

THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 16 TABLE

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

SUNDAY, APRIL 24, 1932

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 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.

Eastward

FIRST SUBDIVISION "A"—SAN JOSE BRANCH.

Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS				Distance from Niles	Time Table No. 16 April 24, 1932		Distance from San Jose Alameda St. Freight Station	SECOND CLASS		Capacity of Sidings
	178 Freight					STATIONS Telegraph Offices and Calls			177 Freight		
	Leave Daily					DN			Arrive Daily		
W. P. R.	12.30AM	0.0	DN	NILES	On	23.8	10.45PM	50			
Y. P.	12.40	0.8		NILES JUNCTION		23.0	10.25				
P.	1.00	4.1	D	IRVINGTON	Ng	19.7	10.10	20			
	1.15	7.6		WARM SPRINGS		16.2	9.55	Spur 1W 3			
P.	1.35	11.7	D	MILPITAS	Mi	12.1	9.40	35			
	1.45	14.9		BERRYESSA		8.9	9.25				
		15.2		Peninsular R. R. Crossing		8.6					
P. K.	2.00	17.7	D	SAN JOSE East Santa Clara St. San Jose Street R. R. Crossing	Sx	6.1	9.10				
P. W. T. F R. B. O.	2.10AM	18.3	2S	SAN JOSE YARD	Sx	5.5	9.00PM	Yard			
		20.3		S. P. TRANSFER		3.5					
		20.4		VALBRICK S. P. Crossing		3.4					
		23.1		S. P. CROSSING		0.7					
		23.8		SAN JOSE Alameda St. Freight Station		0.0		Yard			
	Arrive Daily						Leave Daily				
	1.40			Time over Subdivision			1.45				
	11.0			Average Speed per Hour			9.2				

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

Yard Limits: Niles and San Jose. Niles yard extends to yard limit board 3000 feet east of wye switch at Niles Jct. San Jose yard extends to yard limit board M. P. 16.2.

Maximum speed, passenger trains 30, freight and mixed trains 25 miles an hour.

Trains must stop at STOP board before passing over Peninsular Railroad Crossing at M.P. 15.2 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 Peninsular R. R. crossings, Coe Avenue, San Carlos Street and Park Avenue, between San Jose, East Santa Clara Street and San Jose, Alameda Street.

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 FIRST SUBDIVISION "B"—CARBONA BRANCH. Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Time Table No. 16 April 24, 1932				Distance from Moy	Capacity of Sidings
	STATIONS Telegraph Offices and Calls					
	DN					
W. Y. P.	0.0	DN	CARBONA	Ob	4.2	46
	1.7		KERLINGER		2.5	Spur 1W 8
O. P.	3.4		RIVER ROCK		0.8	Spur 1W 27
	4.2		MOY		0.0	No Siding

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

Derails on main track M. P. 3.3 and 240 feet west and 885 feet east of Stock Yards Moy. Maximum speed 12 miles an hour. Cars on main track east of River Rock not protected.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Eastward		Time Table No. 16 April 24, 1932		Westward	
	Distance from Terminous Jct.		STATIONS Telegraph Offices and Calls		Distance from Terminous	
	Y. P.		TERMINOUS JCT.		20	
	0.0		TERMINOUS JCT. <td></td> <td>7.8</td> <td></td>		7.8	
	3.5		GARDEN		4.3	8
	6.6		GRASS		1.2	6
W. Y.	7.8	D	TERMINOUS	Us	0.0	Yard

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

Maximum speed, 12 miles an hour between Terminous Jct. and Garden and 10 miles an hour between Garden and Terminous.

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 Subdivision.

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, 201 to 210 inclusive, 30 miles an hour.

Maximum speed, Mallet engines, 251 to 256 inclusive, 20 miles an hour, except a speed of 5 miles an hour must not be exceeded through cross-overs and turn-outs.

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.

Passenger trains must use 1 minute and 30 seconds, freight and mixed trains 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 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.

Maximum speed, all trains, 15 miles an hour between "C" and "Y" Streets, Sacramento.

MISCELLANEOUS

GENERAL

When two engines are double-heading and lead engine is to be cut off train, air will be set by lead engine before detached, after which train engine will fully release air brakes and regain full working pressure before proceeding. When air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end test as prescribed by Rule 1156.

When using helper engine on rear of train as pusher, it will not be necessary, after detaching helper from train, to make rear end test as prescribed by Rule 1156.

RULE 927. FIRST AND SECOND SUBDIVISIONS: When conditions are favorable and in judgment of Conductor it is safe to do so, run may be made for train inspection on freight trains from one water stop to next water stop, excepting a distance of 70 miles must not be exceeded between inspections.

THIRD SUBDIVISION: When conditions are favorable and in judgment of Conductor it is safe to do so, run may be made on freight trains without stopping for train inspection for a maximum distance of 45 miles, except a standing car to car or careful rolling inspection must be made on westward freight or mixed trains at Blairsden, Two Rivers or Sloat and on eastward freight or mixed trains at Keddie or at some point between Keddie and Spring Garden.

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.

At Oakland, Stockton, Sacramento and Marysville, City Ordinance forbids the use of engine whistle except when necessary.

Where train line has not been separated, air test as prescribed by Rule 1155 need not be made at Terminals.

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

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, 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.

At Stockton Yard, track No. 9 will be used as run-around track for movement of engines between round house and west end of 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.

Engines must not go beyond frog on Contractors spur Mile Post 202.

JOINT TRACK MARYSVILLE

Sacramento Northern trains will operate over Western Pacific main 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 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 track.

West end of cross-over leading from main track to siding.

Switch east end of High Line Track, located 1400 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 489 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.

Derail located on Spanish Peak Spur, 322 feet from main line switch.

At Twain, the extreme west switch is west siding switch.

Mikado engines must not use house or back track Paxton beyond point of frog.

Re-inforcing steel in Tunnel 32 will not clear man on top of box car and is close clearance for engines 251 to 256 inclusive.

At Keddie, engines 251 to 256 inclusive, must not use tracks other than main track, siding, house track, N. C. E. freight lead, N. C. E. passenger lead, when it can be avoided. If necessary to use other tracks, movements must be protected in such a way that engines of 251 to 256 class will not meet or attempt to pass other engines on these tracks.

When calling in flagman from east on N. C. E. at Keddie, enginemen will sound six long blasts of whistle.

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.

Derail on Mill spur between Blairsden and Graeagle located 932 feet east of Feather River bridge.

Hayes derail located on Delleker Spur, 285 feet from main line switch.

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-Peek 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 cross-over 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.

A. T. & S. F. 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 650 feet east and west of crossing. One distant signal 3000 feet east of home signal.

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 home signal limits unless coupled to other cars or an engine standing outside of limits.

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.

Cars must not be left standing within home signal limits unless coupled to other cars or an engine standing outside of limits.

S. N. crossing M. P. 140.8. No signals.

S. N. crossing Mile Post 152.5. Automatic interlocked. Home signals 600 feet east and west of crossing. Distant signals 3000 feet east and west of home signals. Preliminary approach circuits extend 3000 feet east and west of distant signals.

Normal indication of interlocking home signals STOP.

When train enters approach circuit, home and distant signals should change to proceed.

Speed of engine must not exceed 20 miles an hour between home signal and crossing.

If no cause for signals being at STOP is seen or if there is a train on intersecting track standing outside of home signals, with no indication it is to proceed immediately, flagman must be sent ahead to operate clockwork time release located in box at crossing which is secured with switch lock. Instructions for operation of clockwork time release are inside of box and are as follows:

(a) Release must not be operated when trains or engines are between home signals or seen to be approaching on intersecting track.

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.

(b) To operate clockwork time release, turn knob to right to extreme position about one-quarter turn, then let go of knob and allow automatic release mechanism to run down, which will require four minutes. When knob is turned to extreme position and release mechanism starts to operate, a red pilot light, located near clock release, should light immediately indicating that home signals on intersecting line are in STOP position. In meantime clockwork time release will run down and home signal should change from STOP to PROCEED WITH CAUTION.

NOTE: Where home signals are involved in automatic block signal territory, flagman, upon receiving red indicator light, must lock box and proceed in accordance with Automatic Block System Rules and where no automatic block signals are involved, flagman will remain at crossing until train arrives.

In case pilot light fails to appear, movement must be protected in each direction on intersecting line.

(c) In case operation of release does not change home signal indication from STOP to PROCEED WITH CAUTION after pre-determined time has elapsed, a repeater red indicator light located at home signal should then light up, indicating home signals on intersecting line are in STOP position.

S. N. crossing M. P. 178.1. Automatic interlocked. (See Special Rules, page 6.)

S. P. crossing M. P. 179.1. Interlocked. Home signals 414 feet east and 474 feet west of crossing. Two-arm distant signal 1210 feet east of home signal and 1040 feet west of home signal. Two-arm home signal 1624 feet east of crossing protects movement over and to High Line and S. P. Interchange tracks. Distant signal 2582 feet east of home signal. Switch and derail to S. P. interchange track, switch and derail to High Line track and derail on Stock Yard track within interlocking limits are hand-operated and electrically locked and permission must be obtained from Towerman for each movement in or out of these tracks, switches and derails to be immediately returned to normal position after movement made.

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.

SAN JOSE BRANCH

Peninsular R. R. crossing, M. P. 15.2. 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 and 35.

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.

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.....1650 tons; Westward.....1400 tons.

Second Subdivision, Eastward.....car limit; Westward.....car limit.

Third Subdivision, Eastward.....1250 tons; Westward.....car limit.

Mallet Engines, 201 to 210 inclusive

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

Mallet Engines, 251 to 256 inclusive

Third Subdivision, Eastward.....4000 tons; Westward.....car limit.

Mikado Engines

Third Subdivision, Eastward.....1800 tons; Westward.....car limit.

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

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, Calif.....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

Portola, Calif.....W. H. Morgan

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Car Capacity
KOHLER.....	11.6	1 W	4
HARVEY.....	12.8	1 E	12
HUDSON.....	15.9	1 E	14
ESTUDILLO.....	16.5	1 E	12
SOERENSEN.....	22.1	1 W	9
ALVARADO JCT.....	24.9	Siding	40
PABRICO.....	27.5	1 W	10
EBERLY.....	28.9	Siding	21
ROCKMILL.....	30.8	1 E	31
RADUM.....	43.4	1 W	11
TREVARNO.....	49.0	1 W	13
REDMOND CUT.....	59.3	Siding	35
VALPICO.....	68.3	Siding	30
LUDWIG.....	73.0	1 E	11
RHODES.....	75.6	Siding	19
NILEGARDEN.....	82.8	1 W	17
FRENCH CAMP.....	88.6	1 W	8
HARTE.....	100.5	1 W	7
ALLSCO.....	106.9	Siding	20
VILLINGER.....	107.8	1 W	17
LAS VINAS.....	109.5	Siding	52
BRADFORD.....	119.0	1 W
ALBERT.....	127.2	1 W	10
CORDOVA.....	133.7	1 E	3
BOMBAY.....	146.4	Siding	13
STRAUCH.....	148.4	1 E	4
CLEVELAND.....	176.2	1 W	16
GRAYBROS.....	187.7	1 W	7
VISTA ROBLES.....	198.8	1 E	34
ADELAIDE.....	202.7	1 E
LAND.....	212.1	Siding	Yard
LAS PLUMAS, F 2, 3 and 4.....	221.4	1 E	6
WEST FORK.....	222.3	1 E	4
BLINZIG, F 3 and 4.....	228.6	Siding	13
McLEAN.....	230.1	1 W	2
ISAIAH, F 3 and 4.....	230.5	1 W	2
CALIME.....	234.1	1 W	4
MAYARO, F 3 and 4.....	240.9	No Siding
ROCK CREEK, F 3 and 4.....	249.2	1 W	15
STORRIE, F 3 and 4.....	250.6	1 E	8
HOWELLS, F 3 and 4.....	261.8	Siding	15
SMITH'S POINT.....	264.5	No Siding
SPANISH PEAK.....	272.6	1 W	70
GRAY'S FLAT, F 3 and 4.....	273.1	No Siding
CROMBERG, S 3 and 4.....	303.3	Siding	30
PENMAN.....	307.0	1 W	3
FEATHER RIVER INN.....	309.3	1 E	2
DELLEKER.....	320.0	1 E	150

RAILROAD SURGEONS

DR. A. R. KILGORE.....	Chief Surgeon.....	San Francisco, Calif.
DR. E. S. KILGORE.....	Division Surgeon.....	San Francisco, Calif.
DR. CURTIS E. SMITH.....	Assistant Division Surgeon.....	San Francisco, Calif.
DR. G. F. CUSEMAN.....	Local Surgeon.....	San Francisco, Calif.
DR. J. P. WARREN.....	Assistant Local Surgeon.....	San Francisco, Calif.
DR. H. E. MILLER.....	Dermatologist.....	San Francisco, Calif.
DR. GEORGE N. HOSFORD.....	Oculist.....	San Francisco, Calif.
DR. MERTON ERICE.....	Aurist.....	San Francisco, Calif.
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, Calif.
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, Calif.
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 J. POWELL.....	Oculist and Aurist.....	Stockton, Calif.
DR. DEWEY POWELL.....	Assistant Oculist and Aurist.....	Stockton, Calif.
DR. C. B. JONES.....	Local Surgeon.....	Sacramento, Calif.
DR. S. J. WELLS.....	Assistant Local Surgeon.....	Sacramento, Calif.
DR. G. A. FOSTER.....	Assistant Local Surgeon.....	Sacramento, Calif.
DR. W. R. BRIGGS.....	Oculist and Aurist.....	Sacramento, Calif.
DR. JNO. L. FANNING.....	Dermatologist.....	Sacramento, Calif.
DR. G. W. STRATTON.....	Local Surgeon.....	Marysville, Calif.
DR. E. A. KUSEL.....	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.