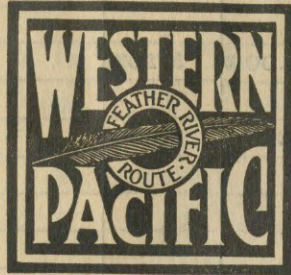
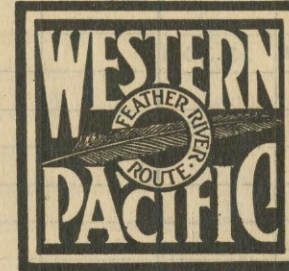


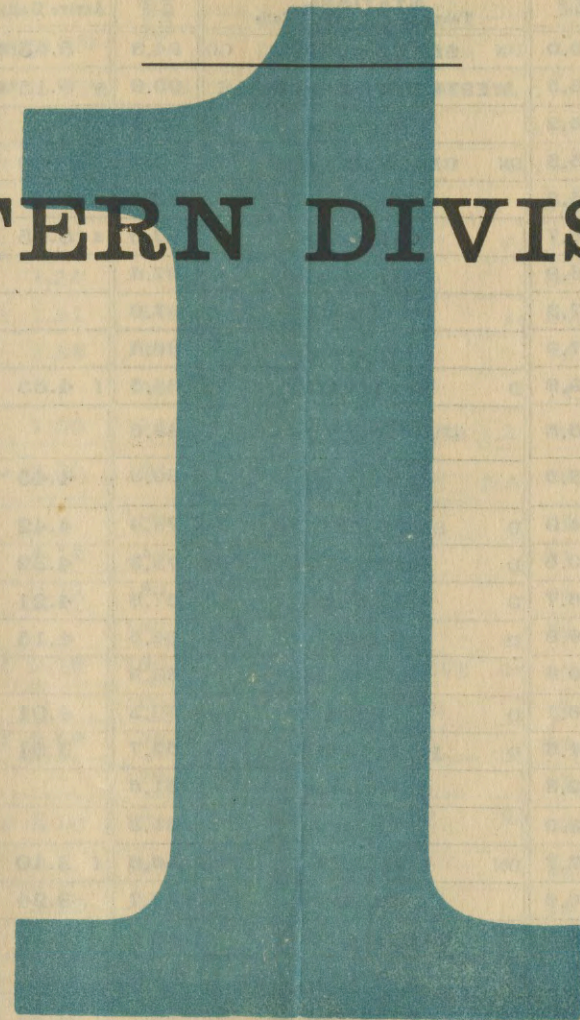
THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME



TABLE

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

SUNDAY MARCH 28, 1920

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.

W. MASON,
General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

J. S. SPELMAN,
Superintendent.

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 1		Distance from Stockton Yard	FIRST CLASS				SECOND CLASS				Capacity of Sidings	Office Open
	92		62		4		2			March 28, 1920.			1		3		61		91			
	Local Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Freight	Local Freight	Freight	Local Freight				
	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS Telegraph Offices and Calls	STATIONS Telegraph Offices and Calls		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs. & Sat.	Arrive Tues., Thurs. & Sat.				
W. C. O.						8.00PM	9.15AM	0.0	DN	SAN FRANCISCO	GO	94.3	5.45PM	7.45AM								
B. R.						8.30PM	9.45AM	3.5		WESTERN PACIFIC MOLE		90.8	s 5.15PM	s 7.15AM								
								5.2		S. P. Crossing		89.1										
C. W. T. O. B. R. K.		8.00AM	11.30PM			8.35	9.50	5.5	DN	OAKLAND YARD	MD	88.8	5.10	7.05	2.00AM	3.15PM		Yard				
								5.8		S. P. Crossing		88.5										
		8.10	11.35			s 8.40	s 9.55	6.7		OAKLAND		87.6	s 5.05	s 7.00	1.50	3.05						
								6.9		S. P. Crossing		87.4										
								7.3		S. P. Crossing		87.0										
								7.9		S. P. Crossing		86.4										
		8.30	11.55PM			f 8.50	f 10.03	9.8	D	FRUITVALE	Fv	84.5	f 4.55	f 6.50	1.30	2.45		26				
								10.5		MELROSE		83.8						10				
								13.5		S. P. Crossing		80.8	4.45	f 6.41	1.05	2.20		40				
		8.45	12.05AM			8.59	10.10	14.9	D	ELMHURST		80.8	4.45	f 6.41	1.05	2.20		40				
								14.9	D	SAN LEANDRO	Dr	79.4	4.42	f 6.38	1.00	2.15		40				
		9.25	12.30			f 9.12	10.23	20.5	D	HAYWARD	Hy	73.8	4.32	f 6.27	12.30AM	1.45		43				
								26.7	D	DEOTO	D	67.6	4.21	f 6.15	11.50PM	1.05		19				
		9.50	12.50			f 9.24	10.33	26.7	D	DEOTO	D	67.6	4.21	f 6.15	11.50PM	1.05		19				
W.		10.05	1.00			f 9.30	10.38	29.8	2S	NILES	Cn	64.5	4.15	f 6.09	11.30	12.45		50				
								30.4		S. P. Crossing		63.9										
								36.1	D	SUNOL	Sb	58.2	4.01	f 5.54	11.00	12.10PM		28				
		10.52	1.20			f 9.44	10.52	36.1	D	SUNOL	Sb	58.2	4.01	f 5.54	11.00	12.10PM		28				
		11.20	1.40			f 9.54	11.02	41.6	D	PLEASANTON	Tn	52.7	3.51	f 5.44	10.35	11.45AM		33				
								42.8		S. P. Crossing		51.5										
								43.0		S. P. Crossing		51.3										
W. F.		11.50AM	1.55			f 10.05	f 11.13	47.7	DN	LIVERMORE	Vn	46.6	f 3.40	f 5.33	10.05	11.13		54				
F.		12.30PM	2.30			f 10.22	11.30	56.6		ALTAMONT		37.7	3.24	f 5.17	9.25	10.25		46				
								59.2		REDMOND OUT		35.1	3.17	5.10	9.10	10.10		38				
F.		12.45	2.40			10.27	11.35	59.2		REDMOND OUT		35.1	3.17	5.10	9.10	10.10		38				
								63.0		MIDWAY		31.3	3.07	f 5.02	8.55	9.50		38				
W. Y.		1.30	3.30			f 10.35	11.42	63.0		MIDWAY		31.3	3.07	f 5.02	8.55	9.50		38				
C.		1.40	3.35			f 10.50	f 11.56	71.9	2S	CARBONA	Cb	22.4	f 2.49	f 4.44	8.15	9.15		82				
								74.0	D	LYOTH	Ky	20.3	2.45	f 4.40	8.05	9.05		22				
								82.8	D	NILEGARDEN	Ni	11.5	f 2.31	f 4.26	7.35	8.30		Spur 1 W. 17				
		2.10	4.05			f 10.54	11.59AM	74.0	D	LYOTH	Ky	20.3	2.45	f 4.40	8.05	9.05		22				
								83.9		LATHROP		10.4	2.29	f 4.24	7.30	8.20		65				
		2.29	4.24			f 11.09	f 12.13PM	82.8	D	NILEGARDEN	Ni	11.5	f 2.31	f 4.26	7.35	8.30		Spur 1 W. 17				
								83.9		LATHROP		10.4	2.29	f 4.24	7.30	8.20		65				
								90.6		S. P. Crossing		3.7	2.19	4.14	7.05	7.55		50				
								93.3		ORTEGA		3.7	2.19	4.14	7.05	7.55		50				
								93.9		A. T. & S. F. Crossing		1.0										
		3.35	5.20			s 11.30	s 12.35	93.9		STOCKTON		0.4	s 2.10	s 4.05	6.55	7.40						
								94.3	DN	STOCKTON YARD	Sn	0.0	2.05PM	4.00AM	6.45PM	7.30AM		Yard				
C. W. T. O. B. R. K.		3.45PM	5.30AM			11.35PM	12.37PM	94.3	DN	STOCKTON YARD	Sn	0.0	2.05PM	4.00AM	6.45PM	7.30AM		Yard				
		Arrive Mon., Wed. & Fri.	Arrive Daily			Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs. & Sat.						
		7.45	6.00			3.05	2.52			Time over District			3.10	3.15	7.15	7.45						
		11.4	14.8			28.2	31.6			Average Speed per Hour			28.6	27.8	12.2	11.4						

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

Yard Limits: Oakland, Carbona and Stockton. Stockton Yard limit extends from yard limit board west of Stockton to yard limit board east of Stockton Yard. Eastward trains 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. 2 will stop on flag for passengers destined to exclusive Western Pacific stations west of Sacramento, and for all points east of

Sacramento where train is scheduled to stop or flag. No. 1 will stop to discharge passengers from all points east of Sacramento and from exclusive Western Pacific stations west of Sacramento.

Fuel, Water Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 1 March 28, 1920		Distance from Gerlach	FIRST CLASS		SECOND CLASS			Capacity of Sidings	Office Open
	62			4		2		1	3		61						
	Freight	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger		Freight						
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS Telegraph Offices and Calls	Arrive Daily	Arrive Daily	Arrive Daily						
C. W. T. O. Y. B. R. K.	2.00AM	9.25AM	9.30PM	321.5	DN	PORTOLA	Kj	116.9	s 5.35AM	s 6.20PM	11.15PM				Yard		
F.	2.10	9.33	9.36	324.2		LOYALTON JUNCTION		114.2	5.28	6.11	11.00						
F.	2.25	s 9.42	f 9.42	328.2	D	HAWLEY	Jc	110.2	f 5.21	s 6.03	10.45				88		
	2.40	f 9.52	9.50	332.5		HINDOO		105.9	5.14	f 5.53	10.30				59		
	3.05	s 10.05	10.00	339.7	DN	OHILCOOT	Ch	98.7	5.03	s 5.41	10.00				61		
Y.	3.15	s 10.15	10.06	341.7	D	RENO JUNCTION	Jn	96.7	4.57	s 5.35	9.43				66		
	3.32	f 10.22	10.13	346.1		SCOTTS		92.3	4.50	f 5.21	9.30				56		
	3.55	f 10.35	10.25	352.2		RED ROCK		86.2	4.36	f 5.09	9.02				54		
	4.08	f 10.40	f 10.30	355.6		CONSTANTIA		82.8	4.30	f 5.03	8.50				Spur 45		
C. W.	4.25	f 10.47	10.36	358.3	D	OMIRA	Ma	80.1	f 4.25	f 4.58	8.40				55		
	4.50	s 10.57	f 10.45	363.0	D	DOYLE	Do	75.4	f 4.14	s 4.50	8.20				59		
	5.20	s 11.10	s 10.57	371.6	DN	HACKSTAFF	Hk	66.8	s 3.59	s 4.35	7.50				42		
W.	5.40	f 11.22	11.08	377.7	D	OALNEVA, CAL.	Na	60.7	3.49	f 4.17	7.30				56		
	6.05	f 11.35	11.20	384.0		FLANIGAN, NEV.	Bu	54.4	3.39	f 4.06	7.00				53		
				384.8		S. P. Crossing		53.6									
	6.50	f 11.52AM	11.36	393.6	DN	SAND PASS	Sa	44.8	3.24	f 3.51	6.30				60		
	7.30	f 12.13PM	11.55PM	405.1		SANO		33.3	3.07	f 3.33	5.50				59		
W. 4 miles west	8.10	f 12.34	12.12AM	416.3		REYNARD		22.1	2.50	f 3.16	5.15				60		
	8.35	f 12.47	12.25	424.1		BRONTE		14.3	2.37	f 3.03	4.50				81		
	9.00	f 12.59	12.37	430.7		PHIL		7.7	2.27	f 2.52	4.25				82		
C. W. T. B. R. K.	9.30AM	s 1.15PM	s 12.50AM	438.4	DN	GERLACH	Gr	0.0	2.15AM	2.40PM	4.00PM				Yard		
	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily						
	7.30	3.50	3.20			Time over District			3.20	3.40	7.15						
	15.5	30.5	35.1			Average Speed per Hour			35.1	31.8	16.1						

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

Yard Limits: Portola and Gerlach.

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	9
CALIFORNIA BRICK CO. SPUR.....	27.8	1 E	20
EBERLY.....	29.0	Siding	21
ROCKMILL.....	30.9	1 E	31
GOOD.....	32.1	No Siding	
MAYBURG.....	33.1	No Siding	
BONITA.....	37.6	No Siding	
HACIENDA, F 1 and 2.....	39.7	1 W	5
TREVARNO, F 3 and 4.....	49.1	1 W	13
GOECKEN, F 3 and 4.....	54.0	1 E	5
VALPICO.....	68.3	1 W	9
LINNE.....	70.7	1 E	7
LUDWIG.....	73.1	1 E	7
RHODES.....	75.6	1 W	5
FITZ.....	77.4	1 E	17
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	6
INTAKE, F 3 and 4.....	232.0	No Siding	
MAYARO, F 3 and 4.....	241.1	No Siding	
ROCK CREEK, F 3 and 4.....	249.2	1 W	8
CAMP RODGERS, F 3 and 4.....	255.9	No Siding	
SMITH'S POINT.....	264.0	No Siding	
SPANISH PEAK.....	272.7	1 W	70
GRAY'S FLAT, F 3, 4, 95 and 96.....	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	11
CROMBERG, F 3 and 4.....	303.5	1 E	6
FEATHER RIVER INN, S 3 & 4.....	309.3	1 E	2
DELLEKER.....	320.1	1 E	150

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 Carbona	Time Table No. 1		Distance from Carnegie	Capacity of Sidings.	
		March 28, 1920.				
STATIONS Telegraph Offices and Calls						
W. Y.	0.0	2S	CARBONA	Ob	8.8	127
	1.7		KERLINGER		7.1	8
O.	3.4		RIVER ROCK		5.4	Spur 1 E 27
	4.2		MOY		4.6	Spur 1 E 8
	7.3		MANGANESE		1.5	Spur 1 E 3
	8.8		CARNEGIE		0.0	20

Westward Trains are superior to Eastward Trains of the same class.
 Derail M. P. 3.3. Set and lock for derail when not in use. Bunkers on north side of main track at Manganese will not clear man on side of car.
 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. Look out for cars on main track at all stations, including Carbona.
 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. Maximum speed 12 miles an hour. (See transportation rule 726).

Eastward

FOURTH DISTRICT—LOYALTON BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	FIRST CLASS		Distance from Loyalton Jct.	Time Table No. 1		Distance from Loyalton	FIRST CLASS		Capacity of Sidings.
	216			March 28, 1920.			217		
STATIONS Telegraph Offices and Calls									
F.	8.45AM	0.0			16.3	s	4.20PM		
F.	f 8.50	0.6			15.7	f	4.00		
F.	s 9.30	3.0			13.3	s	3.40		10
F.	s 9.45	4.5	D		11.8	s	3.20		
F. Y.	s 10.45AM	16.3			0.0		2.30PM		75
Time over District									
Average Speed per Hour									

No. 216 has right over No. 217.
 Westward Trains are superior to Eastward Trains of the same class.
 Maximum speed 12 miles an hour. (See transportation rule 726).

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. 1		Distance from Reno	FIRST CLASS		SECOND CLASS		Capacity of Sidings.		
	220		202			204			201		203			219	
STATIONS Telegraph Offices and Calls															
Y. R.	10.40AM		5.50PM	10.25AM	0.0	D	RENO JUNCTION	Jn	33.2	s	10.05AM	s	5.25PM	5.50PM	66
	10.55		f 6.00	f 10.35	3.4		PLUMAS		29.8	f	9.55	f	5.15	5.15	10 Spur
	11.30AM		f 6.16	f 10.51	10.2		PEAVINE		23.0	f	9.38	f	4.58	4.45	12
	12.01PM		f 6.31	f 11.07	16.3		COPPERFIELD		16.9	f	9.22	f	4.42	4.20	15
W.	12.15		f 6.36	f 11.13	18.8		ANDERSON		14.4	f	9.15	f	4.35	4.10	25
C. W. T. B. R. K.	1.20PM		s 7.20PM	s 11.55AM	33.2	D	RENO	Rd	0.0		8.35AM		4.00PM	3.10PM	100
Time over District															
Average Speed per Hour															

No. 220 has right over No. 219.
 Westward Trains are superior to Eastward Trains of the same class.
 Maximum speed for passenger trains 30, freight and mixed trains 15 miles an hour. (See transportation rule 726).

SPECIAL RULES

SPEED RESTRICTIONS.

Maximum speed passenger trains 50, freight and mixed trains 30 miles an hour. (See transportation rule 726).

Trains handling 5 or more loaded tank cars not exceed 20 miles an hour.

Maximum speed consolidation engines 30, mallet engines 20 miles an hour. (See transportation rule 726).

Passenger trains will use 3, freight and mixed 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.

Trains reduce to 10 miles an hour over San Joaquin River drawbridge, passenger trains to 20 and freight and mixed trains to 15 miles an hour over Mokelumne River drawbridge.

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

Passenger trains will use 4, freight and mixed trains 6 minutes passing through tunnel 35.

Passenger trains will use 4, freight and mixed trains 8 minutes passing through tunnel 37.

On the third district, maximum speed as follows: 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 and mixed trains, Portola to Oroville, 20 miles an hour.

Passenger trains reduce to 30, freight and mixed trains 20 miles an hour over interlocked crossings.

INSPECTION.

After a continuous run of 30 miles, freight trains must be stopped and inspected.

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 feet 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 990 feet 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 Loyaltan 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.

DRAWBRIDGE 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. N. H. MORRISON, Consulting Surgeon	Los Angeles, Cal.
DR. LOUIS P. HOWE, Local Surgeon.....	San Francisco, Cal.
DR. MARK H. WOOLSEY, Oculist	San Francisco, Cal.
DR. H. E. ALDERSON, Specialist	San Francisco, Cal.
DR. S. H. BUTEAU, Consulting Surgeon	Oakland, Cal.
DR. ALVIN POWELL, Local Surgeon	Oakland, Cal.
DR. J. W. LE GAULT, Assistant Local Surgeon.....	Oakland, Cal.
DR. ELMER E. BRINCKERHOFF, Oculist	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. ROBERT R. HAMMOND, Local Surgeon	Stockton, Cal.
DR. C. E. HARRY, Assistant Local Surgeon	Stockton, Cal.
DR. BARTON J. POWELL, Oculist	Stockton, Cal.
DR. DEWEY POWELL, Assistant Oculist	Stockton, Cal.
DR. THOS. J. COX, Local Surgeon.....	Sacramento, Cal.
DR. SAMUEL J. WELLS, Assistant Local Surgeon.....	Sacramento, Cal.

DR. GEORGE A. BRIGGS, Oculist	Sacram
DR. W. E. BRIGGS, Assistant Oculist	Sacram
DR. G. W. STRATTON, Local Surgeon	Marys
DR. E. A. KUSEL, Local Surgeon	Oro
DR. W. F. GATES, Assistant Local Surgeon	Oro
DR. M. B. BOLTON, Local Surgeon.....	Q
DR. S. M. SPROAT, Division Surgeon	Po
DR. W. A. LAVERY, Local Surgeon	Loy
DR. SIDNEY K. MORRISON, Local Surgeon.....	J
DR. C. W. WEST, Assistant Local Surgeon	F

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.

T. E. COYLE,
 Chief Train Dispatcher,
 Sacramento, Calif.

C. D. JORZ,
 Assistant Chief Train Dispatcher,
 Sacramento, Calif.

J. H. LEARY,
 Assistant Superintendent,
 Sacramento, Calif.

J. P. McSWEENEY,
 Trainmaster,
 Portola, Calif.