

TERMINAL SUPERINTENDENT

T. E. BILLINGSLEY.....Roseville

TRAINMASTERS

R. D. SPENCE.....Sacramento
Z. T. ADAMS.....Sacramento
E. C. WATSON.....Roseville
F. M. DUFFY.....Roseville

ASSISTANT TRAINMASTERS

J. F. BAYS.....Truckee
W. C. MORRIS.....Sacramento

ROAD FOREMEN OF ENGINES

W. M. BRENNAN.....Roseville
F. A. DENNEY, JR.....Roseville

ASST. ROAD FOREMEN OF ENGINES

H. E. PECK.....Sacramento
D. J. GAUTIER.....Roseville
W. L. HARJES.....Roseville
C. R. CARROLL.....Roseville

CHIEF TRAIN DISPATCHER

R. R. MILES.....Sacramento

R. A. MILLER

Assistant Superintendent, Sacramento

**SOUTHERN PACIFIC
COMPANY**



**SACRAMENTO DIVISION
TIMETABLE**

181

EFFECTIVE SUNDAY, APRIL 27, 1952

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY, WHO MUST ALSO
CARRY COPY OF CURRENT ISSUE
OF SPECIAL INSTRUCTIONS

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

V. E. ANDERSON,
Superintendent of Transportation.

M. L. JENNINGS,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Sacramento	Dr. W. W. Cress	Division Surgeon
Sacramento	Dr. A. F. Wallace	Division Surgeon
Sacramento	Dr. Manuel L. Azevedo	District Physician and Surgeon
Sacramento	Dr. W. N. Becker	District Physician and Surgeon
Sacramento	Dr. J. W. Martin	District Physician and Surgeon
Sacramento	Dr. J. Roy Jones	Oculist and Aurist
Roseville	Dr. L. E. Jones	District Physician and Surgeon
Roseville	Dr. J. F. McAnnally	Asst. Dist. Physician and Surgeon
Loomis	Dr. P. D. Barnes	District Physician and Surgeon
Newcastle	Dr. L. B. Barnes	District Physician and Surgeon
Auburn	Dr. H. L. Dixon	District Physician and Surgeon
Auburn	Dr. J. A. Russell	Consulting Physician and Surgeon
Colfax	Dr. F. Lynn Smith	District Physician and Surgeon
Dutch Flat	Dr. W. B. Hardie	District Physician and Surgeon
Truckee	Dr. L. D. Nelson	District Physician and Surgeon
Reno	Dr. Rodney E. Wyman	Division Surgeon
Reno	Dr. Leo Corvino	District Physician and Surgeon
Reno	Dr. George A. Magee	Oculist
Reno	Dr. J. C. Elia	Aurist
Sparks	Dr. H. E. Belnap	District Physician and Surgeon
Sparks	Dr. A. J. Roche	District Physician and Surgeon
Sparks	Dr. Elwood Reno	Asst. Dist. Physician and Surgeon
Lincoln	Dr. N. A. Dubin	District Physician and Surgeon
Wheatland	Dr. F. W. Didier	District Physician and Surgeon
Marysville	Dr. P. B. Hoffman	District Physician and Surgeon
Marysville	Dr. G. S. Delamere	Asst. Dist. Physician and Surgeon
Marysville	Dr. R. A. Montano	Oculist and Aurist
Live Oak	Dr. I. W. Higgins	District Physician and Surgeon
Gridley	Dr. Sherwood Lawrence	District Physician and Surgeon
Biggs	Dr. A. R. M. Sears	District Physician and Surgeon
Chico	Dr. N. T. Enloe	District Physician and Surgeon
Los Molinos	Dr. C. T. Greenlaw	District Physician and Surgeon
Gerber	Dr. R. G. Frey	District Physician and Surgeon
Davis	Dr. Leo A. Cronan	Emergency Surgeon
Davis	Dr. C. L. McKinney	Emergency Surgeon
Davis	Dr. T. Y. Cooper	Emergency Surgeon
Woodland	Dr. O. C. Railsback	District Physician and Surgeon
Arbuckle	Dr. H. S. Powis	District Physician and Surgeon
Williams	Dr. Charles F. Keith	District Physician and Surgeon
Willows	Dr. Fred M. Lawson	District Physician and Surgeon
Orland	Dr. T. S. Paulsen	District Physician and Surgeon
Corning	Dr. Gerald W. Ingle	District Physician and Surgeon
Colusa	Dr. John W. Scott	District Physician and Surgeon
Oroville	Dr. J. E. Patrick	Emergency Surgeon
Paradise	Dr. E. A. and K. W. Rheingans	Emergency Surgeons
Folsom	Dr. Kenneth E. Overholt	District Physician and Surgeon
Placerville	Dr. C. V. Soracco	District Physician and Surgeon
Yuba City	Dr. N. M. Loomis	District Physician and Surgeon
Yuba City	Dr. B. F. Miller	Asst. Dist. Physician and Surgeon
Yuba City	Dr. John A. Duncan	Asst. Dist. Physician and Surgeon
Walnut Grove	Dr. V. W. Pallesen	District Physician and Surgeon
Isleton	Dr. Godfrey Steinert	District Physician and Surgeon

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.

HOSPITALS

GENERAL	SAN FRANCISCO
EMERGENCY	SACRAMENTO
EMERGENCY	ROSEVILLE
EMERGENCY	GERBER
EMERGENCY	SPARKS

WATCH INSPECTORS

San Francisco, C. D. Fabrin, Manager of Time Service, 65 Market St.	
Sacramento..... H. T. Harger, 1026 K St.	Willows..... Robt. E. Boyd
Roseville..... W. F. Sugden	Orland..... L. Schnell
Colfax..... H. O. Grenier	Oroville..... P. K. Schmidt
Sparks..... W. R. Adams & Son	Marysville..... John J. Fargo, 317 D St.
Placerville..... Wm. J. Randolph	Chico..... J. R. Dupen
Woodland..... O. D. Payne	

LOCATION OF STANDARD CLOCKS

Antelope.....	Train-order Office	Roseville.....	Depot Ticket Office
Benali.....	Yard Office	Roseville.....	E. End Govt. Yard Office
Binney Jct.....	Train-order Office	Roseville.....	Roundhouse
Chico.....	Train-order Office	Sacramento.....	Train-order Office
Colfax.....	Train-order Office	Sacramento.....	Dispatcher's Office
Gerber.....	Train-order Office	Sacramento.....	Train Crew Dispr. Office
Gerber.....	Roundhouse	Sacramento, 12th St. Yard	Train-order Office
Norden.....	Train-order Office	Sacramento.....	Crew Dispr. Roundhouse
Sparks.....	Train-order Office	Sacramento.....	Front St. Switch Shanty
Sparks.....	Chief Dispatcher's Office	Sacramento.....	Sixth St. Switch Shanty
Sparks.....	Trick Dispatcher's Office	Truckee.....	Train-order Office
Sparks.....	Crew Dispatcher's Roundhouse	Truckee.....	Roundhouse
Placerville.....	Train-order Office	Placerville.....	Train-order Office
Roseville.....	Yard Train-order Office	Woodland.....	Train-order Office

DRAWING OF SUBDIVISION

STATION	DISTANCE FROM PREVIOUS STATION	EASTWARD						TOTAL DISTANCE
		1	2	3	4	5	6	
1	0.00							0.00
2	100.00							100.00
3	200.00							200.00
4	300.00							300.00
5	400.00							400.00
6	500.00							500.00
7	600.00							600.00
8	700.00							700.00
9	800.00							800.00
10	900.00							900.00
11	1000.00							1000.00

NOTE: All distances are in feet and are subject to change without notice. The drawing is not to scale and is for informational purposes only.

STATION	DISTANCE FROM PREVIOUS STATION	EASTWARD						WESTWARD						
		1	2	3	4	5	6	1	2	3	4	5	6	
1	0.00													
2	100.00													
3	200.00													
4	300.00													
5	400.00													
6	500.00													
7	600.00													
8	700.00													
9	800.00													
10	900.00													
11	1000.00													

STATION	DISTANCE FROM PREVIOUS STATION	STATION	DISTANCE FROM PREVIOUS STATION
1	0.00	1	0.00
2	100.00	2	100.00
3	200.00	3	200.00
4	300.00	4	300.00
5	400.00	5	400.00
6	500.00	6	500.00
7	600.00	7	600.00
8	700.00	8	700.00
9	800.00	9	800.00
10	900.00	10	900.00
11	1000.00	11	1000.00

SACRAMENTO SUBDIVISION

		EASTWARD							Mile Post Location	Timetable No. 181		Distance from Sacramento
Capacity of sidings		SECOND CLASS	FIRST CLASS							April 27, 1952		
442		C. C. M.	24	102	28	202	26	22				
Lv. Daily Ex. Sat. Sun. Mon.			Gold Coast	City of San Francisco	San Francisco Overland	Passenger	Passenger	Mail				
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Sacramento yard	BKWOITP	AM 1.10	PM 9.15	PM 6.25	PM 1.40	AM 9.05	AM 1.05	AM 12.10	89.0	STATIONS		
	BKP								88.9	TO-R SACRAMENTO		0.0
	W 87 IYP								91.8	0.9 TO-R SACRAMENTO (12th St.)		0.9
	BKP		9.29	6.39	1.54	9.19	1.19	12.24	94.9	2.0 ELVAS		2.9
Roseville yard	BKIP		9.36	6.46	2.01	9.26	1.27	12.31	102.8	3.1 BENALI		6.0
	BKWOTYP	1.50 AM	s 9.44 PM	s 6.54 PM	s 2.09 PM	s 9.35 AM	s 1.37 AM	s 12.39 AM	106.6	7.9 TO-R ANTELOPE		13.9
	Ar. Daily Ex. Sat. Sun. Mon.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		3.8 TO-R ROSEVILLE		17.7
(0.40) 26.55			(0.29) 36.62	(0.29) 36.62	(0.29) 36.62	(0.30) 35.40	(0.32) 33.19	(0.29) 36.62			Time over Subdivision..... Average Speed per Hour.....	

RULE 93. First-class trains enter and leave Sacramento passenger station on yard tracks between Sacramento River bridge and Sixth St.

		EASTWARD			WESTWARD		
Capacity of sidings		Mile Post Location			Distance from Placerville		
		Timetable No. 181			Timetable No. 181		
		April 27, 1952			April 27, 1952		
		Placerville Branch			Placerville Branch		
		STATIONS			STATIONS		
Sacramento yard	WIP	94.7	R	BRIGHTON	54.0		
23		95.9		1.2 PERKINS	52.8		
9		98.9		3.0 MAYHEW	49.8		
23	YP	101.6		2.7 MILLS	47.1		
28	Yard Limits P	104.4	R	2.8 CITRUS	44.3		
9		110.1		5.7 NATOMA	38.6		
	Yard Limits Y	111.1	R	1.0 FOLSOM JCT.	37.6		
6	P	118.0		6.9 WHITE ROCK	30.7		
11	P	126.1		8.1 LATROBE	22.6		
25		142.7		16.6 EL DORADO	6.0		
18	P	145.0	TO	2.3 DIAMOND SPRINGS	3.7		
	Yard Limits BKWTP	148.7	TO-R	3.7 PLACERVILLE	0.0		
					(54.0)		

EASTWARD		WESTWARD		EASTWARD		WESTWARD	
Capacity of sidings		Mile Post Location		Capacity of sidings		Mile Post Location	
		Distance from Fair Oaks				Distance from Folsom	
28	P	104.4	1.9	Y	111.1	R	0.7
15	P*	106.3	0.0	22	WP	111.8	0.0
		(1.9)				(0.7)	

MOUNTAIN SUBDIVISION

EASTWARD

Capacity of sidings	SECOND CLASS		FIRST CLASS					Mile Post Location	Timetable No. 181 April 27, 1952	Distance from Roseville
	606		24	102	28	26	22			
	Mixed		Gold Coast	City of San Francisco	San Francisco Overland	Passenger (c)	Mail			
	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Roseville yard { BKWDOTYP			PM 9.54	PM 6.54	PM 2.14	AM 1.52	AM 12.50	106.6		
P						c		110.6		
Yard Limits E 65 WP			10.18	7.12	2.36	c 2.20	1.14	120.2	TO	ROSEVILLE 4.0
E 76 P			f 10.27	7.17	2.42	s 2.32	1.20	124.2		ROCKLIN 4.0
E 98 P			10.34	7.23	2.49	c 2.40	1.27	129.1		NEWCASTLE 9.6
E 73 W			10.41	7.30	2.57	c 2.50	1.35	134.3		AUBURN, NEVADA ST. 4.0
Yard Limits E 102 BKWOYP			s 11.03	7.40	s 3.10	s 3.02 s 3.32	s 2.05	141.7	TO-R	BOWMAN 4.9
P								146.1		EAST APPLGATE 5.2
E 102 WYP			11.27	8.01	3.33	c 4.02	2.29	152.2		COLFAX 7.4
P						c		146.0		CAPE HORN 4.4
M 98 P			11.45	8.18	3.51	c 4.25	2.49	160.7		GOLD RUN 6.2
E 93 WP			PM 11.54	8.27	4.00	4.35	2.58	164.8		TOWLE 4.6
Yard Limits M 99 WITP			AM 12.13	8.39	4.15	c 5.00	3.16	170.7	TO	MIDAS 3.9
E 86 WP			12.27	8.51	4.28	c 5.16	3.31	177.9		KNAPP 4.1
P						c		180.3		EMIGRANT GAP 5.9
M 101 WP			12.43	9.07	4.44	c 5.37	3.47	185.5		CRYSTAL LAKE 6.1
E 116 BKWITP			f 1.00	9.20	5.00	s 6.00	4.04	192.0		CISCO 2.4
Yard Limits E 102 BKWOYP			1.08	9.28	5.08	c 6.08	4.12	195.8		TROY 5.2
M 101 P			f 1.35	9.49	s 5.32	s 6.30 s 6.45	s 4.42	197.2	TO	NORDEN 6.5
P			1.51	10.03	5.48	7.05	4.59	218.1		EDER 3.8
M 106 P			2.14	10.23	6.10	c 7.30	5.21	232.4	TO-R	TRUCKEE 10.8
Sparks yard { BKWDOTYP		PM 10.00	s 2.55	s 10.51	s 6.39	s 8.15	s 6.18	242.9		HINTON 10.1
P		s 10.15 PM	s 3.05 AM	s 11.01 PM	s 6.49 PM	s 8.30 AM	s 6.30 AM	246.2		FLORISTON 4.3
Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			VERDI 10.0
		(0.15) 13.20	(5.11) 26.47	(4.07) 33.33	(4.35) 29.93	(6.38) 20.68	(5.40) 24.21			RENO 10.5
									TO-R	SPARKS 3.3
										(137.2)
										Time over District.....
										Average Speed per Hour.....

RULE 5. Schedule time and train-order time for eastward trains at Colfax apply at first crossover east of station.

RULE 86. No. 606 may run ahead of first-class trains Reno to Sparks.

NAME	Mile Post	Capacity
Penryn, Lincoln Ave. (Spur)	115.5	18
Foothill	126.5	8
Clipper Gap	131.4	..
New England Mills (Spur)	137.6	38
Magra	148.5	..
Dutch Flat	154.1	..
Alta (Spur)	156.0	11
Blue Canon	166.6	..
Yuba Pass (Spur)	176.1	14
Soda Springs	190.6	33
Eder Crossover	197.7	..
Andover	200.6	..
Andover Crossover	201.3	..
Boca	216.3	18
Wickes	221.5	..
Mystic	225.5	..
Calvada	228.5	..
Mogul (Spur)	235.8	12
Lawton	237.1	..

MOUNTAIN SUBDIVISION

Timetable No. 181
April 27, 1952

WESTWARD

FIRST CLASS

SECOND CLASS

Capacity of sidings	Mile Post Location	STATIONS	Distance from Sparks	WESTWARD					605
				101	27	21	23	25	
				City of San Francisco	San Francisco Overland	Mail	Gold Coast (c)	Passenger (c)	Mixed
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Roseville yard BKWDOTYP	106.6	TO-R ROSEVILLE 4.0	138.7	AM 5.15	s AM 10.54	s AM 1.00	s AM 3.30	s AM 4.15	
P	110.6	ROCKLIN 3.3	134.7			12.51	c 3.18	c 3.55	
W 126 P	113.9	TO LOOMIS 2.7	131.4	5.07	10.42	12.45	c 3.11	c 3.48	
W 45 P	116.6	PENRYN 3.0	128.7				c	c	
Yard Limits W 65 WP	119.6	TO NEWCASTLE 4.9	125.7	4.56	10.30	12.33	c 2.59	c 3.36	
W 135 P	124.5	TO AUBURN 3.9	120.8	4.47	10.20	12.23	s 2.49	s 3.26	
W 85 P	128.4	BOWMAN 13.7	116.9	4.39	10.12	12.15 AM	c 2.39	c 3.16	
Yard Limits W 103 BKWOYP	142.1	TO-R COLFAX 4.3	103.2	4.13	9.44	s 11.46 PM	s 2.11	s 2.48	
P	146.4	CAPE HORN 6.2	98.9			11.32	1.54	2.28	
W 94 WYP	152.6	GOLD RUN 4.6	92.7	3.53	9.23	11.19	c 1.41	c 2.15	
P	157.2	TOWLE 3.9	88.1				c	c	
M 98 P	161.1	MIDAS 4.1	84.2	3.37	9.06	11.01	1.23	c 1.55	
WP	165.2	KNAPP 5.9	80.1	3.29	8.58	10.52	1.15	1.45	
Yard Limits M 95 WITP	171.1	TO EMIGRANT GAP 4.3	74.2	3.18	8.46	10.40	c 1.02	c 1.33	
W 74 P	176.1	YUBA PASS 1.8	69.9						
WP	177.9	CRYSTAL LAKE 2.4	68.1	3.06	8.34	10.28	12.50	c 1.19	
P	180.3	CISCO 5.3	65.7				c	c	
M 101 WP	185.6	TROY 6.5	60.4	2.51	8.18	10.12	12.34	c 1.03	
W 124 BKWITP	192.1	TO NORDEN 4.0	53.9	2.39	8.05	9.59	c 12.21	s 12.49	
W 85 P	196.1	DONNER 1.1	49.9	2.31	7.57	9.49	12.10 AM	12.36	
	197.2	EDER 10.8	48.8					c	
Yard Limits W 126 WOYP	208.0	TO-R TRUCKEE 8.2	38.0	2.08	s 7.33	s 9.24	s 11.45 PM	s 12.10 AM	
P	216.2	BOCA 1.8	29.8		7.19	9.08	11.25 PM	11.45 PM	
M 101 P	216.3	HINTON 4.3	28.0	1.54		9.04	11.21	11.41	
WP	218.1	FLORISTON 9.9	23.7	1.48	7.10	8.57	c 11.13	c 11.33	
M 106 P	222.4	VERDI 10.5	13.8	1.35	6.55	8.42	c 10.57	c 11.17	
	232.3	RENO 3.3	3.3	s 1.19	s 6.38	s 8.25	s 10.40	s 11.00	PM 6.10
Sparks yard BKWDOTYP	242.8	TO-R SPARKS	0.0	1.10 AM	6.28 AM	8.00 PM	10.15 PM	10.30 PM	5.50 PM
	242.9			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	246.2								
		(138.7)							
		Time over District.....		(4.05)	(4.26)	(5.00)	(5.15)	(5.45)	(0.20)
		Average Speed per Hour.....		33.97	31.25	27.74	26.42	24.12	9.90

RULE 86. No. 605 may run ahead of first-class trains Sparks to Reno.

RULE 5. Schedule time and train-order time apply as follows: At Newcastle, at east crossover switch. Westward trains must stop east of east crossover switch unless authorized by train-order signal to proceed.

ADDITIONAL STATIONS
No. 1 Track

NAME	Mile Post	Capacity
West Reno (Spur)	241.0	10
Lawton	237.1	..
Mogul	235.7	..
Calvada (Spur)	228.4	8
Mystic	225.4	..
Wickes	221.5	..
Andover Crossover	201.3	..
Andover	200.6	..
Eder Crossover	197.7	..
Summit	193.0	..
Soda Springs	190.7	..
Blue Canon	166.0	..
Alta	156.4	..
Dutch Flat (Spur)	154.5	16
Magra (Spur)	148.9	6
New England Mills (Spur)	137.1	24
West Applegate (Spur)	133.9	50
Clipper Gap (Spur)	130.9	30

EAST VALLEY SUBDIVISION

EAST- WARD		↓	Timetable No. 181		WEST- WARD
Capacity of Sidings		Mile Post Location	April 27, 1952		Distance from Stirling City
			Stirling City Branch		
			STATIONS		
Yard Limits BKWOYP		184.2	TO	CHICO	31.2
		186.6		2.4 SNRy Crossing	28.8
16		198.2		11.6 PARADISE	17.2
8		203.2		5.0 MAGALIA	12.2
14	W	210.0		6.8 DOON	5.4
	WY	215.4		5.4 STIRLING CITY	0.0
				(31.2)	↑

EAST- WARD		↓	Timetable No. 181		WEST- WARD
Capacity of Sidings		Mile Post Location	April 27, 1952		Distance from Dantoni
			Dantoni Branch		
			STATIONS		
		139.8		DANTONI JCT.	4.4
Yd.Limits. 47		144.2		4.4 DANTONI	0.0
				(4.4)	↑

EAST- WARD		↓	Timetable No. 181		WEST- WARD
Capacity of Sidings		Mile Post Location	April 27, 1952		Distance from Oroville
			Oroville Branch		
			STATIONS		
Yard Limits KIP		141.8 122.7	TO-R	BINNEY JCT.	25.2
10		135.0		12.3 HONCUT	12.9
Yard Limits T		147.9		12.9 OROVILLE	0.0
				(25.2)	↑

EAST- WARD		↓	Timetable No. 181		WEST- WARD
Capacity of Sidings		Mile Post Location	April 27, 1952		Distance from Wilson
			Yuba City Branch		
			STATIONS		
100	WP	144.7 144.4		BERG	14.4
Yard Limits YP		147.6	TO	3.2 YUBA CITY	11.2
45		150.3		2.7 BOGUE	8.5
		152.2		1.9 OSWALD	6.6
28		156.6		4.4 TUDOR	2.2
		158.8		2.2 WILSON	0.0
				(14.4)	↑

ADDITIONAL STATIONS		
NAME	Mile Post	Capac- ity
Stirling City Branch		
Butte Creek . . . (Spur)	188.3	29
Oroville Branch		
Mello (Spur)	126.5	14
Ramirez (Spur)	130.7	20
Palermo (Spur)	142.5	19
Villa Verona . . . (Spur)	145.0	25
Yuba City Branch		
Abbott	155.6	8
Dantoni Branch		
Linda (Spur)	143.0	5

WEST VALLEY SUBDIVISION

EASTWARD

				FIRST CLASS				Mile Post Location	Automatic Block Signal System	Timetable No. 181 April 27, 1952	Distance from Davis
Capacity of sidings				20 Klamath	12 Cascade	202 Passenger	10 Shasta Daylight				
				Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard Limits KWIYP				PM 10.35	PM 7.18		AM 9.52	75.6		TO-R DAVIS	0.0
100 P				10.40				80.7		5.1 MERRITT	5.1
Yard Limits BKWIP				s 10.51	7.28		10.02	84.9		4.2 TO WOODLAND	9.3
38 P				c 10.58				89.9		5.0 TO YOLO	14.3
105 P				c 11.04	7.38		10.12	95.8		5.9 ZAMORA	20.2
32 P				c 11.11				103.2		7.4 DUNNIGAN	27.6
Yard Limits WYP				11.16	7.48		10.22	108.3		5.1 HARRINGTON	32.7
194										5.2 TO ARBUCKLE	37.9
41 P				s 11.22				113.5		10.7 TO WILLIAMS	48.6
51 P				s 11.38			10.35	124.2		4.9 CORTENA	53.5
103 P				11.44	8.12		10.39	129.1		3.9 TO MAXWELL	57.4
				f 11.49				133.0		5.3 DELAVAN	62.7
101 P				PM 11.57	8.24		10.47	138.3		11.6 TO WILLOWS	74.3
Yard Limits BKWOYP				s 12.22	8.34		10.57	149.9		6.9 ARTOIS	81.2
41 P				c 12.32				156.8		3.9 GRAPIT	85.1
102 P				12.37	8.43		11.06	160.7		4.7 TO ORLAND	89.8
Yd. Limits. 40 WP				s 12.57				165.4		1.6 WYO	91.4
36 YP				12.59	8.48		11.12	167.0		6.4 KIRKWOOD	97.8
23 P				c 1.09				173.4		5.1 TO CORNING	102.9
43 P				c 1.24				178.5		3.1 RICHFIELD	106.0
41 P				e 1.34	9.01		11.26	181.6		4.7 TEHAMA	110.7
				c 1.44	9.06	PM 12.55	11.31	186.3		2.1 TO-R GERBER	112.8
Gerber yard BKWOIYP				s 1.50 AM	s 9.10 PM	s 1.00 PM	s 11.35 AM	211.7		(112.8)	
164				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	213.8	Time over District.....	
				(3.15)	(1.52)	(0.05)	(1.43)		Average Speed per Hour.....	
				34.71	60.43	25.20	65.71				

RULE 5. Schedule time and train-order time at Gerber apply at station sign.
 Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

ADDITIONAL STATIONS			ADDITIONAL STATIONS		
NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Davis-Gerber line			Knights Landing Branch		
Dufour (Spur)	92.1	14	Laugenour	89.4	..
Bretona	98.0	..	Cunard	96.1	..
Hershey	106.4	43	Grace	96.5	..
Genevra (Spur)	117.6	30	Robbins (Spur)	100.4	19
Delphos (Spur)	126.8	12	Subaco (Spur)	105.1	41
Norman	142.1	43	Everglade (Spur)	109.3	11
Logandale (Spur)	144.3	23	Hinsdale (Spur)	111.2	23
Riz (Spur)	146.0	16	Tisdale (Spur)	113.3	10
Greenwood (Spur)	162.0	32	Progress (Spur)	115.2	3

Capacity of sidings	EAST- WARD	Timetable No. 181 April 27, 1952	WEST- WARD
	Mile Post Location		
Yard Limits BKWOYP	149.9	Kurand Branch	
		STATIONS	
		TO-R WILLOWS	5.9
	155.8	5.9 KURAND	0.0
		(5.9)	

WEST VALLEY SUBDIVISION

Mile Post Location	Timetable No. 181 April 27, 1952	Distance from Gerber	WESTWARD							
			FIRST CLASS							
			11 Cascade	19 Klamath	201 Passenger	9 Shasta Daylight				
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
75.6	TO-R DAVIS 5.1	112.8	AM	PM		PM				
80.7	MERRITT 4.2	107.7	s 6.42	s 6.37		s 9.02				
84.9	TO WOODLAND 5.0	103.5	6.30	s 6.24		8.50				
89.9	TO YOLO 5.9	98.5		6.07						
95.8	ZAMORA 7.4	92.6	6.19	6.02		8.39				
103.2	DUNNIGAN 5.1	85.2		5.55						
108.3	HARRINGTON 5.2	80.1	6.09	5.50		8.29				
113.5	TO ARBUCKLE 10.7	74.9		c 5.45		8.25				
124.2	TO WILLIAMS 4.9	64.2		s 5.33		8.16				
129.1	CORTENA 3.9	59.3	5.52	5.22		8.12				
133.0	TO MAXWELL 5.3	55.4		s 5.17						
138.3	DELAVAN 11.6	50.1	5.44	c 5.10		8.04				
149.9	TO WILLOWS 6.9	38.5	5.34	s 4.59		7.54				
156.8	ARTOIS 3.9	31.6		c 4.45						
160.7	GRAPIT 4.7	27.7	5.25	4.41		7.45				
165.4	TO ORLAND 1.6	23.0		s 4.36						
167.0	WYO 6.4	21.4	5.20	4.26		7.40				
173.4	KIRKWOOD 5.1	15.0		c 4.20						
178.5	TO CORNING 3.1	9.9		s 4.14						
181.6	RICHFIELD 4.7	6.8	5.08	c 4.04		7.28				
186.3	TEHAMA 2.1	2.1	5.03	3.59		7.23				
211.7				s 3.49						
213.8	TO-R GERBER	0.0	5.00 AM	3.55 PM		7.20 PM				
	(112.8)		Leave Daily	Leave Daily		Leave Daily				
	Time over District.....		(1.42)	(2.42)		(0.04)	(1.42)			
	Average Speed per Hour.....		66.35	41.78		31.20	66.35			

RULE 5. Schedule time and train-order time at Gerber apply at station sign.

Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

Capacity of sidings	Mile Post Location	Timetable No. 181 April 27, 1952		Distance from Wyo
		EAST-WARD	WEST-WARD	
		Colusa Branch		
		STATIONS		
Yard Limits 194 WYP	108.3	R	HARRINGTON	72.1
Yard Limits 60	120.8	TO	GRIMES 12.5	59.6
33 W	133.0	TO	COLUSA 12.2	47.4
	145.9		PRINCETON 12.9	34.5
28	150.4		CODORA 4.5	30.0
Yard Limits 35 W	170.0	TO	HAMILTON 19.6	10.4
Yard Limits 36 YP	180.4		WYO 10.4	0.0
			(72.1)	

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Colusa Branch		
College City.....(Spur)	112.3	22
Graino.....(Spur)	116.0	12
Cobble.....(Spur)	126.5	22
Sycamore.....(Spur)	124.4	11
Stegeman.....(Spur)	143.2	13
Glenn.....(Spur)	155.6	13
Ordbend.....(Spur)	162.1	19
Rotavele.....(Spur)	165.9	12
Cory.....	178.6	40

WEST VALLEY SUBDIVISION

EASTWARD

THIRD CLASS

Capacity of sidings	Mile Post Location	THIRD CLASS						Mile Post Location	Distance from Davis
		604 Freight	498 Freight	602 Freight	496 Freight	600 Freight	494 Freight		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yard Limits KWIYP		PM 9.05		AM 11.05		AM 2.00		75.6	
100 P		9.15		11.15		2.10		80.7	
Yard Limits BKWIP		9.24		11.24		2.19		84.9	
38 P		9.32		11.32		2.27		89.9	
105 P		9.40		11.40		2.35		95.8	
32 P		9.49		11.49		2.44		103.2	
Yard Limits WYP		9.57		AM 11.57		2.52		108.3	
41 P		10.04		PM 12.04		2.59		113.5	
51 P		10.17		12.17		3.12		124.2	
103 P		10.23		12.23		3.18		129.1	
P		10.28		12.28		3.23		133.0	
101 P		10.35		12.35		3.30		138.3	
Yard Limits BKWOYP		10.50		12.50		3.45		149.9	
41 P		11.00		1.00		3.55		156.8	
102 P		11.05		1.05		4.00		160.7	
Yard Limits { 40 WP		11.11		1.11		4.06		165.4	
{ 36 YP		11.14		1.14		4.09		167.0	
23 P		11.22		1.22		4.17		173.4	
43 P		11.29		1.29		4.24		178.5	
41 P		11.34		1.34		4.29		181.6	
P		11.40	PM 6.44	1.40	AM 10.50	4.35	AM 2.50	186.3	
Gerber yard BKWOIYP		11.45 PM	6.49 PM	1.45 PM	10.55 AM	4.40 AM	2.55 AM	211.7	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	213.8	
		(2.40) 42.30	(0.05) 25.20	(2.40) 42.30	(0.05) 25.20	(2.40) 42.30	(0.05) 25.20		

Automatic Block Signal System

Timetable No. 181
April 27, 1952

STATIONS

TO-R	DAVIS	0.0
	5.1 MERRITT	5.1
	4.2 WOODLAND	9.3
TO	5.0 YOLO	14.3
	5.9 ZAMORA	20.2
	7.4 DUNNIGAN	27.6
	5.1 HARRINGTON	32.7
TO	5.2 ARBUCKLE	37.9
TO	10.7 WILLIAMS	48.6
	4.9 CORTENA	53.5
TO	3.9 MAXWELL	57.4
	5.3 DELAVAN	62.7
TO	11.6 WILLOWS	74.3
	6.9 ARTOIS	81.2
	3.9 GRAPIT	85.1
TO	4.7 ORLAND	89.8
	1.6 WYO	91.4
	6.4 KIRKWOOD	97.8
TO	5.1 CORNING	102.9
	3.1 RICHFIELD	106.0
	4.7 TEHAMA	110.7
TO-R	2.1 GERBER	112.8
	(112.8)	

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

RULE 5. Schedule time and train-order time at Gerber apply at station sign.
Schedule time and train-order time for eastward first-class trains at Davis apply at signal bridge 1200 feet east of Tower.

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 181 April 27, 1952		WEST-WARD Distance from Josephine
		Knights Landing Branch		
STATIONS				
Yard Limits BKWIP	84.9	TO-R	WOODLAND	32.4
18	87.7		2.8 SUGARFIELD	29.6
WP	94.0	TO	6.3 KNIGHTS LANDING	23.3
	96.9		2.9 MARCHANT	20.4
13	117.3		20.4 JOSEPHINE	0.0
(32.4)				

Capacity of sidings	EAST-WARD Mile Post Location	Timetable No. 181 April 27, 1952		WEST-WARD Distance from Ensey
		Ensey Branch		
STATIONS				
	96.9		MARCHANT	0.7
	97.6		0.7 ENSLEY	0.0
(0.7)				

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
19	Richfield	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
19	Kirkwood	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
19	Artois	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
19	Delavan	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
19	Arbuckle	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
19	Arbuckle	Flag	Daily	West of Davis		
20	Yolo	Stop	Friday			To exchange U. S. Mail by locker
20	Zamora	Stop	Friday			To exchange U. S. Mail by locker
20	Dunnigan	Stop	Friday			To exchange U. S. Mail by locker
20	Delavan	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
20	Artois	Stop	Sun. & Hol.			To exchange U. S. Mail
20	Kirkwood	Stop	Sun. & Hol.			To exchange U. S. Mail
20	Corning	Stop	Sun. & Hol.			To exchange U. S. Mail by locker
20	Richfield	Stop	Sun. & Hol.			To exchange U. S. Mail
20	Tehama	Stop	Sun. & Hol.			To exchange U. S. Mail
23	"c" stations	Flag	Daily		Ogden	
23	Blue Canon	Flag	Daily		Ogden	
23	Alta	Flag	Daily		Ogden	
23	Dutch Flat	Flag	Daily		Ogden	
23	New England Mills	Flag	Daily		Ogden	
23	West Applegate	Flag	Daily		Ogden	
23	Clipper Gap	Flag	Daily		Ogden	
25,26	Andover	Flag	Daily			To receive or discharge employes
25,26	Eder	Flag	Daily			To receive or discharge employes
25,26	Troy	Flag	Daily			To receive or discharge employes
25,26	Cisco	Flag	Daily			To receive or discharge employes
25,26	Crystal Lake	Flag	Daily			To receive or discharge employes
25,26	Emigrant Gap	Stop	Daily			To exchange U. S. Mail by locker
25,26	Emigrant Gap	Flag	Daily			To receive or discharge employes
25,26	Blue Canon	Stop	Daily			To exchange U. S. Mail by locker
25,26	Blue Canon	Flag	Daily	Any station	Any station	To receive or discharge employes
25,26	Midas	Flag	Daily			To receive or discharge employes
25,26	"c" stations	Flag	Daily	Any station	Any station	
25,26	New England Mills	Flag	Daily	Any station	Any station	
25,26	Clipper Gap	Flag	Daily	Any station	Any station	
25	West Applegate	Flag	Daily	Any station	Any station	
25,26	Dutch Flat	Flag	Daily	Any station	Any station	
25,26	Alta	Flag	Daily	Any station	Any station	
25,26	Soda Springs	Flag	Daily	Any station	Any station	
26	Gold Run	Stop	Daily			To exchange U. S. Mail by locker
26	Soda Springs	Stop	Daily			To exchange U. S. Mail by locker
26	Floriston	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
26	Verdi	Stop	Daily exc. Sun. & Hol.			To exchange U. S. Mail
201	Sheridan	Stop when necessary	Daily			To exchange U.S. Mail, or for newspapers
201	Swanston	Flag	Daily	Sacramento	Roseville	
202	Tehama	Stop	Daily exc. Sun. & Hol.			To exchange U.S. Mail

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

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

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

RULE 82-A. Crews arriving Roseville on first-class trains may assume corresponding schedule or section of schedule on connecting subdivision without clearance.

Antelope—Only trains originating will obtain clearance.

Regular trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without clearance.

Authority for movement of regular trains, and sections thereof, on Western Division to or from Brighton will apply over Sacramento Division into or out of Sacramento, Antelope or Roseville. Trains will register and display indicators and signals accordingly.

Second- and third-class and extra trains to or from Western Division passing Sacramento, will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville or Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville or Antelope will apply the same as if addressed to them at Brighton or Sacramento.

RULE 83-A. At the following stations, only the trains indicated will register:

Sacramento—Trains originating or terminating, except second- and third-class and extra trains passing Sacramento to or from Western Division.

Sacramento, 12th St.—Eastward trains, via Brighton, and trains originating or terminating.

Antelope—First-class trains, and westward trains originating.

Roseville—First-class and westward trains originating in west yard, and eastward trains terminating in east and west yards.

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

Sacramento, 12th St.—Eastward trains, via Brighton.

Antelope—First-class trains.

Roseville—First-class trains.

Folsom—Trains required to go to Folsom will register the same information as shown on register at Folsom Jct.

RULE D-97-A. Applies between Sacramento and Roseville and between Brighton and Elvas.

RULE 204. Trains of Sacramento, Mountain and East Valley Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

Operator Sacramento must furnish conductor of all first-class trains enroute Mountain Subdivision two extra copies of all train orders affecting their movement at Roseville or beyond.

RULE 221. Eastward and westward first-class trains, and trains from Roseville or Antelope enroute to Western Division will not obtain clearance at Sacramento, 12th St.

Trains originating or terminating at Sacramento not enroute to or from Western Division need not obtain clearance at Sacramento, 12th St.

RULE D-251. Applies to the following tracks:

Both tracks between Sacramento and Elvas.

Eastward track Elvas to Roseville.

Westward track Antelope to Elvas.

Westward track Sacramento to Davis train-order office (Western Division) provided proceed signal received from yardman at Front St., Sacramento.

RULE 82-A. Crews ordered for No. 606 at Reno, may assume that schedule without clearance.

Crews arriving Roseville on first-class trains may assume corresponding schedule or section of schedule on connecting subdivision without clearance.

RULE 83-A. At the following stations, only the trains indicated will register:

Truckee—Trains originating or terminating.

Colfax—Trains originating or terminating.

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

Roseville—First-class trains.

RULE D-97-A. Applies between Roseville and Sparks.

RULE 204. Trains of Sacramento and Mountain Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

Operators Sparks to Loomis, inc., must deliver to conductors of westward first-class trains one extra copy of all train orders affecting their movement at or beyond Roseville.

RULE 221. Train-order signals at Emigrant Gap and Norden are light type signals identified by an illuminated sign "Train Order Signal" on the signal mast. When a train reaches a point approximately 200 feet from signal, if no train orders, indication will change from "stop" to "proceed."

Light engines may leave Norden for Truckee as extras without obtaining clearance at Norden.

RULE D-251. Applies to the following tracks:
No. 2 Track Norden to Truckee.

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

RULE 82-A. Crew arriving Tehama on No. 201, also sections of that schedule holding proper clearance or train-order authority, may assume corresponding schedule or section at Tehama without clearance.

Crews arriving Roseville on first-class trains may assume corresponding schedule or section of schedule on connecting subdivision without clearance.

RULE 83-A. At the following stations, only the trains indicated will register:

Binney Jct., Chico—Trains originating or terminating.

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

Roseville—First-class trains.

RULE 204. Trains of Sacramento and East Valley Subdivisions with the same conductor operating through Roseville may be issued train orders on one subdivision that affect their movement on either or another of these subdivisions, and when engine crew is changed or helper engine is added, copy of all orders must be delivered to such engineer by conductor.

Trains to or from East Valley Subdivision with the same conductor and engineer operating through Tehama may be issued train orders on East Valley Subdivision or West Valley Subdivision that affect their movement on either of these subdivisions.

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

RULE 82-A. Crews arriving Tehama on Nos. 202, 494, 496 and 498, also sections of those schedules holding proper clearance or train-order authority, may assume corresponding schedule or section at Tehama without clearance.

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

Davis—All trains to or from West Valley Subdivision.

RULE 105.

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

Gerber siding extends from just east of junction switch at Tehama to 550 feet west of crossover leading to yard tracks.

RULE 101 - ...
RULE 102 - ...
RULE 103 - ...

RULE 104 - ...
RULE 105 - ...

RULE 106 - ...
RULE 107 - ...

SPECIAL INSTRUCTIONS - EAST VALLEY SUBDIVISION

RULE 108 - ...
RULE 109 - ...

RULE 110 - ...
RULE 111 - ...
RULE 112 - ...

SPECIAL INSTRUCTIONS - WEST VALLEY SUBDIVISION

RULE 113 - ...
RULE 114 - ...

RULE 115 - ...
RULE 116 - ...

RULE 117 - ...
RULE 118 - ...

SPECIAL INSTRUCTIONS - ...

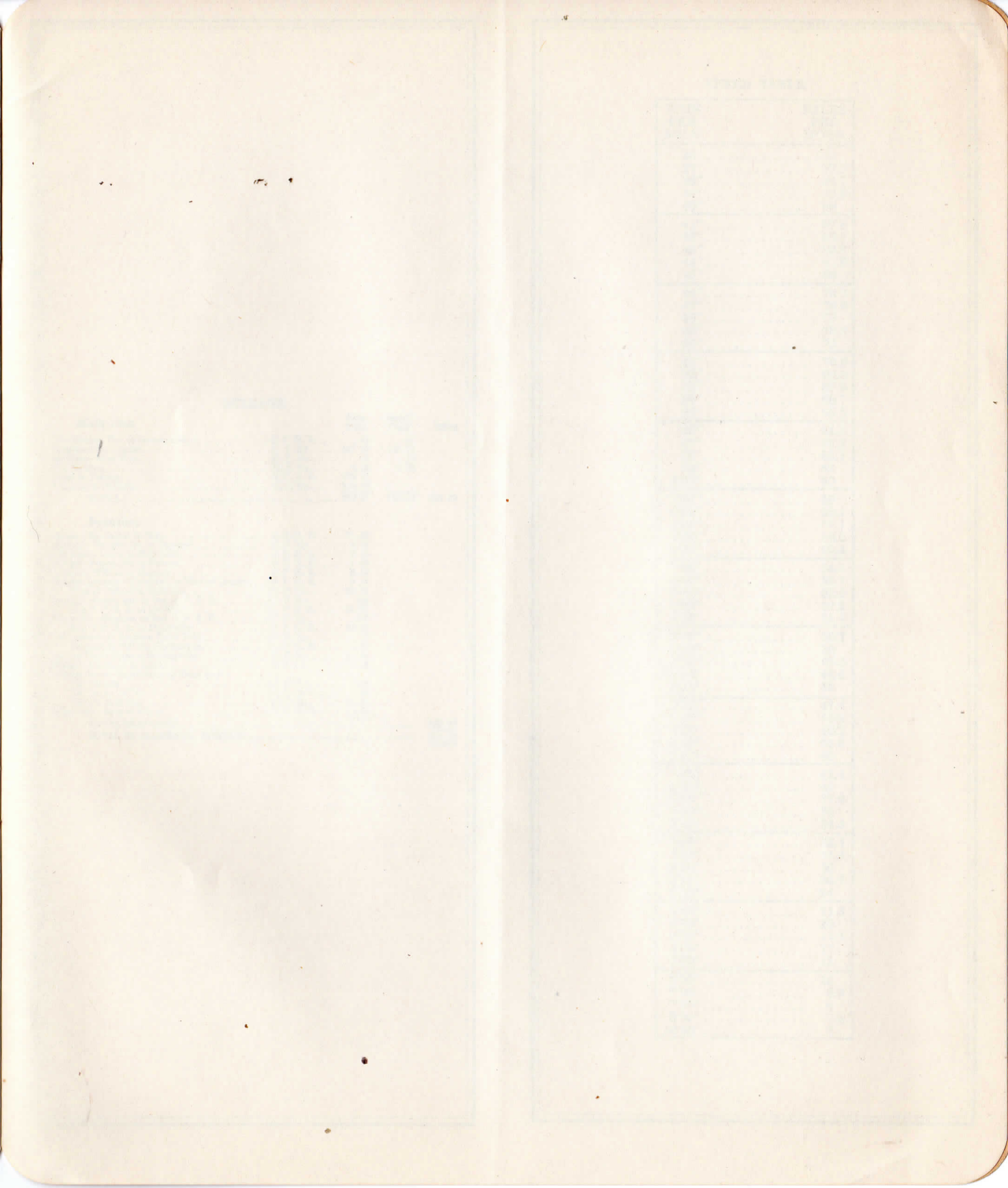
RULE 119 - ...
RULE 120 - ...

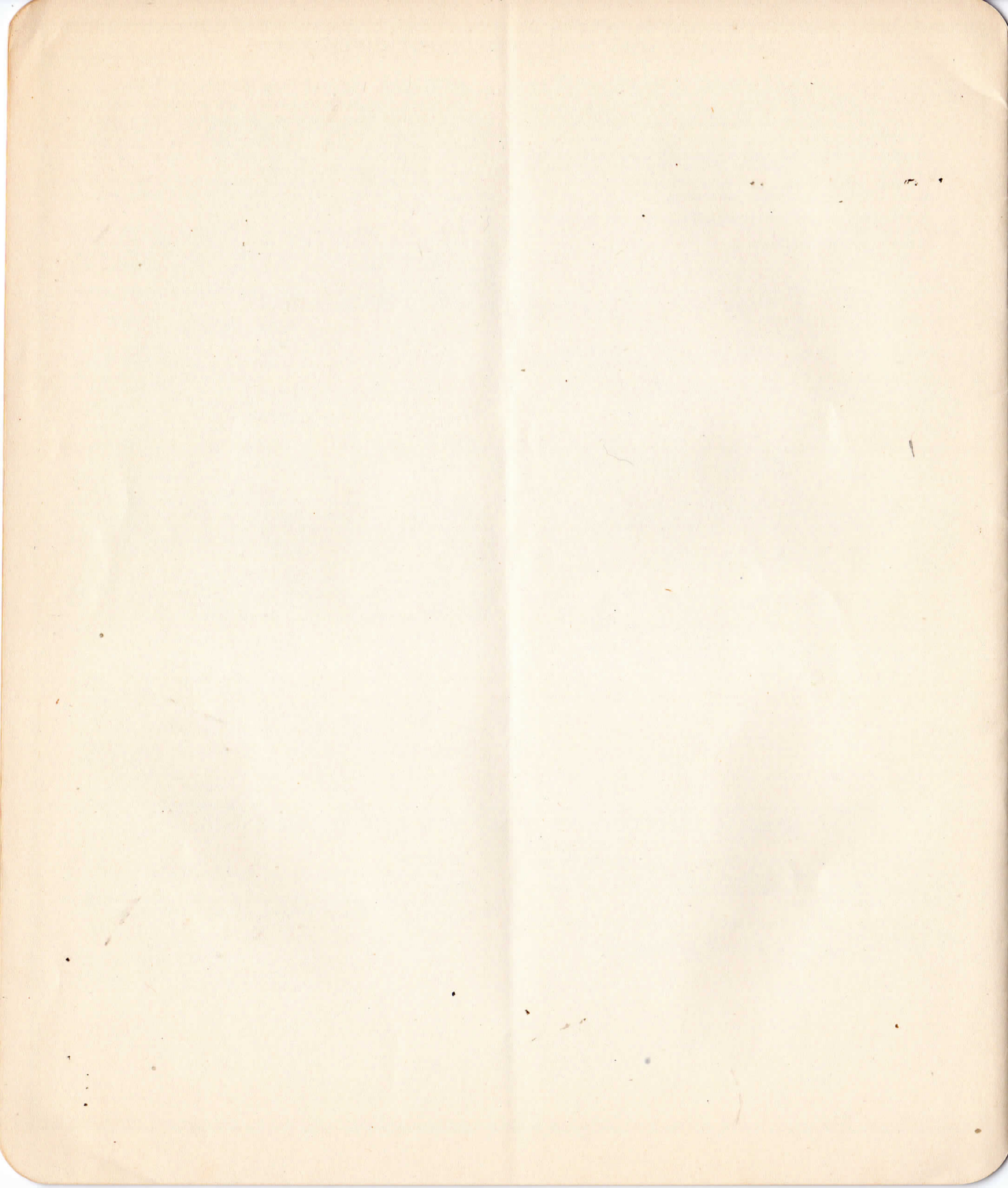
RULE 121 - ...
RULE 122 - ...

RULE 123 - ...
RULE 124 - ...

RULE 125 - ...
RULE 126 - ...

RULE 127 - ...
RULE 128 - ...



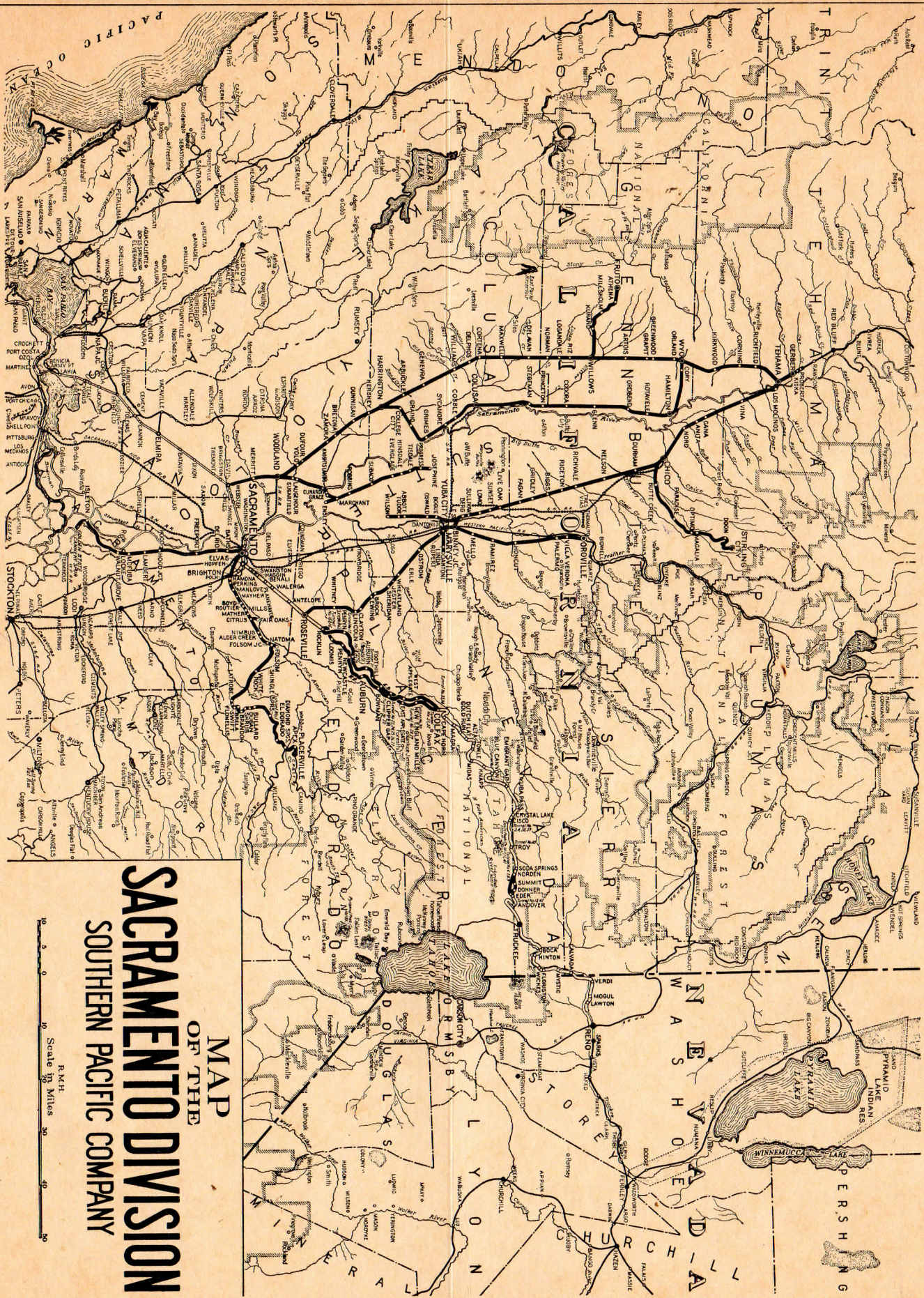


MILEAGE

Main Line	First Track	Add'l Track	Miles
End Western Div. to Sacramento	S. P. R. R.	.86	.86
Sacramento to Lawton	C. P. Ry.	147.80	145.52
At Elvas—West Wye	C. P. Ry.	.31	.31
Polk to Elvas	C. P. Ry.	4.63	3.00
Davis to Tehama	S. P. R. R.	109.71	
Roseville to Proberta	C. P. Ry.	109.50	
TOTAL		372.81	149.69 522.50
Branches			
Colusa—Harrington to Wyo	S. P. R. R.	71.66	
Dantoni—Dantoni Jet. to Dantoni	C. P. Ry.	4.46	
Fair Oaks—Citrus to Fair Oaks	S. P. R. R.	2.11	
Folsom—Folsom Jet. to Folsom	S. P. R. R.	1.00	
Kurand—Willows to Kurand	S. P. R. R.	6.18	
Knights Landing—Woodland to West of Cunard	S. P. R. R.	9.71	
West of Cunard to Josephine	S. P. Co.	22.16	
Oroville—Binney Jet. to Beg. S. P. R. R.	C. P. Ry.	.04	
Beg. S. P. R. R. to Oroville	S. P. R. R.	25.27	
Placerville—Brighton to Beg. S. P. R. R.	C. P. Ry.	.07	
Beg. S. P. R. R. to Placerville	S. P. R. R.	54.92	
"R" Street—At Brighton (Link Trk)	C. P. Ry.	.32	
Brighton to "Q" St. Sacramento	S. P. R. R.	4.94	
Stirling City—Chico to Stirling City	C. P. Ry.	31.14	
Ensley—Marchant to Ensley	S. P. Co.	1.12	
Walnut Grove—Sacramento to Front and "K" Streets	C. P. Ry.	.29	
"K" St. to "N" St.	S. P. R. R.	.25	
"N" St. to Isleton	C. P. Ry.	32.94	
Yuba City—Berg to Wilson	S. P. R. R.	14.68	
TOTAL BRANCHES			283.26
TOTAL SACRAMENTO DIVISION			805.76

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6



MAP
OF THE
SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY

Scale 1 in. = 30 Miles
 0 10 20 30 40 50
 0 10 20 30 40 50
 P.M.H.