

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

162

To Take Effect Sunday, May 11, 1941, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

C. F. DONNATIN,
Assistant General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

W. L. HACK,
Superintendent.



EASTWARD

SACRAMENTO SUBDIVISION

Capacity of Sidings in car lengths	THIRD CLASS							SECOND CLASS			FIRST CLASS								Distance from San Francisco	Time Table No. 162 May 11, 1941	
	488	486	484	482	478	470	442	423	421	606	28	88	102	48	14	16	290	210			10
	Freight	Freight	Freight	Freight	Freight	Portland Freight	Mds.	Freight	Freight	Mixed	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Forty-Niner	Pacific Limited	West Coast	Mixed	Sierra			Fast Mail
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday and Monday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays	Leave Daily	Leave Daily		
BKWO TPI					8.30 AM	6.00 AM	1.15 AM				11.45 PM	11.20 PM	5.53 PM	2.03 PM	11.30 AM	10.00 AM	1.20 AM	1.00 AM	12.50 AM	89.0	
IYP								11.20 AM	1.10 AM		11.52	11.27	6.00	2.10	11.37	10.07	1.44	1.07	12.57	88.9	
PW																				91.8	
South 92 P Center 86											11.58 PM	11.33	6.04	2.15	11.43	10.13	1.50	1.13	1.03	93.5	
60 P											12.08 AM	11.42	6.12	2.23	11.52 AM	10.22	2.02	1.22	1.12	94.9	
BKTW OPY	7.00 PM	4.00 PM	12.30 PM	12.30 AM	9.15 AM	6.45 AM	2.00 AM	11.50 AM	1.50 AM		12.16	11.50	6.18	2.31	12.01 PM	10.30 AM	2.10 AM	1.30	1.20	102.8	
P											12.25	11.58 PM	6.18	2.36	12.09	10.30 AM	2.10 AM	1.38	1.28	106.6	
Yard Limits 81 WP	7.35	4.35	1.05	1.05							12.50	12.23 AM	6.39	2.58	12.35			2.07	1.50	110.6	
75 WP											12.58	12.31	6.46	3.05	12.45			2.23	1.56	120.2	
66 P											1.07	12.39	6.54	3.13	12.54			2.32	2.04	124.2	
70 W											1.16	12.47	7.01	3.21	1.02			2.40	2.12	129.1	
71 P											1.22	12.52	7.06	3.26	1.08			2.47	2.17	134.3	
Yard Limits YPWBK	8.40	5.40	2.10	2.10							1.40	1.07	7.17	3.38	1.25			3.20	2.35	137.6	
53 P											1.53	1.20	7.26	3.50	1.37			3.31	2.46	141.7	
119 PWOY	9.25	6.25	2.55	3.00							2.07	1.33	7.39	4.03	1.50			3.45	3.00	146.1	
5 Spur P											2.18	1.44	7.49	4.14	2.00			3.56	3.09	146.0	
77 P											2.30	1.55	7.58	4.25	2.09			4.06	3.18	152.2	
76 WP											2.42	2.07	8.07	4.36	2.18			4.16	3.27	156.8	
PW																		4.18		160.7	
Yard Limits 82 IPTW	11.20 PM	8.19	4.52	4.38							3.05	2.30	8.19	4.52	2.37			4.38	3.40	164.8	
77 PW											3.20	2.44	8.31	5.05	2.50			4.52	3.52	165.5	
PW															2.56			4.58		166.6	
63 PW											3.40	3.00	8.47	5.21	3.08			5.10	4.07	171.8	
114 KPTWBI	1.10 AM	10.10	6.40	6.40							3.55	3.15	9.02	5.36	3.22			5.27	4.22	177.9	
																				180.3	
71 PW											4.15	3.35	9.21	5.56	3.42			5.47	4.42	185.5	
Yard Limits PWYOBK	2.15	11.15 PM	7.45	7.45							4.30	3.50	9.30	6.07	4.00			6.10	5.00	192.0	
106 P											4.47	4.07	9.44	6.24	4.17			6.30	5.17	196.8	
72 P											4.54	4.14	9.51	6.31	4.24			6.40	5.24	198.2	
132 P	3.15	12.15 AM	8.45	8.45							5.10	4.30	10.04	6.46	4.40			7.00	5.39	202.9	
P											5.30	4.50	10.25	7.08	5.00			7.20	6.00	208.0	
											5.40	5.00	10.25	7.08	5.13			7.45	6.15	218.1	
OWTBKP	4.00 AM	1.00 AM	9.30 PM	9.30 AM						6.55 PM	7.03	7.07 PM	5.55 AM	5.15 AM	10.35 PM	7.20 PM	5.25 PM	8.00 AM	6.25 AM	222.4	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday and Monday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday & Holidays	Arrive Daily	Arrive Daily		
	(9.00) 15.24	(9.00) 15.24	(9.00) 15.24	(9.00) 15.24	(0.45) 23.47	(0.45) 23.47	(0.45) 23.47	(0.30) 29.60	(0.40) 22.20	(0.12) 16.50	(6.10) 25.12	(5.55) 26.18	(4.42) 32.96	(5.17) 29.32	(5.55) 26.18	(0.30) 35.20	(0.50) 21.12	(7.00) 22.13	(5.35) 27.74		

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 NEWCASTLE	4.0
AUBURN, NEVADA ST.	4.9
BOWMAN	5.2
EAST APPLIGATE	3.3
N. E. MILLS	4.1
TO-R COLFAX	4.4
CAPE HORN	6.2
TO GOLD RUN	4.6
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	4.8
EDER	4.7
STANFORD	5.1
TO-R TRUCKEE	10.1
HINTON	4.3
FLORISTON	10.0
VERDI	10.5
RENO	2.6
SPARKS (PSGR. STA.)	0.7
TO-R SPARKS (DSP. OFF.)	

(154.9)
Time over District
Average Speed per Hour

Rules 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.
At Emigrant Gap—Time of first-class schedules applies at Passenger Station and time in train orders applies at siding.
No. 210 stop at Boca to exchange mail by locker.
Eastward third-class and extra trains may run ahead of No. 606 from Reno.

Additional Stations:

Planehaven, 97.5	Alta, 156.0	Wickes, 221.9
Walerga, 99.4	Smart, 173.3	Mystic, 225.5
Lincoln Ave., Penryn, 115.5	Yuba Pass, 176.1	Calvada, 228.5
Clipper Gap, 131.4	Soda Springs, 190.4	Mogul, 235.7
Magra, 148.5	Andover, 200.6	Lawton, 237.1
Dutch Flat, 154.1	Boca, 216.3	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
14	Soda Springs	Receive Revenue	Ogden	
28	Any Station	Passengers	Sparks	
88	Any Station	Receive Revenue		Berkeley
88	Auburn, Nev. St.	Discharge		
210	Troy	Thursdays		
210	(Spruce)	Sundays and Tuesdays		
210	Andover			
210	Eder	Tuesdays and Saturdays		
210	Dutch Flat			
210	Soda Springs			

Capacity of Sidings in Car Lengths	THIRD CLASS			SECOND CLASS					FIRST CLASS						Distance from San Francisco	Time Table No. 162 May 11, 1941
			514 Local Freight	498 Freight	496 Manifest	600 Manifest	494 Freight	20 Klamath	8 Shasta	18 Oregonian	12 Beaver	24 Cascade	16 West Coast			
			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
Yard Limits 105 P 17			4.05 AM				5.45 AM							75.6		TO-R DAVIS 5.1
Yard Limits 38 BKIPW			4.40				5.55							80.7	MERRITT 2.5	
41 P			5.20				6.05							83.2	MULLEN 1.7	
31 P			5.45				6.14							84.9	TO-R WOODLAND S. N. R. R. Crossing 5.0	
31 WP			6.15				6.23							89.9	YOLO 5.9	
48 P			6.35				6.35							95.8	ZAMORA 2.2	
81 112 YP			6.35				6.43							98.0	BRETONA 5.2	
42 P			6.52				6.52							103.2	DUNNIGAN 3.2	
31 P			8.00				6.59							106.4	HERSHEY 1.9	
48 P			8.10				7.10							108.3	HARRINGTON 5.2	
43 P			8.53				7.18							113.5	TO ARBUCKLE 4.1	
56 WP			9.31				7.25							117.6	GENEVRA 6.6	
39 P			10.09				7.34							124.2	TO WILLIAMS 4.9	
47			10.30 AM				7.40							129.1	CORTENA 3.9	
32 P							7.53							133.0	TO MAXWELL 5.3	
Yard Limits 60 BKWOYP							8.08							138.3	DELAVAN 3.8	
44 P							8.16							142.1	NORMAN 2.2	
49							8.26							144.3	LOGANDALE 5.6	
34 P							8.30							149.9	TO-R WILLOWS 6.9	
Yard Limits { 29 KPWB 38 PY							8.30							156.8	ARTOIS 3.9	
28 P							8.48							160.7	GRAPIT 1.3	
42 P							8.58							162.0	GREENWOOD 3.4	
44 P							9.19							165.4	TO-R ORLAND 1.6	
110 YP							9.30 AM							167.0	WYO 6.4	
Yard BKWOYP							9.35 AM							173.4	KIRKWOOD 5.1	
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	178.5	TO CORNING 3.1	
			(6.25) 11.58	(0.10) 12.60	(0.10) 12.60	(3.45) 30.08	(0.10) 12.60	(3.05) 36.58	(2.20) 48.34	(2.23) 47.33	(2.15) 50.13	(2.07) 53.29	(0.10) 12.60	181.6	RICHFIELD 4.7	
														186.3	R TEHAMA 2.1	
														188.4	TO-R GERBER	
															(112.8)	
															Time over District.....	
															Average Speed per Hour.....	

At Tehama, schedule time and time in train orders apply at the junction switch.

Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap post located 2475 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.

No. 20 not exceed 25 M.P.H. passing Richfield Sundays.

Additional Stations:
Dufour, 92.1
Delphos, 126.8
Riz, 146.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
8	Any Station	Receive	Black Butte	
18	Woodland Williams Orland Corning	Discharge		Davis

Time Table No. 162 May 11, 1941	Distance from Gerber	FIRST CLASS							THIRD CLASS				
		19 Klamath	7 Shasta	291 Mixed	23 Cascade	11 Beaver	17 Oregonian	15 West Coast	495 Freight	497 Manifest	601 Manifest	499 Freight	515 Local Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday & Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
TO-R DAVIS 5.1	112.8	s 4.55 AM	s 5.45 AM	s 10.25 AM	s 10.45 AM	s 11.28 AM	s 5.00 PM						12.30 PM
MERRITT 2.5	107.7	4.45	5.36	f 10.15	10.35	11.18	4.51						12.15 PM
MULLEN 1.7	105.2			f									
TO-R WOODLAND S. N. R. R. Crossing 5.0	103.5	4.40	s 5.30	s 10.07	10.30	11.13	s 4.45						11.55 AM
TO YOLO 5.9	98.5	4.31	5.20	f 9.55	10.22	11.06	4.33						11.06
ZAMORA 2.2	92.6	4.25	5.14	f 9.45	10.16	11.00	4.27						10.38
BRETONA 5.2	90.4			f									
DUNNIGAN 3.2	85.2	4.17	5.06	f 9.35	10.08	10.52	4.19						10.08
HERSHEY 1.9	82.0			f									
HARRINGTON 5.2	80.1	4.12	5.00	f 9.27	10.03	10.47	4.13						9.40
TO ARBUCKLE 4.1	74.9	4.06	4.54	s 9.20	9.57	10.42	4.07						9.20
GENEVRA 6.6	70.8	4.02	4.48	f 9.13			4.01						8.55
TO WILLIAMS 4.9	64.2	3.55	s 4.40	s 9.05	9.46	10.31	s 3.53						8.40
OORTENA 3.9	59.3	3.50	4.33	f 8.58	9.41	10.26	3.43						8.10
TO MAXWELL 5.3	55.4	3.46	4.29	s 8.53	9.37	10.22	3.39						7.55
DELAVAN 3.8	50.1	3.40	4.22	f 8.45	9.31	10.16	3.33						7.34
NORMAN 2.2	46.3			f									
LOGANDALE 5.6	44.1	3.33	4.15	f 8.37	9.24	10.09	3.26						7.15
TO-R WILLOWS 6.9	38.5	s 3.25	s 4.08	s 8.30 8.20	9.16	10.01	s 3.18						7.00 AM
ARTOIS 3.9	31.6	3.13	3.55	f 8.08	9.07	9.52	3.05						
GRAPIT 1.3	27.7	3.09	3.51	f 8.02	9.03	9.48	3.01						
GREENWOOD 3.4	26.4			f									
TO-R ORLAND 1.6	23.0	3.04	s 3.45	s 7.55	8.58	9.43	s 2.54						
WYO 6.4	21.4	3.01	3.40	f 7.43	8.55	9.40	2.48						
KIRKWOOD 5.1	15.0	2.54	3.33	f 7.33	8.48	9.33	2.41						
TO OORNING 3.1	9.9	2.48	s 3.27	s 7.25 7.05	8.42	9.27	s 2.34						
RIOFIELD 4.7	6.8			f			2.25						
R TEHAMA 2.1	2.1	2.39	3.14	6.50 AM	8.34	9.19	2.19 s 3.09 PM	12.13 AM	8.13 AM	12.37	4.13 PM		
TO-R GERBER	0.0	2.35 AM	3.10 AM		8.30 AM	9.15 AM	2.15 PM 3.05 PM	12.05 AM	8.05 AM	12.30 PM	4.05 PM		
(112.8)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
Time over District.....		(2.20)	(2.35)	(3.35)	(2.15)	(2.13)	(2.45)	(0.04)	(0.08)	(0.08)	(3.25)	(0.08)	(5.30)
Average Speed per Hour.....		48.34	43.66	30.89	50.13	50.89	41.02	31.50	15.75	15.75	33.01	15.75	13.51

A. B. S.

At Tehama, schedule time and time in train orders apply at the junction switch.
 Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap post located 2475 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.
 No. 19 reduce speed to 10 M. P. H. at Orland to permit picking up U. S. mail.

Additional Stations:
 Dufour, 92.1
 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)
291 7 17	Dufour Arbuckle Arbuckle	Receive Receive Receive	Davis Berkeley	

EASTWARD

SACRAMENTO SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS					SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 162 May 11, 1941		Distance from Tehama	FIRST CLASS		THIRD CLASS			FOURTH CLASS		
	502	500	498	496	494	16	290	16	290	15		495	497		499	501	503					
	Local Freight	Local Freight	Freight	Manifest	Freight	West Coast	Mixed	West Coast	Mixed	West Coast		Freight	Manifest		Freight	Local Freight	Local Freight					
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays	Leave Daily	Leave Daily Ex. Sunday & Holidays	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday								
Yard BKOPTWY		1.00 AM	4.05 PM	8.05 AM	12.05 AM		10.30 AM	2.10 AM	106.6	TO-R ROSEVILLE 6.2	105.1	s 6.22 PM				3.40 AM	11.40 AM	7.40 PM			11.20 PM	
105 P		1.25	4.20	8.20	12.20		10.43	2.35	112.8	WHITNEY 4.2	98.9	s 6.10				3.26	11.26	7.26			10.55	
114 PW		2.45	4.28	8.28	12.28		s 10.49	s 2.45	117.0	TO LINCOLN 4.0	94.7	s 6.03				3.18	11.18	7.18			10.45	
34 P									121.0	EWING 1.1	90.7											
101 P		3.09	4.37	8.37	12.37		10.57	2.58	122.1	BROOK 2.7	89.6	s 5.52				3.09	11.09	7.09			9.20	
29							11.01	f 3.04	124.8	SHERIDAN 3.3	86.9	s 5.48				3.04	11.01	7.04			9.10	
130 PW		3.45	4.48	8.48	12.48		f 11.07	s 3.10	128.1	TO WHEATLAND 6.1	83.6	f 5.42				2.57	10.55	6.57			8.55	
96 P		4.00	4.59	8.59	12.59		11.15	3.20	134.2	OSTROM 5.6	77.5	s 5.32				2.46	10.44	6.46			8.20	
Yard Limits BKIY OWP		5.45	5.22	9.12	1.12		s 11.35	s 3.33 4.00	140.8	DANTONI JOT. 1.0	71.9										8.00	
106 WP		5.55	5.32	9.22	1.22		11.42	4.08	144.7	TO-R MARYSVILLE 1.0	70.9	s 5.22				2.34	10.32	6.34				
38		6.10	5.38	9.28	1.28		11.46	4.13	147.7	W. P. R. R. Crossing 2.9	69.9											
36									149.8	BERG 3.0	67.0	s 5.07				2.24	10.24	6.24			6.24	
48 IP		6.30	5.47	9.35	1.35		f 11.53 AM	s 4.23	151.5	LOMO 2.1	64.0	s 5.03				2.18	10.18	6.18			6.05	
110 P		7.10	5.59	9.47	1.47		s 12.02 PM	s 4.35	158.0	SUNSET 1.7	61.9											
43 WPB	10.00 AM	7.20 AM	6.10	9.53	1.53		f 12.11	s 4.50	161.4	TO LIVE OAK S. N. R. R. Crossing 6.5	60.2	s 4.57				2.11	10.11	6.11			5.47	
44 P	10.20		6.25	10.04	2.04		s 12.22	f 5.02	167.4	TO GRIDLEY 3.4	53.7	s 4.47				1.59	9.59	5.59			5.30	
96 P	10.40		6.35	10.11	2.11		12.28	f 5.10	171.5	TO BIGGS 6.0	50.3	s 4.39				1.53	9.53	5.53			4.55 PM 5.00 PM	
93 P	11.05		6.47	10.23	2.23		f 12.39	f 5.23	178.1	RIOHVALE 4.1	44.3	s 4.28				1.40	9.40	5.40			4.28	
Yard Limits BKYWOP	11.25 AM		6.59	10.34	2.34		s 12.55	s 5.35 6.00	184.2	NELSON 6.6	40.2	f 4.21				1.33	9.33	5.33			4.10	
28 P			7.12	10.47	2.47		1.06	6.12	191.3	TO DURHAM 6.1	33.6	s 4.11				1.21	9.21	5.21			3.50	
105 P			7.16	10.51	2.51		1.09	6.16	193.6	TO-R OHIO S. N. R. R. Crossing 7.1	27.5	s 4.00				1.09	9.09	5.09			3.30 PM	
17									196.0	NORD 2.3	20.4	s 3.42				12.55	8.55	4.55				
140 WP			7.32	11.07	3.07		f 1.23	f 6.32	203.0	ANITA 2.4	18.1	s 3.39				12.51	8.51	4.51				
15									204.6	OANA 7.0	15.7											
45 P			7.44	11.19	3.19		f 1.34	f 6.45	209.7	VINA 1.6	8.7	f 3.26				12.35	8.35	4.35				
110 PY			7.50 PM	11.25 AM	3.25 AM		1.40 PM	s 6.50 AM	211.7	COPELAND 5.1	7.1					12.23	8.23	4.23				
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday & Holidays		TO LOS MOLINOS 2.0	2.0	f 3.15				12.23	8.23	4.23				
	(1.25) 16.09	(6.20) 8.65	(3.45) 28.03	(3.20) 31.53	(3.20) 31.53		(3.10) 33.19	(4.40) 22.52		R TEHAMA	0.0	s 3.09 PM				12.13 AM	8.13 AM	4.13 PM				
										(105.1)		Leave Daily				Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
												(3.13) 32.67				(3.27) 30.46	(3.27) 30.46	(3.27) 30.46			(1.25) 16.09	(6.20) 8.65

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

At Tehama, schedule time and time in train orders apply at the Junction Switch.

Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap post located 2475 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.

No. 15 Stop at Sheridan when necessary for U. S. Mail or newspapers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
16	Sheridan	Sundays & Holidays		

Additional Stations:		
Clayton, 118.4	Sullivan, 146.4	Gimbal, 189.1
Jester, 126.0	Fagan, 155.9	Soto, 198.3
Rupert Spur, 138.9	Riceton, 164.1	
Binney Junction Tower, 141.8	Faulkner, 181.9	

EASTWARD

BLACK BUTTE SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	EASTWARD										Distance from San Francisco via Marysville	Time Table No. 162 May 11, 1941							Distance from Klamath Falls	WESTWARD					
	THIRD CLASS			SECOND CLASS			FIRST CLASS					FIRST CLASS						THIRD CLASS							
	624	638	622	16	20	8	18	12	24	23		11	17	15	19	7	631	635		649	623				
Freight	Manifest	Manifest	West Coast	Klamath	Shasta	Oregonian	Beaver	Cascade	Cascade	Beaver	Oregonian	West Coast	Klamath	Shasta	Manifest	Manifest	Manifest	Freight							
Leave Daily	Leave Daily	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	Arrive Daily							
Dunsmuir yard	PBK	7.20 PM	11.30 PM	4.15 PM						821.2	TO-R DUNSMUIR YARD														
	WOT									822.1	TO-R DUNSMUIR (Pass Sta)							12.45 PM	6.55 PM	3.25 AM	9.10 PM				
	PBK	7.25	11.35	4.20	6.25 PM	7.20 AM	5.55 AM	3.45 AM	3.00 AM	1.40 AM	825.4	SHASTA SPRINGS													
	P										826.1	SMALL													
84 P	7.37	11.47 PM	4.32	6.35	7.30	6.05	3.56	3.10	1.50	827.6	CANTARA														
26 Spur P										831.4	TO MOTT														
81 P	7.56	12.07 AM	4.52	6.52	7.45	6.20	4.11	3.25	2.04	833.6	AZALEA														
125 P	8.03	1.214	4.59	6.57	7.50	6.25	4.19	3.30	2.09	836.7	TO MOUNT SHASTA														
106 WYP	8.13	12.27	5.12	7.08	8.01	6.34	4.29	3.38	2.16	839.1	UPTON														
89 P	8.18	12.32	5.17	7.12	8.05	6.38	4.32	3.42	2.19	842.0	DEETZ														
67 P	8.24	12.37	5.22	7.16	8.09	6.42	4.36	3.46	2.23	842.8	TO-R BLACK BUTTE														
E-102 Yd. Lmt. W-106 WYP	8.35 PM	12.56	5.41	7.24	8.16	6.50 AM	4.45	3.58	2.30	845.2	HOTLUM														
80 P		1.15	6.00	7.37	8.29		5.00	4.12	2.42	852.2	BOLAM														
111 P		1.25	6.10	7.46	8.38		5.09	4.22	2.50	857.2	ANDESITE														
81 P		1.34	6.19	7.52	8.46		5.14	4.28	2.55	860.7	COUGAR														
81 P		1.44	6.29	7.59	8.55		5.20	4.34	3.01	864.8	TO GRASS LAKE														
123 WYP		1.57	6.45	8.07	9.03		5.28	4.42	3.08	868.5	ERIKSON														
101 P		2.05	6.53	8.17	9.12		5.35	4.48	3.17	873.1	PENNYAR														
79 P		2.12	7.00	8.25	9.20		5.40	4.53	3.25	877.2	TO LEAF														
YP				8.31	9.26					880.6	BRAY														
87 WP		2.20	7.08	8.38	9.31		5.45	4.58	3.31	881.9	KEGG														
80 P		2.27	7.15	8.44	9.36		5.50	5.03	3.36	886.0	JEROME														
59 P		2.34	7.22	8.49	9.41		5.55	5.08	3.42	890.0	MT. HEBRON														
Yard Limits 93, 98 WYP		2.41	7.31	8.54	9.47		6.00	5.13	3.47	894.0	TO MACDOEL														
59 P		2.46	7.36	8.59	9.51		6.03	5.16	3.50	896.7	SOMERSET														
107 P		2.50	7.39	9.02	9.55		6.05	5.18	3.52	898.8	MAY														
58 P		2.57	7.46	9.07	10.00		6.10	5.23	3.57	402.6	TO DORRIS														
92 BPK		3.05	7.53	9.12	10.05		6.15	5.28	4.02	407.1	CALOR														
59 P		3.12	8.00	9.20	10.15		6.21	5.34	4.08	411.6	WORDEN														
107 P		3.19	8.07	9.25	10.21		6.25	5.39	4.13	415.6	ADY														
58 P		3.24	8.12	9.28	10.26		6.28	5.42	4.17	418.2	MIDLAND														
102 P		3.31	8.19	9.33	10.32		6.33	5.47	4.22	422.8	TO-R KLAMATH FALLS														
Klamath Falls yd. 79 P		3.38	8.25	9.38	10.37		6.38	5.52	4.27	426.2	(108.0)														
WYO TPBK		3.50 AM	8.35 PM	9.45 PM	10.45 AM		6.45 AM	6.00 AM	4.35 AM	429.6	Leave Daily														

(1.15)	(4.20)	(4.20)	(3.20)	(3.25)	(0.55)	(3.00)	(3.00)	(2.55)			(2.45)	(3.00)	(2.55)	(3.00)	(3.40)	(0.55)	(4.45)	(4.45)	(4.40)	(1.20)
18.97	24.93	24.93	32.13	31.24	24.85	35.70	35.70	36.72			38.95	35.70	36.72	35.70	29.18	24.85	22.73	22.73	23.14	17.62

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
16	Shasta Springs	May 15, to Sept. 30	Klamath Falls	Gerber
16	Black Butte		Klamath Falls	Sacramento
19	Kegg Pit	Mon., Wed. and Fri		
19	Black Butte		Davis	Klamath Falls
19	Shasta Springs		Davis	Klamath Falls
20	Shasta Springs		Klamath Falls	Davis
20	Maedoe		Eugene	Gerber

At Klamath Falls schedule time and train orders of first-class trains apply at Passenger Station.

At Grass Lake, first-class trains with orders to meet or pass, train required to take siding will use passenger siding, located on right side of main track in movement of direction eastward.

At Black Butte schedule time and train orders of trains going to the Siskiyou line apply at east switch Eastward siding. Trains from the Siskiyou line apply at Junction switch.

No. 17 reduce speed at Dorris for U. S. Mail or newspapers.

Additional Stations: Pioneer Spur M. P. 335.1
Barnard Spur M. P. 335.4
Graham Industrial Track M. P. 356.0
Kegg Pit M. P. 386.9

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS					Distance from San Francisco via Marysville	Time Table No. 162 May 11, 1941	Distance from Crescent Lake	FIRST CLASS					THIRD CLASS			
	642	626	386	16	20	18	12	24				23	11	17	15	19	621	387	647	643
	Manifest	Manifest	G. N. Ry. Time Freight	West Coast	Klamath	Oregonian	Beaver	Cascade				Cascade	Beaver	Oregonian	West Coast	Klamath	Manifest	G. N. Ry. Time Freight	Manifest	Manifest
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Klamath Falls yd WOT YPBK 60 P	10.40 PM	7.45 AM	12.50 AM	10.00 PM	11.00 AM	7.00 AM	6.10 AM	4.45 AM	429.5	TO-R KLAMATH FALLS	99.1	s 1.55 AM	s 2.25 AM	s 7.00 AM	s 7.35 AM	s 6.20 PM	8.30 AM	2.20 PM	3.55 PM	12.05 AM
	10.50	7.55	12.58	10.05	11.05	7.05	6.15	4.50	481.9	CHELSEA	96.7	1.50	2.20	6.55	7.30	6.15	8.24	2.14	3.49	11.59 PM
107 P	10.55	8.00	1.08	10.10	11.10	7.10	6.19	4.54	484.1	WOCUS	94.5	1.46	2.16	6.50	7.26	6.10	8.19	2.09	3.44	11.54
106 P	11.03	8.10	1.16	10.17	11.17	7.17	6.25	5.00	488.9	TO ALGOMA	89.7	1.40	2.10	6.42	7.17	s 6.02	8.10	2.00	3.35	11.45
60 P	11.10	8.17	1.23	10.23	11.22	7.23	6.32	5.05	442.6	OUXY	86.0	1.35	2.05	6.32	7.08	5.55	8.03	1.52	3.28	11.38
107 P	11.17	8.24	1.30	10.29	11.27	7.28	6.38	5.10	447.2	TO MODOC POINT	81.4	1.30	1.59	6.24	7.03	s 5.49	7.56	1.45	3.21	11.31
64 P	11.24	8.32	1.37	10.35	11.33	7.33	6.43	5.15	451.8	LOBERT	76.8	1.25	1.53	6.19	6.58	5.42	7.48	1.38	3.14	11.24
Yd Limits 166 WYPR 85 P	11.33	8.42	1.47	s 10.46	s 11.43	7.40	6.51	5.21	456.7	TO OHIOQUIN	71.9	1.19	1.47	s 6.12	s 6.51	s 5.35	7.40	1.30	3.05	11.14
	11.35	8.44	1.49	10.48	11.46	7.43	6.55	5.23	458.0	PINE RIDGE	70.6	1.17	1.45	6.09	6.45	5.28	7.35	1.17	2.52	11.01
60 P	11.43	8.52	1.59	10.55	11.52	7.49	7.01	5.28	461.1	BRAYMILL	67.5	1.13	1.40	6.05	6.41	5.23	7.29	1.11	2.46	10.55
102 P	11.58 PM	9.07	2.15	11.01	11.58 AM	7.55	7.07	5.34	465.3	OALIMUS	63.3	1.08	1.35	6.00	6.36	5.18	7.22	1.04	2.39	10.48
Yard Limits 118 WYP	12.11 AM	9.19	2.30	f 11.07	12.04 PM	8.01	7.14	5.40	470.3	TO KIRK	58.3	1.02	1.29	5.54	6.30	f 5.11	7.14	12.56	2.31	10.40
100 P	12.18	9.26	2.37	11.14	12.09	8.06	7.19	5.49	474.5	FUEGO	54.1	12.57	1.24	5.49	6.25	5.05	7.00	12.49	2.24	10.33
100 P	12.25	9.33	2.44	11.20	12.15	8.11	7.24	5.57	478.6	TO CHINCHALO	50.0	12.52	1.19	5.43	6.20	5.00	6.52	12.42	2.17	10.26
100 WP	12.33	9.41	2.56	11.26	12.21	8.16	7.29	6.02	483.4	LENZ	45.2	12.47	1.14	5.38	6.15	4.54	6.44	12.35	2.10	10.19
100 P	12.42	9.49	3.05	11.32	12.26	8.21	7.34	6.07	488.2	MAZAMA	40.4	12.42	1.09	5.33	6.07	4.48	6.36	12.26	2.02	10.11
100 P	12.49	9.57	3.13	11.38	12.32	8.26	7.39	6.13	492.6	YAMSAY	36.0	12.37	1.04	5.28	5.57	4.43	6.28	12.18	1.54	10.03
99 P	12.58	10.05	3.21	11.44	12.38	8.32	7.45	6.19	498.0	DIAMOND LAKE	30.6	12.31	12.58	5.22	5.51	4.37	6.19	12.08 PM	1.45	9.54
100 PBK	1.06	10.13	3.30 AM	f 11.52	s 12.45	8.38	7.51	6.25	503.3	TO-R CHEMULT	25.3	12.25	12.52	s 5.16	s 5.44	s 4.30	6.10	11.55 AM	1.36	9.45
100 P	1.13	10.20		11.58 PM	12.51	8.43	7.56	6.30	507.2	PAUNINA	21.4	12.20	12.47	5.11	5.37	4.23	6.03		1.28	9.37
100 P	1.25	10.32		12.11 AM	f 1.00	8.51	8.05	6.38	514.8	MOWIOH	18.8	12.11	12.39	5.03	5.28	f 4.14	5.51		1.16	9.25
99 P	1.33	10.40		12.19	1.08	8.59	8.11	6.44	519.6	KOTAN	9.1	12.06	12.34	4.57	5.22	4.08	5.43		1.08	9.17
100 P	1.40	10.47		12.28	f 1.16	9.05	8.17	6.52	524.0	UMLI	4.6	12.01 AM	12.28	4.51	5.16	f 4.02	5.35		1.00	9.09
Yard Limits 40 WOYPBK	1.50 AM	10.55 AM		s 12.40 AM	s 1.25 PM	s 9.12 AM	s 8.25 AM	s 7.00 AM	528.6	TO-R ORESCENT LAKE	0.0	11.55 PM	12.20 AM	4.45 AM	5.10 AM	3.55 PM	5.25 AM		12.50 PM	9.00 PM
	Arrive Daily	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	Leave Daily	
	(3.10)	(3.10)	(2.40)	(2.40)	(2.25)	(2.12)	(2.15)	(2.15)		Time over District	(2.00)	(2.05)	(2.15)	(2.25)	(2.25)	(3.05)	(2.25)	(3.05)	(3.05)	
	31.29	31.29	28.50	37.16	41.69	45.03	44.04	44.04		Average Speed per Hour	49.55	47.57	44.04	41.69	41.69	32.68	30.54	32.68	32.68	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
16	Algoma Modoc Point		Eugene	Klamath Falls
18	Chiloquin Chemult		Eugene	Davis
19	Paunina Diamond Lake Masama	(Receive Monday)		
18	Chinchalo Fuego	(Receive Saturday)		
19	Lenz		Klamath Falls	Eugene
20	Algoma Modoc Point Kirk Chinchalo Masama		Eugene	Gerber
20	Lenz		Eugene	Klamath Falls

Additional Stations:
Gilchrist.....M.P. 513.2

At Klamath Falls schedule time and train orders of first-class trains apply at Passenger Station. Schedule time of No. 386 and No. 387 apply at train order office.

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. 16 stop, if necessary, at Algoma and Modoc Point for U. S. Mail or newspapers.

EASTWARD

BLACK BUTTE SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	Time Table No. 162 May 11, 1941		Distance from Ashland	Time Table No. 162 May 11, 1941		Distance from Ashland
	THIRD CLASS	FIRST CLASS		FIRST CLASS	THIRD CLASS	
	624	8		7	623	
	Freight	Shasta		Shasta	Freight	
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	
E102 Yd. Lmt. W106 WYP	9.05 PM	6.51 AM	845.2	s 9.54 PM	7.30 PM	
Spur 4			347.0 345.8			
Yard Limits 56 WOYPKB	9.35	s 7.07	348.4	s 9.35	7.05	
46 WYP	10.07	s 7.20	353.4	s 9.22	6.45	
70 P	10.22	s 7.35	361.0	s 9.04	6.24	
64 P	10.37	s 7.47	369.1	s 8.49	6.10	
Yard Limits 65 P	10.50	s 8.07	375.5	s 8.35	5.56	
66 YP	11.00	f 8.16	380.7	f 8.21	5.46	
53 P	11.17	f 8.28	386.2	f 8.09	5.29	
Yard Limits 75 WYP	11.40 PM	s 8.50	393.1	s 7.52	5.07	
P			397.5			
50 P	12.20 AM	s 9.15	401.8	s 7.28	4.32	
			402.8			
60 P	12.44	f 9.30	407.4	f 7.14	4.15	
48 TP	1.10	s 9.45	412.2	s 7.00	3.40	
P			415.6			
57 WP	1.50	10.06	419.3	6.39	3.10	
71 P	2.05	f 10.15	422.9	f 6.30	2.55	
Yard WOTPBK	2.30 AM	s 10.30 AM	429.1	6.15 PM	2.30 PM	
	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	
	(5.25) 15.74	(3.39) 23.36		(3.39) 23.36	(5.00) 17.16	

..... Time over District..... (5.15)
..... Average Speed per Hour..... (18.57)

At Black Butte schedule time and train orders of trains going to the Siskiyou line apply at east switch eastward siding, from the Siskiyou line at Junction switch.

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

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

EASTWARD

MERRILL SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	Time Table No. 162 May 11, 1941		Distance from San Francisco	Time Table No. 162 May 11, 1941		Distance from Klamath Falls
	SECOND CLASS	628		625	SECOND CLASS	
	Freight	Freight		Freight	Freight	
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	
Yard Limits (WOYP BK) 66 P	10.15 AM	458.3	TO-R ALTURAS	97.5	7.35 PM	
76 P	10.20	459.9	JUNIPER	95.9	7.25	
81 WYP	10.45	470.6	FLETCHER	85.2	7.00	
79 WP	11.00	477.7	TO OANBY	78.1	6.40	
77 P	11.25	485.4	AMBROSE	70.4	6.05	
Yard Limits 85 WP	11.35	489.8	BOLES	66.0	5.25	
77 P	11.45 AM	493.6	HACKAMORE	62.2	5.10	
77 P	12.05 PM	500.8	MEARES	55.0	4.40	
84 WYP	12.20	506.1	TO PEREZ	49.7	4.10	
77 P	12.55	515.4	CORNELL	40.4	3.40	
77 WP	1.15	524.3	STRONGHOLD	31.5	3.15	
I		525.4	Great Northern Ry. Crossing	30.4		
32 P	1.55	529.7	TO TULE LAKE	26.1	3.05	
100 P	2.04	533.2	HATFIELD	22.6	2.57	
77 P	2.45	537.9	TO MERRILL	17.9	2.45	
77 P	3.05	547.1	STUKEL	8.7	2.23	
Yard WOTPBK	3.30 PM	555.8	TO-R KLAMATH FALLS	0.0	2.00 PM	
	Arrive Daily		(97.5)		Leave Daily	
	(5.15) 18.57		..... Time over District.....	(6.35) 17.46	..... Average Speed per Hour.....	

Additional Stations:
Spring Lake..... M.P. 550.3
Gem..... M.P. 548.1
Hosley..... M.P. 543.8
Lost River..... M.P. 541.0
Malone..... M.P. 536.0
Tuber..... M.P. 527.7
Homestead..... M.P. 525.6
Copic..... M.P. 520.3

EASTWARD

MERRILL SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	Time Table No. 162 May 11, 1941		Distance from San Francisco	Time Table No. 162 May 11, 1941		Distance from Lakeview
	SECOND CLASS	Lakeview Branch		STATIONS	Distance from Lakeview	
	Freight	Freight		Freight	Freight	
Yard Limits P	456.8	TO-R ALTURAS	55.5			
	459.7	MATTES	52.6			
Spur 6	466.9	SURPRISE	45.4			
26-P	478.6	DAVIS CREEK	33.7			
Spur 24	481.3	GARRET	31.0			
10-P	491.2	TO WILLOW RANCH	21.1			
Spur 2	495.1	JOFFRE	17.2			
See Note 23-P	497.8	FAIRPORT	14.5			
Spur 1	503.5	SNELLING	8.8			
Yard Limits WYBPB	512.3	TO-R LAKEVIEW	0.0			
		(55.5)				

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

Siding at Fairport located 1525 feet East of Station.

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD	
Capacity of Sidings in Car Lengths		Lake Tahoe Branch	Distance from Lake Tahoe	
	Distance from San Francisco	STATIONS		
Yard Limits WYOBK P	208.1	TO-R TRUCKEE 6.6	14.5	
18 P	214.7	BIG CHIEF 7.9	7.9	
Yard Limits KP	222.6	R LAKE TAHOE (14.5)	0.0	
		.....Time over District.....		
		.....Average Speed per Hour.....		

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD	
Capacity of Sidings in Car Lengths		Sutter Basin Branch	Distance from Josephine	
	Distance from San Francisco	STATIONS		
P	96.5	R GRACE 0.4	20.8	
31 P	96.9	MARCHANT 1.5	20.4	
31	98.4	MACKERT 2.0	18.9	
49 WP	100.4	ROBBINS 1.3	16.9	
31 P	101.7	SEYMOUR 3.4	15.6	
52 P	105.1	SUBACO 2.1	12.2	
31	107.2	PELGER 2.1	10.1	
52 P	109.3	EVERGLADE 1.9	8.0	
43 YP	111.2	HINSDALE 2.1	6.1	
34	113.3	TISDALE 1.9	4.0	
17 Spur	115.2	PROGRESS 2.1	2.1	
17 Spur	117.3	JOSEPHINE (20.8)	0.0	
		.....Time over District.....		
		.....Average Speed per Hour.....		

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD	
Capacity of Sidings in Car Lengths		Walnut Grove Branch	Distance from Isleton	
	Distance from San Francisco	STATIONS		
Sacramento yard WOT PBK P 37	88.8	TO-R SACRAMENTO 0.5	32.4	
	89.3	S. N. R. R. Crossing 0.3	31.9	
	89.6	JOT. SWITCH, R STREET 2.2	31.6	
	91.8	BATHS 2.4	29.4	
55	94.2	DEL RIO 3.3	27.0	
55	97.5	FREEMONT 7.1	23.7	
	104.6	HOOD JOT. 3.3	16.6	
55	107.9	LAMBERT 3.3	13.3	
34	111.2	MOFUBA 2.2	10.0	
Yard Limits 42 PWBY	113.4	TO WALNUT GROVE 7.8	7.8	
Yard Limits PBY	121.2	TO-R ISLETON (32.4)	0.0	
		.....Time over District.....		
		.....Average Speed per Hour.....		

Additional Stations: Charles 93.0, Locke 112.6.

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD	
Capacity of Sidings in Car Lengths		Colusa Branch	Distance from Wyo	
	Distance from San Francisco	STATIONS		
Yard Limits PY	108.3	R HARRINGTON 4.0	72.1	
37	112.3	COLLEGE CITY 3.7	68.1	
31	116.0	GRAINO 4.8	64.4	
65 W	120.8	TO GRIMES 3.6	59.6	
28	124.4	SYCAMORE 8.6	56.0	
61	133.0	TO OOLUSA 10.2	47.4	
Spur	143.2	STEGEMAN 2.7	37.2	
37 W	145.9	PRINCETON 4.5	34.5	
31	150.4	OODORA 5.2	30.0	
61	155.6	GLENN 6.5	24.8	
37	162.1	ORDBEND 3.8	18.3	
31	165.9	ROTAVELE 4.1	14.5	
60 W	170.0	TO HAMILTON 10.4	10.4	
44 PY	180.4	WYO (72.1)	0.0	
		.....Time over District.....		
		.....Average Speed per Hour.....		

Additional Stations: Oak Flat 125.4, Cory 178.6.

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD	
Capacity of Sidings in Car Lengths		Sutter Basin Branch	Distance from Karnak	
	Distance from San Francisco	STATIONS		
32 P	96.9	MARCHANT 0.7	2.5	
25	97.6	ENSLEY 1.8	1.8	
5 P	99.4	KARNAK (2.5)	0.0	
		.....Time over District.....		
		.....Average Speed per Hour.....		

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD	
Capacity of Sidings in Car Lengths		Walnut Grove Branch	Distance from Hood	
	Distance from San Francisco	STATIONS		
63 P	104.6	HOOD JOT. 0.7	0.7	
	105.3	HOOD (0.7)	0.0	
		.....Time over District.....		
		.....Average Speed per Hour.....		

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD	
Capacity of Sidings in Car Lengths		Fruto Branch	Distance from Fruto	
	Distance from San Francisco	STATIONS		
Yard Limits 64 WOYBKP	149.9	TO-R WILLOWS 2.7	17.0	
9 Spur	152.6	LOSA 3.2	14.3	
18	155.8	KURAND 3.8	11.1	
8	159.6	MILLSHOLM 4.0	7.3	
8	163.6	ATHENA 3.3	3.3	
17 PT	166.9	R FRUTO (17.0)	0.0	
		.....Time over District.....		
		.....Average Speed per Hour.....		

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD	
Capacity of Sidings in Car Lengths		River Farms Branch	Distance from Boyer	
	Distance from San Francisco	STATIONS		
18 Spur	93.5	KNIGHTS LDG. JOT. 2.8	13.8	
24	96.3	EASTHAM 2.9	11.0	
70 Spur	99.2	AYRSHIRE 3.2	8.1	
19 Y	102.4	TYNDALL 3.7	4.9	
16 Spur	106.1	JIMENO 1.2	1.2	
	107.3	BOYER 0.9	0.0	
		END OF TRACK (13.8)		
		.....Time over District.....		
		.....Average Speed per Hour.....		

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD	
Capacity of Sidings in Car Lengths		Stirling City Branch	Distance from Stirling City	
	Distance from San Francisco	STATIONS		
Yard Limits OYWBKP	10.00 AM	TO-R OHIO 2.4	31.2	10.40 AM
		S. N. R. R. Crossing 2.7	28.8	
		DREDGE 8.9	26.1	10.20
19 WP	11.05	PARADISE 5.0	17.2	9.30
11	11.35	MAGALIA 6.8	12.2	9.05
12 Spur WP	12.15 PM	DOON 5.4	5.4	8.30
Yard Limits WPY	12.45 PM	R STIRLING CITY (31.2)	0.0	8.00 AM
	Arrive Mon., Wed., Fri.	.....Time over District.....		Leave Tues., Thurs., Sat.
	(2.45) 11.35	.....Average Speed per Hour.....		(2.40) 11.70

Additional Stations: Oakdale Farms 196.6, Optimo 202.2, Luce 207.1.

SACRAMENTO SUBDIVISION

SACRAMENTO SUBDIVISION

EASTWARD

SACRAMENTO SUBDIVISION

WESTWARD

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco	Knights Landing and Oroville Branches	Distance from Oroville
Yard Limits 107 IBKPW	84.9	TO-R WOODLAND 2.3	63.0
13	87.2	GARIO 0.5	60.7
18	87.7	SUGARFIELD 2.4	60.2
23	90.1	CURTIS 3.9	57.8
25 WP	94.0	TO KNIGHTS LANDING 2.5	53.9
P	96.5	R GRACE S. P. Crossing 0.9	51.4
2 Spur	97.4	BYPASS 7.8	50.5
38	105.2	OHANDLER 2.3	42.7
24	107.5	MARCOUSE 3.9	40.4
36 W	111.4	TUDOR 1.0	36.5
9	112.4	ABBOTT 3.4	35.5
39	115.8	OSWALD 1.9	32.1
46	117.7	BOGUE 2.7	30.2
22 P	120.4	YUBA CITY S. N. R. Crossing 1.4	27.5
WPYO IBK	121.8	W. P. R. R. Crossing E STREET, MARYSVILLE 0.9	26.1
14	122.7	TO-R MARYSVILLE 8.0	25.2
9 P	130.7	RAMIREZ 4.3	17.2
10	135.0	HONOUT 6.6	12.9
31 P	141.6	HEARST 0.9	6.3
Yard Limits WTPK	142.5	PALERMO 5.4	5.4
	147.9	TO-R OROVILLE (63.0)	0.0
		.....Time over District.....	
		.....Average Speed per Hour.....	

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco	Fair Oaks Branch	Distance from Fair Oaks
35 P	104.4	R OITEUS 1.9	1.9
Yd. Limits 15 P	106.3	TO-R FAIR OAKS (1.9)	0.0
		.....Time over District.....	
		.....Average Speed per Hour.....	

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco	Placerville Branch	Distance from Folsom
Yard Limits 21 W	111.1	FOLSOM JUNCTION 0.7	0.7
	111.8	TO-R FOLSOM (0.7)	0.0
		.....Time over District.....	
		.....Average Speed per Hour.....	

EASTWARD		Time Table No. 162 May 11, 1941	WESTWARD
Capacity of Sidings in Car Lengths	Distance from San Francisco	Dantoni Branch	Distance from Dantoni
7	139.8	DANTONI JOT. 3.2	4.4
17	143.0	LINDA 1.2	1.2
	144.2	R DANTONI (4.4)	0.0
		.....Time over District.....	
		.....Average Speed per Hour.....	

Additional Stations—Knights Landing—Oroville Branches:
 Laugenour, 89.4 Binney Junction Tower, 122.7
 Coranco, 92.4 Mello, 126.5
 Cunard, 96.1
 Lee, 102.7
 Wilson, 109.2

EASTWARD		SECOND CLASS	WESTWARD	SACRAMENTO SUBDIVISION		WESTWARD	
Capacity of Sidings in Car Lengths	Distance from San Francisco	518 Local Freight	Distance from San Francisco	Time Table No. 162 May 11, 1941		THIRD CLASS	
Sacto. yard	88.8	Leave Daily Ex. Sunday	88.8	Placerville Branch		521 Local Freight	519 Local Freight
WOT PBK	94.7	Via Elvas	94.7	STATIONS		Arrive Sundays and Holidays	Arrive Daily Ex. Sun., Mon. and Holidays
135 WP	95.9	5.50 AM	95.9	TO-R SACRAMENTO 5.9	59.9	Via Elvas	Via Elvas
23	97.5	5.55	97.5	R BRIGHTON 1.2	54.0	10.00 AM	11.50 AM
6	98.9	6.05	98.9	PERKINS 1.6	52.8	9.50	11.40
73	100.7	6.20	100.7	MANLOVE 1.4	51.2		
3	101.6	6.50	101.6	MAYHEW 1.8	49.8	9.40	11.25
25 Y	104.4	7.33	104.4	ROUTIER 0.9	48.0		
P	107.4	8.40	107.4	MILLS 2.8	47.1	9.30	11.15
13	110.1	9.10	110.1	R OITEUS 3.0	44.3	9.21	11.00
36	111.1	9.50	111.1	NIMBUS 2.7	41.3	9.10	10.15
Yard Limits Y	118.0	10.20	118.0	NATOMA 1.0	38.6	9.00	10.00
5	126.1	11.20 AM	126.1	FOLSOM JCT. 6.9	37.6	8.40	9.55
12	131.4	12.01 PM	131.4	WHITE ROOK 8.1	30.7	8.10	9.10
4	136.9	12.30	136.9	LATROBE 5.3	22.6	7.35	8.35
24 W	142.7	1.00 PM	142.7	DUGAN 5.5	17.3	7.12	8.10
Yard Limits WTKB	145.0	Arrive Daily Ex. Sunday	145.0	SHINGLE SPRINGS 5.8	11.8	6.50	7.45
	148.7	(7.10) 7.53	148.7	EL DORADO 2.3	6.0	6.25	7.20
				TO DIAMOND SPRINGS 3.7	3.7	6.15	7.00
				TO-R PLACERVILLE	0.0	6.00 AM	6.30 AM
				(59.9)		Leave Sunday and Holidays	Leave Daily Ex. Sun., Mon. and Holidays
				.....Time over District.....		(4.00)	(5.20)
				.....Average Speed per Hour.....		13.50	10.12

Additional Stations:
 Ramona, 95.5
 Prattrock, 111.4
 Cothrin, 123.1
 Brela, 128.1
 Brandon, 129.8
 Bullard, 131.7
 Bennett, 134.0
 Apex, 147.7

SACRAMENTO SUBDIVISION

SACRAMENTO YARD—OUTBOUND, VIA ELVAS TO BRIGHTON						SACRAMENTO YARD—INBOUND, VIA ELVAS FROM BRIGHTON					
SECOND CLASS			FIRST CLASS			Time Table No. 162 May 11, 1941					
420 Freight	518 Local Freight	Distance from Sacramento	60 West Coast	231 Passenger	Distance from Sacramento	FIRST CLASS		SECOND CLASS		THIRD CLASS	
Leave Daily	Leave Daily Ex. Sunday		Leave Daily	Leave Daily		59 West Coast	232 Passenger	421 Freight	423 Freight	521 Local Freight	519 Local Freight
						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily Ex. Sun., Mon. and Holidays
	5.30 AM		7.50 PM	7.40 AM	88.9	TO-R SACRAMENTO (Passenger Station) 0.9	7.4	s 8.45 AM	s 9.10 PM		
					89.8	R SACRAMENTO (13th Street) 2.0	6.5				
I	9.10 PM	5.40	8.00	7.50	91.8	ELVAS 3.0	4.5	8.30	9.00		
I	9.30 PM	5.50 AM	8.05 PM	7.55 AM	136.2	R BRIGHTON 1.5	1.5	8.20 AM	f 8.55 PM	1.00 AM	11.20 AM
I					133.2	END OF SACTO DIV.	0.0			12.40 AM	11.05 AM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	131.7			Leave Daily	Leave Daily	Leave Sunday and Holidays	Leave Daily Ex. Sun., Mon. and Holidays

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.

RULE 2. Watch Inspectors:
 San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.
 Sacramento, H. T. Harger, 1026 K St.
 Roseville, D. B. Farnsworth
 Colfax, H. O. Grenier
 Sparks, W. R. Adams & Son
 Placerville, Leo C. Burger
 Woodland, O. D. Payne
 Willows, Robt. E. Boyd
 Orland, L. Schnell
 Oroville, R. A. Williams
 Marysville, Milton Haney

RULE 4. Designated Holidays:
 New Year's Day, January 1st.
 Washington's Birthday, February 22nd.
 Decoration Day, May 30th.
 Independence Day, July 4th.
 Labor Day, First Monday in September.
 Thanksgiving Day, Last Thursday in November.
 Christmas Day, December 25th.

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). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered stream-lined trains "CITY OF SAN FRANCISCO." Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

The following slow boards are located less than 3/4 mile, prescribed by Rule 10(J), from the restricted point:

Location	Distance from restricted point	Speed
Sacramento, 9th Street... Westward movement	8 MPH	45 car lengths
Sacramento, Front Street... Eastward movement	8 MPH	46 car lengths
Sacramento, 3rd Street... Westward movement	20 MPH	32 car lengths
Sacramento, 2nd Street... Westward movement	20 MPH	8 car lengths
Live Oak, east end of yard... Eastward movement	30 MPH	60 car lengths

RULE 11. Between Gold Run and Truckee from Nov. 1st to May 1st, train finding a fusee burning along or near track must stop, and then proceed with caution not exceeding 15 M. P. H. for a distance of one-half mile.

This restriction will not apply to the track on which train is running if displayed beyond the first rail of an adjoining main track.

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.

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

RULE 14 (l). Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnel No. 6.

RULE 17. Night signals will be displayed through tunnels and sheds.

RULE 17 (C). For identification purposes, engineman may dim the headlight when passing the head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

RULE 26. When necessary for any member of the crew in Streamliner service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the employee in charge of the work personally reports back to him. A 90 pound brake application must be maintained during the progress of the work.

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.

Eastward trains will move Norden to Truckee 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.

RULES 83 and 83 (A). Westward trains, except first-class, passing Sacramento will not comply with Rules 83 and 83 (A) at Sacramento. A proceed signal from switchtender at Front St., Sacramento, green flag by day or green light by night, and in addition proceed indication displayed in Signal S.A. 887, will be authority to move irrespective of timetable superiority from Sacramento to Davis, train order office.

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

Sacramento, 12th Street—Trains terminating.
 Brighton—Regular trains via Placerville Branch.
 Truckee—First-class trains and trains originating and terminating.
 Woodland—Regular trains except No. 19.
 Black Butte—Regular trains and trains originating and terminating.
 Colfax, Harrington, Dunsmuir } Trains originating
 Chico, Willows, (Psgr. Station) } and terminating.
 Marysville, Orland, Chemult }

Dunsmuir Yard—Two train registers will be maintained, one for the Redding and one for the Black Butte subdivisions.

Registration arrival of westward first-class trains and departure of eastward regular trains originating at Dunsmuir (psgr station) will be transmitted by telephone by the operator at Dunsmuir (psgr station) to the operator at Dunsmuir Yard, who must enter same on the Black Butte subdivision 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 (psgr station).

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

Truckee—First-class trains.
 Davis—Nos. 11, 17, 23 and 24.
 Woodland—Nos. 8, 11, 12, 18, 23, 24, 600, 601.
 Crescent Lake—Nos. 11, 17 and 23.
 Klamath Falls—Westward Great Northern R.R. trains.
 Black Butte—Regular trains.
 Dunsmuir Yard—First-class trains and eastward trains terminating at Dunsmuir Yard and tied up at Dunsmuir (psgr station).

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

RULE 83 (C). Regular trains appearing on Black Butte subdivision register at Dunsmuir Yard need not be again checked at Dunsmuir (psgr station).

RULE 83 (D). Western Division trains, via Sacramento or Brighton (except first-class), originating Roseville, will obtain separate Sacramento and Western Division clearances and receive their train orders applying to Western Division at Roseville, and will not comply with Rule 83 (D) at Sacramento. Eastward extra trains and trains originating at Sacramento obtain clearance at Sacramento General Telegraph office located on second floor of psgr. station.

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: "... may check register at ... against Extra ... on order No. ...". A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra ... register at ... on order No. ..." will register, and place this order number and date in column captioned "Signals."

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

East	West
M. P. 247.60	Sparks.....M. P. 241.63
M. P. 209.39	Truckee.....M. P. 207.28
M. P. 208.49	Lake Tahoe Branch
M. P. 222.80	Lake Tahoe.....M. P. 221.72
M. P. 172.12	Emigrant Gap.....M. P. 169.75
M. P. 142.94	Colfax.....M. P. 140.03
	Auburn
M. P. 125.60	Westward Track.....M. P. 122.66
	Newcastle
M. P. 120.82	Eastward Track.....M. P. 119.34
M. P. 120.15	Westward Track.....M. P. 118.74
M. P. 110.83	Roseville (East).....M. P. 102.04
M. P. 110.86	Roseville (West).....M. P. 102.04
M. P. 110.95	Roseville, No. 4 Track
M. P. 107.71	Roseville-Tehama Line
M. P. 95.35	Sacramento.....M. P. 85.8
M. P. 93.09	Walnut Grove Branch
M. P. 94.93	Placerville Branch
M. P. 136.33	Main-Polk.....M. P. 131.60

East	West
M. P. 111.38	Folsom.....M. P. 109.86
M. P. 112.05	Folsom Branch.....M. P. 111.05
	Placerville.....M. P. 148.19
M. P. 113.90	Walnut Grove.....M. P. 110.64
M. P. 122.32	Isleton.....M. P. 121.05
M. P. 124.59	Golden State
M. P. 76.94	Davis
M. P. 85.82	Woodland.....M. P. 83.66
M. P. 85.78	Knights Landing Branch
M. P. 150.84	Willows.....M. P. 147.96
M. P. 151.82	Fruto Branch
M. P. 167.72	Orland.....M. P. 164.48
	Colusa Branch.....M. P. 177.62
M. P. 185.36	Chico.....M. P. 182.61
M. P. 187.06	Stirling City Branch
M. P. 143.94	Marysville.....M. P. 138.75
M. P. 122.69	Knights Landing Branch.....M. P. 119.76
M. P. 123.44	Oroville Branch
M. P. 147.95	Oroville.....M. P. 146.40
M. P. 216.08	Gerber.....M. P. 211.84
M. P. 224.63	Red Bluff.....M. P. 222.04
M. P. 259.23	Redding.....M. P. 256.10
M. P. 326.60	Dunsmuir Yard.....M. P. 317.91
M. P. 347.70	Black Butte.....M. P. 342.63
M. P. 346.50	Siskiyou Line
M. P. 395.46	Mt. Hebron.....M. P. 392.15
M. P. 432.43	Klamath Falls.....M. P. 425.67
	Modoc Line.....M. P. 552.04
M. P. 459.24	Chiloquin.....M. P. 455.10
M. P. 471.62	Kirk.....M. P. 469.08
M. P. 530.16	Crescent Lake.....M. P. 526.60
M. P. 350.08	Weed.....M. P. 345.64
M. P. 376.34	Montague.....M. P. 374.66
M. P. 394.80	Hornbrook.....M. P. 392.26
M. P. 430.79	Ashland.....M. P. 427.08
M. P. 460.90	Alturas.....M. P. 454.87
M. P. 460.19	Lakeview Branch
M. P. 495.22	Hackamore.....M. P. 492.33
M. P. 513.05	Lakeview.....M. P. 510.63

Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

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

Trains, except regular 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).

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

Dunsmuir Yard—Westward trains, except first-class, must not pass switch located at signal 3225 east end of Dunsmuir unless proceed signal from yardman received; eastward trains, except first-class, must not pass switch located at signal 3202 west end of Dunsmuir Yard, unless letter "M" is displayed in Take Siding Indicator 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 or green light by night.

RULE D-97 (A). Applies between Sacramento and Sparks and Brighton to Elvas.

RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED

RULE 98. 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 signal from flagman on the ground at the crossing, a green flag by day and a green light by night. Sacramento Northern R. R. 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.

Eastward trains approaching Sacramento finding distant signal, located just east of the spur known as Washington Spur, used in connection with home signal just west of Sacramento River Bridge, in caution position will stop west of the Fifth Street crossing unless the home signal at bridge indicates clear position.

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

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

Trains must pass over Southern Pacific crossing at Grace and Sacramento Northern R. R. crossing 9th Street, Chico, with caution.

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

RULE 99. When torpedoes are used between Blue Canon and Stanford, and at any point during snow storm or when snow on rails, each torpedo placed will be duplicated on opposite rail.

RULE 102. Following instructions govern handling of a passenger train which has parted on grade between Black Butte and Ashland: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes 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 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 junctions will be as follows:
Sacramento 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.
- Tehama. Junction switch, for movement via Willows. This is a spring switch.
- Black Butte. Junction switch 1700 feet west of east water column, for Cascade line.
- 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. Junction switch of Lakeview Branch and Modoc Line main track 480 feet west of M.P. 458 for Modoc Line.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner "CITY OF SAN FRANCISCO" Nos. 101 and 102.

RULE 105. Following tracks are designated for use as sidings:
Spur located one mile east of east switch Hackamore on north side of track. Capacity 30 cars. Trailing switch for westward trains. Engines must not go beyond derail.

Weed—Siding located east of station building on opposite side of main track.

Black Butte—Track located on north side of main track extending from west end of yard to connection with Siskiyou Line main track, 200 feet east of east water column will be known as Eastward siding. Track located on north side of main track from east end of yard to connection with Siskiyou Line main track 780 feet east of east water column will be known as Westward siding. Eastward trains required to take siding will use Eastward siding, and westward trains required to take siding will use Westward siding unless otherwise instructed. Operators will restore switches to normal position for trains leaving the sidings at train order office and Siskiyou main track located between Eastward and Westward sidings.

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

Siskiyou—When a westward train is holding main track 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 trains or engines will leave turntable lead at east switch located 200 feet west of Signal 4124.

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

Elvas—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—Second track of the two tracks paralleling main track, is siding. Marysville—Eastward trains taking siding will use crossover just west of west water column.

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

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). It will not be necessary for No. 291 to obtain clearance at Tehama, No. 527 at Stirling City, No. 521 at Placerville, No. 606 at Reno and regular trains from Western Division at Brighton.

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, indication will change from "stop" to "proceed."

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

No. 518 and No. 519 must go to train-order office Folsom and obtain clearance when operator is on duty.

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

Light will be displayed in train order signal at Willow Ranch only when train orders are to be delivered.

RULE 824.

INSTRUCTIONS FOR SETTING HAND BRAKES AT: DUNSMUIR AND DUNSMUIR YARD

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

ASHLAND

- Passenger Trains. {Two brakes on east end.
Five brakes on west end.
- Freight Trains. {Five brakes on 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, sufficient hand brakes must be set to hold rear of train before cutting off helper engine, and on rear portion of train when backing down to cut out helper.

Westward freight trains cutting all helpers at Siskiyou will take siding and use braking power track to run around rear portion of train. Cars must not be left standing on main track with engine detached.

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, new team track Redding and passenger siding Grass Lake must be left clear for meeting or passing of trains.

RULE 829. Westward freight trains 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.

Trains using siding at Glade will afford a two-hundred-foot clearance east of road crossing approximately seven car lengths west of east switch.

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 car, must not be placed in train next to cab of mallet engines. Does not apply to trains consisting entirely of logs.

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. Freight brakemen must be on top of train descending steep grades between Edgewood and Black Butte, Snowdon and Ashland, Grass Lake and Delta, Ambrose and Canby, Truckee and Loomis except between Andover and Emigrant Gap.

On freight trains between Truckee and Loomis, Black Butte and Edgewood, Snowdon and Ashland, Grass Lake and Redding, member of train crew will observe track from rear of caboose so train may be stopped in event of derailment. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

AUTOMATIC BLOCK SYSTEM

RULE 509. When making a reverse movement on main track after movement out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

Block signals in addition to those included within the brackets shown on schedule pages are as follows:

On westward freight track from signal 891 at 7th Street to Sacramento River Drawbridge. On eastward freight track 300 feet east of drawbridge to drawbridge. On eastward and westward passenger tracks 300 feet east of drawbridge to drawbridge. On Front Street 350 feet each side of eastward and westward main track.

At Sacramento, the two center tracks, for entering and leaving Sacramento psgr 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.

Signal 886, located 100 feet east of Sixth Street crossing, controls eastward movements on Tracks 2, 3, 4 and 5, Sacramento psgr station, but does not indicate position of switch located 20 feet east of signal 886.

Eastward freight track between automatic signal 350 feet east of Sacramento River Drawbridge to signal 890 at 7th street is not protected with block signals. All trains will proceed with caution.

On No. 1 track between Newcastle and Loomis double track rules will apply except when moving against the current of traffic. On No. 4 track between Rocklin and Loomis, Rule 509, single track will apply.

Light type dwarf signal governing eastward movement on No. 1, 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.

At Sparks, semaphore signal 2452 on signal bridge governs main track movements on eastward main track. Lower arm of semaphore signal 2452 on signal bridge governs diverging route movement from eastward main track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track.

Eastward main track Sparks, from 400 feet east of engine lead switch to dispatcher's office not protected by block signals. From dispatcher's

office to dwarf signal 2459 on westward main track, not protected by block signals.

Dwarf light signal 2455 governs movement from engine lead to eastward main track. When this signal indicates stop, engine, after stopping at signal, may proceed on hand signal from herder, who must not give signal to engineman until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

Trains or engines stopped by signals 2134 or 2141 at Gerber; 3208, 3209 or 3210 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 4288, 4293 or 4297 at Ashland; 4292, 4293 or 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.

Special slide signal, light type, located on westward track opposite Floriston station indicates condition of slide fence only, not connected with track.

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.

Eastward Trains Signals	SPARKS-ROSEVILLE	Westward Trains Signals
2220	Track opposite slide fence Floriston.....	2239
2146	Track opposite slide detector fence.....	
2164	875 feet in length at First signal.....	2165
	Bridge east of Boca M.P. 216.5.....	2181
2012	Snow shed Andover M.P. 201.2.....	2015
2010	Fire protection.....	2013
2000	Snow shed West end Tunnels 13 and 42.....	2003
2002	M.P. 200 West of Andover—Fire protection.....	2005
1780	Track opposite slide fence between old Highway cross- ing and west end Butte Canyon Bridge.....	1805
1788	Track opposite slide fence around Tunnels 33 and 34....	1789
ROSEVILLE-TEHAMA		
1344	Bridge over Clark's slough M.P. 135.8 east of Ostrom..	1371
P1420	Fire protection—Trestle—M.P. 142.7.....	P1437
1906	Bridge at M.P. 191.83 east of Nord.....	1927
TEHAMA-DAVIS		
1756	Bridge over Rice Creek M.P. 176.21 west of Corning...	1781
1354	Bridge at M.P. 137.44 west of Delavan.....	1381
1178	Bridge at M.P. 118.88 east of Geneva.....	1201
GERBER-DUNSMUIR		
2240	Spring switch.....	2249
DUNSMUIR-KLAMATH FALLS		
3294	Rock detector fence east of Tunnel 12 M.P. 329½.....	3299
KLAMATH FALLS-CRESCENT LAKE		
4430	2400 feet of track protected by rock detector fence....	4453

Movements over crossing at Front Street, just east of the Sacramento River drawbridge, are controlled by derails and light type signals, as follows:

On westward freight track, by derail located 300 feet from Front Street crossing and two-indication light type signal located 50 feet from derail.

On eastward freight track, by two-indication light type signal, located 350 feet from Front Street crossing.

On westward passenger main track by three-indication light type signal, 350 feet from crossing.

Green indication governing movement of westward trains straight through on westward main track.

Yellow indication governing movement through crossover to eastward passenger main track.

Movements on Front Street across eastward and westward main tracks are governed by derails located approximately 90 feet from main track and by two-indication light type signals located ten to thirty feet back of derail.

Signal governing movement on Pioneer Mill track also governs movement on store lead, but does not indicate position of store lead switch, which is 45 feet south of signal.

Signal governing movement on track No. 4 also governs movement on track No. 5, but does not indicate position of switch 60 feet north of signal.

Signal governing movement on track No. 6 also governs movement on track No. 7, but does not indicate position of switch 60 feet north of signal.

Derails and signals, except derail on westward freight track (which is operated by signal operator on drawbridge) are operated and controlled by switch tender at Front Street crossing.

Signals on Front Street tracks governing movement over Front Street crossing do not indicate position of switches or condition of track between signals and crossing. Trains and engines on Front Street moving on proceed indication of light signals will see that switches are lined for them and that track on which they are moving is not obstructed by other cars or engines.

If signals do not indicate Proceed, Rule 663 will apply.

Light signals govern 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, M.P. 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.

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.

Light signal at yardmen's station opposite yard office Roseville is used by yardmen to give signal to westward freight trains from Sparks-Roseville line. Aspects and indications as follows:

- No light—Stop and stay clear of Yosemite Street crossing.
- Flashing yellow light—Proceed, stopping clear of Lincoln Street crossing unless proceed hand signal is received (green flag by day, green light by night).

Light signals and switch indicators governing movements from Great Northern R. R. 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 clear. 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 block clear. Signal 3222 at Dunsmuir governing eastward trains is located on left side of main track.

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 516. Overlap posts are located at:

- Eastward Trains:
 - Live Oak—100 feet west of station.
 - Tehama —2475 feet east of junction switch.
 - Red Bluff—300 feet west of east switch. Eastward trains holding main track at Red Bluff will cause westward signal at west end of Glade siding to indicate stop when they pass onto the preliminary overlap extending 1300 feet west of Red Bluff station. This preliminary overlap is cut off after time interval and signal at Glade will, after remaining in stop position two and one-half minutes, change to proceed providing eastward train at Red Bluff remains west of permanent overlap post.
 - Dunsmuir Yard—515 feet west of signal 3210.
 - Mott —Left side of track near middle of siding.
 - Leaf —Fouling point west switch.

Westward Trains:

- Pine Ridge—Near middle of siding.
- Ady —Opposite clearance point east end of siding.
- Somerset —Near middle of siding.
- Wyo —1000 feet west of east switch of siding.

SPRING SWITCHES

When a block signal in advance of a facing point 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.

Spring switches are located at the following points, and the indicated speed must not be exceeded while trains are passing over them.

- Roseville—Trailing from siding to eastward main track 15 M.P.H. 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—Trailing from Roseville line, 25 M.P.H. Junction switch equipped with spring switch normally lined for movement via Willows. Between Signals SA-2119 and SA-2116 on Davis line and Signals SA-2119 and 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 signal desired and 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.

When Signal SA-2118 governing movements of eastward trains on Roseville line is in "Stop" position, spring switch must be lined by hand before movement is made and restored to normal position by hand after movement has been completed.

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.

Glade—Facing point lock trailing from siding to main track eastward normally lined for main track. Speed restricted to 15 M.P.H.

INTERLOCKING

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

Yard engines using 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 interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk siding; and on Placerville Branch line to interlocking home signal 600 feet east of Junction switch.

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.

- Crossover, center siding, Elvas, to westward track, Elvas-Polk line.
- Crossover, center siding, Elvas, to eastward track, Polk-Elvas line.
- West switch and derail, center siding, Elvas.

SPECIAL INSTRUCTIONS

Hopfen spur switch and derail. 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.

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.

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.

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 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 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.

When interlocking home signal located approximately 300 feet west of west switch at Donner indicates stop, westward trains will stop to clear west switch of Donner siding.

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 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 operator on telephone.

Two indication light signal installed on westward turntable lead to No. 2 track, Norden. Signal is located on left side of track and 92 feet east of signal 48-a, and is a repeater signal used in connection with signal 48-a, governing westward movement from turntable lead to No. 2 track.

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, then move lever directly below indicator to the right which will permit operation of switches.

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

If 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 R. R. 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.

No towerman on duty between 12 midnight and 6.30 a.m.

Signals on the Sacramento Northern R. R. will be placed in STOP position and Southern Pacific signals will be lined clear for westward movement after No. 20 passes.

In the event it is necessary to use the plant between the hours of 12.00 midnight and 6.30 a.m. for other than westward movements, crew should promptly get in touch with the Chief Dispatcher at Sacramento who will make the necessary arrangements.

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.

AUTOMATIC INTERLOCKING

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.

Speed of trains must not exceed 30 M.P.H. between home signal and crossing.

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.

TAKE SIDING INDICATORS

RULES 705 to 708. Emigrant Gap—Located on mast of signal 1706 at west switch of center siding of eastward track controlled by operator.

Dunsmuir Yard—Located on mast of distant signal 3198 west of west switch.

Mount Shasta—Located on mast of signal D 3360 west of Mount Shasta.

TRAIN AND AIR INSPECTION

Table with 3 columns: Page, Location, and Description. Lists inspection rules for various locations like Stanford, Norden, Truckee, Summit, Troy, Yuba Pass, Knapp, Midas, Gold Run, Colfax, Crystal Lake, Emigrant Gap, Flint, Latrobe, Doon, Paradise, Crouch, Steinman, Gregory, Hilt, Weed or Edgewood, Mott or Azalea, Andesite, Canby, and Hackamore.

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.

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 when conditions favorable, freight trains may go to Biggs, eastward freight trains Klamath Falls to Lenz, westward freight trains Crescent Lake to Kirk and Klamath Falls to Grass Lake, if, in the judgment of conductor and engineer no stops are necessary.

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 entering Klamath Falls Yard, passing through tunnels and over Sprague River Bridge west of Chiloquin, Dry Canyon Viaduct between Hotlum and Bolam, Klamath River Bridge west of Hornbrook, 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, 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 designated freight train inspection stations for inspection of engine and to permit heat of tires to equalize.

AIR BRAKE RULE 3

Maintain brake pipe pressure of 80 pounds on freight and mixed trains.

AIR BRAKE RULE 16

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.

Trainmen will wait until passenger trains are made up at Gerber before coupling steam and air hose.

AIR BRAKE RULE 24

Page Location Rear end test on freight trains must be made immediately prior to leaving:

10	Siskiyou.....	All trains.
8	Grass Lake.....	Westward freight trains.
10	Hornbrook.....	Eastward trains.
8-10	Black Butte.....	Siskiyou Line freight trains.
10	Ambrose.....	Westward freight trains.
3	Summit.....	Westward trains.
2	Norden.....	Eastward and westward trains.
12	Stirling City.....	All trains.
11	Placerville.....	All trains.
3	Truckee and Summit.....	Westward trains make brake pipe test.

AIR BRAKE RULE 39

Page Location Running test on passenger trains must be made at:

10	Snowdon.....	Eastward trains.
8-10	Black Butte.....	Siskiyou Line trains.
8	Grass Lake.....	Westward trains.
10	Ambrose.....	Westward trains.
3	Tunnel 6.....	Westward trains. (Just before entering tunnel.)

AIR BRAKE RULE 33—FREIGHT TRAINS

One operative retainer for the amount of Ms shown below must be turned up:

Page	Ms per Operative Brake	TERRITORY
2	120	Norden to Truckee.
3	140	Summit to Yuba Pass.
3	100	Yuba Pass to Loomis.
7	250	Dunsmuir Yard to Gibson.
8	100	Azalea to Dunsmuir yard.
8	150	Grass Lake to Azalea.
10	100	Black Butte to Edgewood. Ambrose to Canby.
10	150	Snowdon to Hornbrook.
10	90	Siskiyou to Ashland.
10	90	Siskiyou to Hornbrook. Placerville Branch
11	120	M.P. 148 to M.P. 146. M.P. 145 to M.P. 138.
11	140	M.P. 136 to M.P. 130. M.P. 129 to M.P. 122.
11	150	M.P. 117 to M.P. 112.
12	80	Stirling City to M.P. 188.

AIR BRAKE RULE 46—PASSENGER TRAINS

Page	Number of Retainers	TERRITORY
2	All	Norden to Truckee.
3	All	Summit to Long Ravine Bridge and N. E. Mills to Loomis.
8	Accessible	Azalea to east switch Dunsmuir.
8	.....	Shasta Springs or west, if stop is made, retainers may be turned down.
10	All	Siskiyou to Ashland.
10	All	Siskiyou to M.P. 403.6.
10	All	M.P. 400 to Hornbrook.
10	Accessible	Black Butte to Edgewood.
10	Accessible	Ambrose to Canby.
10	.....	M.P. 403.6 to M.P. 400, retainers on head end cars must be left turned up, but should be turned down momentarily if stop is made at Hilt.
10	Accessible	Ashland, will be turned down after passing yard limit board.
11	All	Stirling City to M.P. 188.

Whenever passenger equipment is handled on freight trains and a plug test is made, considerable time must elapse before brake pipe pressure will build up sufficiently to release the brakes on passenger equipment. Conductor will advise engineman when they have such passenger equipment on the rear of train so he may allow a sufficient length of time for brakes to release before attempting to start train.

Diesel propelled train, "CITY OF SAN FRANCISCO", carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam locomotive to handle this train, such locomotive must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam locomotive must be set for 140 lb. and the low pressure side for 130 lb.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power car should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

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

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.

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

Retainers must be turned down momentarily ascending grade M.P. 403.6 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 AM, F 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.

Train crews on freight trains from Roseville will not release hand brakes until engine is coupled to train or yard air is through train.

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, Lakeview, 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.

Do not take water at east tank Morley except when necessary to take siding.

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

Take water only in emergency at following points: Blue Canon, Woodland, Maxwell, Robbins, Tudor, Stronghold, Hackamore and Orcal tank.

Water supply—Cantara—Three-fourths mile east.
Grenada—One-fourth mile east.
Klamathon Tank—M.P. 390.5.
Whittier Tank—M.P. 485.8 Lakeview Branch.
Orcal Tank—M.P. 403.6 Siskiyou Line.

When a blue signal or an authorized sign is displayed at one or both ends of an engine, indicating that workmen are under or about it, or 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 pound 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.

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

Do not take oil at Gold Run except in emergency.

Eastward freight trains stopping at Colfax for water with helper engines in train, lead engine should stop with pilot just west of water column, cut off and take water. This to avoid possibility of accident at highway crossing.

Water at Mystic on No. 1 track only. Trains handling empty express refrigerators will take water at Blue Canon so tie sprinklers will operate at full efficiency.

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

2 Eastward passenger trains making stop at Reno, will do so clear of Virginia Street.

Eastward trains will approach crossing at Colfax very carefully when westward trains are in the vicinity of the crossing.

3 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.

4 Helper service: No helper engine will be placed behind wooden underframe cars or cabooses.

Locomotives weighing more than 210,000 pounds on the drivers will not be placed behind cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

Not more than one F or AC type engine shall be placed on head end of freight trains except on trains consisting entirely of logs between Leaf and Grass Lake, Canby and Ambrose. Two GS or Mt, or one GS and one Mt type engines must not be coupled on descending grade where maximum curvature exceeds 10 degrees. F or AC type engines must not be coupled ahead of engines smaller than consolidation when tonnage behind such engine is in excess of time table rating. Between Ashland and Hornbrook, helpers must be placed in rear of train.

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

4a Pushing trains out of yards: No locomotive will be placed behind a wooden underframe caboose or other wooden frame equipment.

SPECIAL INSTRUCTIONS

Locomotives weighing more than 210,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine. Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5 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.

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.

Tracks except main track at Leaf are used by engines and motor cars of the Long Bell Lumber Company, and all movements over these tracks including both legs of wye, and to Long Bell siding must be made with caution.

When using siding at Delavan beet chute at beet loading dump must be raised to proper clearance.

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.

7 When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

Capacity of sidings between clearance points is based on an average car length of 47 feet not including engines and caboose.

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, when possible, leave train east of east crossover while work is being performed.

10 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 engine has passed this point.

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.

Page	Type of Engine	Restricted Tracks
2	F-AC-	Auburn, Nev. St. Spurs.
2-3	Mk-Mt-	Clipper Gap..... Team, east of road crossing.
2-3	GS	Colfax..... Material spur, west yard.
2-3	AC-4-5-6-7-8	Colfax..... Corral track, west of corral, bunk spur, house and house lead east of freight house. Team, beyond east end of freight house platform. Scale.
2-3	F-AC-Mk-Mt-GS	Rocklin..... Siding, House.
3		Loomis..... House track and tracks 1, 2 and 3 and Pacific Spur.
3		Penryn..... Fruit spurs west of station.
3		Newcastle..... Tracks 3-4 and No. 7 beyond end of curve or switch leading to lumber spur.
3		Flint..... Standard Oil spur.
3		Auburn..... High line.
3		W. Applegate.... Spur.
3		W. N. E. Mills... Spur, west of tool house.
2-3	F-AC-Mk-Mt-GS	Magra..... Spur.
		Towle..... Spur.
		Blue Canon..... Dump spur, oil spur, Greek spur east of oil column.
		Yuba Pass..... Spur switches.
		Crystal Lake.... Spur, south side of No. 2 track.
		Cisco..... Outfit spur, Campbell's spur east of corral chute.
		Summit..... Lumber spur switch.

Page	Type of Engine	Restricted Tracks
4	Passenger Trains	Harrington..... Short siding.
4-5	All	Wyo..... Stoney Creek gravel pit. Engines must not go beyond a point three car lengths beyond gravel bin.
4-5	AC-4-5-6-7-8	Merritt..... Warehouse.
4-5	All	Sugarfield..... Southern Pacific crews and power must not operate on track 5 in Sugarfield yard beyond a point 50 ft. west of west end of beet dump constructed under that track.
4-5	AC-4-5-6-7-8	Dunnigan..... Standard Oil.
		Harrington..... Short siding.
		Arbuckle..... Warehouse.
		Cortena..... Warehouse, house.
		Maxwell..... House, corral, loading, warehouse.
4-5	Heavier than T	Riz..... Warehouse Spur.
4-5	AC-4-5-6-7-8	Willows..... Union Oil, Union Ice, team, warehouse, pump house, engine spur, set-out.
		Artois..... House, warehouse.
		Orland..... Engine spur, oil spur.
		Wyo..... East leg of Wye.
		Corning..... Heinz spur.
		Tehama..... House, beet, warehouse.
6	F-AC-Mk-Mt-GS	Biggs..... Doty warehouse spur, west end of yard.
		Brick warehouse spur, east end of yard.
		Nelson..... Corral track from east switch to point 200 feet west of stock chute.
		Durham..... Warehouse track.
		Barber Yard.... No. 1 track from west switch to point 400 feet west of east switch.
		Barber Yard.... No. 2, 3 and 4 tracks.
		Chico..... Priol warehouse spur.
		Reynolds warehouse spur.
		Standard Oil spur.
		Copeland..... Siding.
		Lomo..... Siding.
		Marysville..... Team, mill spur, Earl Fruit spur.
	All	Marysville..... High line track west of the east line of Third Street.
	F-AC	Clayton..... Spur serving Stockton Fire Brick Co., across highway.
	Mk-Mt-GS	Dantoni Jct. and Dantoni.
6	All	Marysville..... Rio Grande Oil spur off "E" St., use reach.
6	Heavier than 210 Ms	Ostrom..... Corral Track off siding, use reach.
6	All	Barber..... Diamond Match Co.'s track at wye.
7	AC-4-5-6-7-8	Castella..... Dirigo Industrial tracks.
		Kennet..... Trestle to slag pit, use reach.
7-8-9-10	Heavier than 210 Ms on Drivers	Red Bluff..... Pioneer Fruit spur.
		Redding..... Hofer's and Sterling Lumber Co.'s spurs.
		Kennet..... Slag pit beyond clear point on either track east of switch on east end of bridge across Backbone Creek.
		Pollock..... Spur.
		Lamoine..... Little Slate Creek Bridge.
		Gibson..... Spur.
		Igera..... Spur.
		Weed..... Long Bell Lbr. Co., docks 1 and 2 in lumber shed, shed spur, block spur, factory 2, factory 3, No. 6 lumber yard.
		Industrial tracks between Bray and Klamath Falls except C, AC 1, 2 and 3 type engines as follows:
		Dorris..... All spurs.
		MacDoel..... Lumber spur back of stock corral.
		Industrial tracks between Klamath Falls and Kirk except engines not heavier than 275 Ms on drivers as follows:
		Algoma..... Log spur and track to box factory.
		Chiloquin..... Chiloquin Lumber Co. track extending off stem of wye. Speed restricted to 6 M.P.H.
		Modoc Point.... Lamm Lumber Co., spur.
		Lakeview Branch.

Page	Type of Engine	Restricted Tracks
8	F and AC 4-5-6-7-8	Pioneer
8	AC-4-5-6-7-8	Mt. Shasta..... Pacific Fruit & Produce Co.'s spur, or on house track, beyond west end of freight platform. Penoyar..... Spurs, use reach.
7-8-9-10	All	Morley..... Engines turning on wye use west leg for initial movement.
		Pollock..... 100 feet each side of pit, Clifford's Industry track.
		Mt. Shasta..... McCloud River R. R. main track from Clearance with interchange east end of yard to point opposite station building.
		Algoma..... Spur leading to Algoma Lbr. Co. machine shop.
		Ager..... Spur beyond signal east of road crossing.
		Willow Ranch... Crane Creek Lumber Co. shed.
		Perez..... Spur.
		Stronghold..... Spur-Pit.
10	GS, AC	Siskiyou line between Hornbrook and Ashland. Flint hoppers and box cars must not be placed on spur serving El Dorado Lime and Mineral Co. at Bullard, to or beyond rock chute which does not clear this class of equipment. Engines must not exceed 10 M.P.H. from Bullard Jet. to Lime Quarry, and must not go beyond 60 feet east of bunker switch.
11	C	Placerville..... Weber spur.
12	Mk-F-AC Mt-GS	Knights Landing Branch, except between Woodland and switch to Swanston Corral spur.

Engines equipped with pilot snow plows are prohibited from entering Los Angeles Union Passenger Terminal account impaired clearances.

MAIN TRACKS

11 Tracks between Sacramento and Roseville numbered, and unless otherwise authorized, will be used as follows:

No. 1 Westward trains. No. 2 Eastward trains.

Tracks between Roseville and Sparks numbered and used as follows:

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

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 Where rail lubricators are located, running switches are prohibited and sand, blow off cocks and injectors must not be used, nor boosters started while passing over same.

14 From May 1 to Nov. 1, sprinklers will be placed in service 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.

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.

Eastward trains will operate sprinklers Norden to Truckee and westward trains Norden to Loomis.

During dry season, engines will sprinkle wooden structures with water from tender on steep descending grades.

On Shasta District, use sprinklers on engines so equipped when passing through all tunnels.

15 Trains and engines must not pass switch-tender's stations at Sixth Street and Seventh Street, Sacramento, without receiving proceed signal, green flag by day and green light by night, and must move with caution between Sacramento River Bridge and Seventh Street.

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.

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

Gas transport cars when handled in freight trains should be placed next ahead of caboose.

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

24 Minimum Clearances for Rotary Plows

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.

Rotary snow plows 7203-7210-7222 equipped with wings, will not clear rock cut eastward track 700 feet east of M. P. 155, rock cut westward track at Rocky Point M. P. 158.4, also snow sheds and tunnels, when wings are extended.

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 TURNABLES

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.

Before moving onto table from any lead, table must be lined so that engine will enter from rail lock end only. Engines when backing and approaching table on lead from eastward siding east end will stop to clear of table and fireman, after properly lining and locking table, will signal Engineer to move onto table by green light located on Engineer's side of lead. Operation of green light controlled by push-button located on post of turntable shed on Engineer's side. This signal does not indicate position of turntable or turntable lock.

Spot detectors are connected to turntable rail lock. If engines are not spotted on table to clear concrete piers, detectors will prevent operation of rail lock lever.

Marker posts are placed on each end of the Norden turntable to aid in spotting engines. AC type engines must be spotted with center of cab door directly opposite a marker post to avoid couplers striking concrete piers when turning.

Remove rail locks before attempting to move table.

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

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

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 No., Territory, PASSENGER (Maximum Except Streamliner Diesel Power, Streamliner Diesel Power Unit, With AC-7, 8 Engines, With F-1, 3, 4, 5 AC-1, 2, 3, 4, 5, 6 Mk-2, 4, 5, 6, 8, 9 C-2 to 10 Inc., 15, 17 and TW Engines), With Other Type Engines Except T-1, 23, 28 and 31 which are limited to a maximum of 50 M.P.H., FREIGHT (Freight and Mixed, Maximum, With AC-1, 2, and 3 Engines, Engines and Motors Backing), LIGHT ENGINES RUNNING FORWARD (F-1, 3, 4, 5 Mk 2, 4, 5, 6, 8 and 9 AM Eng., GS Mt-1, 3, 4, 5 E, M, T, A and P, C-2 to C-10 Inc., C-4, 15, 17 Mk-2, 4, 5, 6, 8, 9 AM, AC-1, 2, 3, 4, 5, 6, 7, 8), Switch Engines S-SE Type.

Table with columns: Page No., Territory, PASSENGER (Maximum, With F 1, 3, 4, 5 and AC 4, 5 Cross-Counter Balanced AC, 7, 8, With T 1, 8 to 23, 28, 31, 34, 36, 37, 38 M Mk 5 to 9 Engines), With C 2 to 10, With C 11 to 17 TW Mk 2, 4 and 10 G. N. Ry. F 5 Engines, With AM AC 4, 5, 6 F 1, 3, 4, 5 not Cross-Counter Balanced, With AC 1, 2, 3 Engines, Freight and Mixed Maximum, Engines and Motors Backing, LIGHT ENGINES RUNNING FORWARD (Maximum, Mt C 2 to 10 C 18, 19 Mk 5 to 9 F 3, 4, 5, AC 4, 5, 6, 7, 8, AM C 15, 17 TW Mk 2, 4 and 10 G. N. Ry. F 5, AC 1, 2, 3), Switch Engines S-SE Type.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS
SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

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.

Following engines are cross counter-balanced and are permitted a maximum speed of 75 M.P.H.:

GS-1, 2, 3. Mt 1, 2, 3, 4, 5.
P-7, 8, 10; 2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491.

P-12; 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.
Following engines are cross counter-balanced and are permitted a maximum speed of 55 M.P.H. when handling passenger trains.

F-1, 3, 4, 5; 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

AC-4, 5; 4100, 4101, 4102, 4103, 4104, 4105, 4107, 4109, 4110, 4111, 4112, 4113, 4114, 4115, 4116, 4117, 4118, 4119, 4120, 4121, 4122, 4123, 4124, 4125.
AC-7, 8.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

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

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 and must not exceed speed allowed other passenger trains when operating against the current of traffic.

Speed prescribed by slow boards or special instructions must not be exceeded unless authorized by Streamliner slow boards and speed prescribed by bulletin or train order for steam passenger trains must not be exceeded.

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

	M.P.H.
Reno	20
Lincoln	35
Woodland, Main and Court Sts.	12
Willows	40
Orland, Walker St.	{ Passenger 35 Freight 25
Corning	40
Roseville, Lincoln St.	12
Red Bluff	15
Redding	15
Chiloquin	25

Page	Type of Engine	Station-Territory-Structure	MPH
All	S & SE	On curves	15
All	Motors	Backing thru yards and over highway crossings	10
All	All	Freight trains on descending grades, while passing passenger trains	15

SPEED RESTRICTIONS—Continued

Page	Type of Engine	Station-Territory-Structure	MPH
All	...	Locomotive cranes moving in trains with flexible or swivel truck trailing	18
All	...	Trains entering or moving thru controlled sidings, or when running against the current of traffic on double track under authority of dwarf signals	25
2	All	Passenger trains on curves between Colfax & Truckee	30
2	All	Eastward trains: From M.P. 102.6 to M.P. 104.14	30
		Streamliner diesel power unit	50
		Passenger trains	40
		Freight and mixed trains	35
		From M.P. 104.14 to M.P. 104.6	
		Streamliner diesel power unit	40
		Passenger trains	30
		Freight and mixed trains	20
2	All	From M.P. 104.6 to M.P. 108 on Roseville-Sparks line	
		Passenger trains	20
		Freight and mixed trains	15
2	All	Eastward trains between Signal bridge just west of Sparks psgr station and Sparks Yard Office	12
2-3	All	Elvas, interlocking	25
2-3	AC-1-		
2-3	2-3	On curves between Truckee and Loomis	20
2-3	All	Flangers, between Lawton and Loomis and be governed by other speed restrictions	30
2-3	All	Fire Trains, with water cars full	25
2-3	All	Fire Trains with water cars less than three-quarters full. Water cars must be kept full when possible	20
2-3	All	Trains handling loaded Flint hoppers	25
2-3	All	Trains and engines between west end Sacramento River Drawbridge and 15th Street Sacramento	20
2-3	All	Trains and engines Sixth Street crossing entering and leaving Sacramento passenger station	10
3	All	Trains between Rocklin and Loomis on No. 4 Track	25
3	All	Passenger trains on curves between Truckee and Loomis	30
3	All	Waiting room Norden just east of telegraph office	10
3	All	Westward first class trains from MP 108 on Sparks-Roseville line to M.P. 104.6	
		Passenger trains	20
		Freight and mixed trains	15
3	All	Trains of empty express rehrs. exclusively between Emigrant Gap and Loomis	25
4-5	All	Over highway crossing between Merritt and Mullen	40
4-5	All	Trains using track to Swanston feed yard Woodland	10
4-5	AC-4	Cache Creek, between Woodland and Yolo... 89-A	
	5-6-7-8	Stoney Creek, bet. Orland and Wyo... 166-D, 166-E	
		Thomas Creek, bet. Richfield and Tehama... 182-A	25
6	AC-4	Bear River Bridge, 1.2 Miles west of Wheatland... 126-C	
	5-6-7-8	Yuba River Bridge, 2000 Feet west of Marysville... 140-C	
		Deer Creek Bridge, .8 Miles east of Vina... 203-E	
		Sacramento River Bridge at Tehama... 210-C	25
6	All	Trains from west approach Yuba River Bridge to Binney Junction	25
6	All	Between overhead bridge Roseville and Roseville psgr station	15
6	All	Eastward and westward trains moving over Roseville-Gerber line over Junction Switch at Tehama	25
7	All	Engines moving west over spur switch east end Lamoine siding	10
7-8	All	Between Signals 3208 and 3225 Dunsmuir Yard	15
7-8	AC-1-	Between Middle Creek and Mt. Shasta, Black Butte	
10	2-3	and Grass Lake, Ambrose and Canby, where slow boards show 25 MPH	20
8-9	All	Klamath Falls, between G. N. R. R. crossover to main track at M.P. 427.8 to Sixth Street viaduct M.P. 429.1	30
		Between Sixth St. viaduct M.P. 429.1 and signal at underpass M.P. 429.9	15
7-8-9-10	All	Trains handling logs thru tunnels and over following bridges and crossings:	
		Sprague River Bridge, west of Chiloquin	
		Dry Canyon Viaduct between Hotlum and Bolam	
		Klamath River Bridge, east of Klamathon	
		All crossings Sacramento River, except 2nd, 4th, 5th, 14th, 15th, 17th and 18th	5
9	All	Passenger trains on house track at Algoma	8
9	All	Chiloquin, from stem of wye to log pond	6
10	All	Hornbrook, engines using wye, enter on west leg and leave on east leg	8

Page	Type of Engine	Station-Territory-Structure	MPH
10	All	On curves Alturas and Lakeview freight and mixed	25
11	All	Trains having cars loaded with ore or high loads of lumber on curves 7 degrees or over, on Placerville Branch	12
11	All	Mather Field spur	10
11	All	Engines on balloon track Lake Tahoe	8
11	All	Over RR Crossing, Bridge St., east of Yuba City Station	12
11	All	Trains handling logs, thru Tunnel No. 1	5
12	All	Between initial switch of spur to Hood Wharf and Hood Wharf	10
12	All	Isleton to end of track, 2.5 miles east	10
12	All	On curves between Kurand and Fruto	12
12	All	Over trestle 112-A on Sutter Basin Branch	15

(UNLESS OTHERWISE FURTHER RESTRICTED BY TIME-TABLE, SLOW BOARDS OR TRAIN ORDER)

Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:

- On tangent main tracks 35
- except S.P.M.W. 4044 and 4048 25
- On tangent branch tracks 25
- On all curves—5 M.P.H. less than speed authorized. Where slow boards in place 5 M.P.H. less than shown on slow boards, except when speed indicated is 15 M.P.H. or less be governed by slow boards.

Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):

- On tangent main tracks 20
- On curves and on branch tracks 15

Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):

- On tangent main tracks 25
- On curves and on branch tracks 15

Trains handling steel pile-drivers may make maximum freight train speed.

Trains handling relief outfit with steam derrick:

- On tangent main tracks 35
- On tangent branch tracks 25
- On all curves—5 M.P.H. less than speed authorized. Where slow boards in place 5 M.P.H. less than shown on slow boards, except when speed indicated is 15 M.P.H. or less be governed by slow boards.

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, all rods on 30 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, speed must not exceed 20 M.P.H.

When all weight has been removed from one wheel of any pair drivers, 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 to 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.

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.

Trains consisting of engine and caboose only may operate at speed authorized for AC 4, 5, 6, 7 and 8 type engines running light between Roseville and Sparks.

No. 290 will be permitted speed of 40 M.P.H. when handling freight cars in territory otherwise restricted to 35 M.P.H.

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.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Table with 3 columns: M. P., LOCATION, DESCRIPTION. Contains Sacramento Yard, Roseville-Sparks-Eastward, and Knapp to Andover sections.

Table with 3 columns: M. P., LOCATION, DESCRIPTION. Contains Sparks-Roseville-Westward, Sacramento-Gerber, Davis-Tehama, Wyo-Harrington, Woodland-Oroville, Sacramento-Placerville, and Sacramento-Isleton sections.

SHASTA DISTRICT

Table with 5 columns: M.P., BETWEEN, Structure, Height, Crossing. Lists various bridges and structures like Kennet, Morley, and Shasta Springs.

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 side of cars while passing these points and that they must protect themselves from injury.

ALARM BOX LOCATIONS KNAPP TO ANDOVER

Table with 3 columns: Box No., LOCATION, M. P. Lists alarm box locations such as Signal 1734, On top east end of Shed No. 10, etc.

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

SPECIAL AUTOMATIC ALARM BOXES

- 8 Slide, east end Crystal Lake shed No. 2 track.
12 Fire, shed Andover crossover.
14 Fire, shed west end Tunnels No. 13 and No. 42.

LIST OF SURGEONS

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

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.

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

Large table with columns: NOMINAL CLASS, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, Sacramento and Gerber Via Roseville, Roseville to Colfax Via Eastward Track, Colfax to Sparks Roseville to Colfax via Westward Track, Sparks to Truckee, Truckee to Summit, Davis and Gerber Davis and Marysville, Placerville to Folsom, Folsom to Placerville, Folsom to Sacramento, Sacramento to Folsom, Chico to Stirling City, Stirling City to Chico. Includes a summary table for empty and under-loaded cars.

Note: Rating of trains East with two or more locomotives classes AC-4, 5, 6, 7 and 8 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.

HOSPITALS table with columns: GENERAL, EMERGENCY, and locations: SAN FRANCISCO, SACRAMENTO, ROSEVILLE, GERBER, SPARKS.

RATING OF LOCOMOTIVES—Sacramento Division
In Ms of 1000 lbs. Back of Tender

Table with 17 columns: Nominal Class, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, Ashland and Hornbrook, Dunsuir and Edgewood, Snowdon to Edgewood, Hornbrook to Snowdon, Gerber to Dunsuir, Dunsuir to Gerber, Black Butte to Grass Lake, Mt. Hebron to Dunsuir, Grass Lake to Klamath Falls, Klamath Falls to Crescent Lake, Perez to Canby, Canby to Perez, Klamath Falls and Perez, Canby and Alturas. Includes rows for T-28, C-9, TW-8, MK-2, AM-2, AC-1, AC-6, AC-7, AC-8, Mt-1, GS-1, GS-2 and an allowance section.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Table with 4 columns: CLASS, NOT AIR-CONDITIONED (All-Steel, Steel Under-frame), AIR-CONDITIONED (All-Steel Cooling Season, All-Steel Heating Season). Lists various car classes like Baggage, Express Refr., Coaches, Lounge, Observation, Pullman, etc.

E. F. NASSOY, District Superintendent, Dunsuir.
R. E. HALLAWELL, Assistant Superintendent, Sacramento.

TRAINMASTERS

Table listing Trainmasters: F. PURDY (Roseville, Cal.), H. E. MILLER (Sacramento, Cal.), A. F. GREEN (Roseville, Cal.), H. A. SPRAGUE (Klamath Falls, Ore.), J. B. STARBUCK (Dunsuir, Cal.), W. D. LAMPRECHT (Dunsuir, Cal.)

TRAINMASTER and EXAMINER

Table listing Trainmaster and Examiner: W. S. HOOSON (Sacramento, Cal.)

CHIEF TRAIN DISPATCHERS

Table listing Chief Train Dispatchers: O. T. STACKPOOLE (Sacramento, Cal.), D. A. NEELLEY (Sacramento, Cal.), C. N. JONES (Sacramento, Cal.), T. F. CUSTER (Dunsuir, Cal.), P. B. BELL (Dunsuir, Cal.), W. J. MANLEY (Dunsuir, Cal.)

ROAD FOREMEN OF ENGINES

Table listing Road Foremen of Engines: A. CARR (Roseville, Cal.), W. C. DAVIS (Dunsuir, Cal.)

MILEAGE
Main Tracks

Mileage table with columns for route, S.P.R.R., First Track, Second Track. Includes routes like End of Western Division Sacramento, Sacramento Lawton, At Elvas (West Wye), Polk Elvas, Davis to Tehama, Roseville to California-Oregon State Line, California-Oregon State Line to Ashland, Black Butte to Crescent Lake, Paola to Klamath Falls, Colusa, Danton, Fair Oaks, Folsom, Fruto, Knights Landing, Lake Tahoe, Oroville, Placerville, "R" St., River Farms, Stirling City, Sutter Basin, Walnut Grove, Lakeview.

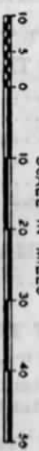
*Steel underframe.

CODE:—NAC—Non-Air Conditioned.
—ACI—Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukegan System.
—ACS—Air-Conditioned—Steam Ejector System.

MAP OF THE SACRAMENTO DIVISION SOUTHERN PACIFIC COMPANY

APRIL 1933

R.P.C.
SCALE IN MILES



Revised 11/10/31 (1932)

