

UNITED STATES RAILROAD ADMINISTRATION

Walker D. Hines, Director General of Railroads

WESTERN PACIFIC RAILROAD

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, June 8, 1919, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

W. R. SCOTT,
Federal Manager.

H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

J. S. SPELMAN,
General Superintendent.

R. L. RUBY,
Acting Superintendent of Transportation.



Fuel, Water, Fone, Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS				FIRST CLASS				Distance from San Francisco	FIRST CLASS				SECOND CLASS		Capacity of Sidings	Office Open
	94		156		4		72			71		3		155	93		
	Local Freight		Freight		Passenger		Passenger			Passenger	Passenger		Freight	Local Freight			
	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Tues., Thurs. & Sat.					
								0.0	DN	SAN FRANCISCO	94.3	6.50PM	8.10AM				
										OAKLAND PIER (SP)		6.32PM	7.52AM				
B. R. K.										OAKLAND PIER (SP) 0w	90.8	s 6.25PM	s 7.37AM				
										WEST OAKLAND (SP)	89.4						
C. W. T. O. B. R. K.		8.30AM						5.5		OAKLAND YARD (WP) MD	88.8				4.00PM		Yard
								5.8		S. P. Crossing	88.5						
		8.32						5.9		CHESTNUT JUNCTION	88.4	6.15	7.30		3.58		
		8.40						6.7		OAKLAND	87.6	s 6.10	s 7.25		3.50		
								6.9		S. P. Crossing	87.4						
								7.3		S. P. Crossing	87.0						
								7.9		S. P. Crossing	86.4						
		9.00						9.8	D	FRUITVALE	84.5	f 5.58	f 7.12		3.35		26
								10.5		MELROSE	83.8						10
		9.20						13.5		S. P. Crossing	80.8	5.47	f 7.01		3.20		40
		9.30						14.9	D	SAN LEANDRO	79.4	5.44	f 6.57		3.15		40
		10.08						20.5	D	HAYWARD	73.8	5.33	f 6.45		2.50		46
		10.40						26.7	D	DECOTO	67.6	5.21	f 6.33		2.20		20
W. R.		11.00	6.40AM					29.8	DN	NILES	64.5	5.15	f 6.26		2.15AM	2.05	53
								30.4		S. P. Crossing	63.9						
		11.30	7.15					36.1	D	SUNOL	58.2	5.00	f 6.09		1.35	1.40	30
		11.55AM	7.40					41.6	D	PLEASANTON	52.7	4.50	f 5.58		1.10	1.15	35
								42.8		S. P. Crossing	51.5						
								43.0		S. P. Crossing	51.3						
W. F.		12.25PM	8.15					47.7	DN	LIVERMORE	46.6	f 4.39	f 5.46		12.40AM	12.45	56
F.		1.05	9.05					56.6		ALTAMONT	37.7	4.22	f 5.27		11.55PM	12.05PM	49
		1.15	9.20					59.2		REDMOND OUT	35.1	4.15	5.21		11.40	11.50AM	38
F.		1.35	9.45					63.0		MIDWAY	31.3	4.05	f 5.13		11.15	11.27	40
W. Y.		2.15	10.35					71.9	2S	CARBONA	22.4	f 3.47	f 4.57		10.15	10.35	87
C.		2.25	10.45					74.0	D	LYOTH	20.8	3.43	f 4.53		10.00	10.20	22
								82.8	D	S. P. Crossing	11.5	f 3.27	f 4.37		9.25	9.20	Spur I. W. 13
		3.15	11.45AM					83.9		NILEGARDEN	10.4	3.25	f 4.35		9.20	9.10	68
		3.25	12.01 PM					90.6		LATHROP	3.7	3.14	4.24		8.55	8.30	50
		4.00	12.35					93.3		S. P. Crossing	1.0						
		4.20	12.50					93.9		A. T. & S. F. Crossing	0.4	s 3.05	s 4.15		8.40	8.10	Yard
C. W. T. O. B. R. K.		4.30PM	1.00PM					94.3	DN	STOCKTON	0.0	3.00PM	4.10AM		8.30PM	8.00AM	Yard
										STOCKTON YARD		Leave Daily	Leave Daily		Leave Daily	Leave Tues., Thurs. & Sat.	
		8.00	6.20							Time over District		3.25	3.27		5.45	8.00	
		11.1	10.2							Average Speed per Hour		26.5	26.3		11.2	11.1	

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Oakland, Niles, Carbona and Stockton. Stockton Yard limit extends from yard limit board west of Stockton to yard limit board east of Stockton Yard.

Between Chestnut Junction and Oakland Pier trains will be governed by

Southern Pacific Time Table, Rules and Regulations.

All eastward trains come to full stop at STOP board located on left hand side of track, 100 feet west of Tidewater Southern west Junction switch to Western Pacific main track at Ortega, and be governed by Rule 98-A.

Additional Flag Stops.—No. 72 will stop on flag for passengers destined exclusively Western Pacific points west of Sacramento and for all points east of Sacramento where scheduled to stop or flag. No. 71 will stop to discharge passengers from exclusive Western Pacific points west of Sacramento and from all points east of Sacramento.

Fuel, Water, Fone Tables, Scales Wyes, Bulletin Registers, Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 3 June 8, 1919			Distance from Oroville	FIRST CLASS			SECOND CLASS			Capacity of Sidings.	Office Open
	98	96	156	4	72		71	3			155	95	97					
	Local Freight	Local Freight	Freight	Passenger	Passenger		Passenger	Passenger			Freight	Local Freight	Local Freight					
	Leave Mon., Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs. & Sat.					
C. W. T. O. B. R. K.		7.00AM	3.15PM		11.05PM 12.22PM	94.3	DN	STOCKTON YARD	Sn	110.9	3.00PM	4.10AM		6.30PM	4.30PM		Yard	
						95.2		S. P. Crossing		110.0								
		7.55	3.55		f 11.23 f 12.38	104.9	D	KINGDON	Di	100.3	f 2.40	f 3.53		5.35	3.55		74	
		8.20	4.30		f 11.32 f 12.45	109.6		BRACK		95.6	f 2.30	f 3.44		5.15	3.35		43	
W.		8.40	4.55		f 11.41 f 12.53	114.0	D	THORNTON	Nh	91.2	f 2.20	f 3.36		4.55	3.15		59	
		9.10	5.20		f 11.51PM f 1.02	118.7		GLANNVALE		86.5	f 2.09	f 3.26		4.25	2.55		46	
		9.40	5.45		f 12.02AM f 1.13	124.8	D	FRANKLIN	Fr	80.4	f 1.57	f 3.15		3.55	2.30		73	
		10.05	6.05		f 12.10 1.21	128.9		SIMS		76.3	1.49	f 3.08		3.30	2.10		20	
						133.7		CORDOVA		71.5							No Siding	
C. W.		10.45	6.40		s 12.25 <u>1.35</u>	136.4		JEFFERY SHOPS	Js	68.8	<u>1.35</u>	s 2.55		2.45	<u>1.35</u>		68	
O. Y. K.		11.05	6.55		s 12.40 s 1.45	138.7	DN	S. P. Crossing SACRAMENTO	Ra Ds Sr	66.5	s 1.25	s 2.45		2.25	12.55		Yard	
						140.9		S. N. Crossing		64.3								
		11.30AM	7.20		f 12.53 f 1.57	144.0		DEL PASO		61.2	f 1.11	f 2.27		1.57	12.30		74	
		12.05PM	7.50		f 1.04 f 2.07	150.7		COUNSMAN		54.5	f 1.00	f 2.16		1.20	12.05PM		74	
						152.6		S. N. Crossing		52.6								
W.		12.50	8.25		s 1.15 f 2.17	156.2	D	PLEASANT GROVE	Gv	49.0	f 12.50	f 2.05		12.50PM	11.10AM		69	
					f	162.1		TROWBRIDGE		43.1		f					Spur 1 E	
		1.50	9.40		f 1.40 f 2.41	172.6		ARBOGA		32.6	f 12.26	f 1.40		11.30AM	9.45		81	
						178.2		S. N. Crossing		27.0								
W.		2.25	10.15		s 1.58 s 2.55	178.9	DN	MARYSVILLE	Ms	26.3	s 12.14	s 1.23		10.55	9.00		58	
						180.3		S. P. Crossing		24.9								
		3.03	10.50		f 2.15 3.03	185.9		TAMBO		19.3	12.01PM	f 1.07		10.25	8.25		53	
		3.45	11.25		f 2.28 f 3.20	193.0		ORAIG		12.2	f 11.51AM	f 12.54		9.55	7.50		66	
		4.10	11.55PM		s 2.41 s 3.32	199.5	D	PALERMO	Mo	5.7	s 11.42	s 12.42		9.30	7.20		76	
C. W. T. O. Y B. R. K.	6.10AM	4.30PM	12.20AM 3.00AM		2.49 3.39	203.0	DN	OROVILLE YARD	Yd	2.2	11.35	12.35		9.10AM 5.40AM	7.00AM	6.00PM	Yard	
B. R. K.	6.20AM		3.15AM		s 2.55AM s 3.45PM	205.2	2S	OROVILLE	Vi	0.0	11.30AM	12.30AM		5.30AM		5.50PM	69	
	Arrive Mon., Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily						Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs. & Sat.		
		9.30	9.05		3.50 3.23			Time over District			3.30	3.40		9.20	9.30			
		11.4	11.9		28.9 32.7			Average Speed per Hour			31.6	30.2		11.6	11.4			

Westward Trains are superior to Eastward Trains of the same class.

Yard limits: Stockton, Sacramento, Marysville and Oroville. 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.

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.

All trains and engines will stop at "D" Street, just east of Marysville freight station, and send flagman ahead before crossing. Engines using Cliff House Spur at Marysville must not go beyond a point 320 feet back of frog. Passenger trains will not register at Oroville Yard.

Fuel, Water, Tapes, Scales, Wires, Bulletin Register Stations Standard Clocks	SECOND CLASS				FIRST CLASS			Distance from San Francisco	Time Table No. 3 June 8, 1919	Distance from Gerlach	FIRST CLASS			SECOND CLASS			Capacity of Sidings	Office Open		
	156				28	4	72				71	3	27	155						
	Freight				Westwood Passenger	Passenger	Passenger				Passenger	Passenger	Reno Passenger	Freight						
Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS Telegraph Offices and Calls	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
C. W. T. O. Y. B. R. K.	4.30 PM					9.25 AM	9.20 PM	321.5	DN PORTOLA 2.7 Ki	116.9	s 6.30 AM	s 6.50 PM		4.30 PM			Yard			
	4.45					9.33	9.26	324.2	LOYALTON BRANCH JCT. 4.0	114.2	6.23	6.41		4.20						
	5.05					s 9.42	9.33	328.2	D HAWLEY 4.3 Je Loyalton Branch Crossing	110.2	6.17	s 6.34		4.05			89			
	5.30					f 9.52	9.41	332.5	HINDOO 7.2	105.9	6.09	f 6.25		3.50			60			
W.	6.13					s 10.05	9.51	339.7	DN CHILCOOT 2.0 Ch	98.7	5.58	s 6.13		3.25			53			
Y.	6.25					10.25 AM	s 10.15 AM	341.7	D RENO JUNCTION 4.4 Jn	96.7	5.52	6.05 PM	s 5.45 PM	3.10			66			
	6.45					f 10.33	10.04	346.1	SCOTTS 6.1	92.3	5.44		f 5.34	2.55			57			
	7.20					f 10.45	10.15	352.2	RED ROCK 3.4	86.2	5.30		f 5.19	2.20			57			
	7.35					f 10.52	f 10.20	355.6	CONSTANTIA 2.7	82.8	5.23		f 5.11	2.05			Spur 45			
C. W.	7.50					s 10.59	10.26	358.3	D OMIRA 4.7 Ma	80.1	f 5.18		s 5.05	1.55			58			
	8.15					s 11.09	f 10.35	363.0	2S DOYLE 8.6 Do	75.4	f 5.09		s 4.53	1.35			58			
	8.45					s 11.45	s 10.48	371.6	2S HACKSTAFF 6.1 Hk N. C. O. Crossing	66.8	s 4.54		s 4.35	1.05			43			
W.	9.10					f 11.59 AM	10.59	377.7	D CALNEVA, CAL. 6.3 Na	60.7	4.43		f 4.16	12.45			59			
Y. R.	9.40					s 12.15 PM	11.10	384.0	D FLANIGAN, NEV. 0.8 Bu	54.4	4.33		4.03 PM	12.15 PM			53			
	10.25						f 11.26	384.8	S. P. Crossing 8.8	53.6										
	11.43 PM						11.43 PM	405.1	DN SAND PASS 11.5 Sa	44.8	f 4.18			11.15 AM			62			
W. 4 miles west	12.25 AM						12.02 AM	416.3	SANO 11.2	33.3	4.00			10.10			59			
	1.00						12.16	424.1	REYNARD 7.8	22.1	3.42			9.15			62			
	1.30						12.30	430.7	BRONTE 6.6	14.3	3.29			8.40			74			
C. W. T. B. R. K.	2.10 AM						s 12.45 AM	438.4	DN PHIL 7.7 Gr	0.0	3.05 AM			7.30 AM			Yard			
	Arrive Daily					Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily						
	9.40					1.45	0.50	3.25	Time over District		3.25	0.45	1.42	9.00						
	12.1					24.1	24.2	34.2	Average Speed per Hour		34.2	26.9	24.3	12.9						

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Portola and Gerlach.

Trains going to or coming from the Southern Pacific will register at Flanigan.

930a
930p
mid
12 2 30
45
14 75
15:15
14:45

SPURS AND COMMERCIAL TRACKS.

MAIN LINE.

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
KOHLER.....	11.6	1 W	4
FITCHBURG.....	12.0	No Siding	
HARVEY'S SPUR, 85TH AVE.....	12.8	1 E	12
HUDSON LUMBER CO.....	16.0	1 E	14
LORENZO.....	17.3	No Siding	
MEEK.....	18.6	No Siding	
SORENSEN.....	22.5	1 W	10
CALIFORNIA BRICK CO. SPUR.....	27.8	1 E	20
EBERLY.....	29.0	Siding	22
ROCKMILL.....	30.9	1 E	37
GOOD.....	32.1	No Siding	
MAYBURG.....	33.1	No Siding	
BONITA.....	37.6	No Siding	
HACIENDA, F 71 and 72.....	39.7	1 W	8
TREVARNO, F 3 and 4.....	49.1	1 W	14
GOECKEN, F 3 and 4.....	54.0	1 E	5
VALPICO.....	68.3	1 W	10
LINNE.....	70.7	1 E	7
LUDWIG.....	73.1	1 E	7
RHODES.....	75.6	1 W	4
FITZ.....	77.4	1 E	18
PARADISE CUT, F 3 and 4.....	78.9	No Siding	
SAN JOAQUIN RIVER, F 3.....	80.4	No Siding	
FRENCH CAMP.....	88.7	1 W	8
HARTE.....	100.6	1 W	7
BLACKLAND.....	101.4	No Siding	
ALSCO.....	106.9	1 W	20
BRADFORD SPUR.....	119.1	1 W	
ALBERT.....	127.3	1 W	10
BOMBAY.....	146.4	1 W	18
STRAUCH.....	148.4	1 E	4
SANKEY.....	153.0	1 E	4
OSO.....	167.6	No Siding	
CLEVELAND SPUR.....	176.2	1 W	9
GRAYBROS.....	187.7	1 W	3
VISTA ROBLES.....	198.9	1 E	34
QUARTZ.....	209.6	No Siding	
SWAYNE LUMBER CO.....	229.3	Siding	7
INTAKE, F 3 and 4.....	232.0	No Siding	
MAYARO.....	241.1	No Siding	
ROCK CREEK, F 3 and 4.....	249.2	1 W	8
CAMP RODGERS, F 3 and 4, 71 and 72.....	255.9	No Siding	
SMITH'S POINT.....	264.0	No Siding	
SPANISH PEAK.....	272.7	1 W	70
GRAY'S FLAT, F 3, 4, 97 and 98.....	273.1	No Siding	
GOLDEN.....	290.2	1 E	9
MASSACK, F 3 and 4.....	292.3	1 E	12
TRIMBLE.....	298.9	1 E	6
CROMBERG, F 3 and 4.....	303.5	1 E	6
FEATHER RIVER INN, S 3 & 4, F 71 & 72.....	309.3	1 E	2
DELLEKER.....	320.1	1 E	250

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.0	25	2.24	38	1.34
8	7.30	26	2.18	39	1.33
10	6.0	27	2.13	40	1.30
12	5.0	28	2.8	41	1.27
15	4.0	29	2.5	42	1.25
16	3.45	30	2.0	43	1.23
17	3.31	31	1.56	44	1.21
18	3.20	32	1.52	45	1.20
19	3.9	33	1.49	46	1.18
20	3.0	34	1.45	47	1.16
21	2.51	35	1.42	48	1.15
22	2.43	36	1.40	49	1.13
23	2.36	37	1.37	50	1.12
24	2.30				

Eastward

FIRST DISTRICT—CARBONA BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	Distance from Carnegie	Time Table No. 3 June 8, 1919		Distance from Carbons	Capacity of Sidings.
		STATIONS Telegraph Offices and Calls			
	0.0	CARNEGIE 1.5		8.8	20
	1.5	MANGANESE 3.1		7.3	Spur 1 E 3
	4.6	MOY 0.8		4.2	Spur 1 E 8
O.	5.4	RIVER ROOK 1.7		3.4	Spur 1. E. 27
	7.1	KERLINGER 1.7		1.7	8
W. Y.	8.8	CARBONA Ob		0.0	127

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

Derailed M. P. 3.3. Set and lock for derail when not in use.
Derailing switch in main track just east of east switch at Carnegie. All trains in both directions will stop and set for the ground after passing over.
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 man on side of car on main track.

Bunkers on north side of main track at Manganese will not clear man on side of car.
Look out for cars on main track at all stations, including Carbons. Trains will not exceed 12 miles an hour and, where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

Eastward

FOURTH DISTRICT—LOYALTON BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	FIRST CLASS		Distance from Loyalton	Time Table No. 3 June 8, 1919		Distance from L. B. Junction	FIRST CLASS		Capacity of Sidings.
		216 Mixed		STATIONS Telegraph Offices and Calls			217 Mixed		
		Lv. Tuesday, Thursday and Saturday						Ar. Tuesday, Thursday and Saturday	
F. Y.		2.30PM	0.0	LOYALTON 11.8	16.3	s 10.45AM			75
F.		s 3.20	11.8	D HAWLEY W. P. Crossing 1.5	4.5	s 9.45			
F.		s 3.40	13.3	BECKWITH 2.4	3.0	s 9.30			10
		f 4.00	15.7	GRIZZLY SPUR 0.6	0.6	f 8.50			
F.		4.20PM	16.3	LOYALTON BRANCH JCT.	0.0	8.45AM			
		Ar. Tuesday, Thursday and Saturday				Lv. Tuesday, Thursday and Saturday			
		1.50				2.00			
		8.9		Time over District		2.00			
				Average Speed per Hour		8.1			

Westward trains are superior to Eastward trains of the same class

Trains will not exceed 12 miles an hour and, where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

Eastward

FOURTH DISTRICT—RENO BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		FIRST CLASS		Distance from Reno Junction	Time Table No. 3 June 8, 1919		Distance from Reno	FIRST CLASS		SECOND CLASS		Capacity of Sidings.
	220 Freight		128 Reno Passenger	4 Passenger		STATIONS Telegraph Offices and Calls			127 Westwood Passenger	3 Passenger		219 Freight	
	Lv. Monday, Wednesday and Friday		Leave Daily	Leave Daily				Arrive Daily	Arrive Daily			Ar. Monday, Wednesday and Friday	
Y. R.	10.40AM		5.55PM	10.30AM	0.0	D RENO JUNCTION Jn 3.4	33.2	s 10.15AM	s 5.50PM			5.40PM	66
	10.55		f 6.05	f 10.40	3.4	PLUMAS 6.8	29.8	f 10.05	f 5.40			5.20	10 Spur
	11.30AM		f 6.21	f 10.56	10.2	PEAVINE 6.1	23.0	f 9.48	f 5.23			4.45	12
	12.01PM		f 6.36	f 11.13	16.3	COPPERFIELD 2.5	16.9	f 9.32	f 5.07			4.20	15
W.	12.15		f 6.41	f 11.20AM	18.8	ANDERSON 14.4	14.4	f 9.25	f 5.00			4.10	25
T. B. R. K.	1.20PM		s 7.25PM	s 12.05PM	33.2	DN RENO Rd	0.0	8.45AM	4.20PM			3.10PM	100
	Ar. Monday, Wednesday and Friday		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily			Lv. Monday, Wednesday and Friday	
	2.40		1.30	1.35				1.40	1.30			2.30	
	12.4		22.1	21.0		Time over District		20.0	22.1			13.2	
						Average Speed per Hour							

Westward trains are superior to Eastward trains of the same class. Exceptions: No. 4 is Superior to No. 127.

Passenger trains will not exceed 30 and other trains 15 miles an hour and, where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

No. 220 is Superior to No. 219.



SPEED RESTRICTIONS.

Passenger trains will not exceed 50 miles an hour. Silk trains will not exceed 45 miles an hour. When freight cars are handled in troop or passenger trains, will not exceed 25 miles an hour.

Freight trains will not exceed 30 miles an hour. Trains handling tank cars under load will not exceed 20 miles an hour at any point.

EXCEPTIONS.

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

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.

Freight trains not exceed 10 miles an hour, entering, moving on and leaving all sidings. Passenger trains also move carefully.

Trains will reduce speed to 8 miles an hour over San Joaquin River drawbridge, and to 20 miles an hour over Mokelumne River drawbridge.

Trains will reduce speed to 15 miles an hour between A., T. & S. F. Crossing and Park Street, Stockton.

Passenger trains will consume 4 minutes, all other trains 6 minutes passing through tunnel 35.

On the third district, maximum speed as follows: Eastward, passenger and silk trains, Oroville to Berry Creek, 35 miles an hour; Berry Creek to Keddie, 30 miles an hour; Keddie to Portola, 35 miles an hour. Freight trains, Oroville to Portola, 20 miles an hour. Westward, 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.

Passenger trains will consume 4 minutes, all other trains 8 minutes passing through tunnel 37.

Trains will not exceed a speed of 20 miles an hour over crossing of Southern Pacific Company at M. P. 384.8 near Flanigan.

TAKING WATER.

Except on grades engines on freight trains of over 20 cars must be cut off at water stops.

INSPECTION.

After a continuous run of 30 miles, freight trains must be stopped and inspection made of running gear, wheels, etc.

INSTRUCTIONS FOR DELIVERY OF ORDERS TO HELPER ENGINES.

When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train.

If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

INTERLOCKING PLANTS AND SIGNALS

S. P. crossing M. P. 5.2. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

S. P. crossing M. P. 5.9. Interlocked. Eastward trains on main track governed by home signal 700 feet west of crossing and distant signal 2000 feet west of home signal. Home signal is two-arm signal. Upper arm governs main track eastward; lower arm governs movement main track to siding 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 siding governed by signals on bracket post 750 feet east of crossing. Distant signal 2000 feet east of home signals governs trains on main track only.

Bracket post is equipped with a suspended signal under main track signal which governs movement main track to track No. 1 westward.

S. P. crossing M. P. 6.9. Interlocked. Eastward trains on main track governed by home signal 500 feet west of crossing. Eastward trains on siding governed by dwarf signal 250 feet west of crossing on north side of William Cluff Co. spur. Westward trains governed by signals on bracket post 500 feet east of crossing; home signal arm governs trains on main track and dwarf signal governs trains on siding.

S. P. crossing M. P. 7.3. No signals.

S. P. crossing M. P. 7.9. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

S. P. crossing M. P. 10.5. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

S. P. crossing M. P. 13.5. No signals.

S. P. crossing M. P. 30.4. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

S. P. crossing M. P. 42.8. Interlocked.

S. P. crossing M. P. 43.0. Interlocked.

Home signals 480 feet east of crossing at M. P. 43.0 and 480 feet west of crossing at M. P. 42.8. Distant signals 2000 feet east and west of home signals.

S. P. crossing M. P. 74.0. Interlocked. Home signals 800 feet west and 450 east of crossing. Distant signals 2000 feet east and west of home signals. Two-arm signal 210 feet west of crossing; upper arm governs main track westward over crossover switch; lower arm governs movement from main track to siding through crossover. Dwarf signal 50 feet west of crossover between main track and siding governs movement from siding through crossover to main track.

S. P. crossing M. P. 83.9. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

S. P. crossing of old Tesla line Ortega M. P. 90.6. Interlocked. Two-arm home signal 100 feet west of junction switch. Upper arm governs eastward trains on main track. Lower arm governs Tidewater Southern trains over S. P. crossing on old Tesla track. Home signal 500 feet east of junction switch governs westward trains on main track. Distant signal 2000 feet east of home signal.

Ortega—See footnote, page 2.

Santa Fe crossing M. P. 93.3. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2450 feet west of crossing.

S. P. crossing M. P. 93.9. Interlocked. Home signals 450 feet east and west of crossing. No distant signals.

S. P. crossing M. P. 95.2. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2450 feet east of crossing.

C. C. T. crossing X St., Sacramento. No signals.

S. P. crossing M. P. 138.7. 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.

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

S. N. crossing M. P. 140.9. No signals.

S. N. crossing M. P. 152.6. No signals.

S. N. crossing M. P. 178.2. No signals.

S. P. crossing M. P. 178.9. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

S. P. crossing M. P. 180.3. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

W. P. crossing M. P. 328.2. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with these signals. Trains approach under control expecting to find signals in stop position.

N. C. O. crossing M. P. 371.6. No signals.

S. P. crossing M. P. 384.8. Interlocked.

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 1500 feet west of west portal tunnel 1. No distant signal. Westward trains governed by home signal located 200 feet east of east portal tunnel 2. Distant signal 1800 feet east of home signal.

At tunnel 4 eastward trains governed by home signal located 1150 feet west of tunnel. Westward trains governed by home signal 1716 feet east of tunnel.

At tunnel 35 eastward trains governed by home signal located 1000 feet west of tunnel. Westward trains governed by home signal located 400 feet east of tunnel and distant signal 2000 feet east of home signal.

At tunnel 37 eastward trains governed by home signal located 450 feet west of tunnel, westward trains governed by home signal located 150 feet east of tunnel.

A train finding home signal at stop position will immediately send a flagman ahead with lighted red and white lanterns. After waiting 5 minutes, proceed, keeping at least 1000 feet behind the flagman until through tunnel. If no obstruction is found, facts will be reported to Superintendent from first open telegraph office. In case train is stopped within block limits, it must be immediately protected, as per Rule 99, regardless of position of the fixed signal.

Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On SINGLE TRACK, send a flagman in advance immediately, wait at least five minutes after the flagman has started and then follow the flagman to the next distant or home block signal in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On DOUBLE TRACK, a train may proceed immediately, running under control, not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

When a train which is to take siding at meeting or passing point finds home signal, other than interlocking signal, in stop position on account of train to be met or passed standing on the main track, it may pass the home signal without stopping, when a brakeman or switch tender is at the home signal giving proceed signal to indicate that switch is open, and enter siding at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to the fouling point of switch.

When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution to the next signal.

When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

Within block signal limits that portion of Rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

DRAWERIDGE SIGNALS.

San Joaquin River drawbridge, located at M. P. 80.4. Home signals located 1300 feet east and 2200 feet west of bridge indicate position of draw.

Mokelumne River drawbridge, located at M. P. 116.4. Home signals 500 feet east and west of bridge indicate position of draw. One distant signal 2500 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.

Mallet Engines.

Third district,	Eastward.....	2200 tons;
	Westward.....	car limit.

The rating for passenger engines on the second district will be 1850 tons and on other districts will be 65% of the consolidation engine rating. The rating for engines 121 and 122 will be 45% 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 capacity of engines.

SPECIAL RULES—Continued

RAILROAD SURGEONS.

DR. THOMAS W. HUNTINGTON, Chief Surgeon.....	San Francisco, Cal.	DR. LUTHER MICHAEL, Local Surgeon.....	San Leandro, Cal.	DR. WM. E. BRIGGS, Oculist	Sacram
DR. N. H. MORRISON, Consulting Surgeon	Los Angeles, Cal.	DR. F. W. BROWNING, Local Surgeon.....	Hayward, Cal.	DR. G. W. STRATTON, Local Surgeon	Mary
DR. R. W. HARVEY, Local Surgeon	San Francisco, Cal.	DR. J. HAL COPE, Local Surgeon.....	Pleasanton, Cal.	DR. E. A. KUSEL, Local Surgeon	Or
DR. J. CRAIG NEEL, Assistant Local Surgeon.....	San Francisco, Cal.	DR. J. K. WARNER, Local Surgeon.....	Livermore, Cal.	DR. W. F. GATES, Assistant Local Surgeon	Or
DR. MARK H. WOOLSEY, Oculist	San Francisco, Cal.	DR. ROBERT R. HAMMOND, Local Surgeon	Stockton, Cal.	DR. H. F. WORLEY, Acting Division Surgeon	Pe
DR. H. E. ALDERSON, Specialist	San Francisco, Cal.	DR. C. R. HARRY, Assistant Local Surgeon	Stockton, Cal.	DR. M. B. BOLTON, Local Surgeon.....	Q
DR. S. H. BUTEAU, Consulting Surgeon	Oakland, Cal.	DR. BARTON J. POWELL, Oculist	Stockton, Cal.	DR. W. A. LAVERY, Local Surgeon	Loy
DR. J. W. LEGAULT, Local Surgeon	Oakland, Cal.	DR. DEWEY POWELL, Assistant Oculist	Stockton, Cal.	DR. SIDNEY K. MORRISON, Local Surgeon.....	
DR. ELMER E. BRINCKERHOFF, Oculist	Oakland, Cal.	DR. THOS. J. COX, Local Surgeon.....	Sacramento, Cal.		
DR. F. W. SIMPSON, Local Surgeon.....	Berkeley, Cal.	DR. SAMUEL J. WELLS, Assistant Local Surgeon.....	Sacramento, 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 Railroad Surgeon or not, always using proper effort to secure attendance of the latter, and turning patient over to Railroad Surgeon at first opportunity. For cases of ordinary illness and slight injuries the Railroad will not be responsible for expenses of physicians other than those regularly employed.

Stretchers are located at:

Oakland Mole,	Oroville Shops,
Jeffery Shops,	Portola Hospital,
Sacramento,	Gerlach,

In baggage cars on all passenger trains.

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

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

H. N. BARKER,
Chief Train Dispatcher,
Sacramento.

W. S. COPE,
Assistant Chief Train Dispatcher,
Sacramento.

A. J. SEED, Train Dispatcher	J. J. McPHEE, Train Dispa
A. E. TUSSEY, " "	C. D. JORZ, " "
W. R. FUNK, " "	R. H. MOODY, " "

J. L. SCOTT, Assistant Trainmaster, Stockton.

J. P. McSWEENEY, Trainmaster, Portola.

J. P. QUIGLEY, Superintendent, Sacramento.

J. H. LEARY, Assistant Superintendent, Sacrame