SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

FOR THE



SACRAMENTO DIVISION

SAFETY

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.

2	Eas	tward.						FROM	SAN I	FRANCI	sco								
cars, cales, rning cking ones.			THIRD	CLASS					FLR	ST CLAS	s	PLANCE AND A CONTROL OF THE STATE OF THE STA							Time Table No. 114
of Str. Tu	230	254	256	222	308	306		6	20	22	34	2	14	18	24	10	16	e from	11110 24010 110. ===
length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	Nevada Mdse.	Ogden Manifest	Sunset Manifest	Portland Fast Freight	Way Freight	Way Freight		Nevada Express	Pacific Limited	St. Louis Express	Colfax Passenger	Overland Limited	Portland Express	Dunsmuir Passenger	Tonopah Express	Atlantic Express	Oregon Express	Distance from San Francisco	September 18, 1921.
Lengt and Sta Pla	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		Lv. Mon. Wed. & Fri.	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
Term Yard WFTYOP	7.15PM			8.404				11.05PM	9.35PM	4.40PM	3.45PM	2.35PM	2.15PM	11.10AM	7.304	1.30AM	12.30AM	88.8	(DNR SACRAMENTO
Yard IY P		11.22AM	8.50AM	8.55				11.17	9.47	4.52	f3.57	2.47	2.27	11.22	f 7.42	1.42	12.42	91.8	ELVAS
W																		93.5	SWANSTON
88 P		**						11.22	9.52	4.57	f4.02	2.52	2.32	11.27	f 7.47	1.47	12.47	94.9	BENALI 4.5
10 Spur P											<u>f</u>				f			99.4	WALERGA 3.4
60 P								11.32	10.02	5.07	s4.12	3.02	2.42	11.37	f 7.58	1.57	12.57	102.8	ANTELOPE 3.0
ferm Yard fWFPYO	8.00PM	12.05PM 2.30	10.00AM	10.15AN	l	4.00AM							<u> </u>					105.8	DNR ROSEVILLE YARD
****								s11.45	s 10.15	s 5.20	s4.20	3.15	s2.50PM	s 11.45AM	s 8.10	s 2.10	s 1.05AM		ROSEVILLE
					ļ							<u> </u>						107.9	ENWOOD 2.7
Yard P						4.15		s 11.55PM	10.24		s 4.30	3.24			s 8.20	s 2.20		110.6	ROCKLIN
73						See Page 3.		12,08AM	10.35	5.42	See page 3.	3.35			See page 3.	2.33		115,5	LINCOLN AV., PENRYN
87 W.P		3.46				6.50		s 12.25	10.46		s 5.00	3.46			s 9.00	s 2.50		120.2	DN NEWCASTLE
86 WP						7.50		s 12.40	10.56		s 5.13	3.56			s 9.13	s 3.05		124.2	AUBURN, NEVADA ST.
76 P					-	8.20		12.52	11.06		f 5.23	4.06			f 9.25	3.17		129.1	BOWMAN Z
70 P		5.32				8.50	-	12.58	11.11		f 5.32	4.11			f 9.35	3.23		131.4	CLIPPER GAP
83 PW						9.05		1.06	11.17	6.29	s 5.40	4.17		ļ	f 9.45	3.31		184.3	APPLEGATE
82 P					-	9.55		1.15	11.24	6.38	s 5.48	4.24			f 9.55	3.40		137.7	N. E. MILLS
		· · · · · · · · · · · · · · · · · · ·				1					I							189.0	LANDER
ard OYPW		6.55			_	10.30 AM					s 6.OOPM	8 4.40			s 10.15	s 4.05		141.7	DNR GOLFAX
50 P		7.30			7.20			1.55	11.54PM	7.10		4.53			f 10.35	4.20		146.0	CAPE HORN
80 PWFY					0.15	-									f		ļ <u>, </u>	148,5	MAGRA
6 PSpur					8.15			2.20	12.10AM			5.08			f 11.00	s 4.45	<u> </u>	152,2	DN GOLD RUN
4 PSpur			ļ		8.40	.		2.25	12.14	1 7.33					f 11.10	s 4.53	ļ	154.1	DUTCH FLAT
5 Spur PW					9.00			0.36	12.22	I					8 211 00	g 5.05	-	156.0	ALTA 0.8
5 PSpur					9.15			2.43		7.44		5.18			f11.20 f11.27	5.12		156.8	D TOWLE
Dyus					0.10	-		2.45	12.27	7.51		5.22 s			8	0.12		158.6	GORGE 1.0 AMERICAN
80 P					9.30			2.51	10 34	0.03		5.34			f11.40	5.20	-		1.1
10 P8pur W					9.50	-		2.59	12.34	8.03		5.40			f11.40	5.28		163,0	MIDAS 2.3 FORFRAY
		9.50			10.00	· [3.07	12.47	8.12		5.47			11.56	5.36	-	165.1	FOREBAY 2.1 B. C. JUNOTION
68 PTW		9.00 10.00PM			10.10AM	. 			s12.50AM			s 5.50PM			İ	s 5.40AM		105 5	\$ { — — 0.4 — —
	Arrive Daily Ex. Sunday	Arrive	Arrive Daily	Arrive Daily		Ar. Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	166.6	DNR BLUE GANON (76.7)
	(0.45)	(8.15)	(1.10)	(1.35)	(3,10)	(6.30)		(4.05)	(3.15)	(3.43)	(2.15)	(3.15)	(0.35)	(0.35)	(4.29)	(4.10)	(0.35)		Time over District
	25.80	9.10	9,20	10.95	7.64	5.69		19.05	22.60	20.74	23.51	22,60	30.51	80.51	14.97	18.40	30.51	•••••	Average speed per hour

No. 4 Track between Rocklin and Loomis will be used exclusively by Nos. 24, 34 and 306; other trains only when authorized by train order.

Eastward trains to use siding at Clipper Gap, back in through crossover near east end of siding.

ON SIGNAL

ADDITIONAL STOPS No. 34, Haggin, Mile Post 94.1.
Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points

Nos. 10 and 22 will stop at any station to receive passengers for Ogden or points east.

East FR(SAN FR 306 4.15AM s8.20 4:50 s8.35 6.10 6.30 s8.45 6.50AM \$9.00 The above are shown o formation ar time table ! between Lo Newcastle, t known by t bers and ha by train o tween Loo Newcastle.

> Westwaı pass Westwar

Nos. 24,

*Frog in pe

e No. 114 18, 1921. IONS MENTO AS STON ALI CRGA LOPE ILLE YARD VILLE OOD KLIN $\nabla . \mathbf{PENRYN}$ ASTLE EVADA ST MAN R GAP CGATE MILLS ER FAX HORN RUN √LE RIOAN DAS EBAY MOTION CANON

enne or points or points east.

r District

speed per hour

TOWARD SAN FRANCISCO 3 Eastward Westward. FROM FIRST CLASS THIRD CLASS SAN FRANCISCO Time Table No. 114 13 5 19 21 9 27 33 15 253 305 219 229 257 307 24 34 306 Distance Blue Cano San Francisco Express September 18, 1921. Nevada Express Pacific Limited St. Louis Express Overland Limited Tonopah California Sacrament Passenger Way Freight Mdse. Tonopah Express Fast Mail Freight Way Freight Colfax Passenger STATIONS Arrive Daily Ar. Daily Arrive Daily Arrive Daily Ar. Tues., Arrive Daily Leave Daily Leave Daily DNRSACRAMENTO 83.15AM 8 3.55AM 84.50AM 8 6.55AM 8.55AM s 9.30AM s 10.40AM V 2.45PM s 2.55PM s 6.00PM 6.00PM 9.30PM 3.03 3.43 4.38 6.43 8.43 ELVAS 9.18 10.28 2.33 2.43 5.47 8.35AM 5.45 9.1511.40PM PIY Yard 72.6 SWANSTON 71.0 2.58 4.33 3.35 6.37 8.38 f9.12 BENALI 10.24 2.26 2.38 f 5.41 89 WALERGA 66.5 No Siding 63.1 2.48 3.25 6.27 4.23 ANTELOPE 8.29 s 9.02 10.14 2.15 2.28 f 5.30 DAR ROSEVILLE YD 60.1 4.00PM 5.00PM 8.40PM 11.00PM lerm, Yard TWFPYO 2.40AM s 3.15 ROSEVILLE 4.15 6.20 8.23 s8.53 10.08 2.072.20PM 5.20PM 58.0 ENWOOD 55.3 f 2.55 ROCKLIN 3.57 6.01 8.12 s8.43 9.56 s 1.53 3.40 4.15AM s8.20AM 84.30PM Yard 52.0 f 2.45 s 3.50 roomis 5.54 8.06 s 8.35 9.50 s 1.42 2.43 s4.39 s8.35 49.3 f 2.35 s3.408.00 PENRYN 5.48 s8.27 9.44 s 1.32 2.07 **84.49** s8.4546.3 DN NEWCASTLE 2.253.30 5.417.54s8.17 9.38 s 1.22 1.22 6.50AM s 9.00AM s5.00PM 73 44.4 ZETA f8.07 Spur The above schedules FLINT 73 are shown only for in-41.4 5.28 7.42AUBURN 2.10 3.17 s8.00 formation and have no 9.26 s 1.05 12.01PM 4.30 WP 56 time table superiority BOWMAN 37.5 3.09 5.20 7.34 f7.49 1.55 9.18 f 12.50 78 between Loomis and 7.28 CLIPPER GAP 5.13 f7.42 1.49 3.02 9.11 f 12.43 Newcastle, but will be 70 32.0 5.06 7.22known by their num-APPLEGATE 1.422.55 s 7.35 9.05 f 12.35 SpurPW55 bers and handled only N. E. MILLS 28.8 4.58 7.151.34 s7.28 s 12.27 2.48 8.58 SpurP & by train orders be-26.8 LANDER tween Loomis and Newcastle. 23.8 DNR COLFAX s2.35 4.457.03 1.20 7.15AM 8.45 9.10AM 3.00 4.00PM 19.5 CAPĘ HORN 1.00 2.17 4.296.49 8.31 f 11.48 3.30 MAGRA 17.0 13.3 f 12.45 4.156.35 DN GOLD RUN 2.02 WFYP 8.17 f 11.30 3.00 f 12.38 6.31 11.4 1.56 4.10 DUTCH FLAT f 11.25 Spur P 6 9.5 ALTA Sour P 4 TOWLE 8.7 f 12.30 1.49 4.03 6.25 8.07 f11.18 6.9 12.243.58 6.21 *GORGE 1.43 8.03 f 11.13 2.20 Spur 5.9 AMERICAN 4.8 12.18 6.16 MIDAS 1.36 3.52 f 11.00 7.522.05 2.5 6.11 FOREBAY 12.13 1.29 3.45 7.47 f 10.55 1.50 B. O. JUNOTION 0,4 12.08 1.23 3.38 6.077.4210.50 1.35 B DNR BLUE CANON 6.05AM 12.05AM 1.20AM 3.35AM 7.40AM 10.48AM 1.35AM 1.30PM PTW 60 Leave Daily Leave Daily Leave Tues Leave Daily Ex. Sunday (77.1)Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Daily Daily Leave Daily Thurs. and Saturdays Time over District..... (3.20) (0.40)(6,50)21.90 23.13

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.

27.01

23,68

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.

19.16

15.20

5.22

No. 1 will stop at any station to discharge passengers from Cheyenne or points east.

17.76

19.82

Nos. 5, 19 and 21 will stop at any station to discharge passengers from Sparks or points east.

4 Eastwa	ard.				F	ROM SAN FRAN	CISCO								
para, pring kring hes.	THIRD GLA	SS				Fil	RST CLASS								
engin of studies are and one doction of Seales Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	254 Ogden Manifest	308 Way Freight	310 Way Freight				22 St. Louis Express	2 Overland Limited	24 Tonopah Express	204 Motor	10 Atlantic Express	6 Nevada Express	20 Pacific Limited	Distance from San Francisco	Time Table No. 114 September 18, 1921.
Par	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
60 PTW	10.10PM	10.55AM					8.30PM	5.55PM	12.20PM		5.45AM	3.15AM	12.55AM	166.6	DNR BLUE CANON
76		11.10					8.38	6.02	f 12.28		5.58	3.24	1.09	168.3	GUNTER
70		11.20					8.44	6.07	f 12.35		6.04	3.29	1.14	169.7	FULDA 2,1
58 PT		11.30					8.52	6.13	s 12.42		6.11	3.37	1.20	171.8	D EMIGRANT GAP
51	11.38	11.45AM					8.58	6.18	f 12.50		6.16	3.42	1.26	173.3	DN SMART
69	11.55PM	12.05PM					9.07	6.27	s 1.02		6.23	3.51	1.35	176,1	YUBA PASS
51 W	12.05AM	12.40					9.16	6.34	f 1.11		6.30	3.59	1.42	178.3	CRYSTAL LAKE
49 PW		1.20					9.25	6.40	s 1.20		6.39	f 4.08	1.50	180.3	DN CISCO
5 3	12.31	1.55					9.37	6.50	f 1.35		6.50	4.19	2.00	183.8	TAMARACK
50 W		2.05					9.45	6.56	f 1.45		6.58	4.25	2.07	185.8	TROY
59		2.20					9.52	7.03	f 1.55		7.05	4.32	2.14		SPRUCE 2.8
68		2.30					10.01	7.11	s 2.07		7.14	4.40	2.22	190.7	SODA SPRINGS
84 PTW		3.05					10.10	7.20	s 2.15		s 7.25	s 4.55	2.30	193.0	DN SUMMIT
66	2.13						10.15	7.25	2.19		7.30	5.00	2.33	193.7	TUNNEL SIX
54		3.20					10.23	7.32	f 2.28		7.38	5.08	2.39	196.2	LAKE VIEW
. 60		3.35					10.28	7.39	f 2.36		7.45	5.15	2.44	198.2	EDER 2.4
	2.50	3.50		 _	 		10.35	7.46	f 2.44		7.53	5.23	2.50	200.6	DN ANDOVER
69 W		4.00					10.40	7.51	f 2.50		8.00	5.30	2.55	202,9	STANFORD
73		4.10					10.44	7.55	f 2.55		8.05	5.35	2.58	204.1	CHAMPION
69							10.48	7.59	f 3.00		8.12	5.45	3.02	205,8	DONNER
Cerm. Yard PWTYOF	4.00	4.30PM	6.45AM				s11.00	в 8.10	s 3.15		8.20 8.40	s 6.15	s 3.15	208.0	DNR TRUCKEE
48 (Spuz)		1	}						f		f		ľ	211.1	• POLARIS

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

*Frog taken out part of season. Water tank Mystic and Lawton on No. 1 track only.

Lawton Spur and cross-over 0.7 mile east of station board.

trains use No. 1 track, Eastward trains No. 2 placed on left of track in direction of movement.

8.00AM

Arrive Daily Arrive Mon., Wed., Fri.

53 (Spur)

20 WP

80 P

75 PW

No Siding V

100 P

Yard OP

Yard

6 (Spur

On double track between Sparks and Truckee, trains keep to the left. Westward trains use No. 1 track, Eastward trains No. 2 track. Signals used by trackmen will be

Union Mills 213.5, Burckhalter 219.0, Wickes 221.5, Marmol 230.2, Additional Stations Farad 224.7, Fleish 229.8, Iceland 220.9.

7.15

7.45

8.45

9.50

10.10AW

Arrive Daily Ex. Sunday

11.20

11.36

11.43

11.59PM

12.08AM

s 12.25

12.35

Arrive Daily

8.30

8.44

8.50

9.05

9.15

9.30

s 3.40

s 3.55

f 4.02

s 4.20

4.30

5.00

5.10

Arrive Daily | Arrive Daily | Arrive Daily

s 12.40AM s 9.40PM s 5.15PM s 3.55PM s 11.00AM s

ON SIGNAL

ADDITIONAL STOPS

No. 0—Union Mills, Farad, Fleish and Mogul.

No. 24—Summit Hotel, Union Mills, Iceland, Farad, Fleish and Mogul.

No. 10—Iceland.

No. 2 and 20—:

Nos. 2 and 20 will stop at any station to receive passengers for Cheyenne or points Nos. 10 and 22 will stop at any station to receive passengers for Ogden or points east.

215.0

216.3

218.1

222.4 olg

225.5

228.5

232.4

237.2

242.9

245.5

3.35

3.48

3.54

4.09

4.19

s 4.35

8.30AM s 4.45AM 246.2

Arrive Daily

6.40

6.55

7.02

7.20

7.30

8.10

8.25

Arrive Daily

(5 15) 15.16

s 9.07

9.23

9.31

9.50

10.00

s 10.55

Arrive Daily

(4.55) 16.95

3.45PM s 10.40

3.50

(0.10) 19.80

*PROSSER CREEK

BOOA

HINTON 4.3

FLORISTON

ма́а́тіс

CALVADA

VERDI

LAWTON

RENO

SPARKS (Passenger Station

DNR SPARKS(Dsprs Office)

......Time over district

Westerly limit of Salt Lake Division extends west to Mile Post 238.606. Train movements governed by Sacramento Division time table.

Time Table

September :

STATI(

DNR BLUE GU1 Pζ EMIGR SI YUB CRYST CI TAM TĘ SPI SODA DN SUL TUNN LAKE ΕI AND STAN CHAI DON DNR TRU * POL *PROSSER

FLOR MYS CAL VE LAW RE SPARKS (Passer DNR SPARKS (I

HIN

Time over Distric Average speed per

> *Frog tak Water tar Lawton S

Westerly

er 18, 1921. TIONS CANON NTER ULDA 2.1 PANT GAP MART 2.8 A PASS PAL LAKE ISCO 3.5 IARACK 2.0 ROY 2.1— RUCE 2.8 SPRINGS 2.3 MMIT INEL SIX E VIEW 2.0 DER 2.4 POVER ANFORD MPION 1.7 ONNER 2.2 JCKEE 3.1 LARIS 3.9 ER CREEK NTON 4.3 RISTON YSTIC 3.0 LVADA 3.9 ERDI WTON ENO 2.6 Passenger Station)

ble **No. 114**

79.6)

district beed per hour

KS(Dsprs Office)

ogul.

yenne or points

n or points east. Westerly limit of Salt Lake Division extends west to Mile Post 238.606. Train movements governed by Sacramento Division time table.

Time Table No. 114		<u> </u>				F	IRST GLA	SS		,			THIRE	D CLASS	i			
Time Table 140, 114	from	9	1	23	203	5	19	21		309	307	253						1
September 18, 1921.	Distance fron Sparks	Fast Mail	Overland Limited	Sparks San Francisco Passenger	Motor	Nevada Express	Pacific Limited	St. Louis Express			Way Freight							
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Ar. Tues. Thur. & Sat.	Arrive Daily					·	
DNR BLUE CANON	79,6	s 6.02AM	s 7.35AM	s 10.45AM		s 12.01AM	s 1.15A	8 3.30AM			1.15PM	12.55AM				1.00	=	
GUNTER	77.9	5.58	7.31	f10.40		11.55PM	1.09	3.24			12.28						-	
FULDA	76,5	5.55	7.28	f 10.36		11.51	1.06	3.20			12.15						-	
D EMIGRANT GAP	74.4	5.50	7.23	s 10.30		s 11.45	1.01	3.14			12.01PM	12.25AM						
DN SMART	72.9	5.46	7.19	f 10.24		f 11.38	12.58	3.10			11.45AM							
YUBA PASS	70.1	5.40	7.12	f 10.17		11.30	12.52	3.03			11.15	11.55PM						
CRYSTAL LAKE	67.9	5.35	7.06	f 10.10		11.22	12.46	2.56			10.55							
DN CISCO	65,9	5.30	7.00	s 10.03		s 11.15	12.41	2.50			10.27	11.15					-	
TAMARACK	62.4	5.20	6.50	f 9.50		11.02	12.31	2.40			9.50							
TROY	60.4	5.15	6.45	f 9.44		10.56	12.25	2.34			9.00						· · · · · · · · · · · · · · · · · · ·	
SPRUCE	58.3	5.09	6.39	f 9.36		10.50	12.19	2.28			8.47	9.52						
SODA SPRINGS	55.5	5.02	6.32	f 9.28		f 10.43	12.12	2.22			8.15							
DN SUMMIT	53.2	4.55	6.25	s 9.20		s 10.35	12.05	2.15			8.00	9.00						
TUNNEL SIX	52.5	4.52	6.22	9.14		10.32	12.03AM	2.13			7.30							
LAKE VIEW	50.0	4.45	6.14	f 9.05		10.23	11.54PM	2.04				7.32						
EDER 2.4	48.0	4.40	6.08	f 8.57		10.17	11.47	1.58										
DN ANDOVER 2,3	45.6	4.34	6.00	f 8.48		10.10	11.40	1.51				- Advanta					Market Street	
STANFORD	43.3	4.28	5.53	f 8.39	[[10.04	11.34	1.45										_
CHAMPION	42.1	4.24	5.49	f 8.34		9.59	11.29	1.41	<u> </u>									
DONNER 2.2	40.4	4.20	5.45	f 8.28		9.53	11.23	1.36							-			
DNR TRUCKEE	88.2 38.0	s 4.15	s 5.40	8.20 9 8.00		s 9.45	s 11.15	s 1.30		2.30PM	6.35AM	5.35						
* POLARIS	34.9			f		f												
*PROSSER CREEK	31.0			f	-,	<u>f</u>												
D BOOA	29.7	3.53	5.17	s 7.37		s 9.05	10.50	12.59		1.40		4.15						
HINTON 2	27.9		**************************************															
D FLORISTON	23.6	3.40		s 7.20	[s 8.50	10.36	12.44		1.00			- 17					
OTRUMYSTIO 3.0 CALVADA 3.9 VERDI	20.6	3.33	4.56	f 7.10		f 8.42	10.30	12.36										
EALVADA	17.6									<u> </u>	<u> </u>		73					
D VERDI	13.7	3.20		s 6.55	<u> </u>	s 8.25	10.15	12.22		12.05PM		2.00						
LAWTON 5.7	9,0	3.10		f 6.45		f 8.12	10.05	12.10										
D RENO	3.3	s 3.02	s 4.25	s 6.35	s10.15AM			s12.01AM		11.20AM		1.00						
SPARKS (Passenger Station)	0,7	2.53	4.15]	s 7.40		s11.50PM										
DNR SPARKS (DsprsOffice)	0.0	2.50AM	4.10AM	6.15AM	10.05AM	7.35PM	9.35PM	11.45PM		11.00AM		12.30PM						
(79.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Lv. Tues. Thur. & Sat.	Leave Daily						
Time over District		(3.12) 2 3.85	(3.25) 23.15	(4.10) 19.10	(0.10) 19.80	(4.26) 18.02	(3.40) 21.80	(3.45) 21.22		(8.30) 10.47	(6.40) 6.02	(12.25) 6.49						
*17	•	C	n singl	e track	westwar	d trains	are sur	perior to tr	ins of the same class in the	opposite	direction	on. See I	Rule 72.					

On double track between Sparks and Truckee, trains will keep to the left. Westward trains use No. 1 Track and Eastward trains No. 2 Track. Signals used by trackmen will be placed on the left of track in direction of movement. *Frog taken out part of season. Water tank Mystic and Lawton on No. 1 track only. Lawton Spur and cross over 0.7 mile east of station board. ADDITIONAL STOPS ON SIGNAL:

127 1

2 2 8

No. 5 Mogul Fleish, Farad, Iceland, Union Mills and Summit Hotel.

No. 23 Mogul, Fleish, Farad, Iceland, Union Mills and Summit Hotel. 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.

ញ្ញុំ ង ង ង ។ ព	1		_		TURN NIACE	FIRST	CLASS					1	
Curnin Pockin Phone		FOURTH CLAS			THIRD CLASS			1 1 1	10	16	54	from	Time Table No. 114
and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.		230 Way Freigl	228 Way Freight	224 Way Freight	Portland Fast Freight	44 Sacramento Gerber Passenger	12 The Shasta	14 Portland Express	18 Dunsmuir Passenger	16 Oregon Express	0regonian	Distance from San Francisco	September 18, 1921.
tation lants						Leave Daily	Leave Dail▼	Leave Daily	Leave Daily	Leave Daily	Leave Daily	A số	STATIONS
a H W H		Ex. Sunda	Leave Daily Ex. Sunday	Ex. Sunday	Leave Daily						-	88.8	SACRAMENTO
		7.15	PM		8.40AM			2.15rm	11.1OAM	12.3UAIII		1	DNR ROSEVILLE YARD
m Yard PTWY		9.05	PM		3.00PM			0.500	11.45AM	1,05AM		106.6	R ROSEVILLE
		-						2.50PM f 3.02	f 11.45AM			112.8	WHITNEY
49		9.30			3.25				s 12.05PM				DN LINCOLN
34 W	<u> </u>	10.00			3.50			s 3.13	B 12.001m	5 1.20		118.3	CLAYTON
34 Spur				:				2.00	f10 13	1.33		121.0	EWING
88		10.15			4.10			3.20	f 12.13 s 12.19	f 1.40		124.8	SHERIDAN
32		10.30			4.33			f 3.26				128.1	D WHEATLAND
188 PW		11.00			4.50			s 3.35	s 12.27	s 1.53			6.1 OSTROM
103		11.20			5.15			f 3.45	f 12.35	2.07		134.2	6.6
rd FWOP		11.45	PM 7.00A	M	6.20			s 4.05	s 12.55	s 2.30		140.8	1.0
			ARTICLE STATE OF THE STATE OF T	·							<u> </u>		W. P. R. R. Crossing
12			7.15		6.45			4.13	f 1.03	2.42			BERG
48			7.25	_	7.00			f 4.19	f 1.09	2.49		147.7	LOMO 2.1
8 Spur									f			149.8	SUNSET
54 IP			7.50		7.20			s 4.27	s 1.17	f 3.00		151.5	D LIVE OAK S. N. R. R. Gressing.
												155.9	FAGAN
5 Spur					7.50			8 4.40	s 1.30	s 3.15		158.0	DN GRIDLEY
.20			8.45		7.50				s 1.40			161.4	D BIGGS
49 W			9.30		8.10			s 4.50	8 1.40	8 3.20		164,1	2.7 RICETON
5 Spur								£ 5.00	s 1.51	£ 3.40		167.4	RICHVALE
49			9.45					f 5.02	s 2.00	f 3.52		171.5	4.1 NELSON
19 P			10.00		9.00			s 5.12	s 2.14				D DURHAM
100			10.25		9.35			f 5.25	8 2.14	1 4.08		181.9	FAULKNER
9 Spur									1				S. N. B. Grossing
d OYWF	F	,	11.30		10.05			s 5.45	s 2.35	s 4.35		184.2	4.9
7 Spur								5.54	2.45	4.45		189.1	GIMBAL 2.2
29								f 5.58	s 2.50	4.51		191.8	NORD 2.3
12			11.554	M	10.30			6.02	f 2.55	4.57		193.6	ANITA 2.4
20								f 6.06	f 3.00	5.03		196.0	CANA 2.6
5 Spur	,							6.10	f 3.06	5.09		198.6	SOTO 4.4
.00 W			12.30	TM .	11.04PM			s 6.19	s 3.15	f 5.20		203.0	1.6
15								6.24	3.18	5.25		204.6	COPELAND 2.5
12 Spur	-								f			207.1	ENSIGN 0.9
8 Spur								f	f		_	208.0	BOHEMIA 1.7
48					12.05AM			f 6.35	_	f 5.35		209.7	D LOS MOLINOS
20 PY	-		1.08	12.25PM	12.20			f 6.43		s 5.42	5.10AM		DNR TEHAMA
rm Yard WFOP	1			M 12.40PM	12.35AM	s11.40PM	s 10.15M	8 6.50P	s 3.40PM	s 5.50AM	s 5.20AM	213.8	DNR GERBER
WEUP		Arrive Dr Ex. Sund		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dail	Arrive Daily	Arrive Daily	Arrive Daily	11	(108,0)
arysville trains on			· 1	(0.15) 8.00	(9.35) 11.20	(0.10) 12.60	(0.08) 15.75	(4.00) 26.80	(3.55) 27.95	(4.45) 22.56	(0.10) 12.60		Time over District 'Average speed per hour

Time at Tehama applies at Junction Switch. ADDITIONAL STOPS ON SIGNAL: No. 16 at any station to receive passengers for Portland and Stations beyond. Additional Stations: Jester Spur 125.4; Rupert Spur 138.9; Binney Junction Tower 141.8; Sativa 165.2; Vecino 186.6.

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Trains to and from Oroville, on Woodland Oroville line use Marysville siding. Eastward trains when taking siding at Marysville will use cross-over just West of Water Column. Time Table N

September 18,

STATION SACRAMEN DNR ROSEVILLE ROSEVILI 6.2 WHITNE 4.2 LINCOL1 CLATTO1 EWING SHERIDA 3.3 WHEATLA **--- 6**.1 ----OSTROM 6.6 KARYSVII W. P. R. R. Cross BERG 3.0 LOMO 2.1 SUNSET FAGAN GRIDLE: BIGGS 2.7— RICETO1 RICHVAL FAULKNE
2.3
S. N. R. R. Cros
CHICO
4.9
GIMBAL
2.2
NORD
2.3 SOTO VINA
1.6
COPELAN
2.5
ENSIGN
0.9 BOHEMI LOS MOLIN TEHAM/ 2.1— DNR GERBEF (108.0)

Time over District Average speed per

Westw Marysvi Addition

Table No. 114 tember 18, 1921.

STATIONS

Time Table No. 114

September 18, 1921.

STATIONS

SACRAMENTO

ROSEVILLE

WHITNEY

LINCOLN

CLAYTON

EMING

SHERIDAN

WHEATLAND

OSTROM

MARYSVILLE

W. P. R. R. Crossing

BERG --- 8.0 ---

LOMO

SUNSET

LIVE OAK S. N. R. R. Crossing

FAGAN

GRIDLEY

BIGGS

RICETON

RICHVALE

NELSON

DURHAM

FAULKNER

S. N. R. R. Crossing CHICO

GIMBAL 2.2

NORD

ANITA

CANA

SOTO 4.4

VINA

COPELAND

ENSIGN

BOHEMIA

ros Morinos

DNR ROSEVILLE YARD

Distance from Gerber

125,0

108.0

107.2

101,0

96.8

95.5

92.8

89.0

85.7

79,6

73,0

69.1

66.1

64.0

62,3

57.9

55.8

52.4

49.7

46.4

42.8

35,7

31,9

29.6

24.7

22.5

20.2

17.8

15.2

10.8

9.2

6.7

5,8

4,1

53

Oregonian

Arrive Daily

43

Gerber Sacramento Passenger

ACRAMENTO SEVILLE YARD ROSEVILLE WHITNEY LINCOLN 1.3 CLAYTON 2.7 EWING SHERIDAN 3.3 WHEATLAND

12

D

D

DN

DN

MARYSVILLE W. P. R. R. Crossing BERG LOMO 2.1

OSTROM

SUŅSET LIVE OAK S. N. R. R. Crossing. FAGAN GRIDLEY BIGGS 2.7— RICETON 3.3 RICHVALE NELSON 6.6

DURHAM FAULKNER
2.3
S. N. R. R. Crossing CHIÇO GIMBAL 2.2 NORD 2,3 ANITA

CANA 2.6 SOTO COPELAND ENSIGN BOHEMIA

LOS MOLINOS TEHAMA GERBER

(108.0)

Time over District Average speed per hour n. See Rule 72

of Water Column.

	 2.0		11 .						
	DNR TEHAMA	2,1	3.17AM	s 7.52AM	f 10.41	s 1.36	3.02PM	f 10.41	
	DNR GERBER	0,0	3.10AM	7.45AM	10.35AM	1.30PM	2.55PM	10.35PM	
	(108.0)		Leave Daily	·					
	Time over District	••••••	(0.07) 15.83	(0.07) 15.83	(3.45) 28.80	(3.45) 28.80	(0.07) 15.83	(4.05) 25.60	
2.	Westward trains Marysville Yard see Additional Stations:	page 10.							_

4.50					
			9.10		
4.15			8.40		
3.50			8.20		
3.30			8.00		
2.50			7.10		
2.10			7.00		
1.30			6.35		
	ş.*				
 1.08		2.10AM	6.10 6.00		
12.50PM		2.10AM	5.50AM		
Leave Daily		Leave Daily Ex. Sunday		Leave Daily	
				Ex. Sunday	
(9.10) 10.80	gers from Ashland or sta	(0.10) 12.60	(5.40) 12.88	(3.00) 11.40	

THIRD CLASS

221

Portland Fast Freight

Arrive Daily

10.00PM

9.30

9.15

8.50

8.35

8.20

7.50

TOWARD SAN FRANCISCO.

FIRST CLASS

13

San Francisco Express

3.15AM

8 2.40AM

2.29

2.10

2.02

1.53

1.40

1.04

12.59

f 12.53

s 12.43

s 12.33

f 12.21

f 12.13AM

f11.59PM

s11.45

11.28

11.24

11.20

11.16

11.11

f 11.04

11.00

f 10.50

s 1.25

s 2.20

11

The Shast

15

California Express

2.55PM

2.04

1.42

f 1.27

8 1.00 12.55

12.43

12.38

f 12.32

s12.23

s 12.13

f 11.41

s 11.30

11.18

11.14

11.10

11.06

11.02

f 10.56

f 10.47

10.53

f 12.01PM s 3.07

f11.52AM s 2.59

1.14

s 1.55

s 2.20PM s 5.15PM

f 1.34 | f 4.33

27

Sacramento Passenger

Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily

6.00PM

5.02

4.54

f 4.41

4.25

f 4.15

f 3.50

f 3.45

3.39

3.29

s 3.19

8 2.46

s 2.35

f 2.20

f 2.15

f 2.10

f 2.05

f 2.00

s 1.53

f 1.48

s 1.42

4.05

7

Westward.

FOURTH CLASS

Way Freight | Way Freight

Arrive Daily | Arrive Daily | Ex. Sunday |

229

9.30PM

8.00PM

7.30

7.15

6.40

6.15

6.00

5.15

227

223

Way Freight

Arrive Daily Ex. Sunday

8	Eastwar					SECOND CLASS	<u> </u>	FIRST GLASS						. m.L1. %T- 444
on of Vater. s, In-			IRD CLAS				100		44	12	54	from	Tir	ne Table No. 114
d location of Fuel, Water. Stations, In- g Plants and nes.	232 Knights Landing	224 Way Freight	366 Colusa	Colusa Branch Way Freight	226 Way	542 Oroville MOTOR	128 Colusa Branch		Sacramento Gerber Passenger	The Shasta	Oregonian	Distance from San Francisco	Se	ptember 18, 1921.
cars, and Scales, Fu Turning St terlocking I	Way Freight				Freight Ly. Daily	Leave Daily	Motor		Leave Daily	Leave Daily	Leave Daily	ലയ്		STATIONS
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Ex. Sunday	Leave Daily Ex. Sunday	Lv. Mon., Wed. & Fri.		Lv. Daily Ex. Sunday				W. D. No. 73 7 . 20 PM			88.8		Sacramento
VFTYOP	W. D. No. 273 6.30 AM			1 1	W. D. No. 271 6.00 AM	W. D. No. 77 7.30 PM		1 7 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		Division	time table			
			The	figures at	Sacramento give	en above are for information onl	y. Trains betw	n Sacramento and Davis will be governed	by Western	7.10PM	1.50AM	75.6	DNR	DAVIS
rminal Yard WYP	7.20AM				7.00AM	8.10PM			8.00PM	7.101	2.01	80.7		5.1 MERRITT 2.5
49	7.35				7.23	f 8.20			f 8.10 f 8.14	7.25	2.05	83.2		MULLEN
20	7.55				7.35	f 8.25			s 8.20	7.30	2.10	84.9	11	WOODLAND S. N. R. R. Crossing
68 PW	8.05AM				7.45 8.15	s 8.30PM			8 0.20	7.50				4.3
80 Spen	- 			-					f			89.2		ELVATON
80				_	8.25				s 8.30	7.37	2.18	89.9	D	YOLO
14 Spor	,			-					f			92,1		DUFOUR
6 Spa									f			93.7		RONDA 2.1
43					8.45				f 8.40	7.45	2.27	95,8		ZAMORA 2.2
20					9.02				f 8.44	7.48	2.31	98,0	· II	BRETONA 5.3 DUNNIGAN
88 WI	P		-	7.00AM	9.25				s 8.54	7.55	2.39	103,2	-	HERSHEY
43				7.10	9.35				f 9.00	8.00	2.45	106.4	·	HERSHEI 1.9 HARRINGTON
237 Y	P			7.20AM	9.40				f 9.04	8.03	2.48	108,8	-	ARBUCKLE
49					10.00				s 9.13	8.10	2.56 3.02	118.5	-	GENEVRA
85 V	₹	-			10.33				f 9.20	8.16		117.6	-	MACY
15	_				10.50				f 9.22	8.18	3.04	-1	-	WILLIAMS
57			-		11.05				s 9.32	8.25		124.2	-	4.9
49					11.30				f 9.40	8.32	3.21	129,1	-	OORTENA 3.9 MAXWELL
50 T	v				11.45AM				s 9.48	8.38 8.45	3.36	138.3	-	DELAVAN
47					12.10PM				f 9.58	8.50	3.43	142,1	-	NORMAN
40					1.01				f 10.05		3.47	144.8	-	LOGANDALE
86					1.30				f10.10	9.02	3.58		DNR	5.0
64 WF	v	8.004	M		2.00PM				s 10.25	9.07	4.04	153.2	-	LYMAN
14	•	8.15							f 10.30	9.12	4.12	156.8		ARTOIS
48		9.02							f 10.36	9.18	4.20	160.	-	GRAPIT
62		9.20							f 10.43		4.23	162.0	- 11	GREENWOOD
36		9.30							f 10.45	9.28	4.30	165.	-	ONR ORLAND
45 P	w	9.50	6.00	AM			7.10AM		f 10.53		4.33	167.	- a g / -	WYO
42 P	Y	10.00	6.10	MA			7.15AM		f 10.53	9.35		_	با قا ا−	MALTON
16		10.20							f 11.05			173.	_	KIRKWOOD
30		10.40							s11.05		-	178.	-	CORNING
51		11.00							f11.21	_		181.		RICHFIELD
49		11.30								PM s 10.07		AM 186.	_	4.7
120 YI		11.59							Arrive Dai	_	y Arrive Dail			(110.7)
	Ar. Daily	Arrive Dai	Ar. Mon Wed. & F	ri. Ar. Tues., Thurs. & Sa	Arrive Daily	Arrive Daily	Arrive Daily		(3.30) 31.62	(2.57) 37.53			 	Time over DistrictAverage speed per ho

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

ADDITIONAL STOPS ON SIGNAL. No. 54 Woodland, Arbuckle, Williams, Maxwell, Willows, Orland and Corning to receive passengers for Ashland and stations beyond where train is scheduled to stop.

ADDITIONAL STATIONS:—Riz-146.0.

No. 12 Woodland to receive passengers for Ashland and stations beyond where train is scheduled to stop.

Time at Tehama applies at Junction Switch.

Time Table No.

September 18, 192

STATIONS

Sacramento

DNR DAVIS 5.1 MERRITT 2.5 MULLEN WOODLAND S. N. R. Crossing ELVATON 0.7 YOLO 2.2 DUFOUR 1.6 RONDA 2.1 D ZAMORA
2.2
BRETONA
5.2
DNR DUNNIGAN
3.2 HERSHEY
1.9
HARRINGTON
5,2 ARBUCKLE GENEVRA MACY 5.7 WILLIAMS OORTENA 3.9 MAXWELL 5.3 DELAVAN NORMAN LOGANDALE 5.6 DNR WILLOWS LYMAN

3.6

ARTOIS

3.9 GRAPIT GREENWOOD 3.4 DNR ORLAND 1.6 WYO MALTON KIRKWOOD CORNING 3.1 RICHFIELD TEHAMA

ADDITIONA

Time over district . . Average speed per he

e Table No. 114 tember 18, 1921. STATIONS Sacramento DAVIS
5.1
MERRITT
2.5
MULLEN
1.7 WOODLAND S. N. R. R. Crossing 4.3 ELVATON 0.7 YOLO DUFOUR T.6-RONDA
2.1
ZAMORA
2.2
BRETONA
5.2
DUNNIGAN
HERSHEY
1.9
HARRINGTON
5.2
ARBUCKLE
4.1
GENEVRA
0.9
MACY
5.7
WILLIAMS WILLIAMS
4.9
CORTENA
3.9 MAXWELL 5.3 DELAVAN 3.8 NORMAN 2.2 LOGANDALE WILLOWS 3.8 LYMAN 3.6 ARTOIS GRAPIT
1.3
GREENWOOD
3.4 ORLAND
1.6
WYO
2.0
MALTON
4.4 KIRKWOOD CORNING 3.1 RICHFIELD TEHAMA (110.7)lime over District Average speed per hour

nction Switch.

					FI	RST GLASS			SEC	DND CLASS		THIRD	CLASS		FOURTH	I CLA
Ti	ime Table No. 114	from	53	43	11			541	131		223	225	367	369	233	
S	September 18, 1921.	Distance from Tehama	Oregonian	Gerber	The Shasta			Sacramento MOTOR	l			Way Freight	Colusa Branch Way Freight	Colusa Branch Way Freight	Knights Landing Way Freight	
	STATIONS		Arrive Dail y	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 Sacra	mento given above	are for information on	nly. Trains betwe	en Davis and Sa	acramento	will be governed by	Western Divis	ion time	table.			
DNR	DAVIS	110.7	s 6.35AM	s12.15PM	s 5.55PM			s 8.10AN	1			1.30PM			11.00AM	
	MERRITT 2.5	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	
OR .	WOODLAND S. N. R. Crossing.	101.4	6.12	s11.45	5.35			7.50AN	1			12.50			10.30AM	
	ELVATON	97.1		f			-									
D	YOLO 2.2	96.4	6.02	s11.30	5.26							12.30				
	DUFOUR	94.2		f												
	RONDA	92.6		f					_							
)	ZAMORA 2.2	90.5		s11.20	5.18				-			12.15PM		***************************************		
	BRETONA	88.3	5.48	f11.15	5.14							11.58AM	<u> </u>			
NR	DUNNIGAN 3.2	83.1		s 11.05	5.07							11.30	12.10PM			
	HERSHEY	79.9		f 10.57	5.02							10.57	11.55AM			
	HARRINGTON 5.2	78.0		s 10.53	4.59						·	10.30	11.45AM			
)	ARBUCKLE 4.1	72.8		s 10.43	4.51				-			10.00				
	GENEVRA 0.9	68.7		f 10.33	4.45				-			9.40				
	MACY 5.7	67.8	5.16	f 10.31	4.43				-			9.20				
	WILLIAMS	62.1	5.07	s 10.21	4.36							9.00				
	CORTENA 3.9	57.2		f 10.09	4.29							8.40			<u> </u>	•
	MAXWELL 5.3	53.3	4.53	s 10.02	4.23				-			8.20				
	DELAVAN	48.0	4.44	f 9.50	4.16							8.00				
	NORMAN 2.2	44.2		f 9.41	4.10				-			7.35				
	LOGANDALE 5.6	42.0	4.33		4.07						6.10AM	7.20 7.00AM				
NR	WILLOWS	36.4		s 9.25	4.00						6.00	7.UUAM				
	LYMAN 3.6	33.1		f 9.10	3.54						5.40					
	ARTOIS	29.5		s 9.02	3.49						5.40					
	GRAPIT 1.3	25.6		f 8.53	3.43						4.45					
	GREENWOOD 3.4	24.3	4.03	f 8.50	3.41				s 2.05PM		4.30			2.30PM		
	NR ORLAND 1.6 WYO	20.9		s 8.43 f 8.38	3.35				2.00PM		3.55			2.20PM		
· [2.0	19.3		f 8.35	3.29				2.00		3.30					
	MALTON 	17.3	3.51	f 8.24	3.23						3.15					
	5.1 —	7.8		s 8.12	3.15						3.00					
	CORNING 	4.7	3.34	f 8.02	3.10				-		2.30					
NR	TEHAMA	0.0	3.27 3.17AM	7.52AM	3.02PM						2.10AM				-	
	(110.7)		Leave Daily		Leave Daily			Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Lv. Mon., Wed. & Fri	Lv. Tues. Thurs. & Sat.	Ly. Daily Ex. Sunday	
	\···/	11 1					1		1 1	<u> </u>	1 2 1		1		(0.30) 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, Arbuckle and Woodland to receive passengers for Sacramento, Port Costa and Stations West and to discharge passengers from Ashland and Stations north.

10 E	astward.	FROM SAN F	RANCISCO.					TOWARD SAN FRANC	ISCO. Wes	stward.
sars, ales, ning king	THIRD	CLASS	SECOND	CLASS				SECOND CLASS	FOURTH	CLASS
Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	234 Oroville Way Freight	232 Knights Landing Way Freight	·	542 Oroville MOTOR	Distance from San Francisco	Time Table No. 114 September 18, 1921.	Distance from Oroville	541 Oroville and Sacramento MOTOR	233 Knights Landing Way Freight	235 Oroville Way Freight
Length and Fuel Stat Plan	Lv. Mon., Wed. & Fri.	Lv. Daily Ex. Sunday		Leave Daily	₽₩	STATIONS	А	Arrive Daily	Ar. Daily Ex. Sunday	Ar. Mon., Wed. & Fri.
68 PW		8.30AM		8.35PM	84,9	DR WOODLAND	63,0	s 7.45AM	10.00AM	
16				f	87.2	GARIO 	60.7	f		
23				f 8.42	87.7	PEART 1.7	60,2	f 7.38		
29 Spur				f	89,4	LAUGENOUR	58,5	f		
19				f 8.47	90,1	OURTIS 23	57.8	f 7.33		
4 Spur				f	92.4	CORANGO	5 5.5	f		
25 Spur		9.15		s 8.55	94.0	D KNIGHTS LANDING	53,9	s 7.25	9.15	
5 Spur					96,1	OUNARD 	51,8			
		9.30		s 9.02	96,5	1	51.4	s 7.18	8.30	
2 Spur				f	97.4	BYPASS	50.5	f		
65				f 9.20	105,2	CHANDLER	42.7	f 7.01		
29		10.00		f	107.5	MARQUSE	40.4	f 6.57	8.00	
4 Spur	-			f	109,2	WILSON	38.4	f		
19 W		1		s 9.40	111,4	TUDOR	36.5	s 6.49		
8		·		f 9.42	112,4		35.5	f 6.47		
31				f 9.50	115,8	OSWALD	32.1	f 6.40		
32				f 9.55	117.7	BOGUE	30.2	f 6.36		
19		11.00		s 10.05	120,4	YUBA CITY S. N. R. R. Crossing 1.4	27.5	s 6.30	7.20	
Yard				s 10.10	121,8	W.P.R.R. Crossing E STREET, MARYSVILLE	26.1	s 6.25		
Yard WOPYFI	7.00AN	11.30AM		s 10.20	122,4	DNR MARYSVILLE	25.5	s 6.20	7.00AM	9.55
3 Spu				f	126.5	MELLO 42	21.4	f		
19				f 10.40	130,6	RAMIREZ	17.2	f 6.00		
8 Spu	-			f	131.7		16.2	f		
15)			s 10.50	135,0	HONOUT	12.9	s 5.47		
14				f11.03	141,6		6.3	f 5.34		
35	9			s11.06	142,5		5.4	s 5.31		
27	-			f11.12	145.0		2.9	f 5.26		
Yard WT	8.15A	4	·	s 11.20 PM	147.9	DR OROVILLE	0,0	5.20AM		8.45
	Ar. Mon., Wed. & Fri.	Ar. Daily Ex. Sunday		Arrive Daily		(63.0)		Leave Daily	Lv. Daily Ex. Sunday	Lv. Mon., Wed. & Fri.
	(1.15) 20.40	(3.00) 12.50		(2.45) 22.90		Time over District			(3.00) 12.50	(1.10) 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.

	· I HOM ONN I	IIII (Oloco)					-11100
ing ng.	THIRD CLASS	FIRST CLASS				FIRST CLASS	THIRD CLASS
dings locati	368	130	from	Time Table No. 114	e from	129	367
Length of sidings in cars, and location of Scales, Fuel, Water, Turning, Stations, Inter- locking Plants and Telephones.	Way Freight	Motor	Distance from San Francisco	September 18, 1921.	Distance from Wyo	Motor	Way Freight
Leng Car Of W Str	Leave Tues. Thurs. & Sat.	Leave Daily	133	STATIONS		Arrive Daily	Ar. Mon., Wed. & Fri.
Yard PY	7.20AM	10.55AM	108.3	R HARRINGTON	72.1	s10.45AM	11.45AM
40	7.36	s11.05	112.3	COLLEGE CITY	68,1	s 10.32	11.30
33	7.50	f 11.14	116.0	GRAINO	64.4	f 10.22	11.14
101 W	8.10	s11.25	120.8	GRIMES	59.6	s10.07	10.40
30	8.30	f11.34	124.4	SYCAMORE	56,0	f 9.57	10.20
35	8.50	f 11.44AM	128.8	DOLAN	51,6	f 9.45	10.00
97	9.35	s12.04PM	133.0	D COLUSA	47.4	s 9.35	9.35
50	10.30	f12.29	143,2	STEGEMAN	37.2	f 9.00	8.30
39 W	10.45	s 12.35	145.9	PRINCETON	34.1	s 8.53	8.20
33	11.05	s 12.47	150.4	4.5 OODORA	30.0	s 8.42	8.00
64	11.30	s 1.00	155,6	GLENN	24.8	s 8.26	7.40
40	11.55AM	f 1.15	162.1	ORDBEND	18.3	f 8.10	7.20
33	12.25PM	s 1.25	165.9	ROTAVELE	14.5	f 8.00	7.05
84 W	1.10	s 1.37	169.9	D HAMILTON	10,5	s 7.45	6.50
	1.40	f 1.55	178.7	OORY	1.8	f 7.20	6.20
42 PY	1.50PM	s 2.00PM	180.4	1,8	0.0	7.15AM	6.10AM
	Arrive Tues. Thurs. & Sat.	Arrive Daily	,	72.1		Leave Dail y	Leave Mon. Wed. & Fri.
	(6,30) 11.08	(3.05) 23.50		Time over District		(3,30) 20,57	(5.35) 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, 148f and Moda.

Eastward. FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO. Westward.

	-					
THIRD CLASS	FIRST CLASS	# S	Time Table No. 114	ш	SECOND CLASS	FOURTH CLASS
	266	fro		fr of	267	
	Fruto Mixed	stance n Frai	September 18, 1921.	stano	Willows Mixed	
	Leave Tuesday, Thursday and Saturday	Dia	STATIONS	Q	Arrive Tuesday, Thursday and Saturday	
	7.00AM	149.9	DNR WILLOWS	17.0	s 9.10AM	
	f	152.6	LOSA	14.6	f	
	f 7.20	155.8	KURAND	11.1	f 8.55	
	f 7.35	159.6	MILLSHOLM	7.3	f 8.40	
	f 7.50	163.6	ATHENA	3.3	f 8.25	
	s 8.00AM	166.9	R FRUTO	0.0		
	Arrive Tuesday, Thursday and		(17.0)		Leave Tuesday, Thursday and Saturday	
	THIRD	266 Fruto Mixed Leave Tuesday, Thursday and Saturday 7.00AM f f 7.20 f 7.35 f 7.50 s 8.00AM Arrive Tuesday,	### Tools	266	Time Table No. 121 15 15 15 15 15 15 15	Time Table No. 114 September 18, 1921. September 18, 1921.

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

Westwar
For Fair Oal

23

6 Spu

For trains of ADDITION

Eastward.

Yard

25

25 WY

9 Spur

4 Spur

3 Spur 9 Spur 6 Spur 6

2 Spur

11

ADDITITIO

		ĺ
ncisco. W	estward.	
FIRST	THIRD GLASS	
129	367	
Motor	Way Freight	
rrive Daily	Ar. Mon., Wed. & Fri.	
10.45AM	11.45AM	
10.32	11.30	
10.22	11.14	۱
10.07	10.40	Ì
9.57	10.20	I
9.45	10.00	
9.35	9.35 8.30	
9.00 8.53	8.20	
8.42	8.00	۱
8.26	7.40	l
8.10	7.20	I
8.00	7.05	۱
7.45	6.50	l
7.20	6.20	١
7.15AM	6.10AM	
eave Daily	Leave Mon. Wed. & Fri.	
(3.30) 20.57	(5,35) 12.89	
osite d	lirection.	
s per ho	ur.	
and Moda	ı.	
NCISCO. W	estward.	
SECOND CLASS	FOURTH CLASS	
267		
Willows Mixed		
rrive Tuesday, 'hursday and Saturday	. 4	
9.10AM		I
8.55		-
8.40		1
8.25		
8.10AM		
eave Tuesday Thursday and Saturday		
(1.00) 17.00	linostisa	-
posite o	lirection.	

Eastwar					101	WARD SAN FRAM	IUSUU. WE	stward.	Eastward.		SAN FRANCI
n cars, scales, irning scking hones.	THIRD CLAS	GLASS	дo	Time Table No. 114	a	FIRST	THIRD	CLASS	cars, ales, ning king ness.	THIRD	FIRS
lings in of figure, Treep.	264	62	e fron	Zimo Iusic Ro, III	from	61		265	of So of So Tur iterloc elepho	238	534
Length of sidings in cars, and location of Scales, Fuel, Water, Turing Stations, Interloking Plants and Telephones.	Way Freigh t	Placerville Motor	Distance from San Francisco	September 18, 1921.	Distance f Placery	Sacramento Motor	·	Way Freight	Length of sidings in cars, and location of Scales, Fuel, Water, Turning Stations, Interlocking Plants and Telephones.	Way Freight	Walnu Grove Motor
Pig.	Leave Daily Ex Sunday	Leave Daily		STATIONS	<u> </u>	Arrive Daily		Arrive Daily Ex. Sunday	ngth and J Fuel, Static	Leave Tues.	
WFTYOP	6.30AM	2.50PM	88.8	DNR SACRAMENTO	59.9	s 10.50AM		12.15PM		and Friday Only	Leave Da
			89.3	S. N. R. R. Crossing	59.4				Terminal Yard W.F.T.Y.O.P.	4.30PM	4.00
			89.6	JCT. SWITCH, R STREET	59.1				Yard		
			89.7	S. N. R. R. Crossing Western Pacific Crossing	59.0				Yard P	4.40	4.0
			90.2	Central California Traction Crossing	58.5				Yard	4.45	f 4.10
I	Via Elvas	7/2. Tol	90.8	Western Pacific Crossing	57.9				60	4.50	1 4.1
1	VIA EIVAS	Via Elvas	92.0	S. N. R. R. Crossing	56.7	Via Elvas		Via Elvas	60	5.00	s 4.22
Yard			92.3	HOMESTEAD	56.4				66 P	5.40	8 4.40
89 WP	6.50	s 3.07	94.7	DNR BRIGHTON S. P. Crossing.	54.0	s 10.33		11.50AM	55	6.00	f 4.50
7 Spur		- f	95.5	RAMONA	53.2		······································		No Siding	6.10 6.20PM	- 0.0
29	6.5 5	s 3.09	95.9	PERKINS	52.8	s 10.31		11.40	01 1 11 1	Arrive	Arrive Da
9		f	97.5	1.6 MANLOVE	51.2	f				Tues. and FridayOnly	1
81	7.05	s 3.14	98.9	MAYHEW	49.8	s 10.26		11.25		(1.50) 13.41	(1.05) 22.70
8		$ \mathbf{f} $	100.7	ROUTIER	48.0	f			n a	. 5.	
22	7.20	s 3.20	101.6	D MILLS	47.1	s 10.22		11.15	For Sacr Placerville E	amento-Pl Branch sch	
35	7.30	f 3.23	103.4	MATHER	45.3	f 10.19		11.05	Man 177 - 1		
35	7.35 8.25	s 3.25	104.4	R CITRUS	44.3	s 10.17		11:88	Time at Wal	nut Grove	* * * * * * * * * * * * * * * * * * *
18	8.35	f 3.30	107.4	NIMBUS	41.3	f 10.12		9.45	We	stward to	rains ar
31		f	108.3	ALDER CREEK	40.4	f 10.08				senger t	
25	8.48	f 3.35	110.1	NATOMA	38.6	f 10.03		9.35	Walnut G		
25 WY	9.30	s 3.40	111.1	DR FOLSOM	37.6	s 10.00		9.30	ADDIT	ONAL ST	TOPS O
9	10.25	f 3.55	118.0	WHITE ROCK	30.7	f 9.42		9.00			
9 Spur	10.50	f 4.07	123.1	5.1 COTHRIN	25.6	f 9.30		8.45	ADDIT	IONAL ST	FATION
15	11.20	s 4.15	126.1	D LATROBE	22.6	s 9.24		8.35			
4 Spur		f	127.6	FLONELLIS	21.1	f					
3 Spur			127.8	SWIFT	20.9						
9 Spur	11.30	f 4.21	128.1	BRELA	20.6	f 9.19		8.25	Eastward.	FROM	I SAN FRAN
6 Spur		f 4.25	129.8	BRANDON	18.9	f 9.15		8.20			
6	11.50AM	f 4.29	131.4	1.6 DUGAN 0.3	17.3	f 9.12		8.15	88588	RD CLAS	
4 Spur		f	131.7	BULLARD	17.0	f			ings in of St. Tulerlo St. Telepho	ł	
2 Spur	12.15PM	f 4:34	134.0	2.3 BENNETT 2.9	14.7	f 9.06		8.00	Wa Freight Wa	y Way tht Freig	y ght
27	12.45	s 4.42	136.9	SHINGLE SPRINGS	11.8	s 9.00		7.50	Plants Teave	Daily Leave 1	Daily
6 Spur	1.10	f 4.50	140.4	CUMMINGS	8.3	f 8.52		7.35	Ex. Su	nday Ex. Su	nday
82	1.30	s 4.58	142.7	EL DORADO	6.0	s 8.46		7.25	35 P 10.0	OAM 7.4	LOAM
23	1.45	s 5.06	145.0	D DIAMOND SPRINGS	3.7	s 8.40		7.15	10 Spur		
6 Spur			147.7	APEX	1.0				l	OAM 7.5	
Yard WT	2.00PM	s 5.15PM	148.7	DR PLACERVILLE	0.0	8.30AM		7.00AM	Arrive Ex. S	Daily Arrive unday Ex. Su	Daily anday
	Arrive Daily Ex. Sunday	Arrive Daily		(59.9)		Leave Daily		Leave Daily Ex. Sunday	(0.	10) (0.1	10)

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. TOWARD SAN FRANCISCO. FROM SAN FRANCISCO. Westward. stward. **FOURTH CLASS** THIRD CLASS Time Table No. 114 Distance from Fair Oaks 271 273 272 270 Distance San Fran September 18, 1921. Way Freight Way Freight Way Freight Way Freight Arrive Daily Arrive Daily Ex. Sunday Leave Daily Leave Daily Ex. Sunday Ex. Sunday STATIONS 8.20AM 11.00AM CITRUS 1.9 10.00AM 7.40AN 104.4 HOLLY 0.9 106.3 DR FAIR OAKS 0.0 8.10AM 10.50AM 10.10AM 7.50AM Leave Daily Leave Daily Ex. Sunday Arrive Daily Arrive Daily Ex. Sunday (1.9).....Time over District..... 11.40 11.40 11.40Average speed per hour.....

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

24.80 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. ADDITITIONAL 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.

(1.50) 13.41 For Sacramento-Placerville trains via R Street, see

FROM SAN FRANCISCO.

534

Walnut

Grove MOTOR

Leave Daily

4.00PM

4.05

4.10

4.15

4.22

4.40

4.55

5.00

Arrive Daily

5.05PM

FIRST CLASS

532

Walnut

Grove MOTOR

Leave Daily

7.30AM

7.35

7.40

7.45

7.52

8.10

8.25

8.30

8.35AM

Arrive Daily

e at Walnut Grove applies at Station building.

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.

Distance from Walnut Grove

24.1 23.8

21.6

0.0

TOWARD SAN FRANCISCO. Westward.

533

Sacramento MOTOR

810.00AM s

9.53

9.48

8.45AM

Leave Daily

(1.15) 19.68

19.2 f 9.43

15.9 s 9.33

9.5 s 9.13

5.5 1 9.01

2.2 f 8.55

SECOND CLASS

Arrive Daily Arrive Daily

535

Sacrament MOTOR

6.25PM

6.18

6.12

6.05

5.55

5.40

5.21

Leave Daily

5.15PM

f 5.27

11

OURTH CLASS

239

Way Freight

Arrive

rues, and

8.00PM

7.50

7.45

7.40

7.30

7.15

6.50

6.40

6.35PM

Leave Tues and Friday Only

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

Distance from San Francisco

88.8

89.3

89.6

91.8

94.2

97.5

105.3

107.9

111.2

Passenger trains will entrain and detrain passengers, handle mail, baggage and express from main track dnut Grove.

Time Table No. 114

September 18, 1921.

STATIONS

S. N. R. R. Crossing

JCT. SWITCH R STREET

BATHS

DEL RIO

FREEPORT

HOOD

LAMBERT

MOFUBA

113.4 DR WALNUT GROVE

DNR SACRAMENTO

ADDITIONAL STOPS ON SIGNAL. {All schedule trains at Front and M Streets, Charles, Pocket, Content, Cronin, Mosher, Acacia, Locke and Rosebud.

Ĭ		1				II II			THIRD CLASS
<u></u>	THIRD CLASS	SECOND CLASS	FIRST GLASS				FIRST CLASS	SECOND CLASS	THIKU GLASS
ta su					Time Table No. 114				
Fuel, Water, Wyes, Interlocking Plants and Telephones.		. 40.99		Distance from San Francisco	September 18, 1921.	Distance from Shefffeld			
					STATIONS				
P				96,5	R GRACE	15.3			
				96,9	MARCHANT	14.9			
				98.4	MACKERT	13.4			
w				100,4	MADDOOK	11.4			
				101.7	SEYMOUR	10,1			
			·	105.1	SUBACO	6.7			
			•	107.2	PELGER	4.6			
	AMAZA			109,3	EVERGLADE	2.5			
				111,2	HINSDALE	0,6			
				111.8	SHEFFIELD	0.0			

Time Tab

DNR SAI

DNR BR

Time Tab

DNR BRI

DNR SAC 12TH

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.

East	ward. FF	ROM SAN FRANCISCO.					TOWARD	SAN FRANCISCO.	Westward.
and Telephones.	THIRD CLASS	SEGOND CLASS	FIRST CLASS	ance from Francisco	Time Table No. 114 September 18, 1921.	tance from Sarnak	FIRST CLASS	SECOND CLASS	THIRD CLASS
- LB126				Dist	STATIONS	Digit			
				96,9	MARCHANT	2.8			
				97.9	ENSLEY	1,8			
				99.7	KARNAK	0.0			
					(2.8)				

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.

	The second of th	
7estwa	rd.	
IIRD CL	ASS	
		_
		-
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		-
estwar	d.	
RD GLA	ss	
M. M		
)
		True (
		4

SA	CRA	MEN	TO YA	ARD—	INBO	UND,	VIA	ELVAS	T	rains m	oving fro	m Brigh	ton to E	lvas are	Eastwa	rd, and	Elvas	to Sacr	amento	Westv	vard.			***			13
Time Table No. 114	8 7	13	5	19	21	210	256	9	33	64	1	61	254	265	32	23	15	286	219	27	68	229	38				
September 18, 1921.	stance fr Brightor	San Francisco Express	Nevada Express	Pacific Limited	St. Louis Express	The Newsboy	Sunset Manifest	Fast Mail	Sacra- mento Passenger	The Sacramento	Overland Limited	Sacramento Motor	Ogden Manifest		San	Tonopah Express		1	Freight	Sacra-	Fresno Sacramento	1	San Francisco Sacramento				
STATIONS	<u> </u>	Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex Sunday		Arrive Daily	Arrive Daily	Arrive Daily Ex.				Arrive Daily Ex. Sunday	Arrive Daily				
DNR SAC. PASS. STA.	8II	3.15AM	3.55AM	4.50AM	6.55AM	7.00AM		8.55AM	9.30AM	10.10AM	10.40AM	10.50AM				2.45M		Бинцау			8.15PM	Ex. Sunday	10.00PM				
12TH STREET	5.0													12.15P	M			4.20PM	A OOPM			9.30PM	10.001				
ELVAS	3.0	3.03AM	3.43AM	4.38AM	6.43AM	6.50	8.30AM	8.43AM	9.18AM 1	10.00	10.28AM	10.38	11.10A	12.01P	1.30	2.33PM	2.43PM	4.00	5.45PM	5. 47 PM	8.05	9.15PM	9.50				
DAK BRIGHTUN)	0.0					6.45M	7.40AM			9.55AM		10.33AM						3.50PM			8.00PM		9.45PM				
(6.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily				
SA	CRA	MENT	O YA	RD—C	OUTBO	DUND	, VIA	ELVA	s.	Trains r	noving fr	om Sacr	amento						ighton			ex. Sunday	2007			<u> </u>	
Time Table No. 114	tion oper	16	10	264	65	24	285	253			1	4 2	6		63	22	230	1	6	25							
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carra ning ock-	FIRST CLASS				1	N FRANC	SECOND C	Westwar
Length of singus in ears and loosition of Scales. Fael, Water, Turning Statums and Interlok- ing Plants and Tele- phones.	ŕ	600	Distance from San Francisco	Time Table No. 114	anoe m g City	601	.	
ngth of nd locat nd locat wel, W tations a Plan hones.		Mixed Leave Daily	Dist fr San Fr	September 18, 1921.	Distance from Stirling City	Mixed		
		Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday		
ard FYOW		7.00AM	184.2	DN CHICO	81.2	s 1.20PM		
No Siding		f	186.6	S. N. R. R. Crossing	28.8	f		
No Siding		f	188.3	BUTTE CREEK	27.1	f		
			189.3	DREDGE 3.3	26.1			
8		f	192,6	CROUCH	22.8	8		
No Siding		f	196.6	OAKDALE FARMS	18.8	f		
1 W		s 7.55	198,2	PARADISE	17.2	s12.07PM		
2 Spur		f	199,6	OSTRANDER 0.6	15.8	f		
2 Spur		f	200.2	WAGSTAFF	15.2	f		
3 Spur		f	202,2	OPTIMO	13,2	f		
12		s 8.15	203,2	MAGALIA	12.2	s 11.33AM		
7 Spur		f	203.9	MARTIN	11.5	f		
3		s 8.30	206.2	APPLETON	9.2	s11.15		
7 Spur		f	207.1	LUOE 2.9	8,3	f		
0 (Spur) W		s 8.50	210.0	DOON	5.4	s 10.55		
Yard Y		s 9.15AM	215.4	DR STIRLING CITY	0,0	10.25AM		
		Arrive Daily Ex. Sunday		(31.2)		Leave Daily Ex. Sunday		
Westwar	d trains are superi	or to trains	of the	Average speed per hour Same class in the opp		(2.55) 10.69 ection—Sec	e Rule 72	2.

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. Blue Canon. Truckee.

Sparks. Gerber. Willows.

Placerville. Orland

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. E. W. Wright, Willows.

H. T. Harger, Sparks. O. W. Halstead, Oroville.

F. A. Barss and Son, Placerville.

Marysville.

Chico.

B. S. Witham, Colfax.

BULLETIN BOARDS.

Sacramento, Telegraph Office, Yard Office Twelfth Street.

Roseville, Yard Office. Colfax. Blue Canon.

Sparks. Chico. Gerber. Marysville. Willows. 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.

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, Sac-

REGISTERING.

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

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

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

TRAIN AND AIR INSPECTION. Rule 3

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 volumne 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.

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

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

- 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.
- 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.

- 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.
- 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. Andover. Summit.

Crystal Lake. Blue Canon. Alta. Colfax.

Flint (except Westward freight trains which stop and take siding at Auburn, will inspect at Auburn instead of Flint). 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.
- 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 threeminute test of all retainers. The list then to be forwarded to Superintendent by mail.
- 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.
- 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

- (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.)
 - 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
- (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 telegraphone 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

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-u-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 "2-7-5-6" followed by spelling as t-w-o s-e-v-o-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.

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 condi-

tions, 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
- (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 engineman 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
- (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 engineman 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.
- 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

- (i) On No. 1 track between Newcastle and Loomis, automatic block signal rules governing trains on single track will apply.
- 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.
- (1) 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.

- 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.
- Junction switch at Tehama will be normally lined for movements via Chico: upper arm signal 2i19 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. (8) 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.

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.

- 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.
- Trains must not stop on draw-bridge at Sacramento or Knights Landing.
- 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.

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, -----

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 —

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

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.

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: -Main Track to or from Oroville Branch—two long, one short: — Siding to or from Gerber-one short, one long: o Siding to or from Oroville Branch—three long, one short: Siding to or from west leg of wye—three short, two long: 0 0 0

Main Track to or from west leg of wye—two long, three short:——— 0 0 0. Main Track to orfrom east leg of wye-one long, one short, one long: --- o

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.

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:

To Spur—one short, two long: o —

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: -

(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

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 derailers and trains on conflicting

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."

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

(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 vellow 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.

SPECIAL INSTRUCTIONS—Continued.

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.

l'o Engineman,	(Station)	
(Train)	•••••	
Cransfer	(Name of Block)staff to	
	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

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
- (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.

- (1) 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
- (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

(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

(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 \
Colusa Branch	30	20
Folsom-Placerville	30	15
Woodland and Marysville	30	20 Miles
Marysville and Oroville	35	25 per
Truckee and Lawton		20 Hour
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 ordinan	ce through city limits:	•
Wheetherd Caidles Lincoln Doolslin	Segremente Willows 15	miles ner hour

Wheatland, Gridley, Lincoln, Rocklin, 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 Loomis and Truckee 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

(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.

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. 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

(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.

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.

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.

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 Wve 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 CHIC

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Rules 93 Within second-class

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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.

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.

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.

When trains have outfit cars, helper engine will go through to Lake View, instead 30 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. 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. 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 round-

house 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 round-

house 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. 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.

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.

17

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.

Mile

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 DESCRIPTION LOCATION

 SAC	PAMENTO YADD
Shop Yard. Shop Yard. Shop Yard. Shop Yard. Front & J Sts Front, L & M Sts. Front, L & M Sts. Front, I & M Sts. Front & I Sts. Front & I Sts. Front & I Sts. Front & I Sts. R between 10th & 11th R between 20th & 21st	Oil House West of Store No. 1. Side Platform Store No. 1. Side Platform Store No. 1. Side Sand spurs Nos. 1 and 2. Overhead Miller & Enwright spur. Side A. S. Hopkins spur. Side John Breuner & Co. spur. Side Machinery spur. Side Freight House track No. 1. Side Freight House track No. 2. Side Freight House track No. 3. Side Freight House track No. 3. Side Jail spur. Overhead Water Works spur. Overhead Carlow Bros. spur. Side Lawrence Warehouse. Side Sacramento Valley Winery spur. Side
R between 21st & 22nd R between 21st & 22nd B between 11th & 12th B between 8th & 9th	Barley spur Buffalo Brewery Side California Winery spur Side Phoenix Mill spur Side Consumers Ice Co. Track Side
3rd to 6th Sts	Track No. 4 Rolling MillSide Water TankSide
SACRAMENT	O-SPARKS—EASTBOUND.

94.9	Den An	Camion I minips spur Overnead & Side	
106.6	Roseville	Icing track, PFE track No. 2 and New	
		Icing track, PFE PlantSide	
106.6	Roseville	Car bodies & Lbr. on rip trackSide	
110.6	Rocklin	Cal. Granite spur, Rocklin, QuarSide	
	E. of Rocklin	Antelope Creek bridgeSide	
114.2	E. of Rocklin	Tunnel No. 15Overhead	
114.8	E. of Rocklin	Tunnel No. 16Overhead	
117.3	E. of Lincoln Ave., Penryn	Tunnel No. 17Overhead	
120.5	E. of Newcastle	Tunnel No. 18Side & Overhead	
122.7	E. of Newcastle	Tunnel No. 19Overhead	
123.2	E. of Newcastle	Tunnel No. 20Overhead	
124.7	E. of Nev. St., Auburn	Tunnel No. 21Overhead	
131.2	E. of Bowman	Tunnel No. 22Overhead	
132.7	E. of Clipper Gap	Tunnel No. 23Overhead	
132.9	E. of Clipper Gap	Tunnel No. 24Overhead	

Cannon Phillips spur

Overhead & Side

YARDS ARE ESTABLISHED AT THE FOLLOWING STATIONS-Continued.

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

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.

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.

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.

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

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

MISCELLANEOUS.

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

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

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 onehalf 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.

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. 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, Sacra-

mento, without receiving a signal to proceed. 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 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 air brakes. Folsom must not exceed 100 M's per operative brake, between Summit and

north of No. 1 track. Eastward trains will use siding number three (3) south of No. 2 track.

SPECIAL INSTRUCTIONS--Concluded.

Mile Post	LOCATION	DESCRIPTION
	The state of the s	
	SACRAMENTO-SPARK	S—EASTBOUND—Concluded.
133.1	E. of Clipper Gap	Tunnel No. 25Overhead
133.3	E. of Clipper Gap	Tunnel No. 26Overhead
133.8 134.8	E. of Clipper Gap	Tunnel No. 27Overhead
136.0	E. of Applegate E. of Applegate	Tunnel No. 28Overhead Tunnel No. 29Overhead
138.7	E. of N. E. Mills	Tunnel No. 30Overhead
139.2	E. of Lander	Tunnel No. 31Overhead
139.4 141.7	E. of Lander	Tunnel No. 32Overhead
141.7	ColfaxColfax	Automatic Signal Nos. 1420, 1421 & 1425 Side Water Col. W. of Station W. BSide
11111	E. of Colfax	Tunnel No. 33Side & Overhead
	E. of Colfax	Tunnel No. 34Side & Overhead
152.2	Gold Run	Mail CraneSide
152.4	Gold Run. E. of Gold Run.	Water Tank West end of YardSide Oil & Water columnsSide
208.0	Truckee	Roundhouse portalsSide
208.0	Truckee	Oil sump doorwaysSide
208.0 208.0	11doxco	Scale HouseSide
208.0	Truckee	Icing PlatformSide Warehouse of Sierra-Nev. Wood & Lumber
	11uonoo	CoSide
215.0	Prosser Creek	Ice HouseSide
215.0 216.3	Prosser Creek	Support post for ice conveyorSide Ice House No. 7Side
216.3	Boca	Support post for ice conveyorSide
2 32.4	Verdi	Box factory platformSide
242.9 242.9	Reno	Transfer trackSide
242.0	Reno	Buffalo Brewing Co. platformSide
		OLFAX—WESTBOUND
132.7	W. of Applegate	Tunnel No. 0
124.5	Auburn	Ford & Son Warehouse, hill trackSide Lowell Warehouse, hill trackSide
124.5	Auburn	Fruit House Track, hill trackSide
$124.5 \\ 124.5$	Auburn	Hse. Track, Auburn I. & C. siding Side
124.5		Hse. Track, Ford & Son, Whse. siding Side Cut
123	W. of Flint	Cut West of 122Side
122	W. of Flint	Cut West of 122-GSide
	W. of Flint	Cut West of 122-HSide Bloomer CutSide
	Loomis	No. 1 Hill track, Earl Fruit CoSide
113.9		No. 1 Hill track, Law Bros., Fruit Hse. Side
	ROS	EVILLE-GERBER
140.0	Marysville	W. T. Ellis WarehouseSide
140.8 140.8	Marysville	Stock Corral FenceSide
140.8	Marysville	Buckeye Mill platformSide Platform on Cannery SpurSide
140.8	Marysville	Marysville Ice & C.S.Co. platformSide
140.8 122.0	Marysville, Pouteeu	Yuba Construction Co., platformSide
161.4		Water TankSide Doty WarehouseSide
	•	O-STIRLING CITY
199.6	Ostrander	Cattle GuardSide
206.2	· · · · · · · · · · · · · · · · · · ·	Station platformSide
	woo	DLAND-TEHAMA
89.2		De Pue Gravel HoistSide & Overhead
103.2		Water Tank Side Union Ice House Side
113.5	Arbuckle	Onton ice nouseSide
117 6	Canavra	Water lank
117.6 124.2		Water TankSide Bårtlett Water Co., shed platformSide Stoval-Wilcox Wholesale platform

Mile Post	LOCATION	DESCRIPTION
	WOODLAND-	TEHAMA—Concluded
124.2 129.1 133.0 167.0	Cortena	Williams Warehouse Co., platformSide Colusa & Lake Freight House platform. Side Water TankSide & Overhead
		-HARRINGTON
150.4 165.9 168.0 169.9 177.4 177.4	Codora	Warehouse Side
	DA	VIS-OROVILLE
80.7 107.5 111.4 111.4 112.4 120.4 135.0 135.0 147.9 147.9	Marcuse. Tudor Tudor Abbott. Yuba City Honcut Honcut Oroville. Oroville.	Freight house platform siding. Side Warehouse platform, siding. Side Freight house platform siding. Side Water Tank. Side Earl Fruit Co. bldg. siding. Side S. N. R.R. trolley wire, E. of depot.Overhead Stock corral chute. Side Station platform. Side Brown's Warehouse. Side C. L. Bills cement warehouse. Side Olive Produce Co. porch. Side Ice House platform. Side Ice Marchouse Side Ice House platform.
	SACRAM	ENTO-PLACERVILLE
91.5 95.9 98.9 98.9 122.3 126.4 126.5 128.6 148.7	Perkins. Mayhew. Mayhew. Cothrin Latrobe. E. of Latrobe. E. of Latrobe.	Perkins' Store
		NTO-WALNUT GROVE
93.0		Stock Chutes at 93-ASid

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:

Class of Locomotive Engine Numbers Speed in Miles per Hour	Maximum Wheel Pressure
A-1	45120 lbs
MC-1	
MC-2	42760 lbs
MC-2	42760 lbs
MC-4	43130 lbs
MC-6	43230 lbs
MC-6	42680 lbs
MK-2 3200 to 3202, 3205, 3206, 3210, 3211 49	46140 lbs
MK-4	45560 lbs
MM-2 4200 to 4211	46300 lbs
T-6 $\left\{\begin{array}{l} \{2187, 2190, 2194, 2200, 2203, 2204, \\ 2205 \end{array}\right\}$ 50	22740 "
2197, 2208	24110 "
1-28	46220 "
1 W-2	25860 "
TW-4 2926 to 2931	26000

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).				
Miles per	1 Mile in		Miles per	1 M	ile in	Miles per	1 M	ile in	Miles	1 M	lle in
Hour	Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.	Hour	Min.	Sec.
6 8	10	30	21 22	2 2	51 43	31 32	1	56 52	41 42	1	27 25
10 12	6 5		23 24	2 2	36 30	33 34	į	49	43	į	23
15 16	4	45	25 26	2 2	24	35	į	45 42	44 45	1	21 20
17	3	31	27	$\bar{2}$	18 13	36 37	1	40 37	46 47	1	18 16
18 19	3	20 9	28 29	2 2	8 4	38 39	1	34 33	48 49	1 1	15 13
20	3		30	2		40	1	30	50	1	12

	IT OF PASSENGER TRAIN CARS AVERAGE WTS.—POUNDS							
KIND OF CAR	Wood	Steel	Steel Underframe					
BaggageBaggage (Dynamo)	75,000	91,000 101,000						
Baggage and Mail 60'Baggage and Mail 69'	75,000	97,000 122,000	92,000					
Baggage and Passenger	65,000		•••••					
Buffet (Dynamo)	•••••	131,000 146,000	122,000					
Business	108,000 84,000	179,000 98,000	136,000					
Coaches Dining	75,000 131,000	95,000 146,000	138,000					
Express, Horse	`79,000		78,000					
# # # # #500 to 506	•••••		89,000 110,000					
" (GN RR)	70,000 60,000		85,000					
" (NP RR)	60,000 122,000	144,000	74,000 128,000					
Postal 40'		72,000 111,000						
Pullman Observation	124,000 115,000	148,000	142,000					
Standard Sleeper	125,000 125,000 94,000	149,000 152,000	142,000 145,000					
Tee and Silk	48,000	••••••	133,000					

48,000

Tea and Silk.....

LIST	F SURGEON	S.			
NAME	LOCATION	DISTRICT			
Dr. F. K. Ainsworth, Chief Surgeon Dr. A. M. Henderson, Division Surgeon Dr. G. L. Stevenson, District Surgeon	San Francisco Sacramento Sacramento	Special Service. Between Sacramento, Roseville and Citrus.			
Dr. W. E. Briggs, Oculist and Aurist Dr. B. Woodbridge, District Surgeon	Sacramento Roseville	Between Antelope, Whitney and			
Dr. J. L. Fanning, Asst. District Surgeon Dr. H. D. Fletcher, District Surgeon Dr. O. L. Barton District Surgeon Dr. H. N. Miner, District Surgeon.	Roseville Rocklin Loomis	Rocklin. Between Antelope and Rocklin. Between Roseville and Loomis. Between Rocklin and Penryn.			
Dr. L. B. Barnes, District Surgeon Dr. B. F. Howard, Emergency Surgeon	Penryn Newcastle Alta	Between Penryn and Auburn.			
Dr. G. H. Fay, District Surgeon Dr. Jno. W. Nielsen, District Surgeon. Dr. R. Heidrich, District Surgeon. Dr. J. H. Bernard, District Surgeon.	AuburnColfaxDutch Flat	Between Newcastle and N. E. Mills. Between N. E. Mills and Gold Run. Between Gold Run and Cisco.			
Dr. M. R. Walker, District Surgeon	Truckee Reno Reno	Between Cisco and Boca. Between Floriston and Sparks.			
Dr. F. E. McCullough, District Surgeon. Dr. G. D. Pratt, District Surgeon. Dr. E. E. Grey, District Surgeon Dr. I. W. Higgins, District Surgeon.	Lincoln Wheatland Marvsville	Between Whitney and Sheridan Between Sheridan and Ostrom.			
Dr. L. L. Thompson, District Surgeon Dr. O. C. Hawkins, Emergency Surgeon	Live Oak Gridley Biggs	Between Live Oak and Nelson.			
Dr. O. Stansbury, District Surgeon Dr. N. T. Enloe, Associate District Surgeon Dr. J. H. Belyea, District Surgeon	Chico Chico Los Molinos	Between Nelson and Vina. Between Proberta, Vina and Richfield			
Dr. F. J. Bailey, District Surgeon Dr. W. E. Bates, District Surgeon Dr. H. D. Lawhead, District Surgeon	Gerber Davis Woodland	Between Red Bluff and Gerber. Between Davis and Merritt. Between Merritt, Chandler and Dunnigan.			
Dr. W. L. Harlan, District Surgeon. Dr. Ney M. Salter, District Surgeon. Drs. W. T. Rathbun and C. A. Poage.	Arbuckle Williams	mgsu.			
Emergency Surgeons Dr. C. W. Lund, District Surgeon Dr. S. Iglick, District Surgeon Dr. B. C. Epperson, District Surgeon	Colusa	Between Cortena, Artois and Fruto Between Artois and Kirkwood.			
Dr. F. E. McCann, District Surgeon. Dr. T. B. Reardan, District Surgeon. Dr. S. McMullin, District Surgeon. Dr. W. A. Reckers, District Surgeon.	Corning Oroville Folsom Placerville.	Between Kirkwood and Richfield. Between Honeut and Oroville. Between Fair Oaks and Latrobe. Between Latrobe and Placerville.			
Dr. Geo. W. Harvey, District Surgeon	Paradise	Stirling City Branch.			

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 OFF E-2 E-69
E-4 E-69
E-5 E-69
E-1 E-73
E-23 E-73
E-24 E-69
E-25 E-69
E-25 E-69
M-6 M-63
M-6 M-63
M-9 M-63
T-16 T-63
T-10 T-57
T-8 T-57
T-2 T-63
T-25 T-69
T-26 T-69
T-23 T-63
T-23 T-63
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T-23 T-63
T-23 T-63
T-24 C-57
C-5 C-Allowance for E loaded Cars ...

C. C. FISH

W. B. KIF M. L. JEN

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Vina and Richfield and Gerber. Merritt. handler and Dun-	

Artois and Fruto Kirkwood. nd Richfield. d Oroville. nd Latrobe. i Placerville.

nent when prompt or District Surgeon.

M-6 M-9 T-16 T-10 T-8 T-2 T-25 T-26 T-26 T-23 T-28 T-28 T-32 T-32 C-11 C-12 C-9, C-10 C-8	M-63 M-63 M-63 T-57 T-57 T-63 T-69 T-69 T-63 T-63 T-63 T-63 T-63 T-65 C-57 C-57	21/28 18/24 18/24 19/24 20/26 20/28 21/28 21/28 21/28 22/28 22/28 23/28 23/28 22/26 20/28 20/28	156-S. 75 86 105 112 134 152-S. 149 144-S. 162-S. 174-S. 174-S. 174-S. 164 174-S.	. 1826 . 2014 . 2134 . 2174 . 2221 . 2235 . 2283 . 2301 . 2301 . 2311 . 2311 . 2313 . 2502 . 2502 . 2503	to 1709 to 1709 to 1825 , 1827 to 2152 , 2176 to 2234 to 2273 to 2281 to 2300 to 2308 to 2308 to 2352 to 2352 to 2378 to 2175 to 2599 to 2599 to 2599 to 2751	(Superl (Saturz , 2310 (S , 2310 (Superl (Saturz	hassha
C-4 C-4 C-5 C-5 C-5 C-5 TW-1 TW-4 MK-6, MK-6 MC-2 MC-4 MC-6 MM-2 F-1	C-57 C-57 C-57 C-57 C-57 C-57 TW-5 MK-6 MC-5 MC-5 MM-6	22/34 22/30 22/30 22/30 22/30 22/30 22/30 64 22/2 60 20/3 63 26/2 67 26/3 67 26/3 67 26/3 87 2	176-S. 176 187-S. 185-S. 180 178 180 178 180 190 20	2612 2612 2624 2680 2626 2680 2904 2902 303 4001 401 402 400 401 402 400 401	2 to 2623 2 to 2623 4 to 2679 5 to 2679 6 to 2679 6 to 2673 6 to 2973 6 to 2973 6 to 3270 7 to 4028 7 to 4028 9 to 4048 9 to 3652 6 to 3052 6 to 3052	(Super) (Saturs (Super) (Super) (Saturs (Saturs (Saturs (Saturs (Saturs (Saturs (Saturs (Saturs (Super)	nahhaaaahah
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NOMINAL OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber via Roseville EAST and WEST	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville EAST and WEST	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	MILEAGE Main Lines
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1459 to 1463. 1464 to 1467, 1469, 1471. 1470, 1472, 1477, 1478. 1475. 1725 to 1769, 1780 to 1803 (Superheated). 1725 to 1769, 1780 to 1803 (Saturated). 1823 to 1825. 1826, 1827. 2014. 2134 to 2152. 2174, 2176 to 2179, 2181 to 2183. 2221 to 2234. 2235 to 2273. 2274 to 2281. 2283 to 2300 (Superheated). 2283 to 2300 (Superheated). 2293 to 2308, 2310 (Superheated). 2301 to 2308, 2310 (Superheated). 2301 to 2308, 2310 (Superheated). 2311 to 2352 (Superheated). 2311 to 2352 (Superheated). 2311 to 2352 (Superheated). 2363 to 2370. 2371 to 2378. 2503. 2513 to 2599, 2752 to 2857 (Superheated). 2698 to 2751 (Superheated). 2698 to 2693 (Superheated). 2624 to 2679 (Superheated). 2624 to 2679 (Superheated). 2680 to 2693 (Superheated). 2680 to 2693 (Superheated). 2680 to 2693 (Superheated). 2680 to 2693 (Saturated).	180 210 200 190 185 210 200 180 160 200	2210 2360 2430 2250 3310 2600 2580 2580 2510 5260 4880 5250 5540 2200 2780 2830 3840 4220 4800 4680 5550 4910 6060 5480 6170 5170 4520 6660 5930 5990 5750 6690 5960 5960 5970 3920 8000		\$00 730 730 790 840 560 680 650 850 740 920 810 850 910 850 910 850 910 850 910 850 910 810 650 1030 890 930 880 1060 920 760 600 1240	2150 1980 2140 2270		1850 1980 2040 1890 2780 2120 2100 2050 4160 3860 4150 4390 1800 2220 2310 3080 3430 3900 3810 4400 3950 4800 4340 4760 5040 4050 3520 5220 4640 4680 4490 5250 4660 3960 3070 6400	1550 1430 1540 1490 1110 1180 1380 1340 1650 1460 1800 1610 1690 1800 1550 1310 1980 1750 1780 1770 2010 1770 1490 1160 2400	990 910 980 1050 700 720 860 830 1060 930 1150 1020 1080 1140 1090 1280 1110 1150 1090 1310 1140 950 740 1540	1930 2060 2120 1970 2890 2270 2250 2190 4610 4270 4600 4850 1920 2430 2470 3360 3690 4230 4090 4860 4380 5310 4800 5120 5400 4490 3950 5790 5140 5010 4800 5820 5170 4450 3430 7070	1250 1340 1370 1280 1880 1430 1410 1380 2840 2620 2830 2990 1210 1500 1560 2090 2320 2680 2590 3000 2690 3270 2950 3440 2770 2390 3560 3150 3200 3060 3590 3180 2690 2090 4380	East Bound Bound
F-1 F-63 3 273 273-S Allowance for Empty and uncloaded Cars	4200 to 4211 (Saturated) 3600 to 3652 (Superheated)	200			SACRAM SACRAM TRU BLUE CA	ENTO, C. ENTO, C. JCKEE, C. ANON, C.	AL. AL. AL.	6 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 ACKPOO			6 3 0 0	CHIEF TRAIN DISPATCHER ASST. CHIEF TRAIN DISPATCHER L. FINGLAND W. M. FLETCHER V. H. DILLEHUNT O. C. BIDDLE J. W. CORBETT SACRAMENTO, CAL.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's.

W. L. HACK,

Assistant Superintendent.

