

THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 25 TABLE

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

SUNDAY, JUNE 11, 1939

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 Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,
Vice President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

J. H. LEARY,
Superintendent.

2 Eastward

FIRST SUBDIVISION

Westward

| Fuel, Water, Phone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant. | SECOND CLASS | | | | FIRST CLASS | | | | Time Table No. 25 June 11, 1939 | | FIRST CLASS | | | | SECOND CLASS | | | Car Capacity of Sidings | | | |
|--------------------------------------------------------------------------------------------------------|--------------------|----------------------|--------------------|-------------|----------------------------|----------------|------------------------|-------------|------------------------------------|-----------------------------------------|------------------|------------------------|----------------------------|---------------|------------------------|--------------|--------------------|-------------------------|--------------------|--------------------|--------------|
| | 82 Fast Freight | | 62 Fast Freight | | 4 Feather River Express | | 40 Exposition Flyer | | Distance from San Francisco | STATIONS Telegraph Offices and Calls | | Distance from Stockton | 3 Feather River Express | | 39 Exposition Flyer | | 77 Fast Freight | | 61 Fast Freight | 81 Fast Freight | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily |
| W. F. O. | | | | | | 9.40 PM | 9.00 PM | 0.0 | DN | SAN FRANCISCO | Go | 98.8 | 8.50 AM | 10.30 PM | | | | | | | |
| B. R. P. K. | | | | | | 10.00 10.15 | 9.20 9.28 | 3.5 | DN | OAKLAND PIER (S. P.) | Ow | 90.3 | 8.30 8.20 | 10.10 9.55 | | | | | | | |
| F. W. T. O. P. B. R. K. | 10.45 PM | 5.00 AM | | | | | | 5.5 | DN | OAKLAND YARD (W.P.) | Md | 88.8 | | | | | 2.00 PM | 9.00 PM | 2.00 AM | Yard | |
| I. | | | | | | Via S. P. | Via S. P. | 5.8 | | S. P. Crossing | | 88.0 | | | | | | | | | |
| R. I. | | | | | | 10.22 PM | 9.34 PM | 5.85 | | CHESTNUT JUNCTION | S. P. Connection | 87.95 | 8.13 AM | 9.48 PM | | | | | | | |
| | 10.50 | 5.05 | | | | s 10.33 | s 9.40 | 6.6 | | OAKLAND | | 87.2 | s 8.10 | s 9.40 | | | 1.50 | 8.55 | 1.45 | | |
| | | | | | | | | 6.7 | | S. P. Crossing | | 87.1 | | | | | | | | | |
| | | | | | | | | 7.2 | | S. P. Crossing | | 86.6 | | | | | | | | | |
| I. | | | | | | | | 7.8 | | S. P. Crossing | | 86.0 | | | | | | | | | |
| | 11.02 | 5.20 | | | | f 10.43 | 9.49 | 9.6 | | FRUITVALE | | 84.2 | f 7.55 | 9.32 | | | 1.30 | 8.40 | 1.25 | | |
| | | | | | | | | 10.8 | | S. P. Crossing | | 83.5 | | | | | | | | | |
| I. | | | | | | | | 10.6 | | MELROSE | S. P. Crossing | 83.2 | | | | | | | | | |
| P. | 11.12 | 5.35 | | | | 10.52 | 9.58 | 13.5 | | ELMHURST | S. P. Crossing | 80.8 | 7.46 | 9.23 | | | 1.10 | 8.28 | 1.00 | 38 | |
| P. | 11.15 | 5.40 | | | | f 10.55 | 10.01 | 14.8 | D | SAN LEANDRO | Dr | 79.0 | f 7.43 | 9.20 | | | 1.00 | 8.24 | 12.50 | | |
| P. | 11.27 | 6.20 | | | | s 11.03 | 10.08 | 20.5 | 2S | HAYWARD | Hy | 73.3 | s 7.35 | 9.13 | | | 12.46 | 8.10 | 12.34 | 89 | |
| | 11.40 PM | 6.40 | | | | f 11.12 | 10.16 | 26.6 | | DECOTO | | 67.2 | f 7.27 | 9.05 | | | 12.29 | 7.50 | 12.13 | 18 | |
| W. P. | 12.01 AM | 7.22 | | | | s 11.19 | 10.21 | 29.7 | DN | NILES | Cn | 64.1 | s 7.22 | 9.00 | | | 12.20 PM | 7.43 | 12.01 AM | 47 | |
| I. | | | | | | | | 30.3 | | S. P. Crossing | | 63.5 | | | | | | | | | |
| P. Y. | | | | | | | | 30.5 | | NILES JUNCTION | | 63.3 | | | | | | | | | |
| P. | 12.17 | 7.50 | | | | f 11.30 | 10.30 | 36.0 | | SUNOL | | 57.8 | f 7.09 | 8.50 | | | 11.59 AM | 7.24 | 11.30 PM | 79 | |
| P. | 12.29 | 8.15 | | | | f 11.39 | 10.38 | 41.5 | D | PLEASANTON | Tn | 52.3 | s 7.02 | 8.43 | | | 11.45 | 7.12 | 11.06 | 78 | |
| I. | | | | | | | | 42.7 | | S. P. Crossing | | 51.1 | | | | | | | | | |
| I. | | | | | | | | 43.0 | | S. P. Crossing | | 50.8 | | | | | | | | | |
| W. P. | 12.42 | 8.40 | | | | s 11.49 PM | 10.47 | 47.6 | D | LIVERMORE | Vn | 46.2 | s 6.53 | 8.35 | | | 11.30 | 6.58 | 10.47 | 76 | |
| P. | 1.01 | 9.15 | | | | f 12.04 AM | 11.00 | 56.5 | N | ALTAMONT | N | 37.3 | f 6.41 | 8.24 | | | 11.05 | 6.38 | 10.17 | 53 | |
| P. | 1.16 | 9.32 | | | | f 12.14 | 11.10 | 63.0 | | MIDWAY | | 30.8 | f 6.27 | 8.10 | | | 10.40 | 6.15 | 9.56 | 51 | |
| W. Y. P. | 1.34 | 10.05 | | | | s 12.28 | 11.20 | 71.8 | D | CARBONA | Cb | 22.0 | s 6.11 | 7.55 | | | 10.05 | 5.43 | 9.13 | 53 | |
| P. L. | | | | | | | | 73.9 | D | LYOTH | Ky | 19.9 | | | | | | | | 20 | |
| P. | 1.41 | 10.22 | | | | f 12.34 | 11.26 | 76.8 | | FITZ | | 17.0 | f 6.04 | 7.49 | | | 9.35 | 5.20 | 9.06 | 89 | |
| P. L. | 1.56 | 10.45 | | | | f 12.43 | 11.34 | 83.8 | | LATHROP | S. P. Crossing | 10.0 | f 5.55 | 7.41 | | | 9.15 | 5.01 | 8.50 | 56 | |
| P. | | | | | | | | 90.8 | | ORTEGA | | 8.5 | | | | | | | | 50 | |
| F. W. T. O. P. B. R. K. | 2.15 AM 3.25 AM | 11.10 AM 12.30 PM | | | | f 12.54 | 11.44 | 92.0 | DN | STOCKTON YARD | Sn | 1.8 | f 5.44 | 7.31 | | | 8.45 AM 7.00 AM | 4.40 PM 3.40 PM | 8.25 PM 7.20 PM | Yard | |
| I. | | | | | | | | 93.2 | | A. T. & S. F. Crossing | | 0.6 | | | | | | | | | |
| P. R. K. | 3.35 AM | 12.45 PM | | | | s 12.59 AM | s 11.48 PM | 93.8 | DN | STOCKTON | Fe | 0.0 | 5.40 AM | 7.25 PM | | | 6.45 AM | 3.30 PM | 7.10 PM | | |
| | Arrive Daily | Arrive Daily | | | | Arrive Daily | Arrive Daily | | | | | | Leave Daily | Leave Daily | | | Leave Daily | Leave Daily | Leave Daily | | |
| | 3.30 | 6.10 | | | | 2.44 | 2.20 | | | Time over Subdivision | | | 2.40 | 2.30 | | | 5.15 | 4.20 | 5.35 | | |
| | 25.2 | 14.3 | | | | 33.0 | 38.7 | | | Average Speed an Hour | | | 33.9 | 36.1 | | | 16.8 | 20.4 | 15.8 | | |

Yard Limits: Oakland, Niles, Carbona and Stockton. Oakland Yard extends from W. P. Mole to 500 feet east of east switch, Elmhurst. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board 19 1/2 poles east of M. P. 96.

Between Chestnut Jct. and Oakland Pier, trains will be governed by S. P. Time Table and Rules and Regulations of the Transportation Department.

Chestnut Jct. is initial station for Nos. 40 and 4.

Eastward W. P. trains originating at Oakland Pier must obtain W. P. clearance card at Oakland Pier and will not require clearance card at Chestnut Jct. unless train orders are received.

Trains originating and terminating at Oakland Pier will register by ticket at Chestnut Jct. to be placed on register at Oakland Yard by Operator. Other trains will not register at Chestnut Jct.

When Nos. 39 and 40 meet at Oakland, No. 40 will use North track between Chestnut Junction and Oak Street. If No. 39 finds No. 40 at passenger station they

will not pass Franklin Street until No. 40 leaves passenger station. If No. 40 finds No. 39 at passenger station, they will not pass Clay Street until No. 39 leaves passenger station.

It will not be necessary to stop at S. P. crossings M.P. 6.7, M.P. 7.2 and M.P. 10.3 unless crossings being used by a train or engine of that railroad.

Nos. 3 and 39 will register by ticket at Stockton Yard.

Nos. 40 and 4 will not register at Stockton Yard.

Operator at Stockton will transmit registration of Nos. 40 and 4 to Operator at Stockton Yard, who will enter on register, immediately verifying with Dispatcher, for information of trains originating at Stockton Yard.

At Stockton Yard, track 1, west switch at M. P. 91 and east switch 12 poles west of M. P. 92, is siding to be used when first class trains meet at Stockton Yard.

Additional flag stops for Trains 3 and 4: At any station where time is not shown, to receive or discharge passengers, baggage, mail and express.

Westward freight trains will enter Stockton Yard at lead switch immediately west of South Street and eastward freight trains at lead switch M. P. 91. Track 9 will be used as run around track for movement of engines between round house and west end of yard.

Stockton Yard is the terminal for second class and extra trains, First and Second Subdivisions. At Stockton, second class and extra trains originating or terminating at Stockton Yard will not require clearance card unless train orders are received.

Stockton is register station for first class trains only.

Automatic Block System signals located as follows:

Eastward: Home signals M. P. 29.4, M. P. 30.0 and M. P. 30.4.

Westward: Distant signal M. P. 31.7; home signals M. P. 31.3 and M. P. 30.3.

Trains moving from San Jose Branch: Switch indicators located at head block of east and west main track wye switches govern trains from wye to main track.

| Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant. | SECOND CLASS | | | FIRST CLASS | | Distance from San Francisco | Time Table No. 25 June 11, 1939 | | Distance from Oroville | FIRST CLASS | | SECOND CLASS | | | | Car Capacity of Sidings | | | | | | | | |
|-------------------------------------------------------------------------------------------------------|--------------------|--------------------|-------------------------|---------------|------------------|-----------------------------|------------------------------------|-----------------------------------------|------------------------|-----------------------|------------------|--------------|---------------------|---------------------|---------------------|---------------------------|-------------|------------------------|-------------|-------------|--------------|--------------|--------------|----------------------------|
| | P. R. K. I. | Fast Freight | Fast Freight | Local Freight | Exposition Flyer | | Feather River Express | STATIONS Telegraph Offices and Calls | | Feather River Express | Exposition Flyer | Fast Freight | Fast Freight | Fast Freight | Local Freight | | | | | | | | | |
| | | | | | | | | Leave Daily | | | | | | | | | Leave Daily | Leave Mon., Wed., Fri. | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tues., Thurs., Sat. |
| | | | | | | | | 62 | | | | | | | | | 82 | 96 | 40 | 4 | 3 | 39 | 77 | 61 |
| | 12.45 PM | 3.35 AM | | 11.48 PM | 1.05 AM | 98.8 | DN STOCKTON | Fe | 111.8 | s 5.35 AM | s 7.22 PM | | 6.45 AM | 3.30 PM | 7.10 PM | | | | | | | | | |
| | 12.55 | 3.38 | | 11.50 PM | 1.08 | 94.8 | FLORA STREET | | 110.8 | 5.32 | 7.20 | | 6.40 | 3.25 | 7.05 | Yard | | | | | | | | |
| L. | | | | | | 95.1 | S. P. Crossing | | 110.0 | | | | | | | | | | | | | | | |
| P. | 1.30 | 3.58 | | 12.01 AM | f 1.22 | 104.8 | D KINGDON | Di | 100.8 | f 5.15 | 7.09 | | 6.20 | 3.05 | 6.40 | 76 | | | | | | | | |
| P. Y. | | | | | | 105.8 | TERMINOUS JUNCTION | | 99.8 | | | | | | | 29 | | | | | | | | |
| W. P. | 2.05 | 4.16 | | 12.15 | s 1.36 | 118.9 | DN THORNTON | Nh | 91.2 | s 4.59 | 6.58 | | 6.01 | 2.45 | 6.15 | 76 | | | | | | | | |
| P. | 2.30 | 4.26 | | 12.22 | f 1.44 | 118.6 | GLANNVALE | | 86.5 | f 4.49 | 6.51 | | 5.43 | 2.30 | 6.01 | 77 | | | | | | | | |
| P. | 2.50 | 4.38 | | 12.29 | f 1.53 | 124.7 | FRANKLIN | | 80.4 | f 4.38 | 6.44 | | 5.30 | 2.12 | 5.45 | 76 | | | | | | | | |
| | 3.07 | 4.46 | | 12.34 | f 1.59 | 128.7 | RUNYON | | 76.4 | f 4.31 | 6.39 | | 5.20 | 2.02 | 5.35 | 21 | | | | | | | | |
| F. W. P. K. | 4.00 | 5.01 | | 12.43 | s 2.08 | 136.5 | DN SOUTH SACRAMENTO | Jy | 68.6 | s 4.17 | 6.30 | | 5.01 | 1.40 | 5.15 | Yard | | | | | | | | |
| I. | | 5.30 | | | | 137.5 | C. C. T. and S. N. Crossing | | 67.6 | | | | | | | | | | | | | | | |
| R. I. | | | | | | 138.0 | S. P. Crossing | | 67.1 | | | | | | | | | | | | | | | |
| O. Y. K. P. R. | 4.10 | 5.40 | | s 12.50 | s 2.25 | 138.6 | DN SACRAMENTO | Da Sr Ra | 66.5 | s 4.10 | s 6.25 | | 4.25 | 12.55 | 4.45 | | | | | | | | | |
| L. | | | | | | 139.2 | S. N. Crossing | | 65.9 | | | | | | | | | | | | | | | |
| | | | | | | 140.8 | S. N. Crossing | | 64.8 | | | | | | | | | | | | | | | |
| P. | 4.30 | 5.55 | | 1.00 | f 2.36 | 143.8 | DEL PASO | | 61.8 | f 3.42 | 6.13 | | 4.10 | 12.35 | 4.30 | 76 | | | | | | | | |
| P. | 4.45 | 6.07 | | 1.08 | f 2.45 | 150.6 | COUNSMAN | | 54.5 | f 3.28 | 6.05 | | 3.58 | 12.22 | 4.12 | 76 | | | | | | | | |
| L. | | | | | | 152.6 | S. N. Crossing | | 52.6 | | | | | | | | | | | | | | | |
| W. P. | 4.59 | 6.19 | | 1.15 | f 2.54 | 156.1 | PLEASANT GROVE | | 49.0 | f 3.17 | 5.57 | | 3.47 | 12.10 PM | 3.59 | 76 | | | | | | | | |
| P. | 5.13 | 6.29 | | 1.21 | f 3.02 | 161.6 | TROWBRIDGE | | 48.5 | f 3.02 | 5.50 | | 3.36 | 11.59 AM | 3.47 | 72 | | | | | | | | |
| P. | 5.37 | 6.46 | | 1.33 | f 3.16 | 172.5 | EAST ARBOGA | | 32.6 | f 2.47 | 5.37 | | 3.16 | 11.39 | 3.18 | 76 | | | | | | | | |
| W. P. I. | 6.05 | 7.09 | | 1.41 | s 3.31 | 178.8 | Joint Track DN MARYSVILLE | Ma | 26.8 | s 2.37 | 5.29 | | 2.50 | 11.26 | 3.00 | 64 | | | | | | | | |
| L. | | | | | | 179.1 | S. P. Crossing | | 26.0 | | | | | | | | | | | | | | | |
| L. | | | | | | 180.2 | S. P. Crossing | | 24.9 | | | | | | | | | | | | | | | |
| P. | 6.22 | 7.24 | | 1.50 | f 3.41 | 186.0 | TAMBO | | 19.1 | f 2.24 | 5.20 | | 2.24 | 11.07 | 2.23 | 76 | | | | | | | | |
| P. | 6.37 | 7.38 | | 1.58 | f 3.50 | 193.0 | OIRAIG | | 12.1 | f 2.15 | 5.12 | | 1.58 | 10.53 | 2.02 | 76 | | | | | | | | |
| P. | 6.51 | 7.51 | | 2.06 | f 3.59 | 199.5 | PALERMO | | 5.6 | f 2.06 | 5.04 | | 1.40 | 10.40 | 1.43 | 67 | | | | | | | | |
| F. W. T. O. Y. B. R. K. P. | 7.05 PM 8.25 PM | 8.00 AM 8.55 AM | 7.30 AM | 2.11 | f 4.05 | 202.9 | DN OROVILLE YARD | Yd | 2.2 | f 1.55 | 4.59 | | 1.30 AM 12.30 AM | 10.30 AM 9.20 AM | 1.30 PM 11.35 AM | 11.50 AM | Yard | | | | | | | |
| B. R. K. P. | 8.35 PM | 9.08 AM | 7.40 AM | s 2.15 AM | s 4.10 AM | 205.1 | 2S OROVILLE | Vi | 0.0 | 1.50 AM | 4.55 PM | | 12.20 AM | 9.08 AM | 11.25 AM | 11.40 AM | 51 | | | | | | | |
| | Arrive Daily | Arrive Daily | Arrive Mon., Wed., Fri. | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | | Leave Daily | Leave Daily | Leave Daily | Leave Tues., Thurs., Sat. | | | | | | | | |
| | 6.20 | 4.25 | .10 | 2.27 | 3.05 | | Time over Subdivision | | | 3.45 | 2.30 | | 5.15 | 5.00 | 5.40 | .10 | | | | | | | | |
| | 17.2 | 24.7 | 13.2 | 45.4 | 36.0 | | Average Speed an Hour | | | 29.7 | 44.5 | | 20.8 | 21.8 | 19.3 | 13.2 | | | | | | | | |

Yard Limits: Stockton, Sacramento, Marysville and Oroville. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board 19 1/2 poles east of M.P. 96. Sacramento Yard extends from yard limit board M.P. 133.4 to yard limit board 27 1/2 poles east of M.P. 140. Marysville Yard extends from yard limit board M.P. 177.62 to yard limit board M.P. 180.24. Oroville Yard extends from yard limit board 13 poles west of M.P. 202 to yard limit board at M.P. 206.

Stockton Yard is the terminal for second class and extra trains, First and Second Subdivisions. At Stockton, second class and extra trains originating or terminating at Stockton Yard will not require clearance card unless train orders are received. Oroville Yard is the terminal for second class and extra trains, Second and Third Subdivisions. At Oroville, second class and extra trains originating or terminating at Oroville Yard will not require clearance card unless train order signal is at STOP.

Stockton, "R" Street Tower M.P. 138 Sacramento and Oroville are register stations for first class trains only. First class trains will register by ticket at "R" Street Tower Sacramento and Oroville Yard.

At Flora Street, Track 7, located on north side of main track, west switch at Park Street, east switch immediately west of Harding Way, will be used as siding.

No. 39 will stop at Marysville to discharge revenue passengers from points east of Portola.

No. 40 will stop at Marysville on flag, to receive revenue passengers for points east of Portola where train scheduled to stop.

Additional flag stops for Trains 3 and 4: At any station where time is not shown, to receive or discharge passengers, baggage, mail and express.

Rule 221 is modified as follows: Freight trains stopping at South Sacramento will not call for train order signal when it is found in STOP position but must obtain clearance card before leaving South Sacramento, when telegraph office is open.

See page 7 for Special Instructions applying to Joint Track, Marysville.

Automatic Block System signals located as follows:

At Oroville: Eastward signals at M. P. 204.5 and 450 feet west of house track switch.

Westward signals at East siding switch and at M. P. 205.

| Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant. | SECOND CLASS | | | | FIRST CLASS | | Distance from San Francisco | Time Table No. 25 June 11, 1939 | | Distance from Portola | FIRST CLASS | | SECOND CLASS | | | | | Car Capacity of Sidings |
|-------------------------------------------------------------------------------------------------------|--------------|--------------|-------------------------|----------------------------|-----------------------|------------------|-----------------------------|-----------------------------------------|-----------------------|-----------------------|--------------|----------------------------|-------------------------|---------------------------|------------------------|---------------|--------------|-------------------------|
| | 62 | 82 | 96 | 98 | 4 | 40 | | STATIONS Telegraph Offices and Calls | 39 | | 3 | 61 | 81 | 95 | 97 | 77 | | |
| | Fast Freight | Fast Freight | Local Freight | Local Freight | Feather River Express | Exposition Flyer | | Exposition Flyer | Feather River Express | | Fast Freight | Fast Freight | Fast Freight | Fast Freight | Local Freight | Local Freight | Fast Freight | |
| | Leave Daily | Leave Daily | Leave Mon., Wed., Fri. | Leave Tues., Thurs., Sat. | Leave Daily | Leave Daily | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tues., Thurs., Sat. | Arrive Mon., Wed., Fri. | Arrive Daily | | | | |
| B. R. K. P. | 8.35 PM | 9.08 AM | 7.40 AM | | 4.20 AM | 2.25 AM | 205.1 | 2S OROVILLE Vi | 116.8 | s 4.46 PM | s 1.40 AM | 9.08 AM | 11.25 AM | 11.40 AM | 12.20 AM | 51 | | |
| P. | 8.45 | 9.17 | 7.53 | | f 4.28 | 2.33 | 209.5 | QUARTZ 4.4 | 111.9 | 4.38 | f 1.30 | 8.50 | 11.12 | 11.25 | 12.11 | 89 | | |
| P. | 8.54 | 9.23 | 8.03 | | f 4.34 | 2.39 | 212.7 | BIDWELL 3.2 | 108.7 | 4.32 | f 1.22 | 8.37 | 11.02 | 11.15 | 12.03 AM | 70 | | |
| P. | 9.08 | 9.34 | 8.20 | | f 4.43 | 2.47 | 217.5 | BLOOMER 4.8 | 103.9 | 4.25 | f 1.11 | 8.20 | 10.47 | 10.58 | 11.49 PM | 89 | | |
| W. P. | 9.28 | 9.49 | 8.45 | | f 4.59 | 2.59 | 224.4 | BERRY CREEK 6.9 | 97.0 | 4.13 | f 12.54 | 7.55 | 10.29 | 10.40 | 11.29 | 96 | | |
| P. | 9.50 | 10.11 | 9.10 | | f 5.14 | 3.13 | 231.4 | DAVID 7.0 | 90.0 | 4.00 | f 12.37 | 7.32 | 10.11 | 10.11 | 11.09 | 98 | | |
| P. | 10.02 | 10.22 | 9.23 | | f 5.23 | 3.21 | 235.2 | POE 3.8 | 86.2 | 3.52 | f 12.28 | 7.17 | 9.23 | 9.51 | 10.57 | 88 | | |
| F. W. P. | 10.14 | 10.32 | 9.44 | | s 5.36 | 3.29 | 239.1 | DN PULGA Bg | 82.3 | 3.43 | s 12.19 | 7.02 | 9.08 | 9.35 | 10.45 | 86 | | |
| P. | 10.28 | 10.43 | 10.05 | | f 5.48 | 3.39 | 243.7 | ORESTA 4.6 | 77.7 | 3.35 | f 12.07 AM | 6.46 | 8.52 | 9.18 | 10.28 | 86 | | |
| W. P. | 10.42 | 11.03 | 10.25 | | f 5.58 | 3.47 | 247.5 | MERLIN 3.8 | 73.9 | 3.27 | f 11.58 PM | 6.32 | 8.40 | 9.04 | 10.13 | 78 | | |
| P. | 11.00 | 11.22 | 11.01 | | f 6.13 | 3.57 | 253.1 | TOBIN 5.6 | 68.3 | 3.16 | f 11.44 | 6.13 | 8.23 | 8.44 | 9.56 | 58 | | |
| P. | 11.08 | 11.28 | 11.20 | | f 6.20 | 4.02 | 255.8 | CAMP RODGERS 2.2 | 66.1 | 3.11 | f 11.37 | 5.57 | 8.15 | 8.36 | 9.48 | 89 | | |
| W. P. | 11.25 | 11.41 | 11.41 AM | | s 6.34 | 4.17 | 260.0 | DN BELDEN Bn | 61.4 | 3.01 | s 11.25 | 5.39 | 7.59 | 8.20 | 9.32 | 102 | | |
| P. | 11.40 | 11.53 AM | 12.05 PM | | f 6.46 | 4.27 | 264.6 | RICH BAR 4.6 | 56.8 | 2.51 | f 11.14 | 5.21 | 7.44 | 8.03 | 9.17 | 78 | | |
| W. P. | 11.59 PM | 12.09 PM | 12.30 | | f 7.01 | 4.39 | 270.3 | VIRGILIA 5.7 | 51.1 | 2.39 | f 11.00 | 5.01 | 7.25 | 7.45 | 8.59 | 80 | | |
| P. | 12.13 AM | 12.18 | 12.50 | | f 7.10 | 4.45 | 273.7 | TWAIN 3.4 | 47.7 | 2.31 | f 10.51 | 4.45 | 7.10 | 7.32 | 8.46 | 64 | | |
| P. | 12.27 | 12.28 | 1.10 | | f 7.19 | 4.52 | 277.5 | PAXTON 3.8 | 43.9 | 2.23 | f 10.42 | 4.29 | 6.50 | 7.19 | 8.33 | 89 | | |
| F. W. P. R. K. Y. T. I. | 1.02 | 12.59 | 1.40 PM | 8.00 AM | s 7.35 | 5.00 | 280.9 | DN KEDDIE Kd | 40.6 | 2.15 | s 10.33 | 4.18 | 6.35 | 7.00 AM | 10.30 AM | 8.20 | Yard | |
| P. | 1.14 | 1.17 | | 8.17 | f 7.43 | 5.08 | 284.6 | SIERRA 3.6 | 36.9 | 2.09 | f 10.22 | 4.04 | 6.10 | | 10.20 | 8.03 | 89 | |
| P. | 1.35 | 1.30 | | 8.40 | s 7.53 | 5.15 | 287.8 | 2S QUINCY JUNCTION Rt | 33.6 | 2.03 | s 10.15 | 3.55 | 6.00 | | 10.10 | 7.53 | 81 | |
| P. | 1.49 | 1.54 | | 8.55 | f 8.03 | 5.24 | 292.6 | MASSACK 4.8 | 28.8 | 1.54 | f 10.03 | 3.39 | 5.45 | | 9.40 | 7.36 | 89 | |
| W. P. | 2.02 | 2.09 | | 9.10 | s 8.14 | 5.32 | 296.6 | 2S SPRING GARDEN Sg | 24.8 | 1.46 | s 9.54 | 3.26 | 5.32 | | 9.25 | 7.21 | 89 | |
| P. | 2.17 | 2.24 | | 9.30 | s 8.26 | 5.42 | 301.6 | D SLOAT So | 19.8 | 1.37 | s 9.42 | 3.11 | 5.04 | | 8.50 | 7.06 | 89 | |
| P. | 2.29 | 2.34 | | 9.42 | f 8.34 | 5.49 | 305.4 | TWO RIVERS 3.8 | 16.0 | 1.30 | f 9.34 | 2.59 | 4.52 | | 8.34 | 6.52 | 89 | |
| W. P. | 2.45 | 2.49 | | 10.15 | s 8.53 | 6.02 | 310.3 | DN BLAIRSDEN Ba | 11.1 | 1.21 | s 9.25 | 2.45 | 4.37 | | 8.20 | 6.37 | 102 | |
| P. | 2.58 | 2.59 | | 10.30 | f 9.03 | 6.09 | 313.6 | OLIO 4.9 | 7.8 | 1.15 | f 9.16 | 2.31 | 4.27 | | 7.25 | 6.26 | 60 | |
| P. | 3.15 | 3.14 | | 10.50 | f 9.14 | 6.19 | 318.7 | MABIE 5.1 | 2.7 | 1.06 | f 9.06 | 2.15 | 4.10 | | 7.10 | 6.10 | 89 | |
| F. W. T. O. P. Y. B. R. K. | 3.25 AM | 3.25 PM | | 11.00 AM | s 9.20 AM | s 6.25 AM | 321.4 | DN PORTOLA Ki | 0.0 | 1.01 PM | 9.00 PM | 2.05 AM | 4.00 AM | | 7.00 AM | 6.00 PM | Yard | |
| | Arrive Daily | Arrive Daily | Arrive Mon., Wed., Fri. | Arrive Tues., Thurs., Sat. | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Tues., Thurs., Sat. | Leave Mon., Wed., Fri. | Leave Daily | | |
| | 6.50 | 6.17 | 6.00 | 3.00 | 5.00 | 4.00 | | Time over Subdivision | | 3.45 | 4.40 | 7.03 | 7.25 | 4.40 | 3.30 | 6.20 | | |
| | 17.0 | 18.9 | 12.6 | 13.5 | 23.3 | 29.0 | | Average Speed an Hour | | 31.0 | 24.9 | 16.6 | 16.1 | 16.2 | 11.6 | 18.4 | | |

YARD LIMITS: Oroville, Keddie and Portola. Oroville Yard extends from yard limit board 13 poles west of M.P. 202 to yard limit board at M. P. 206. Keddie Yard extends from yard limit board west end of Bridge 280.51. to yard limit board M.P. 282.47, Third Subdivision, and to yard limit board at M.P. 0.48, Fourth Subdivision. Portola Yard extends from yard limit board M. P. 319.94 to yard limit board M. P. 323.09.

Oroville Yard is the terminal for second class and extra trains Second and Third Subdivisions. At Oroville, second class and extra trains originating or terminating at Oroville Yard will not require clearance card unless train order signal is at STOP.

Oroville is register station for first class trains only.
Keddie is register station for Nos. 95, 96, 97 and 98 only.
Interlocking Plant, Keddie. See page 8 for special instructions.

Cars must not be left standing on siding at Keddie.
When passenger trains meet at Portola, pocket track in front of depot will be used by train taking siding, unless otherwise specified by train order.

Nos. 95, 96, 97 and 98 carry passengers.
The following will govern use of retainer valves on westward freight trains, Portola to Bloomer:

When the gross weight of train does not exceed 33 tons per car, turn up retainer valve on the first car back of engine and on each fourth car throughout the train. If the gross weight of train exceeds 33 tons and is less than 45 tons per car, turn up retainer valves on the five head cars and on every third car throughout the train. If the gross weight of train is 45 tons or more per car, turn up retainer valves on the five head cars and on every second car throughout the train. When retainers are turned up the handle will be placed in the low pressure position, which is horizontal.

Should wheels show a tendency to heat, retainers must be alternated.

Automatic Block System signals located as follows:

At Oroville: Eastward signals at M. P. 204.5 and 450 feet west of house track switch.

Westward signals at East siding switch and at M. P. 205.

Additional flag stops for Trains 3 and 4: At any station where time is not shown, to receive or discharge passengers, baggage, mail and express.

No. 39 will stop at Feather River Inn to discharge passengers originating Salt Lake City and beyond. No. 40 will stop on flag at Feather River Inn to pick up passengers destined to Salt Lake City and beyond.

| Fuel, Water, Fares, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant. | SECOND CLASS | | FIRST CLASS | | Distance from Keddie | Time Table No. 25 June 11, 1939 | | Distance from Bieber | FIRST CLASS | | SECOND CLASS | | Car Capacity of Sidings |
|--------------------------------------------------------------------------------------------------------|--------------------------------|------------------------------|--------------|--|----------------------|-----------------------------------------|--------------------------------|----------------------|--------------|------------|--------------|---------------------------|-------------------------|
| | | | | | | STATIONS Telegraph Offices and Calls | | | | | | | |
| | Southern Pacific Local Freight | Western Pacific Fast Freight | | | | Arrive Daily | Southern Pacific Local Freight | | Arrive Daily | Ex. Sunday | | | |
| F. W. P. T. Y. B. R. K. I. | | 620 | 182 | | 0.0 | DN | KEDDIE | Kd | 111.8 | | 181 | 619 | Yard |
| P. | | | | | 6.2 | | MOCCASIN | | 105.6 | | | | 89 |
| P. | | | | | 8.6 | D | ORESOENT MILLS | Cm | 103.2 | | | | 16 |
| W. P. | | | | | 14.7 | D | GREENVILLE | Gi | 97.1 | | | | 89 |
| P. | | | | | 17.5 | | MOHALA | | 94.3 | | | | 89 |
| W. P. Y. | | | | | 25.4 | | ALMANOR | | 86.4 | | | | 89 |
| P. | | | | | 32.4 | | LASSEN VIEW | | 79.4 | | | | 89 |
| P. | | | | | 35.2 | | RED RIVER JUNCTION | | 76.6 | | | | |
| F. W. P. Y. B. R. K. | | 12.15 AM | 3.10 | | 39.4 | DN | WESTWOOD | Wd | 72.4 | | | 7.55 AM | Yard |
| P. R. | | 12.30 AM | 3.25 | | 43.5 | D | MASON | Mn | 68.3 | | | 7.43 AM | |
| P. | | | | | 44.1 | | ROBBERS CREEK | | 67.7 | | | | 89 |
| P. Y. | | | | | 52.5 | | NORVELL | | 59.3 | | | | 89 |
| P. | | | | | 62.9 | | LODGEPOLE | | 48.9 | | | | 89 |
| W. P. Y. | | | | | 76.4 | | HALLS FLAT | | 35.4 | | | | 89 |
| P. | | | | | 84.2 | | JELLICO | | 27.6 | | | | 89 |
| P. | | | | | 90.2 | | WILLOW SPRINGS | | 21.6 | | | | 89 |
| W. P. | | | | | 94.8 | | LITTLE VALLEY | | 17.0 | | | | 89 |
| P. | | | | | 100.9 | | DIXIE | | 10.9 | | | | 89 |
| P. | | | | | 109.5 | | PIT RIVER | | 2.3 | | | | 89 |
| F. W. P. O. Y. B. R. K. | | | | | 111.8 | DN | BIEBER | B | 0.0 | | | | Yard |
| | | Arrive Daily Ex. Monday | Arrive Daily | | | | | | | | Leave Daily | Leave Daily Ex. Sunday | |
| | | 0.15 | 5.30 | | | | | | | | 6.00 | 0.12 | |
| | | 16.4 | 20.4 | | | | | | | | 18.6 | 20.5 | |
| | | | | | | | Time over Subdivision | | | | | | |
| | | | | | | | Average Speed an Hour | | | | | | |

Yard Limits: Keddie, Red River Jct., Westwood and Bieber. Keddie Yard extends from yard limit board west end of Bridge 280.51 to yard limit board M.P. 282.47, Third Subdivision, and to yard limit board at M.P. 0.48, Fourth Subdivision. Red River Jct. Yard extends from yard limit board M.P. 34.89 to yard limit board M.P. 35.61. Westwood Yard extends from yard limit board M.P. 38.25 to yard limit board at S. P. Mile Post 409.45 (2 1/4 miles west of Mason). Bieber Yard extends from yard limit board M.P. 111.2 to yard limit board 3.1 miles east of Bieber passenger station.

In Bieber Yard, trains will be governed by G. N. Railway Co. Time Table and Transportation Rules. Rule S-93, G. N. Ry. Co. Transportation Rules reads as follows: "Within yard limits the main tracks may be used on the time of second and third class and extra trains. First-class trains must be cleared when due to leave the last station where time is shown for approaching trains but not less than five minutes. Second and third class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

Southern Pacific Co. and Red River Lumber Co. trains will be governed by Western Pacific R. R. Co. Time Table and Rules and Regulations of the Transportation Department.

Interlocking Plant, Keddie. See page 8 for special instructions.

Cars must not be left standing on Siding at Keddie.

Nos. 181 and 182 register by ticket at Westwood.

At Westwood, track 4 will be used as siding, but must not be blocked between 6.01 A.M. and 7.30 A.M.

At Mason, train order signal governs all trains except westward Southern Pacific Co. trains. Westward Southern Pacific Co. trains must obtain clearance card at Mason.

Mason is register station for Nos. 619 and 620 only. Nos. 619 and 620 may register by ticket at Mason, when there is an operator on duty.

No. 181 need not check register Mason for S. P. Trains Nos. 619 and 620.

At Mason, Western Pacific trains will approach junction switch under control, being sure switch is right and that Southern Pacific trains are clear of junction switch before using.

Nos. 181 and 182 carry passengers.

On eastward trains before leaving Halls Flat and on westward trains before leaving Almanor, enginemen must be notified as to number of loads, empties and tons in train and whether all air brakes are cut in and working.

All retainers will be turned up on westward trains between Almanor and Greenville.

On eastward freight trains between Halls Flat and Little Valley, if gross weight of train does not exceed 33 tons per car, turn up retainer valve on first car back of engine and on each fourth car throughout the train. If gross weight of train exceeds 33 tons and is less than 45 tons per car, turn up retainer valves on five head cars and on every third car throughout the train. If gross weight of train is 45 tons or more per car, turn up retainer valves on five head cars and on every second car throughout the train. When retainers are turned up handle will be placed in low pressure position, which is horizontal and should wheels show a tendency to heat, retainers must be alternated.

On westward trains between Dixie and Little Valley, between Norvell and Almanor and between Moccasin and Keddie and on eastward trains between Dixie and Pit River, an understanding must be had between conductor and engineer as to number of retainer valves necessary to control train and they must be used accordingly.

Normal position of switches:

Keddie: Switch leading from east leg of wye to Fourth Subdivision, lined for east leg of wye.

Red River Jct: Junction switch lined for Western Pacific R. R. Co. main track.

Mason: Junction switch lined for Western Pacific R. R. Co. main track.

6 Eastward FIRST SUBDIVISION "A"—SAN JOSE BRANCH. Westward

| Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant | SECOND CLASS | | | | SECOND CLASS | | | | Car Capacity of Sidings |
|------------------------------------------------------------------------------------------------------|--------------|--------------|---------------------|------------------------------------------------|--------------|-------------|--|----------------------------------------------------|-------------------------|
| | 282 Freight | | | | 281 Freight | | | | |
| | Leave Daily | | | | Arrive Daily | | | | |
| | | | Distance from Niles | Time Table No. 25 JUNE 11, 1939 | | | | Distance from San Jose Alameda St. Freight Station | |
| | | | | STATIONS Telegraph Offices and Calls | | | | | |
| W. P. R. | | 12.30 AM | 0.0 | DN NILES On | 28.8 | 10.45 PM | | 47 | |
| Y. P. | | 12.40 | 0.8 | NILES JUNCTION 3.3 | 28.0 | 10.25 | | | |
| P. | | 1.00 | 4.1 | IRVINGTON 3.5 | 19.7 | 10.10 | | 29 | |
| | | 1.15 | 7.6 | WARM SPRINGS 4.1 | 16.2 | 9.55 | | Spur 1W 6 | |
| P. | | 1.35 | 11.7 | MILPITAS 3.2 | 12.1 | 9.40 | | 31 | |
| | | 1.45 | 14.9 | BERRYESSA 0.3 | 8.9 | 9.25 | | | |
| | | | 15.2 | Peninsular R. R. Crossing 2.5 | 8.6 | | | | |
| | | 2.00 | 17.7 | SAN JOSE East Santa Clara St. 0.6 | 6.1 | 9.10 | | | |
| P. W. T. F. R. B. O. K. | | 2.10 AM | 18.3 | 2S SAN JOSE YARD Ex 2.0 | 5.5 | 9.00 PM | | Yard | |
| | | | 20.3 | S. P. TRANSFER 0.1 | 3.5 | | | | |
| | | | 20.4 | VALBRICK S. P. Crossing 0.6 | 3.4 | | | | |
| I. | | | 21.0 | S. P. CROSSING 2.1 | 2.8 | | | | |
| I. | | | 23.1 | S. P. CROSSING 0.7 | 0.7 | | | | |
| | | | 23.8 | SAN JOSE Alameda St. Freight Station | 0.0 | | | Yard | |
| | | Arrive Daily | | | | Leave Daily | | | |
| | | 1.40 | | | | 1.45 | | | |
| | | 11.0 | | | | 10.5 | | | |

Yard Limits: Niles and San Jose. Niles yard extends to yard limit board 3000 feet east of wye switch at Niles Jct. San Jose yard extends to yard limit board M. P. 15.2. San Jose Branch trains have no Time Table superiority between Niles Junction and Niles. Their movement between these points will be governed by block signals and Rule 93. Time shown at Niles is for information only. Trains must stop at STOP board before passing over Peninsular Railroad Crossing at M. P. 15.2. Engines heavier than Class C-43 not permitted on San Jose Branch.

Eastward FIRST SUBDIVISION "B"—CARBONA BRANCH. Westward

| Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock | SECOND CLASS | | | | SECOND CLASS | | | | Car Capacity of Sidings |
|----------------------------------------------------------------------------------|-------------------|--|-----------------------|------------------------------------------------|-------------------|--|--|-------------------|-------------------------|
| | Time Table No. 25 | | | | Time Table No. 25 | | | | |
| | June 11, 1939 | | | | June 11, 1939 | | | | |
| | | | Distance from Carbona | STATIONS Telegraph Offices and Calls | | | | Distance from Moy | |
| W. Y. P. | | | 0.0 | D CARBONA Ob 1.7 | 4.2 | | | 77 | |
| | | | 1.7 | KERLINGER 1.7 | 2.5 | | | Spur 1W 8 | |
| O. P. | | | 3.4 | RIVER ROCK 0.8 | 0.8 | | | Spur 1W 52 | |
| | | | 4.2 | MOY | 0.0 | | | No Siding | |

Derails on main track M. P. 3.3 and 240 feet west and 885 feet east of Stock Yards Moy. Cars on main track east of River Rock not protected. Engines heavier than Class C-43 not permitted on Carbona Branch.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

| Eastward | | | Westward | | | |
|-------------------|--|------------------------------|------------------------------------------------|-----|--|-------------------------|
| Time Table No. 25 | | | Time Table No. 25 | | | |
| June 11, 1939 | | | June 11, 1939 | | | |
| | | Distance from Terminous Jct. | STATIONS Telegraph Offices and Calls | | | Distance from Terminous |
| Y. P. | | 0.0 | TERMINOUS JCT. 3.5 | 7.8 | | 29 |
| | | 3.5 | GARDEN 3.1 | 4.3 | | 10 |
| | | 6.6 | GRASS 1.2 | 1.2 | | 6 |
| W. Y. | | 7.8 | D TERMINOUS U _s | 0.0 | | Yard |

Engines heavier than Class C-43 not permitted on Terminous Branch.

SPURS AND COMMERCIAL TRACKS

| MAIN LINE | | | |
|-----------------------|-----------------------------|---------------|--------------|
| STATIONS | Distance from San Francisco | How Connected | Car Capacity |
| HUDSON | 15.9 | 1 E | 14 |
| ESTUDILLO | 16.5 | 1 E | 12 |
| ALVARADO JCT. | 24.9 | Siding | 40 |
| PABRICO | 27.5 | 1 W | 10 |
| EBERLY | 28.9 | Siding | 21 |
| RADUM | 43.4 | 1 W | 11 |
| TREVARNO | 49.0 | 1 W | 13 |
| REDMOND CUT | 59.3 | Siding | 35 |
| VALPICO | 68.3 | Siding | 30 |
| LUDWIG | 73.0 | 1 E | 11 |
| RHODES | 75.6 | Siding | 19 |
| HARTE | 100.5 | 1 W | 7 |
| ALSCO | 106.9 | Siding | 20 |
| VILLINGER | 107.8 | 1 W | 17 |
| LAS VINAS | 109.5 | Siding | 52 |
| BRADFORD | 119.0 | 1 W | ... |
| ALBERT | 127.2 | 1 W | 10 |
| CORDOVA | 133.7 | 1 E | 3 |
| BOMBAY | 146.4 | Siding | 13 |
| CLEVELAND | 176.2 | 1 W | 16 |
| GRAYBROS. | 187.7 | 1 W | 7 |
| VISTA ROBLES | 198.8 | 1 E | 34 |
| ADELAIDE | 202.7 | 1 E | ... |
| LAND | 212.1 | Siding | 60 |
| LAS PLUMAS | 221.4 | 1 E | 6 |
| BLINZIG | 228.6 | Siding | 13 |
| McLEAN | 230.1 | 1 W | 1 |
| ROCK CREEK | 249.2 | Siding | 15 |
| GRAY'S FLAT | 272.6 | 1 W | 70 |
| CROMBERG | 303.3 | Siding | 30 |
| FEATHER RIVER INN | 309.3 | 1 E | 2 |
| BOX | K15.4 | 1 W | 34 |
| BUTTE VALLEY LBR. CO. | K95.5 | 1 W | 8 |

RAILROAD SURGEONS

| | | |
|-----------------------|------------------------------|-----------------------|
| DR. A. R. KILGORE | Chief Surgeon | San Francisco, Calif. |
| DR. E. S. KILGORE | Division Surgeon | San Francisco, Calif. |
| DR. CURTIS E. SMITH | Assistant Division Surgeon | San Francisco, Calif. |
| DR. G. F. CUSHMAN | Local Surgeon | San Francisco, Calif. |
| DR. GEORGE N. HOSFORD | Oculist | San Francisco, Calif. |
| DR. FRANK HAND | Aurist | San Francisco, Calif. |
| DR. SUMNER EVERINGHAM | Local Surgeon | Oakland, Calif. |
| DR. T. ERIC REYNOLDS | Assistant Local Surgeon | Oakland, Calif. |
| DR. FRANK S. BAXTER | Oculist and Aurist | Oakland, Calif. |
| DR. CHANNING HALL | Local Surgeon | Alameda, Calif. |
| DR. W. E. MITCHELL | Local Surgeon | Berkeley, Calif. |
| DR. LUTHER MICHAEL | Local Surgeon | San Leandro, Calif. |
| DR. R. M. MANSON | Local Surgeon | Hayward, Calif. |
| DR. E. C. GRAU | Local Surgeon | Niles, Calif. |
| DR. FRED S. RYAN | Local Surgeon | San Jose, Calif. |
| DR. H. G. ZANGER | Assistant Local Surgeon | San Jose, Calif. |
| DR. RICHARD HEINZ | Local Surgeon | Pleasanton, Calif. |
| DR. P. E. DOLAN | Local Surgeon | Livermore, Calif. |
| DR. ALLEN POWERS | Local Surgeon | Tracy, Calif. |
| DR. A. L. VAN METER | Local Surgeon | Stockton, Calif. |
| DR. PATRICK H. McHUGH | Assistant Local Surgeon | Stockton, Calif. |
| DR. BARTON J. POWELL | Oculist and Aurist | Stockton, Calif. |
| DR. DEWEY POWELL | Assistant Oculist and Aurist | Stockton, Calif. |
| DR. J. V. CHAMBERS | Local Surgeon | Sacramento, Calif. |
| DR. S. J. WELLS | Assistant Local Surgeon | Sacramento, Calif. |
| DR. W. R. BRIGGS | Oculist and Aurist | Sacramento, Calif. |
| DR. C. W. STRATTON | Local Surgeon | Marysville, Calif. |
| DR. E. A. KUSEL | Local Surgeon | Oroville, Calif. |
| DR. J. W. MOORE | Local Surgeon | Quincy, Calif. |
| DR. W. B. McKNIGHT | Division Surgeon | Portola, Calif. |
| DR. J. D. COULTER | Assistant Division Surgeon | Portola, Calif. |
| DR. W. E. BATSON | Local Surgeon | Greenville, Calif. |
| DR. FRED J. DAVIS | Local Surgeon | Westwood, Calif. |
| DR. A. G. LEVIN | Assistant Local Surgeon | Westwood, Calif. |

WATCH INSPECTORS

S. A. Pope, Manager of Time Service, San Francisco.

| | |
|-----------------------|------------------------------------|
| San Francisco, Calif. | I. S. Preston, R. 210 Phelan Bldg. |
| San Francisco, Calif. | L. E. Brown, 709 Third St. |
| Oakland, Calif. | E. S. Griffin, R. 214 Easton Bldg. |
| Oakland, Calif. | E. W. Becker, 3357 East 14th St. |
| Oakland, Calif. | H. Bullard, 1194 Seventh St. |
| Livermore, Calif. | C. Harlie Power |
| San Jose, Calif. | W. H. Turick, 275 So. First St. |
| Stockton, Calif. | Conrad Mantele, 129 N. Sutter St. |
| Sacramento, Calif. | H. T. Harger, 1022 "K" St. |
| Oroville, Calif. | R. A. Williams |
| Portola, Calif. | W. H. Morgan |

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

SPEED RESTRICTIONS IN MILES AN HOUR WILL APPLY AS FOLLOWS:

| Page | BETWEEN | Passenger | | Freight | | |
|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------|------------------------------------|-------------|---------|-------------|----|
| | | Maximum | Restriction | Maximum | Restriction | |
| 2 | First Subdivision..... | 60 | .. | 40 | .. | |
| | Over Interlocking Crossings..... | .. | 40 | .. | 25 | |
| | Over, along or upon any of the public streets or highways within Oakland City limits..... | .. | 15 | .. | 10 | |
| | Washington and Franklin Sts., Oakland.. | .. | 8 | .. | 8 | |
| | Approaching and passing over S.P. Crossing M.P. 7.2..... | .. | 15 | .. | 15 | |
| | M.P. 9.5 just east 29th Avenue and M.P. 9.8 just east Fruitvale Avenue..... | .. | 10 | .. | 10 | |
| | Approaching and passing over S. P. Crossing M.P. 10.3..... | .. | 15 | .. | 15 | |
| | Bridge just west of San Leandro Depot and Williams Street, 5 blocks east of depot.. | .. | 20 | .. | 15 | |
| | Over "A" and "B" Streets, Hayward... .. | .. | 45 | .. | 30 | |
| | M.P. 23.93 and M.P. 24.31..... | .. | 20 | .. | 15 | |
| | On Curve M.P. 29.4..... | .. | 40 | .. | .. | |
| | Niles and M.P. 37..... | .. | 45 | .. | 30 | |
| | Through Tunnels Nos. 1 and 2..... | .. | 40 | .. | 20 | |
| | On curve S.P. underpass M. P. 38.6..... | .. | 45 | .. | 30 | |
| | On curve M.P. 40..... | .. | 55 | .. | 35 | |
| | Within City Limits Pleasanton and Livermore..... | .. | 15 | .. | 15 | |
| | M.P. 52 and M.P. 53, on Curves..... | .. | 45 | .. | 30 | |
| | M.P. 53 and M.P. 54, on Curves..... | .. | 35 | .. | 25 | |
| | M.P. 54 and M.P. 67, on Curves..... | .. | 45 | .. | 35 | |
| | On curve at sink M.P. 58..... | .. | 10 | .. | 10 | |
| | San Joaquin River Drawbridge M.P. 80.28 | .. | 20 | .. | 15 | |
| | M.P. 90 and A.T. & S.F. Crossing M.P. 93.2, on Curves..... | .. | 45 | .. | 30 | |
| | A. T. & S. F. Crossing M.P. 93.2 and Stockton Depot..... | .. | 8 | .. | 8 | |
| | 3 | Second Subdivision..... | 60 | .. | 40 | .. |
| | | Over Interlocking Crossings..... | .. | 40 | .. | 25 |
| Stockton Depot and Park Street, Stockton | | .. | 8 | .. | 8 | |
| Mokelumne River Drawbridge M.P. 116.07 | | .. | 20 | .. | 20 | |
| Bradford Spur..... | | .. | .. | .. | 10 | |
| M.P. 129 and 131..... | | .. | 50 | .. | 35 | |
| "C" and "Y" Streets, Sacramento..... | | .. | 15 | .. | 15 | |
| M.P. 152.5, S.N. Crossing (see Page 8)... | | .. | 30 | .. | 25 | |
| On curve at Cleveland..... | | .. | 50 | .. | 35 | |
| Joint Track, Marysville (see Page 7).... | | .. | 15 | .. | 15 | |
| On Curve at M.P. 186.5; Graybros and M.P. 189..... | | .. | 50 | .. | 35 | |
| On Curve at M.P. 201.8..... | | .. | 40 | .. | 25 | |
| 4 | | Portola and Keddie..... | 40 | .. | 30 | .. |
| | | Keddie and Las Plumas..... | 35 | .. | 25 | .. |
| | | Las Plumas and Oroville..... | 40 | .. | 30 | .. |
| | All sharp Curves Portola and Oroville... .. | .. | 30 | .. | 20 | |
| | Bridge 252.60..... | .. | 25 | .. | 20 | |
| | Over Switch East end Tunnel 32..... | .. | 20 | .. | 20 | |
| | Through Tunnel 35..... | .. | 40 | .. | 20 | |
| | On curve at M.P. 315 and on first curve east of M.P. 315..... | .. | 30 | .. | 20 | |
| | 5 | Keddie and Crescent Mills..... | 25 | .. | 25 | .. |
| | | Crescent Mills and Greenville..... | 40 | .. | 40 | .. |
| Greenville and Almanor..... | | 25 | .. | 25 | .. | |
| Almanor and Red River Jct..... | | 40 | .. | 25 | .. | |
| Red River Jct. and Mason..... | | 30 | .. | 30 | .. | |
| Mason and Halls Flat..... | | 40 | .. | 40 | .. | |
| Halls Flat and Pit River Station..... | | 30 | .. | 30 | .. | |
| Pit River Station and Bieber..... | | 40 | .. | 40 | .. | |
| Almanor and Westwood, and Halls Flat and Pit River, on Curves..... | | .. | 25 | .. | 25 | |
| On curve west mile board Willow Springs | | .. | 25 | .. | 15 | |
| 6 | San Jose Branch..... | 30 | .. | 25 | .. | |
| | Over Peninsular R.R. Crossing M.P. 15.2 | .. | 6 | .. | 6 | |
| | Within city limits, San Jose..... | .. | 12 | .. | 12 | |
| | Over all street and highway crossings within city limits, San Jose..... | .. | 5 | .. | 5 | |
| | Carbona Branch..... | 12 | .. | 12 | .. | |
| | Terminus Branch..... | 20 | .. | 20 | .. | |
| Terminus Jct. and Garden..... | 15 | .. | 15 | .. | | |

Maximum speed, trains handling steam derricks, steam shovels, cranes, rotary plows or pile drivers, 25 miles an hour on First and Second Subdivisions and 20 miles an hour on Third and Fourth Subdivisions.

Speed of engines backing must not exceed 20 miles an hour on straight track, on curves and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.

Maximum speed, Consolidation and Mikado engines handling passenger trains, 50 miles an hour.

Maximum speed Mallet engines, Third Subdivision 30 miles an hour; Fourth Subdivision, M-80 Class, 35 miles an hour.

Engines running light on main track, must not exceed speed prescribed for freight trains.

Engines running light on branches must conform to speed prescribed for freight trains on each branch.

Maximum speed through crossovers and turnouts, trains handled by M-137-151 Class engines, 5 miles an hour, other trains 10 miles an hour.

MISCELLANEOUS GENERAL

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

When double-heading and lead engine is to be cut off train, air will be set by lead engine and stop made before being detached, after which train engine will fully release air brakes and regain full working pressure before proceeding. When air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end test as prescribed by Rule 1156.

When conditions are favorable and in judgment of Conductor it is safe to do so, run may be made for train inspection on freight and mixed trains on First and Second Subdivisions, from one water stop to next water stop, except a maximum distance of 70 miles must not be exceeded between inspections and when conditions are favorable and in judgment of Conductor it is safe to do so, run may be made on freight and mixed trains on Third and Fourth Subdivisions without stopping for train inspection for a maximum distance of 45 miles, except a standing car to car or careful rolling inspection must be made on westward freight and mixed trains at Blairsden, Two Rivers or Sloat and at Almanor and Greenville and on eastward freight and mixed trains at Keddie or at some point between Keddie and Spring Garden and at Halls Flat.

When Mallet, Mikado, or MTP-44 Class engines are in a train with another engine of any class, either in service or dead in train, they must be spaced at least ten cars apart, except, that MTP-44 Class engines may be doubleheaded with TP-29 Class engines, and on Fourth Subdivision C-43 or TP-29 Class engines may be doubleheaded with Mikado or M-80 Class engines, restricting speed to 25 miles an hour over Bridges 9.04, 9.29, 9.45 and 9.79.

Where train line has not been separated, air test as prescribed by Rule 1155 need not be made at Terminals.

Figures given for capacity of sidings and spurs is the number of cars averaging 48 feet in length that tracks will hold between clearance points, not including engines and cabooses.

Rule 11 (A) is modified to the extent that, outside of block system limits, fuses may be placed between rails of the track, in order to avoid danger of fire. If, for any reason, a train over runs lighted fuse, it must be removed from under train at once.

FIRST SUBDIVISION

Street crossing Third and Broadway, Oakland, must not be blocked. Joint W. P. and S. P. drill track between Melrose and Elmhurst must not be used for meeting or passing trains.

Any engine or cars moved over spur serving California Packing Corporation near 85th Ave., Oakland, must be under control and highway traffic protected by member of crew.

At Hayward, mikado engines must not use Farm Products Co. and Poultry Producers spurs.

At Hayward, freight trains doing switching will leave train outside of limits of bonded rails operating crossing bells at "A," "B" and "C" streets and will use engine whistle and bell only when necessary to comply with the Rules.

Engines heavier than C-43 Class not permitted on tracks of Delta Finance Railroad between Alvarado Jet. and Alvarado.

Westward trains except No. 39, take full tank of water at Niles. Headlights and markers must be burning through Tunnel 1.

At Hayward, Pleasanton and Livermore, east siding switch is west of passenger station.

Engines must not use tracks other than tracks 1 and 2 at Radum.

At Carbona, crossover switch located 700 feet east of station is the west siding switch.

SECOND SUBDIVISION

Engines and cars must be brought to a stop at Country Club Highway crossing on North Channel Line, Stockton, and must be preceded by flagman over crossing.

Bridge over Smith Canal, North Channel Line, Stockton, will not clear man on top of high car.

At Terminus Jet., road crossing No. 4-105.7 must not be blocked more than five minutes. When a train stops at Terminus Jet. and there are three brakemen in crew, one brakeman must protect this crossing during time train is not cut.

The first street crossing west of South Sacramento must not be blocked by freight trains taking water, oil, or doing work at South Sacramento. Eastward freight trains will, when necessary to avoid blocking this crossing, leave train west of crossing while taking water or oil, or switching.

At Sacramento, westward passenger engines and trains must not leave Depot until engineer knows that wigwag on "K" Street is in motion and eastward passenger engines and trains must not leave Depot until engineer knows that wigwag on "J" Street is in motion. If wigwag fails to operate a member of crew must precede engine or train over crossing.

Engines must not go beyond frog on Cliff House spur Marysville.

JOINT TRACK MARYSVILLE—

Sacramento Northern trains operate over Western Pacific main track between junction switches 356 feet east and 355 feet west of Bridge 178.18, Yuba River. Sacramento Northern freight trains operate over W. P. siding between west switch and switch leading to Sacramento Northern track opposite Western Pacific passenger station, Marysville. These tracks are designated as Joint Tracks. Automatic interlocking signals govern Joint Track operation as follows:

EASTWARD—Home signal 789 feet west of Bridge 178.18. Distant signal 2500 feet west of home signal. Home signal 724 feet east of Bridge 178.18. Distant signal 789 feet west of Bridge 178.18.

WESTWARD—Home signal east end of Bridge 178.18. Home signal 724 feet east of Bridge 178.18.

SWITCH INDICATORS are located as follows: West siding switch, west switch Interchange track, east switch Interchange track and at west switch of crossover.

Derail switch on siding 193 feet east of switch, pipe connected and operated with main track switch.

Junction switches must be locked for Western Pacific main track when not in use.

MOVEMENT OF TRAINS over Joint Track will be governed by Rule 663 and made in accordance with indication of block signals, regardless of right or class. All trains of both companies must approach and pass through limits of Joint Track with caution, not exceeding a speed of 15 miles an hour. In using Joint Track freight trains should avoid delays to other trains of either Company.

No engine, car, motor or train of Western Pacific or Sacramento Northern shall be operated over railroad crossing located 752 feet east of Bridge 178.18 where Western Pacific house track crosses Sacramento Northern track, without being brought to a stop at STOP board and preceded over crossing by member of crew who shall determine that it is safe to proceed. Sacramento Northern trains and yard motors must approach this crossing with caution and not move onto or over crossing until determined that it is safe to proceed.

THIRD SUBDIVISION

Engines heavier than C-43 Class not permitted on any of the tracks at Land. Engines must not go more than three car lengths beyond clearance point on Tracks 1, 2, 3 and 4. Siding at Land can be used entire length.

Engines must not use siding at Blinzig.

Water may be obtained at Blinzig.

Engines of M-137-151 class must not use spur at Belden and other engines must not use this spur beyond M. P. 260.

At Twain, the extreme west switch is west siding switch.

At Keddie, engines of M-137-151 class, must not use tracks other than main track, siding, house track and Fourth Subdivision lead, when it can be avoided. If necessary to use other tracks, movements must be protected in such a way that engines of this class will not meet or attempt to pass engines or cars on these tracks.

When calling in flagman from east on Fourth Subdivision at Keddie, enginemen will sound six long blasts of whistle.

Mallet and Mikado engines may use house track Blairsden. Trains setting out or picking up two or more cars on house track, the air must be coupled and operative.

Engines heavier than C-43 Class not permitted to go beyond sign on Graeagle Mill track, 1166 feet east of house track switch Blairsden.

Movement over Mill track between Blairsden and Graeagle must be made with air coupled and operative.

Headlights and markers must be burning through Tunnels 4, 5, 23, 33 and 35.

FOURTH SUBDIVISION

When calling in flagman from east on Fourth Subdivision at Keddie, enginemen will sound six long blasts of whistle.

When cars are set out between Almanor and Greenville or between Halls Flat and Little Valley, in addition to provisions of Rule 840, unless there is a derail, lower car must be chained to rail and Dispatcher notified.

Headlights and markers must be burning through Tunnels 1, 2, 3, 6 and 8. At Greenville, cross-over switch located opposite depot is the east siding switch.

Engines or cars must not be moved over Highway crossing on Box spur just east of Greenville, without being brought to a stop and Highway traffic protected in both directions, by a member of crew.

Trains or engines using main track over Vener Plant crossing east of passenger station and Third Street crossing, west of passenger station, Westwood, will reduce speed sufficiently to be able to stop before striking anything that might be on, or is about to use these crossings and between the following times, movement over these crossings must be preceded by flagman:

11.30 a.m. and 11.40 a.m. 4.30 p.m. and 4.40 p.m.
12.20 p.m. and 12.30 p.m. 7.30 p.m. and 7.30 a.m.

Gate tender at Third Street crossing, on duty 9.30 a. m. until 5.30 p. m. daily, except Sunday.

Movement of trains and engines on tracks other than main track, over any crossings in Westwood Yard, must be preceded by flagman.

When trains meet at Westwood, crossings at Veneer Plant, east of passenger station and Third Street, west of passenger station, must not be blocked.

At Westwood, derail on west end R. R. L. Co. electric siding must be kept in derail position when cars are on siding; derail located ten feet west of west No. 1 track switch on lead; derails adjacent to main track on both legs of wye.

At Westwood, switch leading from west end of house track to gravel bin spur must be left lined for gravel bin spur to serve as derail.

At Westwood, Western Pacific mikado and mallet engines and Southern Pacific Co. engines of similar type and weight, must not use Fredonia track or Standard Oil spur. Standard Oil spur may be switched by placing four cars between engine and cars to be switched.

Water at Little Valley not suitable for human consumption. Water peddlers and gang water cars must not be filled at this point.

When wrecker is handled with Mallet engine, there must be at least two cars between engine and wrecker.

INTERLOCKING PLANTS AND SIGNALS

M.P. 5.2 Peralta Tower, S. P. Crossing. Interlocked. Home signals 225 feet east and 425 feet west of crossing. No distant signals. One yellow marker signal 1500 feet west of eastbound Home signal. Cars must not be left standing between Home signals unless coupled to other cars or engine standing outside of Home signal limits.

M.P. 5.8, M.P. 5.85 Magnolia Tower, S. P. Crossings. Interlocked. Two-arm Home signal 700 feet west of S. P. Crossing; upper arm governs movement main track over S. P. crossing eastward; lower arm governs movement main track over S. P. crossing to North track eastward. Dwarf signal 490 feet west of S. P. crossing governs movement track 1 over S. P. crossing to main track or North track eastward. Bracket signal 750 feet east of S. P. crossing; arm to right governs movement North track over Chestnut Jct. to S. P. or over S. P. crossing to W. P. freight yards westward; arm to left governs movement main track over Chestnut Jct. to S. P. westward. Suspended signal under main track signals governs movement main track over S. P. crossing and to W. P. freight yards westward. No distant signals.

M.P. 6.7, S. P. crossing. Not interlocked. (See footnote, page 2).

M.P. 7.2, S. P. crossing. Not interlocked. (See footnote, page 2).

M.P. 7.8 Clinton Tower, S. P. crossing. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2000 feet east of home signal.

M.P. 10.3, S. P. crossing. Not interlocked. (See footnote, page 2).

M.P. 10.6 and M.P. 10.7 Melrose Tower, S. P. crossing. Interlocked. Home signals 450 feet west of crossing M.P. 10.6. Distant signal 2000 feet west of home signal. Home signal 685 feet east of crossing M.P. 10.7. Distant signal 2500 feet east of home signal.

M.P. 13.7, S. P. crossing. Not interlocked.

M.P. 30.3 Niles Tower, S. P. crossing. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2380 feet east and 1379 feet west of home signals.

M.P. 42.7 and M.P. 43.0 Radium Tower, S. P. crossings. Interlocked.

Towerman on duty 6 a.m. to 2 p.m. and 4 p.m. to 11.59 p.m., daily except Sundays and holidays. During these hours, signals will be operated by Towerman in accordance with Rules 600 to 686-A inclusive. During hours when there is no towerman on duty, normal position of signals governing W. P. trains over these crossings will be proceed.

Home signals 480 feet east of crossing at M.P. 43.0 and 480 feet west of crossing at M.P. 42.7. Distant signals 2000 feet east and west of home signals. Switch indicator located at west switch Radium gives warning of approach of train in either direction. See Rule 512.

M.P. 73.9 Lyoth Tower, S. P. crossing. Interlocked. Home signal 800 feet west of crossing. Distant signal 2658 feet west of home signal. Home signal 600 feet east of crossing. Distant signal 2766 feet east of home signal. Two-arm home signal 210 feet west of crossing. Upper arm governs main track; lower arm governs movement from main track through cross-over to siding. Dwarf signal, located between main track and interchange track 230 feet west of main track switch, governs movement from siding to main track.

M.P. 83.8 Lathrop Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 2640 feet east and 2914 feet west of home signals.

M.P. 90.3 Ortega Tower, S. P. crossing. Interlocked. Towerman on duty 6.00 p.m. until 3.00 a.m. Home signal 230 feet west and 450 feet east of crossing, Hunter Street track, governs movement over S. P. crossing. No distant signals. Trains or engines moving westward from Hunter Street track must not foul W. P. main track and W. P. main track junction switch must not be opened until it has been ascertained from Dispatcher, through Operator Stockton Yard that it is safe to do so. Telephone located near main track junction switch for this purpose. Trains and engines on main track must approach Ortega with CAUTION.

M.P. 93.2 A. T. & S. F. Tower, A. T. & S. F. Crossing. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2450 feet west of crossing. Tower is equipped with electric siren. Two short blasts repeated several times, is warning to yard and trainmen to clear plant.

M.P. 93.8 Weber Avenue Tower, S. P. crossing. Interlocked. Main Track: Home signals 428 feet east and 315 feet west of crossing. No distant signals. Siding: Home signals 423 feet east and 73 feet west of crossing.

M.P. 95.1 El Pinal Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. One distant signal 3000 feet east of home signal.

M.P. 137.5 "X" Street, C. C. T. and S. N. crossing. Automatic interlocked. Home signals 450 feet east and west of crossing. One distant signal 1480 feet west of home signal. Switch indicator located at head block of west switch governs movement from

siding to main track. Hayes derail 171 feet east of west switch, is pipe connected to main track switch and switch must not be closed until rear of train has passed derail. Maximum speed, 15 miles an hour within limits of home signals. Cars must not be left standing between home signal limits unless coupled to other cars or an engine standing outside of limits. Traveling cranes must not pass over this crossing unless coupled to one or more cars. If signal in STOP position, be governed by Rule 663.

M.P. 138.0 "R" Street Tower, S. P. crossing. Interlocked. Trains governed by two-arm home signals located 796 feet east and 700 feet west of crossing. Upper arms govern main track, lower arms govern legs of wye. No distant signals. Following are whistle signals: Main line to wye, either leg, one long, one short. Wye to main line, either leg, one short, one long.

M.P. 139.2 "C" Street, S. N. crossing. Automatic interlocked. Home signals 480 feet east and 450 feet west of crossing. No distant signals. Switch indicator located at main track switch, just east of subway, governs movement from Haggin Transfer track to main track. Hand-operated derail on Haggin Transfer track, located 159 feet east of west switch, when not being used must be in derailing position. Maximum speed, 15 miles an hour within limits of home signals. Cars must not be left standing between home signal limits unless coupled to other cars or an engine standing outside of limits. If signals are in STOP position be governed by Rule 663.

M.P. 140.8 S. N. crossing. Not interlocked.

M.P. 152.5 Sankey, S. N. crossing. Automatic interlocked. Home signals 600 feet east and west of crossing. Distant signals 3000 feet east and west of Home signals. Passenger trains must not exceed 30 and freight trains 25 miles an hour between home signals and crossing. If signals in STOP position send flagman ahead to operate time release located in box at crossing. Instructions for operating release inside of box.

JOINT TRACK MARYSVILLE (See special instructions Page 7, Second Sub-division).

M.P. 179.1 9th Street Tower, S. P. crossing. Interlocked. Home signals 414 feet east and 474 feet west of crossing. Distant signal 1040 feet west of home signal. Distant signal located on two-arm signal, 1210 feet east of home signal. Home signal 1624 feet east of crossing, protects movement over main track to and from High Line and S. P. interchange tracks. Distant signal 2582 feet east of home signal. Switch and derail to S. P. interchange track, switch and derail to High Line track and derail on stock yard track are hand operated and electrically locked and permission must be obtained from Towerman, when on duty, for each movement made in or out of these tracks. Towerman on duty 7.00 A. M. until noon and 1.00 P. M. until 4.00 P. M. When Towerman off duty, eastward trains desiring to use interchange track, must come to STOP immediately east of westward home signal, as electric locks cannot be released unless this is done. A member of crew must then operate hand time release located opposite two main track switches leading to High Line and S. P. interchange tracks. After time release returns to normal position, indicator lamp located in time release box should light up. When this light appears, all electric locks are released. Switches and derails must be returned to normal position immediately after movement is made.

M.P. 180.2 Binney Jet. Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 3100 feet east and 2060 feet west of home signals. Switch indicator located east high line switch, 1400 feet west of M.P. 180, gives warning of approach of trains either direction. See Rule 512.

KEDDIE YARD, Third and Fourth Subdivisions. Interlocked. Signals when in STOP position must not be passed except as prescribed by Rule 663 and as provided herein. Signals located as follows:

THIRD SUBDIVISION,—

EASTWARD: One unit three-position signal, M. P. 279.54; colors red, yellow and green. Two unit, two-position signal, M. P. 280.34. Upper unit governs over main track, Third Subdivision; colors red and green. Lower unit governs over main track, Third Subdivision to west leg of wye, Fourth Subdivision; colors red and yellow.

NOTE: Trains must not pass this signal unless signal light indications for main track movement Third Subdivision are: A green signal light above a red signal light. For movement over main track, Third Subdivision to west leg of wye, Fourth Subdivision, a yellow signal light below a red signal light, except as prescribed by Rule 663.

WESTWARD: One unit three-position signal, M. P. 280.65; colors red, green and yellow. One unit two-position signal, M. P. 280.52; colors red and green.

FOURTH SUBDIVISION,—

EASTWARD: One unit three-position signal, 50 feet east of Tunnel 1; colors red, yellow and green. One unit two-position signal, 125 feet east of Tunnel 1 on east leg of wye; colors red and green. One unit two-position signal, 242 feet west of east wye switch on west leg of wye; colors red and green.

WESTWARD: One unit three-position signal, M. P. 1.08; colors, red, yellow and green. Three-unit signal, 60 feet east of east wye switch. Upper unit, three positions, governs over west leg of wye towards main track, Third Subdivision; colors red, yellow and green. Middle unit, two positions, governs over east leg of wye through Tunnel 1; colors red and yellow. Lower unit, two positions, governs handling of helpers when to be cut into train which is occupying either east or west leg of wye; colors red and yellow.

NOTE: Trains requiring helper engine to be cut in train, that portion of train which is to be handled ahead of helper must be moved east of signal located 60 feet east of wye switch in order that operator may handle switches and signals to permit helper to be cut into train. In such cases, it will be necessary to flag helper engine past signal and over switch. Helper must also move to a point beyond signal located 60 feet east of wye switch, so operator can again handle switches and signal to permit helper engine and head end of train to be coupled. Before making a move of this kind, operator must be kept advised by telephone of movements required. Extreme care must be exercised in making this movement. Except where helpers are to be cut into train, trains must not pass this signal unless signal light indications are—

For movement over west leg of wye, green or yellow signal indication above two red signal indications. For east leg of wye, a yellow signal indication between two red signal light indications. For east or west leg of wye when helper engine is to be cut into train, a yellow signal indication below two red signal indications.

One unit two-position signal, located 225 feet east of Third Subdivision junction switch on west leg of wye; colors red and green.

Switch located on main track, Third Subdivision, east of Tunnel 32 and switch at east end of wye, Fourth Subdivision, are interlocked. These switches are dual control and can be operated by hand or by power through operator at station. Each switch machine has one selector lever marked "Motor" and one hand-throw lever marked "N." Selector lever marked "Motor" is locked with switch lock. In case necessary to operate by hand, first unlock selector lever marked "Motor" and turn handle to hand operating position. This cuts off power. Then throw hand-throw lever marked "N" and if this lever is in proper position switch points will move instantly. After using switch, throw hand-throw lever marked "R," so lever is down in its stand in either normal or reverse position then throw selector lever marked "Hand" to "Motor" position. Inspect switch points to be sure they are lined properly and replace switch lock. In case switch lock rods are out of adjustment, preventing locking of switch, switch may be operated by hand but stroke of hand-throw lever cannot be completed and selector lever cannot be returned to "Motor" position. In cases of this kind, before train is allowed to pass over switch, switch points must be spiked in proper position.

At west end of Keddie Yard, a westward movement must not be made from Fourth Subdivision lead through crossover lead to Third Subdivision main track without first getting permission from operator at station.

A westward movement must not be made from siding to Third Subdivision main track, neither must crossover be fouled without first getting permission from operator at station.

Telephones located at or near all signals and at east end of Tunnel 32, are for obtaining information from operator at station.

Trains finding signals in STOP position or signal lights not burning, must get in communication with operator immediately, and be governed by Rule 663.

SAN JOSE BRANCH

M.P. 15.2, Peninsular R. R. crossing. Not interlocked.

M.P. 20.4, S. P. crossing. Not interlocked.

M.P. 21.0 Willow Glenn, S. P. crossing. Interlocked. Semi-automatic home signals 225 feet east and west of crossing. No distant signals.

M.P. 23.1 West San Jose, S. P. crossing. Interlocked. Home signals 250 feet east and west of crossing. No distant signals.

All trains must come to STOP at home signals, Willow Glenn and West San Jose crossings and a member of crew go to crossing and carefully follow instructions pasted in inside of derail lock box at each crossing before proceeding over either crossing.

TUNNEL SIGNALS

Automatic Block System signals govern movement through Tunnels 1, 2, 4 and 35 on First and Third Subdivisions.

Tunnels 1 and 2. Home signal 1500 feet west of west portal Tunnel 1. No distant signal. Home signal 200 feet east of east portal Tunnel 2. Distant signal 1800 feet east of home signal.

Tunnel 4. Home signals 1716 feet east and 1150 feet west of Tunnel. No distant signals.

Tunnel 35. Home signals 400 feet east and 1000 feet west of Tunnel. One distant signal 2000 feet east of home signal.

DRAWBRIDGE SIGNALS

San Joaquin River drawbridge M.P. 80.28. Interlocked. Home signals 650 feet east and 600 feet west of bridge indicate position of draw. Distant signals 2011 feet east and 2012 feet west of home signals.

Mokelumne River drawbridge M.P. 116.07. Interlocked. Home signals 500 feet east and west of bridge indicate position of draw. One yellow marker signal 1993 feet west of home signal.

TONNAGE RATING

| EASTWARD Engine Class | 1st Sub-division | 2nd Sub-division | 3rd Sub-division | 4th Subdivision | | |
|-----------------------|------------------|------------------|------------------|-----------------------------|-----------------------------|-------------------|
| | | | | Keddie to Greenville | Greenville to Almanor | Almanor to Bieber |
| TP-29..... | 1073 | 2200 | 812 | 585 | 401 | 585 |
| MTP-44..... | 1650 | 5000 | | | | |
| C-43..... | 1650 | 5000 | 1250 | 900 | 617 | 900 |
| MK-60..... | 2500 | 6000 | 1800 | 1250 | 858 | 1250 |
| M-80..... | | | 2200 | 1690 | 1170 | 1690 |
| M-137-151.. | | | 4000 | | | |
| WESTWARD | | | | Bieber to Halls Flat | Halls Flat to Keddie | |
| TP-29..... | 910 | 2200 | * | 491 | 1040 | |
| MTP-44..... | 1400 | 5000 | * | | | |
| C-43..... | 1400 | 5000 | * | 756 | 1600 | |
| MK-60..... | 2350 | 6000 | * | 1051 | 2200 | |
| M-80..... | | | * | 1427 | 3200 | |
| M-137-151.. | | | * | | | |

*Descending grade, no tonnage limit.
 Add five tons friction for each car over 30 cars.
 Tonnage rating based on maximum grade each subdivision; between points where grades are less than maximum, greater tonnage can be handled.

J. P. McSWEENEY, Trainmaster, Oakland.
 J. J. DUGGAN, Trainmaster, Stockton.
 H. E. STAPP, Trainmaster, Keddie.
 E. T. GALLAGHER, Chief Train Dispatcher, Sacramento.
 C. D. JORZ, Night Chief Train Dispatcher, Sacramento.
 G. L. HARLAN, Night Chief Train Dispatcher, Sacramento.