

WESTERN PACIFIC RAILWAY

FRANK G. DRUM and WARREN OLNEY, Jr., Receivers

WESTERN DIVISION

TIME 16 TABLE

In Effect at 12:01 A. M. "Pacific" or 120th Meridian Time

SUNDAY, DECEMBER 5th, 1915

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

Always have at hand for reference, the book of rules of the transportation department.

C. M. LEVEY,
General Manager for Receivers

J. P. QUIGLEY,
Superintendent of Transportation

E. W. MASON,
Superintendent

EASTWARD				FIRST DISTRICT										WESTWARD			
SECOND CLASS		FIRST CLASS		Station Numbers	Water, Fuel Scales, Tables and Weights Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 16 December 5, 1915 Succeeding No. 15			Distance from Stockton Yard	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS		
90	52	4	2				1	3	51				91				
Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight										
Mon., Wed., Fri.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY										
STATIONS Telegraph Offices and Calls																	
		P. M. L. 8.15	A. M. L. 9.15	0	W. C. O.	0.0	DN. SAN FRANCISCO ..Go	94.2	Yard			P. M. A. 6.30	A. M. A. 8.00				
		8.50	9.45	4	W. C. R.	3.5	WESTERN PACIFIC MOLE.	90.7	Yard			6.00	7.30				
						5.2	.....S. P. Crossing.....	89.0								
A. M. L. 7.20	P. M. L. 10.30	8.54	9.49	6	W. C. O. T. R. K.	5.4	DN. OAKLAND YARD...Md	88.8	Yard			5.54	7.20	A. M. A. 1.00	P. M. A. 3.20		
						5.8	.....S. P. Crossing.....	88.4								
7.30	10.40	s 8.58	s 9.53			6.6	OAKLAND	87.6				s 5.50	s 7.15	12.50	3.10		
						6.8	.....S. P. Crossing.....	87.4								
						7.2	.....S. P. Crossing.....	87.0								
						7.8	.....S. P. Crossing.....	86.4								
7.50	10.55	f 9.08	f 10.03	10		9.7	D. FRUITVALE ....Fv	84.5	50	7 am to 7. pm	f 5.40	s 7.05		12.30	2.55		
						11	MELROSE	83.8	10								
						13	S. P. Crossing ELMHURST	80.8	40			5.32	f 6.55		12.10AM	2.35	
8.10	11.10	9.15	10.10			14.8	D. SAN LEANDRO...DR	79.4	81	6.30 am to 6.30 pm	f 5.29	s 6.52		11.59PM	2.30		
8.15	11.20	f 9.18	f 10.13	15		20.4	D. HAYWARD ....Hy	73.8	60	8:00 am to 8:00 pm	f 5.18	s 6.40		11.40	1.55		
8.40	11.40PM	f 9.29	f 10.25	20		26.6	D. DECOTO ....D	67.6	20	7 am to 7 pm	f 5.06	f 6.28		11.00	1.20		
9.10	12.05AM	f 9.39	f 10.35	27		29.7	D. NILES .....Cn	64.5	99	6:15 a to 6:15 p	f 5.00	s 6.22		10.40	1.00		
9.30	12.15	f 9.45	f 10.40	30	W.	30.3	.....S. P. Crossing.....	63.9								
						36.0	D. SUNOL .....Sb	58.2	50	7.30 am to 7.30 pm	f 4.45	f 6.07		9.58	12.30PM		
10.00	12.40	f 9.58	f 10.53	36		41.5	D. PLEASANTON ....Tn	52.7	33	8:00 am to 8:00 pm	f 4.34	s 5.55		9.30	11.55AM		
10.25	1.00	s 10.09	f 11.03	41		42.7	.....S. P. Crossing.....	51.5								
						42.9	.....S. P. Crossing.....	51.3								
						47.6	DN. LIVERMORE ....Vn	46.6	68			s 4.22	s 5.44		9.05	11.15	
11.15AM	1.20	s 10.22	s 11.15	48	W.	56.5	F. ALTAMONT	37.7	45			f 4.03	f 5.25		8.30	10.20	
12.01PM	1.55	f 10.43	f 11.35	56		59.1REDMOND CUT.....	35.1	38			3.56	5.18		8.20	10.05	
12.12	2.05	10.48	11.39			62.9	F. MIDWAY	31.3	40			3.48	f 5.10		8.05	9.50	
12.40	2.20	f 10.55	f 11.45	63		71.8	D. CARBONA .....Cb	22.4	127	7.00 am to 7.00 pm	f 3.28	f 4.48		7.30	9.00		
1.40	2.50	f 11.10	f 11.59AM	72	W. Y.	73.9	D. LYOTH .....Ky	20.3	50	12.01 pm to 12.01 am	3.25	f 4.45		7.20	8.30		
2.00	2.55	f 11.13	12.02PM	74	C.	82.7	S. P. Crossing GARRISON ....RA	11.5	Spur I. W. 13	7 am to 7 pm	f	f					
3.07	3.20	f 11.31	12.18	84	W. 3.9 ml. W.	83.8	.....LATHROP	10.4	84		3.07	f 4.28		6.40	7.50	
3.40	3.40	11.43	12.30	90		90.5	.....ORTEGA	3.7	13		2.55	4.15		6.20	7.20	
						93.2	.....A. T. & S. F. Crossing	1.0								
3.55	3.55	s 11.51	s 12.37	94		93.8	.....STOCKTON	0.4	Yard		s 2.48	s 4.08		6.05	7.05	
4.00 P. M. A.	4.05 A. M. A.	11.55 P. M. A.	12.40 P. M. A.		W. C. O. T. R. K.	94.2	DN. STOCKTON YARD .SN	0.0	Yard		2.45 P. M. L.	4.05 A. M. L.		6.00 P. M. L.	7.00 A. M. L.		
Mon., Wed., Fri.	DAILY	DAILY	DAILY								DAILY	DAILY		DAILY	Tues., Thurs., Sat.		
8.40	5.35	3.05	2.55				Time over District				3.15	3.25		7.00	8.20		
10.2	15.9	29.3	31.1				Average Speed per Hour				27.9	26.5		12.6	10.6		

BULLETIN STATIONS: Western Pacific Mole, Oakland yard, Stockton yard.
 Stockton yard limit extends from yard limit board west of Stockton to yard limit board east of Stockton yard. All trains moving within these limits will be governed by Rule 93 of the Transportation Department.
 All trains take water at Niles and as little as possible at Livermore and Oakland.

EASTWARD

SECOND DISTRICT

WESTWARD

SECOND CLASS			FIRST CLASS		Station Numbers	Water, Fuel Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 16 December 5, 1915 Succeeding No. 15				Distance from Oroville	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
94	92	52	4	2				1	3		51				93	95				
Way Freight Tues., Thurs., Sat.	Way Freight Monday Wed. Friday	Freight DAILY	Passenger DAILY	Passenger DAILY				Passenger DAILY	Passenger DAILY	STATIONS Telegraph Offices and Calls	Freight DAILY				Way Freight Tues., Thurs., Sat.	Way Freight Mon., Wed., Fri.				
	A.M.L. 7.30	A.M.L. 5.05		P.M.L. 11.55	P.M.L. 12.40	94	W.C.O.R.T.K.	94.2	DN...STOCKTON YARD...Sn	110.9	Yard			P.M.A. 2.45	A.M.A. 4.05			P.M.A. 5.00	P.M.A. 4.30	
	8.00	5.35		f 12.13 AM	f 12.58	105		95.1	.....S. P. Crossing.....	110.0										
	8.15	5.50		f 12.21	f 1.05	109		104.8	D.....KINGDON.....Di	100.3	91	7 am to 7 pm	f 2.25	f 3.42				4.25	3.35	
	8.45	6.05		f 12.28	f 1.13	114	W.	109.5	.....BRACK.....	95.6	55		f 2.15	f 3.32				4.10	3.10	
	9.10	6.25		f 12.37	s 1.22	119		113.9	D.....THORNTON.....Nh	91.2	105	7 am to 7 pm	f 2.07	f 3.24				3.55	2.50	
	9.50	6.45		f 12.46	f 1.32	125		118.6	.....GLANNVALE.....	86.5	46		s 1.58	f 3.13				3.40	2.20	
	10.15	7.00		f 12.53	f 1.40	129		124.7	D.....FRANKLIN.....FR	80.4	90	7 am to 7 pm	f 1.48	f 3.02				3.25	<u>1.48</u> <u>1.32</u>	
				f		134		128.8	.....SIMS.....	76.3	20		f 1.40	f 2.54				3.10	1.00	
	11.00	7.25		f 1.05	1.51	136	W. C.	133.6	.....CORDOVA.....	71.5	No Siding			f						
	11.15	7.40		s 1.15	s 2.00	139	Y. K. O.	136.3	D...JEFFERY SHOPS...JS	68.8	150		1.25	f 2.40				2.45	12.25	
								138.6	S. P. Crossing DN...SACRAMENTO.....Sr	66.5	Yard		s 1.15	s 2.30				2.35	12.10 PM	
								140.8	.....N. E. Crossing.....	64.3										
	11.40 AM	8.00		f 1.30	f 2.12	144		143.9	.....DEL PASO.....	61.2	73		f 1.02	f 2.17				2.12	11.30 AM	
	12.05 PM	8.20		f 1.42	f 2.23	151		150.6	.....COUNSMAN.....	54.5	70		f 12.51	f 2.05				1.35	11.00	
								152.5	.....N. E. Crossing.....	52.6										
	<u>12.40</u> <u>1.00</u>	8.35		f 1.55	f 2.34	156	W.	156.1	D...PLEASANT GROVE..GV	49.0	65	7 am to 7 pm	f 12.40	f 1.55				1.00	10.30	
				f		162		162.0	.....TROWBRIDGE.....	48.1	Spur 6			f						
	2.00	9.15		f 2.20	f 2.57	172		172.5	.....ARBOGA.....	32.6	80		f 12.15	f 1.25				12.15 PM	9.15	
								178.1	.....N. E. Crossing.....	27.0										
	3.08	9.40		s 2.35	s 3.08	179	W.	178.8	DN...MARYSVILLE...Ms	26.3	280		s 12.03 PM	s 1.10				11.30 AM	8.30	
								180.2	S. P. Crossing.....	24.9										
	3.50	10.10		f 2.50	3.20	186		185.8	.....TAMBO.....	19.3	50		11.51 AM	f 12.54				11.05	7.30	
	4.20	10.45		f 3.04	f 3.31	193		192.9	.....CRAIG.....	12.2	85		f 11.40	f 12.40				10.45	7.05	
	4.45	11.05		f 3.17	f 3.42	199		199.4	D.....PALERMO.....Mo	5.7	93	7 am to 7 pm	f 11.30	f 12.27				10.25	6.45	
A.M.L. 7.00	5.00 P.M.A.	11.24 AM 12.30 PM		3.24	3.50	203	W.C.O.R.T.K.	202.9	DN...OROVILLE YARD...Yd	2.2	Yard		11.24	12.20				10.10 9.10	6.30 A.M.L.	P.M.A. 5.40
7.10 A.M.A.		12.40 P.M.A.		3.30 A.M.A.	3.55 P.M.A.	205	RK.	205.1	2S.....OROVILLE.....Vi	0.0	100	3 am to 6 pm 10 pm to 7 am	11.20 A.M.L.	12.15 A.M.L.				9.00 A.M.L.		5.30 P.M.L.
Tues. Thurs. Sat.	Mon. Wed. Fri.	DAILY		DAILY	DAILY								DAILY	DAILY				DAILY	Tues. Thurs. Sat.	Mon. Wed. Fri.
	9.30	6.24		3.35	3.15				Time over District				3.25	3.50				6.50	10.00	
	11.4	16.9		30.9	34.1				Average Speed per Hour				32.4	28.9				15.9	10.8	

BULLETIN STATIONS: Stockton yard, Oroville yard, Oroville.
 Passenger trains will register by ticket at Stockton yard.
 Trains must get clearance at Sacramento dispatcher's office before leaving that point.
 Oroville yard extends from the yard limit board west of west switch at Oroville
 yard to the yard limit board east of east switch at Oroville.
 Trains moving between Oroville yard and Oroville will be governed by Rule 93 of the
 Transportation Department.
 All except first-class trains will send flagman ahead around curve just west of
 Oroville.
 Passenger trains will not register at Oroville Yard.
 When passenger trains meet at Brack, inferior train will use portion of siding between
 east switch and cross-over switch which serves stockyards. When eastward train takes siding,
 this permits them to use main line up to cross-over switch just west of stockyards.

EASTWARD				THIRD DISTRICT										WESTWARD			
SECOND CLASS		FIRST CLASS		Station Numbers	Water, Fuel, Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 16 December 5, 1915 Succeeding No. 15		Distance from Portola	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS			
94	52	4	2				1	3				51	95				
Way Freight Tues., Thurs., Sat.	Freight DAILY	Passenger DAILY	Passenger DAILY	Passenger	Passenger	STATIONS Telegraph Offices and Calls	Passenger	Passenger	Freight	Way Freight Mon., Wed., Fri.							
A.M.L. 7.10	P.M.L. 12.40	A.M.L. 3.40	P.M.L. 4.05	205	R. K.	205.1	2S..... OROVILLE .....Vi	116.3	69	8 am to 6 pm 10pm to 7 am	A. M. A. 11.10	A. M. A. 12.05	A. M. A. 9.00	P. M. A. 5.30			
	7.35	f 3.55	4.25	213		212.7	F..... BIDWELL.....	108.7	38		10.50	f 11.45 PM	8.30	5.00			
	8.10	f 4.05	4.35	217	W.	217.5	F..... BLOOMER.....	103.9	54		10.38	f 11.33	8.10	4.35			
	8.35	f 4.17	f 4.45	221		221.4	..... LAS PLUMAS.....	100.0	11		f 10.28	f 11.23	7.52	4.10		
	8.50	f 4.27	f 4.53	224	W.	224.3	D..... BERRY CREEK.....Bk	97.1	55	7 am to 7 pm	f 10.20	f 11.15	7.40	3.55			
	9.05	f 4.40	f 5.03	228	W.	228.5	F..... BLINZIG.....	92.9	17		f 10.08	f 11.02	7.25	3.35			
	9.50	f 4.58	5.23	235		235.2	F..... POE.....	86.2	48		9.50	f 10.42	7.00	3.00			
	10.15	s 5.10	s 5.35	239	W. C.	239.2	DN..... BIG BAR.....Bg	82.2	73		s 9.40	s 10.30	6.45	2.40			
	10.40	f 5.23	f 5.47	244		243.7	F..... CRESTA.....	77.7	30		f 9.28	f 10.15	6.28	2.15			
	11.00	f 5.34	5.58	247	W.	247.5	..... MERLIN.....	73.9	56		9.16	f 10.02	6.12	1.55		
	11.30 AM	f 5.50	f 6.12	253		253.1	F..... TOBIN.....	68.3	60		f 9.03	f 9.45	5.50	1.30			
	12.05 PM	s 6.10	f 6.32	260	W.	259.9	2S..... BELDEN.....Bn	61.5	60	11 am to 2 pm 4pm to 10pm 10 pm to 1 am 3 am to 9 am	f 8.45	s 9.25	5.15	12.55			
	12.35	f 6.22	f 6.45	265		264.6	F..... RICH.....	56.8	55		f 8.33	f 9.11	4.55	12.35			
	1.05	f 6.39	f 7.02	270	W. T.	270.3	F..... VIRGILIA.....	51.1	52		f 8.16	f 8.52	4.30	12.01 PM			
	1.20	f 6.47	f 7.11	274		273.7	F..... TWAIN.....	47.7	67		f 8.08	f 8.42	4.15	11.45 AM			
	2.00	s 7.10	s 7.35	281	W. C.	281.0	DN..... KEDDIE.....Kd	40.4	95		s 7.48	s 8.20	3.45	11.10			
	2.45	s 7.30	s 7.55	288		287.8	2S..... QUINCY JCT.....Rt	33.6	82	7 am to 1 am	s 7.30	s 7.55	3.15	10.30			
	3.30	7.55	f 8.17	297	W.	296.6	D..... SPRING GARDEN....Sg	24.8	70	6.45a - 10.45a 1.30p - 9.30p	f 7.10	s 7.35	2.45	9.50			
	4.00	f 8.10	f 8.33	302		301.6	D..... SLOAT.....SO	19.8	49	6.30a - 10.30a 1.30p - 9.30p	f 6.55	f 7.20	2.15	9.20			
	4.55	s 8.35	s 8.55	310	W.	310.3	D..... BLAIRSDEN.....BD	11.1	57	8 a to 11 30 a 1.30p to 10p	s 6.35	s 7.00	1.42	8.35			
	5.15	s 8.45	f 9.05	314		313.6	D..... CLIO.....Co	7.8	56	6.50a to 10.50a 1.50p to 9.50p	f 6.27	s 6.52	1.30	8.00			
	5.45	9.00	9.21	318		318.3	..... MABIE.....	3.1	17		6.16	6.41	1.12	7.42		
	6.00 P.M.A.	10.15 P.M.A.	9.10 A.M.A.	9.30 P.M.A.	321	W. C. T. O. R. K.	DN..... PORTOLA.....Kl	0.0	Yard		6.10 A.M.L.	6.35 P.M.L.	1.00 A.M.L.	7.30 A.M.L.			
	Tues., Thurs., Sat.	DAILY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	Mon., Wed., Fri.			
	9.50	9.35	5.30	5.25			Time over District				5.00	5.30	8.00	10.00			
	11.8	12.1	21.1	21.4			Average Speed per Hour				23.2	21.1	14.5	11.6			

BULLETIN STATIONS: Oroville, Portola.

Nos. 94 and 95 will carry passengers in caboose.

When passenger trains meet at Portola, unless otherwise specified by train order, the pocket track in front of the depot is designated as the proper track on which the inferior train will take siding.

EASTWARD

FOURTH DISTRICT

WESTWARD

SECOND CLASS			FIRST CLASS		Station Numbers	Water, Fuel Tables, Scales and Weighing Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 16 December 5, 1915 Succeeding No. 15		Distance from Gerlach	Capacity of Side Tracks.	Office Open	FIRST CLASS		SECOND CLASS	
52			4	2				STATIONS Telegraph Offices and Calls					1	3	51	
Freight			Passenger	Passenger				DN.....	.....KI				Passenger	Passenger	Freight	
DAILY			DAILY	DAILY				PORTOLA.....		116.9	Yard		A.M.A.	P.M.A.	DAILY	
P.M.L. 11.30			A.M.L. 9.20	P.M.L. 9.40	321	W.C.T.O. R.K.	321.4	2.7					6.00	6.25	P.M.A. 11.30	
11.40			9.25	9.45	324		324.1	4.0		114.2			5.53	6.17	11.18	
11.55 PM			s 9.32	f 9.51	328		328.1	4.3		110.2	89	7 am to 7 pm	f 5.45	s 6.09	11.00	
12.10 AM			f 9.38	9.58	332		332.4	7.2		105.9	60		5.37	f 6.00	10.40	
12.35			s 9.50	f 10.08	340	W.	339.6	6.4		98.7	53	9am 12.01pm 1pm to 7pm 9pm to 6am	f 5.25	s 5.45	10.08	
1.00			f 10.03	10.22	346		346.0	6.1		92.3	57		5.06	f 5.25	9.20	
1.20			f 10.15	10.32	352		352.1	3.4		86.2	57		4.52	f 5.08	8.55	
1.30			f 10.20	f 10.37	355		355.5	2.7		82.8	Spur 45		f 4.45	f 5.00	8.45	
1.40			s 10.25	f 10.42	358	W.C.	358.2	4.7		80.1	82		f 4.40	s 4.55	8.35	
1.55			s 10.35	s 10.50	363		362.9	8.6		75.4	58	7am to 12 k 2 pm to 6 pm 8 p to 12.30 a 2.30 a to 7 a	s 4.30	s 4.45	8.20	
2.20			s 10.49	s 11.03	371		371.5	6.1		66.8	30		s 4.16	s 4.31	7.50	
2.40			f 11.00	f 11.13	378	W	377.6	6.3		60.7	59	4 am to 4 pm	f 4.05	f 4.19	7.35	
3.00			f 11.12	f 11.23	384		383.9	0.8		54.4	61		f 3.55	f 4.09	7.15	
3.40			f 11.30	f 11.37	393	W. 3.5 miles east	393.5	8.8		53.6						
4.25			f 11.50 AM	11.57 PM	405		405.0	11.5		44.8	60	4 pm to 4am	f 3.40	f 3.55	6.45	
5.00			f 12.11 PM	12.15 AM	416		416.2	11.2		33.3	59		3.20	f 3.35	6.00	
5.30			f 12.25	12.27	424		424.0	7.8		22.1	57		3.04	f 3.18	5.30	
6.00			f 12.38	12.38	431		430.6	6.6		14.3	74		2.53	f 3.07	5.10	
6.30 A.M.A.			12.55 P.M.A.	12.55 A.M.A.	438	W.C.T. R.K.	438.3	7.7		7.7	81		2.42	f 2.56	4.50	
DAILY			DAILY	DAILY				DN.....		0.0	Yard		2.30 A.M.L.	2.45 P.M.L.	4.30 P.M.L.	
7.00			3.35	3.15				Time over District					DAILY	DAILY	DAILY	
16.7			32.6	35.9				Average Speed per Hour					3.30	3.40	7.00	
													33.4	31.8	16.7	

BULLETIN STATIONS: Portola, Gerlach.

SPECIAL RULES

Westward trains are superior to eastward trains of the same class.

Extra trains may pass and run ahead of second class trains without orders.

Lighted fuseses must not be thrown off in any tunnel. If necessary to use fusees inside tunnels they must be held in the hand or securely placed in the earth or ballast in such a manner that it will be impossible for fire to be communicated to any woodwork within tunnel.

Second class and extra trains must approach all stations under control, where view of main track within station limits is obstructed, expecting to find main track occupied, and will be governed by Rule 93 of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.

All trains and engines will stop at "D" Street, just east of Marysville freight station and send flagman ahead before crossing this street.

On the third district westward freight trains will stop to inspect trains at Sloat, Keddie, Belden and Big Bar.

Six blasts of air whistle when train is running indicates brakes are sticking.

SPEED RESTRICTIONS

All trains will be handled under control regardless of schedule time at all points where slides or falling rocks are apt to be encountered.

Special attention is called to Rule 373 of the Transportation Department. Passenger trains will not exceed a speed of 50 miles per hour.

Freight trains will not exceed a speed of 30 miles per hour.

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

All trains reduce speed to 10 miles per hour over San Joaquin River drawbridge, and to 20 miles per hour over Mokelumne River drawbridge.

Passenger trains will consume three (3) minutes, all other trains six (6) minutes passing through tunnel No. 1.

All trains reduce speed to 15 miles per hour between A. T. & S. F. Crossing and Park Street, Stockton.

Passenger trains will consume six (6) minutes, all other trains ten (10) minutes passing through tunnel 35.

On the third district, maximum speed for westward trains as follows: Passenger trains—Portola to Keddie, 35 miles per hour; Keddie to Berry Creek, 30 miles per hour; Berry Creek to Oroville, 35 miles per hour. Freight trains—Portola to Oroville, 20 miles per hour.

Light engines, or engines with cabooses only, may make No. 1's schedule, Portola to Oroville.

Passenger trains must consume four (4) minutes, all other trains eight (8) minutes passing through tunnel 37.

Trains will not exceed a speed of 20 miles per hour over the crossing of the Fernley-Lassen Branch of the Southern Pacific Railway Company at M. P. 384.7 near Flannigan.

INTERLOCKING PLANTS AND SIGNALS

S. P. crossing M. P. 5.2. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 5.8. Interlocked. Eastward trains on main track governed by home signal 700 feet west of crossing and distant signal two thousand feet west of home signal. Home signal is two arm signal. Upper arm governs main track eastward; lower arm governs movement main track to passing track eastward. Eastward trains on No. 1 track at Oakland Terminal governed by dwarf signal just west of east switch of No. 1 track. Westward

trains on main track and passing track governed by signals on bracket post seven hundred and fifty feet east of crossing. Distant signal two thousand feet east of home signals governs trains on main track only.

Bracket post is equipped with a suspended signal under main line signal which governs movement main track to track 1 westward.

S. P. crossing M. P. 6.8. Interlocked. Eastward trains on main track governed by home signal five hundred feet west of crossing. Eastward trains on passing track governed by dwarf signal two hundred and fifty feet west of crossing on north side of William Cluff Co. spur. Westward trains governed by signals on bracket post five hundred feet east of crossing; home signal arm governs trains on main track and dwarf signal governs trains on passing track.

S. P. crossing M. P. 7.2. No signals.

S. P. crossing M. P. 7.8. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 10.4. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 13.4. No signals.

S. P. crossing M. P. 30.3. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 42.7. Interlocked.

S. P. crossing M. P. 42.9.

Home signals four hundred and eighty feet east of crossing at M. P. 42.9 and four hundred and eighty feet west of crossing at M. P. 42.7. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 73.9. Interlocked. Home signals eight hundred feet west and four hundred and fifty feet east of crossing. Distant signals two thousand feet east and west of home signals. Two-arm signal two hundred and ten feet west of crossing; upper arm governs main track westward over crossover switch; lower arm governs movement from main track to passing track through crossover. Dwarf signal fifty feet west of crossover between main track and passing track governs movement from passing track through crossover to main track.

S. P. crossing M. P. 83.8. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing of old Tesla line Ortega M. P. 90.5. Interlocked. Two-arm home signal five hundred feet west of junction switch. Upper arm governs eastward trains on main track. Lower arm governs trains over S.P. crossing on old Tesla track. Home signal five hundred feet east of junction switch governs westward trains on main track. Distant signals two thousand feet east and west of home signals. Westward trains on old Tesla track governed by home signal four hundred and fifty feet east of crossing.

Santa Fe crossing M. P. 93.2. Interlocked. Home signals four hundred and fifty feet east and west of crossing. One distant signal twenty-four hundred and fifty feet west of crossing.

S. P. crossing M. P. 93.8. Interlocked. Home signals four hundred and fifty feet east and west of crossing. No distant signals.

S. P. crossing M. P. 95.1. Interlocked. Home signals four hundred and fifty feet east and west of crossing. One distant signal twenty-four hundred and fifty feet east of crossing.

N. E. crossing X St., Sacramento. No signals.

S. P. crossing M. P. 138.6. Interlocked. Trains governed by two-arm home signals located nine hundred and forty-five feet east and seven hundred

SPECIAL RULES—Continued

feet west of crossing. Upper arms govern main track, lower arms govern legs of wye.

N. E. crossing C St., Sacramento. No signals.

N. E. crossing M. P. 140.8. No signals.

N. E. crossing M. P. 152.5. No signals.

N. E. crossing M. P. 178.1. No signals.

S. P. crossing M. P. 178.8. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 180.2. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

B. & L. crossing M. P. 328.1. Protected by gates which, in normal position, block B. & L. track. Trains approach under control expecting to find signals connected with gates at danger and gates blocking our track.

N. C. O. crossing M. P. 371.5. No signals.

S. P. crossing M. P. 384.7. Interlocked.

At grade crossings not interlocked nor protected by signals, trains will stop two hundred feet from crossings and ascertain they are clear before proceeding.

When a train is flagged through an interlocking plant by hand signals as against fixed signals, a flagman must precede the train to see that all derails and switches are lined up, and enginemen must observe whether derails and switches are in position. In giving signals for a train to move through interlocking limits against fixed signals the towerman must be on the ground and use a yellow flag by day and a yellow light by night. Hand signals must not be used when the proper indication can be displayed by the fixed signals.

TUNNEL SIGNALS.

Automatic block signals govern track through tunnels 1, 2, 4, 35 and 37.

At tunnels 1 and 2 eastward trains governed by home signal located fifteen hundred feet west of west portal tunnel No. 1. No distant signal. Westward trains governed by home signal located two hundred feet east of east portal tunnel No. 2. Distant signal eighteen hundred feet east of home signal.

At tunnel 4 eastward trains governed by home signal located eleven hundred and fifty feet west of tunnel.

Westward trains governed by home signal seventeen hundred and sixteen feet east of tunnel.

At tunnel 35 eastward trains governed by home signal located one thousand feet west of tunnel.

Westward trains governed by home signal located four hundred feet east of tunnel and distant signal two thousand feet east of home signal.

At tunnel 37 eastward trains governed by home signal located four hundred and fifty feet west of tunnel. Westward trains governed by home signal located two thousand feet east of tunnel.

A train finding the home signal in stop position will immediately send a flagman with lighted red and white lanterns ahead. After waiting five minutes, the train will proceed, keeping at least one thousand feet behind the flagman, until through tunnel. If no obstruction is found, the facts will be reported to the Superintendent from first telegraph office. In a case a train is stopped within the block limits, it must be immediately protected, as per Rule 99, regardless of the position of the signal. Rear brakemen will keep a red and white lantern lighted while passing through these tunnels.

DRAWBRIDGE SIGNALS.

San Joaquin River drawbridge, located at M. P. 80.3. Home signals located thirteen hundred feet east and twenty-two hundred feet west of bridge

indicate position of draw. Distant signals fifteen hundred feet east and west of home signals.

Mokelumne River drawbridge, located at M. P. 116.3. Home signals five hundred feet east and west of bridge indicate position of draw. One distant signal twenty-five hundred feet east of draw.

TONNAGE RATING.

Consolidation Engines

First district,	Eastward	..... 1450 tons;
	Westward	..... 1400 tons.
Second district,	Eastward	..... car limit;
	Westward	..... car limit.
Third district,	Eastward	..... 1150 tons
	Westward	..... car limit.
Fourth district,	Eastward	..... 1650 tons;
	Westward	..... 1600 tons.

The rating for passenger engines on the second district will be 1700 tons and on other districts will be sixty-three per cent of the consolidation engine rating. The rating for engines 121 and 122 will be forty-five per cent of the consolidation engine rating.

The tonnage rating is based on the maximum grade on each district. Between points where grades are less than maximum greater tonnage can be handled and conductors and enginemen will be expected to fill trains to full capacity of engines.

COMPANY SURGEONS.

- Dr. Thomas W. Huntington, Chief Surgeon, San Francisco, Cal.
- Dr. L. P. Howe, Local Surgeon, San Francisco, Cal.
- Dr. Mark H. Woolsey, Oculist and Aurist, San Francisco, Cal.
- Dr. H. E. Alderson, Dermatologist, San Francisco, Cal.
- Dr. Alvin Powell, Local Surgeon, Oakland, Cal.
- Dr. A. Galbraith, Oculist and Aurist, Oakland, Cal.
- Dr. F. W. Simpson, Local Surgeon, Berkeley, Cal.
- Dr. Luther Michael, Local Surgeon, San Leandro, Cal.
- Dr. F. W. Browning, Local Surgeon, Hayward, Cal.
- Dr. J. K. Warner, Local Surgeon, Livermore, Cal.
- Dr. R. R. Hammond, Local Surgeon, Stockton, Cal.
- Dr. Barton J. Powell, Oculist and Aurist, Stockton, Cal.
- Dr. Thos. J. Cox, Local Surgeon, Sacramento, Cal.
- Dr. G. W. Dufficy, Assistant Surgeon, Sacramento, Cal.
- Dr. G. A. Briggs, Oculist and Aurist, Sacramento, Cal.
- Dr. David Powell, Local Surgeon, Marysville, Cal.
- Dr. E. A. Kusel, Local Surgeon, Oroville, Cal.
- Dr. S. M. Sproat, Division Surgeon, Portola, Cal.
- Dr. M. B. Bolton, Local Surgeon, Quincy, Cal.

In all cases of serious emergency, medical attention will be secured for sick or injured patients with the greatest possible expedition, whether such attendant be a Company Surgeon or not, always using proper effort to secure attendance of the latter, and turning patient over to Company Surgeon at first opportunity. For cases of ordinary illness and slight injuries the Company will not be responsible for expenses of physicians other than those regularly employed.

Stretchers are located at:

- 8th and Brannan Sts., San Francisco,
- Oakland Mole,
- Jeffery Shops,
- Sacramento,
- Oroville Shops,
- Portola Hospital,
- Gerlach,
- In baggage cars on all passenger trains.

After stretchers have been used they must be promptly returned to point from which taken.

**COMMERCIAL SPURS
MAIN LINE**

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
FITCHBURG	11.9	No Siding	
HUDSON LUMBER CO.	15.9	1 E	14
LORENZO	17.2	No Siding	
MEEK	18.5	No Siding	
SORENSEN, F 3.	22.4	1 W	10
CALIFORNIA BRICK CO. SPUR.	27.7	1 E	20
EBERLY	28.9	Siding	22
NILES PIT.	29.1	1 W	30
ROCKMILL	30.8	1 E	37
GOOD	32.0	No Siding	
MAYBURG	33.0	No Siding	
IDYLWOOD	34.8	No Siding	
BONITA	37.5	No Siding	
HACIENDA, F 1 & 2.	39.6	1 W	8
TREVARNO F 3 & 4 F 1 Saturday	49.0	1 W	14
GOECKEN, F 1 & 2.	53.9	1 E	5
VALPICO	68.2	1 W	10
LINNE	70.6	1 E	7
LUDWIG	73.0	1 E	7
RHODES	75.5	1 W	4
FITZ	77.3	1 E	18
PARADISE CUT, F 1 & 2.	78.8	No Siding	
SAN JOAQUIN RIVER.	80.3	No Siding	
FRENCH CAMP	83.6	1 W	8
HARTE	100.5	1 W	7
BLACKLAND F 3 & 4.	101.3	No Siding	
BRADFORD SPUR.	119.0	1 W	
ALBERT, F 1 & 2.	127.2	1 W	10
GREER	131.6	1 E	4
STRAUCH	148.3	1 E	4
SANKEY	152.9	1 E	4
OSO	167.5	No Siding	
CLEVELAND SPUR	176.1	1 W	9
VISTA ROBLES	198.8	1 E	34
QUARTZ	209.5	No Siding	
SWAYNE LUMBER CO, F 1-2-3-4.	229.2	Siding	7
INTAKE, F 3 & 4.	231.9	No Siding	
MAYARO LODGE, F 3 & 4.	241.0	No Siding	
ROCK CREEK, F 3 & 4.	249.1	No Siding	
CAMP RODGERS, F 1-2-3 & 4.	255.8	No Siding	
SMITH'S POINT, F 1-2-3-4.	263.9	No Siding	
SPANISH PEAK	273.0	1 E	2
MASSACK, F 3 & 4.	292.2	1 E	12
TRIMBLE	298.8	1 E	6
CROMBERG, F 3 & 4.	303.4	1 E	6
FEATHER RIVER INN	309.2	No Siding	
DELLEKER	320.0	1 E	250

EASTWARD

TESLA BRANCH

WESTWARD

Water, Fuel Scales, Tables and Wyes Register Stations Standard Clocks	Station Numbers	Distance from Tesla	Time Table No. 16 December 5, 1915 Succeeding No. 15		Distance from Carbons	Capacity of Sidings
			STATIONS Telegraph Offices and Calls			
	BA13	0.0	.....	TESLA	13.1	52
	BA11	1.8	.....	WALDEN	11.3	33
W.	BA9	4.3	.....	CARNEGIE	8.8	90
	BA7	5.8	.....	MANGANESE	7.3	Spur 1E 3
	BA4	8.9	.....	MOY	4.2	Spur 1E 8
	BA3	9.7	.....	GILBERT	3.4	Spur 1, E. 27
	BA2	11.4	.....	KERLINGER	1.7	8
W.C.Y.R.	72	13.1	D.....	CARBONA	0.0	127
				Time over District		
				Average Speed per Hour		

Hayes derail M. P. 3.3. Set and lock for derail when not in use.
 Derailing switches in main track just east of east switches at Carnegie and Tesla. All trains in both directions will stop and set these for the ground after passing over.
 Clay bunkers on main track at Tesla will not clear men on sides or top of box cars.
 Trains on Tesla Branch will not exceed speed of 12 miles per hour.
 When there are cars on the short track on the north side of main track just west of freight house at Carnegie, they will not clear a man on the side of a car on the main track.
 Bunkers on north side of main track at Manganese will not clear man on side of car.

FLAGGING RULES FOR BRIDGE AND TRACK FOREMEN

Bridge and track foremen must be familiar with the use and meaning of all signals and see that they are clearly understood and rightly used by persons employed under them.
 When making repairs to track or bridges, they must endeavor to keep the main track safe for the passage of trains. The main track must never be obstructed in any way without first conspicuously displaying the stop signal. When changing rails or in any way working on the track or bridges, rendering track impassable, first put out a red flag in the hands of a reliable man (which must be kept in his hands), twenty telegraph poles in each direction from the impassable point, and the flagmen must also place one torpedo at a distance of four telegraph poles beyond the point of the flag. In foggy weather on heavy down grade or curves, flags must be placed at least ten telegraph poles farther distant than above.
 When necessary to protect a section of track that is not impassable, but over which speed should be reduced, the following rule will govern: A yellow flag by day or a yellow light at night should be placed, on the engineer's side in both directions, twenty telegraph poles from the point where the slow track begins, and a green flag on the same side of track at a point where the slow track ends; the yellow flag to indicate to engineer the restrictions to be observed, green flag will indicate that he has passed over the slow track.
 Track and bridge men will be held responsible for the strict compliance with these rules by their men and must report any violations on the part of train or enginemen to observe same.

K. M. NICOLES,
Trainmaster, Stockton

F. SAUNDERS,
Trainmaster, Portola

J. J. McPHEE,
Chief Dispatcher, Sacramento