

# SACRAMENTO NORTHERN RAILWAY

## TIME **11** TABLE

In Effect 12:01 A. M. "Pacific" Time

**SUNDAY, MAY 24, 1931**

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This Time Table is for the exclusive use and guidance of the employes concerned. The Company reserves the right to vary from it at pleasure.

Always have the revised Book of Rules of the Transportation Department at hand for reference.

**J. B. ROWRAY,**  
General Manager

**W. W. NELSON,**  
Superintendent

TRAINS	STATIONS	Receive or Discharge	Passengers to (or Beyond)
All Trains	College Ave., Oakland	Receive or Discharge	
All Trains	All Stations (Through Tickets only)	Receive	{ Rail or Stage Points }
8	Clyde	Discharge	{ East of Sacramento }
2 (Sundays only)	Walnut Creek	Receive	{ Bay Point, West Pittsburg, Rio Vista Jct., Sacramento. }
2 { Daily—except Saturday, Sunday and School Days }	St. Marys	Receive or Discharge	
12	Oakland to Concord	Receive	
26 (Picnic Days only)	Canyon and Pinehurst	Receive or Discharge	Concord for No. 2
4-6-10-12-16-28-32-34-36-40	{ Verbena, Terrace, Eastport, Wilcox, Sequoia, Canyon, Kilgore, West Lafayette, Raleigh, Walden }	Receive or Discharge	
4-6-10-26-32-36-40	Adeline, Nichols	Receive or Discharge	
12-28-34	Heimboldt Crossing	Receive or Discharge	
12-28-32-34—Second 6 (Sat. only)	Glenide	Receive or Discharge	
26 (School Days only)	Bacon St., Concord	Receive	

NOs. 2-4-6-8-10-20 must get a clearance card at West Pittsburg

## FIRST SUBDIVISION

Westward

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Time Table No. 11 May 24, 1931			Distance from Mallard	FIRST CLASS											SECOND CLASS		Capacity of Siding in Freight Cars
STATIONS				13	15	17	1	3	5	29	27	7	9	11	293		
				San Fran. Passenger	San Fran. Passenger	San Fran. Passenger	San Fran. Passenger	San Fran. Passenger	The Meteor	San Fran. Passenger	San Fran. Passenger	The Comet	Sacramento Valley Ltd.	San Fran. Passenger	Oakland Local Freight		
			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat. & Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday			
Key System	SAN FRANCISCO			45.47	7.35 <sup>AM</sup>	7.55 <sup>AM</sup>	8.35 <sup>AM</sup>	9.55 <sup>AM</sup>	12.55 <sup>PM</sup>	3.35 <sup>PM</sup>	3.55 <sup>PM</sup>	5.35 <sup>PM</sup>	5.55 <sup>PM</sup>	7.55 <sup>PM</sup>	11.15 <sup>PM</sup>		
	Passenger Ferry PIER TERMINAL	42.57	7.20 7.12	7.40 7.37	8.20 8.14	9.40 9.35	12.40 12.37	3.20 3.16	3.40 3.34	5.20 5.15	5.40 5.39	7.40 7.35	11.00 10.54		YD.		
		EMERYVILLE JCT.			39.27	7.03	7.29	8.06	9.27	12.29	3.08	3.26	5.07	5.31	7.27	10.46	
		SAN PABLO AVE.			38.77	7.02	7.28	8.05	9.26	12.28	3.07	3.25	5.06	5.30	7.26	10.45	
		OAKLAND (40th & Shafter)			37.57	6.59	7.25	8.02	9.23	12.25	3.04	3.22	5.03	5.27	7.23	10.42	
Block	25 OAKLAND (40th & Shafter)			37.57	6.57	7.24	8.01	9.22	12.24	3.03	3.21	5.02	5.26	7.22	10.41	8.00 <sup>AM</sup> YD.	
	ROCKRIDGE			35.78	6.50	7.18	7.55	9.15	12.18	2.57	3.15	4.56	5.20	7.16	10.34	38 (Spurs)	
	THORNHILL			33.50	6.45	7.13	7.49	9.10	12.13	2.53	3.10	4.50	5.16	7.11	10.30	4 (Spur)	
	HAVENS			32.07	6.41	7.11	7.46 <sup>12</sup>	9.07 <sup>10</sup>	12.10	2.50	3.07	4.45 <sup>28</sup>	5.14	7.08	10.27	21	
	PINEHURST			28.73	6.33	7.04	7.36	9.00	12.03	2.43	3.01	4.36	5.08	7.00 <sup>36</sup>	10.20	17	
	VALLE VISTA			27.84	6.31	7.02	7.33	8.58	12.01 <sup>PM</sup>	2.41	2.59	4.32	5.06	6.58	10.18	12 (Spur)	
	MORAGA			26.64	6.29	7.00	7.30	8.55	11.59 <sup>AM</sup>	2.39	2.57	4.28	5.04 <sup>28</sup>	6.55	10.16	37	
	ST. MARYS			25.73	6.27	6.57	7.27	8.53 <sup>30</sup>	11.57	2.38	2.55 <sup>PM</sup>	4.26	5.03	6.53	10.15	17 (Spur)	
	BURTON			23.75	6.24	6.54	7.24	8.50	11.54	2.35		4.23	5.00	6.50 <sup>34</sup>	10.12	35	
	LAFAYETTE			21.38	6.19	6.50	7.19	8.46	11.50	2.31		4.18	4.56	6.45	10.08	19	
	SARANAP			19.65	6.16	6.46	7.16	8.44	11.48 <sup>4</sup>	2.28 <sup>5</sup>		4.15	4.54	6.42	10.06	42	
	D WALNUT CREEK			18.03	6.13	6.43	7.14	8.41 <sup>2</sup>	11.44	2.25		4.10 <sup>26</sup>	4.52	6.39 <sup>32</sup>	10.03	YD.	
	PLEASANT HILL			16.32	6.09	6.39	7.10	8.35	11.40	2.22		4.04	4.49	6.36	10.00	3	
	SPARKLE			16.01	6.08	6.38	7.09	8.34	11.39	2.21		4.03	4.48	6.35	9.59	10	
	LAS JUNTAS (S.P.R.R. Crsg.)			15.85	6.07	6.37	7.08	8.33	11.38	2.20		4.02	4.47	6.34	9.58	15	
	BANCROFT			15.35	6.05	6.35	7.06	8.30	11.37	2.19		4.00	4.46	6.33	9.57	16 (Spurs)	
	MEINERT			14.23	6.03	6.33	7.04	8.27 <sup>12</sup>	11.35	2.17		3.58	4.45	6.31	9.55	76	
	D CONCORD			11.73	6.00 <sup>AM</sup>	6.30 <sup>AM</sup>	7.01	8.22	11.31	2.13		3.55 <sup>PM</sup>	4.42	6.28	9.52	YD.	
	DOREDA			10.78			6.57	8.18	11.28	2.11			4.40	6.26	9.50	5 (Spur)	
	OHMER			9.43			6.55	8.16	11.26	2.09			4.38	6.24	9.48	7 (Spur)	
	CLYDE (B.P. & C.R.R. Crsg.)			8.43			6.52	8.13	11.23	2.07			4.36	6.21 <sup>8</sup>	9.46	26	
DN BAY POINT			6.23			6.49	8.09	11.19	2.04			4.33 <sup>26</sup>	6.16	9.43	YD.		
MCAVOY			3.00			6.43	8.04	11.14	1.59			4.29	6.11	9.38 <sup>10</sup>	25		
SHELL POINT			1.88			6.41	8.02	11.12	1.57			4.27	6.09	9.36	2 (Spur)		
WEST PITTSBURG			0.69			6.40 <sup>AM</sup>	8.00	11.10	1.55			4.26	6.07	9.34	YD.		
Suisun Bay Car Ferry MALLARD			0.00			7.57 <sup>AM</sup>	11.07 <sup>AM</sup>	1.53 <sup>PM</sup>				4.24 <sup>PM</sup>	6.04 <sup>PM</sup>	9.32 <sup>PM</sup>	11.30 <sup>PM</sup> YD.		
(45.47)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat. & Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday		
Time Over District			1.12	1.07	1.34	1.38	1.30	1.23	0.39	1.20	1.15	1.31	1.22				
Average Speed Per Hour			25.7	27.6	26.7	26.1	28.4	30.8	25.9	23.1	34.1	28.1	31.1				

Schedule meeting points are ACTUAL meeting points unless changed by train order. See Rules S-72, 83, S-88 to S-90B, inclusive.

## EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers from (or Beyond)
All Trains	College Ave., Oakland	Receive or Discharge	
All Trains	All Stations (Through Tickets only)	Discharge	
5	Concord to Oakland	Discharge	{ Rail or Stage Points }
5 Daily Except School Days	St. Marys	Receive	{ East of Sacramento }
1-3-9-11-13-15-17-27	{ Elgin, Walden, Rialto, West Lafayette, Canyon, Sequoia, Wilcox, Eastport, Terrace, Verbena }	Receive or Discharge	{ Ohmer and Points East }
1-3-5-9-11-17	Nichols, Adeline	Receive or Discharge	
9-13-15-17-27	Glenside	Receive or Discharge	
27	Heimboldt Crossing	Receive or Discharge	
1 (School Days Only)	Bacon St., Concord	Discharge	

The schedules shown between Pier Terminal and 40th and Shafter indicate time of train movements only over the Key System tracks. All employees in train and yard service must familiarize themselves with the Key System Rules and Current Time Table and be governed by them. Oakland, 40th and Shafter will be considered the Terminal for Westward trains.

No. 9 take siding at Clyde for No. 8.  
No. 17 take siding at Havens for No. 12.  
No. 1 take siding at Meinert for No. 12; and at Walnut Creek for No. 2.  
No. 27 take siding at Walnut Creek for No. 26; and at Havens for No. 28.  
Westward trains when taking siding at Havens will use the spur.  
Nos. 13-15-27 only will register at Concord.  
No. 17 only will register at West Pittsburg.  
No. 293 has no time table superiority.  
Nos. 1-3-5-7-9-11-17 must get a clearance card at West Pittsburg.

## Eastward

## FIRST SUBDIVISION

Eastward FIRST SUBDIVISION--HOLLAND BRANCH Westward				
Poss. Scales, Wyes, Bulletin, Register Stations, Standard Clocks	Distance from San Francisco	Time Table No. 11 May 24, 1931	Distance from Westfield	Capacity of Sidings in Freight Cars
STATIONS				
P.	86.95	RIVERVIEW	15.42	YD.
P.	90.76	ARGENTA	11.61	20
P.	91.58	BERMUDA	10.79	20
P.	93.19	WILLOW POINT	9.18	16
P.	94.06	CONISTON	8.31	32
P.	94.82	NEWTOWN	7.55	42
P.	95.45	CENTRAL	6.92	32
P.	97.34	GREENDALE	5.03	26
P.	98.99	SILVERDALE	3.38	10 (Spur)
P.	100.01	SORROCA	2.36	14
P.	101.08	VALDEZ	1.29	23
P.	102.37	WESTFIELD	0.00	35
(15.42)				
Time Over District				
Average Speed Per Hour				

Poss. Scales, Wyes, Bulletin, Register Stations, Standard Clocks	SECOND CLASS							FIRST CLASS							Distance from San Francisco
	292	10	8	26	6	4	2	292	10	8	26	6	4	2	
	Sacramento Local Freight Leave Daily Ex. Monday	Sacramento Passenger Leave Daily	The Meteor Leave Daily	Sacramento Passenger Leave Daily	Sacramento Passenger Leave Daily	Sacramento Passenger Leave Daily	Sacramento Valley Ltd. Leave Daily	Sacramento Local Freight Leave Daily Ex. Monday	Sacramento Passenger Leave Daily	The Meteor Leave Daily	Sacramento Passenger Leave Daily	Sacramento Passenger Leave Daily	Sacramento Passenger Leave Daily	Sacramento Valley Ltd. Leave Daily	
P.	2.30 <sup>AM</sup>	f 9.58 <sup>PM</sup>	6.45 <sup>PM</sup>	f 4.54 <sup>PM</sup>	f 3.18 <sup>PM</sup>	f 12.39 <sup>PM</sup>	9.18 <sup>AM</sup>								46.15
P.		f 10.00	6.46	f 4.55	f 3.20	f 12.41	9.19								47.03
P.		f 10.03	6.48	f 4.58	f 3.23	f 12.44	9.21								48.45
P.															48.79
P.		f 10.05	6.50	f 5.00	f 3.25	f 12.46	9.23								49.61
P.		f 10.09	6.54	f 5.04	f 3.29	f 12.50	9.26								52.20
P.		f 10.14	6.58	f 5.09	f 3.34	f 12.55	9.30								56.42
P.		f 10.16	7.01	f 5.12	f 3.36	f 12.57	9.32								57.78
P.Y.		f 10.20	7.05	f 5.15	f 3.40	f 1.01	9.36								60.70
P.		10.23	7.08	5.18	3.44	1.05	9.38								63.70
P.		f 10.24	7.09	f 5.19	f 3.45	f 1.06	9.39								64.55
P.		f 10.27	7.11	f 5.24 <sup>9</sup>	f 3.51 <sup>7</sup>	f 1.12 <sup>5</sup>	9.41								67.49
P.		f 10.30	7.14	f 5.28	f 3.54	f 1.15	9.44								70.10
P.		10.31	7.15	5.29	3.55	1.16	9.45								70.77
P.		f 10.35	7.19	f 5.33	f 4.00	f 1.21	9.48								74.12
P.		f 10.36	7.20	f 5.34	f 4.01	f 1.22	9.49								74.99
P.		f 10.41	7.25	f 5.39	f 4.06	f 1.27	9.53								79.71
P.		f 10.48	7.31	f 5.45	f 4.13	f 1.33	9.58								84.03
P.		10.49	7.32	5.46	4.14	1.34	9.59								84.88
P.		f 10.52	7.35	f 5.49	f 4.17	f 1.37	10.02 <sup>3</sup>								86.95
P.		f 10.54	7.36	f 5.51	f 4.19	f 1.39	10.04								88.65
P.		f 10.58	7.39	f 5.54	f 4.23	f 1.42	10.06								91.56
P.I.		f 11.01	7.41	f 5.56	f 4.25	f 1.45	10.08								92.48
P.	9.00 <sup>AM</sup>	11.03	7.43	5.58	4.27	1.47	10.10								92.65
P.R.B.K.Y.		s 11.10 <sup>PM</sup>	s 7.50 <sup>PM</sup>	s 6.05 <sup>PM</sup>	s 4.33 <sup>PM</sup>	s 1.53 <sup>PM</sup>	10.15 <sup>AM</sup>								93.82
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
		1.12	1.05	1.11	1.15	1.14	0.57								
		39.7	44.0	40.3	38.1	38.7	50.2								

Time Table No. 11  
May 24, 1931

## STATIONS

Suisun Bay Car Ferry	CHIPP
0.88	SPONBILL
0.34	DUTTON
0.34	BEETLAND
0.89	MONTEZUMA
2.59	MOLENA
4.29	GARFIELD
1.36	RIO VISTA JCT.
0.82	CREED
3.00	OLCOTT
0.35	DOZIER
2.94	VALE
2.61	BUNKER
0.67	BELLEAIR
3.35	MILLAR
0.87	YOLANO
4.72	SAXON
4.32	LISBON
0.85	DYCE
2.07	RIVERVIEW
1.70	JEFFERSON
2.41	WESTGATE
0.92	BRODERICK
0.17	SAC. Front & M. (S.P.R.R. Crg.)
1.17	Union Station
DS	SACRAMENTO
(47.67)	
Time Over District	
Average Speed Per Hour	

Schedule Meeting Points are ACTUAL meeting points unless changed by train order. See Rules S-72, 83, S-83 to S-90B, inclusive.

## EXCEPTIONS TO--AND ADDITIONAL--FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers to (or Beyond)
All Trains	Third & M St., 8th & K St., Sacramento	Discharge	{ Rail or Stage Points }
All Trains	All Stations (Through Tickets only)	Receive	{ East of Sacramento }
4-6-10-26	{ Honker, Denverton, Norris, Delhi, } { Bevan }	Receive or Discharge	

No. 3 take siding at East switch Riverview for No. 2.  
Nos. 292 and 294 have no time table superiority.  
Nos. 32-36 and 40 must get a clearance card at West Pittsburg.

## Eastward

## FIRST SUBDIVISION--PITTSBURG BRANCH

Pass. Scales, Wyes, Bulletin, Register Stations, Standard Clocks	SECOND CLASS														Distance from San Francisco	Time Table No. 11 May 24, 1931					
	FIRST CLASS															STATIONS	WEST PITTSBURG	PITTSBURG			
	294					40	120 <sup>11</sup> <sub>10</sub>	36	32	118 <sup>8</sup>	116 <sup>26</sup>	114 <sup>8</sup>	112 <sup>5</sup>	110 <sup>4</sup>					108 <sup>3</sup>	106 <sup>3</sup>	104 <sup>1</sup>
	Pittsburg Local Freight					Pittsburg Passenger	Pittsburg Passenger	Pittsburg Passenger	Pittsburg Passenger	Pittsburg Passenger	Pittsburg Passenger	Pittsburg Passenger	Pittsburg Passenger	Pittsburg Passenger					Pittsburg Passenger	Pittsburg Passenger	Pittsburg Passenger
	Leave Daily Ex. Sunday					Leave Mon. Only	Leave Daily	Leave Sun. Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily	Leave Daily	Leave Daily
P.Y.R.	8.50 <sup>AM</sup>					12.05 <sup>AM</sup>	9.43 <sup>PM</sup>	7.57 <sup>PM</sup>	7.14 <sup>PM</sup>	6.31 <sup>PM</sup>	4.40 <sup>PM</sup>	3.05 <sup>PM</sup>	1.56 <sup>PM</sup>	12.25 <sup>PM</sup>	11.10 <sup>AM</sup>	9.05 <sup>AM</sup>	8.00 <sup>AM</sup>	44.78			
P.B.R.K.	9.10 <sup>AM</sup>					s 12.10 <sup>AM</sup>	s 9.46 <sup>PM</sup>	s 8.02 <sup>PM</sup>	s 7.19 <sup>PM</sup>	s 6.36 <sup>PM</sup>	s 4.45 <sup>PM</sup>	s 3.10 <sup>PM</sup>	s 2.01 <sup>PM</sup>	s 12.30 <sup>PM</sup>	s 11.15 <sup>AM</sup>	s 9.10 <sup>AM</sup>	s 8.05 <sup>AM</sup>	46.96			
	Arrive Daily Ex. Sunday					Arrive Mon. Only	Arrive Daily	Arrive Sun. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
																		(2.18)			

## FIRST SUBDIVISION

## Westward

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Time Table No. 11 May 24, 1931		FIRST CLASS							SECOND CLASS		Capacity of Siding in Freight Cars	
STATIONS		1 San Fran. Passenger	3 San Fran. Passenger	5 The Meteor	7 The Comet	9 Sacramento Valley Ltd.	11 San Fran. Passenger		293 Oakland Local Freight			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday			
Block Signals	Suisun Bay Car Ferry CHIPPIS	47.67	s 7.45 <sup>AM</sup>	s 10.55 <sup>AM</sup>	s 1.42 <sup>PM</sup>	s 4.14 <sup>PM</sup>	s 5.53 <sup>PM</sup>	s 9.21 <sup>PM</sup>	11.00 <sup>PM</sup>	YD.		
	4.38 SPOONBILL	46.79	f 7.41	f 10.52	f 1.39	4.12	f 5.50	f 9.19		5 (Spur)		
	1.42 DUTTON	45.37	f 7.38	f 10.49	f 1.36	4.10	f 5.48	f 9.16		10 (Spur)		
	0.34 BEETLAND	45.03										
	0.52 MONTEZUMA	44.21	f 7.36	f 10.47	f 1.34	4.08	f 5.46	f 9.14		19 (Spur)		
	2.59 MOLENA	41.62	f 7.32	f 10.44	f 1.31	4.05	f 5.42	f 9.11		60		
	4.22 GARFIELD	37.40	f 7.27	f 10.39	f 1.26	4.01	f 5.37	f 9.06		7 (Spur)		
	1.36 RIO VISTA JOT	36.04	f 7.25	f 10.37	f 1.24	3.59	f 5.35	f 9.04		24 (Spur)		
	3.00 CREED	33.12	f 7.21	f 10.34	f 1.20	3.56	f 5.31	f 9.00		YD.		
	0.45 OLCOTT	30.12	7.17	10.30	1.16	3.54	5.28	8.56		13 (Spur)		
	0.85 DOZIER	29.27	f 7.16	f 10.29	f 1.15	3.53	f 5.27	f 8.55		12 (Spur)		
	2.94 VALE	26.33	f 7.13	f 10.26	f 1.12	3.51 <sup>6</sup>	f 5.24 <sup>26</sup>	f 8.52		16		
	2.41 BUNKER	23.72	f 7.10	f 10.23	f 1.09	3.48	f 5.21	f 8.49		7 (Spur)		
	0.67 BELLLEAIR	23.05	7.09	10.22	1.08	3.47	5.20	8.48		40		
	3.35 MILLAR	19.70	f 7.05	f 10.18	f 1.04	3.44	f 5.16	f 8.44		40		
	0.87 YOLANO	18.83	f 7.04	f 10.17	f 1.03	3.43	f 5.15	f 8.43		48		
	4.72 SAXON	14.11	f 6.59	f 10.12	f 12.58	3.39	f 5.10	f 8.38		13 (Spurs)		
	4.32 LISRON	9.79	f 6.52	f 10.06	f 12.51	3.33	f 5.03	f 8.31		24		
	0.35 DYKE	8.94	6.51	10.05	12.50	3.32	5.02	8.30		15 (Spur)		
	2.67 RIVERVIEW	6.87	f 6.48	f 10.02 <sup>2</sup>	f 12.47	3.29	f 4.59	f 8.27		YD.		
	1.70 JEFFERSON	5.17	f 6.45	f 9.59	f 12.44	3.27	f 4.56	f 8.25		16 (Spur)		
	2.31 WESTGATE	2.26	f 6.41	f 9.55	f 12.41	3.24	f 4.52	f 8.21		YD.		
	0.92 BRODERICK	1.34	f 6.37	f 9.53	f 12.38	3.22	f 4.48	f 8.18		YD.		
SAC.Front&M(S.P.R.R.Csg.)		1.17	6.36	9.51	12.36	3.21	4.46	8.16	5.15 <sup>PM</sup>	YD.		
DS Union Station SACRAMENTO		0.00	6.30 <sup>AM</sup>	9.45 <sup>AM</sup>	12.30 <sup>PM</sup>	3.15 <sup>PM</sup>	4.40 <sup>PM</sup>	8.10 <sup>PM</sup>	YD.	YD.		
(47.67)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday			
Time Over District		1.15	1.10	1.12	0.59	1.13	1.11					
Average Speed Per Hour		38.1	40.3	39.7	48.5	39.2	40.3					

Eastward		FIRST SUBDIVISION--VACAVILLE BRANCH				Westward	
		Distance from San Francisco	Time Table No. 11 May 24, 1931	Distance from Vacaville	Capacity of Siding in Freight Cars		
STATIONS							
Y.P.		60.70	CREED	12.13	YD.		
		65.93	CORDERO	6.90	15		
Y.P.		68.30	VACAVILLE JOT.	4.53			
		72.83	VACAVILLE	0.00	24 (Spurs)		
			(12.13)				
			Time Over District				
			Average Speed Per Hour				

Eastward		FIRST SUBDIVISION--WILLOTTA BRANCH				Westward	
		Distance from San Francisco	Time Table No. 11 May 24, 1931	Distance from Willotta	Capacity of Siding in Freight Cars		
STATIONS							
Y.P.		68.30	VACAVILLE JOT.	9.14			
		70.90	ARMJO C.T. & T.R.R.	6.54	18		
		74.08	FAIRFIELD	3.36	9		
		74.93	EARL	2.51	18 (Spur)		
		75.11	SUISUN VALLEY	2.33	12 (Spur)		
		75.45	CHADBOURNE	1.99	21 (Spurs)		
		76.17	RUSSELL	1.27	15 (Spurs)		
		77.04	DANIELSON	0.40	18 (Spurs)		
		77.44	WILLOTTA	0.00	13 (Spur)		
			(9.14)				
			Time Over District				
			Average Speed Per Hour				

Schedule meeting points are ACTUAL meeting points unless changed by train order. See Rules S-72, 83, S-88 to S-90B, inclusive.

## EXCEPTIONS TO--AND ADDITIONAL--FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers from (or Beyond)
All Trains	Third & M St., 8th & K St., Sacramento	Receive	
All Trains	All Stations (Through Tickets only)	Discharge	{ Rail or Stage Points }
1-3-5-9-11	{ Bevan, Delhi, Norris, Denverton, Honker }	Receive or Discharge	{ East of Sacramento }

No. 3 take siding at East switch Riverview for No. 2.  
Nos. 293 and 295 have no time table superiority.

## FIRST SUBDIVISION--PITTSBURG BRANCH

## Westward

Time Table No. 11 May 24, 1931		FIRST CLASS										SECOND CLASS		Capacity of Siding in Freight Cars	
STATIONS		17 San Fran. Passenger	103 <sup>1</sup> San Fran. Passenger	105 <sup>2</sup> Sacramento Passenger	107 <sup>3</sup> San Fran. Passenger	109 <sup>4</sup> Sacramento Passenger	111 <sup>5</sup> San Fran. Passenger	113 <sup>6</sup> Sacramento Passenger	115 <sup>7</sup> San Fran. Passenger	117 <sup>8</sup> San Fran. Passenger	119 <sup>11</sup> San Fran. Passenger			295 Oakland Local Freight	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	
D	WEST PITTSBURG	2.18	s 6.39 <sup>AM</sup>	s 7.57 <sup>AM</sup>	s 9.00 <sup>AM</sup>	s 11.07 <sup>AM</sup>	s 12.21 <sup>PM</sup>	s 1.53 <sup>PM</sup>	s 3.01 <sup>PM</sup>	s 4.24 <sup>PM</sup>	s 6.04 <sup>PM</sup>	s 9.32 <sup>PM</sup>		5.35 <sup>PM</sup>	YD.
	PITTSBURG	0.00	6.34 <sup>AM</sup>	7.52 <sup>AM</sup>	8.55 <sup>AM</sup>	11.02 <sup>AM</sup>	12.16 <sup>PM</sup>	1.48 <sup>PM</sup>	2.56 <sup>PM</sup>	4.19 <sup>PM</sup>	5.59 <sup>PM</sup>	9.27 <sup>PM</sup>		5.15 <sup>PM</sup>	YD.
(2.18)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	

Eastward SECOND SUBDIVISION

Time, Scales, Ways, Ballistic, P.O., S.A., Standard Clocks	SECOND CLASS																Distance from San Francisco	Time Table No. 11 May 24, 1931				
	FIRST CLASS																					
	192 Chico- Oroville Local Freight Leave Daily Ex. Saturday					8 THE METEOR Leave Daily	146 Elverta Passenger Leave Daily Ex. Sunday	144 Elverta Passenger Leave Daily Ex. Sunday	6 Chico- Marysville Passenger Leave Daily	142 Elverta Passenger Leave Daily Ex. Sunday	158 Swanton Passenger Leave Daily Ex. Sunday	4 Chico- Marysville Passenger Leave Daily	2 Sacramento Valley Limited Leave Daily	24 Chico- Marysville Passenger Leave Daily	156 Swanton Passenger Leave Daily Ex. Sunday	134 Elverta Passenger Leave Daily Ex. Sunday				132 Elverta Passenger Leave Daily Ex. Sunday	130 Elverta Passenger Leave Daily Ex. Sunday	
P.R.B.Y.K.						8.00 PM <sup>11</sup>	6.35 PM	5.30 PM	4.40 PM	4.05 PM	3.20 PM	2.05 PM	10.25 AM	8.00 AM <sup>135</sup>	7.35 AM	7.00 AM	6.25 AM <sup>131</sup>	5.20 AM	93.82	DS Union Station SACRAMENTO <sup>1.08</sup>		
P.O.	10.00 PM					f 8.05	f 6.41	f 5.35	f 4.45	f 4.10	f 3.25	f 2.10	f 10.30	f 8.05	f 7.41	f 7.05	f 6.30	f 5.25	94.90	SACRAMENTO, C.S.T. <sup>0.60</sup>		
P.R.						8.08	6.43	5.38	4.48	4.13	3.28	2.12	10.32	8.07	7.43	7.08	6.33	5.28	95.50	HAGGIN <sup>0.60</sup>		
P.						f 8.10	f 6.45	f 5.40	f 4.50	f 4.17	s 3.31 PM	f 2.14	f 10.34	f 8.09	s 7.45 AM	f 7.10	f 6.35	f 5.30	96.47	GLOBE, W.P.R.R. Cross, NORTH SACRAMENTO <sup>0.97</sup>		
P.						f 8.11	f 6.47	f 5.42	f 4.52	f 4.22 <sup>9</sup>		f 2.16	f 10.36	f 8.11		f 7.15 <sup>133</sup>	f 6.37	f 5.33	97.18	NORTH SACRAMENTO <sup>1.43</sup>		
P.						f 8.13	f 6.51	f 5.46	f 4.55	f 4.27		f 2.19	f 10.39	f 8.15		f 7.19	f 6.40	f 5.37	98.01	DEL PASO <sup>1.51</sup>		
P.						f 8.15	f 6.55	f 5.50	f 4.58 <sup>143</sup>	f 4.31		f 2.21	f 10.42	f 8.17		f 7.22	f 6.44	f 5.40	100.82	ROBLA <sup>2.30</sup>		
P.						f 8.18	f 7.00	f 5.55	f 5.01	f 4.36		f 2.25	f 10.45	f 8.21		f 7.26	f 6.50	f 5.45	103.12	D RIO LINDA <sup>1.31</sup>		
P.R.						f 8.20	s 7.05 PM	s 6.00 PM	f 5.03	s 4.40 PM		f 2.28	f 10.47	f 8.23		s 7.30 AM	s 6.55 AM	s 5.50 AM	104.43	ELVERTA <sup>2.93</sup>		
P.						f 8.24				f 5.07		f 2.32	f 10.52	f 8.27					107.36	RIEGO <sup>1.98</sup>		
P.						f 8.29				f 5.10		f 2.37	f 10.55	f 8.31					109.34	SANKEY, W.P.R.R. Cross, PLEASANT GROVE <sup>3.39</sup>		
P.						f 8.34				f 5.15		f 2.42	f 10.59	f 8.36					112.73	PLEASANT GROVE <sup>2.04</sup>		
P.						f 8.36				f 5.17		f 2.45	f 11.02	f 8.39					114.77	OATLETT <sup>1.31</sup>		
P.						f 8.38				f 5.19		f 2.47	f 11.04	f 8.41					115.98	STRIPLIN <sup>3.97</sup>		
P.						f 8.42				s 5.23		s 2.51	s 11.09	s 8.45					118.95	D EAST NICOLAUS <sup>1.97</sup>		
P.						f 8.44				f 5.25		f 2.53	f 11.11	f 8.49 <sup>3</sup>					120.00	STOLP <sup>2.45</sup>		
P.						f 8.48				f 5.29		f 2.57	f 11.15	f 8.54					122.45	RIO ORO <sup>2.03</sup>		
P.						f 8.51				f 5.31		f 3.00	f 11.18	f 8.58					124.48	ALGODON <sup>1.92</sup>		
P.						f 8.53				f 5.34		f 3.02	f 11.20	f 9.00					126.40	LEWIS <sup>0.95</sup>		
P.						f 8.54				f 5.35		f 3.03	f 11.21	f 9.01					127.36	PLUMAS <sup>1.53</sup>		
P.						f 8.56				f 5.37		f 3.05	f 11.25 <sup>6</sup>	f 9.03					128.88	ARBOGA <sup>0.94</sup>		
P.						f 8.57				f 5.38		f 3.06	f 11.26	f 9.04					129.72	REED JOT. ALICIA <sup>2.68</sup>		
P.						f 9.01				f 5.42		f 3.10	f 11.30	f 9.07					132.40	SOUTH YUBA <sup>1.43</sup>		
P.						9.03				5.44		3.12	11.32	9.09					133.83	OLIVER, W.P.R.R. Cross, MARYSVILLE <sup>0.95</sup>		
P.I.						9.05				5.45		3.14	11.33	9.10					134.86	2S MARYSVILLE		
P.R.B.Y.K.	1.00 AM					s 9.10 PM				s 5.50 PM		s 3.20 PM	s 11.39 AM	s 9.15 AM					135.48			
	Arrive Daily Ex. Sunday					Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(41.66)		
						1.10	0.30	0.30	1.10	0.35	0.11	1.15	1.14	1.15	0.10	0.30	0.30	0.30		Time Over District		
						35.7	21.2	21.2	35.7	18.2	14.5	33.4	33.8	33.4	15.9	21.2	21.2	21.2		Average Speed Per Hour		

Schedule meeting points are ACTUAL meeting points unless changed by train order. See Rules S-72, 83, S-88 to S-90B, inclusive.

No. 192 has no time table superiority.  
No. 143 take siding at Robla for No. 6.  
Nos. 6, 130, 132, 134, 142, 144, and 146 only will register at Elverta, daily except Sunday.  
Nos. 156, 4, and 158 only will register at Globe daily except Sunday.  
RULE 83 (D). In addition to this rule all trains must get a clearance card at Marysville when Operator is on duty.

EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers from (or Beyond)
All Trains	G. St. Sacramento, Altos, Hagginwood, Brook, Allison, Ardmere	Receive or Discharge	
All Trains	Short, Esmeralda, Bear River, Howard.	Receive or Discharge	

## SECOND SUBDIVISION

Westward

7

Time Table No. 11 May 24, 1931		FIRST CLASS													SECOND CLASS		Capacity of Bldgs in Freight Cars
STATIONS		131	133	135	3	5 THE METEOR	7	159	9	143	145	147	11				193
Union Station SACRAMENTO		Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	San Francisco Sacramento Passenger	San Francisco Sacramento Passenger	San Francisco Sacramento Passenger	Sacramento Passenger	Sacramento Valley Limited	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	San Francisco Sacramento Passenger				Sacramento Local Freight
Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily				Arrive Daily Ex. Sunday
DS	41.66	s 6.25 <sup>132</sup> AM	s 7.30AM	s 8.12AM	s 9.35AM	s 12.25PM	s 3.00PM	s 3.55PM	s 4.35PM	s 5.18PM	s 6.30PM	s 7.32PM	s 8.00PM <sup>8</sup>				
	40.58	f 6.20	f 7.23	f 8.05 <sup>24</sup>	f 9.29	f 12.19	f 2.54	f 3.49	4.29	f 5.13	f 6.25	f 7.26	7.54				YD.
	39.98	6.16	7.20	8.02	9.26	12.17	2.52	3.47	4.26	5.10	6.22	7.24	7.51				
	39.01	f 6.14	f 7.18	f 8.00	f 9.24	f 12.15	f 2.50	f 3.45PM	4.23	f 5.07	f 6.20	f 7.22	7.48				7.00AM
	38.30	f 6.12	f 7.15 <sup>134</sup>	f 7.58	f 9.22	f 12.14	f 2.48		4.22 <sup>142</sup>	f 5.04	f 6.17	f 7.19	7.46				YD.
	38.47	f 6.07	f 7.10	f 7.53	f 9.20	f 12.11	f 2.45		4.20	f 5.01	f 6.13	f 7.16	7.43				6 (Spur)
	34.66	f 6.03	f 7.07	f 7.50	f 9.18	f 12.08	f 2.42		4.17	f 4.58 <sup>6</sup>	f 6.08	f 7.13	7.41				8 (Spur)
D	32.86	f 5.58	f 7.03	f 7.45	f 9.15	f 12.05	f 2.39		4.14	f 4.52	f 6.04	f 7.09	7.38				38
	31.05	5.55AM	7.00AM	7.42AM	f 9.13	f 12.02PM	f 2.38		4.12	4.50PM	6.02PM	7.07PM	7.36				YD.
	28.12				f 9.09	f 11.58AM	f 2.32 <sup>4</sup>		4.08				f 7.32				8 (Spur)
	26.14				f 9.05	f 11.54	f 2.27		4.05				f 7.29				27 (Spur)
	22.75				f 9.00	f 11.49	f 2.22		4.01				f 7.25				45
	20.71				f 8.57	f 11.46	f 2.19		3.58				f 7.22				16 (Spur)
	19.50				f 8.55	f 11.44	f 2.17		3.56				f 7.20				11 (Spur)
D	16.63				s 8.51	s 11.40	s 2.13		s 3.52				s 7.16				53
	15.48				f 8.49 <sup>24</sup>	f 11.37	f 2.11		3.49				f 7.13				10 (Spur)
	13.03				f 8.45	f 11.34	f 2.08		f 3.46				f 7.10				40 (Spurs)
	11.00				f 8.42	f 11.30	f 2.05		3.43				f 7.07				11 (Spur)
	9.08				f 8.40	f 11.28	f 2.03		3.41				f 7.05				14 (Spur)
	8.12				f 8.39	f 11.27	f 2.02		3.40				f 7.04				8 (Spur)
	6.60				f 8.37	f 11.25 <sup>2</sup>	f 2.00		f 3.38				f 7.02				29 (Spurs)
	5.76				f 8.36	f 11.23	f 1.58		3.37				f 7.01				50
	3.08				f 8.32	f 11.20	f 1.55		3.34				f 6.58				10 (Spur)
	1.65				8.30	11.18	1.53		3.32				6.56				YD.
	0.62				8.29	11.17	1.52		3.31				6.55				
2S	0.00				8.24AM	11.12AM	1.47PM		3.26PM				6.50PM				2.00AM
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily				Leave Daily Ex. Sunday
		0.30	0.30	0.30	1.11	1.13	1.13	0.10	1.09	0.28	0.28	0.25	1.10				
		21.2	21.2	21.2	35.2	34.2	34.2	15.9	35.2	22.8	22.8	25.4	35.7				
		Time Over District															
		Average Speed Per Hour															

Schedule meeting points are ACTUAL meeting points unless changed by train order. See Rules S-72, 83, S-88 to S-90B, inclusive.

No. 193 has no time table superiority.

No. 143 take siding at Robla for No. 6.

Nos. 131, 133, 135, 143, 145, and 147 only will register at Elverta.

RULE 83 (D). In addition to this rule all trains must get a clearance card at Marysville when Operator is on duty.

## EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers to (or Beyond)
All Trains	All Stations	Receive	Westgate and Points West
All Trains (ex. 9)	{ Howard, Bear River, Esmeralda, Short, Ardmore }	Receive or Discharge	
9	Short	Receive	Sacramento
All Trains (ex. 9, 11)	{ Allison, Brooke, Hagglinwood Altos, G. St. Sacramento }	Receive or Discharge	
9, 11 (Sundays only)	Elverta to Sacramento	Receive	Sacramento

Time Table No. 11 May 24, 1931	SECOND CLASS		FIRST CLASS										Distance from San Francisco	STATIONS		
	190	192														
	Colusa Local Freight Leave Daily Ex. Sunday	Chico Oroville Local Freight Leave Daily Ex. Sunday	212	8	6	4	2	204	24							
			Colusa Passenger Leave Daily	THE METEOR Leave Daily	Chico Passenger Leave Daily	Chico Passenger Leave Daily	Sacramento Valley Limited Leave Daily	Colusa Passenger Leave Daily	Chico Passenger Leave Daily							
P. R. B. Y. K.	2.45 AM	2.00 AM	9.17 PM	9.12 PM	5.52 PM	3.24 PM	11.41 AM	9.25 AM	9.20 AM	135.48				25 MARYSVILLE 1.79		
P. O.			f 9.25	f 9.21	s 6.00	s 3.33	s 11.49	s 9.34	s 9.29	137.27				YUBA CITY S. P. R. R. Cross, 0.30		
										138.17				PALORO 1.29		
										139.46				HARTER 0.31		
P. R. Y.	3.00 AM		f 9.28	f 9.24	f 6.03	f 3.36	f 11.52	f 9.38	f 9.33	139.79				GOLUSA JUNCTION 0.33		
P.			9.29 PM	9.25	6.05	3.39	11.53	9.39 AM	9.35	140.17				TIERRA BUENA 0.33		
P.				f 9.26	f 6.06	f 3.40	f 11.54		f 9.36	141.31				PEASE 1.22		
P.				f 9.28	f 6.08	f 3.42	f 11.56		f 9.38	141.81				NUESTRO 1.22		
P.				f 9.30	f 6.10	f 3.44	f 11.57		f 9.40	142.58				SANDERS 1.00		
P.				f 9.32	f 6.12	f 3.46	f 11.59 AM		f 9.42	143.84				ENCINAL 0.59		
P.				f 9.33	f 6.14	f 3.47	f 12.01 PM		f 9.43	144.64				STAFFORD 1.74		
				f 9.34	f 6.15	f 3.48	f 12.02		f 9.44	145.23				WALTON 1.63		
P.				f 9.36	f 6.18 11	f 3.50	f 12.04		f 9.46	146.97				D LIVE OAK S. P. R. R. Cross, 1.57		
P. I.				f 9.39	s 6.21	s 3.53	s 12.07		s 9.50	148.59				RIVIERA 1.07		
P.				f 9.42	f 6.24	f 3.57	f 12.11		f 9.54	150.46				CHANDON 1.14		
P.				f 9.43	f 6.25	f 3.59	f 12.13		f 9.55	151.68				MANZANITA 1.77		
P.				f 9.45	f 6.27	f 4.01	f 12.15		f 9.57	152.87				D EAST GRIDLEY 1.54		
P.				f 9.47	s 6.30	s 4.04	s 12.18		s 10.00	154.44				PEACHTON 1.15		
P.				f 9.49	f 6.32	f 4.06	f 12.20		f 10.02	156.08				RIOHILAND 1.50		
P.				f 9.50	f 6.34	f 4.08	f 12.22		f 10.03	157.23				EAST BIGGS 0.56		
				f 9.52	f 6.36	f 4.11	f 12.24		f 10.05	158.73				RIO BONITO 1.06		
P.				f 9.53	f 6.37	f 4.12	f 12.25		f 10.06	159.29				LOSEE 0.49		
P.				9.54	6.38	4.13	12.26		10.08	160.35				HASELBUSCH 1.36		
				f 9.55	f 6.39	f 4.14	f 12.27		f 10.09	160.84				LORRAINE 2.61		
P.				f 9.57	f 6.41	f 4.16	f 12.29		f 10.11	162.20				OROVILLE JCT. 2.50		
P. R. Y.			10.01	6.45	4.20	12.33	12.33	10.15	10.15	165.02				SHIFFEE 1.67		
P.			s 10.03	s 6.47	s 4.23	s 12.35	s 12.35	s 10.20	s 10.20	167.62				BAMADA 1.75		
P.			f 10.07	f 6.50	f 4.27	f 12.39	f 12.39	f 10.24	f 10.24	169.49				BLAVO 3.01		
P.			f 10.09	f 6.52	f 4.29	f 12.42	f 12.42	f 10.26	f 10.26	171.24				ESQUON 3.05		
P.			f 10.11	f 6.54	f 4.31	f 12.44	f 12.44	f 10.29	f 10.29	174.25				D DURHAM 4.35		
P.			f 10.15	f 6.58	f 4.35	f 12.48	f 12.48	f 10.33	f 10.33	177.30				SPEEDWAY 1.02		
P.			f 10.19	s 7.03	s 4.40	s 12.53	s 12.53	s 10.38	s 10.38	181.56				STIRLING JCT. S. P. R. R. Cross, 1.02		
P.			f 10.25	f 7.10	f 4.46	f 1.00	f 1.00	f 10.44	f 10.44	182.04				MULBERRY 0.57		
P. Y.	7.00 AM		f	f	f	f	f	f	f	183.06				ASHBY JUNCTION 1.00		
			f 10.29	f 7.14	f 4.50	f 1.04	f 1.04	f 10.48	f 10.48	183.33				D CHICO (48.85)		
P. R. B. Y. K.			f 10.30	f 7.15	f 4.51	f 1.05	f 1.05	f 10.49	f 10.49					Time Over District		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	s 10.35 PM	s 7.20 PM	s 4.55 PM	s 1.10 PM	s 1.10 PM	s 10.55 AM	s 10.55 AM					Average Speed Per Hour		
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	0.19	1.23	1.28	1.31	1.29		
										21.5	35.3	33.3	32.2	32.9		
														18.5		
														30.9		

Schedule meeting points are ACTUAL meeting points unless changed by train order.

See Rules S-72, 83, S-88 to S-90B, inclusive.

RULE 83 (D). In addition to this rule all trains must get a clearance card at Marysville and Oroville Junction when Operator is on duty.

Nos. 204 and 212 only will register at Colusa Jct.

Nos. 190 and 192 have no time table superiority.

# EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers to (or Beyond)
All Trains	(Chico, 4th & Main and 9th & Main Sts.; Savona, Vocum's Crossing, Galinda, Bihman, Tharp, Gomez, Yuba City 2nd St. Marysville WP Depot, Marysville Hotel.)	Receive or Discharge	

## SECOND SUBDIVISION

Westward

9

Time Table No. 11 May 24, 1931	STATIONS	Distance from Chico	FIRST CLASS								SECOND CLASS		Crescent & Bldg. in French Camp
			203 Marysville Sacramento Passenger	3 San Francisco Sacramento Passenger	5 THE METEOR	7 San Francisco Sacramento Passenger	9 Sacramento Valley Limited	11 San Francisco Sacramento Passenger	211 Marysville Passenger		191 Marysville Local Freight	193 Sacramento Local Freight	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	
2S	MARYSVILLE	48.88	s 8.17 AM	s 8.22 AM	s 11.10 AM	s 1.40 PM	s 3.24 PM	s 6.44 PM	s 9.00 PM		9.15 PM	1.00 AM	YD.
	YUBA CITY S.P.R.R. Cross.	47.06	s 8.08	s 8.13	s 11.01	s 1.31	s 3.15	s 6.35	f 8.51				YD.
	PALORO	46.16											YD.
	HARTER	44.87	f 8.04	f 8.10	f 10.57	f 1.27	3.11	f 6.32	f 8.47				YD.
	COLUSA JUNCTION	44.54	8.03 AM	8.09	10.56	1.26	3.10	6.31	8.46 PM		9.00 PM		YD.
	TERRA BUENA	44.16		f 8.08	f 10.54	f 1.25	3.09	f 6.26					7 (Spur)
	PEASE	43.02		f 8.06	f 10.52	f 1.23	3.07	f 6.25					34
	NUSTRO	41.80		f 8.04	f 10.51	f 1.22	3.05	f 6.24					39
	SANDERS	40.69		f 8.02	f 10.49	f 1.20	3.04	f 6.22					7 (Spur)
	ENOINAL	39.69		f 8.01	f 10.47	f 1.18	3.03	f 6.21					22
	STAFFORD	39.10		f 8.00	f 10.46	f 1.17	3.02	f 6.20					5 (Spur)
	WALTON	37.36		f 7.58	f 10.44	f 1.15	3.00	f 6.18					7 (Spur)
D	LIVE OAK S.P.R.R. Cross.	35.74	s 7.55	s 10.41	s 1.12	s 2.57	s 6.16						YD.
	RIVIERA	33.87		f 7.51	f 10.37	f 1.08	2.54	f 6.12					4 (Spur)
	CHANDON	32.80		f 7.50	f 10.36	f 1.07	2.53	f 6.11					10 (Spur)
	MANZANITA	31.66		f 7.48	f 10.34	f 1.05	2.51	f 6.09					7 (Spur)
D	EAST GRIDLEY	29.89	s 7.46	s 10.31	s 1.02	s 2.48	s 6.06						YD.
	PEACHTON	28.25		f 7.44	f 10.28	f 1.00	2.46	f 6.03					6 (Spur)
	RIEHLAND	27.10		f 7.42	f 10.26	f 12.58	2.44	f 6.01					3 (Spur)
	EAST BIGGS	25.60		f 7.40	f 10.24	f 12.56	f 2.42	f 5.59					13 (Spur)
	RIO BONITO	25.04		f 7.39	f 10.23	f 12.54	2.41	f 5.58					13 (Spur)
	LOSEE	23.98		7.38	10.22	12.53	2.40	5.57					4 (Spur)
	HASLEBUSCH	23.49		f 7.37	f 10.21	f 12.52	2.39	f 5.56					3 (Spur)
	LORRAINE	22.13		f 7.35	f 10.19	f 12.50	2.37	f 5.54					10 (Spur)
	OROVILLE JCT.	19.31	s 7.32	s 10.15	s 12.46	s 2.34	s 5.50						YD.
	SHIPPEE	16.51		f 7.26	f 10.08	f 12.39	2.28	f 5.42					12 (Spur)
	RAMADA	14.84		f 7.24	f 10.05	f 12.36	2.26	f 5.40					20
	BLAVO	13.09		f 7.22	f 10.03	f 12.34	2.24	f 5.38					27
	ESQUON	10.08		f 7.18	f 9.59	f 12.30	2.20	f 5.34					17 (Spur)
D	DURHAM	7.03	s 7.14	s 9.55	s 12.25	f 2.15	s 5.30						27 (Spur)
	SPEEDWAY	2.77		f 7.08	f 9.49	f 12.19	2.09	f 5.24					13
	STIRLING JCT. S.P.R.R. Cross	2.29		f	f	f	f	f					YD.
	MULBERRY	1.27		f 7.05	f 9.45	f 12.15	f 2.05	f 5.20				9.00 PM	YD.
	ASHBY JUNCTION	1.00		f 7.04	f 9.44	f 12.14	f 2.04	f 5.19					
D	CHICO	0.00		7.00 AM	9.40 AM	12.10 PM	2.00 PM	5.15 PM					YD.
	(48.55)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Saturday	Leave Daily Ex. Saturday	
	Time Over District	0.14	1.22	1.30	1.30	1.24	1.29	0.14					
	Average Speed Per Hour	18.5	35.7	32.6	32.6	34.9	32.9	18.5					

Schedule meeting points are ACTUAL meeting points unless changed by train order.

See Rules S-72, 83, S-88 to S-90B, inclusive.

RULE 83 (D). In addition to this rule all trains must get a clearance card at Marysville and Oroville Junction when Operator is on duty.

Nos. 203 and 211 only will register at Colusa Jct.

Nos. 191 and 193 have no time table superiority.

## EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

TRAINS	STATIONS	Receive or Discharge	Passengers to (or Beyond)
All Trains	All Stations	Receive	Westgate and Points West
All Trains (Except 9)	Chico, 4th & Main and 9th & Main Sts., Savona, Yocum's Crossing, Galinda, Bihman, Tharp, Gomez, Yuba City 2nd St., Marysville WP Depot, Marysville Hotel	Receive or Discharge	
9	Chico 4th & Main and 9th & Main Sts., Yuba City 2nd St., Marysville Hotel	Receive or Discharge	

See page 11 for additional  
store.

See page 11 for additional stops.

Eastward								SECOND SUBDIVISION—SWANSTON BRANCH										Westward		11
Fons, Seals, Wym, Bulfinch, Register Stations, Standard Clocks	FIRST CLASS							Distance from San Francisco	Time Table No. 11 May 24, 1931	Distance from Swanston	FIRST CLASS							Capacity of Sidings in Freight Cars		
	164	162	160	158	156	154	152				153	155	157	159	161	163	165			
	Swanston Passenger	Swanston Passenger	Swanston Passenger	Swanston Passenger	Swanston Passenger	Swanston Passenger	Swanston Passenger				Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger	Sacramento Passenger			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
	P. R.	6.45 PM	5.40 PM	4.17 PM	3.31 PM	7.45 AM	6.35 AM				5.30 AM	96.47	GLOBE, W. P. R. R. Cross, 1.52	1.52	s 6.13 AM	s 7.17 AM	s 7.58 AM		s 3.45 PM	s 5.07 PM
	s 6.50 PM	s 5.45 PM	s 4.22 PM	s 3.36 PM	s 7.50 AM	s 6.40 AM	s 5.35 AM	97.99	SWANSTON	0.00	6.07 AM	7.10 AM	7.52 AM	3.40 PM	5.02 PM	6.13 PM	7.15 PM	YD.		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		(1.52)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			

SECOND SUBDIVISION—OROVILLE BRANCH										Eastward												
Time Table No. 11 May 24, 1931		Distance from San Francisco	FIRST CLASS								SECOND CLASS								New Siski- you, Bullitt, W. Bullitt, Parker Station, Standard Clocks			
			76 <sup>3</sup> Oroville Passenger	78 <sup>5</sup> <sub>24</sub> Oroville Passenger	80 <sup>7</sup> <sub>2</sub> Oroville Passenger	82 <sup>9</sup> Oroville Passenger	84 <sup>4</sup> Oroville Passenger	86 <sup>11</sup> Oroville Passenger	88 <sup>6</sup> Oroville Passenger	90 <sup>8</sup> Oroville Passenger	194 Oroville Local Freight											
STATIONS			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday											
OROVILLE JCT. 2.01			165.02	7.33 AM	10.20 AM	12.46 PM	2.35 PM	4.25 PM	6.50 PM	6.48 PM	10.05 PM	6.00 AM								P. R. Y.		
SUMMIT 1.26			167.03	7.36	10.23	12.49	2.38	4.28	5.53	6.51	10.08									P.		
THERMALITO 1.09			168.29	s 7.39	s 10.26	s 12.52	s 2.41	s 4.31	s 5.56	s 6.54	s 10.11									P.		
OROVILLE, Marysville Road 1.09			169.38	f 7.42	f 10.29	f 12.55	f 2.44	f 4.34	f 5.59	f 6.57	f 10.14									P.		
D OROVILLE			170.47	s 7.48 AM	s 10.35 AM	s 1.01 PM	s 2.50 PM	s 4.40 PM	s 6.05 PM	s 7.03 PM	s 10.20 PM									7.00 AM	P. R. B. K.	
(5.45)				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									Arrive Daily Ex. Sunday		
Time over District				0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15											
Average Speed per Hour			21.8	21.8	21.8	21.8	21.8	21.8	21.8	21.8												

SECOND SUBDIVISION—OROVILLE BRANCH											Westward			
Time Table No. 11 May 24, 1931	Distance from Oroville	FIRST CLASS								SECOND CLASS		195 Sacramento Local Freight	Capacity of Sidings in Freight Cars	
		75 <sup>3</sup> Sacramento Passenger	77 <sup>5</sup> <sub>24</sub> Chico Sacramento Passenger	79 <sup>7</sup> <sub>2</sub> Chico Sacramento Passenger	81 <sup>9</sup> Sacramento Passenger	83 <sup>4</sup> Chico Passenger	85 <sup>11</sup> Sacramento Passenger	87 <sup>6</sup> Chico Passenger	89 <sup>8</sup> Chico Passenger					
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
		5.45	s 7.27 AM	s 10.10 AM	s 12.30 PM	s 2.30 PM	s 4.18 PM	s 5.45 PM	s 6.43 PM	s 10.00 PM				
		3.44	7.21	10.04	12.24	2.24	4.12	5.39	6.37	9.54				
		2.18	s 7.19	s 10.02	s 12.22	s 2.22	s 4.10	s 5.37	s 6.35	s 9.52				
		1.09	f 7.17	f 10.00	f 12.20	f 2.20	f 4.08	f 5.35	f 6.33	f 9.50				
		0.00	7.12 AM	9.55 AM	12.15 PM	2.15 PM	4.03 PM	5.30 PM	6.28 PM	9.45 PM				
		(3.45)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
		Time over District	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15				
Average Speed per Hour	21.8	21.8	21.8	21.8	21.8	21.8	21.8	21.8						
STATIONS											Arrive Daily Ex. Saturday	YD.		
OROVILLE JCT. 2.01											7.40 PM	YD.		
SUMMIT 1.26												16		
THERMALITO 1.09												26		
OROVILLE, Marysville Road 1.09												YD.		
D OROVILLE											7.00 PM	YD.		
											Leave Daily Ex. Saturday			

Schedule meeting points are ACTUAL meeting points unless changed by train order.  
See Rules 8-72, 83, 8-88 to 8-90B, inclusive.  
Nos. 194 and 195 have no time table superiority.

# EXCEPTIONS TO—AND ADDITIONAL—FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Trains	Stations	Receive or Discharge	Passengers to (or Beyond)
All Trains—Woodland Branch	(Bryle, Silva Crossing, Beardslee) Haviland, Leeman, Birch, Harbinson, Deaner	Receive or Discharge	
All Trains—Colusa Branch	(Girdner, Cromer Avenue, Humphrey, Rowena, Hooper, Farman)	Receive or Discharge	
All Trains—Oroville Branch	(Smith's Ranch, Birds Crossing, Cross- ing in cut west of Thermalito, Mc- Namee Crossing)	Receive or Discharge	

## EASTWARD

## FIRST SUBDIVISION--DANVILLE STAGE

## WESTWARD

336	332	328	306	304	316	312	Distance from Dan. Sta.	TIME TABLE NO. 11 May 24, 1931 STATIONS	Distance from Dan. Sta.	317	301	303	305	327	309	311
Leave Sunday Only	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily Ex. Sun.				Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only
7:24 PM	6:40 PM	5:24 PM	2:33 PM	11:53 AM	9:40 AM	8:16 AM	27.44	WALNUT CREEK 1.20	10.00	7:13 AM	8:40 AM	11:43 AM	2:22 PM	4:07 PM	6:35 PM	10:00 PM
7:35	6:51	5:35	2:44	12:04 PM	9:51	8:27	31.64	ALAMO 1.20	5.80	7:02	8:29	11:32	2:11	3:56	6:25	9:49
7:41	6:57	5:41	2:50	12:10	9:57	8:33	34.24	DANVILLE 3.20	3.20	6:55	8:23	11:28	2:05	3:50	6:19	9:43
7:49 PM	7:05 PM	5:50 PM	2:59 PM	12:18 PM	10:06 AM	8:42 AM	37.44	DIABLO 3.20	0.00	6:47 AM	8:15 AM	11:18 AM	1:57 PM	3:42 PM	6:11 PM	9:35 PM
Arrive Sunday Only	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily Ex. Sun.		(10.00)		Leave Sunday Only	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only

## "SAFETY FIRST"

## SPECIAL RULES

## SPEED RESTRICTIONS GENERAL

Oakland, 40th & Shafter, Interlocking Plant. All movements to and from 40th Street ..... 5 mi. per hr.  
Oakland, Shafter Avenue ..... 22 mi. per hr.  
Oakland, College Avenue, K. S. R. R. Crossing ..... Stop and flag  
Between Rockridge and Walden—All sharp curves ..... 40 mi. per hr.  
Except—Curve East of Rockridge ..... 30 mi. per hr.  
Except—Curve Melin Cut ..... 25 mi. per hr.  
Except—Curve East of Pinehurst ..... 15 mi. per hr.  
Except—Two Curves East of Valle Vista ..... 15 mi. per hr.  
Except—Walden Curve ..... 30 mi. per hr.  
Terrace—Public Crossing—Westward trains ..... 20 mi. per hr.  
Tunnel No. 1, Passenger Trains ..... 25 mi. per hr.  
Freight and Work Trains ..... 15 mi. per hr.  
West Portal Tunnel No. 1 to Rockridge, Descending Grade, Passenger Motors and Freight Engines operated as single unit, unless equipped with electric brakes ..... 10 mi. per hr.  
Havens to Rockridge (Descending Grade), Passenger Trains use 5 minutes, Freight and Work Trains use 12 minutes actual running time.  
Walnut Creek—Switch Standard Oil Spur—Westward Trains ..... Proceed with Caution  
Las Juntas—S. P. R. R. Crossing ..... Stop and flag  
Meinert—East Switch—Westward Trains ..... 20 mi. per hr.  
Concord—All Switches and Public Crossings between Willow Pass and Clayton roads, both inclusive ..... Proceed with Caution  
Clyde—B. P. & C. R. R. Crossing ..... Stop and flag  
West Pittsburg—Under Pass Curve, Passenger Trains ..... 30 mi. per hr.  
Freight and Work Trains ..... 20 mi. per hr.  
Pittsburg—City Limits ..... 15 mi. per hr.  
Pittsburg—All Street Crossings ..... 10 mi. per hr.  
Pittsburg—T. & S. P. R. R. Crossing ..... Stop and flag  
Pittsburg—Columbia St. ..... Stop and flag  
Mallard—Eastward Trains ..... Stop  
Ferry Ramon—All movements on and off Ferry ..... 5 mi. per hr.  
Chippis—Westward Trains ..... Stop  
Between Chippis and Montezuma all long trestles ..... 40 mi. per hr.  
Drawbridge—Montezuma Slough ..... 10 mi. per hr.  
Armijo—C. T. & T. R. R. ..... Stop and flag  
Lisbon Trestle ..... 40 mi. per hr.  
Except—Curve East end ..... 30 mi. per hr.  
Riverview Trestles ..... 25 mi. per hr.  
M Street Bridge ..... 6 mi. per hr.  
Highway crossing west end "M" Street Bridge ..... 10 mi. per hr.  
Sacramento City Limits ..... 20 mi. per hr.  
Except—Between 8th & M and 12th & I streets ..... 15 mi. per hr.  
Except—All street intersections ..... 15 mi. per hr.  
Except—Other points covered by special time table instructions.  
Sacramento, Alhambra Blvd. & P Sts. .... 6 mi. per hr.

Sacramento, Alhambra Blvd. & X Sts., C. C. T. Co. Junction ..... Stop  
Sacramento—All Steam R. R. crossings ..... Stop and flag  
Sacramento—All Interurban & St. Railway crossings—Trains, Yard Engines and Dead Head Equipment ..... 5 mi. per hr.  
Sacramento—All Railway Crossings ..... Stop  
Street Cars ..... Stop  
Sacramento—Arterials—All Trains, Yard Motors, deadhead equipment and street cars ..... Stop  
Sacramento—N. W. corner 12th and I Sts. .... 5 mi. per hr.  
Globe, W. P. R. R. Crossing ..... Stop  
Sankey, W. P. R. R. Crossing ..... Stop  
Marysville City Limits ..... 12 mi. per hr.  
Marysville—Highway crossing north end D St. Bridge, yard engines ..... Stop and flag  
Marysville, 2nd & D Sts., eastward trains ..... Stop  
Marysville, 4th & Orange Sts. .... Stop and flag  
Yuba City, City Limits ..... 12 mi. per hr.  
Yuba City, S. P. R. R. Crossing ..... Stop  
Yuba City, Cooper Ave., eastward trains ..... 6 mi. per hr.  
Yuba City, Cooper Ave., westward trains ..... Stop  
Yuba City, Cooper Ave., yard engines ..... Slow and flag  
Live Oak, City Limits ..... 15 mi. per hr.  
Stirling Jet, S. P. R. R. Crossing ..... Stop  
Edgar Slough Highway Crossing ..... Proceed with Caution  
Chico City Limits ..... 12 mi. per hr.  
Chico, 9th & Orange, S. P. R. R. Crossing ..... Stop and flag  
Woodland City Limits ..... 12 mi. per hr.  
Road crossing Shell Oil Plant, Woodland ..... 6 mi. per hr.  
River Bend Trestle ..... 25 mi. per hr.  
Feather River Bridge, Oroville ..... 15 mi. per hr.  
Oroville City Limits ..... 10 mi. per hr.  
Highway Crossing, Thermalito ..... 10 mi. per hr.  
Rowena Road Crossing ..... 20 mi. per hr.  
Approaching Spring Switches ..... 6 mi. per hr.  
Passenger trains and light motors splitting spring switches, except oil buffer switches ..... 6 mi. per hr.  
All trains splitting oil buffer switches ..... 10 mi. per hr.  
Birney cars—between Sacramento and Mulberry ..... 20 mi. per hr.  
Freight Trains, maximum speed ..... 30 mi. per hr.  
Speed restriction signs indicating speed of passenger and freight trains are located at various places where speed should be reduced.  
Maximum speeds permitted under city ordinance do not dispense with the observance of Rule 93.

## MISCELLANEOUS

Westward freight and work trains must make air brake inspection and test at Havens before descending the grade between Havens and Rockridge and must comply with special instructions on Test Card Form F 98 and be governed by tonnage rating and car limit as shown in schedule for Locomotive ratings. Retainers must be used on freight and work trains descending this grade. Engine must be coupled to train at all times on this grade and Rule 1085 must be strictly observed. Helper engine must be used on rear of all eastward freight and work trains between Oakland and Yuba City and on all other grades Rules 897, 1085 and 1087 must be observed.  
Trainmen must pull the trolley down before removing any jumpers when picking up or setting out passenger equipment or when cutting trains at the Ferry.  
The whistle must be blown approaching each street intersection on Shafter Ave., Oakland, and blasts must

be so spaced that the last blast will continue to the intersection. The air gong may be used, but the engine bell should be used only in emergency.

The use of the pneumatic air horn at crossings west of Terrace, on Shafter Ave., Oakland, and within the city limits of Pittsburg is prohibited. The old type whistle must be used, and if inoperative, the air gong will be used. Conductor or Brakeman must ride in cab with the Motorman on all westward trains between Rockridge and College Ave., and all eastward trains between 40th and Shafter and College Ave., to assist in checking clearances between trains and parked automobiles.

Trains must not be stopped at San Pablo Ave., Oakland, to receive or discharge passengers from and to the A. T. & S. F. R. R.

On freight trains ascending and descending grades between Rockridge and Bay Point, member of train crew must observe track from rear of caboose, that train may be brought to stop promptly in event of derailment.

High cars when placed on the old Ice House spur at Concord must be left west of the sand bins, so that motormen will have a clear view of the highway crossing, switches and signals.

Cars must not be left standing on Willow Pass road crossing located M. P. 33.8 just east of Concord station.

Trains approaching West Pittsburg must not stop foul of Branch track unless Branch train has arrived. Cars must not be stored on wye at West Pittsburg.

The yard limits of Pittsburg include all tracks in Pittsburg, and between Pittsburg and the yard limit signs at West Pittsburg and Mallard. All movements between Pittsburg and West Pittsburg will be made in accordance with Rule 93. Scheduled and Extra trains must receive a clearance from the Dispatcher for all movements between West Pittsburg and Pittsburg, and in the reverse direction.

Cars containing shipments of explosives or inflammables, must not be handled in mixed trains next to a car carrying passengers. Conductor on Pittsburg Branch will not handle cars so placarded on any train carrying passengers, but, must make an extra trip to handle these cars.

The Captain, or his pilot, will have direct charge of train crews in loading and unloading the Ferry, and movements must be made in accordance with his instructions. 700 gross tons is the maximum load limit. Heavy cars must be placed on the Ferry so as to keep the load well balanced. Each track on the Ferry is approximately 220 feet long, but, only 210 track feet may be used. When shoving cars on the Ferry ahead of Motor, no cars are to be coupled on to, or handled behind the motor.

Hand and air brakes must be set on all freight cars—air brakes set on freight engines, wheels must be blocked on passenger cars (using 4 blocks to each track)—air brakes set and all vestibule and trap doors open while train is on Ferry Ramon. At night all marker and classification lamps must be removed.

Blocks must not be removed until Ferry is against apron. Motorman must observe Rule 1006 and remain in cab while train is on Ferry.

Motormen must move slowly and watch to the rear until entire train is moved and ready to start.  
Cars containing explosives or inflammables must not be handled on Ferry Ramon with cars carrying passengers.

The siding at Cordero and the siding at Belleair are crossed by County Roads. At such times as cars are allowed to stand on these sidings within a distance of one hundred (100) feet of either side of these county roads, a member of the train crew or other competent employee

shall protect the traffic on said roads by acting as a human flagman for all trains, engines, motors or cars operating over the adjacent main line track. Cars which are stored on these sidings must not be left standing within 100 feet of either side of the road crossing.

Inside switches of both crossovers at Riverview must be left lined and locked for Holland Branch.

High freight cars must not be stored on the old S. F. & S. interchange track at Westside and no cars must be left standing on storage tracks at Westgate within five car lengths of the highway crossing.

East switch of cross over, located just west of Westgate crossing, must be left lined and locked for storage track.

Interurban trains, yard engines and street cars operated on tracks in Sacramento running Easterly and Westerly have precedence in the use of the crossing over other interurban trains, yard engines and street cars operated on tracks running Northerly and South-easterly except that trains or yard engines in whatever direction they may be running, have the precedence in the use of such crossings over street cars operated in street railway service.

The tracks at the Union Station and between 12th and I Streets and 8th and M Streets, Sacramento, are operated jointly with the C. C. T. Co.

All switches serving the Union Station are spring switches and must be lined as follows: Switch on 11th Street leading to I Street lined as last used. Switches on I Street leading to 12th Street lined for I St. All inside yard switches lined as last used.

Trains of the S. N. Ry., C. C. T. Co., Yard Engines, Street Cars, and dead head equipment moving east on I Street, must come to a stop before crossing 11th Street. All trains and dead head equipment moving out of the Union Station and going east on I Street must stop before reaching I Street. Trains of the S. N. Ry. and C. C. T. Co., moving east on I Street have the preference at 11th Street junction. All trains and dead head equipment must stop before moving onto 12th Street from I except when flagging is on duty. Westward S. N. Ry. trains have the preference at 12th Street junction. Eastward trains must not cross 12th Street junction while westward trains are moving over switch leading to 12th Street.

Trains, dead head equipment, yard engines, and street cars making continuous westward movements on I Street must stop before crossing 12th Street and 75 feet from the curb line at 11th Street. Westward trains leaving Union Station at 11th Street, have the preference.

Should two trains, of the same or different companies, leave the Union Station simultaneously, the train on the right hand track will have the preference.

All switching movements at the Union Station, Sacramento, must be made in west end of yard. No switching movements are to be made from the yard on to 12th Street.

City Ordinances require all street cars, trains and yard engines within one hundred feet of an intersection to stop immediately on the approach of any Fire Apparatus sounding signal gong, except they be at the time on, or crossing an intersection in which event crossing must be cleared and then stop.

Civil, Military or Funeral processions must not be obstructed.

The following instructions govern the operation of trains, street cars, yard engines, and dead head equipment at street intersections in the cities of Sacramento, Marysville, Yuba City, Chico and Colusa:

When trains, street cars, yard engines or dead head equipment approach a street intersection simultaneously, the train, car, yard engine, or dead head equipment moving eastward must reduce speed, stopping if necessary, and must not enter the intersection until the train, car, yard engine, or dead head equipment, moving in the westward direction has passed entirely out of the intersection and the motorman has a clear and unobstructed view; except that regular scheduled trains moving in either direction will have the preference at all street intersections over street cars, yard engines, and dead head equipment.

Motormen must not give a proceed signal to the street car men of the P. G. & E. in Sacramento to cross ahead of their trains while the train is standing to receive or discharge passengers or stopped at the street car crossing for other reasons.

The W. P. tracks on Front and R Streets leading to the C. P. C. Plant and P Street Dock may be used by S. N. yard crews under yard rules. W. P. yard engines have preference on these tracks.

The three way switch in the eastward track at C Street is lined for the street car track and must be thrown by all trains.

Yard engines when switching at Plant 11, C. P. C., must avoid delay to trains and street cars.

Freight trains must not go west of 15th and D Sts., Sacramento.

Spring Switches, except tongue switches, are indicated by yellow targets.

Switch point locking devices are installed on switch leading to American Packing shed, Meinert, and on east switch Encinal siding. To operate these devices, push down on foot lever when throwing the switch.

When throwing oil Buffer switches by hand, sufficient time must be allowed for the point to fit the traffic rail before movement is made over the switch.

Motormen must shut off power at all line circuit breakers both in trolley and third rail.

The tracks on "X" Street, Sacramento, are operated jointly with the C. C. T. Company.

Passenger trains and street cars of the C. C. T. Company have preference over Sacramento Northern yard engines.

Freight trains must not go west of 5th and G Streets, Marysville.

Trains and yard engines must not block Plumas Street, Yuba City.

There is no third rail on the Diamond Match Spur at Live Oak, therefore when spotting or picking up cars it will be necessary to hold on to several cars so that the motor will not lose contact with the third rail on the main track.

Freight trains are limited to engine and three cars on Main Street, Chico.

Freight motors, but not freight cars may be moved around the North leg of the wye at 1st and Main sts., Chico.

Passenger trains will discharge passengers at First and Main Streets, Chico, before going around the wye.

Trains entering or leaving the Swanston Branch, at Globe, must not stand on the Western Pacific crossing.

Back-up hose must be used by yard crews in Sacramento yard and Pittsburg yard when shoving cars ahead of motor over city streets.

Yard crews must be cleared by Dispatcher for movements between Haggin and Globe, and between Mulberry and Stirling Jct.

The pathway at Oroville Jct., leading from the station platform to the County road, must not be blocked. Back-up movements over the pathway must be made under flag protection.

Cars of gasoline when spotted for unloading at any oil spur must be left between the insulate joints and the end of the spur. No cars are to be left standing over the insulated joints or coupled to cars spotted between the insulated joints and end of spur.

Rule 14-L—Motormen will sound signal 14 (L) in such a manner so as to prolong the last blast of the whistle until the train enters the road crossing. On slow speed movements the signal 14 (L) should be repeated if necessary.

Rule 17-C—Head lights must be dimmed while moving within city limits of Sacramento.

Rule S-88—Fourth paragraph modified as follows: At meeting point when it is necessary for train which takes siding to back in, train will be brought to a stop before it proceeds over the switch, and in obscure places, or when other conditions require, flagman must precede train at least 350 feet, or a sufficient distance to insure full protection before going over the switch to the siding.

Rule S-88-A—Following stations the designated switches and tracks are the points where trains take siding. Train holding main track will remain clear until opposing train shall have cleared.

Havens—Eastward trains use the siding. Westward trains use the spur.

Concord—Westward trains use the field track.

Eastward trains use sub-station spur.

Westgate—All trains use west end long siding.

Woodland—All trains enter Woodland Yard at wye switch passenger depot.

Sacramento—Eastward trains enter Sacramento Yard at Front Street.

Westward trains on Woodland Branch enter Sacramento Yard at Front Street.

Westward freight trains enter Sacramento Yard at Haggin switch.

Westward passenger trains enter Sacramento Yard at switch east end double track "C" Street.

North Sacramento—Siding.

Arboga—West spur.

Marysville—Eastward passenger trains enter Marysville Yard at west end double track passenger depot.

Eastward freight trains enter Marysville Yard at west switch joint track siding.

Westward trains enter Marysville Yard at switch east end double track Yuba City.

Colusa Jct.—West switch of wye.

Colusa—All trains enter Colusa Yard at cross-over in front of passenger depot.

Live-Oak—Siding west of depot.

Oroville Jct.—West switch of big wye.

Oroville—All trains enter Oroville Yard at siding between Oak and Lincoln streets.

Mulberry—Shop siding.

Chico—Passenger trains enter Chico Yard at switch west end double track Ninth Street.

Rule S-90A—When a trainman of the opposing train opens a switch he should stay there, signal to the motorman of the other train with a slow down signal and then a slow proceed signal to advise the motorman of the fact that the switch has been opened and also receive answer from the motorman that his signal is understood before he leaves the switch.

Rule 99-A—The interpretation of this rule is that when a flagman is either sent to hold a train or is left at a point to hold a train, that his instructions must be in writing on Flagman's Hold Order, form 27.

Rule 104 (C)—The interpretation of this rule is that the switch must be locked after a train takes siding when meeting another train or when train is standing on the main track and the switch is lined for the passing track for the opposing train to take siding.

After the train to be met has passed and it is necessary to back the train on the siding in returning to the main track there must be a man in the rear, either on the ground preceding the movement, or on the rear step or platform, stationing himself in such a position that the motorman will be able to see him and his signals at all times. The signal to back the train shall not be given until trainman has determined the train that has passed has cleared the switch a sufficient length so that there will be no possibility of a collision between the train backing out of siding and train that has passed in the event the latter train would come to a sudden stop. If the train on the siding consisted of three cars no signal should be given to the motorman of that train to back out of the siding until the train that has passed is five car lengths past the switch point.

Rule 509—The sending of a flagman ahead as prescribed by this rule does not apply to the operators of one-man street cars.

Rule 970 must be observed by train crews before passing through tunnel No. 1, over ferry slips, and all long trestles and bridges.

Rule 1011—When wigwags or bells are found inoperative, train or engine must stop and be preceded over the crossing by a flagman. When a reverse movement is made on Main track or on siding or spur which is not in wigwag circuit a flagman must protect the crossing before the movement is made.

Some wigwag signals are set into operation by third rail shoe contacts and others by trolley contacts. Motormen must slow down at points where trolley and third rail overlap, and where wigwags are operated by trolley contacts so that the trolley can be put on the wire before reaching the "Brush Contacts."

When one train is following another closely in yard limits or closing up at stations where wigwag circuits are maintained the train in the rear must not enter the wigwag circuit before the leading train has passed the wigwag cutoff when such circuit is not a track circuit.

Flasher signals which operate in conjunction with wigwag signals are installed in advance of all wigwags which swing parallel with the tracks.

Rule 1070—Applies to two or more freight motors coupled and operated as one unit. Air-brake test must be made before the unit is moved and when motorman changes his operating position from one motor to the other.

Rule 1072 must be observed, air cut in all cars on all yard or train movements over City streets, "M" St. bridge and when switching on any track on a heavy grade.

#### INTERLOCKING AND BLOCK SIGNALS

The Interlocking Plant at 40th and Shafter is under the Jurisdiction of the Key System and Governs all Movements to and from their tracks on 40th Street. Dwarf Semaphore Signals Govern movements from tracks in Oakland and Yard to 40th Street.

Main track between M. P. 9.2 just west of Rockridge and M. P. 45.4 at Mollard and Main track between M. P. 46.2 at Chippis and M. P. 92.0 just west of Broderick is protected by Automatic Block Signals.

Trains finding a Home Block Signal Dark will make a test and if the Red Signal is working may proceed. In making this test train must be backed out of circuit after getting "Red" indication before proceeding.

At meeting points, the train taking the siding, may back out after the train has been met without waiting for the switch indicator to clear and if the facing Home Block Signal is clear may proceed.

Key System crossing College Avenue M. P. 9.0 no signals.

All cars, trains and yard engines must stop and be flagged over crossing at College Avenue and no car, train or yard engine of either line shall proceed over this crossing if there is a car or train approaching on the other line at a distance, from same, that would not permit of safe passage.

Southern Pacific Crossing M. P. 29.6 at Las Juntas protected by light signals.

Home signals located 20 feet East and West of crossing and distant signals located 1335 feet East and 541 feet West of Home Signals. Manually operated switch clears Home Signals.

Bay Point & Clayton R. R. crossing M. P. 37.1 at Clyde, protected by light signals.

Home signals located 20 feet East and West of crossing and distant signals located 588 feet East and 583 feet West of Home Signals. Manually operated switch clears Home Signals.

The tracks at the Shell Chemical Company's plant at Shell Point are used jointly by the Sacramento Northern and Southern Pacific. All movements over these tracks must be made with caution. The tracks leading from the Sacramento Northern and from the Southern Pacific cross at grade. All trains, motors, engines or cars of the Sacramento Northern shall stop at the "STOP" signs located at each approach to the crossing, and shall not proceed over the crossing until it has been ascertained that it is safe to do so. Several derails, properly signed, are installed on the various tracks.

A. T. & S. Fe R. R., crossing at Pittsburg is protected by stop signs. All trains, motors and cars must come to a stop at the "STOP" boards located on either side of the crossing and no movement made over this crossing until a flagman has preceded over the crossing and ascertained that it is safe to proceed. A. T. & S. Fe R. R., have the preference at this crossing.

S. P. R. R. crossing at Front and M Streets, Sacramento, is protected by flagman and all Sacramento Northern trains and yard engines and all S. P. trains and yard engines must stop before reaching this crossing.

S. N. trains and yard engines will proceed on signal from the flagman given from the center of the crossing, flagman using yellow flag by day and a yellow light by night.

S. P. trains and yard engines will proceed on signals given by flagman in the center of the crossing, flagman using a green flag by day and a green light by night.

All single track curves at 19th and C, 15th and D, 15th and I, 8th and I and 8th and M Streets are protected by block signals operated by trolley contacts. The block signals are located on poles in advance of the curves. The normal indication of the signals is dark. Trains entering the block limit will receive a yellow signal and will be protected by a red signal on the opposite end. Trains entering the block simultaneously will cause the signals to indicate both yellow and red in which case both trains must stop and the train or car moving in the westward direction will proceed.

Track between 30th and C Sts., and Alhambra Blvd. and F Sts., Sacramento, is protected by block signals. All yard engine and street car movements must be governed by block indication.

Light signals governing vehicular traffic are installed at Alhambra Blvd. and J Street, and Alhambra Blvd. and M Street, Sacramento. Movements of trains and yard engines over these intersections must be made in accordance with the signal indication.

#### AUTOMATIC INTERLOCKER C & X STREETS, SACRAMENTO

Automatic Interlocking Color Light Signals governing movements of Western Pacific trains and Sacramento Northern trains are located at the crossings on "C" and "X" streets, Sacramento.

#### MOVEMENT OF TRAINS OVER "C" STREET CROSSING, SACRAMENTO

WESTERN PACIFIC—Home signal located 480 feet east of crossing governs movement of trains over the crossing westward; Home signal located 450 feet west of crossing governs movement of trains over the crossing eastward. No distant signals.

#### MOVEMENT OF TRAINS OVER "X" STREET CROSSING, SACRAMENTO

WESTERN PACIFIC—Home signal located 450 feet east of crossing governs movement of trains over the crossing westward; Home signal located 450 feet west of crossing governs movement of trains over the crossing eastward. One distant signal 1480 feet west of home signal.

#### MOVEMENT OF TRAINS OVER "C" STREET CROSSING, SACRAMENTO

SACRAMENTO NORTHERN—Home signals governing movement of trains with the current of traffic over the crossing located at the curb line 20 feet on either side of crossing. Back-up signals governing reverse train movements over the crossing are located at the curb line 20 feet on either side of crossing. No distant signals.

Yard Motors, Freight Trains and Street Cars must be brought to a stop 35 feet from the crossing on "C" Street, and if the signal indicates clear, will proceed over the crossing at a speed not to exceed ten (10) miles per hour.

#### MOVEMENT OF TRAINS OVER "X" STREET CROSSING, SACRAMENTO

CENTRAL CALIFORNIA TRACTION COMPANY—SACRAMENTO NORTHERN—Home signals governing movement of trains with the current of traffic over the crossing located at the curb line 30 feet on either side of crossing; back-up signals governing reverse train movements over the crossing are located at the curb line 30 feet on either side of crossing. No distant signals.

Cars or trains finding the home signals at "STOP" will stop clear of signal to permit it to change to PROCEED position when train on the Western Pacific has passed out of home signal limits.

## CLOCK WORK TIME RELEASE

If no cause for signals being at "STOP" is seen, or if there is a train on the Western Pacific tracks standing outside of the home signals with no indication that it is to immediately proceed, operator must be sent ahead to operate a release located in a wooden box attached to the outside of signals governing reverse train movements, one release for each track. Box is provided with standard switch locks. Instructions for the operation of release are posted inside box. The instructions follow:

To operate release, turn knob to right to extreme position about one-quarter turn, then let go of knob and allow automatic release mechanism to run down, which will require 90 seconds. Home signals should then clear for car or train to proceed.

The release must not be operated when Western Pacific trains or engines are between the home signals, or seen to be approaching.

In case the operation of the release does not clear the signal, the car or train will then proceed slowly to a point within fifteen (15) feet of the crossing, and, after stopping, operator must again proceed, on foot, to the center of the crossing, and, after making sure that no Western Pacific trains are approaching within the limits of the home signals, may then proceed over the crossing.

Speed of cars or trains over automatic interlocker must not exceed ten (10) miles per hour.

## AUTOMATIC INTERLOCKER, LIVE OAK

Live Oak automatic interlocking plant crossing the Southern Pacific tracks is located one-half mile east of Live Oak.

Interlocking limits on the S. P. track extend from home light signal SA-1522, 517 feet west of crossing, to home light signal SA-1523, 523 feet east of crossing, and on S. N. Railway track between home light signals located 600 feet on both sides of crossing.

The westbound distant signal is located 3,000 feet in advance of the home signal and the preliminary circuit begins at a point 4800 feet east of the home signal. The eastbound distant signal is located 1300 feet in advance of the home signal, and the preliminary circuit begins at a point 2500 feet west of the home signal.

## Normal Indication of Interlocking Home Signals—"STOP"

When train approaches the crossing and enters approach circuit, the home and distant signals should change to "PROCEED."

When home signal indicates "PROCEED" or "PROCEED WITH CAUTION" the speed of engine must not exceed twenty (20) miles per hour between the home signal and the crossing.

If no cause for signals being at "STOP" is seen or if there is a train on intersecting tracks standing outside of the home signals, with no indication that it is to immediately proceed, flagman must be sent ahead to operate a release located in box at the crossing. Box is provided with standard switch lock. Instructions for the operation of release will be posted inside box. The instructions follow:

## CLOCK WORK TIME RELEASE

## To Operate Clockwork Time Release:

(a) The release must not be operated when trains or engines are between the home signals or seen to be approaching on the intersecting tracks.

(b) To operate clockwork time release, turn knob to right to extreme position about one-quarter turn, then let go of knob and allow automatic release mechanism to run down, which will require four minutes. When knob is turned to extreme position and release mechanism starts to operate, a red pilot light located near this clock release should light up immediately indicating that home signals on intersecting line are in "STOP" position. In the meantime the clockwork time release will run down and home signal should then change from "STOP" to "PROCEED WITH CAUTION."

Note: Where home signals are involved in automatic block signal territory, flagman, upon receiving a red indicator light, must lock box and proceed in accordance with automatic block system rules and where no automatic block signals are involved, flagman will remain at the crossing until train arrives.

In case pilot light fails to appear, the movement must be protected in each direction on the intersecting line.

(c) In case operation of release does not change the home signal indication from "STOP" to "PROCEED WITH CAUTION" after predetermined time has elapsed, a repeater red indicator light located at home signal should then light up, indicating that home signals on intersecting line are in "STOP" position.

## JOINT TRACK MARYSVILLE

Sacramento Northern trains operate over Western Pacific track between Sacramento Northern connection with Western Pacific main track, located 356 feet east and 355 feet west of bridge 178.18, Yuba River, Marysville. Sacramento Northern freight trains operate over Western Pacific passing siding between the west switch and the switch leading to the Sacramento Northern track opposite the Western Pacific passenger station at Marysville. These tracks are designated as Joint Tracks.

AUTOMATIC INTERLOCKING Signals governing the Joint Track are located as follows:

## THE WESTERN PACIFIC RAILROAD COMPANY

EASTWARD—Home Signal 789 feet west of bridge 178.18; Normal position stop.  
Distant Signal 2,500 feet west of Home Signal; Normal position caution.  
Home Signal 724 feet east of bridge 178.18; Normal position clear.  
Distant Signal 789 feet east of bridge 178.18; Normal position caution.

WESTWARD—Home Signal east end of bridge 178.79; Normal position clear.  
Home Signal 724 feet east of bridge 178.18; Normal position stop.

Eastward Signal located 789 feet west of bridge 178.18, will give clear indication when approaching train reaches a point within 3,500 feet from the signal, provided the block is clear, and will go to stop position when the forward wheels of an engine or car passes the signal.

Westward Signal located 724 feet east of bridge 178.18, will give a clear indication when approaching train reaches a point within 500 feet from the signal, provided the block is clear, and will go to stop position when the forward wheels of an engine or car passes the signal.

SWITCH INDICATORS are located as follows:

Switch west end of passing siding.  
West end of main track switch leading to interchange tracks.  
East end of main track switch leading to interchange tracks.  
West end of cross-over leading from main track to passing siding.  
Switch east end of High Line Track, located 1,400 feet west of Mile Post 180.

## SACRAMENTO NORTHERN RAILWAY

EASTWARD—Home Signal 542 feet west of bridge 178.18, located at left of track; Normal position stop.

WESTWARD—Home Signal 525 feet east of bridge 178.18; Normal position stop.

Home Signals located 542 feet west of bridge 178.18, and 525 feet east of bridge 178.18, will go to clear position when the junction switch and derails are lined up for the Sacramento Northern track, provided the block is clear, and will go to stop position when the forward wheels of an engine or car passes the signal.

SWITCH INDICATORS are located as follows:

Main track switch leading to the Sand Pit, west of bridge 178.18.

Switch leading from Sand Pit, located 68 feet east of Western Pacific main track west of bridge 178.18.

These indicators govern the movement of Sacramento Northern trains to and from Sand Pit across Western Pacific main track and to the Sacramento Northern main track. In addition to stopping at Stop Boards, Sacramento Northern trains or engines moving to or from the Sand Pit, must have a clear indication by switch indicators before proceeding onto or over the Western Pacific crossing, located 489 feet west of bridge 178.18.

No engine, car or train of the Western Pacific or Sacramento Northern shall be operated over the railroad crossing located 752 feet east of bridge 178.18

where the Western Pacific house track crosses the Sacramento Northern track, without being brought to a stop at the stop board and preceded over the crossing by a member of its crew who shall determine first that it is safe to proceed. The Stop Boards are located on each side of this crossing 100 feet from the crossing. Sacramento Northern trains and yard engines must approach this crossing with caution and not move onto or over the crossing until it shall be determined first that it is safe to proceed.

DERAILS: Derailing switches, pipe connected and operated with the main track switches are located as follows:

On Western Pacific passing siding 193 feet east of west switch.

On Sacramento Northern Track 182 feet west of Junction Switch west of bridge 178.18 and 157 feet east of Junction Switch east of bridge 178.18.

Care must be used in the handling of switches which are pipe connected to the derails to avoid a derailment. Employee opening main track switch that is pipe connected to derails, must lock the switch open and it must remain locked until train has cleared derailing switch.

NORMAL POSITION OF SWITCHES—Junction switches must be locked for Western Pacific main track when not in use.

MOVEMENT OF TRAINS—Movement of trains over the Joint Track will be made in accordance with the indication of signals, regardless of right or class. All trains of both companies must approach and pass through the limits of the Joint Track with caution, not exceeding a speed of fifteen (15) miles per hour.

If no cause for signals being at stop is seen or if there is a train on W. P. track outside of home signals with no indication that it is to immediately proceed, be governed by Rule 663.

In using the Joint Track freight trains should avoid delays to other trains of either Company.

NOTE: WITH CAUTION, means—To run at restricted speed, according to conditions, prepared to stop short of a train, engine, car, misplaced switch or other obstruction, or before reaching a stop signal. Where circumstances require, train must be preceded by a flagman.

S. P. Crossing—Mikon. Interlocked. Home signals and derails 300 feet east and west of crossing. No distant signals.

S. P. Crossing—Woodland. Interlocked. Home signals and derails 300 feet east and west of crossing. No distant signals.

The single track between 9th Street, Chico, and Mulberry is protected by block signals operated as follows: Light signals are installed on poles at 9th Street, Ashby Junction and at Mulberry, the color indications being yellow and red. The track between 9th Street and Ashby is protected by a set of signals and the track between Ashby and Mulberry is protected by another set of signals. When the blocks are not occupied the signals will indicate dark. Trains entering the block will receive a yellow signal and will be protected by a red signal on the opposite end. Only one train is permitted within the block limits at a time.

The track between the S. P. R. crossing at Yuba City and the west end of the Feather River Trestle is protected by block signals operated as follows: Color indications, green and red. Light signals are installed on a pole just west of the S. P. R. crossing at Yuba City, also on a pole located just west of the Feather River trestle, Marysville, and on a pole approximately 200 feet west of the Feather River crossing. When the blocks are not occupied all signals will indicate green and when the blocks are occupied all signals will indicate red.

Color light signals which indicate red are installed on the train order masts at East Nicolaus and East Gridley, and are used for stopping trains for train orders when no operator is on duty. After receiving train order, Conductor will clear the signal by pressing a button located near the telephone.

## DRAWBRIDGE SIGNALS

Montezuma Slough Drawbridge located at M. P. 48.6 has train stop arms. Home Signals located 150 feet East and 150 feet West indicate position of draw. Distant Signals 1700 feet East and 2600 feet West of Home Signals.

M Street Drawbridge. Interlocked. Home signals and derails 300 feet east of bridge on M Street, Front Street and Woodland Branch. 1000 feet west on storage lead track and westward main track.

A light signal indicating red or green is located just east of the crossing of the wharf track with the main track.

Hand throw derailleurs are located in the two tracks leading from the Woodland Branch to the wharf track and drill tracks leading to the West Side industries and are electrically connected to switch circuit controllers which cause the three light signals to indicate red or stop when derailer is closed.

Track circuit block signal protection is installed in each of the two freight tracks and extends for a distance of approximately one hundred feet on either side of the crossing of the main track. The limits of these track circuits are indicated by insulated rail joints above which is hung from the trolley span wire a sign reading "BLOCK CLEARANCE". Whenever either one of the freight tracks between these block clearance signs is occupied, the three light signals will indicate red or stop. Motormen moving west toward Westgate will observe the color indication of the light signal just east of the wharf track and will be governed accordingly. Motormen approaching M Street Bridge from the west will observe the position of the derail and the color indication of the signal before proceeding.

Whistle signals governing routes over M Street Bridge in either direction:

Main track to Oakland \_\_\_\_\_  
Branch track to Woodland \_\_\_\_\_  
Storage lead \_\_\_\_\_  
Front Street to M Street \_\_\_\_\_  
Meridian Bridge. Interlocked. Home signals and derails 300 feet east and west of the bridge.

## HOSPITALS

Chico \_\_\_\_\_ Enloe Hospital  
Oroville \_\_\_\_\_ Oroville-Curran Hospital  
Marysville \_\_\_\_\_ Rideout Hospital  
Colusa \_\_\_\_\_ Pay ward at County Hospital  
Sacramento \_\_\_\_\_ Sisters Hospital  
Pittsburg \_\_\_\_\_ Pittsburg Emergency Hospital  
Oakland \_\_\_\_\_ Providence Hospital  
Suisun \_\_\_\_\_ Pay ward at County Hospital

## FIRST AID STATIONS

(Supplied with First Aid Cabinets and Stretchers)

Oakland Baggage Room \_\_\_\_\_ Riverview  
Eastport \_\_\_\_\_ Sacramento Baggage Room  
Concord \_\_\_\_\_ East Nicolaus  
Ferry Ramon \_\_\_\_\_ Vacaville Jct.  
Drawbridge \_\_\_\_\_ Colusa Jct.  
Dozier \_\_\_\_\_ Oroville Jct.

# LOCOMOTIVE RATING IN TONS

15

Engine	Working Voltage	Sacramento Yard	Car Limit	Tons Per Operative Brake	Oakland to Havens	Havens to Concord	Concord to Las Juntas	Las Juntas to Havens	Concord and Bay Point	Bay Point and Sacramento	W. Pitts. to Pittsburg	Pittsburg to W. Pitts.	Riverview and Westfield	Front St. to Broderick	Concord and Cordero	Cordero and Vaca. Jct.	Vacaville and Willotta	Sacramento to Chico	Chico to Yuba City	Yuba City to Aldia	Aldia to Sacramento	Oroville to Summit	Summit to Oro. Jct.	Oro. Jct. to Oroville	Colusa Branch	Sycamore and Reet Spur
402	600	300	Havens to Oakland	Havens to Oakland	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	450	720	720	360	720	300	720	720	300	
403	600	300			-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	450	720	720	360	720	300	720	720	300
404	600	300			-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	450	720	720	360	720	300	720	720	300
405	600	300			-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	450	720	720	360	720	300	720	720	300
410	600	700			-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	900	1400	1400	780	1400	700	1400	1400	700
420	600	700			-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	900	1400	1400	780	1400	700	1400	1400	700
430	600	600			-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	800	1300	1300	680	1300	600	1300	1300	600
440	425	425			-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	620	950	950	475	950	425	950	950	425
441	600	630			-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	900	1365	1365	715	1365	630	1365	1365	630
442	600	600			-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	850	1300	1300	680	1300	600	1300	1300	600
601	600 1200	225	6	50	75	450	450	150	150	450	450	150	450	150	450	225	400	450	450	225	450	225	450	450	360	225
602	600 1200	225	6	50	75	450	450	150	150	450	450	150	450	150	450	225	400	450	450	225	450	225	450	450	360	225
603	600 1200	500	10	50	200	1000	1000	340	340	1000	1000	340	1000	340	1000	500	670	1000	1000	500	1000	500	1000	1000	800	500
604	600 1200	500	10	50	200	1000	1000	340	340	1000	1000	340	1000	340	1000	500	670	1000	1000	500	1000	500	1000	1000	800	500
605	600 1200	500	8	50	200	1000	1000	340	340	1000	1000	340	1000	340	1000	500	670	1000	1000	500	1000	500	1000	1000	800	500
606	600 1200	400	8	50	170	800	800	275	275	800	800	275	800	275	800	400	540	800	800	400	800	400	800	800	640	400
607	600 1200	225	6	50	75	450	450	150	150	450	450	150	450	150	450	225	400	-----	-----	-----	-----	-----	-----	-----	-----	-----
650	600 1200	750	8	50	300	1650	1650	480	450	1650	1650	480	1650	450	1650	750	1065	1650	1650	880	1650	750	1650	1650	1300	750
651	600 1200	750	8	50	300	1650	1650	480	450	1650	1650	480	1650	450	1650	750	1065	1650	1650	880	1650	750	1650	1650	1300	750
652	600 1200	750	10	50	300	1650	1650	480	450	1650	1650	480	1650	450	1650	750	1065	1650	1650	880	1650	750	1650	1650	1300	750
653	600 1200	750	10	50	300	1650	1650	480	450	1650	1650	480	1650	450	1650	750	1065	1650	1650	880	1650	750	1650	1650	1300	750
654	600 1200	750	10	50	300	1650	1650	480	450	1650	1650	480	1650	450	1650	750	1065	1650	1650	880	1650	750	1650	1650	1300	750
660	600 1200	750	10	50	300	1650	1650	480	450	1650	1650	480	1650	450	1650	750	1065	1650	1650	880	1650	750	1650	1650	1300	750
661	600 1200	750	10	50	300	1650	1650	480	450	1650	1650	480	1650	450	1650	750	1065	1650	1650	880	1650	750	1650	1650	1300	750

NOTE: Between Havens and Oakland Engines 603 & 604 coupled, car limit 20 cars. Engines 601 & 602 or 607 coupled, car limit 12 cars.

YARD LIMITS DEFINED BY YARD LIMIT SIGNS		SPEED TABLE	
Oakland	Elverta	Miles per Hour	
Walnut Creek	South Yuba	Time per Mile	Miles per Hour
Concord	Marysville	0 min. 50 sec. 72.00	1 min. 26 sec. 41.86
Bay Point	Yuba City	0 " 51 " 70.56	1 " 27 " 41.35
Pittsburg	Paloro	0 " 52 " 69.24	1 " 28 " 40.91
West Pittsburg	Harter	0 " 53 " 67.92	1 " 29 " 40.45
Mallard	Colusa Jct.	0 " 54 " 66.60	1 " 30 " 40.00
Chippis	Colusa	0 " 55 " 65.40	1 " 31 " 39.56
Creed	Arbee	0 " 56 " 64.20	1 " 32 " 39.13
Riverview	Live Oak	0 " 57 " 63.12	1 " 33 " 38.71
Woodland	East Gridley	0 " 58 " 62.04	1 " 34 " 38.30
Westgate	Oroville Jct.	0 " 59 " 60.96	1 " 35 " 37.89
Broderick	Marysville Road	1 " 0 " 60.00	1 " 36 " 37.50
Sacramento	Oroville Jct.	1 " 1 " 59.02	1 " 37 " 37.11
Haggin	Stirling Jct.	1 " 2 " 58.06	1 " 38 " 36.73
Globe	Mulberry	1 " 3 " 57.14	1 " 39 " 36.36
N. Sacramento	Chico	1 " 4 " 56.25	1 " 40 " 36.00
INTERCHANGE TRACKS		1 " 5 " 55.38	1 " 41 " 35.64
Oakland	—Key System.—40th and Shafter.	1 " 6 " 54.55	1 " 42 " 35.29
Las Juntas	—S. P. R. R.	1 " 7 " 53.73	1 " 43 " 34.95
Clyde	—B. P. & C. R. R.	1 " 8 " 52.94	1 " 44 " 34.62
Bay Point	—A. T. & S. Fe R. R.	1 " 9 " 52.17	1 " 45 " 34.29
McAvoy	—S. P. R. R.	1 " 10 " 51.43	1 " 46 " 33.96
Suisun	—S. P. R. R.	1 " 11 " 50.70	1 " 47 " 33.64
Sacramento	—W. P. R. R., Haggin, and 19th & X Streets.	1 " 12 " 50.00	1 " 48 " 33.33
	S. P. R. R., B Street, and Front & X Streets.	1 " 13 " 49.31	1 " 49 " 33.03
	C. C. T. Co., Front & X Streets.	1 " 14 " 48.65	1 " 50 " 32.73
		1 " 15 " 48.00	1 " 51 " 32.43
		1 " 16 " 47.37	1 " 52 " 32.14
		1 " 17 " 46.75	1 " 53 " 31.86
		1 " 18 " 46.15	1 " 54 " 31.58
		1 " 19 " 45.57	1 " 55 " 31.30
		1 " 20 " 45.00	1 " 56 " 31.03
		1 " 21 " 44.44	1 " 57 " 30.77
		1 " 22 " 43.90	1 " 58 " 30.51
		1 " 23 " 43.37	1 " 59 " 30.25
		1 " 24 " 42.86	2 " 0 " 30.00
		1 " 25 " 42.35	

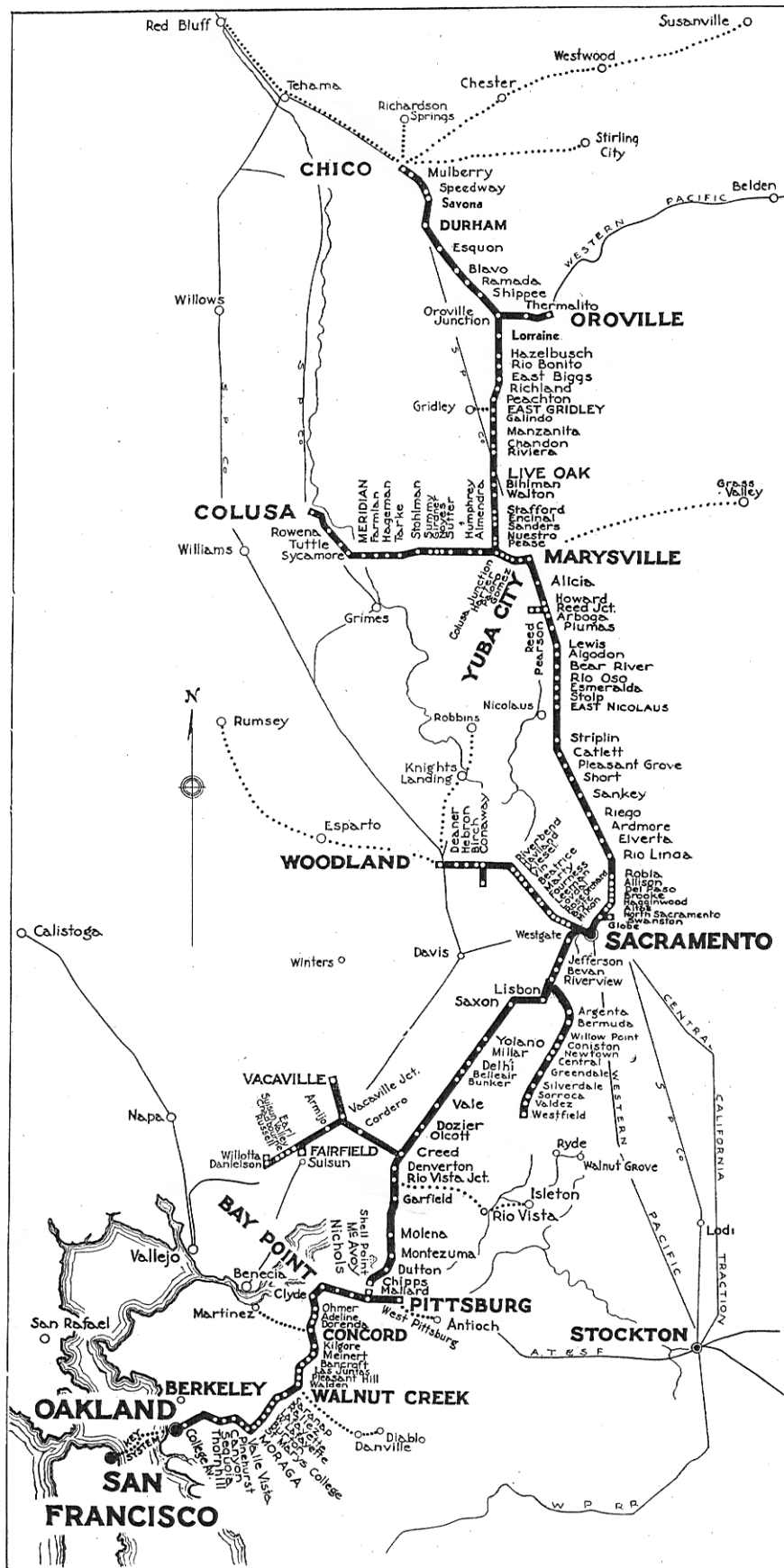
YARD LIMITS DEFINED BY YARD LIMIT SIGNS	
Oakland	Elverta
Walnut Creek	South Yuba
Concord	Marysville
Bay Point	Yuba City
Pittsburg	Paloro
West Pittsburg	Harter
Mallard	Colusa Jct.
Chippis	Colusa
Creed	Arbee
Riverview	Live Oak
Woodland	East Gridley
Westgate	Oroville Jct.
Broderick	Marysville Road
Sacramento	Oroville Jct.
Haggin	Stirling Jct.
Globe	Mulberry
N. Sacramento	Chico

SPURS AND COMMERCIAL TRACKS	
Stations	Distance from San Francisco
Greenspot	41.54
Pearson	130.45
Reed	130.95

SIDE AND OVERHEAD OBSTRUCTIONS	
(Not Standard Clearance)	
Tunnel No. 1—Side and overhead.	
Walnut Creek—Field track—warehouse—sides.	
Melnert—Pole. Stewart Spur—Side.	
Concord—Hay Warehouse side and overhead.	
Clyde—Building—side.	
Ferry Ramon—End towers outside tracks—side and overhead.	
General—All loading platforms—side.	
Chico—Chico Vecino, Trees, side.	
Crane Spur—Marysville Road.	
All Stock Corrals—side.	
Chandon Warehouse—side.	
Marysville—Westn. Sts. Groc. Co. Warehouse, side and overhead.	
" Sand Bunkers Yuba River—side.	
Haggin—Sand Bunkers.	
Sacramento—Subway, side and overhead.	
Woodland—West Valley Lumber Spur, side.	
Trainmen will at all times look out for low hanging trolley and span wires.	

STOCK CORRALS	
Moraga	Molena
Concord	Garfield
Dutton	Rio Vista Jct.
Montezuma	Creed
Cordero	Saxon
Woodland	Noyes
Sankey	Meridian
Arboga	Colusa
	Sutter
	Durham
	Chico
	Shippee

# Map of Sacramento Northern Railway and Connections



WATCH INSPECTORS	
S. A. POPE, Manager of Time Service, San Francisco.	Chico
H. BULLARD	Oakland
W. A. HURST	Oakland
H. A. MINASIAN	Pittsburg
H. T. HARGER	Sacramento
T. B. MONK	Sacramento
F. T. ORPOT	Suisun
TRAIN DISPATCHERS:	
G. A. ROGERS	T. C. MORSE
Relief Dispatcher: J. E. Chapman	W. M. Bugbey
Chief Dispatcher: H. J. Prickett	
Trainmasters: C. D. Kenady, Oakland; W. R. Parks, Sacramento	

RAILROAD SURGEONS	
D. H. MOUTON, Chief Surgeon	Chico
D. L. T. HAMILTON, Asst. Surgeon	"
D. J. O. CHAPPELLA, Eye, Ear, Nose & Throat	"
D. ALBON B. KILGORE, Consultant	San Francisco
D. C. B. SMITH, Consultant	"
D. C. B. BULL, Consultant	"
D. C. B. GIBSON, Consultant	"
D. C. B. HOWARD, FLEMING, Consultant	Oakland
D. W. B. PALMOUNTAIN, Asst. Surgeon	"
D. J. W. CALKINS, Eye, Ear, Nose & Throat	"
D. C. R. LEECH, Asst. Surgeon	Walnut Creek
D. E. B. TODD, Eye, Ear, Nose & Throat	"
D. H. D. NEUFELD, Asst. Surgeon	Bay Point
D. L. C. GREGORY, Asst. Surgeon	Pittsburg
D. M. P. STANSBURY, Asst. Surgeon	Oakland
	Vacaville

D. A. P. FINAN, Asst. Surgeon	Suisun
D. C. H. McDONNELL, Asst. Surgeon	Sacramento
D. R. MAX C. ISOARD, Asst. Surgeon	"
D. R. GUSTAVE WILSON, Consultant	Sacramento
D. R. C. B. JONES, Asst. Surgeon	"
D. R. G. A. FOSTER, Asst. Surgeon	"
D. R. G. A. FANNING, Consultant	Woodland
D. R. C. H. FAIRCHILD, Asst. Surgeon	"
D. R. W. J. BLEVINS, Asst. Surgeon	Colusa
D. R. E. V. JACOBS, Asst. Surgeon	"
D. R. W. L. STEPHENS, Asst. Surgeon	Meridian
D. R. F. B. LAWTON, Asst. Surgeon	Yuba City
D. R. E. E. GRAY, Asst. Surgeon	Marysville
D. R. SMITH, Asst. Surgeon	Yuba City
D. R. F. M. WHITTING, Asst. Surgeon	Oroville
D. R. I. W. HIGGINS, Asst. Surgeon	Live Oak