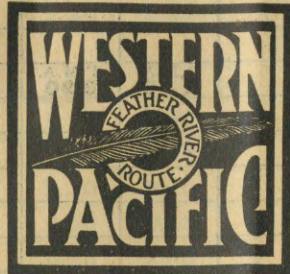
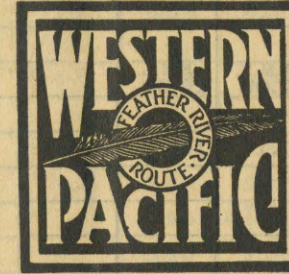


THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 17 TABLE

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

SUNDAY, SEPTEMBER 24, 1916

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

C. M. LEVEY,
President

E. W. MASON,
General Superintendent

K. M. NICOLES,
Superintendent of Transportation

J. P. QUIGLEY,
Superintendent

EASTWARD				FIRST DISTRICT				WESTWARD						
Fuel, Water Tables, Scales Wyes, Bulletin Registers Standard Clocks	SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 17 September 24, 1916		Distance from Stockton Yard	FIRST CLASS		SECOND CLASS		Capacity of Side Tracks	Office Open
	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	Tues., Thurs., Sat.				
STATIONS Telegraph Offices and Calls														
W. C. O.					0.0	DN. SAN FRANCISCO ..Go	94.2	P. M. A. 6.30	A. M. A. 7.45				Yard	
W. C. R. B.					3.5	.WESTERN PACIFIC MOLE.	90.7	6.00	7.15				Yard	
W. C. O. T. R. K. B.	A. M. L. 7.05	P. M. L. 10.30			5.2	.....S. P. Crossing.....	89.0							
					5.4	DN...OAKLAND YARD...Md	88.8	5.54	7.05			A. M. A. 1.00	P. M. A. 3.20	Yard
					5.8	.....S. P. Crossing.....	88.4							
	7.15	10.40			6.6	..... OAKLAND .....Nd	87.6	s 5.50	s 7.00			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							
	7.35	10.55			9.7	D..... FRUITVALE .....Fv	84.5	f 5.40	6.47			12.30	2.55	50 7 am to 7. pm
					10.4	..... MELROSE S. P. Crossing	83.8							10
					13.4	..... ELMHURST S. P. Crossing	80.8	5.32	f 6.35			12.10 AM	2.35	40
	8.00	11.20			14.8	D.....SAN LEANDRO...DR	79.4	f 5.29	s 6.31			11.59 PM	2.30	81 6.30 am to 6.30 pm
	8.25	11.40 PM			20.4	D..... HAYWARD .....Hy	73.8	f 5.18	s 6.18			11.40	1.55	60 8:00 am to 8:00 pm
	8.55	12.01 AM			26.6	D..... DECOTO .....D	67.6	f 5.06	f 6.05			11.00	1.20	20 7 am to 7 pm
W.	9.15	12.11			29.7	D..... NILES .....Cn	64.5	f 5.00	s 5.59			10.40	1.00	99 6.15a to 6.15p
					30.3	.....S. P. Crossing.....	63.9							
	9.50	12.35			36.0	D..... SUNOL .....Sb	58.2	f 4.45	f 5.44			10.04	12.30 PM	50 5.45 am to 5.45 pm
	10.20	12.55			41.5	D..... PLEASANTON ....Tn	52.7	f 4.34	s 5.33			9.30	11.55 AM	33 5.30 am to 5.30 pm
					42.7	.....S. P. Crossing.....	51.5							
					42.9	.....S. P. Crossing.....	51.3							
W.	11.17 AM	1.15			47.6	DNF... LIVERMORE .....Vn	46.6	s 4.22	s 5.22			9.05	11.17	68
	12.01 PM	1.45			56.5	F..... ALTAMONT S. P. Crossing	37.7	f 4.03	f 5.04			8.30	10.20	45
	12.12	1.55			59.1	..... REDMOND CUT..... S. P. Crossing	35.1	3.56	4.58			8.20	10.05	38
	12.40	2.10			62.9	F..... MIDWAY S. P. Crossing	31.3	3.48	f 4.50			8.05	9.50	40
W. Y.	1.40	2.40			71.8	D..... CARBONA .....Cb	22.4	f 3.28	f 4.31			7.30	9.00	127 7.00 am to 7.00 pm
C.	2.00	2.45			73.9	D..... LYOTH .....Ky S. P. Crossing	20.3	3.25	f 4.28			7.20	8.30	50 12.01 pm to 12.01 am
	2.55	3.05			82.7	D..... NILE GARDEN.....Ni S. P. Crossing	11.5	f 3.09	f 4.14			6.44	7.55	Spur I. W. 13 7 am to 7 pm
W.3.9ml.W.	3.07	3.10			83.8	..... LATHROP S. P. Crossing	10.4	3.07	f 4.12			6.40	7.50	84
	3.35	3.30			90.5	..... ORTEGA S. P. Crossing	3.7	2.55	4.00			6.20	7.20	13
					93.2	.....A. T. & S. F. Crossing	1.0							
	8.50	3.40			93.8	..... STOCKTON S. P. Crossing	0.4	s 2.48	s 3.53			6.05	7.05	Yard
W. C. O. T. B. R. K.	4.00 P. M. A. Mon., Wed., Fri.	3.50 A. M. A. DAILY			11.59 P. M. A. DAILY	12.40 P. M. A. DAILY	94.2	DN. STOCKTON YARD .SN	0.0	2.45 P. M. L. DAILY	3.50 A. M. L. DAILY	6.00 P. M. L. DAILY	7.00 A. M. L. Tues., Thurs., Sat.	Yard
	8.55	5.20			3.09	2.55		Time over District	3.15	3.25		7.00	8.20	
	9.7	16.3			28.7	31.1		Average Speed per Hour	27.9	26.5		12.6	10.6	

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

Stockton Yard limit extends from yard limit board west of Stockton to yard limit board east of Stockton Yard.
All trains take water at Niles and as little as possible at Livermore and Oakland.

EASTWARD				SECOND DISTRICT				WESTWARD				Capacity of Side Tracks	Office Open			
Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 17 September 24, 1916		Distance from Oroville	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		Passenger DAILY	Freight DAILY	Way Freight Tues., Thurs., Sat.	Way Freight Mon., Wed., Fri.			
W.C.O.T. R.K.B.	A.M.L. 7.30	A.M.L. 5.00		P.M.L. 11.59	P.M.L. 12.40	94.2	DN...STOCKTON YARD...Sn	110.9	P.M.A. 2.45	A.M.A. 3.50	P.M.A. 5.00	P.M.A. 4.30		Yard		
						95.1	.....S. P. Crossing.....	110.0							
		8.00	5.35		f12.17AM	f12.58	D.....KINGDON.....Di	100.3	f 2.25	f 3.27	4.25	3.35		91	7 am to 7 pm	
		8.15	5.50		f12.25	f 1.05	.....BRACK.....	95.6	f 2.15	f 3.17	4.10	3.10		55	
W.		8.45	6.05		f12.33	f 1.13	D.....THORNTON.....Nb	91.2	f 2.07	f 3.09	3.55	2.50		105	7 am to 7 pm	
		9.10	6.25		f12.41	s 1.22	.....GLANVALE.....	86.5	s 1.58	f 2.58	3.40	2.20		46	
		9.50	6.45		f12.51	f 1.32	D.....FRANKLIN.....FR	80.4	f 1.48	f 2.47	3.25	1.48		90	7 am to 7 pm	
		10.15	7.00		f12.58	f 1.40	.....SIMS.....	76.3	f 1.40	f 2.39	3.10	1.00		20	
					f		.....CORDOVA.....	71.5						No Siding	
W. C.		11.00	7.25		f 1.10	1.51	.....JEFFERY SHOPS...JS	68.8	1.25	f 2.25	2.45	12.25		150	
Y.K.O.		11.15	7.40		s 1.20	s 2.00	DN...SACRAMENTO.....Sr	66.5	s 1.15	s 2.15	2.35	12.10PM		Yard		
							.....N. E. Crossing.....	64.3							
		11.40AM	8.00		f 1.35	f 2.12	.....DEL PASO.....	61.2	f 1.02	f 2.02	2.12	11.30AM		73	
		12.05PM	8.20		f 1.50	f 2.23	.....COUNSMAN.....	54.5	f12.51	f 1.50	1.35	11.00		70	
							.....N. E. Crossing.....	52.6							
W.		12.40	8.35		f 2.03	f 2.34	D...PLEASANT GROVE..GV	49.0	f12.40	f 1.39	1.00	10.30		65	7 am to 7 pm	
		1.00			f		.....TROWBRIDGE.....	43.1						Spur 6	
		2.00	9.15		f 2.28	f 2.57	.....ARBOGA.....	32.6	f12.15	f 1.10	12.15PM	9.15		80	
							.....N. E. Crossing.....	27.0							
W.		3.08	9.40		s 2.43	s 3.08	2S....MARYSVILLE....Ms	26.3	s12.03PM	s12.56	11.30AM	8.30		280	9.30to12.30p 1.30p to 7.30p 8.00to11.00p 12.01to 6.00a	
							.....S. P. Crossing.....	24.9							
		3.50	10.10		f 2.56	3.20	.....TAMBO.....	19.3	11.51AM	f12.41	11.05	7.30		50	
		4.20	10.45		f 3.09	f 3.31	.....CRAIG.....	12.2	f11.40	f12.28	10.45	7.05		85	
		4.45	11.05		f 3.21	f 3.42	D.....PALERMO.....Mo	5.7	f11.30	f12.16	10.25	6.45		105	7 am to 7 pm	
W.C.O.R. T. K. B.	A.M.L. 6.00	5.00 P.M.A.	11.24AM 12.30PM		3.29	3.50	DN...OROVILLE YARD...Yd	2.2	11.24	12.10	10.10 9.10	6.30 A.M.L.	P.M.A. 5.30	Yard		
R.K.B.	6.10 A.M.A.		12.40 P.M.A.		3.35 A.M.A.	3.55 P.M.A.	2S.....OROVILLE.....V1	0.0	11.20 A.M.L.	12.05 A.M.L.	9.00 A.M.L.		5.20 P.M.L.	100	8 am to 6 pm 10pm to 7am	
	Tues. Thurs. Sat.	Mon. Wed. Fri.	DAILY		DAILY	DAILY			DAILY	DAILY	DAILY	Tues. Thurs. Sat.	Mon. Wed. Fri.			
		9.30	6.24		3.36	3.15	Time over District		3.25	3.45	6.50	10.00				
		11.4	16.9		30.8	34.1	Average Speed per Hour		32.4	29.5	15.9	10.8				

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

Passenger trains will register by ticket at Stockton 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 track up to cross-over switch just west of stockyards. Trains must get clearance at Sacramento dispatcher's office before leaving that point. All trains and engines will stop at "D" Street, just east of Marysville freight station, and send flagman ahead before crossing.
 Cliff House Spur, Marysville, unsafe for engines 320 feet back of frog.
 West end high line, Marysville, unsafe for engines 200 feet back of frog.
 Eastward trains take full tank water at Marysville.
 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.
 All except first-class trains will send flagman ahead around curve just west of Oroville. Passenger trains will not register at Oroville yard.

EASTWARD				THIRD DISTRICT				WESTWARD											
Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS				FIRST CLASS				Time Table No. 17 September 24, 1916	FIRST CLASS				SECOND CLASS				Capacity of Side Tracks	Office Open
	94	52	4	2	1	3	51	95		1	3	51	95						
	Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight		Passenger	Passenger	Freight	Way Freight						
	Tues., Thurs., Sat.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Mon., Wed., Fri.		DAILY	DAILY	DAILY	DAILY						
A.M.L. 6.10	P.M.L. 12.40	A.M.L. 3.45	P.M.L. 4.05	A.M.L. 6.10	P.M.L. 12.40	A.M.L. 3.45	P.M.L. 4.05	A.M.L. 11.10	P.M.A. 11.55	A.M.A. 9.00	P.M.A. 5.20	A.M.A. 9.00	P.M.A. 5.20						
STATIONS Telegraph Offices and Calls														Distance from San Francisco	Distance from Portola				
R. K. B.								205.1	2S..... OROVILLE Vi	116.3	A.M.A. 11.10	P.M.A. 11.55	A.M.A. 9.00			P.M.A. 5.20	69	8 am to 6 pm 10pm to 7 am	
								212.7	F..... BIDWELL.....	108.7	10.50	f11.35	8.30			4.50	38		
W.								217.5	F..... BLOOMER.....	103.9	10.38	f11.23	8.10			4.30	54		
								221.4	.....LAS PLUMAS.....	100.0	f10.28	f11.13	7.52	4.05	11			
W.								224.3	D.....BERRY CREEK.....Bk	97.1	f10.20	f11.05	7.40	3.50	55	7 am to 7 pm			
W.								228.5	F..... BLINZIG.....	92.9	f10.08	f10.52	7.25	3.30	17				
								235.2	F..... POE.....	86.2	9.50	f10.32	7.00	3.00	48				
W. C.								239.2	DN..... PULGA.....Bg	82.2	s 9.40	s10.20	6.45	2.30	73				
								243.7	F..... CRESTA.....	77.7	f 9.28	f10.06	6.28	2.00	30				
W.								247.5	..... MERLIN.....	73.9	9.16	f 9.53	6.12	1.35	56			
								253.1	F..... TOBIN.....	68.3	f 9.03	f 9.37	5.48	1.05	60				
W.								259.9	DN..... BELDEN.....Bn	61.5	f 8.45	s 9.18	5.15	12.25	60				
								264.6	F..... RICH.....	56.8	f 8.33	f 9.05	4.55	12.05 PM	55				
W. T.								270.3	F..... VIRGILIA.....	51.1	f 8.16	f 8.47	4.30	11.20 AM	52				
								273.7	F..... TWAIN.....	47.7	f 8.08	f 8.38	4.15	11.00	67				
								277.5	..... PAXTON.....	43.9	7.57	f 8.27	3.59	10.35	30			
W. C.								281.0	DN..... KEDDIE.....Kd	40.4	s 7.48	s 8.17	3.45	10.15	95				
								287.8	2S..... QUINCY JCT.....Rt	33.6	s 7.30	s 7.55	3.15	9.30	82	6 am to 11 pm			
W.								296.6	2S... SPRING GARDEN...Sg	24.8	f 7.10	s 7.35	2.45	8.40	70	5 am to 10 am 12.01p to 4p 6pm - 11 pm 1 am to 5 am			
								301.6	D..... SLOAT.....SO	19.8	f 6.55	f 7.20	2.15	8.10	49	6.50a - 12.20p 2.20p - 8.50p			
W.								310.3	D..... BLAIRSDEN.....BD	11.1	s 6.35	s 7.00	1.42	7.25	57	8 a to 11.30 a 1.30p to 10p			
								313.6	D..... CLIO.....Co	7.	f 6.27	s 6.52	1.30	7.00	56	7a to 12.30p 2.30p to 9.30p			
								318.3	..... MABIE.....	3.1	6.16	6.41	1.12	6.40	17			
W. C. T. O. R. K. B.								321.4	DN..... PORTOLA.....Kl	0.0	6.10 A.M.L.	6.35 P.M.L.	1.00 A.M.L.	6.30 A.M.L.	Yard				
											DAILY	DAILY	DAILY	Mon., Wed., Fri.					
											5.00	5.20	8.00	10.50					
											23.2	21.8	14.5	10.7					
											Time over District								
											Average Speed per Hour								

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

Nos. 94 and 95 will carry passengers.
 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.
 Westward freight trains will stop to inspect trains at Sloat, Keddie, Belden and Pulga.
 Westward passenger trains take full tank water at Pulga, and westward freight trains take full tank water at last water station before reaching Oroville.

EASTWARD

FOURTH DISTRICT

WESTWARD

Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 17 September 24, 1916	Distance from Gerlach	FIRST CLASS		SECOND CLASS			Capacity of Side Tracks.	Office Open	
	52			4	2				1	3	51					
	Freight	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Freight					
W.C.T.O. R.K.B.						321.4	DN.....	116.9	A.M.A. 6.00	P.M.A. 6.15		P.M.A. 11.30		Yard		
						324.1	.....B. & L. JCT.....	114.2	5.53	6.08		11.18			
						328.1	D..... HAWLEY .....Je B. & L. Crossing	110.2	f 5.45	s 6.00		11.00		89	7 am to 7 pm	
						332.4	..... HINDOO	105.9	5.37	f 5.52		10.40		60	
W.						339.6	2S..... CHILCOOT .....Ch	98.7	f 5.25	s 5.40		10.08		53	9am 12.01pm 1pm to 7pm 9pm to 6am	
						346.0	..... SCOTTS	92.3	5.06	f 5.21		9.20		57	
						352.1	.....RED ROCK.....	86.2	4.52	f 5.07		8.55		57	
						355.5	..... CONSTANTIA	82.8	f 4.45	f 5.00		8.45		Spur 45	
W.C.						358.2	..... OMIRA .....Ma	80.1	f 4.40	s 4.55		8.35		82	
						362.9	2S..... DOYLE .....Do	75.4	s 4.30	s 4.45		8.20		58	6.30a-12.30p 2.30p-5.30p 5.30p-12.30a 2.30a-4.30a	
						371.5	2S..... HACKSTAFF ....HK.....N. C. O. Crossing.....	66.8	s 4.16	s 4.31		7.50		73	9.00a-2.30p 3.30p-7.00p 9.00p-2.30a 3.30a-7.00a	
W.						377.6	D.... CALNEVA, Cal. ....Na	60.7	f 4.05	f 4.19		7.35		59	4 am to 4 pm	
						388.9	.....FLANIGAN, Nev.....	54.4	f 3.55	f 4.09		7.15		61	
						384.7	.....S. P. Crossing.....	53.6							
W. 3.5 miles east						398.5	N.....SAND PASS.....Sa	44.8	f 3.40	f 3.55		6.45		60	3.50p-3.50a	
						405.0	.....SANO	33.3	3.20	f 3.35		6.00		59	
						416.2	.....REYNARD	22.1	3.04	f 3.18		5.30		57	
						424.0	.....BRONTE	14.3	2.53	f 3.07		5.10		74	
						430.6	.....PHIL	7.7	2.42	f 2.56		4.50		81	
W.C.T. R.K.B.						438.3	DN..... GERLACH .....Gr	0.0	2.30 A.M.L.	2.45 P.M.L.		4.30 P.M.L.		Yard		
									DAILY	DAILY		DAILY				
									7.00	3.35	3.15	7.00				
									16.7	32.6	35.9	16.7				
									Time over District							
									Average Speed per Hour							
									33.4	33.4		16.7				

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

Home signals four hundred and seven 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.

H. & L. crossing M. P. 288.1. 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.

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.

H. & L. crossing M. P. 288.1. 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.

SPECIAL RULES

SPEED RESTRICTIONS

Passenger trains will not exceed 50 miles an hour.

Freight trains will not exceed 30 miles an hour.

Speed of engines backing will not exceed 20 miles an 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 will reduce speed to 8 miles an hour over San Joaquin River drawbridge, and to 20 miles an 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 an 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 an hour; Keddie to Berry Creek, 30 miles an hour; Berry Creek to Oroville, 35 miles an hour. Freight trains—Portola to Oroville, 20 miles an 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 an hour over the crossing of the Fernley-Lassen Branch of the Southern Pacific Company at M. P. 384.7 near Flanigan.

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. Interlocked.

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 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.

SPECIAL RULES—Continued

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 at stop position will immediately send a flagman ahead with lighted red and white lanterns. After waiting five minutes, proceed, keeping at least 1,000 feet behind the flagman until through tunnel. If no obstruction is found, the facts will be reported to the Superintendent from first open telegraph office. In case train is stopped within the block limits, it must be immediately protected, as per Rule 99, regardless of the position of the fixed signal.

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. Hal. Cope, Local Surgeon, Pleasanton, 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.

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
KOHLER	11.5	1 W	4
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	88.6	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 1, 2, 3 and 4.	231.9	No Siding	
MAYARO LODGE, F 3 & 4.	241.0	No Siding	
ROCK CREEK, F 3 & 4.	249.1	1 W	8
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	272.6	1 W	70
MASSACK, F 3 & 4.	292.2	1 E	12
TRIMBLE	298.8	1 E	6
CROMBERG, F 3 & 4.	303.4	1 E	4
FEATHER RIVER INN, F 3 and 4	309.2	1 E	2
DELLEKER	320.0	1 E	250

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 12 miles an 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.

Eastward TESLA BRANCH Westward

Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	Distance from Tesla	Time Table No. 17		Distance from Carbona	Capacity of Sidings
		September 24, 1916			
STATIONS					
Telegraph Offices and Calls					
	0.0	..... TESLA		13.1	52
	1.8	..... WALDEN		11.3	33
W.	4.3	..... CARNEGIE		8.8	90
	5.8	..... MANGANESE		7.3	Spur 3
	8.9	..... MOY		4.2	Spur 8
	9.7	..... RIVER ROCK		3.4	Spur 1 2
	11.4	..... KERLINGER		1.7	8
W.C.Y.R.	13.1	D..... CARBONA .....CB		0.0	127
Time over District					
Average Speed per Hour					

SPEED TABLE

Speed per Hour	Time of Performance			Speed per Hour	Time of Performance		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ Mile	1 Mile
Miles	M S	M S	M S	Miles	M S	M S	M S
1	15	30	60	31	0 29	0 58	1 56
2	7 30	15	30	32	0 28	0 56	1 52
3	4	10	20	33	0 27	0 54	1 49
4	3 45	7 30	15	34	0 26	0 53	1 45
5	3 0	6 0	12 0	35	0 25	0 51	1 42
6	2 30	5 0	10 0	36	0 25	0 50	1 40
7	2 8	4 17	8 34	37	0 24	0 48	1 37
8	1 52	3 45	7 30	38	0 23	0 47	1 34
9	1 40	3 20	6 40	39	0 23	0 46	1 32
10	1 30	3 0	6 0	40	0 22	0 45	1 30
11	1 21	2 43	5 27	41	0 21	0 43	1 27
12	1 15	2 30	5 0	42	0 21	0 42	1 25
13	1 9	2 18	4 37	43	0 20	0 41	1 23
14	1 4	2 8	4 17	44	0 20	0 40	1 21
15	1 0	2 0	4 0	45	0 20	0 40	1 20
16	0 56	1 52	3 45	46	0 19	0 39	1 18
17	0 52	1 46	3 31	47	0 19	0 38	1 16
18	0 50	1 40	3 20	48	0 18	0 37	1 15
19	0 47	1 34	3 9	49	0 18	0 36	1 13
20	0 45	1 30	3 0	50	0 18	0 36	1 12
21	0 42	1 25	2 51	51	0 17	0 35	1 10
22	0 40	1 21	2 43	52	0 17	0 34	1 9
23	0 39	1 18	2 36	53	0 17	0 34	1 7
24	0 37	1 15	2 30	54	0 16	0 33	1 6
25	0 36	1 12	2 24	55	0 16	0 32	1 5
26	0 34	1 9	2 18	56	0 16	0 32	1 4
27	0 33	1 6	2 13	57	0 15	0 31	1 3
28	0 32	1 4	2 8	58	0 15	0 31	1 2
29	0 31	1 2	2 4	59	0 15	0 30	1 1
30	0 30	1 0	2 0	60	0 15	0 30	1 0

J. H. LEARY
Assistant Superintendent, Stockton

F. SAUNDERS,
Trainmaster, Portola

J. J. McPHEE,
Chief Dispatcher, Sacramento