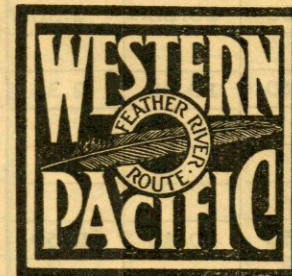


THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME

9

TABLE

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

SUNDAY, JUNE 9, 1929

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.

J. 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, Fonce, Tables, Scales, Wyes, Bullets, Register Stations, Standard Clocks.	SECOND CLASS						FIRST CLASS		Distance from San Francisco	Time Table No. 9		Distance from Portola	FIRST CLASS		SECOND CLASS			Capacity of Sidings	
	98	96	62	74	54	84	4	2		June 9, 1929			1	3	61	95	97		
	Local Freight	Local Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Pacific Express	Scenic Limited		STATIONS	Telegraph Offices and Calls		Scenic Limited	Pacific Express	Fast Freight	Local Freight	Local Freight		
Leave Tues. Thurs. & Sat.	Leave Mon. Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Mon. Wed. & Fri.					
B. R. K. P.		7.20AM	5.12PM	12.22PM	6.17AM	12.05AM	4.00AM	4.10PM	205.1	2S	OROVILLE	Vi	116.3	s 5.55AM	s 12.05AM	3.15AM	12.50PM	55	
P.		7.35	5.25	12.35	6.30	12.18	4.08	4.18	209.5		QUARTZ		111.9	5.46	11.55PM	2.56	12.35	50	
		7.49	5.34	12.44	6.39	12.27	4.14	4.24	212.1		LAND		109.3	5.41	11.49	2.47	12.22	Yard	
P.		7.51	5.36	12.46	6.41	12.29	f 4.15	4.25	212.7		BIDWELL		108.7	5.40	f 11.48	2.45	12.20	70	
P.		8.20	5.50	1.00	6.55	12.43	f 4.25	4.35	217.5		BLOOMER		103.9	5.30	f 11.38	2.29	12.05PM	52	
W. P.		8.50	6.19	1.29	7.24	1.12	f 4.44	4.50	224.4	D	BERRY CREEK	Bk	97.0	5.16	f 11.19	2.06	11.40AM	58	
P.		9.20	6.48	1.57	7.52	1.41	5.01	5.07	231.4		DAVID		90.0	5.01	11.01	1.41	11.15	65	
P.		9.37	7.03	2.11	8.06	1.57	f 5.11	5.17	235.2		POE		86.2	4.51	f 10.51	1.26	10.55	74	
F. W. P.		10.10	7.29	2.36	8.31	2.23	s 5.26	5.27	239.1	DN	PULGA	Bg	82.3	4.43	s 10.41	1.10	10.35	90	
P.		10.40	7.52	2.59	8.54	2.46	f 5.38	5.38	243.7		CRESTA		77.7	4.34	f 10.26	12.40	10.05	82	
W. P.		11.05	8.06	3.13	9.07	3.00	f 5.49	5.49	247.5		MERLIN		73.9	4.26	f 10.16	12.25	9.50	48	
P.		11.45	8.25	3.32	9.27	3.20	f 6.04	6.03	253.1		TOBIN		68.3	4.14	f 9.59	12.05AM	9.27	58	
P.		11.59AM	8.33	3.40	9.35	3.28	f 6.10	6.08	255.3		CAMP ROGERS		66.1	4.09	f 9.51	11.55PM	9.15	85	
W. P.		12.30PM	8.59	4.05	10.00	3.59	s 6.26	6.21	260.0	DN	BELDEN	Bn	61.4	3.59	s 9.41	11.35	8.55	90	
		12.45	9.07	4.15	10.10	4.09	f 6.32	6.24	261.8		HOWELLS		59.6	3.55	f 9.31	11.17	8.41	15	
P.		1.00	9.21	4.28	10.23	4.22	f 6.41	6.32	264.6		RIOH		56.8	3.49	f 9.21	11.05	8.30	52	
W. P.		1.30	9.40	4.48	10.43	4.42	f 6.56	6.46	270.3		VIRGILIA		51.1	3.37	f 9.05	10.40	8.05	48	
P.		2.00	9.53	5.00	10.55	4.54	f 7.08	6.55	273.7		TWAIN		47.7	3.30	f 8.56	10.25	7.51	48	
P.		2.45	10.08	5.14	11.09	5.08	s 7.37	s 7.08	277.5		PAXTON	Xn	43.9	f 3.22	s 8.47	10.08	7.37	85	
F. W. P. R.	8.05AM	3.10PM	10.32	5.40	11.35	5.32	s 7.53	7.20	280.9	DN	KEDDIE	Kd	40.5	3.12	s 8.30	9.50	7.15AM	1.00PM	58
P.	8.20		10.54	6.02	11.57AM	5.54	f 8.02	7.28	284.5		SIERRA		36.9	3.06	f 8.17	9.23	12.35	85	
P.	8.50		11.09	6.17	12.12PM	6.09	s 8.18	s 7.40	287.8	2S	QUINCY JUNCTION	Rt	33.6	f 2.58	s 8.10	9.10	12.12PM	74	
P.	9.10		11.28	6.35	12.30	6.27	8.29	7.53	292.6		MASSACK		28.8	2.46	f 7.53	8.54	11.20AM	85	
W. P.	10.15		11.49PM	6.55	12.50	6.47	s 8.47	8.02	296.6	DN	SPRING GARDEN	Sg	24.8	2.39	s 7.37	8.40	11.00	74	
P.	11.05		12.09AM	7.18	1.10	7.07	s 9.03	8.14	301.6	D	SLOAT	So	19.8	2.28	s 7.18	8.14	10.10	48	
P.	11.30AM		12.23	7.32	1.24	7.21	f 9.15	8.24	305.4		TWO RIVERS		16.0	2.21	f 7.05	7.32	9.15	85	
W. P.	12.50PM		12.40	7.49	1.41	7.38	s 9.38	s 8.42	310.3	2S	BLAIRSDEN	Ba	11.1	f 2.11	s 6.52	7.15	8.45	54	
P.	1.20		12.51	8.00	1.52	7.49	s 9.49	8.52	313.6	D	OLIO	C	7.8	2.02	s 6.38	7.03	8.27	63	
P.	1.45		1.10	8.18	2.12	8.08	10.01	9.03	318.7		MABLE		2.7	1.51	6.26	6.45	8.08	85	
F. W. T. O. P. Y. B. R. K.	2.05PM		1.25AM	8.30PM	2.25PM	8.20AM	s 10.10AM	s 9.10PM	321.4	DN	PORTOLA	Ki	0.0	1.45AM	6.20PM	6.35PM	8.00AM	Yard	
	Arrive Tues. Thurs. & Sat.	Arrive Mon. Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Mon. Wed. & Fri.		
	6.00	7.50	8.13	8.08	8.08	8.15	6.10	5.00			Time over Subdivision		4.10	5.45	8.40	5.35	5.00		
	6.8	9.7	14.2	14.3	14.3	14.1	18.9	23.3			Average Speed per Hour		27.9	20.2	13.4	13.6	8.1		

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 Mile Post 206.

Oroville is register station for first class trains only. At Oroville second class and extra trains will not require clearance card unless train order signal is at stop.

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

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, Keddie, Belden and Pulga for train inspection.

Rule 93-A does not apply at Howells. When main track is occupied at this point, protection must be afforded in accordance with Rule 99.

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.

Automatic Block System signals located as follows:

At Oroville, affecting the movement of yard engines and trains between house and industry tracks and main track east of Oroville, Westward signal located at east siding switch Oroville, and Eastward signal located 450 feet west of house track switch Oroville. Both signals govern main track movements.

At Oroville, Automatic Home Signals located at Mile Post 204.5 governing eastward trains, and at Mile Post 205 governing westward trains. The preliminary extends 317 feet east of signal located at Mile Post 205.

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. 9 June 9, 1929	Distance from Gerlach	FIRST CLASS		SECOND CLASS		Capacity of Sidings	
	56	64	62	4	2				1	3	61			
	Fast Freight	Fast Freight	Fast Freight	Pacific Express	Scenic Limited				Scenic Limited	Pacific Express	Fast Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS Telegraph Offices and Calls		Arrive Daily	Arrive Daily	Arrive Daily			
F. W. T. O. P. Y. B. R. K.	10.20 PM	2.25 PM	2.55 AM		10.25 AM	9.20 PM	321.4	DN PORTOLA Ki	116.9	s 1.35 AM	s 5.55 PM	5.35 PM	Yard	
P.	10.30	2.35	3.10		10.32	9.27	324.1	GULLING JUNCTION 2.7	114.2	1.28	5.44	5.24		
P.Y.	10.35	2.40	3.20		f 10.36	9.31	326.1	CALPINE JUNCTION 2.0	112.2	1.24	f 5.39	5.19	18	
P.	10.40	2.45	3.30		s 10.43	9.35	328.1	D HAWLEY Je Loyalton Branch Crossing 4.3	110.2	1.20	s 5.35	5.14	74	
P.	10.49	2.54	3.45		f 10.50	9.43	332.4	HINDOO 7.2	105.9	1.14	f 5.25	5.04	74	
P.W.	11.05	3.10	4.20		s 11.04	9.55	339.6	DN OHILCOOT Ch	98.7	1.05	s 5.10	4.48	74	
P.Y.	11.10	3.15	4.30		s 11.22	10.01	341.7	D RENO JUNCTION Ja 4.3	96.6	1.00	s 5.00	4.35	50	
P.	11.23	3.28	4.50		f 11.29	10.09	346.0	SOOTTS 6.5	92.3	12.51	f 4.33	4.15	74	
P.	11.43	3.48	5.20		f 11.39	10.20	352.5	RED ROCK 5.8	85.8	12.38	f 4.19	3.48	74	
P.	11.59 PM	4.06	5.50		f 11.50 AM	10.31	358.3	OMIRA 4.6	80.0	12.26	f 4.06	3.15	74	
P.W.	12.18 AM	4.25	6.20		s 12.05 PM	f 10.43	362.9	DN DOYLE Do	75.4	f 12.18	s 3.58	2.55	74	
P.	12.35	4.42	6.50		f 12.18	10.56	371.5	HACKSTAFF 6.1	66.8	12.03 AM	f 3.40	2.15	74	
P.	12.48	4.55	7.15		f 12.28	11.06	377.6	CALNEVA, CAL. 6.4	60.7	11.55 PM	f 3.30	2.00	74	
P.	1.01	5.08	7.40		f 12.38	11.16	384.0	FLANIGAN, NEV. 0.3	54.3	11.47	f 3.20	1.45	74	
P.							384.3	S. P. Crossing 9.2	54.0					
P.	1.33	5.40	8.20		f 12.56	11.34	393.5	DN SAND PASS Pa	44.8	11.34	f 3.05	1.20	74	
P.	1.45	5.52	8.35		1.03	11.40	397.4	BRYANT 7.6	40.9	11.26	2.55	1.03	74	
P.	2.08	6.15	9.05		f 1.15	11.52 PM	406.0	SANO 11.1	33.3	11.14	f 2.43	12.30 PM	80	
W. 4 miles P. west	2.45	6.52	9.50		f 1.34	12.11 AM	416.1	REYNARD 7.9	22.2	10.58	f 2.25	11.50 AM	74	
P.	3.03	7.10	10.25		f 1.49	12.25	424.0	BRONTE 6.6	14.3	10.46	f 2.12	11.25	80	
P.	3.17	7.24	11.05		f 2.01	12.38	430.6	PHIL 7.7	7.7	10.36	f 2.01	11.05	80	
F. W. Y. B. R. K. P.	3.35 AM	7.40 PM	11.30 AM		s 2.15 PM	s 12.50 AM	438.3	DN GERLACH Gr	0.0	10.25 PM	1.50 PM	10.40 AM	Yard	
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily		
	5.15	5.15	8.35		3.50	3.30		Time over Subdivision		3.10	4.05	6.55		
	22.3	22.3	13.6		30.5	33.4		Average Speed per Hour		36.9	28.6	16.9		

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

Yard Limits : Portola and Gerlach.

No. 4 will hold Main Track at Gerlach over No. 3.

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. 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.

6 Eastward FIRST SUBDIVISION "A"—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. 9 June 9, 1929		Distance from San Jose	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	178 Freight	Leave Daily	102 Passenger	Leave Daily		STATIONS Telegraph Offices and Calls	101 Passenger		177 Freight	Arrive Daily	Arrive Daily		
												Arrive Daily	
W. P. R.	12.30AM		10.55AM	0.0	DN NILES On	16.9	s 10.45AM		10.45PM			50	
Y. P.	12.40		10.59	0.8	NILES JUNCTION	16.1	10.31		10.25				
	1.00		f 11.05	3.3	D IRVINGTON Ng	13.6	f 10.24		10.10			20	
	1.15		f 11.14	6.8	WARM SPRINGS	10.1	f 10.15		9.55			Spur 1W 3	
	1.35		f 11.25	10.9	D MILPITAS Mi	6.0	f 10.05		9.40			35	
	1.45		f 11.34	14.1	BERRYESSA Peninsular R. R. Crossing	2.8	f 9.57		9.25				
W. T. F. R. B. K. O.	2.00AM		s 11.45AM	16.9	DN SAN JOSE East Santa Clara St. San Jose Street R. R. Crossing	0.0	9.50AM		9.15PM			Yard	
	Arrive Daily		Arrive Daily				Leave Daily		Leave Daily				
	1.30		.50		Time over Subdivision		.55		1.30				
	11.3		20.3		Average Speed per Hour		18.4		11.3				

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.)

Trains must stop at STOP board before passing over Peninsular Railroad Crossing at Berryessa and San Jose Street Railway Crossing at San Jose, maximum speed 6 miles an hour over these crossings.

Maximum speed 5 miles an hour over crossings, McKee Road, just west of passenger depot, East Williams Street, just west of round house lead, and 24th Street, San Jose.

Maximum speed 6 miles an hour over San Jose Street Railway crossing at Willow Street, and the Peninsular R. R. crossings, Coe Avenue, San Carlos Street and Park Avenue, between San Jose and West San Jose.

Maximum speed 12 miles an hour within city limits, San Jose.

San Jose Branch trains have no Time Table superiority 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 SUBDIVISION "D"—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. 9 June 9, 1929		Distance from Reno	FIRST CLASS		SECOND CLASS		Capacity of Sidings			
	220 Freight	Leave Daily Ex. Saturday	202 Passenger	204 Passenger		Leave Daily	Leave Daily		Leave Daily	STATIONS Telegraph Offices and Calls	201 Passenger	203 Passenger		219 Freight	Arrive Daily	Arrive Daily
Y. R. P.	10.10PM		5.00PM	11.25AM	0.0	D RENO JUNCTION Jn	33.2	s 11.10AM	s 4.50PM		9.20PM		50			
	10.25		f 5.10	f 11.35	3.4	PLUMAS	29.8	f 11.01	f 4.40		9.00		Spur 1W 10			
	10.55		f 5.26	f 11.51AM	10.2	PEAVINE	23.0	f 10.46	f 4.23		8.40		12			
	11.30		f 5.41	f 12.07PM	16.3	COPPERFIELD	16.9	f 10.30	f 4.07		8.15		15			
W.	11.50PM		f 5.47	f 12.13	18.3	ANDERSON	14.4	f 10.20	f 4.00		8.00		25			
			f	f	28.1	PANTHER	5.1	f	f				No Siding			
F. W. O. T. B. R. K.	12.50AM		s 6.30PM	s 12.55PM	33.2	D RENO Rd	0.0	9.45AM	3.25PM		7.00PM		100			
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily Ex. Saturday					
	2.40		1.30	1.30		Time over Subdivision		1.25	1.25		2.20					
	12.4		22.1	22.1		Average Speed per Hour		23.4	23.4		14.2					

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.)

Maximum speed 5 miles an hour over sink Mile Post 17.5.

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

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks.	SECOND CLASS		FIRST CLASS		Distance from Carbona	Time Table No. 9 June 9, 1929		Distance from Moy	Capacity of Sidings			
	178 Freight	Leave Daily	102 Passenger	Leave Daily		STATIONS Telegraph Offices and Calls	101 Passenger			177 Freight	Arrive Daily	Arrive Daily
W. Y. P.					0.0	DN CARBONA Ob	4.2		46			
					1.7	KERLINGER	2.5		Spur 1W 8			
O. P.					3.4	RIVER ROOK	0.8		Spur 1W 27			
					4.2	MOY	0.0		No Siding			

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

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks.	SECOND CLASS		FIRST CLASS		Distance from Gulling Jct.	Time Table No. 9 June 9, 1929		Distance from Gulling	Capacity of Sidings			
	178 Freight	Leave Daily	102 Passenger	Leave Daily		STATIONS Telegraph Offices and Calls	101 Passenger			177 Freight	Arrive Daily	Arrive Daily
P.					0.0	GULLING JUNCT.	2.4		Spur 1W 15			
P.					1.7	GRIZZLY	0.7		Spur 1W 10			
					2.4	GULLING	0.0					

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

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks.	SECOND CLASS		FIRST CLASS		Distance from Calpine Junct.	Time Table No. 9 June 9, 1929		Distance from Calpine	Capacity of Sidings				
	314 Mixed	Leave Mon., Wed. & Fri.	202 Passenger	204 Passenger		Leave Daily	Leave Daily			Leave Daily	STATIONS Telegraph Offices and Calls	313 Mixed	Arrive Mon., Wed. & Fri.
Y. P.	10.45AM	0.0						12.1	s 2.40PM	18			
	11.10	4.8						7.3	2.15				
		7.3						4.8		Spur 1W 8			
	11.35	10.0						2.1	1.50				
Y. W.	s 11.45AM	12.1	D	GALPINE Na	0.0			0.0	1.40PM	12			
	Arrive Mon., Wed. & Fri.								Leave Mon., Wed. & Fri.				
	1.00								1.00				
	12.1								12.1				
									Time over Subdivision				
									Average Speed per Hour				

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.)

Eastward FOURTH SUBDIVISION "C"—LOYALTON BRANCH. Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks.	SECOND CLASS		FIRST CLASS		Distance from Clover Valley Junct.	Time Table No. 9 June 9, 1929		Distance from Loyalton	Capacity of Sidings				
	416 Mixed	Lv. Tuesday, Thursday and Saturday	202 Passenger	204 Passenger		Leave Daily	Leave Daily			Leave Daily	STATIONS Telegraph Offices and Calls	415 Mixed	Ar. Tuesday, Thursday and Saturday
P. R.	11.00AM	0.9	D	HAWLEY Jc	11.8			12.7	s 3.30PM	74			
P. Y. R.	s 11.59AM	12.7	D	LOYALTON Yn	0.0			0.0	2.30PM	25			
	Ar. Tuesday, Thursday and Saturday								Lv. Tuesday, Thursday and Saturday				
	.59								1.00				
	12.0								Average Speed per Hour				
									11.8				

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.)

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Eastward		Distance from Terminous Junct.	Time Table No. 9		Distance from Terminous	Westward	
Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks.			June 9, 1929			Capacity of Sidings	
Y. P.		0.0	TERMINOUS JUNCT.	7.8		20	
		3.5	GARDEN	4.3		8	
		6.6	GRASS	1.2		6	
W. Y.		7.8	TERMINOUS Us	0.0		Yard	

Westward trains are superior to Eastward trains of the same class. Maximum speed 12 miles an hour between Terminous Jct. and Garden and 10 miles an hour between Garden and Terminous. (See Rule 847).

SPECIAL RULES

**SPEED RESTRICTIONS
GENERAL**

Maximum speed, passenger trains 50, freight and mixed trains 30 miles an hour. (See Rule 847.)
Silk and express trains must conform to passenger train speed restrictions.
Maximum speed trains handling steam derricks, steam shovels, cranes, rotary plows, or pile drivers, 20 miles an hour.
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 reduced still further to a rate consistent with safety.
Maximum speed passenger trains 40, freight and mixed trains 25 miles an hour over interlocking crossings.
Maximum speed for consolidation and mikado engines handling passenger trains, 40 miles an hour.
Maximum speed forallet engines, 20 miles an hour.
Engines running light, exceptallet engines, must not exceed the speed prescribed for freight trains, except as follows: When necessary to meet some emergency, dispatchers may instruct engineers of lone engines to run not to exceed 40 miles an hour on main line, except that a speed of 35 miles an hour between Portola and Keddie, 30 miles an hour between Keddie and Berry Creek, and 35 miles an hour between Berry Creek and Oroville must not be exceeded.
Engines running light on Branches must conform to speed prescribed for freight trains on each Branch, except in an emergency, dispatchers may instruct that a speed not exceeding the maximum for passenger trains on that particular Branch may be made.

FIRST SUBDIVISION

Maximum speed, all trains, 8 miles an hour between Washington and Franklin Streets, Oakland.
Maximum speed, passenger trains 15, freight trains 10 miles an hour, within city limits, Oakland.
Maximum speed, passenger trains 20, freight trains 15 miles an hour between bridge just west of San Leandro depot and 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.
Maximum speed, all trains, 10 miles an hour within city limits, Pleasanton.
Maximum speed, all trains, 15 miles an hour within city limits, Livermore.
Maximum speed for passenger trains 35, freight and mixed trains 20 miles an hour on curve at Bridge 35.09, on curve between Bridge 53.40 and Mile Post 55, and on curve at Bridge 56.96.
Maximum speed, passenger trains 20, freight trains 15 miles an hour over San Joaquin River drawbridge, Mile Post 80.28.
Maximum speed, all trains, 8 miles an hour between A. T. & S. F. crossing, Mile Post 93.2 and Stockton Depot.

SECOND SUBDIVISION

Maximum speed, all trains, 8 miles an hour between Stockton Depot and Park Street, Stockton.
Maximum speed, passenger trains 20, freight trains 15 miles an hour over Mokelumne River drawbridge, Mile Post 116.4.
Maximum speed, all trains, 15 miles an hour between "C" and "Y" Streets, Sacramento.
Maximum speed of passenger trains 40 miles an hour on curve Mile Post 201.9.

THIRD SUBDIVISION

Maximum speed, 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.
Maximum speed passenger trains 25, freight trains 18 miles an hour over Bridge 252.60.
Maximum speed, freight and mixed trains, Portola to Oroville, 20 miles an hour.
Passenger trains must use 3, freight and mixed trains 5 minutes passing through Tunnel No. 35.

FOURTH SUBDIVISION

Passenger trains must use 3, freight and mixed trains 5 minutes passing through Tunnel No. 37.
Maximum speed, freight trains, 20 miles an hour between Reno Junction and Constantia, and between Flanigan Pit and Sano.
Maximum speed passenger trains 35 miles an hour between Mile Posts 323 and 324; on first curve west of Bryant; at Mile Post 391 and at Mile Post 392. Maximum speed 40 miles an hour on all other curves between Reno Jet. and Constantia and between Flanigan Pit and Sano.
Maximum speed through automatic interlocker at Mile Post 384.3, 15 miles an hour.
Maximum speed, passenger trains 40, freight and mixed trains 25 miles an hour between Mile Posts 409 and 430.

MISCELLANEOUS

GENERAL

When mallet or mikado engines are in a train with another engine of any class, either in service, or dead in train, they must be separated by sufficient cars to avoid more than one engine passing over either a bridge or trestle at the same time.
Light, frail or wooden sill cars must be handled on rear of train.
At Oakland, Stockton, Sacramento and Marysville, City Ordinance forbids the use of engine whistle, except to avoid accident, or in emergency cases.
Rule 1012 is modified as follows: It is not necessary to detach engine, if, in the judgment of engineer, it is practical to take water or fuel without shocks, which might injure stock, damage package freight, cause break-in-two, etc.
Where train line has not been separated, air test, as prescribed by Rule 1075 need not be made at Terminals.
Rule 1076 is not effective on Western Division.

FIRST SUBDIVISION

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.
Joint W. P. and S. P. drill track between Melrose and Elmhurst must not be used for meeting or passing trains.
Any engine or cars moved over spur serving California Packing Corporation near 85th Ave., Oakland, must be under control and highway traffic protected by member of train crew or other competent flagman.
Cars spotted on Oil spur Livermore must not be moved until oil hose has been disconnected.
Spur west end Redmond Cut not safe for engines.
At Carbona the crossover switch located 700 feet east of station is the west siding switch.
Tower at A. T. & S. F. crossing Stockton, Mile Post 93.2, is equipped with electric siren. Two short blasts repeated several times is a warning to yard and trainmen to clear plant.
At Stockton Yard, Track No. 1, west switch located at Mile Post 91 and east switch located twelve poles west of Mile Post 92, is the siding to be used when first-class trains meet at Stockton Yard.
Westward freight trains will enter Stockton Yard at lead switch located immediately west of South Street. Eastward freight trains will enter Stockton Yard at lead switch Mile Post 91.

That portion of Scotts Ave. line, Stockton Yard, between switch connecting Western Pacific track with Southern Pacific, Hazelton Ave. line, at San Joaquin Street, and the switch connecting Western Pacific track and Southern Pacific track at a point just west of intersection of Church and Harrison Streets, will be considered joint track, and will be used jointly by Yard crews of both Western Pacific and Southern Pacific. Movement over this track will be governed by Transportation Rule 93.
Joint operation will not apply to spur tracks leading off Scotts Ave. line and switches will be left lined up for through movement. Switches at Junction of Western Pacific and Southern Pacific tracks at both ends of joint track will be left lined for joint track and locked with both Western Pacific and Southern Pacific switch locks. Cars must not be left in such position as to block through movement over joint track and the work of both companies must be so arranged as to be done with least interference with the other, and crews occupying joint track at same time will make such arrangements as may be necessary to permit passing one another with least possible delay.

Movement over joint track must be done with air coupled and operative throughout.
Movements over Tidewater Southern R. R. Crossing, Scotts Ave. line, Stockton Yard, must be made under flag protection.

SECOND SUBDIVISION

Bridge over Smith Canal, North Channel Line, Stockton, will not clear man on top of high car.
The first Street crossing west of Jeffery Shops must not be blocked by freight trains taking water, oil, or doing work at Jeffery Shops between 7.00 A.M. and 6.00 P.M. Eastward freight trains will, when necessary to avoid blocking this crossing, leave their train west of crossing while taking water or oil, or switching.
Superior Lumber Co. spur, which leads off west leg of wye, Sacramento, paralleling main track between "R" and "T" Streets, must not be used by road crews, and that portion of spur west of bulkhead and on bunkers must not be used. In switching, cars must not be placed or removed from this track without having an understanding with a representative of the Industry. Before leaving cars on this track, they must be secured against movement by blocking wheels and brakes set. Under no circumstances must cars be left on this spur east of the bonded section, which is located 50 feet west of the west side of "S" Street.
Engines must not go beyond frog on Cliff House spur Marysville.

JOINT TRACK MARYSVILLE

Sacramento Northern trains will operate over Western Pacific track between Sacramento Northern connection with Western Pacific main track, located 356 feet east and 355 feet west of bridge 178.18, Yuba River, Marysville. Sacramento Northern freight trains will operate over Western Pacific siding between the west switch and the switch leading to the Sacramento Northern track opposite the Western Pacific passenger station at Marysville. These tracks are designated as Joint Tracks.

Automatic Interlocking Signals governing the Joint Track are located as follows:

THE WESTERN PACIFIC RAILROAD CO.

EASTWARD—Home Signal 789 feet west of bridge 178.18; Normal position stop. Distant Signal 2500 feet west of Home Signal; Normal position caution.
Home Signal 724 feet east of bridge 178.18; Normal position clear. Distant Signal 789 feet west of bridge 178.18; Normal position caution.
WESTWARD—Home Signal east end of bridge 178.79; Normal position clear. Home Signal 724 feet east of bridge 178.18; Normal position stop.

Eastward Signal located 789 feet west of bridge 178.18, will give clear indication when approaching train reaches a point within 3500 feet from the signal, provided the block is clear, and will go to stop position when the forward wheels of an engine or car pass the signal.
Westward Signal located 724 feet east of bridge 178.18, will give a clear indication when approaching train reaches a point within 500 feet from the signal, provided the block is clear, and will go to stop position when the forward wheels of an engine or car pass the signal.

SWITCH INDICATORS are located as follows:

Switch west end of siding.
West end of main track switch leading to interchange tracks.
East end of main track switch leading to interchange tracks.
West end of crossover leading from main track to siding.
Switch east end of High Line Track, located 1,400 feet west of Mile Post 180.

SACRAMENTO NORTHERN RAILROAD

EASTWARD—Home Signal 542 feet west of bridge 178.18, located at left of track; Normal position stop.
WESTWARD—Home Signal 525 feet east of bridge 178.18; Normal position stop.

Home Signals located 542 feet west of bridge 178.18, and 525 feet east of bridge 178.18, will go to clear position when the junction switch and derrails are lined up for the Sacramento Northern track, provided the block is clear, and will go to stop position when the forward wheels of an engine or car pass the signal.

SWITCH INDICATORS are located as follows:

Main track switch leading to the Sand Pit, west of bridge 178.18.
Switch leading from Sand Pit, located 68 feet east of Western Pacific main track west of bridge 178.18.

These indicators govern the movement of Sacramento Northern trains to and from Sand Pit across Western Pacific main track and to the Sacramento Northern main track. In addition to stopping at STOP boards, Sacramento Northern trains or motors moving to or from the Sand Pit, must have a clear indication by switch indicators before proceeding onto or over the Western Pacific crossing, located 489 feet west of bridge 178.18.

No engine, car, motor or train of the Western Pacific or Sacramento Northern shall be operated over the railroad crossing located 752 feet east of bridge 178.18 where the Western Pacific house track crosses the Sacramento Northern track, without being brought to a stop at the STOP board and preceded over the crossing by a member of its crew who shall determine first that it is safe to proceed. The STOP boards are located on each side of this crossing 100 feet from the crossing. Sacramento Northern trains and yard motors must approach this crossing with caution and not move onto or over the crossing until it shall be determined first that it is safe to proceed.

DERAILS.—Derailing switches, pipe connected and operated with the main track switches, are located as follows:

On Western Pacific siding 193 feet east of west switch.
On Sacramento Northern Track 182 feet west of Junction Switch west of bridge 178.18 and 157 feet east of Junction Switch east of bridge 178.18.

NORMAL POSITION OF SWITCHES.—Junction switches must be locked for 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 indication of block signals, regardless of right or class. All trains of both companies must approach and pass through the limits of the Joint Track with caution, not exceeding a speed of fifteen (15) miles an hour.

In using the Joint Track freight trains should avoid delays to other trains of either Company.

THIRD SUBDIVISION

Engines must not use siding at Blinzig.
Water may be obtained at Blinzig.
Engines must not go on Spur at Belden beyond Mile Post 260.
Engines must not use siding Howells beyond point of frog.
When cars are left on siding at Twain, the east pocket track switch must be lined up for pocket track.
Mikado engines must not enter house or back track Paxton beyond point of frog.
Passengers and LCL freight for Cresta will be handled at Section House, just east of east switch; Camp Rodgers at Platform just east of east switch; Sierra at Mile Post 285½; Two Rivers at Station Shelter, just east of east switch.

FOURTH SUBDIVISION

Mikado engines must not go on stock track Constantia.
Engines must not use outfit spur, at Section headquarters, Mile Post 412.
Approach Mile Post 422½ under control looking for track settling.

INTERLOCKING PLANTS AND SIGNALS

S. P. crossing M. P. 5.2. Interlocked. Home signals 450 feet east and 970 feet west of crossing. Distant signals 2000 feet east and 1630 feet west of home signals.

S. P. crossing M. P. 5.8. Interlocked. Eastward trains on main track governed by home signal 700 feet west of crossing and distant signal 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 Yard 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. 6.7. Interlocked. Eastward trains on main track governed by home signal 500 feet west of crossing. Eastward trains on siding governed by high dwarf signal 250 feet west of crossing on north side of Wellman-Peck Company 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. No distant signals.

S. P. crossing M. P. 7.2. No signals. (See footnote, page 2.)

S. P. crossing M. P. 7.8. 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. 10.3. No signals. (See footnote, page 2.)

S. P. crossing M. P. 10.6. 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. 13.7. No signals.

S. P. crossing M. P. 30.3. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2160 feet east and 1280 feet west of home signals.

S. P. crossing M. P. 42.7. Interlocked.

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

No towerman governing crossing M. P. 42.7 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. 42.7. Distant signals 2000 feet east and west of home signals.

S. P. crossing M. P. 73.9. 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. 83.8. 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. 90.3. 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. 93.2. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2450 feet west of crossing.

S. P. crossing M. P. 93.8. Interlocked. Home signals 450 feet east and west of crossing. No distant signals.

S. P. crossing M. P. 95.1. 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. 138.6. 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. 140.8. No signals.

S. N. crossing M. P. 152.5. No signals.

S. N. crossing M. P. 178.7. Automatic interlocked. (See Special Rules, page 7.)

S. P. crossing M. P. 178.8. 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. 180.2. 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. 328.1. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with these signals. Trains must approach under control expecting to find signals at stop

S. P. crossing M. P. 334.3. Automatic interlocked. Home signals 550 feet east and west of crossing. Distant signals 2500 feet east and 3226 feet west of home signals.

Peninsular R. R. crossing, Berryessa. No signals.

San Jose Street Railway Company crossing, 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. 80.28 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.....	1850 tons;
	Westward.....	1600 tons.

Mallet Engines.

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

Mikado Engines.

Third Subdivision,	Eastward.....	1800 tons;
	Westward.....	car limit.
Fourth Subdivision,	Eastward.....	5000 tons;
	Westward.....	2350 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 engines 1100 tons, passenger engines 650 tons. Copperfield to Reno, car limit. Westward, Reno to Copperfield, consolidation engines 700 tons, passenger engines 450 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.....	I. S. Preston, R. 210 Phelan Bldg.
San Francisco, Calif.....	H. Bullard, 186 Townsend St.
Oakland, Calif.....	W. A. Hurst, R. 214 Easton Bldg.
Oakland, Calif.....	H. Bullard, 1788 Seventh St.
Livermore, Calif.....	C. Harlie Power,
San Jose, Calif.....	Cheney & Cheney, 275 So. First St.
Stockton, Calif.....	Conrad Mantle, 129 N. Sutter 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
KOHLER.....	11.6	1 W
HARVEY.....	12.8	1 E
HUDSON.....	15.9	1 E
ESTUDILLO.....	16.5	1 E
SORENSEN.....	22.1	1 W
PABRICO.....	27.5	1 W
EBERLY.....	28.9	Siding
ROCKMILL.....	30.8	1 E
TREVARNO.....	49.0	1 W
GOECKEN.....	53.9	1 E
VALPICO.....	68.3	Siding
LUDWIG.....	73.0	1 E
RHODES.....	75.6	Siding
FRENCH CAMP.....	88.6	1 W
HARTE.....	100.5	1 W
ALSCO.....	106.9	Siding
VILLINGER.....	107.8	1 W
BRADFORD.....	119.0	1 W
ALBERT.....	127.2	1 W
CORDOVA.....	133.7	1 E
BOMBAY.....	146.4	Siding
STRAUCH.....	148.4	1 E
CLEVELAND.....	176.2	1 W
VISTA ROBLES.....	198.8	1 E
ADELAIDE.....	202.7	1 E
RAVINE.....	213.4	1 E
LAS PLUMAS, F 2, 3 and 4.....	221.4	1 E
BLINZIG, F 3 and 4.....	228.6	Siding
McLEAN.....	230.1	1 W
ISAAH, F 3 & 4.....	230.5	1 W
CALIME.....	234.1	1 W
MAYARO, F 3 and 4.....	240.9	No Siding
ROCK CREEK, F 3 and 4.....	249.2	1 W
STORRIE, F 3 and 4.....	250.6	1 E
SMITH'S POINT, F 3 and 4.....	264.5	No Siding
SPANISH PEAK.....	272.6	1 W
GRAY'S FLAT, F 3, 4, 95 and 96.....	273.7	No Siding
CROMBERG, F 3 and 4.....	303.3	Siding
PENMAN.....	307.0	1 W
FEATHER RIVER INN, F 3 and 4.....	309.3	1 E
BECKWITH, F 3 and 4.....	327.0	No Siding
CONSTANTIA, F 3 and 4.....	355.5	1 W
FLANIGAN PIT.....	387.4	3 W

RAILROAD SURGEONS

DR. A. R. KILGORE.....	Chief Surgeon.....	San
DR. E. S. KILGORE.....	Division Surgeon.....	San
DR. CURTIS E. SMITH.....	Assistant Division Surgeon.....	San
DR. G. F. CUSHMAN.....	Local Surgeon.....	San
DR. SIDNEY OLSEN.....	Urologist.....	San
DR. HOWARD FLEMING.....	Neurologist.....	San
DR. RUDOLPH DRESEL.....	Orthopedist.....	San
DR. H. E. MILLER.....	Dermatologist.....	San
DR. GEO. N. HOSFORD.....	Oculist.....	San
DR. M. H. WOOLSEY.....	Consulting Oculist and Aurist.....	San
DR. MERTON PRICE.....	Aurist.....	San
DR. SUMNER EVERINGHAM.....	Local Surgeon.....	Og
DR. E. GEORGE SMITH.....	Assistant Local Surgeon.....	Og
DR. J. W. CALKINS.....	Oculist and Aurist.....	Og
DR. ALVIN POWELL.....	Consulting Surgeon.....	Og
DR. CHANNING HALL.....	Local Surgeon.....	Al
DR. F. W. SIMPSON.....	Local Surgeon.....	Be
DR. LUTHER MICHAEL.....	Local Surgeon.....	San
DR. F. W. BROWNING.....	Local Surgeon.....	Hi
DR. CHAS. LAW.....	Local Surgeon.....	Ni
DR. FRED S. RYAN.....	Local Surgeon.....	San
DR. HENRY G. ZANGER.....	Assistant Local Surgeon.....	San
DR. J. HAL COPE.....	Local Surgeon.....	Pl
DR. P. E. DOLAN.....	Local Surgeon.....	Li
DR. ALLAN POWERS.....	Local Surgeon.....	Th
DR. ELLIS HARBERT.....	Local Surgeon.....	St
DR. J. P. HULL.....	Assistant Local Surgeon.....	St
DR. BARTON J. POWELL.....	Oculist and Aurist.....	St
DR. DEWEY POWELL.....	Assistant Oculist and Aurist.....	St
DR. C. B. JONES.....	Local Surgeon.....	Se
DR. S. J. WELLS.....	Assistant Local Surgeon.....	Se
DR. G. A. FOSTER.....	Assistant Local Surgeon.....	Se
DR. W. E. BRIGGS.....	Oculist and Aurist.....	Se
DR. G. W. STRATTON.....	Local Surgeon.....	M
DR. A. L. MILLER.....	Acting Local Surgeon.....	M
DR. E. A. KUSEL.....	Local Surgeon.....	O
DR. W. M. EDWARDS.....	Division Surgeon.....	P
DR. W. A. LAVERY.....	Local Surgeon.....	L
DR. S. K. MORRISON.....	Local Surgeon.....	R
DR. C. W. WEST.....	Assistant Local Surgeon.....	R

P. D. BARRY,
Trainmaster,
Stockton.

J. P. McSWEENEY,
Trainmaster,
Portola.

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

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