

THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 13 TABLE

In Effect 12:01 A. M. "Pacific" Time
SUNDAY, JUNE 7, 1931

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, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS					FIRST CLASS			San Francisco Distance from	Time Table No. 13 June 7, 1931			Distance from Stockton	FIRST CLASS			SECOND CLASS			Capacity of Sidings
	46	50	78	92	62	6	4	2		STATIONS Telegraph Offices and Calls				5	3	1	91	61	77	
	Fast Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Feather River Express	Pacific Express	Scenic Limited		Arrive Daily	Arrive Daily	Arrive Daily		Local Freight	Fast Freight	Fast Freight	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	
W. F. O.						9.00 PM	7.30 PM	10.00 AM	0.0	DN	SAN FRANCISCO	Go	93.8	8.00 AM	9.15 AM	3.30 PM				
B. R. P.						9.30	8.00	10.30	3.5		WESTERN PACIFIC MOLE		90.3	s 7.30	s 8.40	s 3.00				
F. W. T. O. P. B. R. K.			10.15 PM	7.25 AM	2.00 AM	9.35	8.05	10.35	5.5	DN	OAKLAND YARD	Md	88.3	7.25	8.35	2.55	2.40 PM	11.59 PM	2.00 AM	
			10.20	7.30	2.05	s 9.45	s 8.10	s 10.40	6.6		OAKLAND		87.2	s 7.20	s 8.30	s 2.50	2.30	11.49	1.50	
			10.30	7.43	2.25	f 9.55	8.19	10.49	9.6		FRUITVALE		84.2	f 7.01	8.13	2.35	2.10	11.35	1.25	
P.			10.44	8.05	2.40	10.01	8.26	10.56	13.5		ELMHURST		80.3	f 6.52	8.05	2.28	1.50	11.23	1.00	
P.			10.47	8.25	2.45	f 10.04	8.29	10.59	14.8	D	SAN LEANDRO	Dr	79.0	f 6.49	8.02	2.25	1.45	11.18	12.50	
P.			11.05	8.55	3.15	f 10.13	8.37	11.07	20.5	D	HAYWARD	Hy	73.3	f 6.40	7.53	2.17	1.01 PM	11.05	12.30	
W. P.			11.22	9.15	3.35	f 10.21	8.45	11.15	26.6		DEOOTO		67.2	f 6.29	7.43	2.09	11.45 AM	10.44	12.10 AM	
			11.55	9.40	4.20	f 10.30	8.53	s 11.23	29.7	DN	NILES	Cn	64.1	f 6.24	7.38	s 2.05	11.23	10.30	11.55 PM	
P. Y.			11.59 PM	9.45	4.30	10.32	8.55	11.25	30.3		NILES JUNCTION		63.3	6.17	7.31	2.00	11.00	10.15	11.37	
P.			12.20 AM	10.30	5.00	f 10.43	9.04	11.34	30.5	D	SUNOL	Sb	63.3	f 6.09	7.24	1.53	10.30	9.55	11.20	
P.			12.35	10.55	5.20	f 10.52	9.12	11.42	36.0	D	PLEASANTON	Tn	57.8	f 6.00	7.17	1.46	10.10	9.40	10.52	
W. P.			12.50	11.20 AM	5.50	f 11.03	9.22	11.52 AM	42.7		LIVERMORE	Vn	51.1	f 5.50	7.09	1.38	9.50	9.22	10.34	
F.			1.20	12.07 PM	6.25	f 11.19	9.37	12.07 PM	43.0		ALTAMONT		46.2	f 5.36	6.56	1.26	9.20	8.45	10.15	
P.			1.38	12.25	6.41	f 11.28	9.46	12.16	47.6	D	MIDWAY		37.3	f 5.18	6.41	1.12	8.40	8.10	9.46	
W. Y. P.			1.59	12.56	7.05	f 11.40	9.56	12.26	63.0	DN	CARBONA	Cb	30.8	f 4.59	6.24	12.56	8.00	7.29	9.00	
P.			2.04	1.30	7.12	f 11.43	9.59	12.29	71.8	D	LYOTH	Ky	22.0	f 4.54	6.21	12.53	7.45	7.17	8.48	
P.			2.11	1.55	7.30	11.47	10.02	12.32	73.9		FTZ		19.9	4.48	6.16	12.49	7.30	7.07	8.38	
P.			2.28	2.30	7.55	f 11.55 PM	10.10	12.41	76.8		LATHROP		17.0	f 4.38	6.07	12.41	7.05	6.46	8.15	
P.			2.43	2.55	8.20	12.03 AM	10.18	12.49	83.8		ORTEGA		10.0	4.28	5.59	12.33	6.50	6.28	7.50	
F. W. T. O. P. B. R. K.	10.35 PM	4.25 AM	2.50 AM 3.40 AM	3.05 PM	8.30 AM 10.00 AM	f 12.10	10.23	12.52	90.3	DN	STOCKTON YARD	Sn	3.5	f 4.25	5.56	12.30	6.45 AM	6.20 PM 5.20 PM	7.45 PM 7.10 PM	
P. R. K.	10.45 PM	4.35 AM	3.50 AM		10.15 AM	s 12.20 AM	s 10.30 PM	s 1.00 PM	92.0		A. T. & S. F. Crossing		1.8							
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	93.2	2S	STOCKTON	Fe	0.0	4.15 AM	5.50 AM	12.25 PM	Leave Daily Ex. Sunday	Leave Daily	Arrive Daily Ex. Saturday	
	.10	.10	4.35	7.40	6.30	2.50	2.30	2.30	93.8		Time over Subdivision			3.15	2.50	2.35	7.55	5.39	6.15	
	10.8	10.8	18.9	11.3	13.3	31.9	36.1	36.1			Average Speed per Hour			27.8	31.9	35.0	10.9	15.3	13.8	

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

Yard Limits: Oakland, Niles, Carbons 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 19 1/2 poles east of Mile Post 96.

Maximum speed, passenger trains 60, freight and mixed trains 40 miles an hour, except passenger trains will not exceed 35, freight and mixed trains 25 miles an hour between bridges 23.93 and 24.31, and passenger trains will not exceed 45, freight and mixed trains 25 miles an hour between Niles and Mile Post 37, and between Mile Posts 52 and 67.

W. P. Mole is initial station for Nos. 2, 4 and 6. Nos. 2, 4 and 6 will obtain clearance card at Oakland Yard.

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.

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.

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, 2, 3 and 4 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS					FIRST CLASS			Distance from San Francisco	Time Table No. 13		Distance from Portola	FIRST CLASS			SECOND CLASS			Capacity of Sidings			
	62	74	96	54	98	2	6	4		June 7, 1931			1	5	3	61	95	97				
	Fast Freight	Fast Freight	Local Freight	Fast Freight	Local Freight	Scenic Limited	Feather River Express	Pacific Express		STATIONS Telegraph Offices and Calls			Scenic Limited	Feather River Express	Pacific Express	Fast Freight	Local Freight	Local Freight				
	Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Mon. Wed. & Fri.						
B. R. K. P.	6.15 PM	11.20 AM	7.10 AM	5.10 AM		3.55 PM	4.15 AM	1.30 AM	205.1	2S	OROVILLE	Vi	116.3	s 9.35 AM	s 12.05 AM	s 2.55 AM	10.00 AM	1.25 PM			55	
P.	6.26	11.31	7.24	5.21		4.03	4.23	1.39	209.5		QUARTZ		111.9	9.26	11.56 PM	2.45	9.40	1.05			84	
P.	6.34	11.39	7.35	5.29		4.09	f 4.29	1.46	212.7		BIDWELL		108.7	9.19	f 11.48	2.37	9.29	12.50			70	
P.	6.46	11.51 AM	7.50	5.41		4.19	f 4.39	1.57	217.5		BLOOMER		103.9	9.09	f 11.37	2.26	9.09	12.35			86	
W. P.	7.04	12.09 PM	8.41 8.55	5.59		4.33	f 4.55	2.11	224.4	D	BERRY CREEK	Bk	97.0	8.55	f 11.21	2.11	8.41	12.09 PM			90	
P.	7.26	12.31	9.25	6.21		4.47	5.10	2.25	231.4		DAVID		90.0	8.40	11.04	1.56	8.20	11.30 AM			65	
P.	7.39	12.44	9.40	6.34		4.55	f 5.19	2.33	235.2		POE		86.2	8.31	f 10.54	1.48	8.05	11.15			64	
F. W. P.	8.02	1.07	10.10	6.56		5.04	s 5.34	2.41	239.1	DN	PULGA	Bg	82.3	8.22	s 10.44	1.39	7.50	10.50			90	
P.	8.26	1.31	10.35	7.19		5.14	f 5.45	2.51	243.7		ORESTA		77.7	8.12	f 10.29	1.29	7.19	10.20			82	
W. P.	8.39	1.44	10.55	7.32		5.24	f 5.54	3.01	247.5		MERLIN		73.9	8.03	f 10.20	1.20	7.07	10.00			48	
P.	8.56	2.01	11.25	7.51		5.36	f 6.08	3.13	253.1		TOBIN		68.3	7.51	f 10.06	1.08	6.51	9.35			58	
P.	9.03	2.08	11.40 AM	7.58		5.41	f 6.14	3.18	255.3		CAMP RODGERS		66.1	7.46	f 9.59	1.03	6.44	9.20			85	
W. P.	9.17	2.23	12.30 PM	8.13		5.52	s 6.30	3.28	260.0	DN	BELDEN	Bn	61.4	7.35	s 9.48	12.52	6.30	9.00			90	
P.	9.32	2.37	1.00	8.27		6.02	f 6.42	3.38	264.6		RICH		56.8	7.25	f 9.32	12.42	6.09	8.27			52	
W. P.	9.54	2.59	1.30	8.49		6.15	f 6.55	3.51	270.3	D	VIRGILIA	V	51.1	7.13	f 9.19	12.29	5.49	7.55			48	
P.	10.11	3.16	2.00	9.06		6.23	f 7.05	3.59	273.7		TWAIN		47.7	7.05	f 9.10	12.21	5.38	7.40			65	
P.	10.24	3.29	2.45	9.19		s 6.34	s 7.25	4.07	277.5		PAXTON	Xn	43.9	s 6.56	s 9.01	12.12	5.26	7.25			85	
F. W. P. R.	10.37	3.41	3.10 PM	9.31	8.15 AM	6.42	s 7.44	4.15	280.9	DN	KEDDIE	Kd	40.5	6.47	s 8.47	12.04 AM	5.15	7.00 AM	1.00 PM			58
P.	10.50	3.54		9.44	8.30	6.49	f 7.53	4.22	284.5		SIERRA		36.9	6.40	f 8.31	11.57 PM	5.00		12.30			85
P.	11.02	4.06		9.56	9.01	s 7.00	s 8.08	4.28	287.8	2S	QUINCY JUNCTION	Rt	33.6	s 6.35	s 8.24	11.52	4.50		12.10 PM			74
P.	11.17	4.21		10.11	9.25	7.10	8.19	4.37	292.6		MASSAOK		28.8	6.26	f 8.08	11.44	4.37		11.00 AM			85
W. P.	11.37	4.38		10.28	10.10	7.17	s 8.34	4.45	296.6	2S	SPRING GARDEN	Sg	24.8	6.19	s 8.00	11.37	4.15		10.28			74
P.	11.55 PM	4.58		10.48	10.48	7.27	s 8.49	4.55	301.6	D	SLOAT	So	19.8	6.10	s 7.46	11.28	3.54		10.05			48
P.	12.08 AM	5.11		11.01	11.15 AM	7.34	f 9.00	5.02	305.4		TWO RIVERS		16.0	6.04	f 7.34	11.22	3.42		9.45			85
W. P.	12.23	5.26		11.16	12.30 PM	s 7.50	s 9.28	5.11	310.3	DN	BLAIRSDEN	Ba	11.1	s 5.56	s 7.23	11.14	3.29		9.28			54
P.	12.33	5.36		11.26	1.00	7.58	s 9.38	5.18	313.6	D	OLIO	C	7.8	5.49	s 7.10	11.08	3.19		8.30			62
P.	12.49	5.52		11.42	1.30	8.09	9.51	5.29	318.7		MABIE		2.7	5.40	7.00	11.00	3.05		8.10			85
F. W. T. O. P. Y. B. R. K.	1.00 AM	6.05 PM		11.55 AM	1.45 PM	s 8.15 PM	s 10.00 AM	s 5.35 AM	321.4	DN	PORTOLA	Ki	0.0	5.35 AM	6.55 PM	10.55 PM	2.55 AM		8.00 AM			Yard
	Arrive Daily	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily			Time over Subdivision			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Mon. Wed. & Fri.			
	6.45	6.45	8.00	6.45	5.30	4.20	5.45	4.05						4.00	5.10	4.00	7.05	6.25	5.00			
	17.2	17.2	9.5	17.2	7.4	26.8	20.2	28.5			Average Speed per Hour			29.0	22.5	29.0	16.4	11.8	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 13 poles west of Mile Post 202 to yard limit board at Mile Post 206.

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

Maximum speed, freight and mixed trains: Between Portola and Keddie, 30 miles an hour; between Keddie and David, 25 miles an hour; between David and Las Plumas, 30 miles an hour; between Las Plumas and Oroville, 25 miles an hour. On curves or where other conditions require, speed must conform to provisions of Rule 847.

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 Blairsdens, Two Rivers or Sloat.

When passenger trains meet at Portola, pocket track in front of depot will be used by 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, 2, 3 and 4 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock,	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 13 June 7, 1931	Distance from Gerlach	FIRST CLASS			SECOND CLASS			Capacity of Sidings		
	56	64	62	2	6	4				1	5	3	61					
	Fast Freight	Fast Freight	Fast Freight	Scenic Limited	Feather River Express	Pacific Express				Scenic Limited	Feather River Express	Pacific Express	Fast Freight					
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
F. W. T. O. P. Y. B. R. K.	6.30 PM	11.45 AM	2.30 AM	8.25 PM	10.15 AM	5.45 AM	321.4	DN	PORTOLA	Ki	116.9	s 5.20 AM	s 6.30 PM	s 10.45 PM				Yard
P.	6.41	11.55	2.45	8.31	10.21	5.51	324.1		GULLING JUNCTION		114.2	5.14	6.23	10.39				
P. Y.	6.45	11.59 AM	2.55	8.34	f 10.25	5.54	326.1		CALPINE JUNCTION		112.2	5.10	f 6.19	10.36				18
P.	6.49	12.03 PM	3.05	8.37	s 10.32	5.57	328.1	D	HAWLEY	Jc	110.2	5.06	s 6.15	10.33				75
P.	6.58	12.12	3.15	8.43	f 10.38	6.03	332.4		Loyalton Branch Crossing									
P.W.	7.13	12.27	3.35	8.53	s 10.50	6.13	339.6	D	HINDOO		105.9	5.00	f 6.07	10.27				75
P. Y. R.	7.19	12.33	3.45	8.57	s 11.00 AM	6.17	341.7	D	OHILCOOT	Ch	98.7	4.51	s 5.58	10.18				74
P.	7.28	12.42	4.00	9.04		6.24	346.0		RENO JUNCTION	Jn	96.6	4.46	5.50 PM	10.14				60
P.	7.41	12.55	4.26	9.13		6.33	352.5		SCOTTS		92.3	4.38		10.06				74
P.	7.53	1.07	4.50	9.21		6.41	358.3		RED ROCK		85.8	4.26		9.54				74
P.W.	8.15	1.27	5.25	f 9.36		f 6.53	362.9	DN	OMIRA		80.0	4.15		9.43				75
P.	8.33	1.44	5.55	9.47		7.04	371.5		DOYLE	Do	75.4	f 4.08		f 9.36				74
P.	8.46	1.57	6.20	f 9.57		7.12	377.6		HACKSTAFF		66.8	3.53		9.21				74
P.	9.05	2.10	6.45	10.06		7.20	384.0		OALNEVA, OAL.		60.7	f 3.45		9.13				75
							384.3		FLANIGAN, NEV.		54.3	3.37		9.05				76
P.	9.29	2.37	7.23	f 10.23		7.35	393.5	DN	S. P. Crossing and Connection		54.0							
P.	9.37	2.45	7.41	10.30		7.41	397.4		SAND PASS	Pa	44.8	f 3.24		8.52				76
P.	9.53	3.01	8.05	10.41		7.52	405.0		BRYANT		40.9	3.16		8.45				75
W. 4 miles west	10.18	3.26	8.47	10.56		8.06	416.1		SANO		33.3	3.05		8.34				74
P.	10.34	3.42	9.15	11.08		8.18	424.0		REYNARD		22.2	2.51		8.20				75
P.	10.49	3.57	9.35	11.18		8.28	430.6		BRONTE		14.3	2.40		8.09				74
F. W. Y. B. R. K. P.	11.05 PM	4.15 PM	10.00 AM	s 11.30 PM		s 8.40 AM	438.3	DN	PHIL		7.7	2.31		8.00				75
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			GERLACH	Gr	0.0	2.20 AM		7.50 PM				Yard
												Leave Daily	Leave Daily	Leave Daily				
	4.35	4.30	7.30	3.05	.45	2.55			Time over Subdivision			3.00	.40	2.55				
	25.5	26.0	15.6	37.9	27.1	40.1			Average Speed per Hour			39.0	30.5	40.1				

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 45, freight and mixed trains 30 miles an hour between Reno Junction and Constantia and between Flanigan Pit and Sano.
 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.
 When passenger trains meet at Portola, pocket track in front of depot will be used by train taking siding unless otherwise specified by train order.
 Reno Junction is register station for Nos. 5 and 6 only.

Nos. 1, 2, 3 and 4 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.
 Nos. 1, 2, 3 and 4 will stop on flag at all stations in Nevada for revenue passengers to or from points Pueblo and East.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Table with columns: Eastward, Time Table No. 13, Westward. Includes sub-columns for Fuel, Water, Fone, etc., and Capacity of Sidings. Rows include Y.P. and W.Y. with station names like TERMINOUS JCT., GARDEN, GRASS, and TERMINOUS.

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, 25 miles an hour on First and Second Subdivisions and 20 miles an hour on Third and Fourth Subdivisions.

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, 50 miles an hour. Maximum speed, Mallet engines, 30 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 maximum for passenger trains on that particular Branch may be made.

FIRST SUBDIVISION

Maximum speed, passenger trains 15, freight and mixed trains 10 miles an hour over, along or upon any of the public streets or highways within Oakland city limits, except all trains must not exceed 8 miles an hour between Washington and Franklin streets and 10 miles an hour between Mile Post 8.7, just west of 21st Avenue and Mile Post 9.8, just east of Fruitvale Avenue.

Traffic light signals at 23rd Avenue and East 12th Street, Mile Post 9.0, should show green indication on East 12th Street when an engine or car reaches a point 220 feet east or west of 23rd Avenue. In absence of light in signals, speed must be still further reduced within these limits.

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.

Freight and mixed trains must use 3 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 curves 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, passenger trains 40, freight and mixed trains 25 miles an hour through interlocking plant Ortega, Mile Post 90.3.

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.

THIRD SUBDIVISION

Maximum speed, passenger trains 45 miles an hour on curve Mile Post 201.9. Maximum speed, passenger trains 25, freight and mixed trains 18 miles an hour over Bridge 252.60.

Passenger trains must use 2, freight and mixed trains 4 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 2, freight and mixed trains 4 minutes passing through Tunnel No. 37.

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. Supplementary to Rule 1072. Air brakes must be 100% operative on trains leaving terminals, and not less than 85% operative leaving intermediate stations.

Headlights and markers must be burning through Tunnels 1, 4, 5, 23, 33, 35 and 37.

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.

Westward trains take full tank of water at Niles. At Hayward, Pleasanton and Livermore, east siding switch is west of passenger station.

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.

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 South Sacramento must not be blocked by freight trains taking water, oil, or doing work at South Sacramento between 7.00 A.M. and 6.00 P.M. Eastward freight trains will, when necessary to avoid blocking this crossing, leave train west of crossing while taking water or oil, or switching.

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 west switch and switch leading to Sacramento Northern track opposite Western Pacific passenger station Marysville. These tracks are designated as Joint Tracks.

Automatic Interlocking Signals governing Joint Track located as follows:

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 signal, provided block is clear and will go to stop position when 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 signal, provided block is clear and will go to stop position when forward wheels of an engine or car pass the signal.

SWITCH INDICATORS located as follows: Switch west end of siding. West end of main track switch leading to interchange track.

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 RAILWAY

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 junction switch and derails are lined for Sacramento Northern track, provided block is clear and will go to stop position when forward wheels of an engine or car pass the signal.

SWITCH INDICATORS located as follows: Main track switch leading to 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 movement of Sacramento Northern trains to and from Sand Pit across Western Pacific main track and to Sacramento Northern main track. In addition to stopping at STOP boards, Sacramento Northern trains or motors moving to or from Sand Pit, must have a clear indication by switch indicators before proceeding onto or over Western Pacific crossing, located 439 feet west of bridge 178.18.

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

DERAILS.—Derailing switches, pipe connected and operated with main track switches, 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 Joint Track will be governed by Rule 663 and made in accordance with indication of block signals, regardless of right or class. All trains of both companies must approach and pass through limits of Joint Track with caution, not exceeding a speed of 15 miles an hour.

In using 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 use Spur at Belden beyond Mile Post 260. When cars are left on Twain siding east of cross-over switch the cross-over switch must NOT be left lined for main track.

Mikado engines must not use 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.

Movement over Mill track between Blairsden and Graeagle must be made with air coupled and operative throughout. Deraill on Mill spur between Blairsden and Graeagle located 982 feet east of Feather River bridge.

FOURTH SUBDIVISION

Mikado engines must not use 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 two-arm home signal 700 feet west of crossing, upper arm governs main track eastward, lower arm governs movement main track to siding eastward. No distant signal. Westward trains on main track and siding governed by signals on bracket post 750 feet east of crossing. No distant signal. Bracket post is equipped with 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 and M. P. 10.7. Interlocked. Home signal 450 feet west of crossing M. P. 10.6. Distant signal 2000 feet west of home signal. Home signal 685 feet east of crossing M. P. 10.7. Distant signal 2500 feet east of home signal.

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.

Towerman on duty, crossings M. P. 42.7 and M. P. 43.0 from 7.00 a. m. until 12.00 noon and from 1.00 p. m. until 4.00 p. m. daily except Sunday. During these hours, signals will be operated by Towerman in accordance with Rules 600 to 686-A inclusive. During hours when there is no towerman on duty, normal position of signals governing W. P. trains over these crossings will be "Proceed" and if S. P. train makes 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. Switch indicator located at west switch Radum gives warning of approach of train in either direction. See Rule 512.

S. P. crossing M. P. 73.9. Interlocked. Home signal 800 feet west of crossing. Distant signal 2840 feet west of home signal. Home signal 600 feet east of crossing. Distant signal 2640 feet east of home signal. Two-arm home signal 210 feet west of crossing. Upper arm governs main track westward over cross-over switch; lower arm governs movement from main track through cross-over to siding. Dwarf signal located between main track and interchange track, 230 feet west of main track switch, governs movement from siding to main track.

S. P. crossing M. P. 83.8. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 2640 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 cross-over. 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 cross-over 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 cross-over 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 3450 feet east of crossing.

C. C. T. and S. N. crossing M. P. 137.5. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 1480 feet west of home signal. Switch indicator located at head block of west switch old Ice House track; Sacramento, governs movement from old Ice House track to main track.

Hayes derail on old Ice House track, located 171 feet east of west switch, is pipe connected to main track switch and switch must not be closed until rear of train has passed derail.

Maximum speed, 15 miles an hour within limits of home signals, this crossing.

If no cause of signals being at STOP is seen or if there is a train on conflicting route, with no indication it is to proceed immediately, be governed by Rule 663.

Cars must not be left standing within Block Signal Limits of this crossing.

S. P. crossing M. P. 138.0. 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 M. P. 139.2. Interlocked. Home signals 480 feet east and 450 feet west of crossing. No distant signals. Switch indicator located at head block of Haggin Transfer main track switch, just east of subway, Sacramento, governs movement from Haggin Transfer track to main track.

Hand operated derail on Haggin Transfer track, located 159 feet east of west switch.

Maximum speed, 15 miles an hour within limits of home signals, this crossing.

If no cause of signals being at STOP is seen or if there is a train on conflicting route, with no indication it is to proceed immediately, be governed by Rule 663.

P. D. BARRY, Trainmaster, Stockton.
J. P. McSWEENEY, Trainmaster, Portola.

Cars must not be left standing within Block Signal Limits of this crossing.
S. N. crossing M. P. 140.8. No signals.
S. N. crossing M. P. 152.5. No signals.
S. N. crossing M. P. 178.1. Automatic interlocked. (See Special Rules, page 7.)
S. P. crossing M. P. 179.1. 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 650 feet east and west of crossing. Distant signals 3100 feet east and 2650 feet 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. 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.

SAN JOSE BRANCH

Peninsular R. R. crossing, M. P. 16.1. No signals.
San Jose Street Railway Company crossing, San Jose, East Santa Clara St. No signals.
S. P. crossing M. P. 20.4. Interlocked. Two-arm home signal 812 feet west of 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.
S. P. crossing M. P. 23.1. 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. Tunnels 1 and 2. Home signal 1500 feet west of west portal Tunnel 1. No distant signal. Home signal 200 feet east of east portal Tunnel 2. Distant signal 1800 feet east of home signal.
Tunnel 4. Home signals 1716 feet east and 1150 feet west of Tunnel. No distant signals.
Tunnel 35. Home signals 400 feet east and 1000 feet west of Tunnel. One distant signal 2000 feet east of home signal.
Tunnel 37. Home signals 566 feet east and 450 feet west of Tunnel. One distant signal 1730 feet east of home signal. At Reno Junction, switch indicators are located at headblocks of west siding switch and at west main track switch of cross-over. See Rule 512.

DRAWBRIDGE SIGNALS

San Joaquin River drawbridge M. P. 80.28. Interlocked. Home signals 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 M. P. 116.4. Interlocked. 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	1250 tons;
Westward	car limit.
Fourth Subdivision, Eastward	3600 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 second subdivision will be 2200 tons and on other subdivisions will be 65% of 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.

Tonnage rating based on 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.

WATCH INSPECTORS

S. A. Pope, Manager of Time Service, San Francisco.
San Francisco, Calif. I. S. Preston, R. 210 Phelan Bldg.
San Francisco. M. S. Grousd, 210 Townsend St.
Oakland, Calif. W. A. Hurst, R. 214 Easton Bldg.
Oakland, Calif. H. Bullard, 1788 Seventh St.
Oakland, Calif. E. W. Becker, 3357 East 14th St.
Livermore, Calif. C. Harlie Power.
San Jose, Calif. W. H. Turick, 275 So. First St.
Stockton, Calif. Conrad Mantle, 129 N. Sutter St.
Sacramento, Calif. H. T. Harger, 1022 "K" St.
Oroville, Calif. R. A. Williams
Reno, Nevada. R. Herz & Bros.

E. T. GALLAGHER, Chief Train Dispatcher, Sacramento.
P. R. LEO, Night Chief Train Dispatcher, Sacramento.

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
ALVARADO JUNCTION	24.9	Siding
PABRICO	27.5	1 W
EBERLY	28.9	Siding
ROCKMILL	30.8	1 E
RADUM	43.4	1 W
TREVARNO	49.0	1 W
GOECKEN	53.9	1 E
REDMOND CUT	59.3	Siding
VALPICO	68.3	Siding
LUDWIG	73.0	1 E
RHODES	75.6	Siding
NILEGARDEN, F 5 and 6	82.8	1 W
FRENCH CAMP	88.6	1 W
HARTE	100.5	1 W
ALSCO	106.9	Siding
VILLINGER	107.8	1 W
LAS VINAS, F 5 and 6	109.5	Siding
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
GRAYBROS	187.7	1 W
VISTA ROBLES	198.8	1 E
ADELAIDE	202.7	1 E
LAND	212.1	Siding
LAS PLUMAS, F 2, 5 and 6	221.4	1 E
WEST FORK	222.3	1 E
BLINZIG, F 5 and 6	228.6	Siding
McLEAN	230.1	1 W
ISAIAH, F 5 & 6	230.5	1 W
CALIME	234.1	1 W
MAYARO, F 5 and 6	240.9	No Siding
ROCK CREEK, F 5 and 6	249.2	1 W
STORRIE, F 5 and 6	250.6	1 E
HOWELLS, F 5 and 6	261.8	Siding
SMITH'S POINT	264.5	No Siding
SPANISH PEAK	272.6	1 W
GRAY'S FLAT, F 5, 6, 95 and 96	273.1	No Siding
CROMBERG, S 5 and 6	303.3	Siding
PENMAN	307.0	1 W
FEATHER RIVER INN, F 5 and 6	309.3	1 E
DELLEKER	320.0	1 E
BECKWITH, F 5 and 6	327.0	No Siding
CONSTANTIA	355.5	1 W
FLANIGAN PIT	387.4	3 W

RAILROAD SURGEONS

DR. A. R. KILGORE	Chief Surgeon	San Francisco
DR. E. S. KILGORE	Division Surgeon	San Francisco
DR. CURTIS E. SMITH	Assistant Division Surgeon	San Francisco
DR. G. F. CUSHMAN	Local Surgeon	San Francisco
DR. J. P. WARREN	Assistant Local Surgeon	San Francisco
DR. H. E. MILLER	Dermatologist	San Francisco
DR. GEORGE N. HOSFORD	Oculist	San Francisco
DR. MERTON PRICE	Aurist	San Francisco
DR. SUMNER EVERINGHAM	Local Surgeon	Oakland, Calif.
DR. T. ERIC REYNOLDS	Assistant Local Surgeon	Oakland, Calif.
DR. J. W. CALKINS	Oculist and Aurist	Oakland, Calif.
DR. CHANNING HALL	Local Surgeon	Alameda, Calif.
DR. W. E. MITCHELL	Local Surgeon	Berkeley, Calif.
DR. LUTHER MICHAEL	Local Surgeon	San Leandro
DR. R. M. MANSON	Local Surgeon	Hayward, Calif.
DR. E. C. GRAU	Local Surgeon	Niles, Calif.
DR. FRED S. RYAN	Local Surgeon	San Jose, Calif.
DR. H. G. ZANGER	Assistant Local Surgeon	San Jose, Calif.
DR. J. HAL COPE	Local Surgeon	Pleasanton
DR. P. E. DOLAN	Local Surgeon	Livermore, Calif.
DR. ALLEN POWERS	Local Surgeon	Tracy, Calif.
DR. ELLIS HARBERT	Local Surgeon	Stockton, Calif.
DR. J. P. HULL	Assistant Local Surgeon	Stockton, Calif.
DR. BARTON POWELL	Oculist and Aurist	Stockton, Calif.
DR. DEWEY POWELL	Assistant Oculist and Aurist	Stockton, Calif.
DR. C. B. JONES	Local Surgeon	Sacramento
DR. S. J. WELLS	Assistant Local Surgeon	Sacramento
DR. G. A. FOSTER	Assistant Local Surgeon	Sacramento
DR. W. R. BRIGGS	Oculist and Aurist	Sacramento
DR. JNO. L. FANNING	Dermatologist	Sacramento
DR. G. W. STRATTON	Local Surgeon	Marysville, Calif.
DR. E. A. KUSSEL	Local Surgeon	Oroville, Calif.
DR. B. J. LASSWELL	Local Surgeon	Quincy, Calif.
DR. W. M. EDWARDS	Division Surgeon	Portola, Calif.
DR. W. R. HARDER	Assistant Division Surgeon	Portola, Calif.
DR. W. A. LAVERY	Local Surgeon	Loyalton, Calif.
DR. S. K. MORRISON	Local Surgeon	Reno, Nevada
DR. C. W. WEST	Assistant Local Surgeon	Reno, Nevada