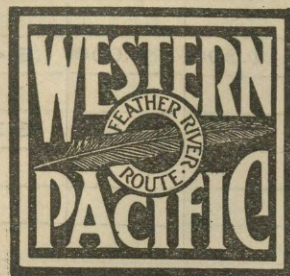


THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME

3

TABLE

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

MONDAY, MAY 14, 1923

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

Always have the revised Book of Rules of the Transportation Department at hand for reference.

W. MASON,
Vice President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

T. E. COYLE,
Superintendent, Western Division.

J. H. LEARY,
Superintendent, Terminal Division.

*Concord
Atlanta*

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 3 May 14, 1923.		Distance from Stockton Yard	FIRST CLASS		SECOND CLASS			Capacity of Sidings
	92	62	78	4	2		1	3		61	77	91			
	Local Freight	Freight	Freight	Passenger	Passenger		Passenger	Passenger		Freight	Freight	Local Freight			
	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily Ex. SUNDAY	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. SUNDAY	Arrive Mon., Wed., Friday			
W. C. O.				7.20PM	9.20AM	0.0	DN SAN FRANCISCO	94.3	5.45PM	7.45AM					
B. R. F.				s 7.55	s 9.50	3.5	WESTERN PACIFIC MOLE	90.8	s 5.15	s 7.15					
C. W. T. O. F. B. R. K.	7.30AM	11.30PM	10.00PM	8.00	9.55	5.5	S. P. Crossing 0.3 DN OAKLAND YARD	88.8	5.10	7.05	1.30AM	2.00AM	3.40PM	Yard	
F.	7.40	11.35	10.05	s 8.10	s 10.00	6.7	S. P. Crossing 0.9 OAKLAND	87.6	s 5.05	s 7.00	1.20	1.50	3.30		
F.	8.10	11.59PM	10.25	f 8.20	10.08	9.8	S. P. Crossing 1.9 D FRUITVALE	84.5	4.50	f 6.43	1.00	1.35	3.15	26	
F.	8.30	12.15AM	10.38	8.29	10.15	13.5	MELROSE S. P. Crossing 3.0 ELMHURST	80.8	4.40	f 6.32	12.35	1.20	2.35	40	
F.	9.00	12.30	10.45	f 8.32	10.18	14.9	S. P. Crossing 1.4 D SAN LEANDRO	79.4	4.37	f 6.28	12.30	1.14	2.30	40	
F.	9.30	12.50	11.05	f 8.41	10.27	20.5	S. P. Crossing 5.6 D HAYWARD	73.8	4.27	f 6.18	12.12AM	12.50	2.00	43	
F.	9.50	1.10	11.25	f 8.50	10.36	26.7	S. P. Crossing 6.2 DECOTO	67.6	4.16	f 6.06	11.50PM	12.20AM	1.10	19	
W. Y. F.	10.42	1.25	11.40 11.55PM	f 8.57	s 10.42	29.8	S. P. Crossing 3.1 DN NILES	64.5	s 4.11	f 6.01	11.40	11.55PM	12.55	50	
F.	11.10	1.50	12.15AM	f 9.19	10.53	36.1	S. P. Crossing 0.6 SUNOL	63.9	3.59	f 5.47	11.10	11.30	12.05PM	28	
F.	11.30AM	2.08	12.29	f 9.19	11.02	41.6	S. P. Crossing 5.5 D PLEASANTON	52.7	3.50	f 5.38	10.50	11.12	11.35AM	33	
W. F.	12.30PM	2.30	12.45	f 9.30	11.13	47.7	S. P. Crossing 1.2 D LIVERMORE	46.6	3.40	f 5.28	10.25	10.55	11.13	35	
F.	1.00	2.55	1.15	f 9.47	11.30	56.6	S. P. Crossing 4.7 ALTAMONT	37.7	3.24	f 5.10	9.47	10.30	9.50	46	
F.	1.10	3.02	1.21	9.52	11.35	59.2	S. P. Crossing 8.9 REDMOND OUT	35.1	3.17	5.03	9.25	10.13	9.30	38	
F.	1.30	3.14	1.30	f 10.00	11.42	63.0	MIDWAY	31.3	3.07	f 4.55	9.10	10.00	9.10	38	
W. Y. F.	2.49	3.40	2.00	f 10.14	11.56	71.9	S. P. Crossing 8.9 DN CARBONA	22.4	2.49	f 4.36	8.35	9.05	8.30	82	
C. F.	3.00	3.46	2.08	f 10.18	11.59AM	74.0	S. P. Crossing 2.1 D LYOTH	20.3	2.45	f 4.31	8.20	8.53	8.00	22	
F.	3.30	4.05	2.31	f 10.33	12.13PM	82.8	S. P. Crossing 8.8 NILEGARDEN	11.5	2.31	f 4.15	7.50	8.28	7.25	Spur 1 W. 17	
F.	3.35	4.13	2.35	f 10.35	12.15	83.9	S. P. Crossing 1.1 LATHROP	10.4	2.29	f 4.13	7.40	8.25	7.20	65	
F.	4.00	4.55	2.53	10.45	12.25	90.6	S. P. Crossing 6.7 ORTEGA	3.7	2.19	4.00	7.10	8.05	6.55	50	
F.	4.15	5.20	3.05	s 11.00	s 12.35	93.3	A. T. & S. F. Crossing 2.7 STOCKTON	1.0							
C. W. T. O. F. B. R. K.	4.25PM	5.30AM	3.10AM	11.10PM	12.37PM	94.3	S. P. Crossing 0.6 DN STOCKTON YARD	0.4	s 2.10	s 3.50	6.55	7.50	6.40	Yard	
	Arrive Tues., Thurs., Sat.	Arrive Daily	Ar. Daily Ex. MONDAY	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. SATURDAY	Leave Mon., Wed., Friday		
	8.55	6.00	5.10	3.15	2.47		Time over District		3.15	3.35	6.45	6.15	9.10		
	9.4	14.8	17.1	27.9	32.7		Average Speed per Hour		27.9	25.3	13.3	14.2	10.2		

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

Yard Limits: Oakland, Niles, Carbona and Stockton. Oakland Yard extends from W. P. Mole to yard limit board east of 25th Avenue, Oakland. Stockton Yard extends from yard limit board west of Stockton to yard limit board east of Stockton Yard.

At Ortega eastward trains must stop at STOP board and be governed by Rule 93-a. W. P. Mole is initial station for Nos. 2 and 4. Nos. 2 and 4 will obtain clearance card at Oakland Yard. Clearance card is not required at W. P. Mole. Nos. 1, 2, 3 and 4 will register by ticket at Niles Tower.

Automatic block signals are located as follows: Governing eastward trains, Home Signal M. P. 29.3, Home Signal M. P. 29.9. Governing westward trains, Distant Signal M. P. 31.7, Home Signal M. P. 31.3. Trains moving from San Jose Branch, Home Signal M. P. 30.7, governs train movement east and west to main line.

Nos. 1 and 2 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Tons, Scales, Wyes, Bulletin Register Stations, Standard Clocks	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 3. May 14, 1923.		Distance from Oroville	FIRST CLASS		SECOND CLASS				Capacity of Sidings.				
	96	94	62	78	4	2		1	3		61	77	93	95							
	Local Freight Leave Mon., Wed. & Fri.	Local Freight Leave Mon., Wed. & Fri.	Freight Leave Daily	Freight Leave Daily Ex. Monday	Passenger Leave Daily	Passenger Leave Daily		Passenger Arrive Daily	Passenger Arrive Daily		Freight Arrive Daily	Freight Arrive Daily Ex. Saturday	Local Freight Arrive Tues., Thurs. & Sat.	Local Freight Arrive Tues., Thurs. & Sat.							
C. W. T. O. B. R. K. F.		8.00AM	6.30AM	3.40AM		11.10PM	12.37PM	94.3	DN	STOCKTON YARD	Sn	110.9	2.00PM	3.40AM		5.45PM	7.00PM	4.00PM			Yard
								95.2		S. P. Crossing		110.0									
F		8.35	7.05	4.10		f 11.28	12.53	104.9	D	KINGDON	Di	100.3	1.44	f 3.23		5.00	6.35	3.15			71
F		8.55	7.25	4.25		f 11.35	1.00	109.6		BRACK		95.6	1.36	f 3.13		4.40	6.20	2.55			52
W.	F	9.20	7.45	4.40		f 11.43	f 1.08	114.0	D	THORNTON	Nh	91.2	1.29	f 3.05		4.20	6.06	2.40			54
F		9.40	8.05	4.56		f 11.51PM	1.17	118.7		GLANNVALE		86.5	1.17	f 2.55		3.55	5.50	2.20			43
F		10.05	8.25	5.15		f 12.01AM	1.27	124.8	D	FRANKLIN	Fr	80.4	1.06	f 2.44		3.35	5.35	2.00			70
F		10.25	8.40	5.30		f 12.08	1.34	128.9		RUNYON		76.3	12.59	f 2.35		3.20	5.22	1.34			22
								133.7		CORDOVA		71.5									Spur 1 E 3
U. W.	F	11.15	9.10	6.00		f 12.25	1.47	136.4		JEFFERY SHOPS	Js	68.8	12.47	f 2.20		2.55	5.00	12.47			64
O. Y. K.	F	11.45AM	9.25	6.15AM		s 12.50	s 2.00	138.7	DN	S. P. Crossing SACRAMENTO	Da Sr	66.5	s 12.40	s 2.05		2.40	4.30PM	12.05PM			34
								140.9		S. N. Crossing		64.3									
F		12.26PM	9.45			1.05	2.12	144.0		DEL PASO		61.2	12.26	f 1.51		2.12		11.35AM			71
F		12.40	10.05			f 1.16	2.21	150.7		COUNSMAN		54.5	12.17	f 1.40		1.25		11.00			70
								152.6		S. N. Crossing		52.6									
W.	F	1.00	10.25			f 1.30	2.32	156.2	D	PLEASANT GROVE	Gv	49.0	12.08PM	f 1.30		1.00		10.25			65
F						f		162.1		TROWBRIDGE		43.1		f							Spur 1 E 6
F		1.55	11.05			f 1.55	2.55	172.6		ARBOGA		32.6	11.46AM	f 1.02		12.15PM		9.40			81
								178.2		S. N. Crossing		27.0									
W.	F	2.35	11.36 11.50AM			s 2.15	s 3.10	178.9	DN	MARYSVILLE S. P. Crossing	Ms	26.3	s 11.36	s 12.52		11.50AM		9.15			54
								180.3		S. P. Crossing		24.9									
F		3.22	12.15PM			f 2.27	3.22	185.9		TAMBO		19.3	11.23	f 12.37		11.23		8.35			50
F		3.50	12.45			f 2.39	3.32	193.0		CRAIG		12.2	11.13	f 12.26		10.55		8.10			62
F		4.10	1.10			s 2.50	3.42	199.5	D	PALERMO	Mo	5.7	11.04	s 12.16		10.35		7.45			72
C. W. T. O. Y. B. R. K. F.		7.00AM	4.30PM	1.30 2.30		2.56	3.49	203.0	DN	OROVILLE YARD	Yd	2.2	10.59	12.10		10.25 9.25		7.30AM		3.49PM	Yard
B. R. K. F.		7.20AM	2.40PM			s 3.05AM	s 3.55PM	205.2	2S	OROVILLE	Vi	0.0	10.55AM	12.05AM		9.15AM		3.35PM			55
		Arrive Mon., Wed. & Fri.	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Saturday	Leave Tues., Thurs. & Sat.	Leave Tues., Thurs. & Sat.		
		.20	8.30	7.00	2.35	3.55	3.18			Time over District			3.05	3.35		7.20	2.30	8.30	.14		
		12.7	15.5	17.3		28.3	33.6			Average Speed per Hour			35.9	30.9		14.8	17.7	12.7			

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

Yard Limits: Stockton, Sacramento, Marysville and Oroville. Stockton Yard extends from yard limit board west of Stockton to yard limit board east of Stockton Yard. Oroville Yard extends from yard limit board west of Oroville Yard to yard limit board at Bidwell. No train or yard engine shall occupy the main track between Mile Post 206 and the yard limit board at Bidwell without time-table or train order authority. Rule 93 will apply only between Mile Post 206 and the yard limit board west of Oroville Yard. Rule 99 must be observed between Mile Post 206 and the yard limit board at Bidwell.

Passenger trains will register by ticket at Stockton Yard and Oroville Yard. When passenger trains meet at Brack, the inferior train will use portion of siding between east switch and cross-over switch which serves stockyards. When eastward train takes siding, this permits it to use main track up to cross-over switch just west of stockyards.

Oroville is register station for Nos. 1, 2, 3, and 4 only. At Oroville second class and extra trains will not require clearance card unless train order signal is at stop. Engines using Cliff House Spur at Marysville must not go beyond a point 320 feet back of frog.

All trains and yard engines, except first-class trains and light engines in charge of hostlers must be preceded by a flagman a sufficient distance to ensure full protection around curve just west of passenger station, Oroville.

Sacramento Northern trains operate over the Western Pacific track between Sacramento Northern connections with the Western Pacific main track, the locations of which are 356 feet east and 355 feet west of Bridge 178.18—Yuba River—at Marysville. This track is designated as The Joint Track.

Automatic signals governing The Joint Track are located as follows:

Nos. 1 and 2 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

THE WESTERN PACIFIC RAILROAD COMPANY
EASTWARD—Home Signal 789 feet west of Bridge 178.18.
Distant Signal 2,500 feet west of Home Signal.
WESTWARD—Home Signal 724 feet east of Bridge 178.18.
SACRAMENTO NORTHERN RAILROAD
EASTWARD—Home Signal 905 feet west of Bridge 178.18.
WESTWARD—Home Signal 625 feet east of Bridge 178.18.

On the Sacramento Northern track leading to the Sand Pit on the west side of Bridge 178.18, a Switch Indicator is located 68 feet east of the Western Pacific main track and governs movement of Sacramento Northern trains from the Sand Pit across the Western Pacific main track, and to the Sacramento Northern main track.

The movement of Sacramento Northern trains from Sacramento Northern main track to the Sand Pit will be governed by Eastward Home Signal located on Sacramento Northern Railroad 905 feet west of Bridge 178.18. In addition to stopping at Stop Boards, Sacramento Northern trains moving to or from the Sand Pit must have clear indications on these signals before proceeding on to or over the Western Pacific crossing located 489 feet west of Bridge 178.18.

At the railroad crossing located 752 feet East of Bridge 178.18, where the Western Pacific house track crosses the Sacramento Northern track, no engine, car, motor or train of the Western Pacific Railroad Company shall be operated over the crossing without being brought to a stop at stop board and being preceded over the crossing by a member of its crew, who shall determine that it is safe to proceed. The stop boards are located on each side of the crossing, one hundred (100) feet from the crossing.

Sacramento Northern trains and yard motors must approach this crossing with

caution and not proceed on to or over the crossing until it shall be determined that it is safe to proceed.

STOP BOARDS

Stop Boards are located on Sacramento Northern tracks as follows:
150 feet east of Junction Switch east of Bridge 178.18.
200 feet west of Junction Switch west of Bridge 178.18.
68 feet east and 68 feet west of the Western Pacific crossing on track leading to the Sand Pit.

Sacramento Northern trains approaching and before entering The Joint Track must stop at Stop Boards regardless of the position of automatic signals or switches.

DERAIL

A hand-operated Derail Switch is located on the Western Pacific passing track 278 feet east of the west switch.

NORMAL POSITION OF SWITCHES

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

MOVEMENT OF TRAINS

The movement of trains over The Joint Track will be made in accordance with the indications of the Block Signals regardless of right or class.

All trains must approach and pass through the limits of The Joint Track between the Home Signals located on the Western Pacific tracks and the Home Signals on the Sacramento Northern tracks with caution.*

*Note.—Caution is defined as follows: The movement of a train under such control that engineman, or motorman, can stop within his range of vision.

In using The Joint Track, freight trains should avoid delay to other trains of either Company.

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 3		Distance from Portola	FIRST CLASS		SECOND CLASS			Capacity of Sidings				
	98	96	62	4	2		May 14, 1923.			1	3	61	95	97					
	Local Freight	Local Freight	Freight	Passenger	Passenger		STATIONS Telegraph Offices and Calls			Passenger	Passenger	Freight	Local Freight	Local Freight					
	Leave Tues., Thurs., Sat.	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Mon., Wed., Fri.					
B. R. K. F.		7.20AM	2.40PM		3.15AM	4.05PM	205.2	2S	OROVILLE	Vi	116.3	s 10.45AM	s 11.55PM						
F.		7.50	3.05		f 3.34	4.20	212.8		BIDWELL		108.7	10.30	f 11.33						55
W. F.		8.20	3.25		f 3.45	4.29	217.6		BLOOMER		103.9	10.21	f 11.22						75
F.		8.35	3.40		f 3.55	f 4.37	221.5		LAS PLUMAS		100.0	10.13	f 11.12						54
F.		8.50	3.50		f 4.03	4.45	224.4	D	BERRY CREEK	Bk	97.1	10.08	f 11.03						10
W. F.		9.10	4.15		f 4.13	4.55	228.6		BLINZIG		92.9	9.59	f 10.50						55
F.		9.44	4.45		f 4.29	5.10	235.3		POE		86.2	9.44	f 10.34						13
C. W. F.		10.30	5.20		s 4.45	5.20	239.3	DN	PULGA	Bg	82.2	9.35	s 10.22						48
F.		10.45	5.45		f 4.59	5.30	243.8		CRESTA		77.7	9.25	f 10.06						55
W. F.		11.05	6.01		f 5.10	5.40	247.6		MERLIN		73.9	9.16	f 9.55						29
F.		11.30AM	6.25		f 5.28	5.54	253.2		TOBIN		68.3	9.03	f 9.40						55
W. F.		12.30PM	7.10		s 5.50	6.14	260.0	DN	BELDEN	Bn	61.5	8.46	s 9.20						60
		12.45			f 6.00	6.18	261.7		HOWELLS		59.8	8.42	f 9.10						63
F.		1.00	7.30		f 6.09	6.26	264.7		RICH		56.8	8.36	f 8.58						15
W. F.		1.30	8.05		f 6.25	6.42	270.4		VIRGILIA		51.1	8.23	f 8.43						54
F.		2.30	8.32		f 6.35	6.51	273.8		TWAIN		47.7	8.15	f 8.32						48
F.		3.00	8.55		s 6.55	s 7.04	277.6		PAXTON	Xn	43.9	s 8.06	s 8.20						68
C. W. F.	8.15AM	3.20PM	9.20		s 7.10	7.16	281.1	DN	KEDDIE	Kd	40.4	7.56	s 8.05						23
F.	9.00		9.50		s 7.40	s 7.40	287.9	2S	QUINCY JUNCTION	Rt	33.6	s 7.40	s 7.40						58
					7.55	7.53	294.3		WILLIAMS LOOP		27.2	7.26	7.16						53
W. F.	10.30		10.30		s 8.05	8.02	296.7	DN	SPRING GARDEN	Sg	24.8	7.22	s 7.12						38
F.	11.30AM		10.50		s 8.17	8.14	301.7	D	SLOAT	So	19.8	7.11	s 6.59						67
W. F.	1.00PM		11.30		s 8.48	s 8.40	310.4	2S	BLAIRSDEN	Ba	11.1	s 6.53	s 6.36						52
F.	1.30		11.50PM		s 8.58	8.48	313.7	D	OLIO	C	7.8	6.45	s 6.25						48
C. W. T. O. F. Y. B. R. K.	2.15PM		12.20AM		s 9.20AM	s 9.10PM	321.5	DN	PORTOLA	Ki	0.0	6.30AM	6.05PM						47
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed. & Fri.	Arrive Daily		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily						Yard
	6.00	8.00	9.40		6.05	5.05			Time over District			4.15	5.50						
	6.6	9.4	12.3		19.2	22.8			Average Speed per Hour			27.4	20.0						

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

Oroville is register station for Nos. 1, 2, 3 and 4 only. At Oroville second class and extra trains will not require clearance card unless train order signal is at stop.

Yard Limits: Oroville and Portola. Oroville Yard extends from yard limit board west of Oroville Yard to yard limit board at Bidwell. No train or yard engine shall occupy the main track between Mile Post 206 and the yard limit board at Bidwell without time-table or train order authority. Rule 93 will apply only between Mile Post 206 and the yard limit board west of Oroville Yard. Rule 99 must be observed between Mile Post 206 and the yard limit board at Bidwell.

Westward freight trains must stop at Sloat, Keddie, Belden and Pulga for train inspection.

When passenger trains meet at Portola, the pocket track in front of depot will be used by the train taking siding, unless otherwise specified by train order.

Nos. 95, 96, 97 and 98 carry passengers.

Nos. 1 and 2 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 3 May 14, 1923	Distance from Gerlach	FIRST CLASS			SECOND CLASS			Capacity of Sidings	
	62 Freight			4 Passenger		2 Passenger				1 Passenger	3 Passenger		61 Freight				
	Leave Daily			Leave Daily		Leave Daily				Arrive Daily	Arrive Daily		Arrive Daily				
C. W. T. O. F. Y. B. R. K.		1.20AM		9.30AM	9.20PM	321.5	DN	PORTOLA 2.7	Ki	116.9	s	6.20AM	s	5.55PM		11.20PM	Yard
F.		1.30		9.40	9.27	324.2		GULLING JUNCTION 1.9		114.2		6.12		5.47		10.55	
Y.F.		1.35		f 9.44	9.31	326.1		GALPINE JUNCTION 2.1		112.3		6.09	f	5.43		10.50	18
F.		1.48		s 9.52	9.35	328.2	D	HAWLEY Loyalton Branch Crossing 4.3	Je	110.2	D	6.06	s	5.40		10.45	88
F.		2.05		f 10.00	9.43	332.5		HINDOO 7.2		105.9		5.59	f	5.29		10.25	59
W.F.		2.30		s 10.16	9.55	339.7	D	OHILCOOT 2.0	Ch	98.7	D	5.49	s	5.18		9.55	61
Y.F.		2.40		s 10.32	10.01	341.7	D	RENO JUNCTION 4.4	Jn	96.7	D	5.44	s	5.08		9.40	66
F.		2.55		f 10.40	10.09	346.1		SCOTTS 6.1		92.3		5.36	f	4.48		9.20	56
F.		3.15		f 10.53	10.20	352.2		RED ROCK 3.4		86.2		5.24	f	4.35		8.50	54
		3.30		f 10.59	10.25	355.6		CONSTANTIA 2.7		82.8		5.17	f	4.28		8.35	Spur 1 W 45
C.W.F.		3.50		f 11.06	10.33	358.3	D	OMIRA 4.7	Ma	80.1	D	5.11	f	4.21		8.25	55
F.		4.09		s 11.17	10.42	363.0	D	DOYLE 8.6	Do	75.4	D	5.03	s	4.09		8.00	59
F.		4.50		f 11.32	10.54	371.6	DN	HACKSTAFF 6.1	Hk	66.8	DN	4.50	f	3.51		7.35	42
W.F.		5.15		f 11.42	11.04	377.7		CALNEVA, CAL. 6.3		60.7		4.41	f	3.41		7.15	56
F.		5.40		f 11.52AM	11.14	384.0		FLANIGAN, NEV. 0.8	Bu	54.4		4.32	f	3.31		6.55	53
F.						384.8		S. P. Crossing 8.8		53.6							
F.		6.20		f 12.12PM	11.30	393.6	D	SAND PASS 11.5	Sa	44.8	D	4.18	f	3.15		6.30	60
F.		7.00		f 12.34	11.49PM	405.1		SANO 11.2		33.3		4.00	f	2.55		5.50	59
W. 4 miles F. west		7.50		f 12.58	12.10AM	416.3		REYNARD 7.8		22.1		3.41	f	2.33		5.15	60
F.		8.25		f 1.15	12.25	424.1		BRONTE 6.6		14.3		3.28	f	2.17		4.55	81
F.		8.55		f 1.30	12.39	430.7		PHIL 7.7		7.7		3.17	f	2.03		4.25	82
C. W. Y. B. R. K. F.		9.30AM		s 1.50PM	s 12.55AM	438.4	DN	GERLACH 7.7	Gr	0.0	DN	3.05AM		1.50PM		4.00PM	Yard
		Arrive Daily		Arrive Daily	Arrive Daily							Leave Daily		Leave Daily		Leave Daily	
		8.10		4.20	3.35			Time over District				3.15		4.05		7.20	
		14.3		27.0	32.6			Average Speed per Hour				36.0		28.5		16.0	

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

Yard Limits: Portola, Hackstaff and Gerlach.

Nos. 1 and 2 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East; and will stop on flag at all stations in Nevada for revenue passengers to or from points Pueblo, Colo. and East.

Eastward

FIRST DISTRICT—SAN JOSE BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		FIRST CLASS		Distance from Niles	Time Table No. 3 May 14, 1923.		Distance from San Jose	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	178 Freight	102 Passenger	101 Passenger	177 Freight									
	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily									
W. K. F. R.	12.30AM	4.15PM	10.30AM	11.30PM	0.0	DN NILES On	23.1	s				50	
Y. F.	12.40	4.21	10.20	11.10	0.8	DN NILES JUNCTION	22.3						
	1.00	f 4.27	f 10.13	10.55	3.3	D IRVINGTON Ng	19.8	f				20	
	1.15	f 4.36	f 10.04	10.40	6.8	WARM SPRINGS	16.3	f			Spur 1W 3		
	1.35	f 4.46	f 9.54	10.25	10.9	D MILPITAS Mi	12.2	f				35	
	1.45	f 4.55	f 9.47	10.10	14.1	BERRYESSA Peninsula R. R. Crossing	9.0	f					
W. T. C. R. B.	1.55	s 5.05PM	9.40AM	10.00	16.9	D EAST SAN JOSE Sx San Jose Street R. R. Crossing	6.2						
					20.3	S. P. Crossing	2.8						
					23.0	S. P. Crossing	0.1						
O.	2.30AM			9.30PM	23.1	SAN JOSE	0.0					Yard	
	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily									
	2.0	.50	.50	2.0		Time over District							
	11.5	20.2	20.2	11.5		Average Speed per Hour							

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

Yard Limits: Niles and San Jose. San Jose yard extends to yard limit board west of East San Jose.

Maximum speed for passenger trains 25, freight trains 20 miles an hour. (See rule 726.)

Trains must stop at Stop Board before passing over Peninsular Railroad Crossing at Berryessa and San Jose Street Railway Crossing at East San Jose, and will not exceed 6 miles an hour over these crossings.

Trains must not exceed of 6 miles an hour over the San Jose Street Railway crossings at Willow Street, and the Peninsular Railroad crossings, Coe Avenue, San Carlos Street and Park Avenue, between East San Jose and San Jose.

San Jose Branch trains have neither right nor class between Niles Junction and Niles. Their movement between these points will be governed by block signals and Rule 93. Time shown at Niles is for information only.

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 May 14, 1923.		Distance from Reno	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	220 Freight	202 Passenger	204 Passenger	201 Passenger		203 Passenger	219 Freight						
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday							
Y. R. F.	8.10AM	5.10PM	10.35AM	10.15AM	4.50PM	7.20AM	0.0	D	RENO JUNCTION Jn	33.2	s	66	
	8.25	f 5.20	f 10.45	f 10.05	f 4.40	7.00	3.4		PLUMAS	29.8	Spur 1W 10		
	8.55	f 5.36	f 11.01	f 9.48	f 4.23	6.40	6.8		PEAVINE	23.0		12	
	9.32	f 5.51	f 11.17	f 9.32	f 4.07	6.15	10.2		COPPERFIELD	16.9		15	
W. F.	9.50	f 5.57	f 11.23AM	f 9.25	f 4.00	6.00	1.9		ANDERSON	14.4		25	
		f	f	f	f		5.1		PANTHER	5.1	No Siding		
C. W. F. T. B. R. K.	10.50AM	s 6.40PM	s 12.05PM	8.45AM	3.25PM	5.00AM	28.1	D	RENO Rd	0.0		100	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday							
	2.40	1.30	1.30	1.30	1.25	2.20			Time over District				
	11.9	22.1	22.1	22.1	23.4	14.2			Average Speed per Hour				

Westward Trains are superior to Eastward Trains of the same class, except No. 204 is superior to No. 203.

Maximum speed for passenger trains 30, freight trains 15 miles an hour. (See rule 726.)

Eastward

FIRST DISTRICT—CARBONA BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		Time Table No. 3 May 14, 1923.		Distance from Moy	Capacity of Sidings
	314 Mixed	313 Mixed				
	Leave Mon., Wed. & Fri.	Arrive Mon., Wed., Fri.	STATIONS Telegraph Offices and Calls			
W. Y. F.	10.15AM	3.15PM	DN CARBONA Ob	0.0	4.2	82
	10.45	2.45	KERLINGER	1.7	2.5	8
O. F.	11.15	2.15	RIVER ROCK	3.4	0.8	Spur 1E 27
	s 11.30AM	2.00PM	MOY	4.2	0.0	Spur 1E 8

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

Derail M. P. 3.3, lock for derail when not in use. Maximum speed 12 miles an hour. (See rule 726.)

Eastward

FOURTH DISTRICT—GULLING BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		Time Table No. 3 May 14, 1923.		Distance from Gulling Jct.	Capacity of Sidings
	314 Mixed	313 Mixed				
	Leave Mon., Wed. & Fri.	Arrive Mon., Wed., Fri.	STATIONS Telegraph Offices and Calls			
F	10.15AM	3.15PM	GULLING JUNCT.	0.0	2.4	
F.	10.45	2.45	GRIZZLY	1.7	0.7	Spur 1W 15
	s 11.30AM	2.00PM	GULLING	2.4	0.0	Spur 1W 10

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

Maximum speed 12 miles an hour. (See rule 726.)

Eastward

FOURTH DISTRICT—CALPINE BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		Time Table No. 3 May 14, 1923.		Distance from Calpine Jct.	Capacity of Sidings
	314 Mixed	313 Mixed				
	Leave Mon., Wed. & Fri.	Arrive Mon., Wed., Fri.	STATIONS Telegraph Offices and Calls			
Y. F.	10.15AM	3.15PM	CALPINE JUNCT.	0.0	12.1	18
	10.45	2.45	SUMMITT	4.8	7.3	
	11.15	2.15	DAVIES JUNCT.	10.2	1.9	
Y. W.	s 11.30AM	2.00PM	CALPINE	12.1	0.0	12

Westward Trains are superior to Eastward Trains of the same class, except No. 314 is superior to No. 313.

Derail on main track 50 feet west of west house track switch at Calpine. No. 314 will not require

Yard Limits: Calpine yard extends to 200 feet west of Davies Junction. clearance card at Calpine Junction. Maximum speed 12 miles an hour. (See rule 724.)

Eastward

FOURTH DISTRICT—LOYALTON BRANCH

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		Time Table No. 3 May 14, 1923.		Distance from Loyalton	Capacity of Sidings
	418 Mixed	416 Mixed				
	Leave Tues., Thurs., Sat.	Lv. Tuesday, Thursday and Saturday	STATIONS Telegraph Offices and Calls			
F.	4.10PM	3.50PM	BECKWITH	0.0	13.3	10
	4.15	3.40	CLOVER VALLEY JCT.	0.6	12.7	
F. R.	s 4.20PM	3.30	HAWLEY Jc	1.5	11.8	38
F. Y. R.	s 11.30AM	2.30PM	LOYALTON	13.3	0.0	25

Westward Trains are superior to Eastward Trains of the same class, except No. 416 is superior to No. 415.

No. 418 will not require clearance card at Beckwith.

Maximum speed 12 miles an hour. (See rule 726.)

SPEED RESTRICTIONS

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

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

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

Trains handling steam derrick must not exceed 20 miles an hour.

Trains handling pile drivers must not exceed 20 miles an hour.

Passenger trains must not exceed 20, and freight trains 15 miles an hour, from bridge just west of San Leandro depot to Williams Street 5 blocks east of San Leandro depot.

Passenger trains will use 2, freight and mixed trains 5 minutes passing through Tunnel No. 1.

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

Passenger trains must not exceed 20, and freight trains 15 miles an hour, over San Joaquin River and Mokelumne River draw bridges.

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

Passenger trains will use 3, freight and mixed trains 5 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 must 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. Engines on trains of 30 cars or over and on trains handling stock must be cut off before taking water or fuel.

AUTOMATIC BLOCK RULES

Track circuits are used to control automatic and semi-automatic block signals, and include all turn-outs up to the fouling point.

Switches in main tracks and switches of cross-overs to main track set signals to "stop" when moved from their normal position.

When an indicator (small signal) is placed opposite or near a main line switch, it is so controlled that when there is a train or an open switch within the block in which the switch in question is located, it will indicate "stop."

The signal connections and operating mechanisms are so arranged that a Home Block Signal shall indicate "stop" and a Distant Block Signal "caution" after any part of a train shall have passed it.

The normal indication of Distant and Home Block Signals is "proceed."

Block signals control the use of the blocks, but, unless otherwise provided, do not affect the movements of trains under time-table or train rules; nor dispense with the use or the observance of other signals whenever they may be required.

When a train is stopped by a Block Signal send the flagman in advance immediately, wait five minutes after the flagman has started and then proceed under control thru the block limits, keeping at least 1000 feet behind the flagman. If signal clears train will proceed in the usual manner.

When a train is stopped by a block signal, conductor must report the fact to the Superintendent from first open telegraph office.

When trains or cars are left standing on sidings, care must be used to see that they are left beyond the insulated rail joints which are placed in the track at the fouling point toward the main track, otherwise if set upon or over the fouling point towards the main track, the signal protecting the block will remain at "stop" and cause detention to trains.

Trains on sidings or diverging routes desiring to come out on the main track must be governed by signals at sidings or signal controlling movement of trains from branch or spur. If signal is at "stop," switch can be used only under protection of flagman.

Enginemen finding a Distant Signal at "caution" must bring their trains under control immediately, and be prepared to stop before reaching the Home Signal. They are reminded that although the Distant Signal indicates the position of the Home Signal, the Home Signal may assume the STOP position after the Distant Signal has given the clear indication, and while the train is between the Distant and Home Signal. For this reason enginemen and trainmen must be on the alert, prepared to bring their train to a stop if the Home Signal indicates "STOP."

Arms will not be put on semaphore signals until they are in service. After being so placed they must be regarded as in service whether or not bulletin has been issued.

The following rules supersede present rules of corresponding numbers in the Book of Rules and Regulations of the Transportation Department:

Rule 628.—Signalmen must have the proper appliances for hand signaling ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary, the signalman must assure himself that switches are properly lined up and that the route is clear. Hand signals must be given from a place on the ground and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or enginemen for which they are given.

In giving hand signals, a yellow flag must be used by day and a yellow light by night.

Rule 633.—Trains or engines must not proceed on hand signals as against interlocking signals until they have been brought to a stop and received proper hand signals given as per Rule 628. They will then proceed under control at a speed not exceeding 6 miles an hour, keeping a sharp lookout for open derailleurs and trains on conflicting routes.

Such hand signals authorize movement only through interlocking limits governed by the inoperative signals.

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.

No. towerman governing crossing M. P. 42.8 and M. P. 43. Normal position of signals over S. P. crossing will be "Proceed" in both directions. In case S. P. train makes a train movement from their line to San Ramon Branch in either direction, signal maintainer will operate switches and signals to protect such movement.

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 cross-over switch; lower arm governs movement from main track to siding through cross-over. Dwarf signal 50 feet west of cross-over between main track and siding governs movement from siding through cross-over 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 at T. W. S. R. R. Ortega M. P. 90.6. Interlocked. Two-arm home signal 100 feet west of junction switch. Upper arm governs eastward trains on Western Pacific track. Lower arm governs Tidewater Southern trains over S. P. crossing. Home signal 500 feet east of junction governs westward trains on Western Pacific 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. Automatic 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 must approach under control expecting to find signals at stop.

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

Peninsula R. R. crossing, Berryessa. No signals.

San Jose Street Railway Company crossing, East San Jose. No signals.

S. P. crossing M. P. 20.3. San Jose Branch. Interlocked.

S. P. crossing M. P. 23.0. San Jose Branch. 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 are governed by home signal located 1500 feet west of west portal Tunnel 1. No distant signal. Westward trains are 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 are governed by home signal located 1150 feet west of Tunnel. Westward trains are governed by home signal 1716 feet east of Tunnel.

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

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

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.....	1750 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 2200 tons and on other districts will be 65% 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.

SPURS AND COMMERCIAL TRACKS.

MAIN LINE.

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
KOHLER.....	11.6	1 W	4
HARVEY.....	12.8	1 E	12
HUDSON.....	16.0	1 E	14
SOESENSEN.....	22.5	1 W	9
PARBICO.....	27.8	1 E	20
EBERLY.....	29.0	Siding	21
ROCKMILL.....	30.9	1 E	31
HACIENDA.....	39.7	1 W	5
TREVARNO, F 3 and 4.....	49.1	1 W	13
GOECKEN.....	54.0	1 E	5
VALPICO.....	68.3	Siding	30
LENNE.....	70.7	1 E	7
LUDWIG.....	73.1	1 E	7
RHODES.....	75.6	1 W	5
FITZ.....	77.4	1 E	17
SAN JOAQUIN RIVER, F 3, 500 feet W.....	80.4	No Siding	.....
FRENCH CAMP.....	88.7	1 W	8
HARTE.....	100.6	1 W	7
ALSCO.....	106.9	1 W	20
BRADFORD.....	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
VISTA ROBLES.....	198.9	1 E	34
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, F 3 and 4.....	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
ADELAIDE.....	202.3	1 E	.....
McLEAN.....	230.1	1 W	.....
ISALIAH (F 3, Tues. & Fri.) (F 4, Wed. & Sat.) for mail.....	230.5	No Siding	.....
CROMBERG, F 3 and 4.....	303.5	1 E	6
TWO RIVERS, F 3 and 4.....	305.9	No Siding	.....
FEATHER RIVER INN, F 3 and 4.....	309.3	1 E	2
GRAEAGLE.....	310.4	1 W	.....
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	2.13	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				

RAILROAD SURGEONS

DR. THOMAS W. HUNTINGTON, Chief Surgeon.....	San Francisco
DR. A. R. KILGORE, Local Surgeon.....	San Francisco
DR. E. S. KILGORE, Assistant Local Surgeon.....	San Francisco
DR. H. S. THOMSON, Assistant Local Surgeon.....	San Francisco
DR. L. P. HOWE, Consulting Surgeon.....	San Francisco
DR. H. E. MILLER, Dermatologist.....	San Francisco
DR. M. H. WOOLSEY, Oculist.....	San Francisco
DR. S. E. EVERINGHAM, Local Surgeon.....	Oakland
DR. E. E. BRINCKERHOFF, Oculist.....	Oakland
DR. S. H. BUTEAU, Consulting Surgeon.....	Oakland
DR. ALVIN POWELL, Consulting Surgeon.....	Oakland
DR. CHANNING HALL, Local Surgeon.....	Alameda
DR. F. W. SIMPSON, Local Surgeon.....	Berkeley
DR. F. W. BROWNING, Local Surgeon.....	Hayward
DR. LUTHER MICHAEL, Local Surgeon.....	San Leandro
DR. J. HAL. COPE, Local Surgeon.....	Pleasanton
DR. J. K. WARNER, Local Surgeon.....	Livermore
DR. ELLIS HERBERT, Acting Local Surgeon.....	Stockton
DR. J. P. HULL, Acting Assistant Local Surgeon.....	Stockton
DR. BARTON J. POWELL, Oculist.....	Stockton
DR. DEWEY POWELL, Assistant Oculist.....	Stockton
DR. C. B. JONES, Local Surgeon.....	Sacramento
DR. S. J. WELLS, Assistant Local Surgeon.....	Sacramento
DR. W. E. BRIGGS, Oculist.....	Sacramento
DR. G. W. STRATTON, Local Surgeon.....	Marysville
DR. E. A. KUSEL, Local Surgeon.....	Oroville
DR. W. W. PETERSON, Local Surgeon.....	Quincy
DR. S. M. SPROAT, Division Surgeon.....	Portola
DR. W. A. LAVERY, Local Surgeon.....	Loyalton
DR. S. K. MORRISON, Local Surgeon.....	Indian Wells
DR. C. W. WEST, Assistant Local Surgeon.....	Indian Wells
DR. FRED S. RYAN, Local Surgeon.....	San Francisco

In all cases of serious emergency, medical attention will be secured injured patients with the greatest possible expedition, whether such attention is required by Railroad Surgeon or not, always making proper effort to secure attendance of physician and turning patient over to Railroad Surgeon at first opportunity. For ordinary illness and slight injuries the Railroad will not be responsible for the services 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 which taken.

C. L. FIKE,
Trainmaster,
Stockton.

J. P. McSWEENEY,
Trainmaster,
Portola.

J. J. DUGGAN,
Chief Train Dispatcher
Sacramento.

E. T. GALLAGHER,
Night Chief Train Dispatcher,
Sacramento.