

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

155

To Take Effect Sunday, December 13, 1936, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

W. L. HACK,
Superintendent.



EASTWARD

SACRAMENTO SUB-DIVISION

Time Table No. 155

December 13, 1936

Capacity of Sidings in Car Lengths	THIRD CLASS				FIRST CLASS							Distance from San Francisco	
		490	488	486	482	30	102	606	14	318	210		28
		Freight	Freight	Freight	Freight	Passenger	Streamliner City of San Francisco	Mixed	Pacific Limited	Passenger	Sierra		San Francisco Overland Limited
Term Yard BKTWOPY		9.00 PM	4.00 PM	12.30 PM	3.00 AM	11.35 PM	6.15 PM		11.50 AM		1.20 AM	12.15 AM	106.6
Yard P										f 1.27 AM			110.6
						11.51 PM	6.27		12.06 PM		See Page 3	12.30	115.5
84 WP		9.40	4.40	1.10	3.40	12.01 AM	6.36		f 12.17		s 1.55 AM	12.39	120.2
78 WP						f 12.10	6.43		f 12.28		s 2.08	f 12.47	124.2
68 P						12.18	6.51		12.36		2.17	12.57	129.1
													131.4
78 W						12.27	6.58		12.46		2.25	1.06	134.3
75 P						12.33	7.04		f 12.53		f 2.31	1.12	137.7
Yard YPWBK		10.30	5.50	2.00	4.30	s 12.45	7.14		s 1.05		s 3.00	s 1.25	141.7
60 P						12.57	7.23		1.17		3.12	1.37	146.0
125 PWOY		11.15 PM	6.45	2.45	5.15	1.10	7.36		1.30		s 3.27	1.50	152.2
6 P Spur									f				154.1
4 P Spur													156.0
5 Spur P						1.24	7.46		1.45		f 3.43	2.04	156.8
													159.6
75 P			7.55			1.37	7.55		1.58		3.57	2.17	160.7
78 WP		1.10 AM	9.00	5.00	7.30	1.48	8.04		2.09		4.08	2.28	164.8
PTW											f		165.5
86 Yard IPTW						2.06	8.16		f 2.28		s 4.35	2.50	171.8
82 PW		2.10	9.40	5.50	8.20	2.20	8.28		2.43		4.52	3.05	177.9
PWT									f 2.50		s 5.00		180.3
67 PW						2.37	8.44		3.03		5.13	3.22	185.5
P									f		f		190.4
130 KPTWBI		2.51	11.00 PM	7.00	9.30	2.51	8.59		f 3.18		s 5.30	3.36	192.0
													196.3
													197.7
PT													200.6
72 PW		3.56				3.11	9.19		3.38		5.52	3.56	202.9
Yard PWTYOBK		4.30	12.20 AM	8.15	10.50 AM	s 3.25	9.28		s 3.53		s 6.10	s 4.10	208.0
P						3.41	9.40		4.09		6.30	4.26	216.3
99 P						3.44	9.43		4.12		6.35	4.29	218.1
68 PW						3.51	9.50		4.19		6.45	4.36	222.4
No Siding WP													228.5
131 P		6.15	1.30	10.06	12.10 PM	4.08	10.06		4.36		7.02	4.53	232.4
Yard P						s 4.25	s 10.25	7.00 PM	s 4.53	7.55 AM	s 7.20	s 5.10	242.9
Yard						4.35			5.05	7.50	7.50	5.20	
Term. Yard OWTBK		7.15 AM	2.35 AM	10.45 PM	1.05 PM	s 4.50 AM	s 10.35 PM	s 7.12 PM	s 5.20 PM	s 8.07 AM	s 8.05 AM	s 5.35 AM	246.2
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive *See Footnote	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	
		(10.15)	(10.35)	(10.15)	(10.05)	(5.15)	(4.20)	(0.12)	(5.30)	(0.12)	(6.45)	(5.20)	
		13.38	12.95	13.38	13.60	26.11	32.05	16.50	25.38	16.50	20.31	25.71	

STATIONS

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

Eastward inferior trains may run ahead of Nos. 318 and 606 Reno to Sparks.

Eastward regular trains originating at Reno will not be required to obtain clearance at that station.

*No. 102 Streamliner CITY OF SAN FRANCISCO leaves on the 2nd, 8th, 14th, 20th and 26th day of each month.
 RULES 86 and 87. First-class trains must clear the time of Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102 not less than ten minutes, and all other trains not less than fifteen minutes.
 RULE 93. Within yard limits, engines must clear the main track not less than fifteen minutes for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.
 Time as indicated by time table schedules for first-class trains will apply at passenger station Emigrant Gap.
 Time in train orders Emigrant Gap will apply at siding.

No. 210 stop at following stations to exchange mail by locker:
 N. E. Mills. Blue Canon. Boca. Floriston. Verdi.

Additional Stations:	Miles	Miles
Lander, 139.0	Tamarack, 183.7	Wickes, 221.5
Magra, 148.5	Spruce, 187.8	Farad, 224.7
Forebay, 163.0	Polaris, 211.1	Mystic, 225.5
Smart, 173.3	Union Mills, 213.5	Fleish, 229.8
Yuba Pass, 176.1	Prosser Creek, 215.0	Mogul, 235.8
	Iceland, 220.9	Lawton, 237.1

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
28	Any Station	Receive Revenue Passengers	Ogden	
30	Any Station	Receive Revenue Passengers	East of Sparks	

(137.1)
 Time over District
 Average Speed per Hour

**EAST-
WARD**

Time Table No. 155

210

Sierra

Leave Daily

f 1.27 AM

s 1.36

s 1.45

s 1.55 AM

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

STATIONS

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

Distance from Sparks

138.9
134.9
131.6
128.9
125.9
121.9
121.0
117.1
114.6
111.6
108.4
103.4
99.1
92.9
91.0
88.3
85.6
84.4
80.3
79.6
74.4
70.1
67.9
65.9
60.4
55.5
54.2
53.2
50.0
48.5
45.6
43.3
38.2
38.0
29.7
27.9
22.6
17.6
13.7
3.3
0.7
0.0

SACRAMENTO SUB-DIVISION											WESTWARD										
FIRST CLASS											THIRD CLASS										
101 Streamliner City of San Francisco	289 Sierra	21 Pacific Limited	605 Mixed	317 Passenger	9 Fast Mail	287 Passenger	27 San Francisco Overland Limited	533 Freight	535 Freight	Capacity of Siding in Car Lengths											
Arrive * See Footnote	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Term. Yard TOWYPBK											
5.09 AM	s 5.33 PM	s 5.56 PM			s 2.41 AM	s 3.45 AM	s 4.22 AM	10.10 AM	3.30 AM	P 94											
4.59	f 5.16	5.42			2.29	s 3.25	4.03			P 51											
4.49	s 4.58	5.29			2.23	f 3.15	3.54		2.40	WP 58											
4.41	s 4.43	5.17			2.04	s 2.50	3.30			P 73											
4.33	4.30	5.08			1.55	f 2.39	3.14			WP 50											
4.23	f 4.17	4.56			1.43	f 2.23	2.58			P 73											
4.17	f 4.10	4.49			1.36	f 2.13	2.49			P 58											
4.08	s 3.58	f 4.37			f 1.24	s 2.00	s 2.35	8.00	1.24	Spur P 57											
3.59	3.46	4.26			1.10	1.42	2.12			YWYBK Yard											
3.48	f 3.32	4.13			12.56	f 1.28	1.57	7.15	12.45 AM	P 62											
3.40	f 3.20	4.03			12.45	f 1.15	1.44			WOYP 65											
3.32	f 3.10	3.54			12.36	1.04	1.32			SPUR P 6											
3.26	3.01	3.45			12.26	12.54	1.22			P Spur 5											
3.16	f 2.47	3.32			12.12	f 12.40	1.07	6.15	11.45 PM	P 75											
3.01	2.37	3.22			12.02 AM	12.28	12.55			P 78											
f 2.27					11.57 PM	12.22	12.49			PTW											
2.47	2.15	3.02			f 12.17	12.44				WPI Yard 80											
s 2.04					11.42	12.04 AM	12.31			Summer 69 P											
2.36	s 2.00	2.48			f 11.52 PM	12.19				PW 82											
2.26	1.46	2.36			11.28	s 11.47	12.13 AM	4.30	10.00	PT											
2.13	1.28	2.18			11.16	11.31	11.57 PM			PW 67 Summer 68											
2.04	s 1.15	s 2.05			10.59	11.14	11.39			P											
1.52	f 12.56	1.47			s 10.47	s 11.01	s 11.25	2.45	8.15	KIPTBW 79											
1.49	12.52	1.43			10.27	f 10.37	10.59			P (Upper) 56 (Lower) 71											
1.42	f 12.45	1.36			10.23	10.32	10.53			P 91											
1.27	f 12.27	1.18			10.15	f 10.25	10.45			PT											
s 1.11	s 12.10 PM	s 1.00	s 7.00 PM	s 7.20 PM	9.58	f 10.05	10.25			WP 72											
s 11.53 AM	f	f 6.50	s 7.10	s 9.45	s 9.40	s 9.20	s 10.05			Yard PWTYOBK											
1.05 AM	11.50 AM	12.40 PM	6.45 PM	7.05 PM	9.05 PM	9.20 PM	9.50 PM	1.10 AM	6.30 PM	P 53											
Leave * See Footnote	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	P 64											
(4.04)	(5.43)	(5.16)	(0.15)	(0.15)	(5.36)	(6.25)	(6.32)	(9.00)	(9.00)	P											
34.16	24.29	26.37	13.20	13.20	24.80	21.24	21.26	15.43	15.43	WP											

SACRAMENTO SUB-DIVISION

EASTWARD

Time Table No. 155

December 13, 1936

Lake Tahoe Branch

STATIONS

Capacity of Siding in Car Lengths		Distance from San Francisco	STATIONS		Distance from Lake Tahoe
P	K Term. Yard		TO-R		
		208.1	TRUCKEE		14.5
		212.1	HEADLAND		10.5
		213.6	DENVALE		9.0
		213.7	MOPHETRES		8.9
		214.7	BIG CHIEF		7.9
		215.7	BULLS HEAD		6.9
		216.7	SQUAW CREEK		5.9
		217.6	OLD ROAD		5.0
		218.5	DEER PARK		4.1
		220.5	RAMPART		2.1
		222.0	MOSS HILLS		0.6
		222.6	LAKE TAHOE		0.0
			(14.5)		

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

*No. 101 Streamliner CITY OF SAN FRANCISCO leaves on the 7th, 13th, 19th, 25th, 31st and 1st day of each month.
 RULES 86 and 87. First-class trains must clear the time of Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102 not less than ten minutes, and all other trains not less than fifteen minutes.
 RULE 93. Within yard limits, engines must clear the main track not less than fifteen minutes for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.
 No. 210 will use No. 4 track Rocklin to Loomis.
 Time as indicated by time table schedule, or train order, for eastward trains will apply at passenger station Loomis.
 Time as indicated by time table schedules for first class trains will apply at passenger station Emigrant Gap.
 Time in train orders at Emigrant Gap will apply at siding.
 Westward trains receiving orders at or east of Newcastle moving eastward trains from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived.
 Westward trains must stop east of east crossover switch at Newcastle unless they receive a train-order signal permitting them to proceed.
 Eastward trains authorized to use No. 1 track Loomis to Newcastle, may proceed on No. 1 track to first crossover switch, east of station building at Newcastle.
 No. 287 stop at the following stations to exchange mail by locker:
 Alta. Dutch Flat.
 No. 21 slow down sufficiently or stop if necessary at Auburn to exchange mail.

Additional Stations:

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

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

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of Sidings in Car Lengths	FIRST CLASS										Distance from San Francisco	FIRST CLASS										SECOND CLASS	THIRD CLASS
	496	28	30	102	14	16	290	292	210	Distance from Tehama		9	287	27	101	289	21	15	471	497			
	Manifest	San Francisco Overland Limited	Passenger	Streamliner City of San Francisco	Pacific Limited	West Coast	Mixed	Passenger	Sierra			Fast Mail	Passenger	San Francisco Overland Limited	Streamliner City of San Francisco	Sierra	Pacific Limited	West Coast	Oakland Freight	Manifest			
Leave Daily	Leave Daily	Leave Daily	Leave * See Footnote	Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays	Leave Sun. & Holidays Only	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive * See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
Term. Yard BKWOTYPI		11.35 PM	10.55 PM	5.50 PM	11.10 AM	10.10 AM	1.20 AM	1.05 AM	12.40 AM	89.0 89.4 88.9	TO-R SACRAMENTO 2.9	122.7	s 3.20 AM	s 4.40 AM	s 5.05 AM	s 5.37 AM	s 6.20 PM	s 6.35 PM	s 7.00 PM	7.15 PM			
Yard IYP		11.42	11.02	5.58	11.17	10.17	1.35	1.12	12.47	91.8	ELVAS 1.7	119.9	3.11	4.27	4.56	5.27	6.08	6.26	6.48	7.00			
Yard PW										93.5	SWANSTON 1.4	118.2				f							
South 92 Yard P Center 86		11.47	11.07	6.01	11.23	10.22	1.40	1.17	12.52	94.9	BENALI 7.9	116.8	3.06	4.18	4.50	5.23	6.01	6.21	6.33				
60 Yard P		11.56 PM	11.16	6.09	11.34	f 10.32	1.52	1.27	1.01	102.8	ANTELOPE 3.8	108.9	2.58	4.08	4.40	5.15	5.52	6.13	6.24				
Term. Yard BKOPTWY	6.00 AM	s 12.06 AM	s 11.26 PM	6.15 PM	s 11.43 AM	s 10.42	s 2.00	s 1.37	s 1.11 AM	106.6	TO-R ROSEVILLE 6.2	105.1	2.49 AM	3.55 AM	4.30 AM	5.09 AM	5.40 PM	6.04 PM	s 6.15	6.30 PM			
111 P						10.51	2.10	1.47		112.8	WHITNEY 4.2	98.9								6.02			
134 PW	6.30					s 10.58	s 2.25	s 1.55		117.0	TO LINCOLN 4.0	94.7							s 5.55				
38 P										121.0	EWING 1.1	90.7											
106 P	6.40					11.05	2.33	2.02		122.1	BROOK 2.7	89.6								5.43			
32						11.09	f	f		124.8	SHERIDAN 3.3	86.9							f 5.38				
138 PW	6.50					s 11.14	s 2.45	s 2.12		128.1	TO WHEATLAND 6.1	83.6							s 5.32				
101 P	7.00					11.22	2.56	2.22		134.2	OSTROM 5.6	77.5								5.21			
										139.8	DANTONI JOT. 1.0	71.9											
Yard BKIYOWP	7.10					s 11.35	s 3.15 3.35	s 2.32 2.55		140.8	TO-R MARYSVILLE 1.0	70.9							s 5.10				
										141.8	W. P. R. R. Crossing 2.9	69.9											
112 WP	7.20					11.41	3.42	3.01		144.7	BERG 3.0	67.0								4.53			
43						11.46	3.48	3.06		147.7	LOMO 2.1	64.0								4.49			
13										149.8	SUNSET 1.7	61.9											
84 IP	7.30					s 11.53 AM	f 4.00	f 3.12		161.5	TO LIVE OAK S. N. R. R. Crossing 6.5	60.2							s 4.44				
108 P	7.40					s 12.05 PM	s 4.15	s 3.25		158.0	TO GRIDLEY 3.4	53.7							s 4.32				
49 WP	8.00					s 12.15	s 4.30	s 3.33		161.4	TO BIGGS 6.0	50.3							s 4.25				
49 P	8.10					s 12.25	s 4.44	s 3.43		167.4	RIOVALE 4.1	44.3							f 4.13				
97 P	8.20					f 12.31	s 4.53	s 3.49		171.5	NELSON 6.6	40.2							f 4.06				
96 P	8.30					s 12.40	s 5.06	s 4.00		178.1	TO DURHAM 6.1	33.6							s 3.56				
Yard BKYWOP	8.40					s 12.55	s 5.18 6.38	s 4.10 4.35		184.2	S. N. R. R. Crossing	27.5							s 3.45				
29 P	8.50					1.05	5.50	4.45		191.3	TO-R CHICO 7.1	27.5							f 3.29				
122 P	8.55					1.09	5.55	4.50		193.6	NORD 2.3	20.4								3.26			
16						1.13				196.0	ANITA 2.4	18.1											
130 WP	9.15					s 1.25	f 6.10	f 5.05		203.0	OANA 7.0	15.7							s 3.13				
15										204.6	VINA 1.6	8.7											
48 P	9.25					s 1.37	f 6.22	f 5.18		209.7	OOPELAND 5.1	7.1							s 3.02				
120 PY	9.30 AM					f 1.43 PM	s 6.27 AM	s 5.26 AM		211.7	TO LOS MOLINOS 2.0	2.0								2.55 PM			
											R TEHAMA	0.0								7.00 AM			
											(122.7)		Leave Daily	Leave Daily	Leave Daily	Leave * See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
													(0.31)	(0.45)	(0.35)	(0.28)	(0.40)	(0.31)	(4.05)	(0.45)			
													34.07	23.47	30.17	37.71	26.40	34.07	30.05	23.47			
																				(3.40)			
																				28.66			

*No. 101 Streamliner CITY OF SAN FRANCISCO leaves on the 7th, 13th, 19th, 25th, 31st and 1st day of each month.

*No. 102 Streamliner CITY OF SAN FRANCISCO leaves on the 2nd, 8th, 14th, 20th, and 26th day of each month.

RULES 86 and 87. First-class trains must clear the time of Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102 not less than ten minutes and all other trains not less than fifteen minutes.

RULE 93. Within yard limits, engines must clear the main track not less than fifteen minutes for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

HOLIDAYS INDICATED ARE: New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas. Schedule time and train orders will apply at the Junction Switch at Tehama.

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
15	Any Station	Receive	Lincoln	
15	Any Station	Discharge		Gerber
16	Sheridan	Discharge		Martinez and West
16	Any Station	Receive	Klamath Falls	

Additional Stations:

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

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

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

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of Sidings in Car Lengths	EASTWARD										Distance from San Francisco	WESTWARD										
	THIRD CLASS		SECOND CLASS			FIRST CLASS						Distance from Gerber	FIRST CLASS					SECOND CLASS		THIRD CLASS		
	514 Local Freight	496 Manifest	510 Mixed	512 Mixed	20 Klamath	18 Cascade	8 Shasta	16 West Coast	292 Passenger	19 Klamath			7 Shasta	293 Passenger	291 Mixed	17 Cascade	15 West Coast	511 Mixed	497 Manifest	513 Mixed	515 Local Freight	
Leave Daily Ex. Sunday	Leave Daily	Leave Tues. and Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays Only	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays Only	Arrive Daily Ex. Sundays & Holidays	Arrive Daily	Arrive Daily	Arrive Mon. and Fri.	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
Term. Yard IWYPK	4.05AM			4.00AM	11.50PM	9.15PM	8.40PM			75.6	TO-R DAVIS 5.1	112.8	s 4.55AM	s 7.13AM	s 9.35AM	s 10.05AM	s 4.10PM					
100 P					11.57PM	9.22	8.47			80.7	MERRITT 2.5	107.7	4.46	7.02	f 9.25	f 9.56	4.01			11.10AM		
17										83.2	MULLEN 1.7	105.2			f	f						
BKIPW Yard 107	4.40			4.20AM	12.10AM	9.29	8.55			84.9	TO-R WOODLAND S. N. R. R. Crossing 5.0	103.5	4.40	s 6.55	s 9.15	s 9.49	s 3.55			10.50AM		
25 P	5.15				12.17	9.35	9.02			89.9	TO YOLO 5.9	98.5	4.29	6.44	s 9.03	s 9.40	3.43			3.00		
29 P					12.23	9.41	9.08			95.8	TO ZAMORA 2.2	92.6	4.21	6.37	s 8.52	s 9.31	3.35			2.40		
17 P										98.0	BRETONA 5.2	90.4			f	f						
36 WP	6.28				12.31	9.49	9.16			103.2	TO DUNNIGAN 3.2	85.2	4.13	6.28	s 8.42	s 9.21	3.26			2.15		
40 P										106.4	HERSHEY 1.9	82.0			f	f						
118 YP					12.37	9.55	9.22			108.3	HARRINGTON 5.2	80.1	4.07	6.22	f 8.34	f 9.14	3.20			1.45		
44 P	7.00				f 12.46	10.01	9.29			113.5	TO ARBUOKLE 4.1	74.9	4.01	6.16	s 8.24	s 9.06	3.14			1.30		
30 P					12.52	10.06	9.34			117.6	GENEVRA 0.9	70.8	3.55	6.10	f 8.14	f 8.59	3.08			12.45		
11										118.5	MACY 5.7	69.9			f	f						
50 P	8.05				s 1.02	10.14	9.42			124.2	TO WILLIAMS 4.9	64.2	3.47	f 6.02	s 8.05	s 8.50	s 3.00			12.20PM		
45 P	8.41				1.08	10.19	9.48			129.1	CORTENA 3.9	59.3	3.41	5.55	f 7.52	f 8.41	2.52					
59 WP	8.55				f 1.15	10.23	9.53			133.0	TO MAXWELL 5.3	55.4	3.37	5.50	s 7.46	s 8.35	2.47			11.35AM		
39 P					1.22	10.29	9.59			138.3	DELANAN 3.8	50.1	3.31	5.43	f 7.37	f 8.27	2.40					
34					1.26	10.33	10.03			142.1	NORMAN 2.2	46.3			f	f						
31 P										144.3	LOGANDALE 5.6	44.1	3.25	5.37	f 7.28	f 8.18	2.32					
64 BKWOYP	10.00AM				s 1.42	10.42	10.15			149.9	TO-R WILLOWS 3.3	38.5	3.18	s 5.30	s 7.20	s 8.10	s 2.25			11.00AM		
10										153.2	LYMAN 3.6	35.2			f	f						
44 P					1.52	10.51	10.25			156.8	ARTOIS 3.9	31.6	3.08	5.18	s 7.03	s 7.49	2.14					
50					1.56	10.55	10.29			160.7	GRAPIT 1.3	27.7	3.03	5.13	f 6.57	f 7.42	2.09					
33 P										162.0	GREENWOOD 3.4	26.4			f	f						
41 KPW			7.10AM		s 2.05	11.01	10.37			165.4	TO-R ORLAND 1.6	23.0	2.57	s 5.07	s 6.50	s 7.35	s 2.03			s 1.35PM		
39 PY			7.15AM							167.0	WYO 2.0	21.4	2.54	5.01	f 6.41	f 7.23	1.58			1.25PM		
11										169.0	MALTON 4.4	19.4			f	f						
26 P					2.15	11.10	10.47			173.4	KIRKWOOD 5.1	15.0	2.47	4.54	f 6.32	f 7.13	1.51					
47 P					s 2.27	11.16	10.54			178.5	TO CORNING 3.1	9.9	2.41	s 4.48	s 6.25	s 7.05	s 1.45					
44 P					2.36		10.58			181.6	RICHFIELD 4.7	6.8	2.36	4.40	s 6.12	s 6.43	1.39					
120 YP		9.30AM			2.46	11.25	11.05	1.43PM	5.26AM	186.3	R TEHAMA 2.1	2.1	2.29	4.34	s 6.05	6.35AM	1.34	s 2.55PM		7.00AM		
Term. Yard BKWOPY		9.40AM			s 2.55AM	s 11.30PM	s 11.10PM	s 1.50PM	s 5.35AM	188.4	TO-R GERBER	0.0	2.25AM	4.30AM	6.00AM		1.30PM	2.50PM		6.50AM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Tues. and Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays Only		(112.8)	Leave Daily	Leave Daily	Leave Sundays and Holidays Only	Leave Daily Ex. Sundays & Holidays	Leave Daily	Leave Daily	Leave Mon. and Fri.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(5.55) 12.56	(0.10) 12.60	(0.05) 19.20	(0.20) 27.90	(3.05) 36.58	(2.15) 50.13	(2.30) 45.12	(0.07) 18.00	(0.09) 14.00		Time over District.....	(2.30) 45.12	(2.43) 41.52	(3.35) 31.48	(3.30) 31.63	(2.40) 42.30	(0.05) 25.20	(0.10) 9.60	(0.10) 12.60	(0.20) 27.90	(5.30) 13.51	

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

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

Additional Stations:
Dufour, 92.1
Ronda, 93.7

Delphos, 126.8
Riz, 146.0

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

EASTWARD

REDDING SUBDIVISION

WESTWARD

Capacity of Siding and Spurs in Car Lengths	SECOND CLASS				FIRST CLASS				Distance from San Francisco via Marysville	Time Table No. 155 December 13, 1936	Distance from Dunsmuir	FIRST CLASS				THIRD CLASS		
	620				18	8	16	20				7	17	15	19	637	639	641
	Manifest	Leave Daily	Leave Daily	Leave Daily	Cascade	Shasta	West Coast	Klamath				Shasta	Cascade	West Coast	Klamath	Manifest	Local Freight	Manifest
Term. Yd. WOYPBK	11.55 AM				11.40 PM	11.20 PM	2.00 PM	3.10 AM	213.8	TO-R GERBER	108.3	s 4.20 AM	s 1.20 PM	s 2.40 PM	s 2.15 AM	6.10 AM	10.25 AM	1.05 PM
85 P	12.03 PM				11.48	11.28	2.09	3.18	215.8	PROBERTA	106.3			f				
Yard 49-49 P	12.12				11.55 PM	11.35	s 2.22	s 3.29	218.9	RAWSON	103.2	4.12	1.11	2.32	2.06	6.01	10.10	12.55
81 P	12.22				12.03 AM	11.43	2.33	3.38	223.4	TO RED BLUFF	98.7	s 4.05	1.04	s 2.22	1.59	5.54	10.00	12.47
80 P	12.30				12.10	11.49	f 2.40	3.47	228.9	BLUNT	98.2	3.55	12.56	2.10	1.51	5.45	9.40	12.38
74 WP	12.41				12.18	11.57 PM	s 2.50	s 3.57	233.6	HOKER	88.5	3.47	12.50	2.04	1.45	5.37	9.25	12.30
76 P	12 49				12.22	12.01 AM	2.55	4.02	240.4	TO COTTONWOOD	81.7	s 3.30	12.41	s 1.54	1.36	5.26	9.10	12.15
70 P	12 56				12.26	12.05	s 3.01	s 4.07	244.2	CULP	77.9	3.25	12.37	1.49	1.32	5.20	8.55	12.07
91 P	1.12				12.33	12.12	3.09	4.16	247.1	TO ANDERSON	75.0	s 3.20	12.33	s 1.45	1.28	5.15	8.45	12.02 PM
Yard 95-84 WPI	1.28				12.40	12.19	s 3.19	s 4.32	253.5	GIRVAN	68.6	3.10	12.26	1.35	1.21	5.05	8.30	11.52 AM
63 P	1.41				12.55	12.30	3.30	4.43	258.2	TO REDDING	68.9	s 3.03	12.20	s 1.28	s 1.15	4.57	8.20 AM	11.44
No Siding P									258.9	KESWICK	58.2	2.47	12.08 PM	1.14	12.55	4.43		11.30
49 P	1.51				1.06	12.42	3.40	4.52	267.2	TO MATHESON	54.9			s				
81 P	1.59				1.13	12.54	3.47	4.59	268.0	MOTION	54.1	2.37	11.59 AM	1.05	12.42	4.27		11.17
85 P	2.11				1.23	1.04	f 3.58	5.10	271.0	OORAM	51.1	2.30	11.52	12.58	12.35	4.17		11.08
87 P	2.18				1.29	1.10	f 4.04	5.16	275.7	TO KENNET	46.4	2.20	11.42	f 12.48	12.25	4.02		10.53
83 YWPO	2.23				1.34	1.14	4.09	5.21	278.8	PITT	43.8	2.14	11.36	f 12.42	12.19	3.54		10.45
45 P	2.32				1.42	1.22	f 4.17	5.29	280.2	MORLEY	41.9	2.09	11.31	12.37	12.15	3.48		10.39
82 P	2.42				1.50	1.30	f 4.25	5.37	283.8	ELMORE	38.3	2.01	11.23	f 12.29	12.07 AM	3.36		10.28
75 P	2.51				1.58	1.40	4.33	5.45	287.6	POLLOCK	34.5	1.50	11.15	f 12.21	11.59 PM	3.24		10.16
81 WP	3.12				2.13	2.00	s 4.49	6.02	291.1	SMITHSON	31.0	1.40	11.07	12.13	11.51	3.12		10.05
85 P Spur	3.23				2.21	2.08	f 4.58	6.10	296.7	TO DELTA	25.4	1.25	10.55	f 12.01 PM	11.39	2.54		9.48
71 P	3.33				2.30	2.17	5.07	6.19	300.2	LAMOINE	21.9	1.18	10.48	f 11.53 AM	11.32	2.42		9.37
72 P	3.39				2.35	2.21	5.13	6.24	304.0	GIBSON	18.1	1.09	10.39	11.44	11.23	2.30		9.25
70 WP	3.50				2.44	2.29	f 5.21	6.33	306.0	FISHER	16.1	1.04	10.34	11.39	11.18	2.21		9.19
81 P	4.01				2.52	2.38	f 5.30	6.41	309.4	SIMS	12.7	12.56	10.26	f 11.31	11.10	2.09		9.08
86 P	4.07				2.57	2.44	f 5.36	6.47	313.1	CONANT	9.0	12.48	10.18	f 11.23	11.02	1.58		8.56
Term Yard PBK	4.25 PM				3.04	2.52	f 5.43	6.56	315.3	CASTELLA	6.8	12.43	10.13	f 11.18	10.57	1.50		8.49
Term Yd. WOTPBK					3.11	3.00	5.50	7.05	318.8	CASTLE ORAG	3.8	12.36	10.06	f 11.11	10.50	1.41		8.40
	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	321.2	DUNSMUIR YARD	0.9	12.29	9.59	11.04	10.44	1.30 AM		8.30 AM
					s 3.15 AM	s 3.05 AM	s 5.55 PM	s 7.10 AM	322.1	TO-R DUNSMUIR (Pass Sta.)	0.0	12.25 AM	9.55 AM	11.00 AM	10.40 PM			
									(108.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily

(4.30)	(3.35)	(3.45)	(3.55)	(4.00)	..... Time over District.....	(3.55)	(3.25)	(3.40)	(3.35)	(4.40)	(2.05)	(4.35)
24.06	30.02	28.88	27.65	27.07	.....Average Speed per Hour.....	27.65	31.69	29.53	30.02	23.21	21.31	23.63

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
15 & 16	Antler MP 290.5	Receive and Discharge	Any Station	Any Station	Monday
15 & 16	Sweet Briar MP 31.8	Receive and Discharge	Any Station	Any Station	
15 & 16	Coram	Receive and Discharge	Any Station	Any Station	
7	Bet. Dunsmuir & Redding	Discharge	Any Station	East of Dunsmuir	Monday
19	Red Bluff	Receive Revenue	Berkeley and beyond	Davis and beyond	
8	Red Bluff and Redding	Discharge	East of Dunsmuir where Nos. 18 and 8 scheduled to stop.	Richmond and beyond	Monday
8	Any Station Between Davis and Dunsmuir	Receive Revenue	Richmond and beyond	Seattle	
7	Castella	Receive	Points west of Gerber where train scheduled to stop	Klamath Falls or points east	
18	Any Station	Receive			
17	Redding	Receive			
17	Red Bluff	Discharge			

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

Westward trains required to take siding at Redding, unless otherwise instructed; will stop to clear signal SA-2587 and request operator by telephone to line switches.

EASTWARD

BLACK BUTTE SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS		SECOND CLASS	FIRST CLASS				Distance from San Francisco via Marysville	Time Table No. 155 December 13, 1936	Distance from Klamath Falls	FIRST CLASS				THIRD CLASS		
	624	640	622	16	20	18	8				17	15	19	7	623	635	649
	Freight	Local Freight and Logger	Manifest	West Coast	Klamath	Cascade	Shasta				Cascade	West Coast	Klamath	Shasta	Freight	Manifest	Manifest
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Term. Yd. PBK	7.30 PM		6.20 PM					321.2		108.0							
Term. Yd. WOTPBK	7.40		6.25	6.05 PM	7.25 AM	3.30 AM	3.20 AM	322.1		107.1	s 9.45 AM	s 10.50 AM	s 10.30 PM	s 12.10 AM	9.00 PM 10.15 PM 2.45 AM		
P							f	325.4		103.8			f				
80 P	7.55		6.37	6.15	7.36	3.41	3.32	326.1		103.1	9.35	10.39	10.20	11.59 PM	8.40 9.53 2.26		
26 P	8.01		6.42	6.20	7.41	3.46	f 3.36	327.6		101.6	9.31	10.35	10.15	11.55	8.35 9.48 2.21		
84 P	8.20		7.00	6.32	7.53	3.58	f 3.48	331.4		97.8	9.19	10.23	10.02	11.43	8.20 9.35 2.08		
87 P	8.30		7.07	6.37	7.58	4.03	f 3.54	333.5		95.7	9.14	10.18	9.57	11.38	8.00 9.28 2.01		
108 WYP	8.45		7.20	s 6.48	s 8.08	4.13	s 4.04	336.7		92.5	9.07	s 10.11	s 9.48	s 11.30	7.35 9.18 1.51		
98 P	9.13		7.25	6.53	8.12	4.17	f 4.08	339.1		90.1	9.03	10.05	9.39	11.25	7.25 9.13 1.46		
80 YP	9.34		7.30	6.57	8.16	4.21	f 4.13	342.0		87.2	8.59	10.01	9.34	11.21	7.18 9.07 1.40		
M-27 E-80 Yd W-111 WYP	9.45 PM	4.05 AM	7.40	f 7.05	8.24	4.28	s 4.20 AM	345.0		84.5	8.52	f 9.54	s 9.25	11.11 PM	7.05 PM 8.57 1.30		
82 P		4.30	8.12	7.17	8.40	4.40		352.2		77.3	8.40	9.41	9.10		8.37 1.10		
113 P		4.49	8.24	7.27	8.54	4.49		357.2		72.3	8.32	9.33	f 9.00		8.24 12.57		
88 P		5.01	8.33	7.33	9.01	4.54		360.7		68.8	8.27	9.28	8.52		8.13 12.49		
83 P		5.14	8.46	7.39	9.08	5.00		364.8		64.7	8.22	9.23	8.46		8.00 12.35		
Spur 202								366.6		62.9							
125 WYP		5.30	9.05	f 7.45	9.18	5.07		368.5		61.0	8.17	9.18	f 8.40		7.45 12.20 AM		
58 P		5.43	9.14	7.52	9.35	5.14		373.1		56.4	8.10	9.11	8.31		7.20 11.54 PM		
81 P		5.52	9.21	7.58	9.40	5.19		377.2		52.3	8.04	9.05	f 8.24		7.10 11.43		
No siding YP				s 8.04	f 9.47	5.24		380.6		48.9	7.59	f 9.00	s 8.17				
91 WP		6.30	9.29	s 8.08	9.51	5.26		381.9		47.6	7.57	8.57	f 8.08		7.00 11.33		
80 P		6.45	9.36	8.13	9.56	5.31		386.0		43.5	7.50	8.51	f 7.58		6.50 11.23		
60 P		6.54	9.42	8.18	10.01	5.36		390.0		39.5	7.44	8.45	7.51		6.43 11.16		
96 101 WY Yard P		7.15	9.55	s 8.25	10.06	5.41		394.0		35.5	7.39	8.40	f 7.45		6.36 11.09		
61 P		7.25	10.00	s 8.30	10.09	5.44		396.7		32.8	7.36	8.37	s 7.41		6.31 11.04		
80 P		7.34	10.03	8.33	10.12	5.46		398.3		31.2	7.34	8.35	7.36		6.28 11.01		
61 P		7.45	10.10	8.38	10.17	5.51		402.6		26.9	7.29	8.30	7.31		6.21 10.54		
96 P		8.24	10.17	s 8.45	f 10.22	5.56		407.1		22.4	7.24	f 8.24	s 7.25		6.14 10.47		
61 P		8.34	10.24	8.52	10.28	6.02		411.6		17.9	7.18	8.18	7.16		6.06 10.39		
82 P		8.42	10.31	8.57	10.33	6.07		415.6		13.9	7.13	8.13	f 7.11		5.59 10.31		
61 P		8.48	10.36	9.02	10.37	6.11		418.2		11.3	7.10	8.10	7.06		5.53 10.23		
69 P		8.56	10.43	9.07	10.42	6.17		422.3		7.2	7.05	8.05	f 7.01		5.46 10.16		
82 P		9.05	10.50	9.12	10.47	6.22		426.2		3.3	7.00	8.00	6.55		5.40 10.10		
Term. Yd. WYOTPBK		9.20 AM	11.00 PM	s 9.20 PM	s 10.55 AM	s 6.30 AM		429.5		0.0	6.55 AM	7.55 AM	6.50 PM		5.30 PM 10.00 PM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(108.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	(2.15)	(5.15)	(4.40)	(3.15)	(3.30)	(3.00)	(1.00)	Time over District.....	(2.50)	(2.55)	(3.40)	(0.59)	(1.55)	(4.45)	(4.45)	
	10.44	16.09	23.14	32.95	30.60	35.70	22.60	Average Speed per Hour.....	38.39	36.72	29.21	22.98	12.26	22.77	22.77	

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

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

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

No. 17 reduce speed Mount Shasta to dispatch first class mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)
7 & 8	Shaata Retreat, MP 323.8 (Grass Lake, Bray, Mt. Hebron, Macdoel)	Receive and Discharge	Any Station	Any Station
20		Discharge	Eugene	Gerber and west
18	Any Station	Receive	Seattle	

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

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS		FIRST CLASS			Distance from San Francisco via Marysville	Time Table No. 155 December 13, 1936	Distance from Crescent Lake	FIRST CLASS			THIRD CLASS		
	Manifest	G. N. Ry. Freight	16 West Coast	20 Klamath	18 Cascade				17 Cascade	15 West Coast	19 Klamath	621 Manifest	387 G. N. Ry. Freight	647 Freight
Term. Yd. WOTYPBK	1.00AM	12.10AM	9.30PM	11.05AM	6.45AM	429.5	TO-R KLAMATH FALLS 2.4	99.1	s 6.45AM	s 7.40AM	s 6.40PM	8.50AM	2.25PM	3.15PM
63 P	1.10	12.20	9.35	11.10	6.50	431.9	CHELSEA 2.2	96.7	6.40	7.35	6.35	8.42	2.19	3.07
66 P	1.15	12.25	9.40	11.15	6.55	434.1	WOCUS 4.8	94.5	6.37	7.32	6.30	8.37	2.14	3.02
110 P	1.23	12.33	s 9.47	11.23	7.01	438.9	TO ALGOMA 3.7	89.7	6.31	7.25	s 6.23	8.28	2.05	2.53
62 P	1.30	12.40	9.52	11.28	7.06	442.6	OUXY 4.8	86.0	6.26	7.19	f 6.16	8.21	1.57	2.46
82 P	1.37	12.47	f 9.59	11.33	7.11	447.2	TO MODOC POINT 4.6	81.4	6.21	7.11	s 6.10	8.14	1.50	2.39
67 P	1.44	12.54	10.05	11.39	7.16	451.8	LOBERT 4.9	76.8	6.16	7.03	6.03	8.07	1.43	2.32
170 WYPK (Yard)	1.53	1.03	s 10.14	f 11.48	7.23	456.7	TO OHIOQUIN 1.3	71.9	6.10	f 6.57	s 5.56	7.59	1.35	2.24
87 P	1.55	1.05	f 10.17	11.51	7.25	458.0	PINE RIDGE 3.1	70.6	6.08	6.53	f 5.49	7.47	1.22	2.12
63 P	2.03	1.15	10.22	11.57AM	7.30	461.1	BRAYMILL 4.2	67.5	6.04	6.49	5.44	7.42	1.16	2.07
85 P	2.18	1.30	10.28	12.03PM	7.35	465.3	OALIMUS 5.0	63.3	5.59	6.44	5.39	7.35	1.09	2.00
122 Yard WYP	2.31	1.45	s 10.35	12.09	7.41	470.3	TO KIRK 4.2	58.3	5.53	6.38	f 5.33	7.27	1.01	1.52
102 P	2.38	1.52	10.41	12.14	7.46	474.5	FUEGO 4.1	54.1	5.48	6.33	f 5.26	7.19	12.54	1.45
102 P	2.45	1.59	10.47	12.20	7.51	478.6	TO OHINCHALO 4.8	50.0	5.43	6.28	f 5.20	7.10	12.47	1.38
102 WP	3.01	2.12	10.53	12.26	7.56	483.4	LENZ 4.8	45.2	5.38	6.23	f 5.14	6.57	12.40	1.24
102 P	3.09	2.21	10.59	12.32	8.01	488.2	MAZAMA 4.4	40.4	5.33	6.18	5.08	6.50	12.32	1.16
102 P	3.16	2.28	11.05	12.37	8.06	492.6	YAMSAY 5.4	36.0	5.28	6.13	f 5.03	6.43	12.24	1.08
102 P	3.24	2.36	11.12	12.43	8.12	498.0	DIAMOND LAKE 5.3	30.6	5.22	6.07	f 4.57	6.34	12.15	12.59
102PBK	3.32	2.45AM	f 11.20	f 12.51	8.18	503.3	TO-R OHEMULT 3.9	25.3	5.16	f 6.01	s 4.50	6.25	12.05PM	12.51
102 YP	3.38		11.26	12.57	8.23	507.2	PAUNINA 7.6	21.4	5.11	5.56	f 4.44	6.19		12.43
102 P	3.51		11.37	f 1.08	8.32	514.8	MOWICH 4.7	13.8	5.03	5.48	f 4.34	6.06		12.31
102 P	3.58		11.46	1.17	8.38	519.5	KOTAN 4.5	9.1	4.57	5.42	4.28	5.58		12.23
102 P	4.05		11.54PM	f 1.25	8.43	524.0	UMLI 4.6	4.6	4.51	5.36	f 4.22	5.50		12.15
Term. Yd. WOYPBK	4.15AM		s 12.05AM	s 1.35PM	s 8.50AM	528.6	TO-R CRESCENT LAKE (99.1)	0.0	4.45AM	5.30AM	4.15PM	5.40AM		12.05PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

(3.15) 30.48 (2.35) 28.57 (2.35) 38.36 (2.30) 39.64 (2.05) 47.57

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

(2.00) 49.55 (2.10) 45.74 (2.25) 41.00

(3.10) 31.29 (2.20) 31.60 (3.10) 31.29

The schedule time of Nos. 386 and 387 at Klamath Falls applies at Telegraph Office.
The schedule time and train orders of first-class trains at Klamath Falls apply at passenger station.

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

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

No. 17 reduce speed at Chiloquin to dispatch U. S. Mail.

EASTWARD

BLACK BUTTE SUBDIVISION

WESTWARD

Table with columns for Capacity of Sidings and Spurs in Car Lengths, Third Class 624, First Class 8, Distance from San Francisco via Marysville, Time Table No. 155, December 13, 1936, Stations, Distance from Ashland, First Class 7, Third Class 640 and 623, and Arrive Daily/Leave Daily times.

Summary table with columns for Time over District, Average Speed per Hour, and numerical values for various categories.

At Black Butte schedule time and train orders of Cascade Line trains apply at the train-order signal. Schedule time and train orders of trains going to or coming from the Siskiyou Line apply at the Junction switch.

At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding.

Water supply one quarter mile east of Grenada.

Table titled 'ADDITIONAL FLAG STOPS TO RECEIVE AND DISCHARGE PASSENGERS' with columns for Train, At, Receive and Discharge, To (or Beyond), and From (or Beyond).

EASTWARD

MERRILL SUBDIVISION

WESTWARD 9

Table with columns for Capacity of Sidings and Spurs in Car Lengths, Second Class 628, First Class 318, Distance from San Francisco, Time Table No. 155, December 13, 1936, Stations, Distance from Klamath Falls, First Class 317, Second Class 625, and Arrive Daily/Leave Daily times.

Summary table with columns for Time over District, Average Speed per Hour, and numerical values for various categories.

EASTWARD MERRILL SUBDIVISION WESTWARD

Table with columns for Capacity of Sidings and Spurs in Car Lengths, Second Class 632 and 630, Distance from San Francisco, Time Table No. 155, December 13, 1936, Lakeview Branch, Stations, Distance from Lakeview, Second Class 629 and 631, and Arrive Daily/Leave Daily times.

Summary table with columns for Time over District, Average Speed per Hour, and numerical values for various categories.

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

SACRAMENTO SUB-DIVISION

EASTWARD

Time Table No. 155

December 13, 1936

WESTWARD

THIRD CLASS

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

Distance from Oroville	THIRD CLASS	
	513 Mixed	513
	Arrive Daily Ex. Sunday	
63.3	s	10.30 AM
61.0	f	
60.5	f	
58.1	f	
54.2	s	10.00
51.7	f	
50.8	f	
43.0	f	
40.7	f	9.20
36.5	f	
35.5	f	
32.1	f	
30.2	f	
27.5	s	8.45
26.1		
25.5	s	8.30 AM
17.2		
12.9		
6.3		
5.4		
2.9		
0.0		
		Leave Daily Ex. Sunday
		(2.00) 18.90

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

(7.10) 7.53

Additional Stations:

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

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

Additional Flag Stops to Receive or Discharge Passengers:

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

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco
	518 Local Freight	300 Motor	298 Motor	
WOTYPBK	Leave Daily Ex. Sunday	Leave Saturday Only	Leave Daily Ex. Saturday	
Yard	Via Elvas	Via Elvas	Via Elvas	
89 WP	5.50 AM	s 4.05 PM	s 2.40 PM	94.7
29	5.55	s 4.08	s 2.43	95.9
9		f	f	97.5
81	6.05	f 4.13	f 2.48	98.9
8		f	f	100.7
22	6.20	s 4.18	s 2.53	101.6
35	6.30	f 4.22	f 2.57	103.4
35 P	6.50	s 4.24	s 2.59	104.4
18		f 4.29	f 3.04	107.4
31	7.17	f	f	108.3
25	7.33	s 4.35	s 3.10	110.1
25 WY	8.30	s 4.40	s 3.15	111.1
5 (Spur)				111.3
9	9.10	f 4.58	f 3.33	118.0
15	9.50	f 5.19	f 3.54	126.1
6	10.20	f 5.35	f 4.10	131.4
4 (Spur)				131.7
27 W	11.20 AM	s 5.50	s 4.25	136.9
32	12.01 PM	s 6.08	s 4.43	142.7
23	12.30	s 6.16	s 4.51	145.0
Yard WTK	1.00 PM	s 6.25 PM	s 5.00 PM	148.7
	Arrive Daily Ex. Sunday	Arrive Saturday Only	Arrive Daily Ex. Saturday	
	(7.10) 7.53	(2.20) 23.14	(2.20) 23.14	

Distance from Placerville	FIRST CLASS		THIRD CLASS
	299 Motor	519 Local Freight	
	Arrive Daily	Arrive Daily Ex. Monday	
59.9			
59.4			
59.1			
59.0			
58.5			
57.9	Via Elvas	Via Elvas	
56.7			
56.4			
54.0	s 8.05 AM	11.50 AM	
52.8	s 8.02	11.40	
51.2	f		
49.8	f 7.56	11.25	
48.0	f		
47.1	s 7.50	11.15	
45.3	f 7.46	11.05	
44.3	f 7.44	11.00	
41.3	7.38	10.15	
40.4	f 7.36		
38.6	s 7.33	10.00	
37.6	s 7.30	9.50	
37.4	7.28		
30.7	f 7.12	9.10	
22.8	f 6.53	8.35	
17.3	f 6.41	8.10	
17.0			
11.8	s 6.28	7.45	
6.0	s 6.14	7.20	
3.7	s 6.09	7.00	
0.0	6.00 AM	6.30 AM	
	Leave Daily	Leave Daily Ex. Monday	
	(2.05) 25.92	(5.20) 10.12	

Time Table No. 155
December 13, 1936
Placerville Branch

STATIONS

TO-R SAORAMENTO 0.5
S. N. R. R. Crossing 0.3
JOT. SWITCH, R STREET 0.1
S. N. R. R. Crossing Western Pacific Crossing 0.5
Central California Traction Crossing 0.6
Western Pacific Crossing 1.2
S. N. R. R. Crossing 0.3
HOMESTEAD 2.4
BRIGHTON 1.2
PERKINS 1.6
MANLOVE 1.4
MAYHEW 1.8
ROUTIER 0.9
MILLS 1.8
MATHER 1.0
OITRUS 3.0
NIMBUS 0.9
ALDER OREEK 1.8
NATOMA 1.0
FOLSOM 0.2
NAGLE 6.7
WHITE ROCK 8.1
LATROBE 5.3
DUGAN 0.3
BULLARD 5.2
SHINGLE SPRINGS 5.8
EL DORADO 2.3
DIAMOND SPRINGS 3.7
PLACERVILLE (59.9)

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

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of Sidings in Car Lengths	FIRST CLASS		Distance from San Francisco
	299 Motor	519 Local Freight	
35 P			104.4
Yard 15 P			106.3

Distance from Fair Oaks	FIRST CLASS		THIRD CLASS
	299 Motor	519 Local Freight	
	Arrive Daily	Arrive Daily Ex. Monday	
1.9			
0.0			

Time Table No. 155
December 13, 1936
Fair Oaks Branch

STATIONS

OITRUS 1.9
FAIR OAKS (1.9)

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

Additional Stations:

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

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

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

Additional Flag Stops to Receive or Discharge Passengers:

Nos. 298, 299 and 300
Brown Salsbury
Malby Alden
Harvey Prattrock
Bradshaw Ramona

Soudan Crossing
Cothrin 141-C
Bryants Flonellis
Crossing Brela
Brandon Bullard
Bennett Cum mings and Apex

SACRAMENTO SUBDIVISION

EASTWARD			WESTWARD		
Capacity of Sidings in Car Lengths	FIRST CLASS	Distance from San Francisco	Time Table No. 155 December 13, 1936		FIRST CLASS
	520 Mixed		Colusa Branch		521 Mixed
	Leave Mon., Friday				Arrive Tues., Saturday
Yard PY	9.10 AM	108.3	R	HARRINGTON 4.0	s 11.00 AM
40	f	112.3		COLLEGE CITY 3.7	f
33	f	116.0		GRAINO 4.8	f
101 W	s 9.45	120.8	TO	GRIMES 3.6	s 10.25
30	f	124.4		SYOAMORE 4.4	f
35	f	128.8		DOLAN 4.2	f
97	s 10.30	133.0	TO	COLUSA 10.2	s 9.50
50	f	143.2		STEGEMAN 2.7	f
39 W	s 11.10	145.9		PRINCETON 4.5	s 9.00
33	s 11.30 AM	150.4		OODORA 5.2	s 8.45
64	f	155.6		GLENN 6.5	f
40	f	162.1		ORDBEND 3.8	f
33	f	165.9		ROTAVELE 4.1	f
84 W	s 12.50 PM	170.0	TO	HAMILTON 10.4	s 7.50
42 PY	s 1.25 PM	180.4		WYO	s 7.20 AM
	Arrive Mon., Friday			(72.1)	Leave Tues., Saturday
	(4.15)				(3.40)
	16.64				19.67
			Time over District.....		
			Average Speed per Hour.....		

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

EASTWARD			WESTWARD		
Capacity of Sidings in Car Lengths	Time Table No. 155 December 13, 1936		Distance from San Francisco	Dantoni Branch	
				STATIONS	
		139.8		DANTONI JOT. 3.2	4.4
7		143.0		LINDA 1.2	1.2
17		144.2		DANTONI	0.0
					(4.4)
			Time over District.....		
			Average Speed per Hour.....		

EASTWARD			WESTWARD		
Capacity of Sidings in Car Lengths	Time Table No. 155 December 13, 1936		Distance from San Francisco	Fruto Branch	
				STATIONS	
64 WOYBKP		149.9	TO-R	WILLOWS 2.4	17.0
7 Spur		152.3		LOSA 3.5	14.6
20		155.8		KURAND 3.8	11.1
10		159.6		MILLSHOLM 4.0	7.3
9		163.6		ATHENA 3.3	3.3
19 PT		166.9	R	FRUTO	0.0
					(17.0)
			Time over District.....		
			Average Speed per Hour.....		

EASTWARD			WESTWARD		
Capacity of Sidings in Car Lengths	Time Table No. 155 December 13, 1936		Distance from San Francisco	Sutter Basin Branch	
				STATIONS	
		96.5	R	GRACE 0.4	20.8
30 P		96.9		MARCHANT 1.5	20.4
33		98.4		MAOKERT 2.0	18.9
39 WP		100.4		ROBBINS 1.3	16.9
33 P		101.7		SEYMOUR 3.4	15.6
55 P		105.1		SUBACO 2.1	12.2
33		107.2		PELGER 2.1	10.1
55 P		109.3		EVERGLADE 1.9	8.0
51 P		111.2		HINSDALE 0.6	6.1
YP		111.8		SHEFFIELD 1.5	5.5
44		113.3		TISDALE 1.9	4.0
15 (Spur)		115.2		PROGRESS 2.1	2.1
24		117.3		JOSEPHINE	0.0
35 (Spur)				(20.8)	
			Time over District.....		
			Average Speed per Hour.....		

EASTWARD			WESTWARD		
Capacity of Sidings in Car Lengths	Time Table No. 155 December 13, 1936		Distance from San Francisco	Sutter Basin Branch	
				STATIONS	
30 P		96.9		MARCHANT 0.7	2.5
26		97.6		ENSLEY 1.8	1.8
5 P		99.4		KARNAK	0.0
					(2.5)
			Time over District.....		
			Average Speed per Hour.....		

EASTWARD			WESTWARD		
Capacity of Sidings in Car Lengths	Time Table No. 155 December 13, 1936		Distance from San Francisco	River Farms Branch	
				STATIONS	
		93.5		KNIGHTS LDG. JOT. 2.8	13.8
Spur 16		96.3		EASTHAM 2.9	11.0
22		99.2		AYRSHIRE 3.2	8.1
Spur 68		102.4		TYNDALL 3.7	4.9
19Y		106.1		JIMENO 1.2	1.2
Spur 14		107.3		BOYER 0.9	0.0
					END OF TRACK
					13.8
			Time over District.....		
			Average Speed per Hour.....		

EASTWARD			WESTWARD		
Capacity of Sidings in Car Lengths	Time Table No. 155 December 13, 1936		Distance from San Francisco	Walnut Grove Branch	
				STATIONS	
		88.8	TO-R	SACRAMENTO 0.5	32.4
Term. Yard WOTYPBK		89.3		S. N. R. R. Crossing 0.3	31.9
Yard	P	89.6		JOT. SWITCH, R STREET 2.2	31.6
Yard		91.8		BATHS 2.4	29.4
60		94.2		DEL RIO 3.3	27.0
60		97.5		FREEPORT 7.8	23.7
60 P		105.3		HOOD 4.0	17.3
55		107.9		LAMBERT 3.3	13.3
44		111.2		MOFUBA 2.2	10.0
Yard 61 PWY		113.4	TO	WALNUT GROVE 7.8	7.8
Yard PWBY		121.2	TO-R	ISLETON	0.0
					(32.4)
			Time over District.....		
			Average Speed per Hour.....		

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 112.6.

EASTWARD			WESTWARD		
Capacity of Sidings in Car Lengths	FIRST CLASS	Distance from San Francisco	Time Table No. 155 December 13, 1936		SECOND CLASS
	526 Mixed		Stirling City Branch		527 Mixed
	Leave Mon., Friday				Arrive Tues., Saturday
Yard OYWBKP	1.15 PM	184.2	TO-R	OHIO 2.4	31.2 s 10.40 AM
		186.6		S. N. R. R. Crossing 2.7	28.8
	f	189.3		DREDGE 3.3	26.1 f 10.20
18	f 1.50	192.6		OROUGH 5.6	22.8 s 10.00
21 WP	s 2.20	198.2		PARADISE 5.0	17.2 s 9.30
12	s 2.50	203.2		MAGALIA 3.0	12.2 s 9.05
3 P	s 3.10	206.2		APPLETON 3.8	9.2 s 8.50
10 (Spur) WP	s 3.30	210.0		DOON 5.4	5.4 s 8.30
PY Yard	s 4.00 PM	215.4	R	STIRLING CITY	0.0 s 8.00 AM
	Arrive Mon., Friday			(31.2)	Leave Tues., Saturday
	(2.45)				(2.40)
	11.35				11.70
			Time over District.....		
			Average Speed per Hour.....		

Additional Flag Stops to Receive or Discharge Passengers: Nos. 526, 527, Barber (Chico yard), Oakdale Farms, Ostrander, Wagstaff, Optimo, Bush and Luce.
Additional Stations: Barber 185.1, Oakdale Farms 196.6, Ostrander 199.6, Wagstaff 200.2, Optimo 202.2, Bush 203.9, Luce 207.1.
Emergency water supply, Stirling City.

SACRAMENTO YARD—OUTBOUND, VIA ELVAS

SACRAMENTO YARD—INBOUND, VIA ELVAS

Terminal Yard	SECOND CLASS		FIRST CLASS						Distance from San Francisco	Time Table No. 155 December 13, 1936	Distance from End of Division	FIRST CLASS					THIRD CLASS	
	518 Local Freight	15 West Coast	235 Passenger	300 Motor	237 Passenger	298 Motor	231 Passenger	299 Motor				16 West Coast	234 Passenger	232 Passenger	282 Passenger	519 Local Freight		
	Leave Daily Ex. Sunday	Leave Daily	Leave Sun. & Holidays	Leave Saturday Only	Leave Daily Ex. Sundays & Holidays	Leave Daily Ex. Saturday	Leave Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily Ex. Sundays & Holidays	Arrive Daily	Arrive Daily Ex. Monday					
Yard		7.30 PM	5.10 PM	3.50 PM	3.20 PM	2.25 PM	8.25 AM	88.8	TO-R SACRAMENTO (Passenger Station) 1.0	7.0	s 8.20 AM	s 9.00 AM	12.35 PM	s 12.40 PM	s 9.30 PM			
Yard	5.30 AM							89.8	R SACRAMENTO (12th Street) 2.0	6.0						12.15 PM		
Yard I	5.40	7.40	5.20	4.00	3.30	2.35	8.35	91.8	ELVAS 3.0	4.0	8.10	8.50	12.25	12.30	9.20	12.01 PM		
Yard I	5.50 AM	7.45 PM	5.25 PM	4.05 PM	3.35 PM	s 2.40 PM	f 8.40 AM	94.8	BRIGHTON 1.0	1.0	8.05 AM	8.45 AM	12.20 PM	12.25 PM	f 9.15 PM	11.50 AM		
I								95.8	END OF SACTO DIV.	0.0								
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sun. & Holidays	Arrive Saturday Only	Arrive Daily Ex. Sundays & Holidays	Arrive Daily Ex. Saturday	Arrive Daily		(7.0)		Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily Ex. Sundays & Holidays	Leave Daily	Leave Daily Ex. Monday		

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

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

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

SPECIAL INSTRUCTIONS



RULE 2. Authorized Watch Inspectors.

Sacramento, S. A. Pope, Manager of Time Service, 65 Market St.
 Sacramento, H. T. Harger 1022 K St.
 Roseville, H. T. Harger
 Sparks, W. R. Adams & Son
 Placerville, Leo C. Burger
 Willows, Robt. E. Boyd
 Orland, L. Schnell
 Oroville, R. A. Williams
 Marysville, Milton Haney
 Chico, J. R. Dupen
 Red Bluff, G. C. Wilkins & Son
 Redding, F. R. Dobrowsky
 Dunsmuir, H. E. Voorhies
 Weed, Marion Dayley
 Ashland, W. J. Lane
 Klamath Falls, F. W. Bertram
 Alturas, Wm. Mayben

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

RULE 10 (J). A new type of slow board has been adopted to indicate speed restrictions applying to Streamliner CITY OF SAN FRANCISCO when handled by Diesel Power unit. It is a round board painted yellow with black figures which indicate maximum speed within slow board limits.

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

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

Tehama on Davis-Gerber Line.

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

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

Roseville on Roseville-Tehama Line.
Brighton on Sacramento-Placerville Line.
Davis on Davis-Gerber Line.

Oroville on Swayne Lumber Co. Logging Road.
Siskiyou Line trains to recall flagman between Junction Switch Black Butte and Weed, and Modoc Line trains to recall flagman between Stukel and Klamath Falls.

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

Streamliner CITY OF SAN FRANCISCO equipped with two red bull's eye lights countersunk nearly flush with roof of rear car. Lights burn continuously and serve as markers.

RULE 21. Streamliner CITY OF SAN FRANCISCO not equipped with train indicators. It will be identified as Streamliner CITY OF SAN FRANCISCO and consists of two motor cars and nine articulated type passenger train cars.

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

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

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

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

- Newcastle No. 210.
 - Truckee—First class trains and trains originating and terminating.
 - Cofax
 - Chico
 - Marysville
 - Harrington
 - Willows
 - Orland
 - Chemult
- } Trains originating and terminating.

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

Woodland—Except No. 19.

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

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

- Nos. 7, 8, 17 and 18 at Woodland.
- Truckee—First-class trains.
- Roseville Psgr. Station—First-class trains.
- Klamath Falls—Westward Great Northern R.R. trains.
- Crescent Lake—No. 17.
- Black Butte.

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

RULE 83 (D). Western Division trains, except first-class, originating Roseville, will obtain separate Sacramento and Western Division

clearances and receive their train orders applying to Western Division at Roseville and it will not be necessary to comply with Rule 83 (D) before leaving Sacramento.

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

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

RULES 86 and 87. First-class trains must clear the time of Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102 not less than ten minutes, and all other trains not less than fifteen minutes.

RULE 93. Within yard limits, engines must clear the main track not less than fifteen minutes for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

RULE 93. Yard limits are established at:

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

Sacramento Yard—Between a point 1,000 feet east of Benali to a point ¼ mile west of west switch Mikon to a point 1,000 feet west of west switch at Polk on Stockton Line, to a point 1,000 feet east of Junction switch Brighton on Placerville Line, to a point 3½ miles east of Junction switch, R Street, on Walnut Grove Line.

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

Eastward freight trains entering Roseville Yard must not pass Dry Creek without receiving proceed signal (green flag by day, green light by night).

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

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

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

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

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

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

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

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

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

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

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

Westward trains, except first-class, must not pass switch located at signal 3225 east end of Dunsmuir; eastward trains, except first-class, must not pass switch located at signal 3202 west end of Dunsmuir yard, unless letter "M" proceed indication located on mast of signal 3198 or proceed signal from yardman received, and westward trains, except first-class, must not pass switch located at signal 3213 just east of yard office east end of Dunsmuir yard without instructions from Yardmaster or proceed signal from yardman, green flag by day, green light by night.

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

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

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

RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED

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

Sacramento River at Tehama.

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

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

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

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

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

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

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

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

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

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

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

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

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains and engines must stop and be preceded by flagman before crossing highway at

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

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

- Jct. Switch R St... For Walnut Grove Branch.
- Verdi..... Crotch switch at east end of Verdi center siding will be mechanically locked by the derail which must be open before crotch switch can be operated.
- Black Butte..... Junction switch 1200 feet west of train-order office, for Cascade line. Switch on Siskiyou Line Main track 443 feet east of Junction switch is for track leading to west siding.
- Klamath Falls..... Great Northern R. R. Junction switch M.P. 428.4—2773 feet east of west switch of yard, for Southern Pacific main track.
- Cascade line and Modoc line Junction switch 1000 feet west of M.P. 428, for Cascade line. Modoc line main track parallels south side of Cascade line main track from a point at Cascade line M.P. 427.023 and Modoc line M.P. 553.2 to Cascade line M.P. 427.786.
- Chemult..... Junction switch Great Northern R. R. in siding 130 feet east of west switch, for Southern Pacific track.
- Alturas Yard..... Junction switch of Lake View Branch and Modoc line main track 480 feet west of M.P. 458 for Modoc line.

RULE 104 (A). Conductors and engine foremen will personally know that main track switches used by them are left locked when clearing main track for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

RULE 105. Following tracks are designated for use as sidings:
Weed—Siding located east of station building on opposite side of main track.

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

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

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

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

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

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

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

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

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

Wyo.—Track 2 of the two tracks paralleling main track, is siding. Eastward trains taking siding at Marysville, will use cross-over just west of west water column.

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

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

Clearance dated at Alturas will authorize No. 628 at Alturas Yard. It will not be necessary for No. 291 to obtain clearance at Tehama, No. 521 at Wyo, No. 520 at Harrington, or No. 527 at Stirling City.

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

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

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

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

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

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

Train Order Office Hours—Folsom 7 00 a. m. to 4 00 p. m., daily except Sunday.

Fair Oaks—10.00 a. m. to 4.30 p. m., daily except Sunday.

Colfax—12 Noon to 4 00 a. m.

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

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

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

RULE 325. Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

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

INSTRUCTIONS FOR SETTING HAND BRAKES AT: DUNSMUIR AND DUNSMUIR YARD

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

ASHLAND

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

KLAMATH FALLS

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

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

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

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

SPECIAL INSTRUCTIONS

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

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

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

RULE 869. Descending Steep Grades.
This applies between Edgewood and Black Butte. Snowdon and Ashland. Grass Lake and Delta. Ambrose and Canby.

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

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

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

AUTOMATIC BLOCK SYSTEM

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

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

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

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

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

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

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

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

That portion of Rule 509 (E) reading: "...and the intervening track is seen to be clear..." is interpreted as referred to the track being clear of locomotives and/or cars.

RULE 511. Within block signal limits, after switches of a crossover are thrown, wait three minutes before crossing over, unless block signals protecting the movement can be seen in stop position not less than one-half mile distant.

RULE 516. Overlap posts are located at:
Eastward Trains—Dunsuir Yard—515 feet west of signal 3210.
White Point—1,000 feet west of signal 4104.
Viaduct—Fouling point west end of siding.
Wall Creek—Fouling point west switch.
Leaf—Fouling point west switch.
Texum—Near middle of yard.
Live Oak—100 feet west of Station.
Tehama—2,000 feet east of junction switch.
Westward Trains—Wall Creek—Fouling point west switch.
Pine Ridge—Near middle of yard.
Somerset—Middle of yard.
Wyo—1,000 feet west of east switch of siding.

SPECIAL SIGNALS

A block signal with a triangular number plate is actuated by some special protective device and special action is required when signal indicates "Stop."

The following block signals have included in their control limits some special protective device. When these signals indicate "Stop", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding.

ROSEVILLE-SPARKS

Westward Trains Signals		Eastward Trains Signals
2239	Track opposite slide fence Floriston.....	2220
2003	Track opposite slide fence west of Tunnel 13.....	1996
2005	Track opposite slide fence west of Tunnel 13.....	1994
1789	Track opposite slide fence between old highway crossing and east switch Crystal Lake.....	1780
1737	Track opposite slide fence between spur Smart and 900 feet east on No. 2 track.....	1726
	Track opposite slide fence around Tunnels 33 and 34....	1438

ROSEVILLE-TEHAMA

1319	Bridge over Dry Creek M.P. 129.5 east of Wheatland..	1292
1371	Bridge over Clark's Slough M.P. 137.08 east of Ostrom..	1344
1927	Bridge at M.P. 191.83 east of Nord.....	1906

TEHAMA-DAVIS

1781	Bridge over Rico Creek M.P. 176.21 west of Corning...	1756
1381	Bridge at M.P. 137.44 west of Delavan.....	1354
1201	Bridge at M.P. 118.88 east of Geneva.....	1178

DUNSMUIR-KLAMATH FALLS

3547	Dry Canyon Bridge M.P. 353.35.....	3528
------	------------------------------------	------

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

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

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

On signal mast of eastward signal located at Norden station on No. 2 track governing movement into eastward siding.

On signal mast of eastward signal located on eastward siding at east end of concrete shed governing movement over switch to turntable.

On signal mast of eastward signal located on eastward siding at west switch of crossovers governing movement on crossover.

Normal indication of these signals DARK. Proceed with caution, indication will be given by a flashing yellow light. This will indicate that interlocking signals are in stop position; that switches are lined and movement may be made to couple to cars or engines on siding without calling towerman on telephone.

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

West End Center Siding Troy (Signal 1857).
" " " " Crystal Lake (Signal 1779).
" " " " Midas (Signal 1603).

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

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

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

When showing yellow disc or yellow light; take siding.
When showing white disc or green light, proceed, if train orders or schedule permits.

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

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

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

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

"Take Siding" indicator located on mast of Signal D-3701, east of Grass Lake.

Trains will be governed by Rules 705, 706, 707 and 708.
Light signals and switch indicators governing movements from Great Northern connections and Modoc Line main track to Cascade Line main track are located as follows:

Junction of Great Northern R. R. to Modoc Line (Signal 4276).
Junction of Modoc Line to Cascade Line (Signal 4280).

Junction of Great Northern R. R. to Cascade Line (Signals 4284-4283).
Normal indication of these signals STOP. Proceed indication will be displayed after switches and derails are lined for movement and block unoccupied. Should these signals fail to indicate proceed after switches are lined wait four minutes for time element relay to function, which will be effective when approach circuit to junction switch is occupied. After operation of time element relay, if signals fail to indicate proceed, Rules 509 and 99 apply.

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

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

Light type indicator, operated by Yardmaster at Dunsuir, located on mast of distant signal 3198 west of the west switch Dunsuir Yard.

Normal position of indicator DARK.

When letter "M" is displayed, by projecting white light, eastward second-class and extra trains are thereby given superiority over all trains to the fouling point of the east switch at Dunsuir and will hold main track, but must observe any indication of automatic block or other signals.

OIL BUFFER SPRING SWITCHES

Following will govern the maximum allowable speed of trains over Oil Buffer Spring Switches, subject to speed restrictions imposed by local conditions other than the spring switch:

FACING MOVEMENTS

1. Facing movement where train does not take turnout. .35 M.P.H. Where spring switch is equipped with Mechanical Facing point lock no speed restriction is imposed by the spring switch.
2. Facing movement where train takes turnout, the maximum allowable speed is governed by the number of the turnout, as follows:
 - (a) No. 10.....15 M.P.H.
 - (b) No. 14.....25 M.P.H.
 - (c) No. 20.....35 M.P.H.

TRAILING MOVEMENTS

3. Trailing movement where train does not actuate the switch points:
 - (a) Where train does not take turnout no speed restriction is imposed by the spring switch.
 - (b) Where train takes turnout maximum allowable speed is governed by the number of the turnout, as follows:
 - (1) No. 10.....15 M.P.H.
 - (2) No. 14.....25 M.P.H.
 - (3) No. 20.....35 M.P.H.
4. Trailing movement where train actuates the switch points:
 - (a) Where train does not take turnout.....35 M.P.H.
 - (b) Where train takes turnout maximum allowable speed is governed by the number of the turnout, as follows:
 - (1) No. 10.....15 M.P.H.
 - (2) No. 14.....25 M.P.H.
 - (3) No. 20.....35 M.P.H.

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

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

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

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

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

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

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

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

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

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

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

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

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

Eastward inferior trains stopped at Tehama to allow eastward superior trains on converging route to proceed, will, when the semi-automatic signal governing their movements is found in proceed position, promptly operate time release, which will then change signal on route of inferior train to stop position and one on converging route to proceed position, thereby reducing delay to both trains.

INTERLOCKING

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

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

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

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

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

To Valley Grocery spur—One short, two long.

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

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

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

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

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

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

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

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

Whistle Signals governing routes as follows:

To Roseville, one long, four short.

To Sacramento, three long, one short.

To Polk, two long, three short.

To Elvas Siding, three short, two long.

To Third Track, two short, two long.

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

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

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

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

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

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

Emigrant Gap—Limits as follows:

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

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

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

East switch of crossover equipped with electric lock.

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

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

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

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

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

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

Norden—Limits as follows:

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

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

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

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

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

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

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

Georgiana Slough-Drawbridge.

Snodgrass Slough-Drawbridge.

9th and K Streets Tower, Marysville.

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

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

Switch and derail, Western Pacific high line track.

Derail on Western Pacific stock corral track.

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

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

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

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

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

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

Whistle signals governing routes as follows:

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

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

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

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

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

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

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

To Spur, one short, two long.

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

Woodland—Crossing Sacramento Northern R. R.

Whistle signals governing routes as follows:

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

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

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

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

AUTOMATIC INTERLOCKING

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

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

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

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

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

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

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

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

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

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

TRAIN AND AIR INSPECTION

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

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

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

During stormy weather, and when snow on ground inspection of westward freight trains will be made between switches at Crystal Lake instead of Yuba Pass, and a five-minute stop for heat radiation will be made at Emigrant Gap in addition to Knapp.

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

Norden (On No. 2 Track.)
Truckee (Exception—Five minutes.)
Doon. Paradise. Crouch. Latrobe.
Passenger trains stop at Paradise five minutes to cool wheels.

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

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

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

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

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

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

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

Between sunset and sunrise, two Dietz lanterns must be placed on rear of caboose and trainmen must observe track for fallen logs.

When a train handling logs takes siding to meet a train or to allow a train to pass, such train must be thoroughly inspected to insure proper clearance for safe passage of trains, and no move made until expected train has been met or passed.

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

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

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

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

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

AIR BRAKE RULE 13.

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

AIR BRAKE RULES 16 and 17.

Running air brake test must be made:

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

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

Rear End Test must be made immediately prior to departure from:

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

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

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

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

AIR BRAKE RULE 54.

Emergency hose must be used on freight trains between Sparks and Roseville applied at most accessible location approximately every 20th car from engine.

On westward freight trains plugs will be fastened on east end of car and on eastward freight trains on west end of car.

Emergency hose will be handled by carmen at Sparks, but must be applied and removed when necessary by trainmen at intermediate stations.

AIR BRAKE RULE 56.

Passenger Trains

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

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

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

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

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

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

Freight Trains

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

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

On descending grades retainers will be used as follows:

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

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

If tonnage exceeds amount of Ms specified for each retainer, trains may be handled between Azalea and Dunsuir Yard, Black Butte and Edgewood, Ambrose and Canby, up to 120 Ms, and between Ashland and Hornbrook up to 100 Ms per operative retainer.

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

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

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

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

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

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

MISCELLANEOUS

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

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

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

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

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

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

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

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

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

Water at Mystic on No. 1 track only.

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

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

Cars with inoperative couplers, if loaded with perishables or live stock, may be chained in train and moved to nearest available repair point. All other cars with defective couplers will be switched to the rear of caboose, using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train while enroute. Cars chained may be moved to nearest repair point in direction train is moving.

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

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

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

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

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

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

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

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

AC 4-5-6 type engines must not use the following tracks account light rail:

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

Following sidings cannot be used for the meeting or passing of passenger trains:

Hershey
Harrington, short siding on north side of main track
Genevra
Cortena
Norman
Logandale
Greenwood
Grapit
Kirkwood

AC 4-5-6 type engines must not use Libby, McNeil & Libby cannery track at Gridley, account sharp curvature and light rail. If necessary to pick up cars from this track sufficient cars must be used as a reach.

Mallet, F, SP, AC, Mt, GS-1 and MK type engines, must not be operated over the following tracks:

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

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

Flint, Standard Oil spur.
Auburn, high line.
Auburn, Nevada St., spurs.
Clipper Gap, team track east of road crossing.
W. Applegate, spur.
W. New England Mills, spur, west of tool house.
Colfax, material spur in west yard.
Magra, spur.
Towle, spur.
Blue Canon, dump spur, oil spur and Greek spur east of oil column.

Yuba Pass, spur switches.
Crystal Lake, spur on south side of No. 2 track.
Cisco, outfit spur switch and Campbell's spur east of Corral chute.
Spruce, spur switch.
Summit, lumber spur switch.
Donner, six car lengths back of frog.
Eder, spur switch.
Andover, outfit spur, three car lengths back of frog.

SP and AC 4-5-6 type engines must not use following tracks in Colfax Yard:

Corral track west of corral.
Bunk track.
House track and house track lead east of freight house.
Team track beyond east end of freight house platform.
AC 4-5-6 type engines must not use scale track at Colfax.

Engines larger than consolidation type must not use spur track serving Stockton Fire Brick Co., across highway at Clayton.

Sidings at Nord and Lomo and team track, Mill spur and Earl Fruit spur Marysville must not be used by MK, Mallet, SP, AC, Mt, GS-1, or 2-10-2 type engines.

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

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

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

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

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

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

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

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

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

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

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

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

Red Bluff..... Pioneer Fruit Spur.
Redding..... Hoefers and Sterling Lumber Co. Spurs.
Kennet..... Bridge over High Line Spur.
Pollock..... Spur.
Lameine... Little Slate Creek Bridge.
Gibson..... Spur.
Castella..... Dirigo Industrial Tracks north side of main track.
Igerma..... Spur.

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

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

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

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

Do no switching in shed of Crane Creek Lumber Co. Willow Ranch account impaired clearance. Industry will handle their own cars.

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

Engines must not operate over following Industrial Tracks:

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

Engines heavier than 210 Ms on drivers must not be operated on industrial tracks between Bray and Klamath Falls and must use cars when necessary to do work except consolidation, MC, AC 1, 2, 3, AM and MM type engines may use lumber spur back of stock corral Macdoel. Box Factory spur Bray and all spurs Dorris.

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

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

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

MAIN TRACKS

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

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

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

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

End of No. 4 track at Loomis is located at clearance point west of crossover to No. 1 track at M.P. 113.

That portion of No. 4 track from crossover, M.P. 113, to Signal 1138 will be used as a siding of 83 cars capacity.

Light type dwarf signal governing eastward movement on No. 1 track, signal 1136, located at clearance point of east end of siding.

Normal position of semaphore signal 1138 governing eastward movement from siding "Stop". Proceed indication will be given after main track switch is lined and block unoccupied.

Should this signal fail to indicate proceed wait four minutes. After expiration of that time if signal fails to indicate proceed Rules 509 and 99 apply.

Siding at Loomis must not be blocked when it will interfere with schedule performance of No. 210 as No. 210 will use siding to station.

Safety switch point locks on facing point switches near road crossings on the following switches have been installed:

- Benali.....East switch of crossover to westward siding on westward track.
- Antelope....West switch to center siding on eastward track.
- Rocklin.....Switch to quarry spur on eastward track.
- Penryn.....East switch of crossover to siding.
- Newcastle...East switch of crossover between main tracks west of road crossing.
- Newcastle....East switch to westward siding on westward siding.
- Colfax.....West switch of crossover between main tracks east of Grass Valley Street.

These switch locks mechanically lock the switch points in normal position and it is necessary to hold the release lever down by foot pressure until the switch points are moved out of position.

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

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

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

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

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

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

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

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

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

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

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

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

18 Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.

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

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

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

Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.

24 Minimum Clearances for Rotary Plows, Blue Canon East

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

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

Tunnel 5, 8 inches clearance.

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

East end of tunnel 11 clears 8 inches.

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

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

OPERATION OF TURNTABLES

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

Remove rail locks before attempting to move table.

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

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

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

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

Allow turntable to come to stop before reversing motor.

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

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

Normal position turntables on Truckee District will be as follows:

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

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

ALARM BOX LOCATIONS

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

Code signals following box numbers are as follows:
 One—East. Two—West. Three—Broken rail. Four—Track men.
 Five—Slide. Six—Fire.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 M.P.H. and Freight and mixed trains 35 M.P.H. except as otherwise provided for. Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Table with columns: Page, Territory, Passenger (Maximum, With F-1, F-3, F-4, F-5, F-6 MM-2 and AM Engines, With AC-1, 2, 3, 4, 5, 6, MK-2, 4, 5, 6, 8, 9, C-2 to 10 inc., 12, 15, 17 and TW Engines, With Other Type Engines Except T-1, 23, 28 and 31 which are limited to a maximum of 50 M.P.H.), Freight (Freight and Mixed, Maximum, With MC-2, 4, and 6 Engines), Engines and Motors Backing, Light Eng. Running Forward (F-1, F-3, F-4, F-5, F-6, MK 2, 4, 5, 6, 8 and 9 MM-2 and AM Eng., GS-1 MT-1, 2, 3, 4, 5, E, M, T, A and P, Types C-2 to C-10 inc., C-4, 12, 15, 17, MK-2, 4, 5, 6, 8, 9 AM, AC-1, 2, 3, 4, 5, 6), Switch Engines S-SE Type.

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

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

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

SPEED TABLE

Table with columns: Miles per Hour, 1 Mile in (Min., Sec.), Miles per Hour, 1 Mile in (Min., Sec.), Mile per Hour, 1 Mile in (Min., Sec.), Mile per Hour, 1 Mile in (Min., Sec.).

Streamliner CITY OF SAN FRANCISCO must not exceed maximum speed authorized by Streamliner slow boards when operating on single track or with the current of traffic on double track.

Streamliner CITY OF SAN FRANCISCO must not exceed speed allowed other passenger trains when operating against the current of traffic or when handled by steam power.

Speed of 95 miles per hour is permitted eastward between M.P. 93 and M.P. 102.5 and westward between M.P. 102.5 and M.P. 93.

Speed prescribed by slow boards, bulletins or special instructions must not be exceeded unless authorized by Streamliner slow boards.

Speed prescribed by train order for steam passenger trains must not be exceeded.

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

Table with columns: Location, M.P.H. (Reno, Lincoln, Woodland, Main and Court Sts., Willows, Orland, Corning, Roseville, Lincoln St., Red Bluff, Redding, Chiloquin, Klamath Falls, Main St.).

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

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

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

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

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

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

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

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

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

Table with columns: Page No., Territory, Passenger (Maximum, With T 1, 2, 7 to 23, 28, 31, 34, 38 M MK 5 to 9 Engines, With C 2 to 10, C 18 to 29 F 1 Engines, With C 11, 12, 14, 15, 17 TW MK 2 and 4 G. N. Ry. F 5 Engines, With F 3, 4, 5, 6 AM MM AC 4, 5, 6 Engines, With AC 1, 2, 3 MC 2, 4, 6 Engines), Freight (Freight and Mixed Maximum, With AC 1, 2, 3 MC 2, 4, 6 Engines), Engines and Motors Backing, Light Eng. Running Forward (Maximum, MT C 2 to 10, C 18 to 29, MK 5 to 9, F 1, 3, 4, 5, 6, S.P. 1, 2, 3, AC 4, 5, 6, 8 AM, AC 1, 2, 3 MC 2, 4, 6, TW MK 2 and 4 MM G. N. Ry. F 5), Switch Engines S-SE Type.

SPECIAL INSTRUCTIONS

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

When pilot removed.....20 M.P.H.
 When main rod only removed.....30 M.P.H.
 When side rods only removed.....30 M.P.H.
 When both main and side rods removed.....20 M.P.H.
 When hauled in train and all rods are on.....30 M.P.H.
 GS engines.....15 M.P.H.
 SP 1, 2 and 3 when inside main rod removed.....30 M.P.H.

S and SE engines, and all other types of engines when not equipped with engine trucks.....20 M.P.H.

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

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

Blocking of leading drivers of an engine, in order to redistribute weight, should not be attempted as this may cause derailment.

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

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

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

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

Trains handling empty express reefers will not exceed 25 M.P.H. Emigrant Gap to Loomis and will take water at Blue Canon so tie sprinklers will operate at full efficiency.

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

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

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

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

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

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

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

Bear River Bridge	126-C	1.2 Miles West of Wheatland.
Yuba River Bridge	140-C	2000 feet West of Marysville.
Butte Creek Bridge	175-B	2.8 Miles West of Durham.
Deer Creek Bridge	203.E	.8 Miles East of Vina.
Sacramento River Bridge	210-C	At Tehama.

Cache Creek 89-A between Woodland and Yolo.

Stoney Creek 166-D and 166-E between Orland and Wyo.

Thomas Creek 182-A between Richfield and Tehama.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Trains must not exceed 15 M.P.H. between Knights Landing Junction and End of Track—River Farms Branch.

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

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

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

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

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

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

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

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

T type or heavier engines must not exceed 15 M.P.H. between Wyo and Hamilton.

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

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

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

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

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

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

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

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

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

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

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

LOCATION OF STRETCHERS

Table listing stretcher locations across various regions including Sacramento, Knights Landing, Penryn, Gerber, Mt. Shasta, and Ashland.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Table detailing overhead and side structures with columns for Mile Post, Location, and Description, covering Sacramento Yard, Roseville-Sparks-Eastward, and Roseville-Sparks-Westward.

Table detailing overhead and side structures with columns for Mile Post, Location, and Description, covering Sacramento-Placerville, Sacramento-Isleton, Sparks-Roseville-Westward, Sacramento-Gerber, and Woodland-Tehama.

Table listing structures with columns for Mile Post, Location, and Description, covering Wyo-Harrington, Davis-Oroville, Sacramento-Placerville, and Sacramento-Isleton.

Table listing structures with columns for M.P., Between, Structure, Height, and Crossing, covering the Shasta-District.

Steinman water tank, impaired side clearance.

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

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

LIST OF SURGEONS

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

Table with columns: LOCATION, NAME, TITLE. Lists various surgeons and their titles across different locations like San Francisco, Sacramento, Roseville, etc.

Main locomotive rating table with columns: NOMINAL CLASS, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, Sacramento and Gerber Via Roseville, Roseville to Colfax Via Eastward Track, Colfax to Sparks Roseville to Colfax via Westward Track, Sparks to Truckee, Truckee to Summit, Davis and Gerber Davis and Marysville, Placerville to Folsom, Folsom to Placerville, Folsom to Sacramento, Sacramento to Folsom, Chico to Stirling City, Stirling City to Chico.

Table for Allowance for Empty and Under-loaded Cars. Columns: Less than 40 M's, 40 M's to 50 M's, More than 50 M's. Rows: Sacramento and Gerber Via Roseville, Roseville to Colfax Via Eastward Track, Colfax to Sparks Roseville to Colfax via Westward Track, Sparks to Truckee, Truckee to Summit, Davis and Gerber Davis and Marysville, Placerville to Folsom, Folsom to Placerville, Folsom to Sacramento, Sacramento to Folsom, Chico to Stirling City, Stirling City to Chico.

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

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown. CLASS "C"—Consolidation engine "T"—Ten-wheelers "MM"—Mallet Mogul "AC"—Articulated Consolidation "A"—Atlantic Type "M"—Moguls "Mk"—Mikado "TW"—Twelve-wheelers "MC"—Mallet Consolidation "MT"—Mountain Type "GS"—Golden State "E"—Eight-wheelers "P"—Pacific Type "T"—Two-ten-two Type "SP"—Southern Pacific Type Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187

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.

MAP OF THE SACRAMENTO DIVISION SOUTHERN PACIFIC COMPANY

APRIL 1933

R.P.B.

SCALE IN MILES



Revised Jan. 1, 1934

