freight trains except in cases of emergency.
- 39 Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.
Two engines must not be coupled together on Stirling City branch. Helper engines must be cut back in train.
- 40 The time table authority of scheduled trains originating or terminating at any intermediate station is hereby extended to include main track between switches of siding ten minutes before leaving and ten minutes after arriving time of such trains, but rule 99 must be complied with.
- 41 That part of third paragraph of Rule 221-A "Rules and Regulations" of the Transportation Department reading:
"But trainmen will re-light the signal" is hereby cancelled.

- 42 Trains entering sidings will do so under control. Responsibility for collision is placed with entering train.
- 43 Mallet Engines will not be operated over the following switches in the snowshed district:
Spur switch, Eder.
Lumber spur switch, Summit.
Spur switch, Spruce.
Outfit spur switch, off passing track, Cisco.
Spur switches, Yuba Pass.
Lumber spur switches, off passing track, Fulda.
The following spurs can be used only part way by Mallet engines, such distance in each case being shown below:
Andover, outfit spur, 3 car lengths back of frog.
Lake View, 6 car lengths back of frog.
Soda Springs, to corral chute.
Campbell Spur, Cisco, to corral chute.

MINIMUM CLEARANCES FOR ROTARY PLOWS, BLUE CANON EAST.

- Cisco, old fire train spur, shed post clears 8 inches. Tunnels 3 and 4, 8 to 10 inches clearance. Brackets for wire east end of tunnel 4 clears 6 inches.
- 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. When staff is in staff crane will not clear plow, stop and get staff by hand.
- Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.
- All crews handling plows through district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.
- All push cars in shed district must be placed between posts providing for proper clearance.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Mile Post	LOCATION	DESCRIPTION
SACRAMENTO YARD		
	Shop Yard.....	Oil House West of Store No. 1.....Side
	Shop Yard.....	Platform Store No. 1.....Side
	Shop Yard.....	Sand spurs Nos. 1 and 2.....Overhead
	Front & J Sts.....	Miller & Enwright spur.....Side
	Front, L & M Sts.....	A. S. Hopkins spur.....Side
	Front, L & M Sts.....	John Breuner & Co. spur.....Side
	Front & I Sts.....	Machinery spur.....Side
	Front, I & M Sts.....	Freight House track No. 1.....Side
	Front, I & M Sts.....	Freight House track No. 2.....Side
	Front, I & M Sts.....	Freight House track No. 3.....Side
	Front & H Sts.....	Jail spur.....Overhead
	Front & I Sts.....	Water Works spur.....Overhead
	R between 10th & 11th.....	Carlow Bros. spur.....Side
	R between 11th & 12th.....	Lawrence Warehouse.....Side
	R between 20th & 21st.....	Sacramento Valley Winery spur.....Side
	R between 21st & 22nd.....	Barley spur Buffalo Brewery.....Side
	R between 21st & 22nd.....	California Winery spur.....Side
	B between 11th & 12th.....	Phoenix Mill spur.....Side
	B between 8th & 9th.....	Consumers Ice Co. Track.....Side
	3rd to 6th Sts.....	Track No. 4 Rolling Mill.....Side
	6th Street.....	Water Tank.....Side
	Train Shed.....	Tracks Nos. 1, 2, & 3.....Overhead
SACRAMENTO-SPARKS—EASTBOUND.		
94.9	Ben Ali.....	Cannon Phillips spur.....Overhead & Side
106.6	Roseville.....	Icing track, PFE track No. 2 and New Icing track, PFE Plant.....Side
106.6	Roseville.....	Car bodies & Lbr. on rip track.....Side
110.6	Rocklin.....	Cal. Granite spur, Rocklin, Quar.....Side
	E. of Rocklin.....	Antelope Creek bridge.....Side
114.2	E. of Rocklin.....	Tunnel No. 15.....Overhead
114.8	E. of Rocklin.....	Tunnel No. 16.....Overhead
117.3	E. of Lincoln Ave., Penryn.....	Tunnel No. 17.....Overhead
120.5	E. of Newcastle.....	Tunnel No. 18.....Side & Overhead
122.7	E. of Newcastle.....	Tunnel No. 19.....Overhead
123.2	E. of Newcastle.....	Tunnel No. 20.....Overhead
124.7	E. of Nev. St., Auburn.....	Tunnel No. 21.....Overhead
131.2	E. of Bowman.....	Tunnel No. 22.....Overhead
132.7	E. of Clipper Gap.....	Tunnel No. 23.....Overhead
132.9	E. of Clipper Gap.....	Tunnel No. 24.....Overhead

SPECIAL INSTRUCTIONS--Concluded.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE--Continued.

Table with columns: Mile Post, LOCATION, DESCRIPTION. Includes sections for SACRAMENTO-SPARKS-EASTBOUND, ROCKLIN-COLFAX-WESTBOUND, ROSEVILLE-GERBER, CHICO-STIRLING CITY, and WOODLAND-TEHAMA.

Table with columns: Mile Post, LOCATION, DESCRIPTION. Includes sections for WOODLAND-TEHAMA, WYO-HARRINGTON, DAVIS-OROVILLE, SACRAMENTO-PLACERVILLE, and SACRAMENTO-WALNUT GROVE.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED. All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Table with columns: Class of Locomotive, Engine Numbers, Maximum Speed in Miles per Hour, Maximum Wheel Pressure. Lists various locomotive classes and their specifications.

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated. The above table for information of engineers must in no way conflict with instructions governing speed of trains.

SPEED TABLE.

Table with columns: Miles per Hour, 1 Mile in (Min, Sec), Miles per Hour, 1 Mile in (Min, Sec), Miles per Hour, 1 Mile in (Min, Sec), Miles per Hour, 1 Mile in (Min, Sec). Shows speed data for various mileages.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

Table with columns: KIND OF CAR, AVERAGE WTS.—POUNDS (Wood, Steel, Steel Underframe). Lists various car types and their average weights.

LIST OF SURGEONS.

Table with columns: NAME, LOCATION, DISTRICT. Lists names of surgeons and their respective locations and districts.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon. Emergency Hospitals located at Truckee, Sparks and Sacramento.

NOMINAL CLASS OF

Table with columns: NOMINAL CLASS, OF. Lists various nominal classes and their corresponding OF values.

Allowance for F loaded Cars..

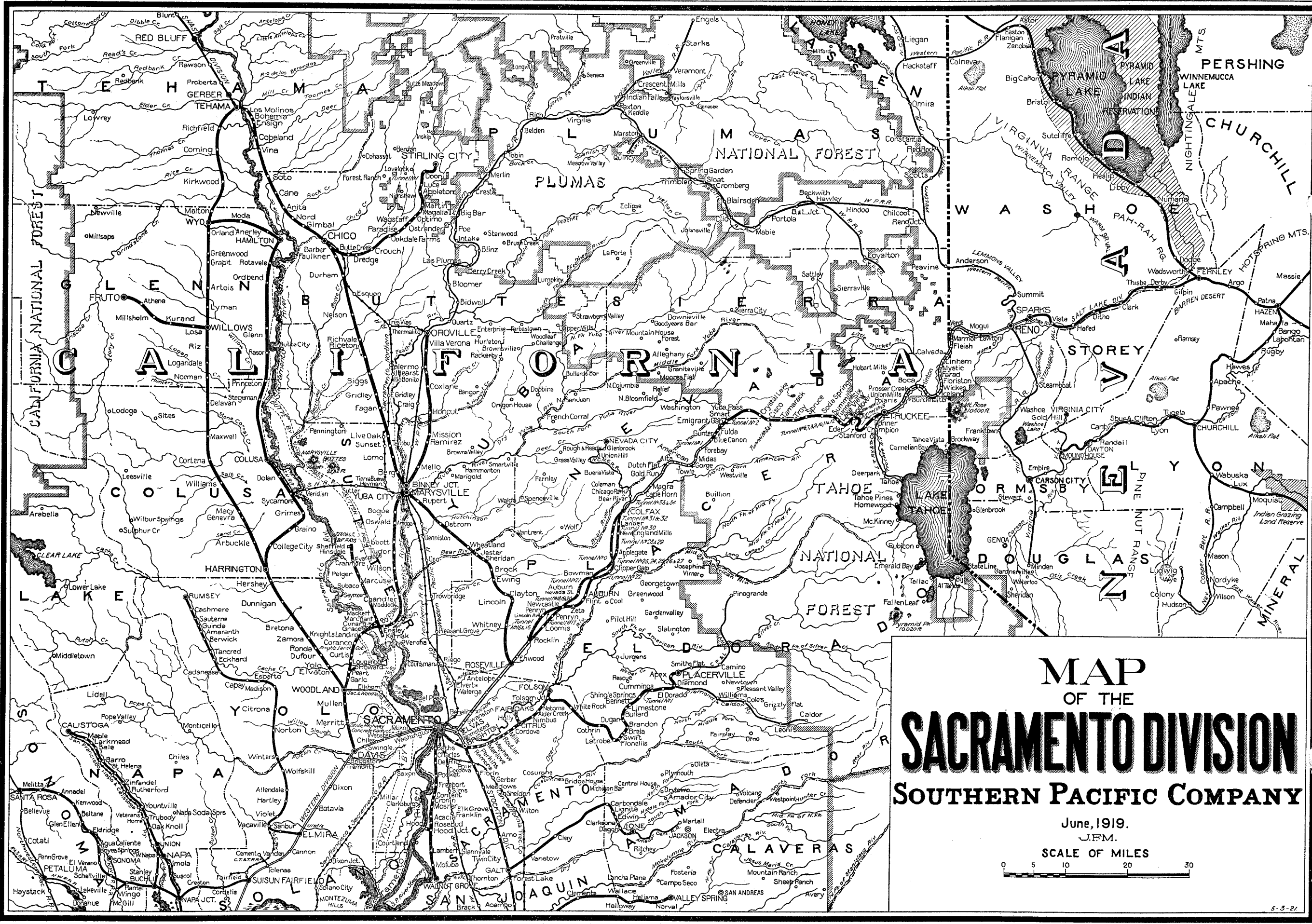
C. C. FISE

W. B. KIF

M. L. JEN

J. LORD.. J. B. KNA H. A. SPR.

J. D



MAP
OF THE
SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY

June, 1919.

J.F.M.

SCALE OF MILES

