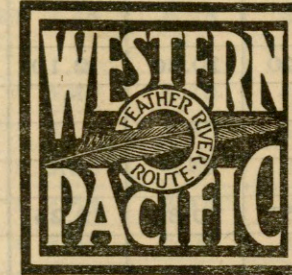


THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 10 TABLE

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

SUNDAY, NOVEMBER 24, 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.

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, Tons, Tables, Seals, Wyes, Bulletin, Register Stations, Standard Clocks. | SECOND CLASS | | | | | FIRST CLASS | | Distance from San Francisco | Time Table No. 10 November 24, 1929 | Distance from Stockton | FIRST CLASS | | SECOND CLASS | | | | Capacity of Sidings | |
|---|-----------------------------|-----------------------------|--|---|-----------------------------|--------------------------------|-------------------------------|-----------------------------|--|------------------------|-------------------------------------|--------------------------------------|------------------------------|------------------------------|--|---|---------------------------|--------------|
| | 46 | 50 | 92 | 78 | 62 | 4 | 2 | | | | 1 | 3 | 61 | 55 | 77 | 91 | | |
| | Fast Freight Leave Daily | Fast Freight Leave Daily | Local Freight Leave Daily Ex. Sunday | Fast Freight Leave Daily Ex. Sunday | Fast Freight Leave Daily | Pacific Express Leave Daily | Scenic Limited Leave Daily | | | | 1 Scenic Limited Arrive Daily | 3 Pacific Express Arrive Daily | Fast Freight Arrive Daily | Fast Freight Arrive Daily | Fast Freight Arrive Daily Ex. Sunday | Local Freight Arrive Daily Ex. Sunday | | |
| W. F. O. | | | | | | | | 0.0 | DN SAN FRANCISCO Go | 93.8 | 3.30 PM | 8.15 AM | | | | | | |
| B. R. P. | | | | | | | | 3.5 | WESTERN PACIFIC MOLE | 90.3 | s 3.00 | s 7.45 | | | | | | |
| | | | | | | | | 5.2 | S. P. Crossing | 88.6 | | | | | | | | |
| F. W. T. O. P. B. R. K. | | | 7.35 AM | 10.15 PM | 2.00 AM | | | 5.5 | DN OAKLAND YARD Md | 88.3 | 2.55 | 7.35 | | 2.00 PM | 11.59 PM | 2.00 AM | 2.40 PM | Yard |
| | | | | | | | | 5.8 | S. P. Crossing | 88.0 | | | | | | | | |
| | | | 7.40 | 10.20 | 2.10 | | | 6.6 | OAKLAND | 87.2 | s 2.50 | s 7.30 | | 1.50 | 11.49 | 1.50 | 2.30 | |
| | | | | | | | | 6.7 | S. P. Crossing | 87.1 | | | | | | | | |
| | | | | | | | | 7.2 | S. P. Crossing | 86.6 | | | | | | | | |
| | | | | | | | | 7.8 | S. P. Crossing | 86.0 | | | | | | | | |
| | | | 7.55 | 10.30 | 2.25 | | | 9.6 | FRUITVALE | 84.2 | 2.33 | f 7.11 | | 1.35 | 11.35 | 1.25 | 2.10 | |
| | | | | | | | | 10.3 | S. P. Crossing | 83.5 | | | | | | | | |
| | | | | | | | | 10.6 | MELROSE | 83.2 | | | | | | | | |
| P. | | | 8.10 | 10.44 | 2.40 | | | 13.5 | ELMHURST | 80.3 | 2.26 | f 7.00 | | 1.21 | 11.23 | 1.00 | 1.50 | 36 |
| P. | | | 8.30 | 10.47 | 2.45 | | | 14.8 | D SAN LEANDRO Dr | 79.0 | 2.24 | f 6.57 | | 1.16 | 11.18 | 12.50 | 1.45 | |
| P. | | | 9.15 | 11.05 | 3.10 | | | 20.5 | D HAYWARD Hy | 73.3 | 2.14 | f 6.46 | | 1.01 | 11.05 | 12.30 | 1.01 PM | 80 |
| | | | 9.35 | 11.22 | 3.30 | | | 26.6 | DECOTO | 67.2 | 2.04 | f 6.33 | | 12.40 | 10.42 | 12.10 AM | 11.45 AM | 18 |
| W. P. | | | 9.55 | 11.55 | 4.10 | | | 29.7 | DN NILES Cu | 64.1 | s 1.59 | f 6.26 | | 12.30 | 10.30 | 11.55 PM | 11.23 | 50 |
| | | | | | | | | 30.3 | S. P. Crossing | 63.5 | | | | | | | | |
| P. Y. | | | 9.59 | 11.59 PM | 4.15 | | | 30.5 | NILES JUNCTION | 63.3 | 1.53 | 6.16 | | 12.17 | 10.14 | 11.45 | 11.00 | |
| P. | | | 10.30 | 12.20 AM | 4.50 | | | 36.0 | D SUNOL Sb | 57.8 | 1.46 | f 6.08 | | 12.01 PM | 9.56 | 11.33 | 10.30 | 74 |
| P. | | | 10.55 | 12.35 | 5.15 | | | 41.5 | D PLEASANTON Tn | 52.3 | 1.38 | f 5.58 | | 11.42 AM | 9.33 | 11.18 | 10.10 | 74 |
| | | | | | | | | 42.7 | S. P. Crossing | 51.1 | | | | | | | | |
| | | | | | | | | 43.0 | S. P. Crossing | 50.8 | | | | | | | | |
| W. P. | | | 11.20 AM | 12.50 | 5.47 | | | 47.6 | D LIVERMORE Vn | 46.2 | 1.29 | f 5.47 | | 11.20 | 9.15 | 11.03 | 9.50 | 74 |
| P. | | | 12.08 PM | 1.20 | 6.25 | | | 56.5 | ALMONT | 37.3 | 1.16 | f 5.31 | | 10.55 | 8.48 | 10.38 | 9.20 | 46 |
| P. | | | 1.01 | 1.38 | 6.47 | | | 63.0 | MIDWAY | 30.8 | 1.01 | f 5.11 | | 10.25 | 8.15 | 10.00 | 8.40 | 48 |
| W. Y. P. | | | 2.05 | 1.59 | 7.07 | | | 71.8 | DN CARBONA Cb | 22.0 | 12.43 | f 4.52 | | 9.45 | 7.35 | 9.15 | 8.00 | 46 |
| P. | | | 2.30 | 2.04 | 7.12 | | | 73.9 | D LYOTH Ky | 19.9 | 12.40 | f 4.47 | | 9.30 | 7.20 | 8.55 | 7.40 | 20 |
| | | | | | | | | | FITZ | 17.0 | 12.36 | 4.40 | | 9.20 | 7.10 | 8.43 | 7.25 | 80 |
| | | | | | | | | | NILEGARDEN | 11.0 | 12.29 | f 4.31 | | 9.02 | 6.52 | 8.23 | 7.10 | Spur 1 W. 17 |
| P. | | | 3.10 | 2.28 | 7.55 | | | 83.8 | LATHROP | 10.0 | 12.27 | f 4.29 | | 8.59 | 6.49 | 8.20 | 7.05 | 51 |
| P. | | | 3.30 | 2.43 | 8.20 | | | 90.3 | ORTEGA | 8.5 | 12.19 | 4.18 | | 8.40 | 6.30 | 7.50 | 6.50 | 50 |
| F. W. T. O. P. B. R. K. | 10.20 PM | 4.15 AM | 3.40 PM | 2.50 AM 3.25 AM | 8.30 AM 10.00 AM | | | 92.0 | DN STOCKTON YARD Sn | 1.8 | 12.17 | f 4.15 | | 8.30 AM 7.20 AM | 6.20 PM 5.20 PM | 7.45 PM 7.15 PM | 6.45 AM | Yard |
| | | | | | | | | 93.2 | A. T. & S. F. Crossing | 0.6 | | | | | | | | |
| P. R. K. | 10.30 PM | 4.25 AM | | 3.35 AM | 10.15 AM | | | 93.8 | 2S STOCKTON Fe | 0.0 | 12.10 PM | 4.01 AM | | 7.05 AM | 5.05 PM | 7.00 PM | | |
| | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Ar. Daily Ex. Monday | Arrive Daily | | | | Arrive Daily | | Leave Daily | Leave Daily | | Leave Daily | Leave Daily | Leave Daily Ex. Saturday | Leave Daily Ex. Sunday | |
| | .10 | .10 | 8.05 | 4.35 | 6.30 | | | | 3.15 | | 2.50 | 3.44 | | 5.30 | 5.39 | 6.15 | 7.55 | |
| | 10.8 | 10.8 | 10.7 | 18.9 | 13.3 | | | | 27.8 | | 30.3 | 24.2 | | 15.7 | 15.3 | 13.8 | 10.9 | |
| | | | | | | | | | | | | | | | | | | |

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 M. P. 13. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board east of Flora Street.
 Maximum speed, passenger trains 60, freight and mixed trains 40 miles an hour, except passenger trains will not exceed 45, freight and mixed trains 25 miles an hour between Niles and Mile Post 37½, and between Mile Posts 52 and 67.
 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.
 Trains must not exceed 15 miles an hour approaching and passing over S. P.

crossings, Mile Post 7.2 and Mile Post 10.3, stopping if being used by a train or engine of that railroad.
 Westward trains take full tank of water at Niles.
 Stockton is register station for first class trains only. At Stockton second class and extra trains will not require clearance card unless they receive train order. First class trains will not register at Stockton Yard. Operator at Stockton will transmit register of first class trains to operator at Stockton Yard, who will enter on register for information of trains originating at Stockton Yard. The register of first class trains appearing on Stockton Yard register is the time at Stockton, and does not indicate that a westward first class train has passed Stockton Yard.

At Hayward, Pleasanton and Livermore, East siding switch is west of passenger station.
 Automatic Block System signals located as follows:
 Eastward: Home signals Mile Post 29.4, Mile Post 30.0 and Mile Post 30.4.
 Westward: Distant signal Mile Post 31.7; Home signals Mile Post 31.3 and Mile Post 30.3.
 Trains moving from San Jose Branch: Switch indicators located at head block of east and west main track wye switches govern trains from wye to main track.

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, Roue, Tables, Seales, Wyes, Bulletin, Reg- ister Stations, Standard Clocks, | SECOND CLASS | | | | | | | | FIRST CLASS | | Distance from San Francisco | Time Table No. 10 November 24, 1929 | Stations Telegraph Offices and Calls | Distance from Oroville | FIRST CLASS | | SECOND CLASS | | | | Capacity of Sidings. |
|--|-----------------------------|-----------------------------|---|-----------------------------|-----------------------------|-----------------------------|-----------------------------|---|--------------------------------|-------------------------------|-----------------------------------|--|---|------------------------------|--------------------------------|---------------------------------|------------------------------|------------------------------|--|---|-------------------------|
| | 84 | 74 | 96 | 54 | 46 | 62 | 50 | 78 | 4 | 2 | | | | | 1 | 3 | 61 | 55 | 77 | 95 | |
| | Fast Freight Leave Daily | Fast Freight Leave Daily | Local Freight Leave Mon., Wed. & Fri. | Fast Freight Leave Daily | Fast Freight Leave Daily | Fast Freight Leave Daily | 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 | Fast Freight Arrive Daily | Fast Freight Arrive Daily | Fast Freight Arrive Daily Ex. Saturday | Local Freight Arrive Tues., Thurs. & Sat. | |
| P. R. K. | | | | 10.30 PM | 10.15 AM | 4.25 AM | 3.35 AM | 930 | 11.50 PM | 1.00 PM | 93.8 | 2S STOCKTON S.P. Crossing 0.5 | 111.3 | s 12.10 PM | s 4.01 AM | 7.05 AM | 5.05 PM | 7.00 PM | | | |
| | | | | 10.35 | 10.20 | 4.30 | 3.51 | | 12.01 AM | 1.05 | 94.3 | FLORA STREET 0.8 | 110.8 | 12.05 PM | 3.51 | 7.00 | 5.00 | 6.55 | Yard | | |
| | | | | | | | | | | | 95.1 | S. P. Crossing 9.7 | 110.0 | | | | | | | | |
| P. | | | | 10.59 | 11.00 | 4.55 | 4.20 | | f 12.21 | 1.19 | 104.8 | D KINGDON 0.5 | 100.3 | 11.50 AM | f 3.35 | 6.25 | 4.34 | 6.30 | 74 | | |
| P. | | | | | | | | | | | 105.3 | TERMINOUS JUNCT. 4.2 | 99.8 | | | | | | 20 | | |
| P. | | | | 11.09 | 11.15 | 5.05 | 4.32 | | f 12.29 | 1.26 | 109.5 | LAS VINAS 4.4 | 95.6 | 11.43 | f 3.26 | 6.10 | 4.21 | 6.17 | 52 | | |
| W.P. | | | | 11.18 | 11.36 AM | 5.15 | 4.44 | | f 12.37 | f 1.36 | 113.9 | D THORNTON 4.7 | 91.2 | f 11.36 | f 3.17 | 5.55 | 4.08 | 6.05 | 74 | | |
| P. | | | | 11.28 | 12.05 PM | 5.35 | 4.57 | | f 12.45 | 1.44 | 118.6 | GLANNVALE 6.1 | 86.5 | 11.27 | f 3.06 | 5.35 | 3.55 | 5.45 | 74 | | |
| P. | | | | 11.41 | 12.35 | 5.48 | 5.15 | | f 12.55 | 1.52 | 124.7 | D FRANKLIN 4.0 | 80.4 | 11.18 | f 2.56 | 5.15 | 3.40 | 5.30 | 74 | | |
| | | | | 11.49 PM | 12.50 | 5.56 | 5.27 | | f 1.02 | 1.58 | 128.7 | RUNYON 7.8 | 76.4 | 11.12 | f 2.45 | 5.05 | 3.28 | 5.20 | 20 | | |
| F.W.P. | | | | 12.45 AM | 1.45 | 6.30 | 6.00 AM | | f 1.12 | 2.08 | 136.5 | 2S JEFFERY SHOPS 2.1 | 68.6 | 11.02 | f 2.33 | 4.45 | 3.10 | 5.00 PM | Yard | | |
| O.Y.K.P.R. | | | | 12.55 | 2.00 | 6.40 | | 1035 | s 1.40 | s 2.20 | 138.6 | DN S. P. Crossing SACRAMENTO 2.2 | 66.5 | s 10.55 | s 2.25 | 4.20 | 2.45 | 01.01 | | | |
| | | | | | | | | | | | 140.8 | S. N. Crossing 3.0 | 64.3 | | | | | | | | |
| P. | | | | 1.05 | 2.30 | 6.50 | | | 1.55 | 2.30 | 143.8 | DEL PASO 6.8 | 61.3 | 10.42 | 1.55 | 4.05 | 2.30 | 01.12 | 74 | | |
| P. | | | | 1.16 | 2.49 | 7.01 | | | f 2.06 | 2.39 | 150.6 | COUNSMAN 1.9 | 54.5 | 10.33 | f 1.41 | 3.47 | 2.10 | 02.01 | 74 | | |
| | | | | | | | | | | | 152.5 | S. N. Crossing 3.6 | 52.6 | | | | | | | | |
| W.P. | | | | 1.30 | 3.03 | 7.15 | | | f 2.20 | 2.47 | 156.1 | D PLEASANT GROVE 5.5 | 49.0 | 10.24 | f 1.30 | 3.30 | 1.55 | 02.01 | 74 | | |
| P. | | | | 1.40 | 3.14 | 7.25 | | | f 2.31 | 2.55 | 161.6 | TROWBRIDGE 10.9 | 43.5 | 10.16 | f 1.18 | 3.15 | 1.42 | 02.01 | 74 | | |
| P. | | | | 1.59 | 3.32 | 7.44 | | | f 2.46 | 3.09 | 172.5 | ARBOGA 5.6 | 32.6 | 10.03 | f 1.02 | 2.46 | 1.20 | 02.01 | 80 | | |
| | | | | | | | | | | | 178.7 | S. N. Crossing 0.7 | 27.0 | | | | | | | | |
| W.P. | | | | 2.15 | 3.50 | 8.04 | | | s 3.06 | s 3.20 | 178.8 | DN MARYSVILLE S. P. Crossing 1.4 | 26.8 | s 9.54 | s 12.52 | 2.15 | 1.05 | 02.01 | 62 | | |
| | | | | | | | | | | | 180.2 | S. P. Crossing 5.8 | 24.9 | | | | | | | | |
| P. | | | | 2.30 | 4.05 | 8.19 | | | f 3.17 | 3.30 | 186.0 | TAMBO 7.0 | 19.1 | 9.42 | f 12.37 | 1.43 | 12.43 | 02.01 | 74 | | |
| P. | | | | 2.42 | 4.16 | 8.31 | | | f 3.27 | 3.39 | 193.0 | ORAIG 6.5 | 12.1 | 9.33 | f 12.26 | 1.23 | 12.25 | 02.01 | 74 | | |
| P. | | | | 2.52 | 4.27 | 8.41 | | | f 3.36 | 3.48 | 199.5 | D PALERMO 3.4 | 5.6 | 9.25 | f 12.16 | 1.05 | 12.10 PM | 02.01 | 70 | | |
| F.W.T.O. Y.B.R.K.P. | 11.05 PM | 11.10 AM | 7.00 AM | 5.05 AM | 3.05 AM | 4.35 PM 5.55 PM | 8.50 AM | | 3.43 | 3.54 | 202.9 | DN OROVILLE YARD 2.2 | 2.2 | 9.20 | 12.10 | 12.50 AM 11.50 AM | 11.55 AM | 1.35 PM | Yard | | |
| B.R.K.P. | 11.14 PM | 11.20 AM | 7.10 AM | 5.15 AM | | 6.05 PM | | 1170 | s 3.50 AM | s 4.00 PM | 205.1 | 2S OROVILLE Vi | 0.0 | 9.15 AM | 12.05 AM | 11.40 PM | 10.45 AM | 1.25 PM | 55 | | |
| | Arrive Daily | Arrive Daily | Arrive Mon., Wed. & Fri. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Saturday | Leave Tues., Thurs. & Sat. | | |
| | .09 | .10 | .10 | .10 | 4.35 | 6.20 | 4.25 | 2.25 | 4.00 | 3.00 | | | | 2.55 | 3.56 | 6.15 | 5.10 | 2.00 | .10 | | |
| | 14.7 | 13.2 | 13.2 | 13.2 | 23.8 | 17.2 | 24.7 | 17.7 | 27.8 | 37.1 | | | | 38.2 | 28.3 | 17.5 | 21.1 | 21.4 | 13.2 | | |
| | | | | | | | | | | | | Time over Subdivision | | | | | | | | | |
| | | | | | | | | | | | | Average Speed per Hour | | | | | | | | | |

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 at bridge 89.82 to yard limit board east of Flora Street. Oroville Yard extends from yard limit board west of Oroville Yard to yard limit board at Mile Post 206.

Maximum speed, passenger trains 50, freight and mixed trains 30 miles an hour between Stockton and Sacramento; passenger trains 60, freight and mixed trains 40 miles an hour between Sacramento and Oroville.

Stockton, S. P. Tower "R" Street Sacramento, and Oroville are register stations for first class trains only. First class trains will register by ticket at S. P. Tower "R" Street Sacramento and Oroville Yard. At Stockton second class and extra trains will not require clearance card unless they receive train order. At Oroville second class and extra trains will not require clearance card unless train order signal is at STOP.

At Flora Street, Track No. 7, located on north side of main track, west switch at Park Street, east switch immediately west of Harding Way, will be used as siding.

Automatic Block System signals located as follows:

At Oroville: Eastward signals, at Mile Post 204.5 and 450 feet west of house track switch.

Westward signals, at East siding switch and 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. 10 November 24, 1929 | Distance from Portola | FIRST CLASS | | SECOND CLASS | | | | Capacity of Sidings | | |
|--|----------------------------|-------------------------|--------------|--------------|--------------|--------------|-----------------|----------------|-----------------------------|--|------------------------|---|-----------------|--------------|--------------|---------------|----------------------------|----------------------------|-------------------------|------|
| | 98 | 96 | 84 | 62 | 74 | 54 | 4 | 2 | | | | 1 | 3 | 55 | 61 | 95 | 97 | | | |
| | Local Freight | Local Freight | Fast Freight | Fast Freight | Fast Freight | Fast Freight | Pacific Express | Scenic Limited | | | | Scenic Limited | Pacific Express | Fast Freight | 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 | | | | STATIONS Telegraph Offices and Calls | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tues. Thurs. & Sat. | | Arrive Mon. Wed. & Fri. | |
| B. R. K. P. | | 7.10 AM | 11.14 PM | 6.05 PM | 11.20 AM | 5.15 AM | 4.05 AM | 4.10 PM | 205.1 | 2S | OROVILLE 4.4 | Vi | 116.3 | s 9.05 AM | s 11.55 PM | 10.45 AM | 11.40 PM | 1.25 PM | 55 | |
| P. | | 7.24 | 11.25 | 6.16 | 11.31 | 5.26 | 4.14 | 4.18 | 209.5 | | QUARTZ 2.6 | | 111.9 | 8.55 | 11.45 | 10.33 | 11.25 | 1.10 | 50 | |
| | | 7.33 | 11.31 | 6.24 | 11.39 | 5.34 | 4.20 | 4.24 | 212.1 | | LAND 0.6 | | 109.3 | 8.49 | 11.38 | 10.24 | 11.16 | 1.01 | Yard | |
| P. | | 7.35 | 11.37 | 6.26 | 11.41 | 5.36 | f 4.21 | 4.25 | 212.7 | | BIDWELL 4.8 | | 108.7 | 8.48 | f 11.37 | 10.22 | 11.14 | 12.58 | 70 | |
| P. | | 7.50 | 11.51 PM | 6.40 | 11.54 AM | 5.50 | f 4.33 | 4.35 | 217.5 | | BLOOMER 6.9 | | 103.9 | 8.38 | f 11.25 | 10.08 | 10.58 | 12.41 | 52 | |
| W. P. | | 8.24 | 12.13 AM | 7.02 | 12.16 PM | 6.13 | f 4.52 | 4.50 | 224.4 | D | BERRY CREEK 7.0 | Bk | 97.0 | 8.24 | f 11.05 | 9.46 | 10.37 | 12.16 PM | 58 | |
| P. | | 8.53 | 12.37 | 7.26 | 12.40 | 6.37 | 5.08 | 5.07 | 231.4 | | DAVID 3.8 | | 90.0 | 8.09 | 10.47 | 9.23 | 10.13 | 11.46 AM | 65 | |
| P. | | 9.09 | 12.51 | 7.40 | 12.54 | 6.51 | f 5.18 | 5.17 | 235.2 | | POE 3.9 | | 86.2 | 8.00 | f 10.36 | 9.09 | 9.59 | 11.27 | 74 | |
| F. W. P. | | 9.40 | 1.22 | 8.11 | 1.25 | 7.22 | s 5.34 | 5.27 | 239.1 | DN | PULGA 4.6 | Bg | 82.3 | 7.51 | s 10.25 | 8.55 | 9.45 | 11.08 | 90 | |
| P. | | 10.10 | 1.37 | 8.26 | 1.40 | 7.41 | f 5.46 | 5.38 | 243.7 | | CRESTA 3.8 | | 77.7 | 7.41 | f 10.09 | 8.40 | 9.29 | 10.39 | 82 | |
| W. P. | | 10.35 | 1.49 | 8.38 | 1.52 | 7.54 | f 5.57 | 5.49 | 247.5 | | MERLIN 5.6 | | 73.9 | 7.33 | f 9.58 | 8.28 | 9.16 | 10.20 | 48 | |
| P. | | 11.15 | 2.06 | 8.55 | 2.09 | 8.12 | f 6.13 | 6.03 | 253.1 | | TOBIN 2.2 | | 68.3 | 7.21 | f 9.41 | 8.12 | 8.55 | 9.55 | 58 | |
| P. | | 11.35 AM | 2.13 | 9.02 | 2.16 | 8.19 | f 6.20 | 6.08 | 255.3 | | CAMP RODGERS 4.7 | | 66.1 | 7.16 | f 9.33 | 8.04 | 8.42 | 9.43 | 85 | |
| W. P. | | 12.30 PM | 2.32 | 9.21 | 2.35 | 8.38 | s 6.39 | 6.21 | 260.0 | DN | BELDEN 4.6 | Bn | 61.4 | 7.06 | s 9.21 | 7.50 | 8.22 | 9.23 | 90 | |
| P. | | 1.00 | 2.52 | 9.41 | 2.55 | 8.57 | f 6.56 | 6.32 | 264.6 | | RICH 5.7 | | 56.8 | 6.56 | f 9.01 | 7.33 | 8.00 | 8.57 | 52 | |
| W. P. | | 1.30 | 3.10 | 9.59 | 3.13 | 9.15 | f 7.11 | 6.46 | 270.3 | | VIRGILIA 3.4 | | 51.1 | 6.44 | f 8.44 | 7.11 | 7.38 | 8.35 | 48 | |
| P. | | 2.00 | 3.21 | 10.10 | 3.24 | 9.26 | f 7.22 | 6.55 | 273.7 | | TWAIN 3.8 | | 47.7 | 6.36 | f 8.34 | 6.36 | 7.23 | 8.10 | 48 | |
| P. | | 2.45 | 3.33 | 10.22 | 3.36 | 9.38 | s 7.50 | s 7.08 | 277.5 | | PAXTON 3.4 | Xn | 43.9 | 6.28 | s 8.23 | 6.15 | 7.08 | 7.50 | 85 | |
| F. W. P. R. | 8.15 AM | 3.10 PM | 3.53 | 10.42 | 3.56 | 9.58 | s 8.05 | 7.20 | 280.9 | DN | KEDDIE 3.6 | Kd | 40.5 | 6.21 | s 8.05 | 6.00 | 6.45 | 7.20 AM | 1.00 PM | 58 |
| P. | 8.30 | | 4.12 | 11.01 | 4.15 | 10.17 | f 8.15 | 7.28 | 284.5 | | SIERRA 3.3 | | 36.9 | 6.14 | f 7.49 | 5.35 | 6.18 | | 12.30 | 85 |
| P. | 9.01 | | 4.22 | 11.11 | 4.25 | 10.28 | s 8.31 | s 7.40 | 287.8 | 2S | QUINCY JUNCTION 4.8 | Rt | 33.6 | f 6.07 | s 7.40 | 5.23 | 6.06 | | 12.10 PM | 74 |
| P. | 9.25 | | 4.36 | 11.25 | 4.39 | 10.42 | 8.42 | 7.53 | 292.6 | | MASSAOK 4.0 | | 28.8 | 5.56 | f 7.28 | 5.08 | 5.48 | | 11.25 AM | 85 |
| W. P. | 10.20 | | 4.54 | 11.43 | 4.57 | 11.00 | s 8.58 | 8.02 | 296.6 | DN | SPRING GARDEN 5.0 | Sg | 24.8 | 5.48 | s 7.19 | 4.54 | 5.32 | | 11.00 | 74 |
| P. | 11.15 | | 5.12 | 11.58 PM | 5.12 | 11.15 | s 9.14 | 8.14 | 301.6 | D | SLOAT 3.8 | So | 19.8 | 5.38 | s 7.05 | 4.30 | 5.12 | | 10.10 | 48 |
| P. | 11.40 AM | | 5.31 | 12.09 AM | 5.23 | 11.26 | f 9.24 | 8.24 | 305.4 | | TWO RIVERS 4.9 | | 16.0 | 5.31 | f 6.54 | 4.04 | 4.57 | | 9.24 | 85 |
| W. P. | 12.50 PM | | 5.48 | 12.28 | 5.42 | 11.45 AM | s 9.45 | s 8.42 | 310.3 | 2S | BLAIRSDEN 3.3 | Ba | 11.1 | f 5.22 | s 6.43 | 3.48 | 4.42 | | 8.55 | 54 |
| P. | 1.20 | | 6.06 | 12.48 | 6.03 | 12.06 PM | s 9.56 | 8.52 | 313.6 | D | OLIO 5.1 | C | 7.8 | 5.15 | s 6.31 | 3.36 | 4.30 | | 8.30 | 63 |
| P. | 1.45 | | 6.22 | 1.04 | 6.20 | 12.22 | 10.07 | 9.03 | 318.7 | | MABIE 2.7 | | 2.7 | 5.05 | 6.20 | 3.16 | 4.12 | | 8.10 | 85 |
| F. W. T. O. P. Y. B. R. K. | 2.05 PM | | 6.30 AM | 1.15 AM | 6.35 PM | 12.35 PM | s 10.15 AM | s 9.10 PM | 321.4 | DN | PORTOLA | Ki | 0.0 | 5.00 AM | 6.15 PM | 3.05 AM | 4.00 PM | | 8.00 AM | 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 Daily | Leave Tues., Thurs. & Sat. | Leave Mon. Wed. & Fri. | |
| | 5.50 | 7.40 | 7.16 | 7.10 | 7.15 | 7.20 | 6.10 | 5.00 | | | Time over Subdivision | | | 4.05 | 5.40 | 7.40 | 7.40 | 6.05 | 5.00 | |
| | 6.9 | 9.9 | 16.0 | 16.2 | 16.0 | 15.9 | 18.9 | 23.3 | | | Average Speed per Hour | | | 28.5 | 20.5 | 15.2 | 15.2 | 12.5 | 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.

Maximum speed, passenger trains: Between Portola and Two Rivers 40 miles an hour; between Two Rivers and Keddie, 35 miles an hour; between Keddie and Intake, 30 miles an hour; between Intake and Oroville, 35 miles an hour.

Maximum speed, freight and mixed trains 25 miles an hour.

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.

A standing car to car inspection, or a careful rolling inspection must be made on Westward freight or mixed trains at Blairsdien, Two Rivers or Sloat.

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.

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: Eastward signals, at Mile Post 204.5 and 450 feet west of house track switch.

Westward signals, at East siding switch and 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. 10 November 24, 1929 | Distance from Gerlach | FIRST CLASS | | SECOND CLASS | | Capacity of Sidings |
|--|--------------|--------------|--------------|-----------------|----------------|-----------------------------|---|-----------------------|----------------|-----------------|--------------|--------------|---------------------|
| | 56 | 64 | 62 | 4 | 2 | | | | 1 | 3 | 61 | 55 | |
| | Fast Freight | Fast Freight | Fast Freight | Pacific Express | Scenic Limited | | | | Scenic Limited | Pacific Express | Fast Freight | Fast Freight | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | STATIONS Telegraph Offices and Calls | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| F. W. T. O. P. Y. B. R. K. | 7.45 PM | 11.45 AM | 2.30 AM | 10.30 AM | 9.20 PM | 321.4 | DN PORTOLA | Ki 116.9 | s 4.45 AM | s 5.55 PM | 3.00 PM | 2.05 AM | Yard |
| P. | 7.55 | 11.56 AM | 2.40 | 10.36 | 9.27 | 324.1 | GULLING JUNCTION | 114.2 | 4.38 | 5.48 | 2.49 | 1.48 | |
| P.Y. | 8.00 | 12.01 PM | 2.48 | f 10.40 | 9.31 | 326.1 | CALPINE JUNCTION | 112.2 | 4.34 | f 5.44 | 2.41 | 1.42 | 18 |
| P. | 8.05 | 12.06 | 2.56 | s 10.48 | 9.35 | 328.1 | HAWLEY Loyalton Branch Crossing | Je 110.2 | 4.30 | s 5.40 | 2.33 | 1.36 | 74 |
| P. | 8.14 | 12.15 | 3.08 | f 10.55 | 9.43 | 332.4 | HINDOO | 105.9 | 4.24 | f 5.29 | 2.20 | 1.25 | 74 |
| P.W. | 8.30 | 12.30 | 3.28 | s 11.09 | 9.55 | 339.6 | CHILCOOT | Ch 98.7 | 4.15 | s 5.19 | 2.04 | 1.10 | 74 |
| P.Y. | 8.35 | 12.35 | 3.38 | s 11.27 | 10.01 | 341.7 | RENO JUNCTION | Jn 96.6 | 4.10 | s 5.10 | 1.54 | 1.01 | 50 |
| P. | 8.44 | 12.44 | 4.01 | f 11.34 | 10.10 | 346.0 | SCOTTS | 92.3 | 4.01 | f 4.44 | 1.34 | 12.42 | 74 |
| P. | 8.57 | 12.58 | 4.26 | f 11.44 | 10.21 | 352.5 | RED ROCK | 85.8 | 3.48 | f 4.29 | 12.58 | 12.17 AM | 74 |
| P. | 9.09 | 1.10 | 4.50 | f 11.55 AM | 10.32 | 358.3 | OMIRA | 80.0 | 3.36 | f 4.14 | 12.25 | 11.50 PM | 74 |
| P.W. | 9.34 | 1.35 | 5.20 | s 12.10 PM | f 10.46 | 362.9 | DOYLE | De 75.4 | f 3.28 | s 4.04 | 12.10 PM | 11.35 | 74 |
| P. | 9.51 | 1.52 | 5.50 | f 12.23 | 10.59 | 371.5 | HACKSTAFF | 66.8 | 3.13 | f 3.45 | 11.34 AM | 10.59 | 74 |
| P. | 10.03 | 2.04 | 6.10 | f 12.33 | 11.09 | 377.6 | CALNEVA, CAL. | 60.7 | 3.05 | f 3.35 | 11.20 | 10.32 | 74 |
| P. | 10.17 | 2.17 | 6.30 | f 12.43 | 11.19 | 384.0 | FLANIGAN, NEV. | 54.3 | 2.57 | f 3.25 | 11.06 | 10.17 | 74 |
| P. | | | | | | 384.3 | S. P. Crossing | 54.0 | | | | | |
| P. | 10.47 | 2.46 | 7.10 | f 1.00 | 11.37 | 393.5 | SAND PASS | Pa 44.8 | 2.44 | f 3.09 | 10.46 | 9.55 | 74 |
| P. | 10.55 | 2.58 | 7.25 | 1.07 | 11.44 | 397.4 | BRYANT | 40.9 | 2.36 | 2.58 | 10.33 | 9.38 | 74 |
| P. | 11.10 | 3.13 | 7.50 | f 1.18 | 11.56 PM | 405.0 | SANO | 33.3 | 2.24 | f 2.46 | 10.13 | 9.15 | 80 |
| W. 4 miles P. west | 11.47 PM | 3.50 | 8.40 | f 1.36 | 12.14 AM | 416.1 | REYNARD | 22.2 | 2.08 | f 2.27 | 9.33 | 8.40 | 74 |
| P. | 12.03 AM | 4.06 | 9.15 | f 1.49 | 12.28 | 424.0 | BRONTE | 14.3 | 1.56 | f 2.13 | 9.15 | 8.21 | 80 |
| P. | 12.16 | 4.19 | 9.35 | f 2.01 | 12.41 | 430.6 | PHIL | 7.7 | 1.46 | f 2.01 | 9.01 | 8.05 | 80 |
| F. W. Y. B. R. K. P. | 12.35 AM | 4.35 PM | 10.00 AM | s 2.15 PM | s 12.55 AM | 438.3 | GERLACH | Gr 0.0 | 1.35 AM | 1.50 PM | 8.40 AM | 7.40 PM | Yard |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |
| | 4.50 | 4.50 | 7.30 | 3.45 | 3.35 | | Time over Subdivision | | 3.10 | 4.05 | 6.20 | 6.25 | |
| | 24.2 | 24.2 | 15.6 | 31.2 | 32.6 | | Average Speed per Hour | | 36.9 | 28.6 | 18.5 | 18.2 | |

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

Yard Limits: Portola and Gerlach

Maximum speed, passenger trains 50, freight and mixed trains 35 miles an hour, except passenger trains will not exceed 40, freight and mixed trains 30 miles an hour between Reno Junction and Constantia and between Flanigan Pit and Sano.

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.

Eastward

FIRST SUBDIVISION "A"—SAN JOSE BRANCH.

Westward

Table with columns for Second Class (178 Freight), First Class (102 Passenger), and Capacity of Sidings. Includes stations like Niles, Niles Junction, Irvington, Warm Springs, Milpitas, Berryessa, and San Jose. Time Table No. 10, November 24, 1929.

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 30, freight trains 25 miles an hour.

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

Table with columns for Second Class (220 Freight), First Class (202 Passenger, 204 Passenger), and Capacity of Sidings. Includes stations like Reno Junction, Plumas, Peavine, Copperfield, Anderson, Panther, and Reno. Time Table No. 10, November 24, 1929.

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

Maximum speed for passenger trains 35, freight trains 20 miles an hour.

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. 10, November 24, 1929. Includes stations like Carbona, Kerlinger, River Rock, and Moy. Distance from Carbona and Moy.

Westward Trains are superior to Eastward Trains of the same class. Derailed on main track M. P. 3.3, lock for derailed when not in use. Maximum speed 12 miles an hour.

Eastward FOURTH SUBDIVISION "A"—GULLING BRANCH. Westward

Table with columns for Time Table No. 10, November 24, 1929. Includes stations like Gulling Junct., Grizzly, and Gulling. Distance from Gulling Jct.

Westward Trains are superior to Eastward trains of the same class. Maximum speed 12 miles an hour.

Eastward FOURTH SUBDIVISION "B"—CALPINE BRANCH. Westward

Table with columns for Second Class (314 Mixed), Time Table No. 10, November 24, 1929. Includes stations like Calpine Junct., Summitt, Fir, Davies Junct., and Calpine. Distance from Calpine Junct.

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

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

Table with columns for Second Class (416 Mixed), Time Table No. 10, November 24, 1929. Includes stations like Clover Valley Jct., Hawley, and Loyalton. Distance from Loyalton.

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.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

| Eastward | | Distance from Terminous Junct. | Time Table No. 10 | | Distance from Terminous | Westward | |
|-----------------------------|--|--------------------------------|-------------------|----------------|-------------------------|---------------------|------|
| November 24, 1929 | | | STATIONS | | | Capacity of Sidings | |
| Telegraph Offices and Calls | | | | | | | |
| 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 | U _s | 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.

SPECIAL RULES

ADDITIONAL SPEED RESTRICTIONS GENERAL

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, consolidation and mikado engines handling passenger trains, 40 miles an hour. Maximum speed, Mallet engines, 25 miles an hour.

Engines running light, except mallet 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 and mixed trains 10 miles an hour, within city limits, Oakland.

Maximum speed, passenger trains 20, freight and mixed trains 15 miles an hour between bridge just west of San Leandro depot and Williams Street, 5 blocks east of San Leandro depot.

Maximum speed, passenger trains 40, freight and mixed trains 25 miles an hour on curve Mile Post 29.4.

Passenger trains must use 2, freight and mixed trains 4 minutes passing through Tunnel No. 1.

Maximum speed, all trains, 15 miles an hour within city limits, Pleasanton and Livermore.

Maximum speed, 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 and mixed 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 and mixed 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, passenger trains 45 miles an hour on curve Mile Post 201.9.

THIRD SUBDIVISION

Maximum speed, passenger trains 25, freight and mixed trains 18 miles an hour over Bridge 252.60.

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

Maximum speed, passenger trains 30, freight and mixed trains 18 miles an hour on curve at Mile Post 315.2.

FOURTH SUBDIVISION

Passenger trains must use 3, freight and mixed trains 5 minutes passing through Tunnel No. 37.

Maximum speed, passenger trains 35, freight and mixed trains 25 miles an hour on

curve at Mile Post 323.5; on first curve East of Scotts; at Mile Posts 391 and 392 and on first curve West of Bryant.

Maximum speed, all trains, 15 miles an hour through automatic interlocker at Mile Post 384.3.

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.

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 60 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.

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. One distant signal 2000 feet east of home signal. 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 crossover switch; lower arm governs movement from main track to siding through crossover. 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.-T. S. crossings M. P. 90.3. Interlocked. Home signal 925 feet west of junction switch governs eastward trains on W. P. main track.

Two-arm home signal 700 feet east of junction switch: Upper arm governs westward trains on W. P. main track; lower arm governs movement through crossover. Distant signals 3000 feet east and west of home signals.

Eastward T. S. trains governed by two-arm dwarf home signal 400 feet west of junction switch; upper arm governs movement to T. S. and over S. P. crossing, or through crossover to W. P. main track; lower arm governs movement to W. P. siding. Trainmen will line derail.

Westward T. S. trains governed by home signal 450 feet east of S. P. crossing. This signal governs movement over S. P. crossing to T. S. main track. No distant signals.

Hand operated derails with electric locks under control of towerman installed on W. P. siding and stock yards track.

Trains desiring to move to stock yards track will sound proper whistle signal and when signal placed at proceed, or prescribed hand signal given by towerman, may proceed to entrance switch, and after trainmen have lined switch and derail, movement may be made.

Movement from stock yards track, or from W. P. siding, will be made only on receipt of hand signal from towerman. After this signal received, trainmen will line derail, and if movement is from stock yards will also line switch and derail, before movement is made.

W. P. siding derail and stock yards switch and derail must be restored to normal position by trainmen immediately after completing movement.

At west end Stockton Yard, when either switch of crossover is lined for crossover movement, home and distant signals on W. P. main track are held at stop.

Following are whistle signals: To or from W. P. siding—Two long, two short. To or from stock yards—One long, one short, one long. To W. P. main track—One long. To T. S. main track—One long, one short.

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 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. 384.3. 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 Fifth Street Spur. Home signal 454 feet east of 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 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.

Table with 2 columns: Subdivision, Rating. Rows include First, Second, Third, and Fourth Subdivisions with Eastward and Westward ratings in tons and car limits.

Mallet Engines.

Table with 2 columns: Subdivision, Rating. Row includes Third Subdivision with Eastward and Westward ratings.

Mikado Engines.

Table with 2 columns: Subdivision, Rating. Rows include Third and Fourth Subdivisions with Eastward and Westward ratings.

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.

Table listing watch inspectors by location: San Francisco, Oakland, Livermore, San Jose, Stockton, Sacramento, Oroville, Reno, Nevada.

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.

SPURS AND COMMERCIAL TRACKS.

MAIN LINE.

Table with 4 columns: STATIONS, Distance from San Francisco, How Connected, and C. Lists stations from KOHLER to FLANIGAN PIT with distances and connection types.

RAILROAD SURGEONS

Table listing railroad surgeons by name and location, including DR. A. R. KILGORE, DR. E. S. KILGORE, etc.