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SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

To Take Effect Sunday, January 5th, 1908, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time-table at pleasure

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

J. H. YOUNG,
General Superintendent.

SACRAMENTO DIVISION—Sacramento Yard.

FROM SAN FRANCISCO																	Distance from San Francisco	Time Table No. 66		
																		January 5, 1908		
					6 Atlantic Express	10 Fast Mail	223 Sacramento Freight	121 Sacramento Passenger	34 Colfax Passenger	32 Red Bluff Passenger	133 Placerville Passenger	2 Overland Limited	4 Atlantic Express	24 Tonopah Express	36 Dunsmuir Passenger	31 Stockton & Sacramento Express	285 Way Freight	16 Oregon Express	STATIONS	
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		
					10.30PM	10.05PM		5.15PM	5.00PM	3.30PM	3.25PM	1.35PM	12.50PM	12.05PM	11.40AM	10.30AM		12.15AM	89.79	DNR SACTO. PASS. STA. W 1.28 DN R 12TH STREET 2.02 DN ELVAS Automatic Block
							7.50PM										8.50AM		91.07	
					10.39PM	10.14PM	8.02PM	5.24PM	5.09PM	3.40PM	3.34PM	1.44PM	12.59PM	12.14PM	11.48AM	10.39AM	9.02AM	12.25AM	93.09	
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		

SPECIAL RULES GOVERNING MOVEMENT OF TRAINS BETWEEN SACRAMENTO PASSENGER STATION AND ELVAS.

Trains and light engines must run through Sacramento Yard under control, and must not pass the switchtender's Stations at 6th Street, 4th Street and East end of Sacramento River Bridge without receiving signal to proceed.

The limits of Sacramento Yard extend to Elvas and include the "Y" switch nearest to Benali and both switches of the siding on Brighton main track.

Switches at Elvas will be operated by Towermen, except the switches of the siding, which must be operated by Trainmen. Block signals operated by blockmen at Elvas and east end American River Bridge will control single track crossing American River Bridge. Enginemen and Trainmen must familiarize themselves with the signals connected therewith. The "Y" switches at Elvas are controlled by signals located on poles 50 feet in advance of switch. When upper arm of semaphore stands at "proceed" the switches are set for main track; when lower arm stands at "proceed" the switches are set for the "Y". Switch-

ing movements over the interlocking switches at Elvas must be made only after permission has been obtained by signals from Towerman. All trains must approach Elvas under control.

Trains from either direction to Sacramento will sound four long blasts of the whistle (— — — —).

Trains from either direction to Brighton will sound two long and three short blasts of the whistle (— — — — —).

Trains from either direction to Roseville will sound one long and one short blast of the whistle (— —) as a signal to towerman to set switches accordingly.

At the junction semaphore on eastward track at Elvas, the line to Brighton is governed by the upper arm, and the line to Benali by the lower arm.

Movement of trains between Sacramento and Roseville will be governed by Automatic Block Signals irrespective of time table superiority. Under the conditions described in Automatic Block System Rule No. 504, trains must come to a stop, and after waiting one minute, may proceed under control, except at Signal No. 919 governing westward main track near 21st Street. When Signal No. 919 indicates "Stop," trains will come to a stop and will not proceed until the signal has changed to "proceed" or until hand signals to proceed are given by switchtender. In foggy or stormy weather, flagman must be sent in advance of train, when signals indicate "Stop".

Trains of the Western Division between Elvas and Sacramento passenger station are designated by their numbers on Western Division Time Table.

SACRAMENTO DIVISION: Sacramento Yard.

Time Table No. 66 January 5, 1908		Distance from Blue Canon	TOWARD SAN FRANCISCO																	
			23 Tonopah Express	15 California Express	122 Sacramento Passenger	33 Colfax Passenger	31 Red Bluff Passenger	9 Fast Mail	134 Placerville Passenger	3 Pacific Express	32 Stockton & Sacramento Express	5 Pacific Express	286 Way Freight	35 Dunsmuir Passenger	1 Overland Limited	124 Sacramento Passenger	219 Manifest Freight			
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
Double Track	DNR SACTO. PASS. STA. W 1.28	78.19	3.25AM	5.30AM	10.40AM	9.30AM	9.40AM	9.50AM	9.55AM	11.20AM	3.10PM	3.50PM		3.15PM	4.50PM	6.00PM				
	DNR 12TH STREET 2.02	76.91											4.15PM							10.55PM
	DN ELVAS	74.89	3.15AM	4.45AM	10.31AM	9.22AM	9.31AM	9.42AM	9.47AM	11.10AM	3.02PM	3.40PM	4.03PM	3.07PM	4.40PM	5.51PM	10.35PM			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS				FIRST CLASS								Distance from San Francisco	Time Table No. 66		Minimum running time between stations for passenger trains—min.	Flagging distance expressed in number of telegraph poles.		
	220		288	284	212	6	10	34	32	2	4	24		36	16			January 5, 1908	
	Through Freight	Freight	Steamer Freight	Way Freight	Atlantic Express	Fast Mail	Colfax Passenger	Red Bluff Passenger	Overland Limited	Atlantic Express	Tonopah Express	Dunsmuir Passenger		Oregon Express	STATIONS			Danger Point	Caution Point
Term. Yard WFTYO	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
					10.30PM	10.05PM	5.00PM	3.30PM	1.35PM	12.50PM	12.05PM	11.40AM	12.15AM	89.79					
3,251 IY	4.30PM	11.00AM	10.05AM		10.39	10.14	f 5.09	f 3.40	1.44	12.59	12.14	f 11.48	12.25	93.15					
8,730	4.45	11.15	10.20		10.45	10.20	f 5.15	f 3.47	1.50	1.06	f 12.21	f 11.54AM	12.33	96.22					
740	5.00	11.30	10.35		10.51	10.26	f 5.24	f 3.55	1.57	1.16	f 12.30	f 12.02PM	12.43	100.83					
3,130	5.15	11.45AM	10.50		10.57	10.32	f 5.32	f 4.03	2.03	1.25	f 12.40	f 12.10	12.50	104.13					
Term. Yard WFPY	5.30 6.15	12.05PM	11.05AM	6.00AM	s 11.05	s 10.40	s 5.42	4.10PM	s 2.12	s 1.35	s 12.50	12.20PM	1.00AM	108.03					
														109.22					
45,788 WFPPTO	6.45			6.20	s 11.20	s 10.55	s 5.54		2.25	s 1.45	s 1.00			111.94					
10,878	7.10			6.45	f 11.32	11.07	s 6.02		2.35	1.55	s 1.10			114.98					
6,069	7.50			7.05	f 11.41	11.19	s 6.12		2.45	2.05	s 1.20			117.86					
8,155 W	8.05			7.40	s 11.55PM	11.33	s 6.22		2.55	s 2.18	s 1.33			121.04					
2,892	8.15			8.15	12.03AM	11.42	f 6.30		3.03	2.27	f 1.40			122.95					
7,626 W	8.35			8.30	s 12.20	s 11.59PM	s 6.40		3.12	s 2.37	s 1.53			125.93					
340														126.73					
2,955	8.55			8.48	12.35	12.15AM	s 6.50		3.21	2.47	f 2.03			129.23					
4,814	9.15			9.03	12.55	12.30	s 7.00		3.30	2.55	f 2.20			132.64					
4,657 W	9.30			9.20	1.10	12.42	f 7.08		3.38	3.10	f 2.30			135.61					
4,823	9.50			9.40	1.20	1.03	s 7.18		3.45	3.25	f 2.40			138.92					
3,626 W	10.00			9.50	1.27	1.10	f 7.23		3.50	3.35	f 2.48			140.89					
8,408 PTW	10.30			10.40	s 1.45	s 1.25	7.30PM		4.00	s 4.00	s 3.05			143.97					
2,496	10.55			11.00	1.55	1.35			4.09	4.18	f 3.15			146.22					
2,256	11.20			11.25	2.05	1.44			4.18	4.27	f 3.25			148.48					
2,355	11.45PM			11.50AM	2.17	1.55			4.27	4.38	f 3.35			151.09					
10,643 WFY	12.17AM			12.15PM	s 2.31	2.10			4.38	s 4.49	s 3.50			154.44					
1,173	12.45			12.49	f 2.39	2.18			4.45	4.56	s 4.00			156.56					
4,438	1.00			1.00	2.46	2.26			4.50	5.02	f 4.06			158.44					
3,918 W	1.05			1.15	f 2.50	2.30			4.53	5.06	s 4.11			159.19					
1,894	1.20			1.41	2.57	2.37			4.58	5.12	f 4.18			160.99					
4,252	1.40			2.00	3.07	2.48			5.06	5.23	f 4.28			163.28					
3,118 W	2.00			2.15	3.17	2.58			5.13	5.35	f 4.40			165.36					
5,705PTW	2.20AM			2.30PM	3.28AM	3.10AM			5.25PM	5.45PM	4.55PM			168.00					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					

(9.50)	(1.05)	(1.00)	(8.30)	(4.53)	(5.05)	(2.30)	(0.40)	(3.50)	(4.55)	(4.50)	(0.40)	(0.45)	.....Time over District.....	
7.61	13.73	14.88	7.04	15.74	15.38	21.66	27.36	20.40	15.91	16.18	27.36	24.32	.....Average speed per hour.....	

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

Block signals, operated by blockmen at Elvas and East end American River bridge, will control single-track crossing American River Bridge, just East of Elvas.
 Eastward trains entering the Eastward track at East end of American River Bridge will not exceed a speed of eight (8) miles per hour.
 See Staff System Rules for movement of trains between Roseville and Truckee.

REGISTERING STATIONS:
 Sacramento (Train Dispatchers' office for trains originating or terminating at passenger station only).
 Sacramento (Twelfth street office, for trains originating or terminating at freight yards only).
 Colfax (for No. 34 only).

TOWARD SAN FRANCISCO—SACRAMENTO AND TRUCKEE SUB-DIVISION—(Continued).

Westward. 5

Flagging distance expressed in number of telegraph poles.		Minimum running time between stations for freight trains—minutes	Time Table No. 66 January 5, 1908.		Distance from Blue Canon	FIRST CLASS										SECOND CLASS				
Danger Point	Caution Point		STATIONS	23		15	33	31	9	3	5	35	1	211	283	287	217	219		
				Tonopah Express	California Express	Colfax Passenger	Red Bluff Passenger	Fast Mail	Pacific Express	Pacific Express	Dunsmuir Passenger	Overland Limited	Way Freight	Sunset Freight	Freight	Ogden Freight	Manifest Freight			
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
7	15	16	DNR SACRAMENTO	78.21	3.25 AM	5.30 AM	9.30 AM	9.40 AM	9.50 AM	11.20 AM	3.50 PM	3.15 PM	4.50 PM					10.55 PM		
			DN ELVAS	74.85	3.15	5.20	† 9.22	f 9.31	9.42	11.10	3.40	f 3.07	4.40		6.15 AM	7.50 AM	6.00 PM	10.35		
			BENALI	71.78	3.09	5.12	† 9.16	f 9.25	9.36	11.03	3.33	f 3.01	4.33		6.00	7.35	5.45	10.20		
			DN WALERGA	67.17	3.00	5.02	† 9.09	f 9.18	9.29	10.55	3.25	f 2.53	4.25		5.45	7.20	5.30	10.00		
			ANTELOPE	63.87	f 2.53	4.55	† 9.02	f 9.11	9.22	10.48	3.18	f 2.45	4.18		5.30	7.05	5.15	9.45		
			DNR ROSEVILLE	59.97	s 2.45	4.45 AM	s 8.55	9.05 AM	s 9.15	s 10.40	s 3.10	2.35 PM	s 4.10		6.15 PM	5.15 AM	6.50 AM	5.00 PM	9.25	8.55
			ENWOOD (Spur)	58.78																
			DNR ROCKLIN	56.06	s 2.30		s 8.47		9.06	s 10.30	s 3.00			4.00	5.54					8.30
			DN LOOMIS	53.02	f 2.20		s 8.40		8.59	f 10.22	f 2.53			3.50	5.25					8.05
			DN PENRYN	50.14	f 2.10		s 8.31		8.52	f 10.14	f 2.45			3.40	5.05					7.50
			DN NEWCASTLE	46.96	s 1.56		s 8.22		8.43	s 10.05	s 2.35			3.28	4.40					7.35
			ZETA	45.05	f 1.50		f 8.15		8.37	9.59	2.27			3.22	4.20					7.25
			DN AUBURN	42.07	s 1.40		s 8.08		8.30	s 9.50	s 2.19			3.12	3.50					7.10
			NESTOR (Spur)	41.27																
			BOWMAN	38.77	1.27		s 8.00		8.21	9.39	f 2.08			3.04	3.21					6.50
DN CLIPPER GAP	35.36	f 1.17		s 7.52		8.13	9.29	f 2.00			2.55	2.55					6.20			
D APPLGATE	32.39	f 1.10		f 7.45		8.07	9.20	f 1.52			2.48	2.30					6.05			
DN N. E. MILLS	29.08	f 1.03		s 7.38		7.59	9.11	f 1.45			2.40	2.05					5.50			
LANDER	27.11	f 12.57		f 7.33		7.54	9.05	f 1.40			2.35	1.55					5.40			
DNR COLFAX	24.03	s 12.50		7.25 AM		s 7.45	s 8.55	s 1.30			2.27	1.30					5.25			
WIRT	21.78	f 12.39				7.35	8.47	1.18			2.21	1.03					5.10			
DN CAPORN	19.52	f 12.33				7.28	8.40	f 1.10			2.15	12.50					4.55			
MAGRA	16.91	f 12.27				7.20	8.32	f 1.03			2.08	12.35					4.38			
DN GOLD RUN	13.56	s 12.17				7.10	s 8.22	f 12.55			1.58	12.15					3.50			
DN DUTCH FLAT	11.44	s 12.12				7.05	s 8.16	f 12.49			1.53	12.01 PM					3.30			
ALTA	9.56	f 12.06				7.00	8.10	f 12.44			1.48	11.50 AM					3.20			
DN TOWLE	8.81	s 12.03 AM				6.57	f 8.07	f 12.41			1.45	11.45					3.15			
GORGE	7.01	f 11.58 PM				6.51	8.02	f 12.36			1.41	11.35					3.05			
DN MIDAS	4.72	11.51				6.45	7.55	f 12.30			1.33	11.25					2.55			
OREL	2.64	11.46				6.39	7.48	12.24			1.26	11.16					2.45			
DNR BLUE CANON	0.00	11.40 PM				6.32 AM	7.40 AM	12.15 PM			1.18 PM	11.05 AM					2.30 PM			
			(78.21)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

Time over District	(3.45)	(0.45)	(2.05)	(0.35)	(3.18)	(3.40)	(3.35)	(0.40)	(3.32)	(7.10)	(1.00)	(1.00)	(1.00)	(8.35)
Average speed per hour	20.85	24.32	26.01	31.27	23.70	21.33	21.83	27.36	22.14	8.37	14.88	14.88	14.88	9.11

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72 and D72.

Westward trains must get clearance cards before leaving Roseville.

† Stop to let off passengers from east of Roseville.

REGISTERING STATIONS:

Colfax (for No. 33 only).
 Sacramento (Train Dispatchers' office for trains originating or terminating at passenger station only).
 Sacramento (12th street office for trains originating or terminating at freight yards only).

Length of sidings in feet, and location of Scales, Fuel Water, and Turning Stations.	SECOND CLASS		FIRST CLASS					Flagging distance expressed in number of rail lengths.	Minimum running time between stations for passenger trains—min.	Distance from San Francisco.	Time Table No. 66 January 5, 1908.		Distance from Truckee.	Minimum running time between stations for freight trains—minutes	Flagging distance expressed in number of rail lengths.	FIRST CLASS					SECOND CLASS			
	212	220	4	2	24	6	10				9	3				5	1	23	211	219				
	Way Freight	Manifest Freight	Atlantic Express	Overland Limited	Tonopah Express	Atlantic Express	Fast Mail				Fast Mail	Pacific Express				Pacific Express	Overland Limited	Tonopah Express	Way Freight	Manifest Freight				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
5,705 PTW	2.45PM	2.35AM	5.50PM	5.28PM	5.00PM	3.32AM	3.15AM		7	168.00	DNR BLUE GANON 3.15	41.33	12			6.30AM	7.35AM	12.11PM	1.15PM	11.35PM		10.55AM	2.10PM	
12,079	3.05	3.00	6.05	5.42	f 5.15	3.45	3.30		5	171.15	D FULDA 2.05	38.18	8			6.22	7.26	f 12.04PM	1.05	f 11.24		10.41	1.55	
4,482 PT	3.30	3.15	6.15	5.50	s 5.25	f 3.53	3.38		4	173.20	DN EMIGRANT GAP 1.50	36.13	6			6.16	s 7.20	f 11.58AM	12.58	s 11.18		10.30	1.45	
7,444	3.40	3.25	6.25	5.57	f 5.35	4.00	3.44		4	174.70	SMART 2.76	34.63	6			6.11	7.15	11.53	12.53	f 11.13		10.21	1.37	
3,555	3.55	3.53	6.35	6.05	f 5.45	4.11	3.53		7	177.46	DN YUBA PASS 2.08	31.87	11			6.03	7.08	11.46	12.44	f 11.05		10.09	1.25	
3,136 W	4.10	4.10	6.45	6.13	f 5.55	4.20	4.02		5	179.54	CRYSTAL LAKE 2.16	29.79	8			5.57	7.02	11.40	12.36	f 10.59		9.57	1.17	
4,339	4.25	4.27	6.55	6.22	s 6.05	f 4.27	4.10	40 50	5	181.70	DN CISCO 3.51	27.63	9	80 100		5.51	s 6.56	f 11.32	12.29	s 10.53		9.45	1.08	
2,544	4.45	4.55	7.08	6.33	f 6.20	4.45	4.25		8	185.21	DN TAMARACK 2.00	24.12	14			5.42	6.46	11.22	12.19	f 10.43		9.25	12.54	
2,782 W	5.00	5.10	7.16	6.40	f 6.28	4.55	4.35		5	187.21	TROY 2.02	22.12	8			5.36	6.40	11.15	12.12	f 10.37		9.10	12.46	
3,326	5.10	5.30	7.25	6.48	f 6.48	5.05	4.45		5	189.23	DN SPRUCE 2.81	20.10	8			5.30	6.33	11.09	12.05PM	f 10.31		8.55	12.38	
3,466	5.22	5.50	7.35	6.56	f 7.08	5.20	4.55		7	192.04	SODA SPRINGS 0.66	17.29	11			5.20	6.24	11.00	11.56AM	f 10.24		8.35	12.27	
469									7	192.70	* GOULDEN (Spur) 2.30	16.63	12											
7,967 PTW	5.35	6.15	s 7.45	s 7.08	s 7.20	s 5.32	s 5.10		7	195.00	DN SUMMIT 2.76	14.33	11			s 5.10	s 6.15	s 10.50	s 11.44	s 10.15		8.15	12.15PM	
3,639	5.50	6.35	f 7.55	7.18	f 7.30	5.45	5.25		7	197.70	DN LAKE VIEW 1.80	11.63	11			4.58	6.03	10.40	11.30	f 10.00		8.00	11.55AM	
3,132	6.00	6.45	f 8.01	7.24	f 7.36	5.55	5.35		4	199.50	EDER 2.19	9.83	7			4.51	5.55	10.33	11.20	f 9.53		7.50	11.45	
3,766 T	6.10	6.55	f 8.10	7.30	f 7.45	6.05	5.42	80 100	5	201.69	DN TUNNEL 13 2.30	7.64	8	40 50		4.43	5.42	10.23	11.10	f 9.43		7.35	11.35	
750 W					f				7	203.99	* STANFORD (Spur) 0.90	5.34	16											
1,080					†				7	204.89	* ARCTIC (Spur) 0.88	4.44	16								†			
2,830	6.30	7.15	8.20	7.37	f 7.55	6.15	5.55		7	205.77	CHAMPION 1.86	3.56	14			4.35	5.28	10.12	10.55	f 9.30		7.15	11.15	
3,836									7	207.63	* DONNER ICE CO. (Spur) 1.70	1.70	14											
Term. Yard PWYOF	6.45PM	7.35AM	8.30PM	7.47PM	8.05PM	6.25AM	6.05AM			209.33	DNR TRUCKEE (41.33)	0 00				4.25AM	5.10AM	9.55AM	10.40AM	9.15PM		6.50AM	10.55AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	
	(4.00)	(5.00)	(2.40)	(2.19)	(3.05)	(2.53)	(2.50)				Time over District	(2.05)	(2.25)	(2.16)	(2.35)	(2.20)	(4.05)	(3.15)				(4.05)	(3.15)	
	10.33	8.27	15.49	17.84	13.40	14.33	14.59				Average speed per hour	19.83	17.10	18.23	15.99	17.71	10.12	12.72				10.12	12.72	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

See Staff System rules for movement of trains between Roseville and Truckee.

Enginemen must not dump exhausted carbide from the gas-generator within snow-shed district.

† Trains Nos. 23 and 24 will stop on signal at Arctic except in snowstorm.
* Frog taken out part of the season.

Length of sidings in feet, and location of Scales, Fuel Water, and Turning Stations.	SECOND CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 66 January 5, 1908.	Distance from Sparks	FIRST CLASS					SECOND CLASS	
	208	220	4	24	2	6	10				9	3	5	1	23	219	207
	Way Freight	Manifest Freight	Atlantic Express	Tonopah Express	Overland Limited	Atlantic Express	Fast Mail				Fast Mail	Pacific Express	Pacific Express	Overland Limited	Tonopah Express	Manifest Freight	Way Freight
	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 Ex. Monday
Term. Yard FWTYOP	1.45PM	8.30AM	8.40PM	8.10PM	7.50PM	6.35AM	6.10AM	209.33	DNR TRUCKEE	38.21	4.22AM	5.05AM	9.50AM	10.35AM	9.05PM	10.05AM	1.00PM
3,099	2.00	8.50	8.55	f 8.19	7.57	6.42	6.17	212.09	WINSTED	35.45	4.17	4.56	9.40	10.29	8.55	9.53	12.45
2,828				f				212.60	* POLARIS (Spur)	34.94					f		
8,888	2.20	9.10	9.05	f 8.30	8.06	6.53	6.28	216.19	PROSSER CREEK	31.35	4.09	f 4.44	9.27	10.19	f 8.44	9.37	12.15PM
14,040 W	2.30	9.22	s 9.10	s 8.37	8.10	s 6.57	s 6.32	217.76	DN BOCA	29.78	4.06	s 4.39	s 9.22	10.15	s 8.37	9.22	11.55AM
500				f				219.40	BURKHALTER (Spur)	28.14					f		
2,394	2.50	9.35	9.20	f 8.49	8.22	7.08	6.43	221.87	HINTON	25.67	3.58	4.27	9.12	10.00	f 8.22	8.45	11.30
2,458				f				222.27	ICELAND (Spur)	25.25							
1,706								222.80	* WICKES (Spur)	24.72							
10,531 WT	3.05	9.55	9.25	s 8.55	8.27	s 7.15	s 6.50	223.97	DN FLORISTON	23.55	3.58	f 4.21	s 9.07	9.55	s 8.13	8.35	11.10
2,954	3.20	10.10	9.32	f 9.04	8.33	7.23	6.58	227.01	MYSTIC	20.51	3.47	4.13	9.00	9.48	f 8.05	8.20	10.45
2,977 W	3.40	10.27	9.39	f 9.14	8.39	7.31	7.06	230.10	CALVADA	17.42	3.41	4.05	8.53	9.40	f 7.55	8.05	10.27
600								231.42	* FLEISH (Spur)	16.10							
661				f				231.76	* MARMOL (Spur)	15.76					f		
12,960	4.05	10.42	9.49	s 9.26	8.46	s 7.41	s 7.16	233.86	DN VERDI	13.67	3.33	f 3.56	s 8.45	9.30	s 7.43	7.41	9.55
2,981	4.20	10.50	9.56	f 9.35	8.51	7.48	7.23	236.33	WARE	11.19	3.28	3.48	8.38	9.20	f 7.35	6.45	9.35
250								237.33	* MOGUL (Spur)	10.19							
3,870	4.35	11.00	10.05	f 9.45	8.57	7.56	7.31	239.33	LAWTON	8.19	3.22	3.40	8.30	9.10	f 7.25	6.35	9.20
Intermediate Terminal OP	4.55PM	11.18	s 10.25	s 10.05	s 9.10	s 8.20	s 7.55	244.32	DNR RENO	3.20	s 3.10	s 3.25	s 8.20	s 9.00	s 7.10	6.15	9.00AM
Term. Yard FWTOP		11.30AM	10.40PM	10.25PM	9.20PM	8.35AM	8.10AM	247.52	DNR SPARKS	0.00	3.00AM	3.05AM	8.10AM	8.45AM	6.35PM	6.00AM	
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(38.21)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday

(3.10)	(3.00)	(2.00)	(2.15)	(1.30)	(2.00)	(2.00)	..... Time over District	(1.22)	(2.00)	(1.40)	(1.50)	(2.30)	(4.05)	(4.00)
11.06	12.74	19.10	16.98	25.47	19.10	19.10	..... Average speed per hour	26.73	19.10	22.93	20.84	15.23	9.35	8.75

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.
 East-ward trains must reduce speed to ten miles an hour in Sparks yard, between west switch and depot.
 Reno is registering station for Nos. 207 and 208 and for first-class trains only.

* Frog taken out part of the season.
 Trains Nos. 207 and 208 will carry passengers.
 Trains Nos. 3, 4, 5, 6, 10, 23 and 24 will stop regularly at passenger station at Sparks.
 Trains Nos. 23 and 24 will stop on signal at Union Mills near mile post 214.70, between Martis and Prosser Creek.

Length of sidings in feet and location of Stakes and Watering Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS				Distance from San Francisco	Time Table No. 66 January 5, 1908.	Distance from Red Bluff	FIRST CLASS					SECOND CLASS		THIRD CLASS						
	226	224	222	14	32	12	36	16				15	13	31	11	35	221	223	225						
	Red Bluff Freight	Red Bluff Freight	Portland Fast Freight	Portland Express	Red Bluff Passenger	Red Bluff Passenger	Dunsmuir Passenger	Oregon Express				California Express	San Francisco Express	Red Bluff Passenger	Red Bluff Passenger	Dunsmuir Passenger	Portland Fast Freight	Red Bluff Freight	Red Bluff Freight						
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									
		5.15AM		6.05AM	5.05PM	3.30PM	10.00AM	11.40AM	12.15AM																
Term. Yard WFPY	6.30AM					4.15PM		12.22PM	1.00AM	108.03	DN R	ROSEVILLE	116.72	5.30AM	10.55AM	9.40AM	4.45PM	3.15PM	2.45PM		7.15PM				
342										109.27		ANDORA (Spur)	115.48												
3,020	6.50					f 4.28		f 12.33	1.11	114.13		WHITNEY	110.62	4.30		f 8.53		f 2.22						5.00	
10,041 W	7.30					s 4.35		s 12.41	s 1.20	118.32	D	LINCOLN	106.43	s 4.20		s 8.45		s 2.15						4.35	
1,890	7.45					f 4.43		f 12.48	1.28	122.45		EWING	102.30	4.10		f 8.37		f 2.07						3.40	
1,705	8.00					s 4.49		s 12.54	1.34	126.16		SHERIDAN	98.59	4.02		s 8.31		s 2.00						3.15	
5,520	8.25					s 4.55		s 1.00	s 1.40	129.44	D	WHEATLAND	95.31	s 3.55		s 8.25		s 1.52						2.50	
3,375	8.50					f 5.07		f 1.12	1.51	135.72		OSTROM	89.03	3.40		f 8.14		f 1.40						2.15	
20,618 WOP	9.15 9.45				(Marysville)	s 5.20 5.28	Trains on page 10.)	s 1.25 1.35	s 2.12 2.22	142.20 143.25	DN R	MARYSVILLE	82.55	s 3.20	(Marysville)	s 7.55 7.48	Trains on page 10.)	s 1.25 1.19						1.35 12.55	
1,008 FY	9.55											BINNEY JUNCTION W. P. Ry. Crossing.	81.50	3.12										12.45	
3,178	10.10					f 5.35		f 1.41	2.29	146.09		BERG	78.66	3.05		f 7.41		f 1.14						12.35	
2,247	10.30					f 5.40		f 1.47	2.35	149.03		LOMO	75.72	2.58		f 7.35		f 1.09						12.20	
						f		f		151.17		SUNSET (Spur)	73.58			f		f							
4,381	11.00					s 5.48		s 1.55	2.48	152.93	D	LIVE OAK N. E. Ry. Crossing	71.82	2.48		s 7.28		s 1.02						12.01PM	
354										157.25		FAGAN (Spur)	67.50												
6,251	11.30					s 6.02		s 2.07	s 3.02	159.39	D	GRIDLEY	65.36	s 2.35		s 7.18		s 12.49						11.30AM	
8,226 W	11.50AM					s 6.09		s 2.16	s 3.10	162.86	D	BIGGS	61.89	s 2.26		s 7.10		s 12.42						11.05	
8,263	12.30PM					f 6.21		f 2.27	3.21	168.78		SILSBY	55.97	2.14		f 7.00		f 12.30						10.30	
4,673	12.55					s 6.30		s 2.36	3.30	172.88		NELSON	51.87	2.06		s 6.53		s 12.20						10.05	
6,420	1.20					s 6.43		s 2.50	3.42	179.48	D	DURHAM	45.27	1.54		s 6.40		s 12.08PM						9.30	
565						f		f		183.28		FAULKNER (Spur)	41.47			f		f							
9,749										184.68		BARBER	40.07												
18,429 PW	2.15					s 6.55		s 3.04	s 4.00	185.56	DN	CHIGO N. E. Ry. Crossing	39.19	s 1.40		s 6.25		s 11.55AM						9.00	
600										190.35		POND (Spur)	34.40												
1,650	2.45					s 7.10		s 3.19	4.18	192.63		NORD	32.12	1.21		s 6.11		s 11.40						7.55	
3,046	3.24					f 7.15		f 3.24	4.23	194.97		ANITA	29.78	1.17		f 6.07		f 11.34						7.40	
1,200	3.40					f 7.19		f 3.29	4.28	197.36		CANA	27.39	1.13		f 6.03		f 11.29						7.25	
1,235	3.55					f 7.23		f 3.34	4.34	200.12		* SOTO (Spur)	24.63	1.08		f 5.59		f 11.23						7.10	
7,198	4.30					s 7.31		s 3.44	s 4.42	204.41	D	VINA	20.34	s 1.00		s 5.53		s 11.15						6.50	
1,011										205.96		COPELAND	18.79												
710						f		f		208.52		* ENSIGN (Spur)	16.23			f		f							
310						f		f		209.36		BOHEMIA (Spur)	15.39			f		f							
6,510	5.20					f 7.44		f 3.58	4.55	211.84		MOLINOS	12.91	12.47		f 5.40		f 11.01						6.20	
6,764 PWY	5.30	6.05PM		4.20PM	9.55PM	s 7.50	3.15PM	s 4.05	s 5.05	213.11	DN R	TEHAMA	11.64	s 12.40	3.30AM	s 5.33	11.05AM	s 10.55	4.25AM					6.25AM	6.10
598						f		f		214.80		TYLER (Spur)	9.95			f		f							
3,789	5.50	6.20		4.35	f 10.03	f 8.00	f 3.23	f 4.13	5.13	217.11		PROBERTA	7.64	12.32	f 3.22	f 5.26	f 10.57	f 10.47	4.10					6.10	5.55
5,444	6.05	6.30		4.45	10.11	f 8.05	f 3.31	f 4.21	5.20	220.15		RAWSON	4.60	12.25	3.15	f 5.20	f 10.49	f 10.39	4.00					6.00	5.45
Term. Yard PFWTO	6.30PM	6.45PM		5.00PM	10.20PM	8.15PM	3.40PM	4.30PM	5.30AM	224.75	DN R	RED BLUFF	0.00	12.15AM	3.05AM	5.10AM	10.40AM	10.30AM	3.45AM					5.45AM	5.30AM
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(116.72)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily	Leave Daily

(12.00) 9.71 (0.40) 17.46 (0.40) 17.46 (0.25) 27.98 (4.00) 29.10 (0.25) 27.98 (4.08) 28.24 (4.30) 25.93Time over District..... (4.30) 25.93 (0.25) 27.98 (3.55) 29.81 (0.25) 27.98 (4.02) 28.94 (0.40) 17.46 (0.40) 17.46 (12.00) 9.71

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras.

* Frog taken out part of the season.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS		SECOND CLASS	FIRST CLASS					Distance from San Francisco	Time Table No. 66 January 5, 1908.	Distance from Tehama	FIRST CLASS					SECOND CLASS	THIRD CLASS	
	230	224	222	14	18	12	308	22				17	21	309	13	11	221	223	229
	Oroville Freight	Red Bluff Freight	Portland Fast Freight	Portland Express	Oroville Passenger	Red Bluff Passenger	Hamilton-Fruto Passenger and Freight	Oroville Passenger				Oroville Passenger	Oroville Passenger	Hamilton-Fruto Passenger and Freight	San Francisco Express	Red Bluff Passenger	Portland Fast Freight	Red Bluff Freight	Oroville Freight
WFTYO	5 45AM	5 15AM Use Western Division	6.05AM Use Western Division	5.05PM Use Sacramento	6.10PM Use Davis	10.00AM		10.55AM											
Terminal Yard WYP	7.20AM	6.45AM	7.40AM	5.45PM	6.45PM	10.35AM		11.25AM	76.56	DNR	DAVIS	8.20AM	3.45PM	1.45PM	6.20PM	4.10PM			
4,748	7.35	7.10	8.07	5.56	f 6.55	f 10.45		11.35	81.61		MERRITT		f 3.25	1.20	5.56	3.55			
1,205	7.43	7.20	8.20	6.01	f 7.00	f 10.50		11.40	84.12		MULLEN		f 3.20	1.10	5.35	3.45			
14,492 PW	7.55AM	7.35 7.55	8.30	s 6.05	s 7.05PM	s 10.55		s 11.45AM	85.95	DNR	WOODLAND		s 3.15PM	1.00	5.20	3.35PM			
1,507				6.16		f 11.04			90.17		ELVATON (Spur)								
2,926		8.30	8.55	s 6.18		s 11.06			90.86	D	YOLO			12.35	4.30				
445						f			94.74		RONDA (Spur)								
4,149		8.55	9.20	s 6.31		s 11.17			96.74	D	ZAMORA		s 7.28	s 2.57	12.10	4.00			
1,135		9.05	9.30	f 6.36		f 11.22			98.86		BRETONA		f 7.22	f 2.52	12.01PM	3.45			
357									102.06		WYCKOFF (Spur)								
3,824 W		9.30	9.55	s 6.49		s 11.35			104.26	D	DUNNIGAN		s 7.09	s 2.40	11.35AM	3.20			
2,252		9.50	10.10	f 6.56		f 11.43			107.37		HERSHEY		f 7.00	f 2.32	11.10	3.05			
1,527		10.00	10.20	f 7.01		f 11.47AM			109.30		HARRINGTON		f 6.55	f 2.28	11.00	2.55			
5,091		10.40	10.40	s 7.13		f 12.01PM 12.21			114.47	D	ARBUCKLE		s 6.42	s 2.16	10.40	2.16			
1,850 W		11.10	11.00	f 7.22		f 12.31			118.53		GENEVRA		f 6.30	f 2.07	10.25	1.30			
975		11.15	11.05	7.24		f 12.33			119.46		MACY		f 6.27	f 2.05	10.20	1.20			
8,119		11.40AM	11.25	s 7.37		s 12.45			125.19	D	WILLIAMS		s 6.14	s 1.53	9.55	12.45			
5,197 P		12.15PM	11.45	s 7.48		s 12.55			130.13	D	COLUSA JUNCTION		s 6.02	s 1.41	9.35	12.15PM			
2,820 W		12.35	11.58AM	s 7.57		s 1.05			134.04	D	MAXWELL		s 5.50	s 1.32	9.15	11.58AM			
5,215		1.20	12.25PM	f 8.09		f 1.20			139.28		DEHAVAN		f 5.37	f 1.20	8.50	11.25			
2,976		1.45	12.40	f 8.17		f 1.28			142.94		NORMAN		f 5.27	f 1.07	8.30	11.05			
1,919		2.00	1.02	8.23		f 1.33			145.30		LOGANDALE		5.20	f 1.02	8.20	10.50			
11,566 WFPY		2.35	1.45	s 8.36		s 1.45	5.00PM		150.87	DNR	WILLOWS	12.15PM	s 5.05	f 12.50 12.30	7.50	10.25			
872		3.05	2.10	8.44		f 1.52	f 5.10		154.24		LYMAN		f 12.05PM	4.55	f 12.23	7.35			
5,210		3.25	2.25	s 8.52		s 2.00	s 5.17		157.81	D	GERMANTOWN		s 11.58AM	s 4.45	s 12.15	7.20			
5,500		3.45	2.40	9.01		f 2.07	f 5.25		161.80		GRAPIT		f 11.50	4.36	12.06	7.00			
1,951		3.55	2.45	f 9.04		f 2.10	f 5.28		162.94		GREENWOOD		f 11.47	f 4.33	12.03PM	6.50			
5,488 W		4.15	3.00	s 9.12		s 2.19	s 5.35		166.40	DNR	ORLAND		s 11.40	s 4.23	s 11.53AM	6.30			
6,276		4.25	3.05	f 9.15		f 2.22	s 5.40PM		167.60		WYO		s 11.30AM	f 4.20	f 11.50	6.20			
990		4.40	3.14	9.21		f 2.28			170.01		MALTON			4.14	f 11.45	6.05			
1,611		5.00	3.30	f 9.30		f 2.38			174.35		KIRKWOOD		f 4.03	f 11.35	5.40	7.45			
7,990		5.25	3.48	s 9.41		s 2.51			179.53	D	CORNING		s 3.50	s 11.23	5.10	7.15			
2,598		5.40	4.00	9.48		f 3.00			182.80		RICHFIELD			3.42	f 11.15	4.50			
6,764 WYP		6.05PM	4.20PM	9.55PM		3.15PM			187.36	DNR	TEHAMA			3.30AM	11.05AM	4.25AM	6.25AM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(110.80)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		

(0.35)	(11.20)	(8.40)	(4.10)	(0.20)	(4.40)	(0.40)	(0.20)	Time over District	(0.20)	(0.20)	(0.45)	(4.50)	(4.40)	(9.20)	(11.55)	(0.35)
16.08	9.77	12.78	26.59	28.17	23.74	25.09	28.17	Average speed per hour	28.17	28.17	22.81	22.92	23.74	11.87	9.23	16.08

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Light extras, bound west, when so designated in train orders, will take siding for east-bound extras, including light extras. The track between Orland and Wyo is controlled by automatic signals. See rule 504. Trains will wait five minutes before following flagman under conditions outlined in said rule. Flagman must invariably be sent ahead in stormy or foggy weather. †Stop to let off passengers from east of Woodland. *Frog taken out part of season.

10 Eastward. From San Francisco. DAVIS AND TEHAMA SUB-DIVISION. Toward San Francisco. Westward.

Eastward. From San Francisco. DAVIS AND TEHAMA SUB-DIVISION. Toward San Francisco. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations	262 Fruto Passenger and Freight		Distance from San Francisco	Time Table No. 66 January 5, 1908.		Distance from Fruto	261 Fruto Passenger and Freight	
	Leave Daily			STATIONS	Arrive Daily			
11,566 W F Y P	2.00PM		150.87	DN R	WILLOWS 2.20	17.10	4.40PM	
425			153.07		LOSA (Spur) 3.70	14.90		
1,184	f 2.20		156.77		KURAND 3.80	11.20	f 4.20	
737	f 2.35		160.57		MILLSHOLM 4.00	7.40	f 4.05	
723	f 2.50		164.57		ATHENA 3.40	3.40	f 3.50	
3,975 T	3.10PM		167.97	D R	FRUTO (17.10)	0.00	3.30PM	
	Arrive Daily						Leave Daily	

Distance from San Francisco	308 Hamilton Passenger and Freight		Distance from San Francisco	Time Table No. 66 January 5, 1908.		Distance from Hamilton	309 Hamilton Passenger and Freight	
	Leave Daily			STATIONS	Arrive Daily			
	5.40PM		167.60		WYO 4.70	10.80	11.30AM	
	f 5.55		172.68		MODA 6.10	6.10	f 11.15	
	6.10PM		178.35	D R	HAMILTON (10.75)	0.00	11.00AM	
	Arrive Daily						Leave Daily	

(1.10) Time over District (1.10) (0.30) Time over District (0.30)
 14.64 Average speed per hour 14.64 21.50 Average speed per hour 21.50

Eastward. FROM SAN FRANCISCO—WOODLAND AND OROVILLE SUB-DIVISION—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 66 January 5, 1908.		Distance from Oroville	FIRST CLASS		THIRD CLASS	
	230 Oroville Freight	18 Oroville Passenger	22 Oroville Passenger	STATIONS		17 Oroville Passenger	21 Oroville Passenger		229 Oroville Freight			
14,492 P W	8.05AM	s 7.10PM	s 11.45AM	DN R	85.95	WOODLAND 2.78	63.55	s 6.55AM	s 3.15PM		3.25PM	
531		f			88.73	PEART (Spur) 1.68	60.77	f	f			
530		f			90.41	LAUGENOUR (Spur) 0.62	59.09	f	f			
747	8.25	f 7.20	f 11.55AM		91.03	CURTIS (Spur) 4.10	58.47	f 6.45	f 3.00		3.10	
2,592	8.50	s 7.30	f 12.05PM	D	95.13	KNIGHTS LANDING 11.03	54.37	s 6.37	s 2.52		2.52	
5,506	9.45	f 7.55	f 12.30		106.16	CHANDLER 2.40	43.34	f 6.08	f 2.20		1.40	
2,426	9.55	f 8.00	f 12.35		108.56	MARCUSE 1.90	40.94	f 6.01	f 2.13		1.30	
320		f			110.46	* WILSON (Spur) 2.00	39.04	f	f			
1,742 W	10.15	s 8.12	s 12.45		112.46	TUDOR 0.90	37.04	s 5.49	s 2.02		1.15	
865	10.25	f 8.15	f 12.47		113.36	ABBOTT 3.60	36.14	f 5.46	f 1.59		1.10	
2,121	10.40	f 8.26	f 12.55		116.96	OSWALD 1.60	32.54	f 5.36	f 1.51		12.55	
306		f			118.56	BOGUE (Spur) 2.80	30.94	f	f			
4,327	11.10	s 8.40	s 1.05	D	121.36	YUBA CITY N. E. Ry. Crossing. 1.47	28.14	s 5.23	s 1.43		12.15PM	
3,608 W	11.40AM	s 8.45	s 1.10		122.83	W. P. Ry. Crossing. E ST., MARYSVILLE 0.52	26.67	s 5.18	s 1.38		11.40AM	
20,618 WOP	12.30PM	s 8.50	s 1.20 1.35	DN R	123.35	MARYSVILLE 1.05	26.15	s 5.15	s 1.35 1.20	Marysville Yard—See trains on page 8	11.30 10.50	
1,008 F Y	1.15	s 8.55	s 1.45		124.40	BINNEY JUNCTION 8.00	25.10	s 5.10	s 1.15		10.25	
390	1.45	f 9.11	f 2.07		132.40	RAMIREZ (Spur) 2.10	17.10	f 4.54	f 12.59		10.25	
441	2.00	f 9.15	f 2.11		134.50	COOMBS (Spur) 2.20	15.00	f 4.50	f 12.55		10.15	
1,326	2.16	s 9.20	s 2.16		136.70	HONCUT 6.55	12.80	s 4.45	s 12.50		10.05	
926	2.45	f 9.35	f 2.30		143.25	HEARST 0.95	6.25	f 4.30	f 12.35		9.35	
1,836	2.50	s 9.37	s 2.32		144.20	PALERMO 2.60	5.30	s 4.28	s 12.32		9.30	
1,523	3.00	f 9.43	f 2.38		146.80	VILLA VERONA 2.70	2.70	f 4.22	f 12.24		9.15	
5,977 W T	3.15PM	9.50PM	2.45PM	D R	149.50	OROVILLE (63.55)	0.00	4.15AM	12.15PM		9.00AM	
	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily	

(7.10) Time over District (2.40) (3.00) (6.25)
 8.86 Average speed per hour 23.83 27.85 23.83 27.85 9.90

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Exception; Train No. 262 is superior to train No. 261.
 Trains Nos. 17, 18, 21 and 22 will stop on signal at Vernon, Lee and Cox's Lane.
 The track between Orland and Wyo is controlled by automatic signals. See rule 504. Trains will wait five minutes before following flagman under conditions outlined in said rule. Flagman must invariably be sent ahead in stormy or foggy weather.
 Trains Nos. 17, 18, 21 and 22 will stop on signal at road crossing between Vernon and Lee.
 Trains Nos. 18 and 21 will stop on signal at Baggett's Crossing, one mile west of Oroville.
 Light extras, bound west, when so designated in train orders, will take siding for east-bound extras including light extras.
 The time shown for trains at Knight's Landing is at the Depot.
 * Frog taken out part of season.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS				Distance from San Francisco	Time Table No. 66 January 5, 1908.				Distance from Placerville	SECOND CLASS				THIRD CLASS			
	264 Fair Oaks & Placerville Passenger & Freight		64 Fair Oaks & Placerville Passenger		63 Placerville & Fair Oaks Passenger		263 Placerville & Fair Oaks Passenger & Freight			STATIONS		STATIONS			STATIONS		STATIONS					
	Use Western	7.00 AM Division Time	3.25 PM	89.79	DNR SACRAMENTO 5.64 S. P. Co. Western Div. Crossing	59.50	9.55 AM	5.00 PM		STATIONS	STATIONS	STATIONS	STATIONS		STATIONS	STATIONS	STATIONS	STATIONS				
WCTYO		7.00 AM	3.25 PM	89.79	DNR SACRAMENTO	59.50	9.55 AM	5.00 PM	SACRAMENTO													
2,484		7.25 AM	3.45 PM	95.43	DNR BRIGHTON	53.86	9.39 AM	4.35 PM	BRIGHTON													
786		7.30	f 3.50	96.55	PERKINS	52.74	f 9.34	f 4.30	PERKINS													
690		f 7.35	f 3.56	98.15	MANLOVE	51.14	f 9.30	f 4.25	MANLOVE													
2,418		f 7.40	f 4.01	99.59	MAYHEW	49.70	f 9.25	s 4.20	MAYHEW													
665		f 7.45	f 4.06	101.35	ROUTIER	47.94	f 9.19	f 4.15	ROUTIER													
1,546		f 7.48	f 4.09	102.21	MILLS	47.08	f 9.16	f 4.09	MILLS													
515		f 7.53	f 4.13	104.10	CORDOVA	45.19	f 9.10	f 3.54	CORDOVA													
1,756		7.58 8.23	4.15 4.30	105.06	R FAIR OAKS JUNCTION	44.23	9.08 8.41	3.52 3.25	R FAIR OAKS JUNCTION													
2,002		f 8.35	f 4.35	108.09	NATOMA	41.20	f 8.35	f 3.14	NATOMA													
1,710		s 8.40	f 4.37	109.05	ALDER CREEK	40.24	f 8.32	f 3.10	ALDER CREEK													
772		f	f	110.65	DREDGE (Spur)	38.64	f	f	DREDGE (Spur)													
7,478 WT		s 8.50	s 4.43	111.69	FOLSOM	37.60	s 8.25	s 3.00	FOLSOM													
738		f 9.20	f 5.03	118.58	WHITE ROCK	30.71	f 8.06	f 2.25	WHITE ROCK													
550		f 9.40	f 5.15	123.65	COTHRIN (Spur)	25.62	f 7.56	f 2.10	COTHRIN (Spur)													
1,754		s 9.53	s 5.24	126.73	LATROBE	22.56	s 7.49	s 2.00	LATROBE													
326				128.27	FLONELLIS (Spur)	21.02			FLONELLIS (Spur)													
420		f 10.02	f 5.32	128.77	BRELA (Spur)	20.52	f 7.42	f 1.51	BRELA (Spur)													
390		f 10.08	f 5.36	130.37	BRANDON (Spur)	18.92	f 7.38	f 1.46	BRANDON (Spur)													
592		f 10.15	f 5.40	132.02	DUGAN	17.27	f 7.34	f 1.41	DUGAN													
340				132.37	BULLARD (Spur)	16.92			BULLARD (Spur)													
240		f 10.25	f 5.46	134.12	BENNETT (Spur)	15.17	f 7.29	f 1.35	BENNETT (Spur)													
2,268 W		s 10.40	s 5.56	137.50	SHINGLE SPRINGS	11.79	s 7.21	s 1.25	SHINGLE SPRINGS													
519		f 10.55	f 6.06	141.09	CUMMINGS	8.20	f 7.13	f 1.12	CUMMINGS													
1,687		s 11.10	s 6.12	143.29	EL DORADO	6.00	s 7.07	s 1.05	EL DORADO													
3,098		s 11.25	s 6.20	145.59	DIAMOND SPRINGS	3.70	s 7.00	s 12.55	DIAMOND SPRINGS													
9,632 WTP		11.40 AM	6.30 PM	149.29	PLACERVILLE	0.00	6.50 AM	12.40 PM	PLACERVILLE													
		(4.40) 13.56	(3.05) 19.29		Time over District	(3.05) 19.29		(4.20) 14.61														
					Average speed per hour																	

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS				Distance from San Francisco	Time Table No. 66 January 5, 1908.				Distance from F. O. Bridge	SECOND CLASS				THIRD CLASS			
	266 Fair Oaks Passenger and Freight		268 Fair Oaks Passenger and Freight		68 Fair Oaks Passenger		66 Fair Oaks Passenger			STATIONS		STATIONS			STATIONS		STATIONS		STATIONS		STATIONS	
	Leave Daily Ex. Sunday	7.59 AM	3.26 PM	8.43 AM	4.16 PM	8.53 AM	4.20 PM	8.58 AM		4.22 PM	STATIONS	STATIONS	STATIONS		STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	
1,756		7.59 AM	3.26 PM	8.43 AM	4.16 PM	8.53 AM	4.20 PM	8.58 AM	4.22 PM	FAIR OAKS JUNCTION	1.90	9.07 AM	4.29 PM	8.22 AM	3.51 PM							
578										HOLLY (Spur)	0.90											
519										NUTTALL (Spur)	0.56											
1,710 T		8.08 AM	3.35 PM	8.53 AM	4.20 PM	8.53 AM	4.20 PM	8.58 AM	4.22 PM	DR FAIR OAKS BRIDGE	0.00	8.58 AM	4.22 PM	8.15 AM	3.43 PM							
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(1.90)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday							
		(0.09) 12.67	(0.09) 12.67	(0.04) 23.50	(0.10) 11.40	Time over District	(0.09) 12.67	(0.07) 16.29	(0.07) 16.29			(0.07) 16.29	(0.08) 14.25									

Eastward trains are superior to trains of the same class in the opposite direction. See Rule 72.

All trains will stop on signal at New Ramona, Soudan and Weber Creek Bridge.

Water supply one mile east of Dugan.

Time Table No. 1 information shown in vertical columns on face of this time-table to right and left of station names, denoting flagging distances as per Rule 99. These distances must be strictly observed.

January 1915

SPECIAL RULES.

Standard clocks are located at Sacramento (Train Dispatchers' office), Sacramento (12th St. office), Roseville, Rocklin, Blue Canon, Truckee, Sparks, Red Bluff.

Trains taking siding for other trains at the following named stations will use the siding indicated.

At Colfax, eastward trains will use the siding next to and north of main track. Westward trains will take siding at the link opposite transfer shed and will use the second siding north of main track.

At Midas, the north siding.
At Emigrant Gap, the lower siding.

Trains must not pass the further switch of these sidings until due to leave, except by train order or when properly protected. At points not named in this rule the customary siding will be treated in the same manner.

When two trains meet at a siding on a grade, one train must not pull out until the other has passed over both switches of the siding. In case both trains are ready to leave at the same time, the superior train will go first.

Trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "Minimum running time between stations" for passenger and freight trains respectively.

Helper engines coupled in the middle or rear of trains must be cut off from the forward portion of train before taking water. Between Sacramento and Red Bluff engines must be cut off of all freight trains of twenty cars or more before taking water.

At meeting points, if the train which is to hold the main track arrives first, brakeman of this train will open the switch for the opposing train to take siding, care to be taken, in districts protected by the automatic block signals, to wait until the approaching train has passed the last signal, before opening switch or occupying main track beyond the overlap. This will necessitate trains approaching meeting points under control so as not to enter siding at a too high rate of speed.

Freight trains descending the grade, will make a stop of five minutes at the following stations, where trainmen will make a careful inspection of all cars in train:

Floriston	Cisco	Auburn
Summit	Gold Run	Latrobe

Between Red Bluff and Sacramento all freight trains will make a stop on an average of every twenty miles run, where trainmen will make careful inspection of all cars in train.

Marker and cupola lamps must be kept burning between Orel and Truckee at all hours, night and day.

The limits of Sacramento Yard extend to Elvas and include the "Y" switch nearest Benali and both switches of siding on Brighton main track. The limits of Truckee Yard extend from Donner Boom to a point 1000 feet east of yard where a yard limit board is located. The limits of Reno Yard extend from west end of Long Siding west of Reno, to Sparks. The limits of Marysville Yard extend from Marysville station, through Binney Junction, to E Street station on Oroville line, including the "cut-off" between A Street and E Street stations. The limits of Woodland Yard extend from Flour Mill Spur to a point 1000 feet north of the switch at the junction of the Willows and Oroville lines. The limits of Folsom Yard extend from Folsom Junction to the switch connecting with track to State Prison.

Between Reno and Sparks, the track next to and north of main track will be used as a "second track" for the exclusive use of yard engines with or without cars, and light road engines moving between the two points. Such engines may be run from one station to the other on the second track without train orders, being governed by the Automatic Block Signals and running under control. The main track must not be used for such trips, except when the second track is occupied and in such case train orders must be obtained.

Automatic Block Signals are in service between Truckee and Sparks. Under the conditions described in Automatic Block System Rule No. 504, eastward trains will wait five minutes and westward trains will wait two minutes before proceeding in the manner instructed by the Rule.

Trains must not stand on drawbridge at Knights Landing, but must be brought to a stop entirely clear of the bridge while doing station work.

When trains are about to take siding, the forward brakeman, after opening and securing the switch, will remain with or ahead of the engine to render what service may be necessary, and the rear brakeman will close the switch. When there is not a clear view, the forward brakeman (or the fireman, in case of a light engine) must go ahead of the engine and see that switches are properly set, and protect against trains or cars that may be on the siding.

Air brakes on all trains, and air whistle signal on passenger trains, must be tested from rear end of train at Roseville, Colfax, Blue Canon, Summit, Marysville, Willows, Knights Landing and Folsom.

By ordinance the rate of speed of trains is limited to four (4) miles per hour within the limits of Wheatland, six (6) miles per hour within the limits of Gridley, and fifteen (15) miles per hour within the limits of Sacramento.

Between Emigrant Gap and Tunnel 13 the snowshed posts on each side of the track are numbered for a distance on either side of sidings showing number of car lengths from the switch. This is a guide to the engineer in locating switch in pulling out of siding.

Consolidation engines in entering and leaving a siding must not pull over the switch lead at a speed greater than eight miles per hour.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that train is protected by flag, as per rule 99.

Extra trains may pass, or run ahead of, third class trains without receiving an order to do so.

When practicable, Freight Trains will run through Reno Yard without coming to a stop, but will reduce speed to 6 miles per hour between Long Siding at west end of yard and Reduction Works Track.

The Train Staff System is in operation between Truckee and Roseville. All stations with sidings within these limits are train staff stations except Alta. Engineers must approach all stations carefully, prepared to obey the signals at the switch relative to holding main line or taking siding, and when about to take staff from crane must reduce speed so the staff may be surely caught.

When approaching staff stations, should view be obstructed by reason of snow, fog, etc., and engineer is doubtful as to location, he must stop, and if necessary send flagman ahead to note position of signals and establish whereabouts of train.

RATING OF LOCOMOTIVES—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between two stations multiply rating for through freights by figures in column opposite station desired, east or west, as the case may be.
 "F" denotes full number cars allowed in train, which must not be exceeded.

SACRAMENTO AND SPARKS

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Sparks and Reno.....	F	1.66	Winsted and Truckee.....	F	1.37	Cisco and Yuba Pass.....	1.11	F	N. E. Mills and Clipper Gap.....	1.14	F	Loomis and Rocklin.....	1.54	F
Reno and Lawton.....	F	1.70	Truckee and Champion.....	F	1.02	Yuba Pass and Emigrant Gap..	1.14	F	Clipper Gap and Bowman.....	1.62	F	Rocklin and Roseville.....	1.00	F
Lawton and Verdi.....	F	1.00	Champion and Summit.....	F	1.00	Emigrant Gap and Fulda.....	1.20	F	Bowman and Auburn.....	1.14	F	Roseville and Antelope.....	1.85	1.30
Verdi and Calvada.....	F	1.01	Summit and Soda Springs.....	1.37	F	Fulda and Blue Canon.....	1.08	F	Auburn and Zeta.....	1.05	F	Antelope and Walerger.....	1.35	1.60
Mystic and Floriston.....	F	1.00	Soda Springs and Spruce.....	1.42	F	Blue Canon and Dutch Flat.....	1.00	F	Zeta and Newcastle.....	1.08	F	Walerger and Benali.....	1.57	1.60
Floriston and Boca.....	F	1.00	Spruce and Tamarack.....	1.40	F	Dutch Flat and Colfax.....	1.05	F	Newcastle and Penryn.....	1.05	F	Benali and Sacramento.....	2.00	2.00
Boca and Winsted.....	F	1.24	Tamarack and Cisco.....	1.42	F	Colfax and N. E. Mills.....	1.65	F	Penryn and Loomis.....	1.11	F			

SACRAMENTO AND RED BLUFF VIA MARYSVILLE

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Red Bluff and Rawson.....	1.13	2.00	Cana and Anita.....	2.19	F	Silsby and Biggs.....	2.17	F	Marysville and Ostrom.....	1.48	1.07	Lincoln and Whitney.....	1.14	1.07
Rawson and Proberta.....	1.31	F	Anita and Nord.....	2.33	F	Biggs and Gridley.....	2.13	2.29	Ostrom and Wheatland.....	1.68	1.16	Whitney and Roseville.....	1.11	1.04
Proberta and Tehama.....	1.13	F	Nord and Chico.....	1.40	1.16	Gridley and Live Oak.....	2.00	F	Wheatland and Sheridan.....	1.85	1.04	Roseville and Antelope.....	1.37	1.04
Tehama and Copeland.....	1.34	1.51	Chico and Durham.....	1.37	1.50	Live Oak and Lomo.....	2.00	F	Sheridan and Ewing.....	1.16	1.33	Antelope and Arcade.....	1.00	1.33
Copeland and Vina.....	1.34	1.51	Durham and Nelson.....	1.63	F	Lomo and Marysville.....	1.13	1.33	Ewing and Lincoln.....	2.22	1.04	Arcade and Sacramento.....	1.16	1.66
Vina and Cana.....	1.48	F	Nelson and Silsby.....	2.41	F									

RED BLUFF AND DAVIS VIA WILLOWS

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Red Bluff and Tehama.....	1.16	F	Orland and Germantown.....	1.29	F	Delavan and Maxwell.....	1.35	1.37	Genevra and Arbuckle.....	F	1.37	Zamora and Yolo.....	2.90	1.48
Tehama and Corning.....	1.68	1.16	Germantown and Willows.....	1.35	2.90	Maxwell and Colusa Junction...	1.92	2.20	Arbuckle and Harrington.....	1.51	1.67	Yolo and Woodland.....	1.11	1.00
Corning and Kirkwood.....	1.48	2.90	Willows and Logandale.....	1.48	F	Colusa Junction and Williams...	1.92	1.62	Harrington and Dunnigan.....	1.00	1.37	Woodland and Merritt.....	1.80	1.63
Kirkwood and Orland.....	1.40	1.29	Logandale and Delavan.....	1.48	1.68	Williams and Genevra.....	1.48	1.48	Dunnigan and Zamora.....	1.40	2.20	Merritt and Davis.....	2.40	1.60

WOODLAND AND MARYSVILLE

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Woodland and Knights Landing..	1.81	1.26	Chandler and Marcuse.....	2.89	2.77	Tudor and Oswald.....	2.33	2.77	Oswald and Yuba City.....	2.58	2.77	Yuba City and Marysville.....	1.20	1.27
Knights Landing and Chandler..	1.00	1.09	Marcuse and Tudor.....	2.69	2.00									

SACRAMENTO AND PLACERVILLE

	East.	West.		East.	West.		East.	West.		East.	West.		East.	West.
Sacramento and Brighton.....	1.00	2.00	Mayhew and Natoma.....	2.00	F	Folsom and White Rock.....	1.42	2.63	Latrobe and Dugan.....	1.00	1.75	Shingle Springs and Placerville..	1.00	1.00
Brighton and Mayhew.....	1.00	2.66	Natoma and Folsom.....	1.50	2.66	White Rock and Latrobe.....	1.17	2.63	Dugan and Shingle Springs.....	1.00	1.22			

LIST OF SURGEONS, HOSPITAL DEPARTMENT, SACRAMENTO DIVISION.

NAME.	TITLE.	LOCATION.	DISTRICT.	NAME.	TITLE.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth	Chief Surgeon	San Francisco	All.	Dr. O. C. Hawkins	Emergency Surgeon	Biggs	
Dr. G. A. White	Division Surgeon	Sacramento	Special Service.	Dr. M. M. Cook	Emergency Surgeon	Durham	
Dr. A. M. Henderson	District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.	Dr. O. Stansbury	District Surgeon	Chico	Between Nelson and Vina.
Dr. G. L. Stevenson	District Surgeon	Sacramento	Between Sacramento, Roseville and Fair Oaks Junction.	Dr. A. P. Tarter	District Surgeon	Tehama	Between Vina, Proberta and Richfield.
Dr. W. E. Briggs	Oculist and Aurist	Sacramento		Dr. John Fife	District Surgeon	Red Bluff	Between Proberta and Cottonwood.
Dr. J. S. Wheeler	District Surgeon	Roseville	Between Antelope, Lincoln and Rocklin.	Dr. W. E. Bates	District Surgeon	Davis	Between Davis and Merritt.
Dr. B. Woodbridge	District Surgeon	Rocklin	Between Roseville and Loomis.	Dr. H. D. Lawhead	District Surgeon	Woodland	Between Merritt, Chandler and Dunnigan
Dr. O. L. Barton	District Surgeon	Loomis	Between Rocklin and Penryn.	Dr. L. T. Keegan	Emergency Surgeon	Zamora	
Dr. M. Schnabel	District Surgeon	Newcastle	Between Penryn and Auburn.	Dr. W. E. Trueblood	Emergency Surgeon	Arbuckle	Between Dunnigan and Maxwell.
Dr. J. H. Mules	District Surgeon	Auburn	Between Newcastle and N. E. Mills.	Dr. A. W. Kimball	Emergency Surgeon	Williams	
Dr. R. A. Peers	District Surgeon	Colfax	Between N. E. Mills and Gold Run.	Dr. G. W. Desrosier	Emergency Surgeon	Maxwell	
Dr. P. A. Mix	District Surgeon	Towle	Between Gold Run and Cisco.	C. W. Lund	District Surgeon	Willows	Between Maxwell, Germantown and Fruto.
Dr. J. H. Bernard	District Surgeon	Truckee	Between Cisco and Boca.	Dr. D. S. Igliek	District Surgeon	Orland	Between Germantown and Kirkwood.
Dr. W. I. Sunburnt	District Surgeon	Floriston	Between Boca and Calvada.	Dr. Albert Osborne	Emergency Surgeon	Hamilton	
Dr. E. L. Clough	District Surgeon	Verdi	Between Floriston and Reno.	Dr. W. F. Maggard	District Surgeon	Corning	Between Kirkwood and Richfield.
Dr. W. H. Hood	District Surgeon	Reno	Between Floriston and Sparks.	Dr. T. H. Dixon	Emergency Surgeon	Knights Landing	
Dr. W. N. Finney	Emergency Surgeon	Lincoln		Dr. T. W. Horton	Emergency Surgeon	Honcut	
Drs. Byron & Hicks	District Surgeons	Wheatland	Between Roseville and Ostrom.	Dr. T. B. Reardan	District Surgeon	Oroville	Between Honcut and Oroville.
Dr. David Powell	District Surgeon	Marysville	Between Ostrom, Live Oak, Honcut and Chandler.	Dr. G. T. Hesser	District Surgeon	Folsom	Between Fair Oaks and Latrobe.
Dr. L. Q. Thompson	District Surgeon	Gridley	Between Live Oak and Nelson.	Dr. W. A. Reckers	District Surgeon	Placerville	Between Latrobe and Placerville.

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. Emergency Hospitals located at Truckee and Sparks.

Office hours at Train Order Offices that are not open entire twenty-four hours, as follows:

STATION.	FROM	TO	STATION.	FROM	TO	STATION.	FROM	TO
Applegate	7.00 A. M.	7.00 P. M.	Zamora	7.00 A. M.	7.00 P. M.	Oroville	7.00 A. M.	3.00 A. M.
Fulda	7.00 A. M.	7.00 P. M.	Dunnigan	7.00 A. M.	7.00 P. M.	Fair Oaks Bridge	7.00 A. M.	7.00 P. M.
Lincoln	7.00 A. M.	4.00 A. M.	Arbuckle	8.30 A. M.	8.30 P. M.	Folsom	7.00 A. M.	7.00 P. M.
Wheatland	7.00 A. M.	4.00 A. M.	Williams	4.00 A. M.	9.00 P. M.	Latrobe	7.00 A. M.	7.00 P. M.
Live Oak	7.00 A. M.	7.00 P. M.	Colusa Junction	7.00 A. M.	7.00 P. M.	Shingle Springs	7.00 A. M.	7.00 P. M.
Gridley	7.00 A. M.	3.00 A. M.	Maxwell	7.00 A. M.	7.00 P. M.	El Dorado	7.00 A. M.	7.00 P. M.
Biggs	4.00 A. M.	6.40 P. M.	Germantown	7.00 A. M.	7.00 P. M.	Diamond Springs	6.30 A. M.	6.30 P. M.
Durham	6.30 A. M.	6.30 P. M.	Corning	7.00 A. M.	7.00 P. M.	Placerville	6.00 A. M.	6.00 P. M.
Vina	8.00 A. M.	8.00 P. M.	Knights Landing	7.00 A. M.	7.00 P. M.			
Yolo	6.00 A. M.	6.00 P. M.	Yuba City	5.00 A. M.	8.00 P. M.			

D. BURKHALTER,
Superintendent.

E. N. BROWN,
Asst. Superintendent.

TRAINMASTERS.

W. M. KEENAN.....Sparks to Colfax.....TRUCKEE, CAL.

J. H. DYER.....	}	Colfax to Red Bluff.....	}	SACRAMENTO, CAL.
		Woodland to Oroville.....		
		Sacramento to Roseville.....		
		Davis to Tehama.....		
		Sacramento to Placerville.....		
		Fruto and Hamilton Branches.....		

TRAIN DISPATCHERS.

W. E. NORRIS, Chief

L. GEIGER, Asst. Chief

DISPATCHERS {

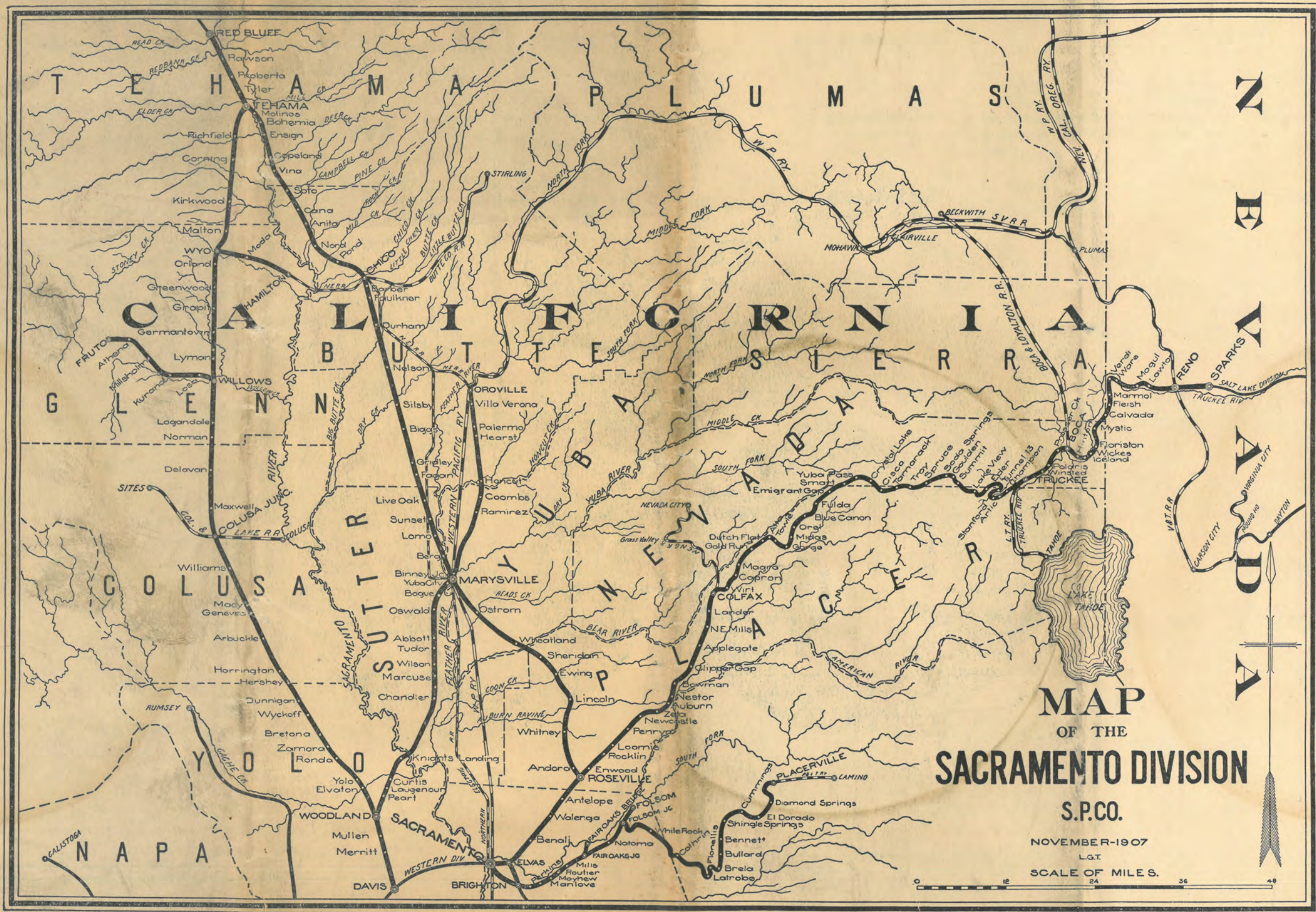
- F. E. JONES
- E. L. KING
- J. H. McCLINTOCK
- J. J. BLANEY
- D. W. CORCORAN

G. H. BARNES
 J. H. WHITED
 J. S. QUIRE
 D. A. NEELLEY } SACRAMENTO, CAL.

DISPATCHERS {

- F. E. SCOTT
- O. T. STACKPOOLE

C. G. SEBRING } TRUCKEE



MAP
OF THE
SACRAMENTO DIVISION
S.P.CO.

NOVEMBER-1907
 L.G.T.
 SCALE OF MILES.

