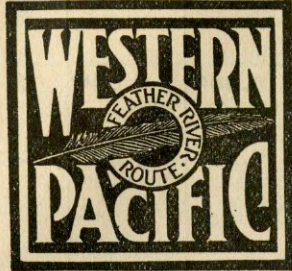


THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME

6

TABLE

In Effect 12:01 A. M. "Pacific" Time
SUNDAY, MAY 3, 1925

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.

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 6 May 3, 1925	Distance from Stockton Yard	FIRST CLASS			SECOND CLASS			Capacity of Sidings
	92	62	78	4	2				1	3	61	77	91		
	Local Freight	Fast Freight	Fast Freight	Pacific Express	Scenic Limited				Scenic Limited	Pacific Express	Fast Freight	Fast Freight	Local Freight		
	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.		
W. F. O.				7.20PM	9.20AM	0.0	DN SAN FRANCISCO Go	94.3	5.45PM	7.45AM					
B. R. P.				s 7.55	s 9.50	3.5	WESTERN PACIFIC MOLE	90.8	s 5.15	s 7.15					
F. W. T. O. P. B. R. K.	7.30AM	2.30AM	10.00PM	8.00	9.55	5.5	DN OAKLAND YARD Md	88.8	5.10	7.05	8.00PM	2.00AM	2.45PM	Yard	
	7.40	2.35	10.05	s 8.10	s 10.00	6.7	OAKLAND	87.6	s 5.05	s 7.00	7.50	1.50	2.30		
	7.55	2.59	10.25	f 8.18	10.08	7.9	S. P. Crossing	87.0							
						7.9	S. P. Crossing	86.4							
						9.8	FRUITVALE	84.5	4.50	f 6.43	7.35	1.35	2.10	18	
						10.5	MELROSE	83.8						10	
P.	8.10	3.15	10.38	8.25	10.15	13.5	ELMHURST	80.8	4.40	f 6.32	7.15	1.20	1.42	40	
P.	8.25	3.30	10.45	f 8.28	10.18	14.9	D SAN LEANDRO Dr	79.4	4.37	f 6.29	7.10	1.14	1.35	40	
P.	8.55	3.50	11.05	f 8.38	10.27	20.5	D HAYWARD Hy	73.8	4.27	f 6.19	6.40	12.50	1.00	43	
	9.20	4.10	11.25	f 8.48	10.36	26.7	DECOTO	67.6	4.16	f 6.09	6.10	12.20AM	12.25	19	
W. Y. P.	9.35	4.25	11.55PM	f 8.56	s 10.42	29.8	DN NILES Cn	64.5	s 4.11	f 6.04	5.55	11.55PM	12.05PM	50	
						30.4	S. P. Crossing	63.9							
P.	10.00	4.50	12.15AM	f 9.11	10.53	36.1	D SUNOL Sb	58.2	3.59	f 5.50	5.30	11.30	11.30AM	28	
P.	10.25	5.08	12.29	f 9.21	11.02	41.6	D PLEASANTON Tn	52.7	3.50	f 5.40	5.10	11.12	11.02	33	
						42.8	S. P. Crossing	51.5							
						43.0	S. P. Crossing	51.3							
W. P.	11.13	5.30	12.45	f 9.33	11.13	47.7	D LIVERMORE Vn	46.6	3.40	f 5.30	4.45	10.55	10.20	35	
P.	11.48AM	6.05	1.15	f 9.52	11.30	56.6	ALTAMONT	37.7	3.24	f 5.12	4.15	10.30	9.40	46	
	12.03PM	6.15	1.25	9.57	11.35	59.2	REDMOND OUT	35.1	3.17	5.04	4.00	10.20	9.25	38	
P.	12.19	6.30	1.40	f 10.04	11.42	63.0	MIDWAY	31.3	3.07	f 4.53	3.40	10.04	9.10	38	
W. Y. P.	12.50	7.00	2.05	f 10.17	11.56	71.9	DN CARBONA Cb	22.4	2.49	f 4.33	2.49	9.05	8.35	82	
F. P.	12.57	7.10	2.10	f 10.21	11.59AM	74.0	D LYOTH Ky	20.3	2.45	f 4.29	2.35	8.53	8.25	22	
P.	1.40	7.40	2.31	f 10.35	12.13PM	82.8	NILEGARDEN	11.5	2.31	f 4.15	1.55	8.28	7.50	Spur 1 W. 17	
P.	1.50 2.29	7.45	2.35	f 10.37	12.15	83.9	LATHROP	10.4	2.29	f 4.13	1.50	8.25	7.45	65	
P.	3.00	8.05	2.53	10.47	12.25	90.6	ORTEGA	3.7	2.19	4.03	1.25	8.05	7.15	50	
						93.3	A. T. & S. F. Crossing	1.0							
P.	3.20	8.20	3.05	s 11.00	s 12.35	93.9	STOCKTON	0.4	s 2.10	s 3.55	1.10	7.50	6.55		
F. W. T. O. P. B. R. K.	3.30PM	8.30AM	3.10AM	11.10PM	12.37PM	94.3	DN STOCKTON YARD Sn	0.0	2.00PM	3.45AM	1.00PM	7.45PM	6.45AM	Yard	
	Arrive Mon., Wed., Fri.	Arrive Daily	Ar. Daily Ex. Monday	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Tues., Thurs., Sat.		
	8.00	6.00	5.10	3.15	2.47		Time over Subdivision		3.15	3.30	7.00	6.15	8.00		
	11.1	14.8	17.1	27.9	32.6		Average Speed per Hour		27.9	25.9	12.6	14.2	11.1		

Yard Limits: Oakland, Niles, Carbona and Stockton. Oakland Yard extends from W. P. Mole to yard limit board located at M. P. 12.5. Stockton Yard extends from yard limit board at west end of bridge 89.82 to yard limit board east of Stockton Yard.
Street crossing Third and Broadway, Oakland, must not be blocked by passenger trains, regardless of the number of cars in train.
Tracks between a point 100 feet west of the west line of Washington Street and 100 feet east of the east line of Franklin Street, Oakland, must not be used for meeting or passing trains.

Westward Trains are superior to Eastward Trains of the same class.
At Ortega eastward trains must stop at STOP board and be governed by Rule 98.
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.
Joint W. P. and S. P. drill track between Melrose and Elmhurst must not be used for meeting or passing trains.
Nos. 1 and 2 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

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.

Fuel, Water, Tons, Yards, Bulletin, Register, Standard, Clocks	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 6. May 3, 1925.		Distance from Oroville	FIRST CLASS		SECOND CLASS				Capacity of Stairs		
	96	94	62	78	4	2		STATIONS Telegraph Offices and Calls			1	3	61	77	93	95			
	Local Freight Leave Mon., Wed. & Fri.	Local Freight Leave Tues., Thurs. & Sat.	Fast Freight Leave Daily	Fast Freight Leave Daily Ex. Monday	Pacific Express Leave Daily	Scenic Limited Leave Daily		Scenic Limited Arrive Daily	Pacific Express Arrive Daily		Scenic Limited Arrive Daily	Pacific Express Arrive Daily	Fast Freight Arrive Daily	Fast Freight Arrive Daily Ex. Saturday	Local Freight Arrive Mon., Wed. & Fri.	Local Freight Arrive Tues., Thurs. & Sat.			
F. W. T. O. B. R. K. P.		8.00AM	9.30AM	3.45AM		11.10PM	12.37PM	94.3	DN STOCKTON YARD	Sn	110.9	2.00PM	3.45AM		12.01PM	7.00PM	4.15PM		Yard
P.		8.45	9.55	4.15		f 11.28	12.53	95.2	S. P. Crossing		110.0								71
P.		9.10	10.10	4.30		f 11.35	1.00	104.9	D KINGDON	Dj	100.3	1.44	f 3.26		11.10AM	6.35	3.35		52
W. P.		9.30	10.30	4.42		f 11.43	f 1.08	109.6	BRACK		95.6	1.36	f 3.17		10.45	6.20	3.20		54
P.		10.00	10.45	4.56		f 11.52PM	1.17	114.0	D THORNTON	Nh	91.2	1.29	f 3.09		10.30	6.06	3.05		43
P.		10.20	11.00	5.15		f 12.03AM	1.27	118.7	GLANNAVALE		86.5	1.17	f 2.59		10.00	5.50	2.50		70
P.		10.35	11.15	5.30		f 12.10	1.34	124.8	D FRANKLIN	Fr	80.4	1.03	f 2.48		9.40	5.35	2.30		22
P.								133.7	RUNYON		76.3	12.55	f 2.40		9.25	5.22	2.15		Spur 1 E 3
F. W. P.		11.05	11.40	6.00AM		f 12.25	1.47	136.4	OORDOVA		71.5								64
O. Y. K. P.		11.20AM	11.50AM			s 12.50	s 2.00	138.7	JEFFERY SHOPS	Js	68.8	12.42	f 2.25		9.00	5.00PM	1.47		34
P.		11.40AM	12.23PM					140.9	S. P. Crossing		66.5	s 12.35	s 2.10		8.35		1.25		
P.		12.13PM	12.50					144.0	SACRAMENTO	Ds Sr	64.3								71
W. P.		12.45	1.20					150.7	S. N. Crossing		61.2	12.23	f 1.53		8.15		12.23PM		70
P.		1.45	2.15					152.6	DEL PASO		54.5	12.13	f 1.42		7.50		11.35AM		65
W. P.		2.25	2.45					156.2	S. N. Crossing		52.6								Spur 2 E 12
P.		3.22	3.22					162.1	COUNSMAN		49.0	12.02PM	f 1.30		7.30		11.00		81
P.		4.00	3.50					172.6	S. N. Crossing		43.1		f						54
P.		4.30	4.15					178.2	PLEASANT GROVE	Gv	32.6	11.38AM	f 12.57		6.35		9.55		50
F. W. T. O. Y. B. R. K. P.		7.00AM	4.45PM	4.30PM				180.3	TROWBRIDGE		27.0								62
B. R. K. P.		7.20AM	5.40PM					185.9	ARBOGA		26.3	s 11.27	s 12.45		6.10		9.20		72
		Arrive Mon., Wed. & Fri.	Arrive Tues., Thurs. & Sat.	Arrive Daily	Arrive Daily Ex. Monday			193.0	S. N. Crossing		24.9								55
		.20	8.45	7.00	2.15			199.5	MARYSVILLE	Ms	19.3	11.14	f 12.27		5.35		8.50		
		6.6	12.4	15.5	18.7			203.0	S. P. Crossing		12.2	11.04	f 12.16		5.10		8.20		
								205.2	TAMBO		5.7	10.55	s 12.05AM		4.50		7.50		
									ORAIG		2.2	10.49	11.59PM		4.30AM		7.30AM	3.49PM	Yard
									PALERMO	Mo	0.0	10.45AM	11.55PM		3.30AM			3.35PM	
									OROVILLE YARD	Yd									
									OROVILLE	Vi									
												Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Saturday	Leave Mon., Wed. & Fri.	Leave Tues., Thurs. & Sat.	
									Time over Subdivision			3.15	3.50		7.31	2.00	8.45	.14	
									Average Speed per Hour			35.0	28.9		14.4	21.0	12.4	9.3	

Yard Limits: Stockton, Sacramento, Marysville and Oroville. Stockton Yard extends from yard limit board at west end of bridge 89.82 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. 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.

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.

Stockton Yard: All trains and yard engines will observe the following in connection with North Channel line:

All westerly trains and yard engines will stop and sound whistle at a distance of not more than 50 feet from and before passing over Lower Sacramento Road Crossing. Trains and yard engines in an easterly direction will not exceed 6 miles an hour passing over this crossing. Trains and yard engines, in either direction, with car or cars ahead of engine, must come to a stop and be preceded by a flagman over crossing for the purpose of warning highway traffic.

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 insure full protection around curve just west of passenger station, Oroville.

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

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 Block System signals governing The Joint Track are located as follows:

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 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 Block System 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.—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.

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

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. 6		Distance from Portola	FIRST CLASS			SECOND CLASS			Capacity of Sidings		
	98	96	62	4	2		May 3, 1925.			1	3	61	95	97				
	Local Freight	Local Freight	Fast Freight	Pacific Express	Scenic Limited		STATIONS			Scenic Limited	Pacific Express	Fast Freight	Local Freight	Local Freight				
	Leave Tues., Thurs., Sat.	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily		Telegraph Offices and Calls	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Mon., Wed., Fri.					
B. R. K. P.		7.20AM	5.40PM		3.15AM	4.05PM	205.2	2S	OROVILLE	Vi	116.3	s 10.35AM	s 11.45PM		3.15AM	3.35PM		55
P.		7.49	6.04		3.33	4.19	212.4		LAND		109.1	10.21	11.24		2.36	3.06		Yard
P.		7.50	6.05		f 3.34	4.20	212.8		BIDWELL		108.7	10.20	f 11.23		2.35	3.05		75
W. P.		8.20	6.25		f 3.45	4.29	217.6		BLOOMER		103.9	10.10	f 11.12		2.15	2.40		54
P.		8.35	6.40		f 3.55	f 4.37	221.5		LAS PLUMAS		100.0	10.02	f 11.02		1.55	2.23		10
P.		8.45	6.50		f 4.03	4.45	224.4	D	BERRY CREEK	Bk	97.1	9.57	f 10.53		1.45	2.10		55
W. P.		9.00	7.10		f 4.13	4.56	228.6		BLINZIG		92.9	9.48	f 10.40		1.25	1.50		13
P.		9.10	7.20		4.19	5.03	231.1		DAVID		90.4	9.41	10.33		1.15	1.40		65
P.		9.32	7.40		f 4.28	5.12	235.3		POE		86.2	9.32	f 10.24		1.00	1.20		48
F. W. P.		10.00	8.05		s 4.44	5.23	239.3	DN	PULGA	Bg	82.2	9.23	s 10.12		12.40	1.00		55
P.		10.40	8.35		f 4.57	5.34	243.8		CRESTA		77.7	9.13	f 9.56		12.15AM	12.25		29
W. P.		11.05	9.00		f 5.07	5.45	247.6		MERLIN		73.9	9.04	f 9.46		11.55PM	12.10PM		55
P.		11.30AM	9.32		f 5.24	5.59	253.2		TOBIN		68.3	8.51	f 9.32		11.25	11.40AM		60
W. P.		12.30PM	10.05		s 5.45	6.18	260.0	DN	BELDEN	Bn	61.5	8.34	s 9.13		10.50	11.05		63
		12.45	10.10		f 5.55	6.22	261.7		HOWELLS		59.8	8.30	f 9.04		10.40	10.45		15
P.		1.00	10.25		f 6.04	6.30	264.7		RICH		56.8	8.24	f 8.53		10.25	10.30		54
W. P.		1.30	11.00		f 6.20	6.45	270.4		VIRGILIA		51.1	8.12	f 8.38		10.05	10.00		48
P.		2.30	11.20		f 6.30	6.54	273.8		TWAIN		47.7	8.05	f 8.28		9.50	9.10		68
P.		3.00	11.40		s 6.50	s 7.06	277.6		PAXTON	Xn	43.9	s 7.57	s 8.18		9.35	8.45		23
F. W. P. R.	8.15AM	3.20PM	11.55PM		s 7.05	7.18	281.1	DN	KEDDIE	Kd	40.4	7.47	s 8.03		9.25	8.15AM	2.30PM	58
P.	9.00		12.30AM		s 7.31	s 7.40	287.9	2S	QUINCY JUNCTION	Rt	33.6	s 7.31	s 7.40		9.00		2.00PM	53
							294.3		WILLIAMS LOOP		27.2							
W. P.	10.30		1.05		s 7.58	8.02	296.7	2S	SPRING GARDEN	Sg	24.8	7.14	s 7.12		8.35		11.30AM	67
P.	11.30AM		1.30		s 8.12	8.14	301.7	D	SLOAT	So	19.8	7.04	s 6.59		8.14		10.30	52
W. P.	1.00PM		2.05		s 8.42	s 8.40	310.4	2S	BLAIRSDEN	Ba	11.1	s 6.48	s 6.36		7.35		8.42	48
P.	1.30		2.20		s 8.53	8.48	313.7	D	OLIO	C	7.8	6.40	s 6.25		7.20		8.25	47
F. W. T. O. P. Y. B. R. K.	2.15PM		2.50AM		s 9.15AM	s 9.10PM	321.5	DN	PORTOLA	Ki	0.0	6.25AM	6.05PM		6.45PM		8.00AM	Yard
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed. & Fri.	Arrive Daily		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily	Leave Tues., Thurs. & Sat.	Leave Mon., Wed. & Fri.	
	6.00	8.00	9.10		6.00	5.05			Time over Subdivision			4.10	5.40		8.30	7.20	6.30	
	6.7	9.9	12.6		19.3	22.8			Average Speed per Hour			27.9	20.5		13.7	10.8	6.2	

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

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.

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.

Keddies is register station for Nos. 95, 96, 97 and 98.

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.

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

Mallet engines must not be used on sidings at Howells.

Mallet engines may back in at Paxton to pick up or set out cars.

Engines must not use run-around tracks at Paxton unless absolutely necessary.

Engines must not use Tail Track, Paxton, beyond a point 300 feet west of the Indian Valley Railroad connection.

Passenger trains approaching road crossing at first cut west of Quincy Junction must sound engine whistle frequently and keep bell ringing.

The following will govern use of retainer valves on westward freight trains, Portola to Bloomer:

When the gross weight of train does not exceed 33 tons per car, turn up retainer valve on the first car back of engine and on each fourth car throughout the train. If the gross weight of train exceeds 33 tons and is less than 45 tons per car, turn up retainer valves on the five head cars and on every third car throughout the train. If the gross weight of train is 45 tons or more per car, turn up retainer valves on the five head cars and on every second car throughout the train. When retainers are turned up the handle will be placed in the low pressure position, which is horizontal. Should wheels show a tendency to heat, retainers must be alternated.

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, Tables, Scales, Ways, Bulletin Registers, Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 6 May 3, 1925	Distance from Gerlach	FIRST CLASS			SECOND CLASS			Capacity of Sidings		
	62 Fast Freight			4 Pacific Express		2 Scenic Limited				1 Scenic Limited			3 Pacific Express		61 Fast Freight			
	Leave Daily			Leave Daily		Leave Daily				Arrive Daily			Arrive Daily		Arrive Daily			
F. W. T. O. P. Y. B. R. K.			3.50AM		9.30AM	9.20PM	321.5	DN	PORTOLA	Ki	116.9	s	6.15AM	s	5.50PM		5.35PM	Yard
P.			4.00		9.40	9.27	324.2		GULLING JUNCTION		114.2		6.06		5.40		5.25	
Y.P.			4.07	f	9.44	9.31	326.1		CALPINE JUNCTION		112.3		6.03	f	5.37		5.20	18
P.			4.15	s	9.52	9.35	328.2	D	HAWLEY Loyalton Branch Crossing	Jc	110.2		5.59	s	5.33		5.08	88
P.			4.30	f	10.00	9.43	332.5		HINDOO		105.9		5.53	f	5.22		4.50	59
W.P.			4.55	s	10.16	9.55	339.7	DN	OHILCOOT	Ch	98.7		5.43	s	5.10		4.25	61
Y.P.			5.05	s	10.32	10.01	341.7	D	RENO JUNCTION	Jn	96.7		5.37	s	4.58		4.15	66
P.			5.29	f	10.40	10.09	346.1		SCOTTS		92.8		5.29	f	4.38		3.55	56
P.			5.50	f	10.53	10.20	352.2		RED ROCK		86.2		5.16	f	4.25		3.30	54
			6.00	f	10.59	10.26	355.6		CONSTANTIA		82.8		5.09	f	4.18		3.15	Spur 1 W 45
F.W.P.			6.10	f	11.06	10.33	358.3	DN	OMIRA	Ma	80.1		5.03	f	4.11		3.00	55
P.			6.30	s	11.17	10.41	363.0	D	DOYLE	Do	75.4		4.53	s	3.59		2.40	59
P.			7.00	f	11.30	10.54	371.6	D	HACKSTAFF	Hf	66.8		4.40	f	3.41		2.16	42
W.P.			7.20	f	11.39	11.04	377.7		CALNEVA, CAL.		60.7		4.31	f	3.31		2.00	56
P.			7.50	f	11.48AM	11.14	384.0		FLANIGAN, NEV.	Bu	54.4		4.22	f	3.21		1.35	53
P.							384.8		S. P. Crossing		53.6							
P.			8.25	f	12.07PM	11.30	393.6	DN	SAND PASS	Pa	44.8		4.08	f	3.05		1.05	60
P.			9.10	f	12.26	11.49PM	405.1		SANO		33.3		3.50	f	2.45		12.26PM	59
W. 4 miles P. west			9.55	f	12.48	12.10AM	416.3		REYNARD		22.1		3.33	f	2.23		11.40AM	60
P.			10.25	f	1.02	12.24	424.1		BRONTE		14.3		3.21	f	2.07		11.20	81
P.			10.55	f	1.15	12.37	430.7		PHIL		7.7		3.11	f	1.53		10.55	82
F. W. Y. B. R. K. P.			11.30AM	s	1.30PM	s 12.50AM	438.4	DN	GERLACH	Gr	0.0		3.00AM		1.40PM		10.30AM	Yard
			Arrive Daily		Arrive Daily	Arrive Daily							Leave Daily		Leave Daily		Leave Daily	
			7.40		4.00	3.30			Time over Subdivision				3.15		4.10		7.05	
			15.2		29.2	33.4			Average Speed per Hour				35.9		28.0		16.5	

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

Yard Limits: Portola 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.

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

Eastward FIRST SUBDIVISION "A"—SAN JOSE BRANCH. Westward

Table with columns for Second Class (178 Freight), First Class (102 Passenger), and Time Table No. 6 (May 3, 1925). Includes stations like Niles, Niles Junction, Irvington, Warm Springs, Milpitas, Berryessa, East San Jose, and San Jose. Lists arrival and departure times and distances.

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 M. P. 16.2. Maximum speed for passenger trains 25, freight trains 20 miles an hour. (See Rule 847.)

Eastward FOURTH SUBDIVISION "D"—RENO BRANCH. Westward

Table with columns for Second Class (220 Freight), First Class (202 Passenger, 204 Passenger), and Time Table No. 6 (May 3, 1925). Includes stations like Reno Junction, Plumas, Peavine, Copperfield, Anderson, and Reno. Lists arrival and departure times and distances.

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 847.)

Road crossings east and west Nevada Transportation Company warehouse, Reno, must be flagged and caution used in switching this track. Caution must be used in approaching East 6th Street, Reno.

Eastward FIRST SUBDIVISION "B"—CARBONA BRANCH. Westward

Table with columns for Time Table No. 6 (May 3, 1925) and STATIONS (Carbona, Kerlinger, River Rock, Moy). Lists arrival and departure times and distances.

Westward Trains are superior to Eastward Trains of the same class. Derail on main track M. P. 3.3. lock for derail when not in use. Maximum speed 12 miles an hour. (See Rule 847.)

Eastward FOURTH SUBDIVISION "A"—GULLING BRANCH. Westward

Table with columns for Time Table No. 6 (May 3, 1925) and STATIONS (Gulling Junct., Grizzly, Gulling). Lists arrival and departure times and distances.

Westward Trains are superior to Eastward trains of the same class. Maximum speed 12 miles an hour. (See Rule 847.)

Eastward FOURTH SUBDIVISION "B"—CALPINE BRANCH. Westward

Table with columns for Second Class (314 Mixed), Time Table No. 6 (May 3, 1925), and Second Class (313 Mixed). Includes stations like Calpine Junct., Summitt, Davies Junct., and Calpine. Lists arrival and departure times and distances.

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 clearance card at Calpine Junction. Yard Limits: Calpine yard extends to 200 feet west of Davies Junction. Maximum speed 15 miles an hour. (See Rule 847.)

Eastw'd FOURTH SUBDIVISION "C"—LOYALTON BRANCH. Westw'd

Table with columns for Second Class (416 Mixed), Time Table No. 6 (May 3, 1925), and Second Class (415 Mixed). Includes stations like Glover Valley Jct., Hawley, and Loyalton. Lists arrival and departure times and distances.

Westward Trains are superior to Eastward Trains of the same class, except No. 416 is superior to No. 415. Maximum speed 15 miles an hour. (See Rule 847.)

SPECIAL RULES

SPEED RESTRICTIONS

GENERAL

Maximum speed passenger trains 50, freight and mixed trains 30, miles an hour. (See Rule 847.)

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

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

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

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

Maximum speed for consolidation and mikado engines: When running light or handling freight or mixed trains, 30 miles an hour; when handling passenger trains, 40 miles an hour. Maximum speed for mallet engines: 20 miles an hour. Passenger engines: Classes 71 and 86, when running light, 30 miles an hour.

FIRST SUBDIVISION

Trains must not exceed 8 miles an hour between Washington and Franklin Streets, Oakland.

Within city limits of Oakland maximum speed for passenger trains 15, freight trains 10, 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 must use 2, freight and mixed trains 4, minutes passing through Tunnel No. 1.

All trains must restrict speed to 10 miles an hour within city limits of Pleasanton and Livermore.

Freight trains must not exceed 20 miles an hour between M. P. 52 and Valpico.

Passenger trains must not exceed 25, freight trains 15, miles an hour at M. P. 58.8.

Passenger trains must not exceed 20, freight trains 15, miles an hour over San Joaquin River drawbridge.

Trains must reduce to 8 miles an hour between A. T. & S. F. crossing and Park Street, Stockton.

SECOND SUBDIVISION

Passenger trains must not exceed 20, freight trains 15, miles an hour over Mokelumne River drawbridge.

Trains must reduce speed to 15 miles an hour between "C" and "Y" Streets, Sacramento.

THIRD SUBDIVISION

Speed for 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.

Trains handling logs, Bidwell to Oroville Yard, must not exceed 15 miles an hour.

Passenger trains must use 3, freight and mixed trains 5, minutes passing through Tunnel No. 35.

FOURTH SUBDIVISION

Passenger trains must not exceed 35, freight trains 20, miles an hour between M. P. 409 and 430.

Freight trains must not exceed 20 miles an hour between Reno Junction and Constantia, and between Flanigan Pit and Sano.

Passenger trains must use 4, freight and mixed trains 8, minutes passing through Tunnel No. 37.

MISCELLANEOUS

If either a mallet or mikado engine is used to double-head a freight train, it must be separated from the other engine by at least 10 cars.

Rule 1076, Rules and Regulations of Transportation Department, is not effective on Western Division.

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. 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 1800 feet east and 1280 feet 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. 43.0. 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 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 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. Following are whistle signals:

Main line to wye, either leg, one long, one short.

Wye to main line, either leg, one short, one long.

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.

San Jose Branch. S. P. crossing M. P. 20.3. Interlocked. Two-arm home signal 812 feet west of the crossing. Upper arm governs movement of trains on main track, Lower arm governs movement of trains to the Fifth Street Spur. Home signal 454 feet east of the crossing. No distant signals.

San Jose Branch. S. P. crossing M. P. 23.0. Interlocked. Home signals 455 feet east and 539 feet west of the crossing. No distant signals.

TUNNEL SIGNALS.

Automatic Block System 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.

Head lights must be burning passing through Tunnels 1, 4, 5, 23, 33, 35 and 37.

DRAWBRIDGE SIGNALS.

San Joaquin River drawbridge, located at M. P. 80.4 interlocked. Home signals located 650 feet east and 600 feet west of bridge indicate position of draw. Distant signals 2000 feet east and west of home signals.

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 Subdivision, Eastward	1450 tons;
Westward	1400 tons.
Second Subdivision, Eastward	car limit;
Westward	car limit.
Third Subdivision, Eastward	1150 tons;
Westward	car limit.
Fourth Subdivision, Eastward	1750 tons;
Westward	1600 tons.
Mallet Engines.	
Third Subdivision, Eastward	2200 tons;
Westward	car limit.
Mikado Engines.	
Fourth Subdivision, Eastward	2500 tons;
Westward	2250 tons.

The rating for passenger engines on the second subdivision will be 2200 tons and on other subdivisions will be 65% of the consolidation engine rating.

Reno Branch Rating: Eastward, Reno Jct. to Copperfield, consolidation engine 1100 tons, passenger engines 650 tons. Copperfield to Reno, car limit. Westward, Reno to Copperfield, consolidation engines 700 tons, passenger engines 500 tons. Copperfield to Reno Jct., car limit.

The tonnage rating is based on the maximum grade on each subdivision. 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.

FOLLOWING DESIGNATED WATCH INSPECTORS:

S. A. Pope, Supervisor of Time Service, San Francisco.	
San Francisco, Calif.	H. W. Copp, 696 Third St.
Oakland, Calif.	H. Bullard, 1788 Seventh St.
San Jose, Calif.	Cheney & Pruett, 92 So. First St.
Stockton, Calif.	Conrad Mantle, 334 E. Weber St.
Sacramento, Calif.	H. T. Harger, 1008 "K" St.
Oroville, Calif.	O. W. Halstead.
Reno, Nevada.	R. Herz & Bros

**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	15.9	1 E	14
SORENSEN	22.1	1 W	9
PABRICO	27.8	1 E	20
EBERLY	28.9	Siding	21
ROCKMILL	30.8	1 E	31
HACIENDA	39.7	1 W	5
TREVARNO, F 3 and 4	49.0	1 W	13
GOECKEN	53.9	1 E	5
VALPICO	68.3	Siding	30
LUDWIG	73.0	1 E	7
RHODES	75.6	1 W	5
FITZ	77.3	1 E	17
SAN JOAQUIN RIVER, F 3, 500 feet W.	80.4	No Siding	....
FRENCH CAMP	88.6	1 W	8
HARTE	100.5	1 W	7
ALSCO	106.9	1 W	20
VILLINGER	107.8	1 W	17
BRADFORD	119.0	1 W	....
ALBERT	127.2	1 W	10
BOMBAY	146.4	1 W	18
STRAUCH	148.4	1 E	4
SANKEY	152.9	1 E	4
VISTA ROBLES	198.8	1 E	34
ADELAIDE	202.8	1 E	....
McLEAN	230.1	1 W	....
ISAIAH (F 3, Tues. & Fri.) (F 4, Wed. & Sat.) for mail	230.5	No Siding	....
INTAKE, F 3 and 4	232.0	No Siding	....
MAYARO, F 3 and 4	240.9	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	264.6	No Siding	....
SPANISH PEAK	272.6	1 W	70
GRAY'S FLAT, F 3, 4, 95 and 96	273.7	No Siding	....
SIERRA, F 3 and 4	285.5	....	....
GOLDEN	290.2	1 E	9
MASSACK, F 3 and 4	292.3	1 E	12
303.3	1 E	6	
CROMBERG, F 3 and 4	305.9	No Siding	....
TWO RIVERS, F 3 and 4	307.0	1 W	3
PENMAN	309.3	1 E	2
FEATHER RIVER INN, F 3 and 4	310.4	1 W	....
GRAEAGLE	320.1	1 E	150
DELLEKER	327.0	No Siding	....
BECKWITH, S 3 and 4			

RAILROAD SURGEONS

DR. T. W. HUNTINGTON, Chief Surgeon	San Fran
DR. A. R. KILGORE, Division Surgeon	San Fran
DR. E. S. KILGORE, Division Surgeon	San Fran
DR. H. S. THOMSON, Assistant Local Surgeon	San Fran
DR. L. P. HOWE, Consulting Surgeon	San Fran
DR. H. E. MILLER, Dermatologist	San Fran
DR. M. H. WOOLSEY, Oculist	San Fran
DR. S. E. EVERINGHAM, Local Surgeon	Oak
DR. DAVID HIBBS, Assistant Local Surgeon	Oak
DR. E. E. BRINCKERHOFF, Oculist	Oak
DR. S. H. BUTEAU, Consulting Surgeon	Oak
DR. ALVIN POWELL, Consulting Surgeon	Oak
DR. CHANNING HALL, Local Surgeon	Ala
DR. F. W. SIMPSON, Local Surgeon	Ber
DR. LUTHER MICHAEL, Local Surgeon	San Lea
DR. F. W. BROWNING, Local Surgeon	Hay
DR. FRED S. RYAN, Local Surgeon	Sar
DR. HENRY G. ZANGER, Assistant Local Surgeon	Sar
DR. J. HAL. COPE, Local Surgeon	Pleas
DR. J. K. WARNER, Local Surgeon	Liver
DR. ALLAN POWERS, Local Surgeon	T
DR. ELLIS HERBERT, Acting Local Surgeon	Sto
DR. J. P. HULL, Assistant Local Surgeon	Sto
DR. BARTON J. POWELL, Oculist	Sto
DR. DEWEY POWELL, Assistant Oculist	Sto
DR. C. B. JONES, Local Surgeon	Sacra
DR. S. J. WELLS, Assistant Local Surgeon	Sacra
DR. W. E. BRIGGS, Oculist	Sacra
DR. G. W. STRATTON, Local Surgeon	Mary
DR. E. A. KUSEL, Local Surgeon	Or
DR. W. W. PETERSON, Local Surgeon	Q
DR. S. M. SPROAT, Division Surgeon	Pe
DR. W. A. LAVERY, Local Surgeon	Loy
DR. S. K. MORRISON, Local Surgeon	Re
DR. C. W. WEST, Assistant Local Surgeon	Re
DR. GEORGE LEVY, Local Surgeon	Gerla

P. D. BARRY,
Trainmaster,
Stockton.

J. P. McSWEENEY,
Trainmaster,
Portola.

J. J. DUGGAN,
Chief Train Dispatcher,
Sacramento.

P. R. LEO,
Night Chief Train Dispatcher,
Sacramento.