

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

156

To Take Effect Sunday, June 13, 1937, 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

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS				FIRST CLASS											Distance from San Francisco	Time Table No. 156 June 13, 1937
	490	488	486	482	606	318	28	88	102	48	14	16	290	292	210		
	Freight	Freight	Freight	Freight	Mixed	Passenger	San Francisco Overland Limited	Passenger	Streamliner City of San Francisco	Forty-Niner	Pacific Limited	West Coast	Mixed	Passenger	Sierra		
Term. Yard BKWOTYPI	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave * See Footnote	Leave * See Footnote	Leave Daily	Leave Daily	Leave Daily Ex. Sundays & Holidays	Leave Sun. & Holidays Only	Leave Daily	89.0 89.4 88.9	
Yard IYP																91.8	
Yard PW																93.5	
South 92 Yard P Center 86																94.9	
60 Yard P																102.8	
Term. Yard BKTWOPY	9.00 PM	4.00 PM	12.30 PM	3.00 AM												106.6	
Yard P																110.6	
84 WP	9.40	4.40	1.10	3.40												120.2	
78 WP																124.2	
68 P																129.1	
78 W																134.3	
75 P																137.7	
Yard YPWBK	10.30	5.50	2.00	4.30												141.7	
60 P																146.0	
125 PWOY	11.15 PM	6.45	2.45	5.15												152.2	
5 Spur P																156.8	
75 P		7.55	3.52													160.7	
78 WP	1.10 AM	9.00	5.00	7.30												164.8	
PTW																165.5 166.6	
86 Yard IPTW																171.8	
82 PW	2.10	9.40	5.50	8.20												177.9	
PWT																180.3	
67 PW																185.5	
130 KPTWBI	2.51	11.00 PM	7.00	9.30												192.0	
PT																200.6	
72 PW	3.56															202.9	
Yard PWTYOBK	4.30	12.20 AM	8.15	10.50 AM												208.0	
99 P																218.1	
68 PW																222.4	
131 P	6.15	1.30	10.06	12.10 PM												232.4	
Yard P																242.9	
Yard																245.5	
Term. Yard OWTBK	7.15 AM	2.35 AM	10.45 PM	1.05 PM												246.2	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive * See Footnote	Arrive * See Footnote	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday & Holidays	Arrive Sun. & Holidays Only	Arrive Daily		
	(10.15) 13.38	(10.35) 12.95	(10.15) 13.38	(10.05) 13.60	(0.12) 16.50	(0.12) 16.50	(6.00) 25.78	(5.55) 26.15	(4.45) 32.57	(5.15) 29.47	(6.10) 25.09	(0.30) 35.20	(0.40) 26.40	(0.32) 33.00	(7.25) 20.86		

Time Table No. 156
June 13, 1937

STATIONS

TO-R SACRAMENTO	2.9
ELVAS	1.7
SWANSTON	1.4
BENALI	7.9
ANTELOPE	3.8
TO-R ROSEVILLE	4.0
ROCKLIN	9.6
TO-R NEWCASTLE	4.0
AUBURN, NEVADA ST.	4.9
BOWMAN	5.2
EAST APLEGATE	3.4
N. E. MILLS	4.0
TO-R COLFAX	4.3
CAPE HORN	6.2
TO GOLD RUN	4.6
TO TOWLE	3.9
MIDAS	4.1
KNAPP	0.7
BLUE CANON	5.2
TO EMIGRANT GAP	6.1
CRYSTAL LAKE	2.4
CISCO	5.2
TROY	6.5
TO NORDEN	8.6
ANDOVER	2.3
STANFORD	5.1
TO-R TRUKEE	10.1
HINTON	4.3
FLORISTON	10.0
VERDI	10.5
RENO	2.6
SPARKS (PSGR. STA.)	0.7
TO-R SPARKS (DSP. OFF.)	
154.7	

A. B. S.
A. T. C.
A. B. S.

No. 2 Track

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

*No. 102 leaves on the 2nd, 8th, 14th, 20th and 26th day of each month.
*No. 48 leaves on the 5th, 11th, 17th, 23d and 29th 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.

Eastward third-class and extra trains may run ahead of No. 318 and No. 606 from Reno.

No. 210 stop at following stations to exchange mail by locker: Boca.

Additional Stations:

Walerga, 99.4	Smart, 173.3	Boca, 216.3
Lincoln Ave., Penryn, 115.5	Yuba Pass, 176.1	Iceland, 220.9
Clipper Gap, 131.4	Tamarack, 183.7	Wickes, 221.5
Lander, 139.0	Spruce, 187.8	Farad, 224.7
Magra, 148.5	Soda Springs, 190.4	Mystic, 225.5
Dutch Flat, 154.1	Eder, 196.3-197.7	Fleish, 229.8
Alta, 156.0	Polaris, 211.1	Calvada, 228.5
American, 159.6	Union Mills, 213.5	Mogul, 235.8
Forebay, 163.0	Prosser Creek, 215.0	Lawton, 237.1

At Emigrant Gap—Time of first-class schedules applies at Passenger Station and time in train orders applies at siding.

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	
88	Any Station	Receive Revenue Passengers	Sparks	
14	Dutch Flat Soda Springs			
210	Soda Springs			

**EAST-
WARD**

210

Sierra

Leave Daily

f 1.30 AM

s 1.40

s 1.47

s 1.55 AM

No. 210 is authorized to use No. 4 Track Rocklin to Loomis but has no time table authority between Loomis and Newcastle on No. 1 Track, but will be known by number and handled only by train order from Loomis to Newcastle. Time shown at Loomis, Penryn and Newcastle for information only.

A. B. S.

A. B. S.

A. B. S.

SACRAMENTO SUB-DIVISION

WESTWARD

Time Table No. 156

June 13, 1937

STATIONS

TO-R SACRAMENTO	2.9
ELVAS	1.7
SWANSTON	1.4
BENALI	7.9
ANTELOPE	3.8
TO-R ROSEVILLE	4.0
ROCKLIN	3.3
TO LOOMIS	2.7
TO PENRYN	3.0
TO-R NEWCASTLE	4.0
FLINT	0.9
TO AUBURN	3.9
BOWMAN	2.5
CLIPPER GAP	3.0
WEST APPLGATE	3.2
N. E. MILLS	5.0
TO-R COLFAX	4.3
CAPE HORN	6.2
TO GOLD RUN	4.6
TO TOWLE	3.9
MIDAS	4.1
KNAPP	5.9
TO EMIGRANT GAP	4.3
YUBA PASS	2.2
CRYSTAL LAKE	2.0
OISCO	5.5
TROY	6.2
TO NORDEN	1.0
SUMMIT	3.2
DONNER	4.4
ANDOVER	2.3
STANFORD	5.1
TO-R TRUCOKEE	8.3
BOCA	1.8
HINTON	4.3
FLORISTON	9.9
VERDI	10.4
RENO	2.6
SPARKS (PSGR. STA.)	0.7
TO-RSPARKS (DSP.OFF.)	

Distance from Sparks	FIRST CLASS										SECOND CLASS	THIRD CLASS		Capacity of Sidings and Spurs in Car Lengths	
	101 Streamliner City of San Francisco	49 Forty-Niner	289 Sierra	21 Pacific Limited	15 West Coast	605 Mixed	317 Passenger	9 Fast Mail	87 Passenger	27 San Francisco Overland Limited	471 Oakland Freight	533 Freight	535 Freight		
	Arrive * See Footnote	Arrive * See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
156.6	s 5.35 AM	s 7.15 AM	s 6.20 PM	s 6.35 PM	s 7.00 PM			s 2.05 AM	s 4.40 AM	s 5.05 AM	7.15 PM			Term. Yard BKWOTYPI	
153.7	5.27	7.06	6.08	6.26	6.48			1.54	4.27	4.56	7.00			Yard IYP	
152.0			f											Yard PW	
150.6	5.23	7.01	6.01	6.21	6.33			1.49	4.18	4.50				Yard P South 92 Center 86	
142.7	5.15	6.53	5.52	6.13	6.24			1.41	4.08	4.40				P Yard 60	
138.9	5.09	s 6.45	s 5.40	s 6.04	6.15 PM			s 1.33	s 3.55	s 4.30	6.30 PM	10.10 AM	3.30 AM	Term. Yard TOWYPBK	
134.9		s 6.40	s 5.33	s 5.56				s 1.23	s 3.45	s 4.22				P Yard	
131.6	4.59	6.28	s 5.16	5.42				1.09	s 3.25	4.03				P 94	
128.9			f						f 3.12	3.54				P 51	
125.9	4.49	6.16	s 4.58	5.29				12.57	s 3.00	3.45			2.40	WP 58	
121.9														P 73	
121.0	4.41	6.05	s 4.43	5.17				12.46	s 2.45	3.30				WP 50	
117.1	4.33	5.57	4.30	5.08				12.37	f 2.30	3.14				P 73	
114.6									f					P 58	
111.6	4.23	5.46	f 4.17	4.56				12.25	f 2.15	2.58				P 51	
108.4	4.17	5.39	f 4.10	4.49				12.18	f 2.04	2.49				Spur P 57	
103.4	4.08	5.28	s 3.58	f 4.37				s 12.07 AM	s 1.50	s 2.35		8.00	1.20	YWPBK Yard	
99.1	3.59	5.18	3.46	4.26				11.55 PM	1.27	2.12				P 62	
92.9	3.48	5.05	f 3.32	4.13				11.42	f 1.12	1.57		7.15	12.45 AM	WOYP 65	
88.3	3.40	4.56	f 3.20	4.03				11.32	f 12.57	1.44				P Spur 5	
84.4	3.32	4.48	f 3.10	3.54				11.23	f 12.45	1.32				P 75	
80.3	3.26	4.39	3.01	3.45				11.14	12.35	1.22				P 78	
74.4	3.16	4.27	f 2.47	3.32				11.00	f 12.19	1.07		6.15	11.45 PM	WPI Yard 80	
70.1		4.18	2.37	3.22				10.50	12.06 AM	12.55				Summer P 69	
67.9	3.01	4.13	2.32	3.17				10.45	11.59 PM	12.49				PW 82	
65.9			f 2.27						f 11.53	12.44				PT	
60.4	2.47	3.57	2.15	3.02				10.29	11.39	12.31				PW 67 Summer 68	
54.2	2.36	3.43	s 2.00	2.48				10.15	s 11.20	12.13 AM		4.30	10.15	KIPTBW	
53.2														P(Upper) 56 (Lower) 71	
50.0	2.26	3.32	1.46	2.36				10.04	11.04	11.57 PM				P 91	
45.6														PT	
43.3	2.13	3.18	1.28	2.18				9.49	10.44	11.39				WP 72	
38.2	2.04	3.08	s 1.15	s 2.05				s 9.37	s 10.30	s 11.25		3.08	8.15	Yard PWTYOBK	
38.0								9.17	f 10.00	10.59				P 53	
29.7	1.52	2.52	f 12.56	1.47				9.14	9.55	10.53				P 64	
27.9	1.49	2.49	12.52	1.43				9.07	f 9.45	10.45				P	
23.6	1.42	2.42	f 12.45	1.36				8.51	f 9.22	10.25				P 131	
13.7	1.27	2.26	f 12.27	1.18										Yard P	
3.3	s 1.11	s 2.10	s 12.10 PM	s 1.00				s 7.00 PM	s 7.20 PM	s 8.35				Yard	
0.7			s 11.53 AM	f				f 6.50	s 7.10	s 8.40				Yard	
0.0	1.05 AM	2.00 AM	11.50 AM	12.40 PM				6.45 PM	7.05 PM	8.20 PM	8.35 PM	9.50 PM	1.10 AM	6.30 PM	Term. Yard OWTBPK
(156.6)	Leave * See Footnote	Leave * See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(4.30)	(5.15)	(6.30)	(5.55)	(0.45)	(0.15)	(0.15)	(5.45)	(8.05)	(7.15)	(0.45)	(9.00)	(9.00)		
	34.80	29.83	24.09	26.47	23.60	13.20	13.20	27.23	19.37	21.60	23.60	15.43	15.43		

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

*No. 49 leaves on the 4th, 10th, 16th, 22d and 28th 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.

At Loomis—Time of eastward trains applies at Passenger station.

At Emigrant Gap—Time of first-class schedules applies at Passenger Station and time in train orders applies 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. 87 stop at the following stations to exchange mail by locker: Alta. Dutch Flat.

No. 21 stop at Boca when requested by postal clerk to dispatch registered postal supplies and reduce speed, or stop if necessary, at Norden and Auburn for mail exchange.

- Additional Stations:**
- Lawton, 237.1. Eder, 196.3-197.7.
 - Mogul, 235.7. Soda Springs, 190.4.
 - Fleish, 229.8. Spruce, 187.8.
 - Calvada, 228.5. Tamarack, 183.7.
 - Mystic, 225.5. Smart, 173.3.
 - Farad, 224.7. Blue Canon, 165.5-166.6.
 - Wickes, 221.5. Forebay, 163.4.
 - Iceland, 220.9. Dutch Flat, 154.1.
 - Prosser Creek, 215.0. Alta, 156.0.
 - Union Mills, 213.5. Magra, 148.5.
 - Polaris, 211.1. Lander, 139.0.
 - Walerga, 99.4.

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		Sparks
289	(Soda Springs Blue Canon Dutch Flat Alta)			
87	Any Station	Discharge		Sparks
289	Any Station	Receive Revenue Passengers	Sacramento	
87	Any Station	Discharge		Reno

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS				SECOND CLASS				FIRST CLASS						Distance from San Francisco	Time Table No. 156 June 13, 1937
		504 Local Freight	514 Local Freight		498 Freight	496 Manifest	510 Mixed	512 Mixed	20 Klamath	18 Oregonian	8 Shasta	24 Cascade	16 West Coast	292 Passenger		
		Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Tues., and Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays Only		
Term. Yard IWYPK			4.05 AM				4.00 AM				11.45 PM	9.15 PM	8.47 PM	7.15 PM	75.6	
100 P											11.52 PM	9.22	8.54	7.22	80.7	
17															83.2	
BKIPW Yard 107			4.45				4.20 AM				s 12.01 AM	9.29	9.02	7.28	84.9	
25 P			5.15								12.08	9.35	9.09	7.34	89.9	
29 P											12.14	9.41	9.15	7.40	95.8	
17 P															98.0	
36 WP			6.26								12.22	9.49	9.23	7.48	103.2	
40 P															106.4	
118 YP											12.28	9.55	9.29	7.54	108.3	
119 YP											f 12.34	10.01	9.35	8.00	113.5	
44 P			7.00												117.6	
30 P											12.39	10.06	9.40		118.5	
11															124.2	
50 P			8.05								s 12.54	10.14	9.48	8.11	129.1	
45 P			8.41								1.00	10.19	9.54	8.16	133.0	
59 WP			8.55								f 1.04	10.23	9.58	8.20	138.3	
39 P											1.10	10.29	10.04	8.26	142.1	
34			9.20								1.14	10.33	10.08	8.30	144.3	
31 P			9.52												149.9	
64 BKWOYP			10.10 AM								s 1.35	10.42	10.20	8.39	153.2	
10															156.8	
44 P											1.44	10.51	10.30	8.46	160.7	
50											1.48	10.55	10.34	8.50	162.0	
33 P															165.4	
41 KPW							7.10 AM				s 1.58	11.01	10.42	8.56	167.0	
39 PY							7.15 AM								169.0	
11															173.4	
26 P											2.08	11.10	10.52	9.05	178.5	
47 P											s 2.20	11.16	11.00	9.11	181.6	
44 P											2.24		11.04		186.3	
120 YP		3.20 PM			7.30 PM	9.30 AM					2.31	11.25	11.10	9.20	1.45 PM	5.26 AM
Term. Yard BKWOYP		3.30 PM			7.40 PM	9.40 AM					s 2.40 AM	s 11.30 PM	s 11.15 PM	s 9.25 PM	s 1.55 PM	s 5.35 AM
		Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Tues., and Sat.	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays Only
		(0.10) 12.60	(6.05) 12.21		(0.10) 12.60	(0.10) 12.60	(0.05) 19.20	(0.20) 27.90			(2.55) 38.67	(2.15) 50.13	(2.28) 45.73	(2.10) 52.06	(0.10) 12.60	(0.09) 14.00

STATIONS	
TO-R	DAVIS 5.1
	MERRITT 2.5
	MULLEN 1.7
TO-R	WOODLAND S. N. S. R. Crossing 5.0
TO	YOLO 5.9
TO	ZAMORA 2.2
	BRETONA 5.2
TO	DUNNIGAN 3.2
	HERSHEY 1.9
	HARRINGTON 5.2
TO	ARBUCKLE 4.1
	GENEVRA 0.9
	MACY 5.7
TO	WILLIAMS 4.9
	CORTENA 3.9
TO	MAXWELL 5.3
	DELAVAN 3.8
	NORMAN 2.2
	LOGANDALE 5.6
TO-R	WILLOWS 3.3
	LYMAN 3.6
	ARTOIS 3.9
	GRAPIT 1.3
	GREENWOOD 3.4
TO-R	ORLAND 1.6
	WYO 2.0
	MALTON 4.4
	KIRKWOOD 5.1
TO	CORNING 3.1
	RICHFIELD 4.7
R	TEHAMA 2.1
(TO-R)	GERBER
	(112.8)

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	Woodland Williams Willows Orland Corning	Discharge		Davis
8	Any Station between Davis and Dunsmuir	To receive Revenue Passengers	East of Dunsmuir where Nos. 18 and 8 scheduled to stop.	
18 20	Any Station	Receive Discharge	Seattle	Davis

SACRAMENTO SUB-DIVISION

WESTWARD

Time Table No. 156 June 13, 1937	Distance from Gerber	FIRST CLASS								CLASS SECOND	THIRD CLASS				FOURTH CLASS	Capacity of Sidings and Spurs in Car Lengths
		19	7	293	291	23	17	15	511	497	499	515	513	505		
		Klamath	Shasta	Passenger	Mixed	Cascade	Oregonian	West Coast	Mixed	Manifest	Freight	Local Freight	Mixed	Local Freight		
STATIONS	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays Only	Arrive Daily Ex. Sundays & Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., and Fri.	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.	Term. Yard		
TO-R DAVIS 5.1	112.8	s 5.00 AM	s 7.08 AM	s 9.35 AM	s 10.05 AM	s 11.10 AM	s 4.17 PM								Term. Yard IWYPK	
MERRITT 2.5	107.7	4.51	6.57	f 9.25	f 9.56	11.02	4.08				2.30 PM	11.25 AM		100 P		
MULLEN 1.7	105.2			f	f									17		
TO-R WOODLAND S. N. R. R. Crossing 5.0	103.5	4.45	s 6.50	s 9.15	s 9.49	10.57	s 4.02					1.55	11.05 AM	BKIPW Yard 107		
TO YOLO 5.9	98.5	4.36	6.41	s 9.03	s 9.40	10.51	3.51					1.00		25 P		
TO ZAMORA 2.2	92.6	4.30	6.34	s 8.52	s 9.31	10.45	3.45					12.40		29 P		
BRETONA 5.2	90.4			f	f									17 P		
TO DUNNIGAN 3.2	85.2	4.22	6.26	s 8.42	s 9.21	10.37	3.37					12.15		36 WP		
HERSHEY 1.9	82.0			f	f									40 P		
HARRINGTON 5.2	80.1	4.16	6.20	f 8.34	f 9.14	10.31	3.31					11.45		118 YP		
TO ARBUCKLE 4.1	74.9	4.10	6.13	s 8.24	s 9.06	10.25	3.25					11.30		119 P		
GENEVRA 0.9	70.8	4.05	6.06	f 8.14	f 8.59	10.20	3.17					10.45		44 P		
MACY 5.7	69.9			f	f									30 P		
TO WILLIAMS 4.9	64.2	3.58	f 5.58	s 8.05	s 8.50	10.13	s 3.10					10.13		11		
CORTENA 3.9	59.3	3.53	5.50	f 7.52	f 8.41	10.08	3.01							50 P		
TO MAXWELL 5.3	55.4	3.49	5.45	s 7.46	s 8.35	10.04	2.57					9.40		45 P		
DELAVAN 3.8	50.1	3.43	5.38	f 7.37	f 8.27	9.58	2.51							59 WP		
NORMAN 2.2	46.3			f	f							9.20		39 P		
LOGANDALE 5.6	44.1	3.37	5.32	f 7.28	f 8.18	9.52	2.45							34		
TO-R WILLOWS 3.3	38.5	3.30	s 5.25	s 7.20	s 8.10	9.46	s 2.37					9.00 AM		31 P		
LYMAN 3.6	35.2			f	f									64 BKWOYP		
ARTOIS 3.9	31.6	3.20	5.13	s 7.03	s 7.49	9.38	2.24							10		
GRAPIT 1.3	27.7	3.16	5.08	f 6.57	f 7.42	9.34	2.20							44 P		
GREENWOOD 3.4	26.4			f	f									50		
TO-R ORLAND 1.6	23.0	3.10	s 5.02	s 6.50	s 7.35	9.29	s 2.14							33 P		
WYO 2.0	21.4	3.07	4.56	f 6.41	f 7.23	9.26	2.09							Yard (41 KPW (39 PY		
MALTON 4.4	19.4			f	f									11		
KIRKWOOD 5.1	15.0	3.00	4.49	f 6.32	f 7.13	9.19	2.02							26 P		
TO CORNING 3.1	9.9	2.54	s 4.43	s 6.25	s 7.05	9.13	s 1.56							47 P		
RICHFIELD 4.7	6.8	2.49	4.35	s 6.12	s 6.43	9.09	1.49							44 P		
R TEHAMA 2.1	2.1	2.44	4.29	s 6.05	6.35 AM	9.04	1.44	s 3.04 PM						120 YP		
TO-R GERBER	0.0	2.40 AM	4.25 AM	6.00 AM		9.00 AM	1.40 PM	3.00 PM						Term. Yard BKWOYP		
(112.8)		Leave Daily	Leave Daily	Leave Sundays and Holidays Only	Leave Daily Ex. Sundays & Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Mon., and Fri.		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	
Time over District.....		(2.20)	(2.43)	(3.35)	(3.30)	(2.10)	(2.37)	(0.04)	(0.10)		(0.10)	(0.10)	(5.30)	(0.20)	(0.10)	
Average Speed per Hour.....		48.34	41.52	31.48	31.63	52.06	43.11	31.50	9.60		12.60	12.60	13.51	27.90	12.60	

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.

No. 20 will dispatch first-class mail at Corning to be picked up by No. 19. No. 19 will stop at Orland for mail should No. 20 not make Orland or beyond for No. 19.

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)
7	Maxwell	Receive	Martinez	
7	Arbuckle	Receive	Richmond	
17	Any Station	Discharge		Black Butte
17	Arbuckle	Receive	Davis	
293	{Dufour Ronda}	(Frgs. M & E) Receive or Discharge		Davis
291				

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS			SECOND CLASS		FIRST CLASS			Distance from San Francisco	Time Table No. 156 June 13, 1937	Distance from Tehama	FIRST CLASS		THIRD CLASS		FOURTH CLASS		
	504	502	500	498	496	16	290	292				15		497	499	501	503	505
	Local Freight	Local Freight	Local Freight	Freight	Manifest	West Coast	Mixed	Passenger				West Coast		Manifest	Freight	Local Freight	Local Freight	Local Freight
Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays	Leave Sun. & Holidays Only		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.			
Term. Yard BKOPTWY			8.00PM	4.00PM	6.00AM	10.42AM	2.00AM	1.37AM	106.6	TO-R ROSEVILLE 6.2	105.1	s 6.15PM		10.40AM	6.00PM	8.00PM		
111 P						10.51	2.10	1.47	112.8	WHITNEY 4.2	98.9	6.02						
134 PW			9.30	4.25	6.25	s 10.58	s 2.25	s 1.55	117.0	TO LINCOLN 4.0	94.7	s 5.55		10.15	5.35	7.30		
38 P									121.0	EWING 1.1	90.7							
106 P			9.45	4.35	6.35	11.05	2.33	2.02	122.1	BROOK 2.7	89.6	5.43		10.05	5.25	6.45		
32						11.09	f	f	124.8	SHERIDAN 3.3	86.9	f 5.38						
138 PW			10.45	4.45	6.45	s 11.14	s 2.45	s 2.12	128.1	TO WHEATLAND 6.1	83.6	s 5.32		9.55	5.15	6.30		
101 P				4.57	6.57	11.22	2.56	2.22	134.2	OSTROM 5.6	77.5	5.21		9.45	4.57			
									139.8	DANTONI JOT. 1.0	71.9							
Yard BKIOWP		7.00AM	11.30PM	5.10	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		9.30	4.35	5.30PM 4.30PM		
									141.8	W. P. R. R. Crossing 2.9	69.9							
112 WP		7.10		5.20	7.20	11.41	3.42	3.01	144.7	BERG 3.0	67.0	4.58		9.15	4.20	4.15		
43		7.25		5.25	7.25	11.46	3.48	3.06	147.7	LOMO 2.1	64.0	4.54						
13									149.8	SUNSET 1.7	61.9							
54 IP		7.50		5.32	7.32	s 11.53AM	f 4.00	f 3.12	151.5	TO LIVE OAK S. N. R. R. Crossing 6.5	60.2	s 4.49		9.02	4.07	4.00		
108 P		8.50		5.43	7.43	s 12.05PM	s 4.15	s 3.25	158.0	TO GRIDLEY 3.4	53.7	s 4.37		8.50	3.55	3.40		
49 WP		9.40		5.57	7.57	s 12.15	s 4.30	s 3.33	161.4	TO BIGGS 6.0	50.3	s 4.30		8.40	3.45	3.00		
49 P		10.00		6.09	8.09	s 12.25	s 4.44	s 3.43	167.4	RIOHVALE 4.1	44.3	f 4.19		8.25	3.34	2.05		
97 P		10.15		6.17	8.17	f 12.31	s 4.53	s 3.49	171.5	NELSON 6.6	40.2	f 4.12		8.17	3.27	1.50		
96 P		10.50		6.29	8.29	s 12.40	s 5.06	s 4.00	178.1	TO DURHAM 6.1	33.8	s 4.03		8.06	3.16	1.30		
Yard BKYWOP	1.00PM	11.15AM		6.40	8.40	s 12.55	s 5.18 5.38	s 4.10 4.35	184.2	TO-R S. N. R. R. Crossing CHICO 7.1	27.5	s 3.52		7.55	3.05	1.00PM 10.15AM		
29 P	1.20			6.53	8.53	1.05	5.50	4.45	191.3	NORD 2.3	20.4	f 3.37						
122 P	1.30			6.58	8.58	1.09	5.55	4.50	193.6	ANITA 2.4	18.1	3.34		7.35	2.48	9.45		
16	1.40					1.13			196.0	OANA 7.0	15.7							
130 WP	2.30			7.14	9.14	s 1.25	f 6.10	f 5.05	203.0	TO VINA 1.6	8.7	s 3.21		7.17	2.30	9.14		
15									204.6	COPELAND 5.1	7.1							
48 P	3.10			7.26	9.26	s 1.37	f 6.22	f 5.18	209.7	TO LOS MOLINOS 2.0	2.0	s 3.10		7.05	2.15	8.30		
120 PY	3.20PM			7.30PM	9.30AM	f 1.45PM	s 6.27AM	s 5.26AM	211.7	R TEHAMA	0.0	3.04PM		7.00AM	2.10PM	8.10AM		
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday & Holidays	Arrive Sun. & Holidays Only		(105.1)		Leave Daily		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.
	(2.20) 11.79	(4.15) 10.21	(3.30) 9.77	(3.30) 30.03	(3.30) 30.03	(3.03) 34.46	(4.27) 23.62	(3.49) 27.54		Time over District.....		(3.11) 33.02		(3.40) 28.66	(3.50) 27.42	(2.30) 13.68	(3.30) 12.40	(2.05) 13.20

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
16	Any Station	Receive	Klamath Falls	

Additional Stations:

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, 193.3
Ensign, 207.1
Bohemia, 208.0

EASTWARD

REDDING SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS		FIRST CLASS					Distance from San Francisco via Marysville	Time Table No. 156 June 13, 1937	Distance from Dunsmuir	FIRST CLASS					THIRD CLASS		
	620	634	18	8	24	16	20				7	23	17	15	19	637	641	639
	Manifest	Manifest	Oregonian	Shasta	Cascade	West Coast	Klamath				Shasta	Cascade	Oregonian	West Coast	Klamath	Manifest	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	Arrive Daily
Term. Yd. WOYPBK	11.00 AM	12.45 AM	11.40 PM	11.25 PM	9.35 PM	2.05 PM	2.55 AM	213.8	TO-R GERBER	108.3	s 4.10 AM	s 8.50 AM	s 1.30 PM	s 2.45 PM	s 2.30 AM	7.45 AM	3.55 PM	11.15 PM
						f		215.8	PROBERTA	106.3				f				
85 P	11.10	12.55	11.48	11.33	9.43	2.14	3.03	218.9	RAWSON	103.2	4.02	8.42	1.21	2.37	2.22	7.35	3.45	11.05
Yard 49-49 P	11.20	1.05	11.55 PM	11.40	9.50	s 2.25	s 3.15	223.4	TO RED BLUFF	98.7	s 3.54	8.35	1.14	s 2.25	s 2.15	7.27	3.37	10.57
81 P	11.30	1.15	12.03 AM	11.48	9.57	2.37	3.23	228.9	BLUNT	93.2	3.44	8.28	1.06	2.14	2.06	7.18	3.28	10.48
80 P	11.38	1.25	12.10	11.54 PM	10.02	f 2.44	3.33	233.6	HOOKER	88.5	3.33	8.23	1.00	2.08	2.00	7.10	3.20	10.40
74 WP	11.49	1.38	12.18	12.02 AM	10.09	s 2.55	s 3.43	240.4	TO COTTONWOOD	81.7	s 3.20	8.15	12.51	s 1.58	1.51	6.59	3.09	10.29
76 P	11 55 AM	1.47	12.22	12.06	10.14	3.00	3.48	244.2	OULP	77.9	3.15	8.11	12.47	1.53	1.47	6.53	3.00	10.23
70 P	12.01 PM	1.54	12.26	12.10	10.18	s 3.06	s 3.53	247.1	TO ANDERSON	75.0	s 3.10	8.07	12.43	s 1.49	1.43	6.48	2.51	10.18
91 P	12.11	2.05	12.33	12.17	10.25	3.15	4.01	253.5	GIRVAN	68.6	3.00	8.00	12.36	1.39	1.36	6.38	2.41	10.07
Yard 95-82 WPI	12.30	2.24	12.40	12.24	10.31	s 3.24	s 4.18	258.2	TO REDDING	63.9	s 2.53	7.55	12.30	s 1.33	s 1.29	6.30	2.33	9.59
63 P	12.43	2.37	12.51	12.35	10.42	3.35	4.29	263.9	KESWICK	58.2	2.37	7.44	12.18	1.19	1.15	6.16	2.19	9.45
No Siding P						s		267.2	TO MATHESON	54.9				s				
49 P	12.54	2.48	1.04	12.44	10.51	3.45	4.38	268.0	MOTION	54.1	2.27	7.35	12.09	1.10	1.04	6.03	2.06	9.32
81 P	1.03	2.56	1.15	12.55	10.58	3.52	4.45	271.0	COORAM	51.1	2.20	7.28	12.02 PM	1.03	12.55	5.54	1.57	9.23
85 P	1.15	3.08	1.26	1.08	11.08	s 4.03	4.55	275.7	TO KENNET	46.4	2.10	7.18	11.52 AM	s 12.53	12.45	5.39	1.42	9.08
57 P	1.22	3.15	1.32	1.14	11.14	4.09	5.01	278.3	PITT	43.8	2.04	7.12	11.46	12.47	12.39	5.31	1.34	9.00
83 YWPO	1.27	3.20	1.37	1.19	11.19	4.14	5.06	280.2	MORLEY	41.9	1.59	7.07	11.41	12.42	12.34	5.25	1.27	8.54
45 P	1.36	3.30	1.47	1.27	11.27	f 4.22	5.14	283.8	ELMORE	38.8	1.47	6.59	11.33	f 12.34	12.26	5.14	1.14	8.43
82 P	1.46	3.40	1.55	1.37	11.35	f 4.30	5.22	287.6	POLLOCK	34.5	1.37	6.51	11.25	f 12.26	12.18	5.00	1.01	8.31
75 P	1.55	3.49	2.03	1.48	11.43	4.38	5.30	291.1	SMITHSON	31.0	1.27	6.43	11.17	12.18	12.10 AM	4.49	12.50	8.20 PM
81 WP	2.16	4.10	2.15	2.00	11.55 PM	s 4.52	5.42	296.7	TO DELTA	25.4	1.15	6.31	11.05	s 12.06 PM	11.55 PM	4.32	12.33	8.03
35 P	2.27	4.21	2.23	2.08	12.05 AM	f 5.01	5.51	300.2	LAMOINE	21.9	1.08	6.24	10.58	f 11.58 AM	11.43	4.21	12.22	7.52
71 P	2.37	4.32	2.32	2.17	12.14	5.10	6.00	304.0	GIBSON	18.1	1.00	6.15	10.49	11.49	11.34	4.09	12.10	7.40
73 P	2.43	4.38	2.37	2.21	12.19	5.15	6.10	306.0	FISHER	16.1	12.55	6.10	10.44	11.44	11.29	4.03	12.04 PM	7.34
70 WP	2.54	4.49	2.45	2.29	12.27	f 5.24	6.21	309.4	SIMS	12.7	12.47	6.01	10.36	f 11.36	11.21	3.52	11.53 AM	7.23
81 P	3.05	4.58	2.53	2.38	12.36	f 5.33	6.30	313.1	COONANT	9.0	12.36	5.53	10.28	f 11.28	11.13	3.40	11.41	7.11
56 P	3.11	5.05	2.58	2.44	12.42	f 5.40	f 6.37	315.3	TO CASTELLA	6.8	12.28	5.48	10.23	f 11.23	11.08	3.33	11.34	7.04
86 P	3.18	5.12	3.05	2.52	12.49	f 5.48	6.46	318.3	CASTLE CRAG	3.8	12.21	5.41	10.16	f 11.16	11.01	3.24	11.24	6.54
Term Yard PBK	3.25 PM	5.20 AM	3.12	3.00	12.56	5.55	6.55	321.2	TO-R DUNSMUIR YARD	0.9	12.14	5.34	10.09	11.09	10.54	3.15 AM	11.15 AM	6.45 PM
Term Yd. WOTPBK			s 3.15 AM	s 3.05 AM	s 1.00 AM	s 6.00 PM	s 7.00 AM	322.1	TO-R DUNSMUIR (Pass Sta.)	0.0	12.10 AM	5.30 AM	10.05 AM	11.05 AM	10.50 PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.25)	(4.35)	(3.35)	(3.40)	(3.25)	(3.55)	4.05)		.....Time over District.....		(4.00)	(3.20)	(3.25)	(3.40)	(3.40)	(4.30)	(4.40)	(4.30)
	24.32	23.43	30.22	29.53	31.69	27.65	26.52		.....Average Speed per Hour.....		27.07	32.49	31.69	29.53	29.53	23.87	23.01	23.87

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
7	Bet. Dunsmuir & Redding	Discharge	Any Station	East of Dunsmuir	
7	Castella	Receive	Richmond and beyond		
8	Red Bluff and Redding	Discharge		Davis and beyond	
8	(Any Station Between Davis and Dunsmuir)	Receive Revenue	East of Dunsmuir where Nos. 18 and 8 scheduled to stop.		
15 & 16	Antler MP 290.5	Receive and Discharge	Any Station	Any Station	
15 & 16	Sweet Briar MP 314.8	Receive and Discharge	Any Station	Any Station	
15 & 16	Coram	Receive and Discharge			Monday
17	Redding	Receive	Points west of Gerber where train scheduled to stop		
17	Red Bluff	Discharge	Klamath Falls or points east		
18	Any Station	Receive	Seattle		

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.

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS			FIRST CLASS					Distance from San Francisco via Marysville	Time Table No. 156 June 13, 1937	Distance from Klamath Falls	FIRST CLASS					THIRD CLASS		
	624	622	638	16	20	18	8	24				23	17	15	19	7	623	635	649
	Freight	Manifest	Manifest	West Coast	Klamath	Oregonian	Shasta	Cascade				Cascade	Oregonian	West Coast	Klamath	Shasta	Freight	Manifest	Manifest
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Term. Yd. PBB	7.30 PM	4.35 PM	12.30 AM						TO-R DUNSMUIR YARD	108.0				9.00 PM	10.20 PM	2.50 AM			
Term. Yd. WOTPBK	7.40	4.40	12.35	6.15 PM	7.15 AM	3.30 AM	3.20 AM	1.10 AM	TO-R DUNSMUIR (Pass Sta)	107.1	s 5.20 AM	s 9.50 AM	s 10.55 AM	s 10.35 PM	s 11.55 PM				
P							f		SHASTA SPRINGS	103.8									
86 P	7.55	4.52	12.47	6.25	7.26	3.40	3.32	1.20	SMALL	103.1	5.10	9.40	10.45	10.25	11.44	8.40			
26 P	8.01	4.57	12.52	6.30	7.31	3.45	f 3.36	1.24	OANTARA	101.6	5.06	9.36	10.41	10.20	11.39	8.35			
84 P	8.20	5.15	1.10	6.42	7.43	3.57	f 3.48	1.34	MOTT	97.8	4.56	9.25	10.29	10.07	11.27	8.20			
87 P	8.30	5.22	1.17	6.47	7.48	4.02	3.54	1.39	AZALEA	95.7	4.51	9.20	10.24	10.02	11.22	8.00			
108 WYP	8.45	5.35	1.30	s 6.58	s 7.58	4.09	s 4.04	1.46	TO MOUNT SHASTA	92.5	4.44	9.13	s 10.17	s 9.55	s 11.15	7.40			
93 P	9.00	5.40	1.35	7.02	8.02	4.13	4.08	1.50	UPTON	90.1	4.40	9.09	10.12	9.46	11.09	7.30			
80 YP	9.14	5.45	1.40	7.06	8.06	4.17	f 4.13	1.54	DEETZ	87.2	4.36	9.05	10.08	9.41	11.05	7.25			
M-27 E-80 Yd W-111 WYP	9.30 PM	6.07	2.01	f 7.13	8.13	4.29	s 4.20 AM	2.01	TO-R BLACK BUTTE	84.5	4.29	8.58	f 10.01	s 9.33	10.55 PM	7.15 PM			
82 P		6.29	2.23	7.26	8.26	4.44		2.14	HOLLUM	77.8	4.16	8.45	9.49	9.18		8.44			
113 P		6.41	2.34	7.35	8.37	4.53		2.22	BOLAM	72.8	4.08	8.37	9.41	f 9.08		8.31			
83 P		6.51	2.44	7.40	8.47	4.58		2.27	ANDESITE	68.8	4.03	8.32	9.36	9.00		8.21			
88 P		7.04	2.57	7.46	8.53	5.04		2.32	COUGAR	64.7	3.58	8.27	9.31	8.54		8.08			
80 Spur									POMEROY	62.9									
125 WYP		7.23	3.15	f 7.53	9.00	5.11		2.39	TO GRASS LAKE	61.0	3.53	8.22	9.26	f 8.48		7.53			
100 P		7.31	3.23	7.59	9.06	5.17		2.45	ERICKSON	56.4	3.48	8.16	9.20	8.39		7.31			
81 P		7.37	3.30	8.04	9.15	5.22		2.50	PENOYAR	52.8	3.43	8.11	9.15	f 8.32		7.15			
No siding YP				s 8.10	s 9.25				LEAF	48.9			f 9.07	s 8.24					
91 WP		7.45	3.38	f 8.15	9.33	5.27		2.55	TO BRAY	47.6	3.38	8.05	9.05	f 8.15		7.00			
80 P		7.52	3.45	8.22	9.40	5.32		3.00	KEGG	43.5	3.33	7.59	9.00	f 8.05		6.50			
60 P		7.58	3.52	8.27	9.45	5.37		3.05	JEROME	39.5	3.28	7.54	8.55	7.58		6.43			
96 101 WY Yard P		8.10	4.05	f 8.33	9.50	5.42		3.10	MT. HEBRON	35.5	3.23	7.49	8.50	f 7.52		6.36			
61 P		8.15	4.10	s 8.38	9.53	5.45		3.13	TO MAODOEL	32.8	3.20	7.46	8.47	s 7.46		6.31			
80 P		8.18	4.13	8.41	9.55	5.47		3.16	SOMERSET	31.2	3.16	7.44	8.45	7.41		6.28			
61 P		8.25	4.20	8.46	10.00	5.52		3.21	MAY	26.9	3.09	7.39	8.40	7.36		6.21			
96 P		8.32	4.27	s 8.51	s 10.05	5.57		3.26	TO DORRIS	22.4	3.04	7.34	f 8.34	s 7.30		6.14			
61 P		8.39	4.34	9.01	10.16	6.03		3.32	CALOR	17.9	2.58	7.28	8.28	7.21		6.06			
82 P		8.46	4.41	9.06	10.22	6.08		3.37	WORDEN	13.9	2.53	7.23	8.23	f 7.16		5.59			
61 P		8.51	4.46	9.10	10.26	6.11		3.40	ADY	11.3	2.50	7.20	8.20	7.11		5.53			
100 P		8.58	4.53	9.15	10.32	6.16		3.45	MIDLAND	7.2	2.45	7.15	8.15	f 7.06		5.46			
82 P		9.05	5.00	9.20	10.37	6.20		3.50	TEXUM	3.3	2.40	7.10	8.10	7.00		5.40			
Term. Yd. WYOTPBK	9.15 PM	5.10 AM		s 9.25 PM	s 10.45 AM	s 6.25 AM		s 3.55 AM	TO-R KLAMATH FALLS	0.0	2.35 AM	7.05 AM	8.05 AM	6.55 PM		5.30 PM			
Arrive Daily	Arrive Daily	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	Leave Daily			

(2.00)	(4.40)	(4.40)	(3.10)	(3.30)	(2.55)	(1.00)	(2.45)	.....Time over District.....	(2.45)	(2.45)	(2.50)	(3.40)	(1.00)	(1.45)	(4.50)	(4.45)
11.77	23.14	23.14	33.82	30.60	36.72	22.60	38.95	.....Average Speed per Hour.....	38.95	38.95	37.80	29.21	22.60	13.43	22.34	22.73

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 18 20	Shasta Retreat . MP 323.8 Any Station (Grass Lake, Bray, Mt. Hebron, Maodoel)	Receive and Discharge Receive Discharge Receive	Any Station Seattle Eugene	Any Station Gerber and west

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. 156 June 13, 1937	Distance from Crescent Lake	FIRST CLASS				THIRD CLASS		
	642	626	386	16	20	18	24				23	17	15	19	621	387	647
	Manifest	Manifest	G. N. Ry. Time Freight	West Coast	Klamath	Oregonian	Cascade				Cascade	Oregonian	West Coast	Klamath	Manifest	G. N. Ry. Time Freight	Manifest
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yd. WOTYPBK	11.00PM	7.50AM	12.15AM	9.40PM	10.55AM	6.40AM	4.05AM	429.5	TO-R KLAMATH FALLS 2.4	99.1	s 2.25AM	s 6.55AM	s 7.50AM	s 6.40PM	8.50AM	2.15PM	4.35PM
63 P	11.10	8.00	12.25	9.45	11.00	6.48	4.10	431.9	CHELSEA 2.2	96.7	2.20	6.48	7.45	6.35	8.45	2.09	4.28
66 P	11.15	8.06	12.30	9.50	11.05	6.57	4.15	434.1	WOCUS 4.8	94.5	2.16	6.43	7.41	6.30	8.40	2.04	4.23
110 P	11.23	8.15	12.38	s 9.58	11.12	7.03	4.21	438.9	TO ALGOMA 3.7	89.7	2.10	6.37	7.35	s 6.23	8.31	1.55	4.14
62 P	11.30	8.24	12.45	10.04	11.17	7.08	4.26	442.6	OUBY 4.6	86.0	2.05	6.32	7.30	f 6.16	8.24	1.47	4.07
62 P	11.37	8.31	12.52	f 10.11	11.22	7.13	4.31	447.2	TO MODOC POINT 4.6	81.4	2.00	6.27	7.25	s 6.10	8.17	1.40	4.00
67 P	11.44	8.38	12.59	10.18	11.28	7.18	4.36	451.8	LOBERT 4.9	76.8	1.55	6.22	7.18	6.03	8.10	1.33	3.53
170 WYPK (Var)	11.53	8.47	1.08	s 10.27	s 11.38	7.25	4.42	456.7	TO CHILOQUIN 1.3	71.9	1.49	6.16	s 7.08	s 5.56	8.02	1.25	3.45
87 P	11.55PM	8.49	1.10	f 10.30	11.41	7.27	4.44	458.0	PINE RIDGE 3.1	70.6	1.47	6.14	7.03	f 5.48	7.50	1.12	3.33
62 P	12.03AM	8.56	1.20	10.36	11.47	7.32	4.49	461.1	BRAYMILL 4.3	67.5	1.43	6.10	6.59	5.43	7.45	1.06	3.28
102 P	12.18	9.11	1.38	10.42	11.53	7.38	4.55	465.3	CALIMUS 5.0	63.3	1.38	6.05	6.54	5.38	7.38	12.59	3.21
122 Yard WYP	12.31	9.23	1.51	f 10.49	11.59AM	7.45	5.02	470.3	TO KIRK 4.3	58.3	1.32	5.59	6.48	f 5.31	7.29	12.51	3.13
102 P	12.38	9.30	1.58	10.55	12.04PM	7.50	5.07	474.5	FUEGO 4.1	54.1	1.27	5.54	6.43	f 5.24	7.21	12.44	3.06
102 P	12.45	9.37	2.05	11.02	f 12.10	7.55	5.12	478.6	TO OHINOHALO 4.8	50.0	1.22	5.49	6.38	f 5.18	7.12	12.37	2.59
102 WP	1.01	9.50	2.17	11.09	12.16	8.00	5.17	483.4	LENZ 4.8	45.2	1.17	5.44	6.33	f 5.12	6.59	12.30	2.45
102 P	1.12	9.58	2.26	11.15	f 12.22	8.05	5.23	488.2	MAZAMA 4.4	40.4	1.12	5.39	6.28	f 5.06	6.52	12.22	2.37
102 P	1.19	10.05	2.33	11.21	12.28	8.10	5.30	492.6	YAMSAY 5.4	36.0	1.07	5.30	6.23	f 5.00	6.45	12.14	2.29
102 P	1.27	10.13	2.41	11.28	12.34	8.16	5.36	498.0	DIAMOND LAKE 5.3	30.6	1.01	5.22	6.17	f 4.54	6.36	12.05PM	2.20
102 PBK	1.35	10.21	2.50AM	f 11.36	s 12.42	8.22	5.42	503.3	TO-R CHEMULT 3.9	25.3	12.55	5.16	f 6.11	s 4.47	6.27	11.55AM	2.11
102 YP	1.41	10.28		11.42	12.48	8.27	5.47	507.2	PAUNINA 7.6	21.4	12.50	5.11	6.06	f 4.41	6.21		2.03
102 P	1.53	10.41		11.52PM	f 12.58	8.35	5.55	514.8	MOWIOH 4.7	18.8	12.42	5.03	5.55	f 4.31	6.08		1.51
102 P	2.00	10.48		12.01AM	1.08	8.42	6.00	519.5	KOTAN 4.5	9.1	12.36	4.57	5.44	4.25	6.00		1.43
102 P	2.07	10.55		12.10	f 1.16	8.48	6.05	524.0	UMLI 4.6	4.6	12.31	4.51	5.37	f 4.18	5.50		1.35
Term. Yd. WOYPBK	2.15AM	11.05AM		s 12.20AM	s 1.25PM	s 8.55AM	s 6.10AM	528.6	TO-R ORESCENT LAKE	0.0	12.25AM	4.45AM	5.30AM	4.10PM	5.40AM		1.25PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(99.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.15) 30.48	(3.15) 30.48	(2.35) 28.57	(2.40) 37.16	(2.30) 39.64	(2.15) 44.04	(2.05) 47.57		.....Time over District.....		(2.00) 49.55	(2.10) 45.74	(2.20) 42.47	(2.30) 39.64	(3.10) 31.29	(2.20) 31.60	(3.10) 31.29
									.....Average Speed per Hour.....								

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.

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

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

EASTWARD

BLACK BUTTE SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	THIRD CLASS		Distance from San Francisco via Marysville	Time Table No. 156		Distance from Ashland	FIRST CLASS		THIRD CLASS	
	624	8		7	623		7	623		
	Freight	Shaeta		Shasta	Freight		Shasta	Freight		
	Leave Daily	Leave Daily		STATIONS	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	
M-27 E-2 Yd W-113 WYP	9.40 PM	4.21 AM	345.0	TO-R BLACK BUTTE	s 10.55 PM			6.40 PM		
No Siding Spur			347.0 345.8	IGERNA		83.3				
56-109 Yard WOYPKB	10.38	s 4.41	348.4	TO-R WEED	s 10.38	80.7		6.00		
50 WYP	11.10	s 4.55	353.4	TO EDGEWOOD	s 10.25	75.7		4.50		
No Siding P			357.1	METCALF		72.0				
71 P	11.40	s 5.13	361.0	TO GAZELLE	s 10.10	68.1		4.20		
61 P	11.59 PM	s 5.27	369.1	TO GRENADA	s 9.56	60.0		3.50		
66 Yard P	12.18 AM	s 5.46	375.5	TO MONTAGUE	s 9.45	53.6		3.30		
68 YP	12.30	f 5.56	380.7	SNOWDON	f 9.35	48.4		2.35		
55 P	12.50	s 6.09	386.2	AGER	s 9.23	42.9		2.15		
No Siding P			388.4	THRALL		40.7				
W No Siding P		f	390.5	KLAMATHON	f	38.6				
79 Yard WOYP	1.30	s 6.35	393.1	TO-R HORN BROOK	s 9.07	36.0		1.45		
No Siding P			395.6	PILOT		33.5				
70 P	1.50	f 6.50	397.5	ZULEKA	f 8.54	31.6		1.10		
61 P	2.10	s 7.05	401.8	TO HILT	s 8.43	27.3		12.50		
No Siding			402.8	OOLE		26.3				
No Siding WP			403.6	ORCAL		25.5				
60 P	2.45	f 7.20	407.4	GREGORY	f 8.29	21.7		12.15 PM		
69 P	2.55	7.28	410.0	WHITE POINT	8.22	19.1		11.50 AM		
101 TP	3.15	s 7.38	412.2	SISKIYOU	s 8.15	16.9		11.35		
No Siding P			414.1	VIADUCT		15.0				
No Siding P			415.6	WALL CREEK		13.5				
No Siding P			416.9	FOLIAGE		12.2				
59 WP	3.55	f 8.01	419.3	STEINMAN	f 7.54	9.8		10.50		
73 P	4.20	f 8.11	422.9	MISTLETOE	f 7.45	6.2		10.30		
No Siding			425.5	OLAWSON		3.6				
Term. Yd WOYTPBK	4.45 AM	s 8.30 AM	429.1	TO-R ASHLAND	7.30 PM	0.0		10.00 AM		
	Arrive Daily	Arrive Daily		(85.3)	Leave Daily			Leave Daily		

(7.05) (4.09) Time over District..... (3.25) (8.40)
 12.04 20.56 Average Speed per Hour..... 24.97 9.8

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.

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. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water supply one quarter mile east of Grenada.

ADDITIONAL FLAG STOPS TO RECEIVE AND DISCHARGE PASSENGERS				
Trains	At	Receive and Discharge	To (or Beyond)	From (or Beyond)
7 and 8	Colestin MP 409	Receive and Discharge	Any Station	Any Station

EASTWARD

MERRILL SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 156		Distance from Klamath Falls	FIRST CLASS		SECOND CLASS	
	628	318		317	625					
	Northwest Special	Passenger		Passenger	Oregon Special					
	Leave Daily	Leave Mon., Wed., Fri.		STATIONS	Arrive Tues., Thurs., Sat.	Arrive Daily				
Term. Yd. WOYTPBK		3.00 PM	457.9	R ALTURAS YARD	97.9	12.10 PM				
Yard P		s 3.05 PM	458.8	TO-R ALTURAS	98.8	12.05 PM				
Term. Yd. WOYTPBK	10.15 AM		457.9	ALTURAS YARD	97.9			8.00 PM		
66 P	10.20		459.9	JUNIPER	95.9			7.53		
76 P	10.45		470.6	FLETCHER	85.2			7.25		
81 WYP	11.00		477.7	TO CANBY	78.1			7.05		
79 YP	11.25		485.4	AMBROSE	70.4			6.25		
77 P	11.35		489.8	BOLES	66.0			6.00		
85 Yard WYP	11.45 AM		493.6	HAOKAMORE	62.2			5.35		
77 P	12.05 PM		500.8	MEARES	55.0			4.50		
84 WYP	12.20		506.1	Perez	49.7			4.35		
77 P	12.55		515.4	CORNELL	40.4			4.00		
77 WP	1.15		524.3	STRONGHOLD	31.5			3.35		
I No Siding			525.4	Great Northern Ry. Crossing	30.4					
32 P	1.55		529.7	TO TULE LAKE	26.1			3.25		
100 P	2.04		533.2	HATFIELD	22.6			3.10		
No Siding	2.15		536.0	MALONE	19.8			3.02		
77 P	2.55		537.9	TO MERRILL	17.9			2.55		
No Siding	3.15		543.8	HOSLEY	12.0			2.30		
77 P	3.25		547.1	STUKEL	8.7			2.23		
Term. Yd. WOYTPBK	4.00 PM		555.8	TO-R KLAMATH FALLS	0.0			2.00 PM		
	Arrive Daily	Arrive Mon., Wed., Fri.		(98.8)				Leave Tues., Thurs., Sat.	Leave Daily	

(5.45) (0.05) Time over District..... (0.05) (6.00)
 17.02 10.80 Average Speed per Hour..... 10.80 16.31
 Schedule time and train orders first class trains Alturas Yard apply at junction switch Lakeview Branch.

EASTWARD

MERRILL SUBDIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 156		Distance from Lakeview	SECOND CLASS	
	632	630		629	631			
	Local Freight	Mixed		Mixed	Local Freight			
	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.		STATIONS	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.		
Yard P	1.25 PM	3.25 PM	457.8	TO-R ALTURAS	54.5	s 11.00 AM	12.05 PM	
		f	459.7	MATTES	52.6	f		
Spur 6		f	466.9	SURPRISE	45.4	f		
26-P	2.15	s 4.15	478.6	DAVIS CREEK	33.7	s 9.40	10.35 AM	
Spur 24		f	481.3	GARRET	31.0	f		
10-P	2.45	s 4.45	491.2	TO WILLOW RANOH	21.1	s 8.55	10.05	
Spur 2		f	495.1	JOFFRE	17.2	f		
See Note 23-P	3.35	s 5.35	497.8	FAIRPORT	14.5	s 8.25	9.25	
Spur 1		f	503.5	SNELLING	8.8	f		
Term. Yd. WYTPBK	4.45 PM	s 6.45 PM	512.3	TO-R LAKEVIEW	0.0	7.45 AM	8.45 AM	
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.		(54.5)		Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	

(3.20) (3.20) Time over District..... (3.15) (3.20)
 16.35 16.35 Average Speed per Hour..... 16.76 16.35
 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. 156

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS		Distance from San Francisco	THIRD CLASS	
	512 Mixed	Leave Daily Ex. Sunday		513 Mixed	Arrive Daily Ex. Sunday
IBKPW Yard 107	4.20 AM	84.9	TO-R WOODLAND	63.0	s 10.30 AM
16	f	87.2	2.3 GARIO	60.7	f
23	f	87.7	0.5 PEART	60.2	f
31	f	90.1	2.4 COURTIS	57.8	f
25 P	s 5.00	94.0	3.9 TO KNIGHTS LANDING	53.9	s 10.00
P	f	96.5	2.5 R GRACE	51.4	f
2 Spur	f	97.4	S. P. Crossing 0.9		
65	f	105.2	7.8 BYPASS	50.5	f
29	f 5.35	107.5	2.3 OHANDLER	42.7	f
19 W	f	111.4	3.9 MAROUSE	40.4	f 9.20
8	f	112.4	1.0 TUDOR	36.5	f
31	f	115.8	3.4 ABBOTT	35.5	f
43	f	117.7	1.9 OSWALD	32.1	f
19 PI	s 6.15	120.4	2.7 BOGUE	30.2	f
Yard WPYOIBK	s 6.30 AM	122.7	1.4 YUBA CITY	27.5	s 8.45
19		130.7	S. N. R. R. Crossing 0.9		
15 P		135.0	0.9 W. P. R. R. Crossing	26.1	
14		141.6	E STREET, MARYSVILLE	25.2	8.30 AM
35 P		142.5	8.0 TO-R MARYSVILLE	17.2	
27		145.0	4.3 RAMIREZ	12.9	
Yard WTPK		147.9	6.6 HONOUT	6.3	
	Arrive Daily Ex. Sunday		0.9 HEARST	5.4	
	(2.10)		2.5 PALERMO	2.9	
	17.45		2.9 VILLA VERONA	0.0	
			TO-R OROVILLE		
			(63.3)		Leave Daily Ex. Sunday
			.....Time over District.....	(2.00)	
			.....Average Speed per Hour.....	18.90	

Time Table No. 156

June 13, 1937

Lake Tahoe Branch

STATIONS

TO-R TRUCKEE	6.6	
BIG CHIEF	7.9	
R LAKE TAHOE		
	(14.5)	
.....Time over District.....		
.....Average Speed per Hour.....		

Additional Flag Stops to Receive or Discharge Passengers:
 Nos. 512 and 513
 Laugenour Coulter
 Saccarus Lee
 Coranco Wilson
 Cunard Messick
 Vernon

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

Capacity of Sidings and Spurs in Car Lengths

P K Term. Yard
 18 P Term. Yard
 P

Distance from San Francisco

208.1
 214.7
 222.6

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD 11

Capacity of Sidings and Spurs in Car Lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco	Time Table No. 156 June 13, 1937 Placerville Branch	Distance from Placerville	FIRST CLASS	THIRD CLASS
	518 Local Freight	300 Motor	298 Motor				299 Motor	519 Local Freight
WOTYPBK	Leave Daily Ex. Sunday	Leave Saturday Only	Leave Daily Ex. Saturday		STATIONS	Arrive Daily	Arrive Daily Ex. Monday	
Yard	Via Elvas	Via Elvas	Via Elvas	88.8	TO-R SACRAMENTO	59.9		
				89.3	0.5 S. N. R. R. Crossing	59.4		
				89.6	0.3 JOT. SWITCH, B STREET	59.1		
				89.7	0.1 S. N. R. R. Crossing	59.0		
				90.2	0.5 Western Pacific Crossing	58.5		
				90.8	0.6 Central California Traction Crossing	57.9	Via Elvas	
				92.0	1.2 Western Pacific Crossing	56.7	Via Elvas	
				92.3	0.3 S. N. R. R. Crossing	56.4		
89 WP	5.50 AM	s 4.05 PM	s 2.40 PM	94.7	2.4 HOMESTEAD	54.0	s 8.05 AM	
29	5.55	s 4.08	s 2.43	95.9	1.2 R BRIGHTON	52.8	s 8.02	
9		f	f	97.5	1.6 PERKINS	51.2	f	
81	6.05	f 4.13	f 2.48	98.9	1.4 MANLOVE	49.8	f 7.56	
8		f	f	100.7	1.8 MAYHEW	48.0	f	
22	6.20	s 4.18	s 2.53	101.6	0.9 ROUTIER	47.1	s 7.50	
35	6.30	f 4.22	f 2.57	103.4	1.8 TO MILLS	45.3	f 7.46	
35 P	6.50	s 4.24	s 2.59	104.4	1.0 MATHER	44.3	f 7.44	
18		f 4.29	f 3.04	107.4	3.0 R CITRUS	41.3	7.38	
31	7.17	f	f	108.3	0.9 NIMBUS	40.4	f 7.36	
25	7.33	s 4.35	s 3.10	110.1	1.8 ALDER CREEK	38.6	s 7.33	
25 WY	8.30	s 4.40	s 3.15	111.1	1.0 NATOMA	37.6	s 7.30	
5 (Spur)				111.3	0.2 TO-R FOLSOM	37.4	9.50	
9	9.10	f 4.58	f 3.33	118.0	6.7 NAGLE	37.4		
15	9.50	f 5.19	f 3.54	126.1	8.1 WHITE ROCK	30.7	f 7.12	
6	10.20	f 5.35	f 4.10	131.4	5.3 LATROBE	22.6	f 6.53	
4 (Spur)				131.7	0.3 DUGAN	17.3	f 6.41	
27 W	11.20 AM	s 5.50	s 4.25	136.9	5.2 BULLARD	17.0		
32	12.01 PM	s 6.08	s 4.43	142.7	5.8 SHINGLE SPRINGS	11.8	s 6.28	
23	12.30	s 6.16	s 4.51	145.0	2.3 EL DORADO	6.0	s 6.14	
Yard WTK	1.00 PM	s 6.25 PM	s 5.00 PM	148.7	3.7 TO DIAMOND SPRINGS	3.7	s 6.09	
	Arrive Daily Ex. Sunday	Arrive Saturday Only	Arrive Daily Ex. Saturday		TO-R PLACERVILLE	0.0	6.00 AM	
	(7.10)	(2.20)	(2.20)		(59.9)		6.30 AM	
	7.53	23.14	23.14			Leave Daily	Leave Daily Ex. Monday	
					.....Time over District.....	(2.05)	(5.20)
					.....Average Speed per Hour.....	25.92	10.12

EASTWARD

SACRAMENTO SUB-DIVISION

WESTWARD

Capacity of Sidings and Spurs in Car Lengths	FIRST CLASS		Distance from San Francisco	Time Table No. 156 June 13, 1937 Fair Oaks Branch	Distance from Fair Oaks
	298 Motor	299 Motor			
35 P			104.4	R CITRUS	1.9
Yard 15 P			106.3	TO-R FAIR OAKS	0.0
				(1.9)	
				.....Time over District.....	
				.....Average Speed per hour.....	
Additional Stations	Ramona, 95.5	Salsbury, 105.2	Swift, 127.8	Additional Flag Stops to Receive or Discharge Passengers:	
	Brown, 97.0	Prattrock, 111.4	Brela, 128.1	Nos. 298, 299 and 300	
	Alden, 98.0	Malby, 119.4	Brandon, 129.8	Brown Salsbury Soudan Crossing	Brandon
	Bradshaw 99.8	Harvey, 121.7	Bennett, 134.0	Malby Alden Cothrin 141-C	Bullard
	Boyd, 100.3	Cothrin, 123.1	Apex, 147.7	Harvey Prattrock Bryants Flonellis	Bennett
	Soudan, 103.7			Bradshaw Ramona Crossing Brela	Cummings and Apex

SACRAMENTO SUBDIVISION

EASTWARD			WESTWARD		
Time Table No. 156 June 13, 1937			Time Table No. 156 June 13, 1937		
Colusa Branch			Colusa Branch		
STATIONS			STATIONS		
Yard PY	9.10AM	108.3	R	HARRINGTON	72.1
40	f	112.3		COLLEGE CITY	68.1
33	f	116.0		GRAINO	64.4
101 W	s 9.45	120.8	TO	GRIMES	59.6
30	f	124.4		SYCAMORE	56.0
35	f	128.8		DOLAN	51.6
97	s 10.30	133.0	TO	COLUSA	47.4
50	f	143.2		STEGEMAN	37.2
39 W	s 11.10	145.9		PRINCETON	34.5
33	s 11.30AM	150.4		CODORA	30.0
64	f	155.6		GLENN	24.8
40	f	162.1		ORDBEND	18.3
33	f	165.9		ROTAVELE	14.5
84 W	s 12.50PM	170.0	TO	HAMILTON	10.4
42 PY	s 1.25PM	180.4		WYO	0.0
	Arrive Mon., Friday			(72.1)	
	(4.15)				
	16.96				
Time over District.....			Time over District.....		
Average Speed per Hour.....			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		
Time Table No. 156 June 13, 1937			Time Table No. 156 June 13, 1937		
Dantoni Branch			Dantoni Branch		
STATIONS			STATIONS		
		139.8		DANTONI JOT.	4.4
7		143.0		LINDA	1.2
17		144.2		DANTONI	0.0
			(4.4)		

EASTWARD			WESTWARD		
Time Table No. 156 June 13, 1937			Time Table No. 156 June 13, 1937		
Fruto Branch			Fruto Branch		
STATIONS			STATIONS		
64 WOYBKP		149.9	TO-R	WILLOWS	17.0
7 Spur		152.3		LOSA	14.6
20		155.8		KURAND	11.1
10		159.6		MILLSHOLM	7.3
9		163.6		ATHENA	3.3
19 PT		166.9	R	FRUTO	0.0
			(17.0)		
Time over District.....			Time over District.....		
Average Speed per Hour.....			Average Speed per Hour.....		

EASTWARD			WESTWARD		
Time Table No. 156 June 13, 1937			Time Table No. 156 June 13, 1937		
Sutter Basin Branch			Sutter Basin Branch		
STATIONS			STATIONS		
		96.5	R	GRACE	20.8
30 P		96.9		MARCHANT	20.4
33		98.4		MACKERT	18.9
39 WP		100.4		ROBBINS	16.9
33 P		101.7		SEYMOUR	15.6
55 P		105.1		SUBACO	12.2
33		107.2		PELGER	10.1
55 P		109.3		EVERGLADE	8.0
51 P		111.2		HINSDALE	6.1
	YP	111.8		SHEFFIELD	5.5
44		113.3		TISDALE	4.0
15 (Spur)		115.2		PROGRESS	2.1
24		117.3		JOSEPHINE	0.0
35 (Spur)				(20.8)	
Time over District.....			Time over District.....		
Average Speed per Hour.....			Average Speed per Hour.....		

EASTWARD			WESTWARD		
Time Table No. 156 June 13, 1937			Time Table No. 156 June 13, 1937		
Sutter Basin Branch			Sutter Basin Branch		
STATIONS			STATIONS		
30 P		96.9		MARCHANT	2.5
26		97.6		ENSLEY	1.8
5 P		99.4		KARNAK	0.0
			(2.5)		
Time over District.....			Time over District.....		
Average Speed per Hour.....			Average Speed per Hour.....		

EASTWARD			WESTWARD		
Time Table No. 156 June 13, 1937			Time Table No. 156 June 13, 1937		
River Farms Branch			River Farms Branch		
STATIONS			STATIONS		
		93.5		KNIGHTS LDG. JOT.	13.8
Spur 16		96.3		EASTHAM	11.0
22		99.2		AYRSHIRE	8.1
Spur 68		102.4		TYNDALL	4.9
19Y		106.1		JIMENO	1.2
Spur 14		107.3		BOYER	0.0
			END OF TRACK		
			(13.8)		

EASTWARD			WESTWARD		
Time Table No. 156 June 13, 1937			Time Table No. 156 June 13, 1937		
Walnut Grove Branch			Walnut Grove Branch		
STATIONS			STATIONS		
Term. Yard WOTYPBK		88.8	TO-R	SACRAMENTO	32.4
Yard		89.3		S. N. R. R. Crossing	31.9
Yard P		89.6		JOT. SWITCH, R STREET	31.6
Yard		91.8		BATHS	29.4
60		94.2		DEL RIO	27.0
60		97.5		FREEPORT	23.7
60 P		105.3		HOOD	17.3
55		107.9		LAMBERT	13.3
44		111.2		MOFUBA	10.0
Yard 61 PWY		113.4	TO	WALNUT GROVE	7.8
Yard PWBY		121.2	TO-R	ISLETON	0.0
			(32.4)		
Time over District.....			Time over District.....		
Average Speed per Hour.....			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		
Time Table No. 156 June 13, 1937			Time Table No. 156 June 13, 1937		
Stirling City Branch			Stirling City Branch		
STATIONS			STATIONS		
Yard OYWBKP	1.15 PM	184.2	TO-R	OHIO	31.2
		186.6		S. N. R. R. Crossing	28.8
	f	189.3		DREDGE	26.1
18	f 1.50	192.6		OROUOH	22.8
21 WP	s 2.20	198.2		PARADISE	17.2
12	s 2.50	203.2		MAGALIA	12.2
3 P	s 3.10	206.2		APPLETON	9.2
10 (Spur) WP	s 3.30	210.0		DOON	5.4
PY Yard	s 4.00 PM	215.4	R	STIRLING CITY	0.0
	Arrive Mon., Friday			(31.2)	
	(2.45)				
	11.35				
Time over District.....			Time over District.....		
Average Speed per Hour.....			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. 156 June 13, 1937	Distance from End of Division	FIRST CLASS					THIRD CLASS		
		518 Local Freight		60 West Coast	235 Passenger	300 Motor	237 Passenger	298 Motor				231 Passenger	299 Motor	59 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	Interlocking A. B. S. TO-R SACRAMENTO (Passenger Station) 1.0 TO-R SACRAMENTO (12th Street) 2.0 ELVAS 3.0 BRIGHTON 1.0 END OF SACTO DIV. 0.0 (7.0)	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		6.0						12.15 PM	
Yard I		5.40		7.40	5.20	4.00	3.30	2.35	8.35	91.8		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		1.0	8.05 AM	8.45 AM	12.20 PM	12.25 PM	f 9.15 PM	11.50 AM	
I										95.8		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			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. 59 will stop on flag at Brighton on Sundays only.

SPECIAL INSTRUCTIONS



RULE 2. Authorized Watch Inspectors.

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.

Sacramento, H. T. Harger 1022 K St.	Chico..... J. R. Dupen
Roseville..... H. T. Harger	Red Bluff.... G. C. Wilkins & Son
Sparks..... W. R. Adams & Son	Redding..... F. R. Dobrowsky
Placerville..... Leo C. Burger	Dunsmuir..... H. E. Voorhies
Willows..... Robt. E. Boyd	Weed..... Marion Dayley
Orland..... L. Schnell	Ashland..... W. J. Lane
Oroville..... R. A. Williams	Klamath Falls.... F. W. Bertram
Marysville..... Milton Haney	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 round slow board, painted yellow, has been adopted, which by black figures indicates the speed restrictions applying to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, when those trains consist of streamlined cars and diesel power unit.

The speeds indicated by white oval slow boards apply to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, unless a new type round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

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

Sacramento, 12th St.—Eastward first-class trains; trains originating and terminating and Western Division eastward trains except first-class and passenger extras.

Newcastle No. 210.

Truckee—First class trains and trains originating and terminating.

Colfax

Chico

Marysville

Harrington

Willows

Orland

Chemult

Trains originating and terminating.

Woodland—Except No. 19.

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

Two train registers will be maintained at Dunsmuir Yard, one for the Redding and one for the Black Butte sub-divisions.

Only trains originating and terminating will register at Dunsmuir (passenger station).

Registration arrival of westward first-class trains and departure of eastward regular trains originating at Dunsmuir (passenger station) will be transmitted by telephone by the operator at Dunsmuir (passenger station) to the operator at Dunsmuir Yard, who must enter same on the Black Butte sub-division register. Operators will use care in proper transmission and entry, which must be verified by the operator at Dunsmuir Yard repeating the registration to operator at Dunsmuir (passenger station).

SPECIAL INSTRUCTIONS

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

Sacramento, 12th St.—Eastward First-class trains.
Roseville Psgr. Station—First-class trains.
Truckee—First-class trains.
Woodland—Nos. 7, 8, 17, 18, 23 and 24.
Klamath Falls—Westward Great Northern R.R. trains.
Crescent Lake—Nos. 17, 23 and 24.
Black Butte.

Dunsmuir Yard.—First-class trains and eastward trains terminating at Dunsmuir Yard and tied up at Dunsmuir (passenger station).

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 (C). Regular trains appearing on Black Butte sub-division register at Dunsmuir Yard need not be again checked at Dunsmuir (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
Colfax	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 $\frac{1}{4}$ 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 $3\frac{1}{2}$ 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 limit^s 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 Texum 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 at any time between Blue Canon and Stanford, and at any point during snow storm or when snow on rails, 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.

Marysville—Old Cannery Track—4th St.

Wilson—Wilson Road.

Woodland—Main St., House track.

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

Jet. 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:

Redding—EAST siding is first track from main track going east and continues to overhead bridge at North St. WEST siding is first track from main track going west commencing 450 feet west of water column.

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 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, No. 527 at Stirling City, No. 606 and No. 318 at Reno.

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.

First-class trains will not obtain clearance at Dunsmuir Yard. Eastward trains originating at Dunsmuir Yard need not obtain clearance at Dunsmuir (passenger station).

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

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.

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 at M 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 825. Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

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

House track at Bray, and storage track at Grass Lake must be left clear for meeting or passing of trains.

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.
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.

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 862. Trainmen arriving Gerber on first-class trains will remain on duty and protect their train until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved.

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 Dunsmuir will observe track from rear of caboose so train may be stopped in event of derailment. Diets 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 Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 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—Dunsmuir 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 INSTRUCTIONS

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
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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 Dunsmuir 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 Dunsmuir 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 Dunsmuir governing eastward trains is located on left side of main track.

Light type indicator, operated by Yardmaster at Dunsmuir, located on mast of distant signal 3198 west of the west switch Dunsmuir 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 Dunsmuir 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 30 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.

AC Type 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.

At points where freight trains stop for inspection, they will do so between switches to permit light engines to pass.

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.

AC-7 Type engines are equipped with the Westinghouse No. 8 E.T. brake valve. The delay emergency cut-out cock, which is a part of this valve, should be in the vertical position, that is, cut-out on all trains of forty cars or less, in passenger service, on helper engines in trains and light engines. Valve should be in horizontal position or cut in when handling trains of more than forty cars.

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 Dunsmuir Yard... }
Black Butte to Edgewood... } One retainer for each 100 Ms.
Ambrose to Canby..... }

Snowdon to Hornbrook..... }
Grass Lake to Azalea..... } One retainer for each 150 Ms.

Dunsmuir 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 Dunsmuir 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 Dunsmuir, 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, Chiloquin 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 cabooses, 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.

If unable to handle train account storm conditions on mountain, reduce to ninety per cent of engine ratings, advising chief train dispatcher fully of action taken.

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 4-5-6-7 type engines must not use the following tracks account light rail:

- Merritt..... Warehouse track.
- Mullen..... Siding.
- 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.
- Willows..... Union Oil, Union Ice, Team and warehouse track, Pump house track, Engine spur, Setout track.
- Lyman..... Spur.
- Artois..... House track, Warehouse track.
- Gravit..... Siding.
- Greenwood..... Siding.
- Orland..... Engine spur, Oil spur.

SPECIAL INSTRUCTIONS

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 must not be used by passenger trains:

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

AC 4-5-6-7 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.
Eder, spur switch.
Andover, outfit spur, three car lengths back of frog.

SP and AC 4-5-6-7 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 4-5-6-7 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 heavier than T type must not use spur at Riz and cars must not be placed beyond sixth door of warehouse from west end.

Engines may use Stony Creek track and spot cars sixty feet beyond the rock unloading chute in Stony Creek gravel pit at Wyo, but must not use track beyond the relocated sign reading "Engines must not go beyond this point." Train and engine crews must assure themselves track is clear of gravel before using any portion of this track.

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.....Hoefer's 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, 6 and 7 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.

GS 1 and 2, and AC 1, 2, 3, 4, 5, 6, and 7 type engines must not be operated on Siskiyou Line between west end of Klamath River bridge near M. P. 391 and Ashland.

MAIN TRACKS

11 Tracks between Sacramento and Roseville numbered, and unless otherwise authorized, 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.

Enginememen will not blow off engines while passing over steel bridges except during period from May 1 to Nov. 1. From May 1 to Nov. 1, sprinklers will be placed in service on line between Roseville and Sparks upon departure of westward freight trains and light engines, Norden to Loomis, and on 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 and enginememen must know that it is properly lined before attempting to move engine on 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:

Emigrant Gap... East approach, with motor on east end.

Norden..... East approach to eastward track.

Trainmen and enginememen 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.....	...
24	West end of center siding Crystal Lake.....	178
25	West end Butte Canyon bridge.....	179
26	200 feet west of west crossover Cisco.....	180
27	End of shed east portal Tunnel No. 39.....	181
28	Between Tamarack and Cisco.....	183
29	1/4 mile west of west switch Troy on No. 1 track.....	...
31	East switch Troy.....	186
32	East end lower Cascade bridge.....	187
33	1/4 mile east of Upper Cascade bridge.....	188
34	East switch of west run-around track on No. 1 track Norden.....	...
35	1000 feet west of west portal Tunnel No. 6.....	193
36	East portal Tunnel No. 6.....	194
37	Between Tunnels No. 8 and No. 9.....	195
38	100 feet east of east portal Tunnel No. 10.....	...
39	West switch Donner.....	...
41	1000 feet east of section house Eder.....	197
42	1/4 mile east of crossover Eder.....	198
43	Between Eder and Andover.....	199
44	Between Eder and Andover.....	199 1/2
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.

SPECIAL INSTRUCTIONS

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 Except Streamliner Diesel Power, Streamliner Diesel Power Unit, With F-1, F-3, F-4, F-5, F-6, MM-2 and AM Engines), Freight (Freight and Mixed, Maximum, With MC-2, 4, and 6 Engines), Light Eng. Running Forward (Engines and Motors Backing, F-1, F-3, F-4, F-5, F-6, MK, MM-2 and AM Engs., 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, 7), 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.

SPEED TABLE

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

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 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, Chilouquin, 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, 36 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, 7 S.P. 1, 2, 3 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), Light Eng. Running Forward (Engines and Motors Backing, Maximum, MT C 2 to 10 C 18 to 29 F 1, 3, 4, 5, 6 S.P. 1, 2, 3, AC 4, 5, 6, 7, AM C 11 to 17 TW MK 2 and 4 MM G. N. Ry. F 5), Switch Engines S-SE Type.

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-4-5-6-7 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, 6 and 7 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.
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, 6 and 7 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.

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.

C type 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.

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 siding.

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 and crossings:

Sprague River Bridge, West of Chilcoquin.

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.

SPECIAL INSTRUCTIONS

LOCATION OF STRETCHERS

Table with columns for location and stretcher type. Locations include Sacramento, Fair Oaks, Hood, Walnut Grove, Lincoln, Wheatland, Marysville, Gridley, Biggs, Chico (2), Oroville, Knights Landing, Woodland, Williams, Willows (2), Roseville, Rocklin, Loomis, Penryn, Newcastle, Auburn, Colfax, Dutch Flat, Towle, Blue Canon (2), Cisco, Norden, Truckee (3), Floriston, Gerber, Mt. Shasta, Redding, Kennet, Dunsmuir, Ashland, Klamath Falls, Crescent Lake, Alturas, Alturas Yard, HOSPITALS, GENERAL, EMERGENCY, SAN FRANCISCO, SACRAMENTO, ROSEVILLE, GERBER, SPARKS.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Table with columns: Mile Post, LOCATION, DESCRIPTION. Includes Sacramento Yard (River Bridge, Shop Yard, Track No. 2-9, Roundhouse spur, etc.), Roseville-Sparks-Eastward (Icing track, PFE track No. 2 and New, etc.), and Woodland-Tehama (Woodland, Williams, etc.).

Table with columns: Mile Post, LOCATION, DESCRIPTION. Includes Roseville-Sparks-Eastward-Continued (Tunnel No. 24-34, etc.), Sparks-Roseville-Westward (Snow sheds, Tunnel No. 12-18, etc.), Sacramento-Gerber (Ben Ali, Lincoln, Clayton, etc.), and Woodland-Tehama (Woodland, Williams, etc.).

Table with columns: Mile Post, LOCATION, DESCRIPTION. Includes WYO-HARRINGTON (Grimes, Princeton, Codora, Rotavele, Hamilton), DAVIS-OROVILLE (Tudor, Abbot, Yuba City, Honcut, Oroville), SACRAMENTO-PLACERVILLE (Sacramento, Brighton, Perkins, Mayhew, etc.), and SACRAMENTO-ISLETON (Charles, Walnut Grove).

Table with columns: M.P., BETWEEN, Structure, Height, Crossing. Lists crossings over Sacramento River, Klamath River, and Sprague River with details on bridge and tunnel structures and heights.

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

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	Division Surgeon.
Sacramento	Dr. W. W. Cress	District Surgeon.
Sacramento	Dr. S. G. Christian	Assistant District Surgeon.
Sacramento	Dr. Arthur G. Wallace	Assistant District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. O. Turner	Oculist.
Roseville	Dr. L. E. Jones	District Surgeon.
Roseville	Dr. J. F. McAnally	Associate District Surgeon.
Loomis	Dr. P. D. Barnes	District Surgeon.
Newcastle	Dr. L. B. Barnes	District Surgeon.
Auburn	Dr. J. A. Russell	District Surgeon.
Colfax	Dr. R. C. Atkinson	District Surgeon.
Colfax	Dr. F. Lynn Smith	Associate District Surgeon.
Truckee	Dr. J. H. Bernard	District Surgeon.
Reno	Dr. W. H. Hood	Consulting Surgeon.
Reno	Dr. Horace J. Brown	Division Surgeon, State of Nev.
Reno	Dr. C. W. West	District Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist
Reno	Dr. Earle C. Creveling	Emerg. Oculist and Aurist.
Reno	Dr. F. H. Harrison	Assistant District Surgeon.
Lincoln	Dr. A. W. McArthur	District Surgeon.
Wheatland	Dr. F. W. Didier	District Surgeon.
Marysville	Dr. E. E. Gray	District Surgeon.
Marysville	Dr. Thos. E. Larner	Oculist and Aurist.
Live Oak	Dr. I. W. Higgins	District Surgeon.
Gridley	Dr. W. S. Lavy	District Surgeon.
Biggs	Dr. Geo. W. Hemmlinger	Emergency Surgeon.
Durham	Dr. J. L. Doyle	District Surgeon.
Chico	Dr. N. T. Enloe	District Surgeon.
Chico	Dr. D. H. Moulton	Associate District Surgeon.
Stirling City	Dr. A. L. Derbyshire	District Physician and Surgeon
Los Molinos	Dr. James L. Faulkner	District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Davis	Dr. Thomas E. Cooper	Emergency Surgeon.
Woodland	Dr. Fred R. Fairchild	District Surgeon.
Arbuckle	Dr. H. S. Powis	District Surgeon.
Williams	Dr. N. M. Salter	District Surgeon.
Colusa	Dr. C. O. Poage	District Surgeon.
Willows	Dr. Frank M. Lawson	District Surgeon.
Oroville	Dr. T. H. Brown	District Surgeon.
Corning	Dr. H. H. Beck	District Surgeon.
Oroville	Dr. E. A. Kusel	District Surgeon.
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon.
Folsom	Dr. L. H. Sanborn	Emergency Surgeon.
Placerville	Dr. W. A. Reckers	District Surgeon.
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.
Yuba City	Dr. Philip B. Hoffman	District Surgeon.
Yuba City	Dr. B. F. Miller	District Surgeon.
Walnut Grove	Dr. V. W. Pallesen	District Surgeon.
Isleton	Dr. J. H. Leimbach	District Physician and Surgeon.
Lake Tahoe	Dr. C. B. Pedersen	Emergency Surgeon.
Dunsmuir	Dr. E. J. Cornish	District Surgeon.
Dunsmuir	Dr. J. T. Steele	District Surgeon.
Dunsmuir	Dr. J. R. U. Campbell	Associate District Surgeon
Mt. Shasta	Dr. Jas. B. McGuire	District Surgeon.
Weed	Dr. H. L. Vidricksen	District Surgeon.
Montague	Dr. Chas. Pius	District Surgeon.
Hilt	Dr. Jos. Langer	District Surgeon.
Ashland	Dr. F. G. Swedenburg	District Surgeon.
Ashland	Dr. E. A. Woods	Assistant District Surgeon.
Red Bluff	Dr. F. L. Doane	District Surgeon.
Red Bluff	Dr. R. G. Frey	Assistant District Surgeon.
Anderson	Dr. G. E. Flora	District Surgeon.
Redding	Dr. C. D. Sewall	District Surgeon.
Dorris	Dr. A. B. Gray	Emergency Surgeon.
Klamath Falls	Dr. E. D. Johnson	Division Surgeon.
Klamath Falls	Dr. Chas. V. Rugh	Assistant District Surgeon.
Klamath Falls	Dr. Ralph W. Stearns	Oculist and Aurist.
Klamath Falls	Dr. E. D. Lamb	Assistant District Surgeon.
Tule Lake	Dr. J. Randolph Barr	District Surgeon.
Chiloquin	Dr. Marvin Nerseth	District Surgeon.
Alturas	Dr. John Stille	District Surgeon.
Lakeview	Dr. C. E. Leithead	District Surgeon.

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	
M-4	M-63 20/28 126	1615 to 1719	190	4300	1050	690	1650	800	3400	1250	780	3750	2300			
M-4	M-63 20/28 128 S															
M-4	M-63 20/28 135 S															
M-6	M-63 21/28 150 S	1725 to 1769, 1780 to 1803	200	5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980	
M-6	M-63 21/28 153 S	1823 to 1825														
M-9	M-63 21/28 150 S	1806 to 1822	210	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1050	
M-9	M-63 21/28 156 S	1826, 1827														
T-1	T-63 20/28 112	2235 to 2271	180	3850	900	590	1400	680	3100	1100	700	3350	2100	370	700	
T-26	T-69 21/28 152 S	2283 to 2300	200	4800	1150	750	1800	870	3900	1400	860	4250	2700	440	860	
T-23	T-63 21/28 156 S-163 SF	2301 to 2310	210	5550	1350	920	2100	1050	4400	1650	1050	4850	3000	560	1040	
T-28, 31	T-63 22/28 162 S	2311 to 2362	210	6050	1500	1000	2350	1150	4800	1800	1150	5300	3250	630	1150	
T-32	T-69 23/28 174 S	2363 to 2370														
		2372 to 2384	210	6150	1450	970	2300	1100	5050	1800	1150	5400	3450			
C-9, 10	C-57 22/30 200 SF	2513 to 2599, 2750, 2752 to														
C-9, 10	C-57 22/30 194 S	2860														
C-8	C-57 22/30 192 S	2698 to 2749, 2751	210	6650	1700	1150	2600	1300	5200	2000	1300	5800	3550			
C-5	C-57 22/30 187 S	2624 to 2679														
C-5	C-57 22/30 185 S	2680 to 2693														
TW-8	TW-54 21/32 161 S	2914 to 2921, 2923	190	5650	1450	970	2200	1250	4450	1650	1100	4900	3000			
A-3	A-81 20/28 112 S-116 SF	3025 to 3040, 3042 to 3071	210	3800					2950							
A-3	A-81 20/28 120/B-64 SF	3025 to 3040, 3042 to 3071														
Mk2-4	Mk57 23 1/2 206 S	3200 to 3240	210	7650	1900	1250	2950	1600	5950	2200	1400	6650	4050			
Mk2-4	Mk57 23 1/2 3022SF-230SF															
Mk5, 6	Mk63 26/28 210 S-231 SF	3241 to 3277	210	8400	2100	1400	3250	1850	6600	2500	1600	7400	4550			
Mk-7,8,9	Mk-63 2 3/8 247 S	3300 to 3324	176	9200					7200							
Mk-7,8,9	Mk-63 2 3/8 257 SF															
F-4,5	F-63 29 1/2 32306/B-61 SF	3668 to 3763														
F-5	F-63 29 1/2 32306/B-62 SF	3764 to 3768	200	11000	2750	1850	4300	2400	8600							
AC-1,2,3	AC-57 23 1/2 2441 SF	4000 to 4048	210	13300	3400	2300	5200	3000	10400							
AC-4	AC-63 2 3/8 2475 SF	4100 to 4109														
AC-5	AC-63 2 3/8 2483 SF	4110 to 4125	235	17350	4450	3050	6800	3900	13600							
AC-6	AC-63 2 3/8 24517 SF	4126 to 4150														
AC-7	AC-63 2 3/8 24515 SF	4151 to 4162	250	18500	4800	3250	7300	4150	14500							
AM-2	AM-63 2 3/8 320-SF	4200 to 4211	210	12150	3150	2100	4800	2700	9550							
MT-1,3,4,5	MT-73 28/30 246/B-60 SF	4300 to 4376	210	8950	2150	1400	3400	1850	6950							
P-1, 3, 5	P-77 22/28 141 S	2400 to 2452, 2459, 2460														
P-1	P-77 22/28 152 SF		210	4850	1100	700	1800	950	3800	1350	810	4300	2550			
P-1	P-77 22/28 160/B-54 S															
P-1	P-77 22/28 163/B-54 SF	2400 to 2427														
P-4	P-77 23/28 155/B-58 SF	2400 to 2437	210	5350	1250	780	2000	1050	4150	1500	900	4750	2800			
P-8, 10	P-73 25/30 181 SF	2461 to 2474, 2478 to 2483	200	6750	1550	990	2550	1350	5250							
P-8, 10	P-73 25/30 183/B-63 SF	2475, 2484 to 2491														
P-12	P-73 26/28 189 SF	3120 to 3129		7000												
GS-1	GS-73 27/30 262/R-104 SF	4400 to 4409	250	9550	2250	1450	3600	1950	7450							
Allowance for Empty and Under-loaded Cars				Less than 40 M's	6	6	3	6	3	6	3	3	6	6	6	6
				40 M's to 50 M's	3	3	0	3	0	3	0	0	3	3	3	3
				More than 50 M's	0	0	0	0	0	0	0	0	0	0	0	0

Note: Rating of trains East with two or more locomotives classes AC-4, 5, 6 and 7 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
 "F"—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 22 30

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.

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

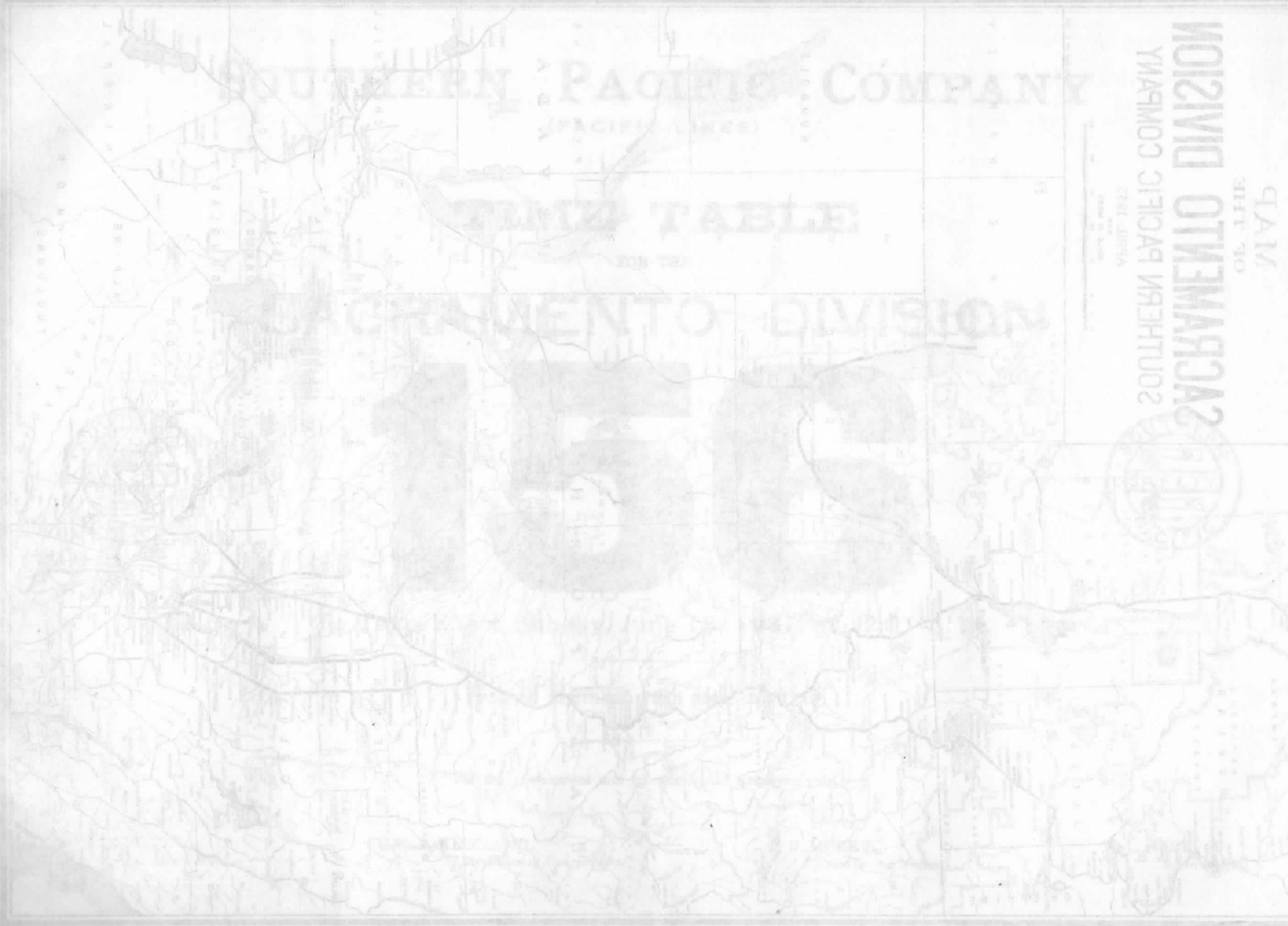
FOR THE

GRANVENTO DIVISION

MADE IN U.S.A.
MAY 1932

ЮЖНА ПАЦИФИК КОМПАНИ
ДИВИЗИОН ОТ ГРАНВЕНТО
ДИВИЗИОН

ДЕЛЪТЪ
НА

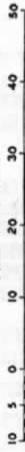


MAP OF THE SACRAMENTO DIVISION SOUTHERN PACIFIC COMPANY

APRIL 1933

R.R.B.

SCALE IN MILES



Revised Jan. 1, 1934

