

**TERMINAL SUPERINTENDENT**

T. E. BILLINGSLEY.....Roseville

**TRAINMASTERS**

R. B. GIBSON.....Sacramento  
Z. T. ADAMS.....Sacramento  
E. C. WATSON.....Roseville  
F. M. DUFFY.....Roseville

**ASSISTANT TRAINMASTER**

D. R. ANDERSON.....Truckee

**ASSISTANT TRAINMASTER—  
DIVISION EXAMINER**

G. F. RUPERT.....Sacramento

**ROAD FOREMEN OF ENGINES**

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

**ASST. ROAD FOREMEN OF ENGINES**

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

**CHIEF TRAIN DISPATCHER**

R. R. MILES.....Sacramento

---

**R. A. MILLER**

Assistant Superintendent, Sacramento

# SOUTHERN PACIFIC COMPANY



## SACRAMENTO DIVISION

### TIMETABLE

# 178

**EFFECTIVE SUNDAY, SEPTEMBER 24, 1950**

**AT 12:01 A. M.**

**PACIFIC STANDARD TIME**

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

---

**R. E. HALLAWELL,**  
*General Manager.*

**E. D. MOODY,**  
**H. R. HUGHES,**  
*Assistant General Managers.*

**C. H. GRANT,**  
*General Superintendent of Transportation.*

**M. S. OLSEN,**  
*Superintendent of Transportation.*

**M. L. JENNINGS,**  
*Superintendent.*



## HOSPITAL DEPARTMENT SURGEONS

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

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

### HOSPITALS

GENERAL	SAN FRANCISCO
EMERGENCY	SACRAMENTO
EMERGENCY	ROSEVILLE
EMERGENCY	GERBER
EMERGENCY	SPARKS

### WATCH INSPECTORS

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

### LOCATION OF STANDARD CLOCKS

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



**SACRAMENTO SUBDIVISION**

Capacity of sidings		EASTWARD							Mile Post Location	Timetable No. 178 September 24, 1950		Distance from Sacramento
		SECOND CLASS	FIRST CLASS									
		442 C. C. M. Lv. Daily Ex. Sat. Sun. Mon.	24 Gold Coast Leave Daily	102 Streamliner City of San Francisco Leave Daily	28 San Francisco Overland Leave Daily	202 Passenger Leave Daily	26 Passenger Leave Daily	22 Mail Leave Daily				
Sacramento yard	BKWOTIP	AM 1.30	PM 9.15	PM 7.20	PM 1.40	AM 10.05	AM 1.05	AM 12.20	89.0 88.9	Automatic Block System	TO-R SACRAMENTO 0.9	0.0
	BKP								89.8		TO-R SACRAMENTO (12th St.) 2.0	0.9
Roseville yard	W 87 IYP								91.8	Double Track	ELVAS 3.1	2.9
	BKP		9.29	7.34	1.54	10.19	1.19	12.34	94.9		BENALI 7.9	6.0
	BKP		9.36	7.40	2.01	10.27	1.27	12.41	102.8		TO-R ANTELOPE 3.8	13.9
	BKWOTYP	2.10 AM	s 9.44 PM	7.48 PM	s 2.09 PM	s 10.36 AM	s 1.37 AM	s 12.50 AM	106.6		TO-R ROSEVILLE (17.7)	17.7
	Ar. Daily Ex. Sat. Sun. Mon.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Time over Subdivision.....	
	(0.40) 26.55		(0.29) 36.62	(0.28) 37.93	(0.29) 36.62	(0.31) 34.25	(0.32) 33.19	(0.30) 35.40			Average Speed per Hour.....	

**RULE 86.** Except where Rule D-251 applies, second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for No. 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

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

Capacity of sidings		EASTWARD			WESTWARD		
		THIRD CLASS	Mile Post Location	Timetable No. 178 September 24, 1950		Distance from Placerville	THIRD CLASS
		518 Local Freight Leave Daily Ex. Sunday		Placerville Branch STATIONS			519 Local Freight Arrive Daily Ex. Monday
Sacramento yard WIP	AM 5.50	94.7	R	<b>BRIGHTON</b> 1.2	54.0	AM 11.50	
23	5.55	95.9		<b>PERKINS</b> 3.0	52.8	11.40	
9	6.05	98.9		<b>MAYHEW</b> 2.7	49.8	11.25	
23 YP	6.20	101.6		<b>MILLS</b> 2.8	47.1	11.15	
28 Yard Limits P	6.50	104.4	R	<b>CITRUS</b> 5.7	44.3	11.00	
9 Yard Limits Y	7.33	110.1		<b>NATOMA</b> 1.0	38.6	10.00	
6 P	8.40	111.1	R	<b>FOLSOM JCT.</b> 6.9	37.6	9.55	
11 P	9.10 AM	118.0		<b>WHITE ROCK</b> 8.1	30.7	9.10	
25	9.50 PM	126.1		<b>LATROBE</b> 16.6	22.6	8.35	
18 P	12.01	142.7		<b>EL DORADO</b> 2.3	6.0	7.20	
18 Yard Limits BKWTP	1.00 PM	148.7	TO	<b>DIAMOND SPRINGS</b> 3.7	3.7	7.00	
	Arrive Daily Ex. Sunday		TO-R	<b>PLACERVILLE</b> (54.0)	0.0	6.30 AM	
	(7.10) 7.53			Time over District.....		Leave Daily Ex. Monday	
				Average Speed per Hour.....		(5.20) 10.12	

Capacity of sidings		EASTWARD	Timetable No. 178 September 24, 1950	WESTWARD
		Mile Post Location	Placerville Branch STATIONS	Distance from Fair Oaks
Yd. Limits { 28 P		104.4	<b>CITRUS</b> 1.9	1.9
15 P		106.3	TO-R <b>FAIR OAKS</b>	0.0
(1.9)				

Capacity of sidings		EASTWARD	Timetable No. 178 September 24, 1950	WESTWARD
		Mile Post Location	Placerville Branch STATIONS	Distance from Folsom
Yd. Limits { 22 WP		111.1	R <b>FOLSOM JCT.</b> 0.7	0.7
		111.8	TO-R <b>FOLSOM</b>	0.0
(0.7)				



**SACRAMENTO SUBDIVISION**

Mile Post Location	Timetable No. 178 September 24, 1950	Distance from Roseville	WESTWARD								
			FIRST CLASS								
			21 Mail	23 Gold Coast	25 Passenger	101 Streamliner City of San Francisco	27 San Francisco Overland	201 Passenger (c)			
	<b>STATIONS</b>		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
89.0	TO-R SACRAMENTO 0.9	17.7	AM	AM	AM	AM	PM	PM			
88.9			s 1.50	s 4.15	s 5.00	s 6.50	s 4.05	s 7.25			
89.8	TO-R SACRAMENTO (12th St.) 2.0	16.8									
91.8	ELVAS 3.1	14.8									
94.9	BENALI 7.9	11.7	1.30	3.55	4.41	6.35	3.50	7.07			
102.8	TO-R ANTELOPE 3.8	3.8	1.20	3.48	4.34	6.28	3.43	7.00			
106.6	TO-R ROSEVILLE	0.0	1.10 AM	3.40 AM	4.25 AM	6.20 AM	3.35 PM	6.50 PM			
	(17.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	.....Time over District.....		(0.40)	(0.35)	(0.35)	(0.30)	(0.30)	(0.35)			
	.....Average Speed per Hour.....		26.55	30.34	30.34	35.40	35.40	30.34			

**RULE 86.** Except where Rule D-251 applies, second, and third-class trains, extra trains and engines must be clear of main track and insulated joints for No. 101 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

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

**OUTBOUND, VIA ELVAS TO BRIGHTON (see note)**

**INBOUND, VIA ELVAS FROM BRIGHTON (see note)**

Capacity of sidings	THIRD CLASS 518 Local Freight Leave Daily Ex. Sunday	FIRST CLASS		Mile Post Location	Timetable No. 178 September 24, 1950	Distance from Brighton	FIRST CLASS		THIRD CLASS 519 Local Freight Arrive Daily Ex. Monday
		60 West Coast Leave Daily	54 Sacramento Daylight Leave Daily				59 West Coast Arrive Daily	53 Sacramento Daylight Arrive Daily	
		PM 8.45	AM 8.00				AM 8.30	PM 6.50	
					<b>STATIONS</b>				
	BKWOITP			89.0	TO-R SACRAMENTO 0.9 TO-R SACRAMENTO (12th St.) 2.0 ELVAS 3.0 BRIGHTON (5.9)	5.9			
	AM 5.30			88.9		5.0			PM 12.15
				89.8		3.0			
	M 87 IYP			91.8		0.0	8.14 AM	6.35 PM	11.50 AM
	128 WIP	5.50 AM	9.00 PM	136.2			Leave Daily	Leave Daily	Leave Daily Ex. Monday
		Arrive Daily Ex. Sunday	Arrive Daily	133.2					

Note—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.

Capacity of sidings	EASTWARD Mile Post Location	Timetable No. 178 September 24, 1950		WESTWARD Distance from Isleton
		Walnut Grove Branch		
		STATIONS		
		TO-R SACRAMENTO	33.2	
	89.0	5.5		
	88.7	DEL RIO	27.7	
	52	3.3		
	31	FREPORT	24.4	
		7.1		
	58	HOOD JCT.	17.3	
		3.3		
		LAMBERT	14.0	
		5.5		
	53 Yard Limits YPW	TO WALNUT GROVE	8.5	
	Yard Limits YP	8.5		
		ISLETON	0.0	
		(33.2)		

ADDITIONAL STATIONS			ADDITIONAL STATIONS		
NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Sacramento-Roseville line			Alder Creek	108.3	..
Swanston (Spur)	93.5	18W	Flonellis	127.6	..
Haggin (Spur)	94.1	10	Swift	127.8	..
Planehaven	97.5	..	Brela (Spur)	128.1	8
Walerga	99.4	8	Brandon	129.8	..
Brighton-Sacramento line			Shrub (Spur)	130.3	3
Hopfen (Spur)	134.6	20	Dugan (Spur)	131.4	5
Placerville Branch			Bullard	131.7	..
Ramona (Spur)	95.5	16	Shingle Springs	136.9	22W
Manlove	97.5	7	Apex (Spur)	147.7	5
Boyd (Spur)	100.3	6	Walnut Grove Branch		
Routier	100.7	..	Baths (Spur)	91.8	23
Mather	103.4	6	Hood (on spur from Hood Jct.)	105.3	171
Nimbus (Spur)	107.4	13	Mofuba (Spur)	111.2	15
			Locke	112.6	W

## MOUNTAIN SUBDIVISION

## EASTWARD

Capacity of sidings		SECOND CLASS		FIRST CLASS					Mile Post Location	Timetable No. 178 September 24, 1950		Distance from Roseville
		606		24	102	28	26	22				
		Mixed		Gold Coast	Streamliner City of San Francisco	San Francisco Overland	Passenger (c)					
		Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Roseville yard	BKWOTYP			PM 9.54	PM 7.48	PM 2.17	AM 1.52	AM 1.00	106.6			
	P						c		110.6			
	Yard Limits											
	E 65 WP			10.18	8.07	2.39	c 2.20	1.24	120.2			
	E 76 WP			f 10.27	8.13	2.45	s 2.32	1.30	124.2			
	E 98 P			10.34	8.19	2.53	c 2.40	1.38	129.1			
	E 73 W			10.41	8.26	3.01	c 2.50	1.46	134.3			
	Yard Limits											
	E 102 BKWOYP			s 11.03	8.40	s 3.17	s 3.32	s 2.20	141.7			
	P								146.1			
E 102 WYP			11.27	9.03	3.41	c 4.02	2.44	152.2				
P								156.8				
M 98 P			11.45	9.20	3.59	c 4.25	3.03	160.7				
E 96 WP			PM 11.54	9.29	4.08	4.35	3.13	164.8				
Yard Limits								170.7				
M 99 WITP			AM 12.13	9.43	4.26	c 5.00	3.32	171.8				
E 86 WP			12.27	9.56	4.39	c 5.16	3.46	177.9				
P								180.3				
M 101 WP			12.42	10.12	4.55	c 5.37	4.02	185.5				
E 116 BKWITP			f 1.00	10.25	5.08	s 6.00	4.20	192.0				
Yard Limits								195.8				
E 102 BKWOYP			f 1.08	10.32	5.16	c 6.08	4.28	197.2				
M 101 P			f 1.35	10.53	s 5.40	s 6.30	s 4.55	208.0				
								217.8				
M 101 P			1.51	11.08	5.56	7.05	5.11	218.1				
P								222.4				
M 106 P			2.14	11.28	6.18	c 7.30	5.33	232.4				
P			PM 9.00					242.9				
Sparks yard			f 9.05				s 8.25		245.5			
	BKWOTYP		s 9.15				s 8.30		246.2			
			PM									
		Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
		(0.15)		(5.11)	(4.13)	(4.32)	(6.38)	(5.30)				
		13.20		26.47	32.54	30.26	20.68	24.95				

## STATIONS

TO-R	ROSEVILLE	0.0
	4.0	
	ROCKLIN	4.0
	9.6	
TO	NEWCASTLE	13.6
	4.0	
	AUBURN, NEVADA ST.	17.6
	4.9	
	BOWMAN	22.5
	5.2	
	EAST APPLGATE	27.7
TO-R	COLFAX	35.1
	7.4	
	CAPE HORN	39.5
	4.4	
	GOLD RUN	45.7
	6.2	
	TOWLE	50.3
	4.6	
	MIDAS	54.1
	3.9	
	KNAPP	58.3
	4.1	
TO	EMIGRANT GAP	64.2
	5.9	
	CRYSTAL LAKE	70.3
	6.1	
	CISCO	72.7
	2.4	
	TROY	77.9
	5.2	
TO	NORDEN	84.4
	6.5	
	EDER	88.2
	3.8	
TO-R	TRUCKEE	99.0
	10.08	
	HINTON	109.1
	10.1	
	FLORISTON	113.4
	4.3	
	VERDI	123.4
	10.0	
	RENO	133.9
	10.5	
	SPARKS (Pgr. Sta.)	136.5
	2.6	
TO-R	SPARKS	137.1
	0.7	

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

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

**RULE 86.** Except where Rule D-251 applies, second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for No. 102 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

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

ADDITIONAL STATIONS  
No. 2 Track

NAME	Mile Post	Capacity
Penryn, Lincoln Ave. (Spur)	115.5	18
Foothill	126.5	8
Clipper Gap	131.4	..
New England Mills (Spur)	137.6	38
Magra	148.5	..
Dutch Flat	154.1	..
Alta (Spur)	156.0	11
Blue Canon	166.6	..
Yuba Pass (Spur)	176.1	14
Soda Springs	190.6	33
Eder Crossover	197.7	..
Andover	200.6	..
Andover Crossover	201.3	..
MP 202.9 (Spur)	202.9	6-W
Boca	216.3	18
Wickes	221.5	..
Mystic	225.5	..
Calvada	228.5	..
Mogul (Spur)	235.8	12
Lawton	237.1	..

# MOUNTAIN SUBDIVISION

Capacity of sidings		Mile Post Location	Timetable No. 178 September 24, 1950		Distance from Sparks	WESTWARD					SECOND CLASS	
						FIRST CLASS						
						101 Streamliner City of San Francisco	27 San Francisco Overland	21 Mail	23 Gold Coast (c)	25 Passenger (c)		
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday	
					AM 6.20	PM 3.28	AM 1.00	AM 3.30	AM 4.15			
							12.51	c 3.18	c 3.55			
					6.09	3.16	12.45	c 3.11	c 3.48			
								c	c			
					5.58	3.04	12.33	c 2.59	c 3.36			
					5.49	2.54	12.23	s 2.49	s 3.26			
					5.41	2.46	12.15	c 2.39	c 3.16			
					5.15	2.18	AM 11.46	s 2.11	s 2.48			
					5.06	2.08	11.32	1.54	2.28			
					4.55	1.56	11.19	c 1.41	c 2.15			
								c	c			
					4.39	1.39	11.01	1.23	c 1.55			
					4.31	1.31	10.52	1.15	1.45			
					4.20	1.19	10.40	c 1.02	c 1.33			
					4.08	1.07	10.28	12.50	c 1.19			
								c	c			
					3.53	12.52	10.13	12.35	c 1.03			
					3.41	12.39	10.00	c 12.22	s 12.49			
					3.33	12.31	9.50	12.10	12.36			
								AM				
					3.11	s 12.07	s 9.25	s 11.45	s 12.10			
						PM		PM	AM			
					29.7	3.00	11.52	9.08	11.25	11.45		
						AM			PM			
					27.9	2.57		9.04	11.21	11.41		
					23.7		11.43	c	c			
					13.8	2.38	11.28	c 10.57	c 11.17			
					3.3	s 2.22	s 11.11	s 8.25	s 10.40	s 11.00		
					0.7			c	s 10.36			
					0.0	2.13	11.01	8.00	10.15	10.30		
						AM	AM	PM	PM	PM		
						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ex. Sunday	
						(4.07)	(4.27)	(5.00)	(5.15)	(5.45)	(0.20)	
						33.69	31.17	27.74	26.42	24.12	9.90	

**RULE 86.** Except where Rule D-251 applies, second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for No. 101 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

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

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

### ADDITIONAL STATIONS

No. 1 Track		
NAME	Mile Post	Capacity
West Reno . . . . . (Spur)	240.9	10
Lawton . . . . .	237.1	..
Mogul . . . . .	235.7	..
Calvada . . . . . (Spur)	228.4	8
Mystic . . . . .	225.4	..
Wickes . . . . .	221.9	..
Andover Crossover . . . . .	201.3	..
Andover . . . . .	200.6	..
Eder Crossover . . . . .	197.7	..
Summit . . . . .	193.0	..
Soda Springs . . . . .	190.7	..
Blue Canon . . . . .	166.0	..
Alta . . . . .	156.4	..
Dutch Flat . . . . . (Spur)	154.5	16
Magra . . . . . (Spur)	148.9	6
New England Mills . . . . . (Spur)	137.1	24
West Applegate . . . . . (Spur)	133.9	50
Clipper Gap . . . . . (Spur)	130.9	30

## EAST VALLEY SUBDIVISION

EASTWARD					Mile Post Location	Timetable No. 178 September 24, 1950	Distance from Tehama	WESTWARD			
THIRD CLASS			FIRST CLASS					FIRST CLASS			
Capacity of sidings	498 Freight	496 Freight	494 Freight	202 Passenger				201 Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily					
Roseville yard BKWOTYP	PM 1.26	AM 8.01	AM 12.01	AM 10.41		105.1	PM 6.45				
100 P	1.43	8.18	12.18	10.49		112.8	6.37				
120 WP	1.50	8.25	12.25	s 10.56		117.0	s 6.32				
96 P	1.57	8.32	12.32	11.03		122.1	6.22				
						124.8					
124 WP	2.04	8.39	12.39	s 11.13		128.1	f 6.14				
28 P						131.2					
91 P	2.12	8.47	12.47	11.20		134.2	6.06				
						139.8					
Yd. Limits. 112 BWOIYP	2.21	8.56	12.56	s 11.40		140.8	s 5.58				
KIP						141.8					
100 WP	2.29	9.04	1.04	11.47		144.7	5.36				
						147.7					
105 IP	2.37	9.12	1.12	AM s 11.57		151.5	s 5.29				
104 P	2.45	9.20	1.20	PM s 12.04		158.0	s 5.19				
43 WP	2.51	9.26	1.26	s 12.16		161.4	s 5.10				
107 P	3.01	9.36	1.36	s 12.28		167.4	s 5.00				
91 P	3.08	9.43	1.43	12.33		171.5	f 4.52				
88 P	3.20	9.55	1.55	f 12.42		178.1	f 4.43				
Yard Limits 159 BKWOYP	3.32	10.07	2.07	s 1.04		184.2	s 4.34				
100 P	3.48	10.23	2.23	1.18		193.6	4.11				
133 P	4.01	10.36	2.36	f 1.32		203.0	f 4.01				
41 P	4.11	10.46	2.46	f 1.45		209.7	f 3.54				
P	4.15 PM	10.50 AM	2.50 AM	c 1.55 PM		211.7	3.50 PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily				
	(2.49) 37.31	(2.49) 37.31	(2.49) 37.31	(3.14) 32.50			(2.55) 36.03				

## STATIONS

TO-R	ROSEVILLE	105.1	
	6.2		
	WHITNEY	98.9	
	4.2		
TO	LINCOLN	94.7	
	5.1		
	BROCK	89.6	
	2.7		
	SHERIDAN	86.9	
	3.3		
TO	WHEATLAND	83.6	
	3.1		
	ERLE	80.5	
	3.0		
	OSTROM	77.5	
	5.6		
	DANTONI JCT.	71.9	
	1.0		
	MARYSVILLE	70.9	
TO-R	BINNEY JCT.	69.9	
	2.9		
	BERG	67.0	
	3.0		
	LOMO	64.0	
	3.8		
TO	LIVE OAK	60.2	
	6.5		
TO	GRIDLEY	53.7	
	3.4		
TO	BIGGS	50.3	
	6.0		
	RICHVALE	44.3	
	4.1		
	NELSON	40.2	
TO	DURHAM	33.6	
	6.6		
TO-R	CHICO	27.5	
	6.1		
	ANITA	18.1	
	9.4		
	VINA	8.7	
	9.4		
TO	LOS MOLINOS	2.0	
	6.7		
	TEHAMA	0.0	
	2.0		
	(105.1)		

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

Double track on Tehama line at Roseville extends to MP 106.88. Eastward track begins at initial switch in No. 2 track, 38 feet east of Lincoln St. Westward track ends at switch to west drill track, at west line of Lincoln St.

**RULE 86.** Freight trains must not go to a siding where they are unable to get into clear for No. 201 unless instructed to do so by dispatcher, or to avoid congestion.

## ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Clayton..... (Spur)	118.4	65
Ewing.....	121.0	35
Jester..... (Spur)	126.0	22
Rupert..... (Spur)	138.9	27
Sullivan.....	146.4	7
Sunset.....	149.8	27
Fagan.....	155.9	8
Riceton..... (Spur)	164.1	7
Nord.....	191.3	20
Cana..... (Spur)	196.0	15
Second St., Tehama....	211.1	..



# EAST VALLEY SUBDIVISION

EAST- WARD		↓	Timetable No. 178 September 24, 1950		WEST- WARD	
Capacity of sidings	Mile Post Location				Distance from Stirling City	
			<b>Stirling City Branch</b>			
			<b>STATIONS</b>			
			TO	<b>CHICO</b>	31.2	
				2.4		
				<b>SNRY Crossing</b>	28.8	
				11.6		
				<b>PARADISE</b>	17.2	
				5.0		
				<b>MAGALIA</b>	12.2	
				6.8		
				<b>DOON</b>	5.4	
				5.4		
				<b>STIRLING CITY</b>	0.0	
				(31.2)		↑

EAST- WARD		↓	Timetable No. 178 September 24, 1950		WEST- WARD	
Capacity of sidings	Mile Post Location				Distance from Dantoni	
			<b>Dantoni Branch</b>			
			<b>STATIONS</b>			
				<b>DANTONI JCT.</b>	4.4	
				4.4		
				<b>DANTONI</b>	0.0	
				(4.4)		↑

EAST- WARD		↓	Timetable No. 178 September 24, 1950		WEST- WARD	
Capacity of sidings	Mile Post Location				Distance from Oroville	
			<b>Oroville Branch</b>			
			<b>STATIONS</b>			
			TO-R	<b>BINNEY JCT.</b>	25.2	
				12.3		
				<b>HONCUT</b>	12.9	
				12.9		
				<b>OROVILLE</b>	0.0	
				(25.2)		↑

EAST- WARD		↓	Timetable No. 178 September 24, 1950		WEST- WARD	
Capacity of sidings	Mile Post Location				Distance from Wilson	
			<b>Yuba City Branch</b>			
			<b>STATIONS</b>			
				<b>BERG</b>	14.4	
				3.2		
			TO	<b>YUBA CITY</b>	11.2	
				2.7		
				<b>BOGUE</b>	8.5	
				1.9		
				<b>OSWALD</b>	6.6	
				4.4		
				<b>TUDOR</b>	2.2	
				2.2		
				<b>WILSON</b>	0.0	
				(14.4)		↑

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
<b>Stirling City Branch</b>		
Butte Creek . . . (Spur)	188.3	29
Optimo . . . . .	202.2	..
<b>Oroville Branch</b>		
Mello . . . . . (Spur)	126.5	14
Ramirez . . . . . (Spur)	130.7	20
Palermo . . . . . (Spur)	142.5	19
Villa Verona . . . (Spur)	145.0	25
<b>Yuba City Branch</b>		
Abbott . . . . .	155.6	8
<b>Dantoni Branch</b>		
Linda . . . . . (Spur)	143.0	5

WEST VALLEY SUBDIVISION

EASTWARD

FIRST CLASS

Capacity of sidings	Yard Limits	Mile Post Location	FIRST CLASS				Mile Post Location	Timetable No. 178 September 24, 1950	Distance from Davis
			20 Klamath Leave Daily	12 Cascade Leave Daily	202 Passenger Leave Daily	10 Shasta Daylight Leave Daily			
	KWIYP		PM 10.35	PM 7.18		AM 9.52	75.6	TO-R DAVIS 0.0	
100	P		10.40				80.7	5.1 MERRITT 5.1	
97	BKWIP		s 10.51	7.28		10.02	84.9	4.2 WOODLAND 9.3	
38	P		c 10.58				89.9	5.0 YOLO 14.3	
105	P		c 11.04	7.38		10.12	95.8	5.9 ZAMORA 20.2	
32	P		c 11.11				103.2	7.4 DUNNIGAN 27.6	
194	WYP		11.16	7.48		10.22	108.3	5.1 HARRINGTON 32.1	
41	P		s 11.22				113.5	5.2 ARBUCKLE 37.9	
51	P		s 11.38			10.35	124.2	10.7 WILLIAMS 48.6	
103	P		11.44	8.12		10.39	129.1	4.9 CORTENA 53.5	
	P		f 11.49				133.0	3.9 MAXWELL 57.1	
101	B		PM 11.57	8.24		10.47	138.3	5.3 DELAVAN 62.7	
113	BKWOYP		s 12.22	8.34		10.57	149.9	11.6 WILLOWS 74.3	
41	P		c 12.32				156.8	6.9 ARTOIS 81.2	
102	P		12.37	8.43		11.06	160.7	3.9 GRAPIT 85.1	
40	WP	Yd. Limits	s 12.57				165.4	4.7 ORLAND 89.8	
			12.59	8.48		11.12	167.0	1.6 WYO 91.4	
23	P		c 1.09				173.4	6.4 KIRKWOOD 97.8	
43	P		c 1.24				178.5	5.1 CORNING 102.9	
41	P		c 1.34	9.01		11.26	181.6	3.1 RICHFIELD 106.0	
	P		c 1.44	9.06	PM 1.55	11.31	186.3	4.7 TEHAMA 110.7	
164	BKWOIYP		s 1.50	s 9.10	s 2.00	s 11.35	211.7	2.1 GERBER 112.8	
			AM	PM	PM	AM	213.8	(112.8)	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Time over District.....	
			(3.15)	(1.52)	(0.05)	(1.43)		Average Speed per Hour.....	
			34.71	60.43	25.20	65.71			

Automatic Block System

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

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

**RULE 86.** Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9, 10, 11 and 12 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

ADDITIONAL STATIONS			ADDITIONAL STATIONS		
NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
<b>Davis-Gerber line</b>			<b>Knights Landing Branch</b>		
Dufour.....(Spur)	92.1	14	Laugenour.....	89.4	..
Bretona.....(Spur)	98.0	18	Cunard.....(Spur)	96.1	15
Hershey.....	106.4	43	Grace.....	96.5	..
Genevra.....(Spur)	117.6	30	Robbins.....(Spur)	100.4	19
Delphos.....(Spur)	126.8	11	Subaco.....(Spur)	105.1	41
Norman.....	142.1	42	Everglade.....(Spur)	109.3	11
Logandale.....(Spur)	144.3	24	Hinsdale.....(Spur)	111.2	23
Riz.....(Spur)	146.0	20	Tisdale.....(Spur)	113.3	10
Greenwood.....(Spur)	162.0	37	Progress.....(Spur)	115.2	3
<b>Fruto Branch</b>					
Kurand.....(Spur)	155.8	17			
Millsholm.....(Spur)	159.6	2			
Athena.....	163.6	7			

EASTWARD		Timetable No. 178 September 24, 1950	WESTWARD	
Capacity of sidings	Mile Post Location		Distance from Fruto	
Yard Limits				
113	BKWOYP	149.9	TO-R WILLOWS	17.0
14	T	166.9	17.0 FRUTO	0.0
(17.0)				

WEST VALLEY SUBDIVISION

Mile Post Location	Timetable No. 178 September 24, 1950	Distance from Gerber	WESTWARD							
			FIRST CLASS							
			11 Cascade	201 Passenger	19 Klamath	9 Shasta Daylight				
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
75.6	TO-R DAVIS 5.1	112.8	AM 6.47		PM 6.37	PM 9.04				
80.7	MERRITT 4.2	107.7	6.39		6.30	8.56				
84.9	TO WOODLAND 5.0	103.5	6.34		s 6.24	8.51				
89.9	TO YOLO 5.9	98.5			6.07					
95.8	ZAMORA 7.4	92.6	6.22		6.02	8.40				
103.2	DUNNIGAN 5.1	85.2			5.55					
108.3	HARRINGTON 5.2	80.1	6.10		5.50	8.29				
113.5	TO ARBUCKLE 10.7	74.9			c 5.45	8.25				
124.2	TO WILLIAMS 4.9	64.2			s 5.33	8.16				
129.1	CORTENA 3.9	59.3	5.52		5.22	8.12				
133.0	TO MAXWELL 5.3	55.4			s 5.17					
138.3	DELAVAN 11.6	50.1	5.44		c 5.10	8.04				
149.9	TO WILLOWS 6.9	38.5	5.34		s 4.59	7.54				
156.8	ARTOIS 3.9	31.6			c 4.45					
160.7	GRAPIT 4.7	27.7	5.25		4.41	7.45				
165.4	TO ORLAND 1.6	23.0			s 4.36					
167.0	WYO 6.4	21.4	5.20		4.26	7.40				
173.4	KIRKWOOD 5.1	15.0			c 4.20					
178.5	TO CORNING 3.1	9.9			s 4.14					
181.6	RICHFIELD 4.7	6.8	5.08		c 4.04	7.28				
186.3 211.7	TEHAMA 2.1	2.1	5.03		s PM 3.50	3.59	7.23			
213.8	TO-R GERBER	0.0	5.00 AM		PM 3.45	PM 3.55	PM 7.20			
	(112.8)		Leave Daily		Leave Daily	Leave Daily	Leave Daily			
	Time over District.....		(1.47)		(0.05)	(2.42)	(1.44)			
	Average Speed per Hour.....		63.25		25.20	41.78	65.08			

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

**RULE 86.** Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9, 10, 11 and 12 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

Capacity of sidings	EAST-WARD		WEST-WARD	
	Mile Post Location	Distance from Gerber	Mile Post Location	Distance from Wyo
	Timetable No. 178 September 24, 1950			
	Colusa Branch			
	STATIONS			
Yard Limits 194 WYP	108.3	R	HARRINGTON	72.1
Yard Limits 60	120.8	TO	GRIMES 12.5	59.6
33 W	133.0	TO	COLUSA 12.2	47.4
	145.9		PRINCETON 12.9	34.5
28	150.4		CODORA 4.5	30.0
Yard Limits 35 W	170.0	TO	HAMILTON 19.6	10.4
Yard Limits 36 YP	180.4		WYO 10.4	0.0
			(72.1)	

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



WEST VALLEY SUBDIVISION

EASTWARD

THIRD CLASS

Capacity of sidings			604	498	602	496	600	494	Mile Post Location	Timetable No. 178 September 24, 1950	Distance from Davis
			Freight	Freight	Freight	Freight	Freight	Freight			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		<b>STATIONS</b>	
Yard Limits KWIYP			PM 9.05		AM 11.05		AM 2.00		75.6	TO-R DAVIS	0.0
100 P			9.15		11.15		2.10		80.7	5.1 MERRITT	5.1
Yard Limits BKWIP			9.24		11.24		2.19		84.9	TO WOODLAND	9.3
38 P			9.32		11.32		2.27		89.9	TO YOLO	14.3
105 P			9.40		11.40		2.35		95.8	5.0 ZAMORA	20.2
32 P			9.49		11.49		2.44		103.2	7.4 DUNNIGAN	27.6
Yard Limits WYP			9.57		AM 11.57		2.52		108.3	5.1 HARRINGTON	32.0
41 P			10.04		PM 12.04		2.59		113.5	TO ARBUCKLE	37.9
51 P			10.17		12.17		3.12		124.2	TO WILLIAMS	48.6
103 P			10.23		12.23		3.18		129.1	4.9 CORTENA	53.5
			10.28		12.28		3.23		133.0	TO MAXWELL	57.0
101 P			10.35		12.35		3.30		138.3	5.3 DELAVAN	62.7
Yard Limits BKWOYP			10.50		12.50		3.45		149.9	TO WILLOWS	74.3
41 P			11.00		1.00		3.55		156.8	6.9 ARTOIS	81.2
102 P			11.05		1.05		4.00		160.7	3.9 GRAPIT	85.1
Yard Limits { 40 WP 36 YP			11.11		1.11		4.06		165.4	TO ORLAND	89.8
			11.14		1.14		4.09		167.0	1.6 WYO	91.4
23 P			11.22		1.22		4.17		173.4	6.4 KIRKWOOD	97.8
43 P			11.29		1.29		4.24		178.5	TO CORNING	102.9
41 P			11.34		1.34		4.29		181.6	3.1 RICHFIELD	106.0
			11.40	PM 4.15	1.40	AM 10.50	4.35	AM 2.50	186.3	4.7 TEHAMA	110.7
Gerber yard BKWOIYP			11.45 PM	4.20 PM	1.45 PM	10.55 AM	4.40 AM	2.55 AM	211.7	TO-R GERBER	112.8
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.8)	
			(2.40) 42.30	(0.05) 25.20	(2.40) 42.30	(0.05) 25.20	(2.40) 42.30	(0.05) 25.20		.....Time over District.....	
										.....Average Speed per Hour.....	

Automatic Block System

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

**RULE 86.** Second- and third-class trains, extra trains and engines must be clear of main track and insulated joints for Nos. 9, 10, 11 and 12 not less than ten minutes before the arriving, or leaving, or train-order time at that station.

Capacity of sidings	EAST-WARD	Timetable No. 178 September 24, 1950	WEST-WARD
	Mile Post Location	Knights Landing Branch	Distance from Josephine
Yard Limits BKWIP	84.9	TO-R WOODLAND	32.4
18	87.7	2.8 SUGARFIELD	29.6
WP	94.0	TO KNIGHTS LANDING	23.3
	96.9	2.9 MARCHANT	20.4
13	117.3	20.4 JOSEPHINE	0.0
		(32.4)	

Capacity of sidings	EAST-WARD	Timetable No. 178 September 24, 1950	WEST-WARD
	Mile Post Location	Ensley Branch	Distance from Ensley
	96.9	MARCHANT	0.7
	97.6	0.7 ENSLEY	0.0
		(0.7)	

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

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

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

## SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

**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, Fourth Thursday in November.  
 Christmas Day, December 25th.

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

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

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

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

## SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

**RULE 82 (A).** Crews arriving Roseville on first-class trains may assume corresponding schedule on connecting subdivision without clearance, except when operating as a section of a schedule.

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

Nos. 421, 423 and 425 and sections of those schedules from Western Division at Brighton may continue display of indicators through to Roseville, and register at Roseville accordingly.

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

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

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

Crews to operate as Nos. 420, 424 and 426, and sections thereof, on Western Division from Brighton, may assume such identity at Roseville or Antelope instead of Brighton. Sacramento and Western Division Clearance for sections of these schedules must bear the words "No signals" or "Green Signals" as the case may be, and bear dispatcher's O.K., and train-order authority for display of signals will not be required Roseville or Antelope to Brighton, nor on Lathrop Subdivision of Western Division. Crews will register and display indicators and signals accordingly.

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

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

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

Antelope—All trains, except those originating in west yard, and except those terminating in east yard.

Brighton—Regular trains from Placerville Branch.

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

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

Roseville—First-class trains.

Antelope—First-class trains.

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

**RULE 95.** Train orders issued by Western Division under Form F, reading to or from Brighton will apply over the Sacramento Division into or out of Sacramento or Roseville.

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

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

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

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

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

Antelope—Only trains originating need obtain clearance.

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

**RULE D-251.** Applies to the following tracks:

Eastward track Sacramento to Roseville.

Eastward track Brighton to Elvas.

Westward track Elvas to Sacramento.

Westward track Sacramento to Davis train-order office (Western Division) provided proceed signal received from yardman at Front St., Sacramento, except will not supersede the superiority of No. 101.



## SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

13

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

Crews arriving Roseville on first-class trains may assume corresponding schedule on connecting subdivision without clearance, except when operating as a section of a schedule.

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

Truckee—Trains originating or terminating.

Colfax—Trains originating or terminating.

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

Roseville—First-class trains.

**RULE D-97 (A).** Applies between Roseville and Sparks.

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

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

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

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

**RULE D-251.** Applies to the following tracks:

No. 2 Track Norden to Truckee.

## SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

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

Crews arriving Roseville on first-class trains may assume corresponding schedule on connecting subdivision without clearance, except when operating as a section of a schedule.

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

Binney Jct., Chico—Trains originating or terminating.

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

Roseville—First-class trains.

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

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

## SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

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

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

Davis—All trains to or from West Valley Subdivision.

**RULE 105.**

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

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

THIS IS TO BE KEPT IN THE OFFICE OF THE SUPERVISOR...  
The following instructions are to be followed by all...  
Supervisors in the West Valley Division...  
It is the policy of the Bureau to maintain...  
the highest standards of efficiency and...  
accuracy in all work.

THIS IS TO BE KEPT IN THE OFFICE OF THE SUPERVISOR...  
The following instructions are to be followed by all...  
Supervisors in the West Valley Division...  
It is the policy of the Bureau to maintain...  
the highest standards of efficiency and...  
accuracy in all work.

THIS IS TO BE KEPT IN THE OFFICE OF THE SUPERVISOR...  
The following instructions are to be followed by all...  
Supervisors in the West Valley Division...  
It is the policy of the Bureau to maintain...  
the highest standards of efficiency and...  
accuracy in all work.

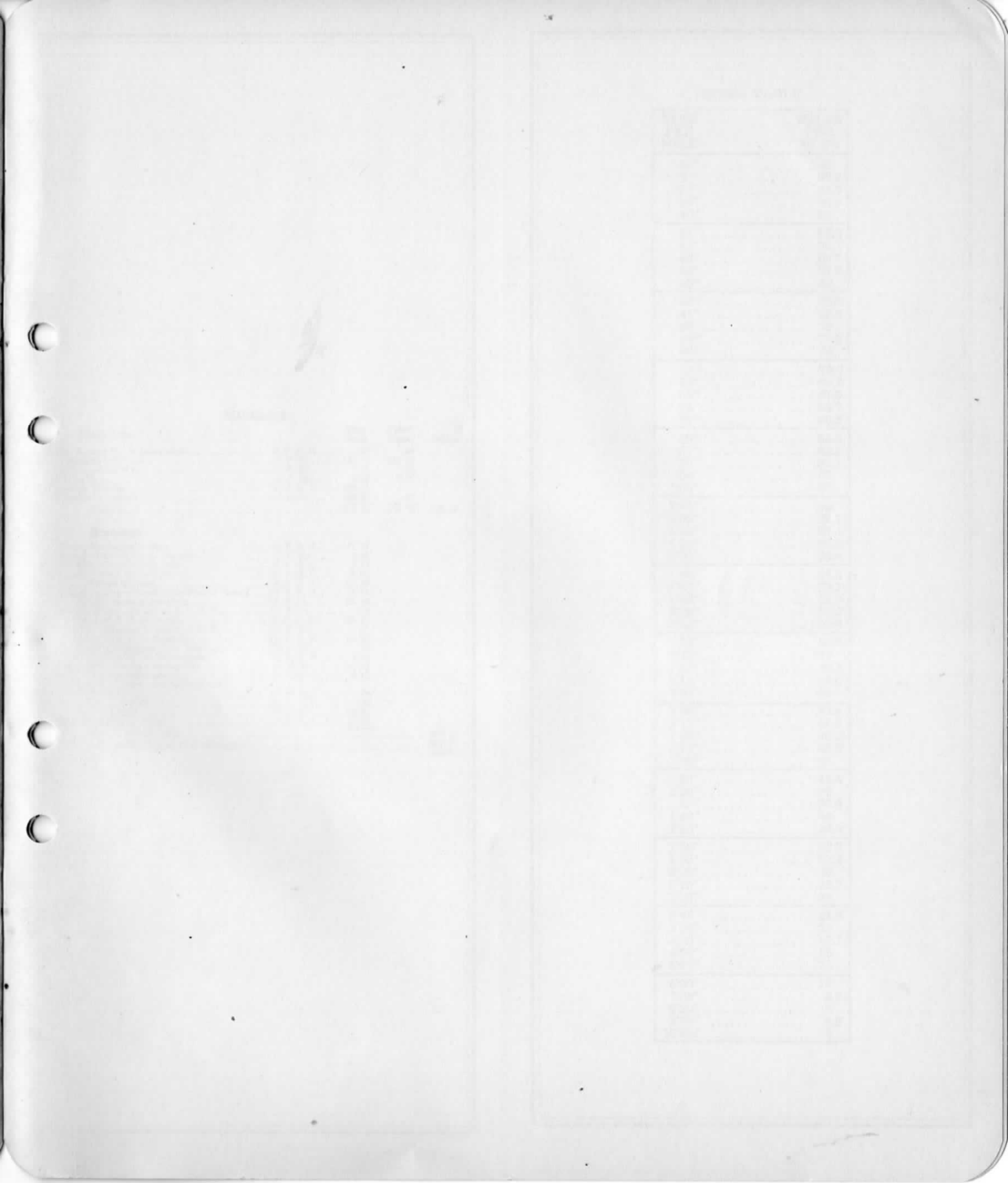
THIS IS TO BE KEPT IN THE OFFICE OF THE SUPERVISOR...  
The following instructions are to be followed by all...  
Supervisors in the West Valley Division...  
It is the policy of the Bureau to maintain...  
the highest standards of efficiency and...  
accuracy in all work.

THIS IS TO BE KEPT IN THE OFFICE OF THE SUPERVISOR...  
The following instructions are to be followed by all...  
Supervisors in the West Valley Division...  
It is the policy of the Bureau to maintain...  
the highest standards of efficiency and...  
accuracy in all work.

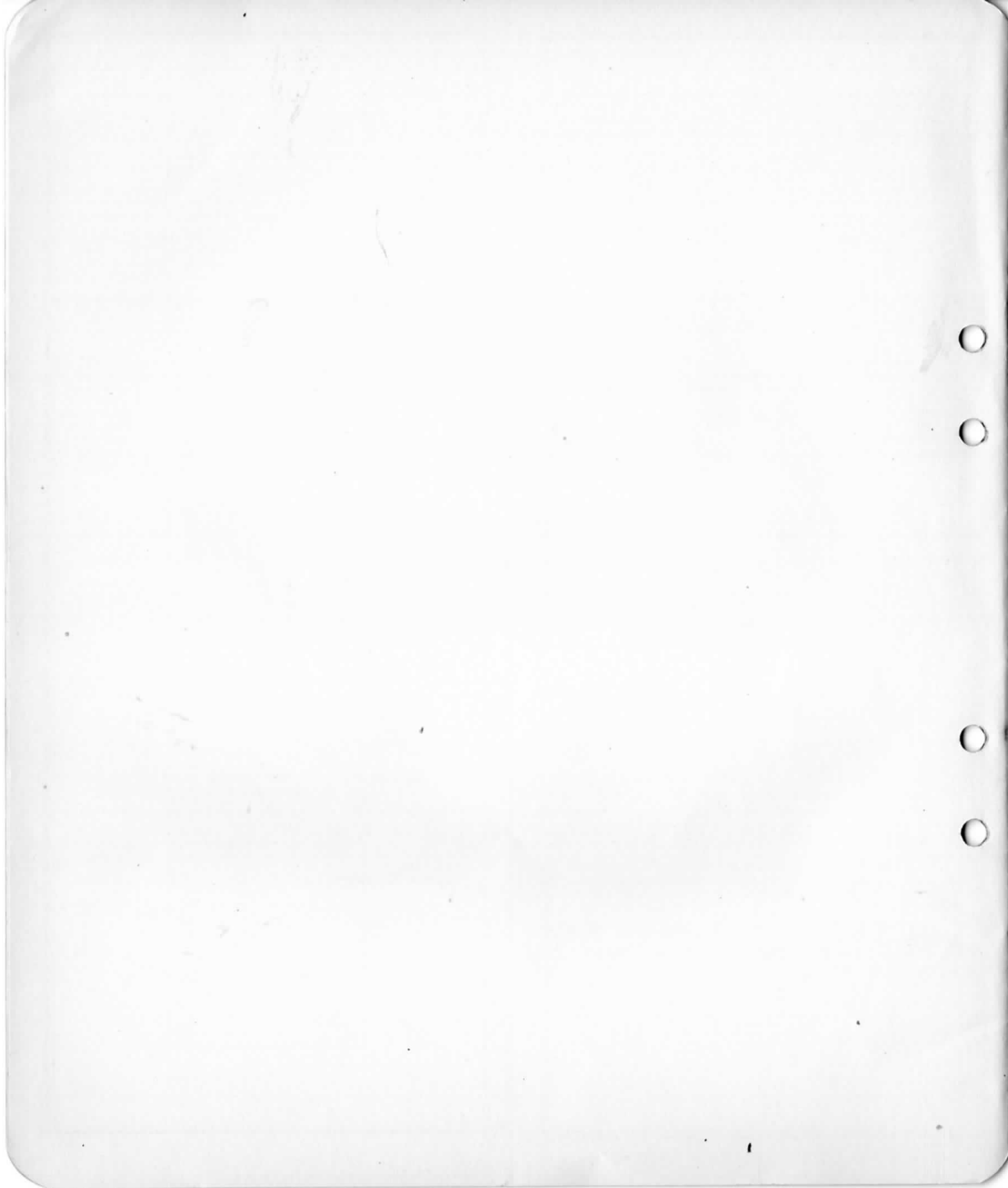
THIS IS TO BE KEPT IN THE OFFICE OF THE SUPERVISOR...  
The following instructions are to be followed by all...  
Supervisors in the West Valley Division...  
It is the policy of the Bureau to maintain...  
the highest standards of efficiency and...  
accuracy in all work.

THIS IS TO BE KEPT IN THE OFFICE OF THE SUPERVISOR...  
The following instructions are to be followed by all...  
Supervisors in the West Valley Division...  
It is the policy of the Bureau to maintain...  
the highest standards of efficiency and...  
accuracy in all work.

THIS IS TO BE KEPT IN THE OFFICE OF THE SUPERVISOR...  
The following instructions are to be followed by all...  
Supervisors in the West Valley Division...  
It is the policy of the Bureau to maintain...  
the highest standards of efficiency and...  
accuracy in all work.





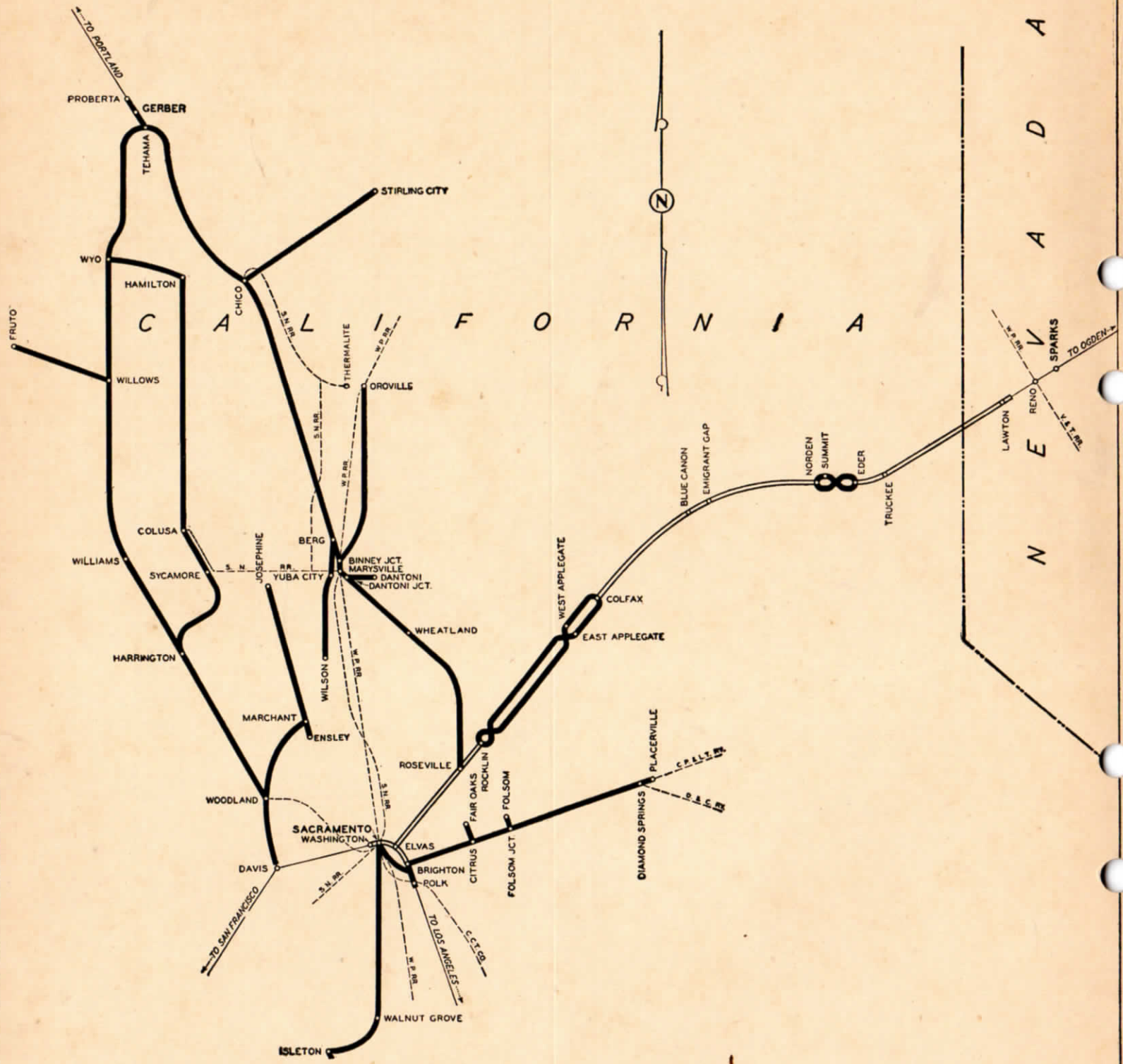


**MILEAGE**

Main Line	First Track	Addn'l Track	Miles
End Western Div. to Sacramento.....	S. P. R. R.....	.86	.86
Sacramento to Lawton.....	C. P. Ry.....	147.75	149.29
At Elvas—West Wye.....	C. P. Ry.....	.31	.31
Polk to Elvas.....	C. P. Ry.....	4.63	3.00
Davis to Tehama.....	S. P. R. R.....	109.71	
Roseville to Proberta.....	C. P. Ry.....	109.50	.27
<b>TOTAL</b> .....		<u>372.76</u>	<u>153.73</u> 526.49
<b>Branches</b>			
Colusa—Harrington to Wyo.....	S. P. R. R.....	71.66	
Dantoni—Dantoni Jet. to Dantoni.....	C. P. Ry.....	4.46	
Fair Oaks—Citrus to Fair Oaks.....	S. P. R. R.....	2.11	
Folsom—Folsom Jet. to Folsom.....	S. P. R. R.....	1.00	
Fruto—Willows to Fruto.....	S. P. R. R.....	17.20	
Knights Landing—Woodland to West of Cunard.....	S. P. R. R.....	9.71	
West of Cunard to Josephine.....	S. P. Co.....	22.16	
Oroville—Binney Jet. to Beg. S. P. R. R.....	C. P. Ry.....	.04	
Beg. S. P. R. R. to Oroville.....	S. P. R. R.....	25.27	
Placerville—Brighton to Beg. S. P. R. R.....	C. P. Ry.....	.07	
Beg. S. P. R. R. to Placerville.....	S. P. R. R.....	54.92	
"R" Street—At Brighton (Link Trk).....	C. P. Ry.....	.32	
Brighton to "Q" St. Sacramento.....	S. P. R. R.....	4.94	
Stirling City—Chico to Stirling City.....	C. P. Ry.....	31.24	
Ensley—Marchant to Ensley.....	S. P. Co.....	1.12	
Walnut Grove—Sacramento to Front and "K" Streets.....	C. P. Ry.....	.29	
"K" St. to "N" St.....	S. P. R. R.....	.25	
"N" St. to Isleton.....	C. P. Ry.....	32.94	
Yuba City—Berg to Wilson.....	S. P. R. R.....	14.68	
<b>TOTAL BRANCHES</b> .....			<u>294.38</u>
<b>TOTAL SACRAMENTO DIVISION</b> .....			<u>820.87</u>

**SPEED TABLE**

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



SACRAMENTO DIVISION