

THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 18 TABLE

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

SUNDAY, OCTOBER 2, 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.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 18 October 2, 1932	Distance from Stockton	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	46	82	62	2	1				61	81			
	Fast Freight	Fast Freight	Fast Freight	Scenic Limited	Scenic Limited				Fast Freight	Fast Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
W. F. O.				9.00 AM		0.0	DN SAN FRANCISCO Go	93.8	5.15 PM				
B. R. P.				9.30		3.5	WESTERN PACIFIC MOLE	90.3	s 4.45				
F. W. T. O. P. B. R. K.		10.00 PM	5.45 AM	9.35		5.5	DN OAKLAND YARD Md	88.3	4.40		11.59 PM	2.00 AM	Yard
						5.8	S. P. Crossing	88.0					
		10.05	5.50	s 9.40		6.6	OAKLAND	87.2	s 4.35		11.49	1.50	
						6.7	S. P. Crossing	87.1					
						7.2	S. P. Crossing	86.6					
		10.17	6.00	f 9.51		7.8	S. P. Crossing	86.0					
						9.6	FRUITVALE	84.2	f 4.19		11.30	1.35	
						10.3	S. P. Crossing	83.5					
						10.6	MELROSE	83.2					
P.		10.27	6.14	10.00		13.5	ELMHURST	80.3	4.09		11.10	1.20	36
P.				f 10.03		14.8	DN SAN LEANDRO Dr	79.0	f 4.06		11.05	1.15	
P.		10.45	6.38	f 10.11		20.5	2S HAYWARD Hy	73.3	f 3.58		10.45	12.55	80
		10.58	6.53	10.19		26.6	DECOTO	67.2	3.49		10.28	12.35	18
W. P.		11.15	7.20	f 10.27		29.7	DN NILES Cn	64.1	f 3.44		10.20	12.25 AM	50
						30.3	S. P. Crossing	63.5					
P. Y.		11.18	7.23	10.29		30.5	NILES JUNCTION	63.3	3.38		10.03	11.59 PM	
P.		11.37	7.45	10.39		36.0	D SUNOL Sb	57.8	3.31		9.42	11.37	74
P.		11.52 PM	8.00	f 10.47		41.5	D PLEASANTON Tn	52.3	f 3.23		9.27	11.10	74
						42.7	S. P. Crossing	51.1					
						43.0	S. P. Crossing	50.8					
W. P.		12.17 AM	8.15	f 10.57		47.6	D LIVERMORE Vn	46.2	f 3.14		9.08	10.42	74
P.		12.42	8.40	11.12		56.5	ALTAMONT	37.3	3.01		8.43	10.12	56
P.		12.57	8.55	11.21		63.0	MIDWAY	30.8	2.46		8.10	9.42	48
W. Y. P.		1.20	9.17	f 11.32		71.8	2S CARBONA Cb	22.0	2.29		7.29	9.00	46
P.		1.25	9.22	11.35		73.9	D LYOTH Ky	19.9	2.26		7.17	8.48	20
P.		1.32	9.30	11.38		76.8	FITZ	17.0	2.22		7.07	8.38	80
P.		1.47	9.46	11.48		83.8	LATHROP	10.0	2.12		6.46	8.15	51
P.		2.05	9.59	11.56		90.3	S. P. Crossing	3.5	2.03		6.28	7.50	50
F. W. T. O. P. B. R. K.	7.10 PM	2.15 AM 3.40 AM	10.05 AM 11.20 AM	11.59 AM		92.0	DN STOCKTON YARD Sn	1.8	2.00		6.20 PM 5.20 PM	7.45 PM 7.10 PM	Yard
P. R. K.	7.20 PM	3.50 AM	11.30 AM	s 12.10 PM		93.8	A. T. & S. F. Crossing	0.6			5.10 PM	7.00 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			STOCKTON Fc	0.0	1.55 PM		Leave Daily	Leave Daily	
	.10	4.15	4.20	2.40			Time over Subdivision		2.50		5.39	6.15	
	10.8	20.4	20.0	33.9			Average Speed per Hour		31.9		15.3	13.8	

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 Mile Post 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; passenger trains will not exceed 40 miles an hour on curve at Mile Post 29.4; passenger trains will not exceed 45, freight and mixed trains 30 miles an hour between Niles and Mile Post 37 and between Mile Posts 52 and 67, passenger trains reducing speed to 35, freight and mixed trains 25 miles an hour on curve at Bridge 35.09; on curves between Bridge 53.40 and Mile Post 55; on curve at Bridge 56.96 and over Bridge 64.43.

See page 6 for additional speed restrictions.

W. P. Mole is initial station for No. 2. No. 2 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.

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 siding to be used when first class trains meet at Stockton Yard.

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,

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

immediately verifying with Dispatcher on duty, 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.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS						FIRST CLASS		Distance from San Francisco	Time Table No. 18 October 2, 1932	Distance from Portola	FIRST CLASS		SECOND CLASS				Capacity of Sidings	
	84	62	82	96	54	98		2				1		61	95	81	97		
	Fast Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Local Freight		Scenic Limited				Scenic Limited		Fast Freight	Local Freight	Fast Freight	Local Freight		
Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.	Leave Daily	Leave Tues. Thurs. & Sat.		Leave Daily	Arrive Daily	STATIONS Telegraph Offices and Calls	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Daily	Arrive Mon. Wed. & Fri.					
B. R. K. P.	11.30 PM	6.40 PM	11.10 AM	7.30 AM	5.35 AM		3.20 PM	205.1	D OROVILLE Vi	116.3	s 10.40 AM	10.05 AM	12.30 PM	1.15 PM	55				
P.	11.44	6.54	11.24	7.44	5.49		3.28	209.5	4.4 QUARTZ	111.9	10.32	9.47	12.15	1.01	84				
P.	11.54 PM	7.04	11.34	7.55	5.59		3.34	212.7	3.2 BIDWELL	108.7	10.26	9.33	12.05 PM	12.51	70				
P.	12.09 AM	7.19	11.49 AM	8.15	6.14		3.44	217.5	4.8 BLOOMER	103.9	10.16	9.15	11.49 AM	12.36	86				
W. P.	12.30	7.40	12.10 PM	8.40	6.35		f 4.01	224.4	6.9 BERRY CREEK Bk	97.0	f 10.02	8.40	11.25	12.10 PM	90				
P.	12.51	8.01	12.31	9.20	6.56		4.17	231.4	7.0 DAVID	90.0	9.49	8.19	10.55	11.49 AM	65				
P.	1.03	8.13	12.43	9.41	7.08		4.25	235.2	3.8 POE	86.2	9.41	8.07	10.40	11.37	80				
F. W. P.	1.15	8.25	12.55	10.07	7.20		f 4.35	239.1	3.9 PULGA Bg	82.3	f 9.33	7.55	10.25	11.25	90				
P.	1.30	8.40	1.10	10.30	7.35		4.48	243.7	4.6 ORESTA	77.7	9.18	7.35	9.55	11.03	82				
W. P.	1.52	9.02	1.32	10.51	7.57		4.58	247.5	3.8 MERLIN	73.9	9.10	7.18	9.40	10.51	48				
P.	2.10	9.20	1.50	11.20	8.15		f 5.13	253.1	5.6 TOBIN	68.3	f 8.56	6.58	9.15	10.32	58				
P.	2.17	9.27	1.57	11.35 AM	8.22		5.19	255.3	2.2 CAMP RODGERS	66.1	f 8.50	6.51	9.05	10.25	85				
W. P.	2.32	9.42	2.12	12.20 PM	8.39		f 5.34	260.0	4.7 DN BELDEN Bn	61.4	f 8.39	6.36	8.39	10.10	90				
P.	2.47	9.57	2.27	12.50	8.54		f 5.48	264.6	4.6 RICH	56.8	f 8.24	6.21	8.09	9.54	52				
W. P.	3.05	10.15	2.45	1.15	9.12		f 6.02	270.3	5.7 VIRGILIA	51.1	f 8.10	6.03	7.50	9.35	48				
P.	3.16	10.26	2.56	1.35	9.23		f 6.12	273.7	3.4 TWAIN	47.7	f 8.01	5.51	7.35	9.23	65				
P.	3.28	10.38	3.08	2.00	9.35		s 6.24	277.5	3.8 PAXTON Xn	43.9	f 7.51	5.38	7.23	9.09	85				
F. W. P. R. K. Y. T.	3.50	11.00	3.40	2.15 PM	10.02	8.10 AM	s 6.40	280.9	3.4 DN KEDDIE Kd	40.5	s 7.41	5.26	7.00 AM	8.55	11.55 AM	Yard			
P.	4.03	11.14	3.54		10.16	8.27	6.47	284.5	3.6 SIERRA	36.9	7.30	4.56		8.27	11.40	85			
P.	4.15	11.26	4.06		10.28	9.01	s 7.01	287.8	3.3 D QUINCY JUNCTION Rt	33.6	s 7.24	4.46		8.17	11.25	74			
P.	4.31	11.41	4.21		10.43	9.25	7.11	292.6	4.5 MASSACK	28.8	f 7.11	4.31		8.02	10.43	85			
W. P.	4.43	11.52 PM	4.32		10.54	10.10	f 7.22	296.6	4.0 DN SPRING GARDEN Sg	24.8	f 7.03	4.19		7.50	10.25	90			
P.	4.58	12.07 AM	4.47		11.09	10.50	f 7.34	301.6	5.0 SLOAT So	19.8	f 6.50	4.04		7.35	9.45	48			
P.	5.10	12.19	4.59		11.21	11.21	7.42	305.4	3.8 TWO RIVERS	16.0	6.42	3.51		7.22	9.10	85			
W. P.	5.25	12.34	5.14		11.36	11.59 AM	s 8.01	310.3	4.9 D BLAIRSDEN Ba	11.1	s 6.34	3.36		7.07	8.50	54			
P.	5.36	12.45	5.25		11.47 AM	12.15 PM	f 8.10	313.6	3.3 OLIO	7.8	f 6.25	3.26		6.56	7.50	62			
P.	5.52	1.01	5.41		12.03 PM	12.35	8.21	318.7	5.1 MABIE	2.7	6.15	3.10		6.40	7.30	85			
F. W. T. O. P. Y. B. R. K.	6.05 AM	1.15 AM	5.55 PM		12.15 PM	12.50 PM	s 8.30 PM	321.4	2.7 DN PORTOLA Ki	0.0	6.10 AM	3.00 AM		6.30 AM	7.20 AM	Yard			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Daily				Leave Daily	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Daily	Leave Mon. Wed. & Fri.				
	6.35	6.35	6.45	6.45	6.40	4.40	5.10		Time over Subdivision		4.30	7.05	5.30	6.45	4.35				
	17.7	17.7	17.2	11.2	17.4	8.7	22.5		Average Speed per Hour		25.8	16.4	13.8	17.2	8.8				

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

Yard Limits: Oroville, Keddie 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, 35 miles an hour; between David and Las Plumas, 40 miles an hour; between Las Plumas and Oroville, 35 miles an hour, except a speed of 30 miles an hour on curve at Mile Post 315 and on first curve east of Mile Post 315, and 25 miles an hour over Bridge 252.60, must not be exceeded.

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.

Freight and mixed trains will not exceed 20 miles an hour on curve at Mile Post 315, on first curve east of Mile Post 315 and over Bridge 252.60.

Eastward trains run with caution at Junction switch east end tunnel No. 32.

Mallet and Mikado engines will not exceed 20 miles an hour over Bridge 317.43. Passenger trains must use 2, freight and mixed trains 4 minutes passing through Tunnel No. 35.

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.

Interlocking Plant, Keddie. See page 8 for special instructions.

Cars must not be left standing on Keddie siding.

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 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, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		Distance from Niles	Time Table No. 18 October 2, 1932		Distance from San Jose Alameda St. Freight Station	SECOND CLASS		Capacity of Sidings
	282 Freight	Leave Daily		STATIONS Telegraph Offices and Calls	281 Freight		Arrive Daily		
W. P. R.	12.30 AM	0.0	DN	NILES	On	23.8	10.45 PM	50	
Y. P.	12.40	0.8		NILES JUNCTION		23.0	10.25		
P.	1.00	4.1		IRVINGTON		19.7	10.10	20	
	1.15	7.6		WARM SPRINGS		16.2	9.55	Spur 1W 3	
P.	1.35	11.7		MILPITAS		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.	2.10 AM	18.3	2S	SAN JOSE YARD	Sx	5.5	9.00 PM	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			Time over Subdivision			Leave Daily		
	1.40			Average Speed per Hour			1.45		
	11.0						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.

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, 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

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Carbona	Time Table No. 18 October 2, 1932		Distance from Moy	Capacity of Sidings
		STATIONS Telegraph Offices and Calls			
W. Y. P.	0.0	DN	CARBONA	Ob	4.6
	1.7		KERLINGER		Spur 1W 8
O. P.	3.4		RIVER ROCK		Spur 1W 27
	4.2		MOY	0.0	No Siding

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

Derailed 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.	Distance from Terminous Jct.	Time Table No. 18 October 2, 1932		Distance from Terminous	Capacity of Sidings
		STATIONS Telegraph Offices and Calls			
Y. P.	0.0		TERMINOUS JCT.	7.8	20
	3.5		GARDEN	4.3	8
	6.6		GRASS	1.2	6
W. Y.	7.8	D	TERMINOUS	Us	0.0

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.

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 and mixed trains from one water stop to next water stop, excepting a distance of 70 miles must not be exceeded between inspections.

THIRD AND FOURTH SUBDIVISIONS: When conditions are favorable and in judgment of Conductor it is safe to do so, run may be made on freight and mixed 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 and mixed trains at Blairsden, Two Rivers or Sloat and at Almanor and Greenville and on eastward freight and mixed trains at Keddie or at some point between Keddie and Spring Garden and at Halls Flat and Little Valley.

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.

At Hayward, mikado engines must not cross C Street on Farm Products spur and on Poultry Producers spur.

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. 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.

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 at main track Junction switches east and west of Yuba River Bridge.

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 Gray's Flat 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, Fourth Subdivision freight and passenger leads, 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 Fourth Subdivision 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.

Passengers and LCL freight for Gray's Flat will be handled at Station Shelter Mile Post 273.1 and carload freight at Spur Mile Post 272.6.

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 982 feet east of Feather River bridge.

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

FOURTH SUBDIVISION

When calling in flagman from east on Fourth Subdivision at Keddie, enginemen will sound six long blasts of whistle.

When cars are set out between Almanor and Greenville or between Halls Flat and Little Valley in addition to provisions of Rule 840 unless there is a derail, lower car must be chained to rail and Dispatcher notified.

Headlights and markers must be burning through Tunnels 1, 2, 3, 6 and 8.

Trains or engines using main track over Veneer Plant crossing east of passenger station and Third Street crossing, west of passenger station, Westwood, will reduce speed sufficiently to be able to stop before striking anything that might be on or is about to use these crossings and between the following times, movement over these crossings must be preceded by flagman:

11.30 a.m. and 11.40 a.m. 4.00 p.m. and 4.10 p.m.

11.58 a.m. and 12.10 p.m. 5.58 p.m. and 6.10 p.m.

7.30 p.m. and 7.30 a.m.

Movement of trains and engines on tracks other than main track, over any crossings in Westwood Yard must be preceded by flagman.

When trains meet at Westwood, crossings at Veneer Plant, east of passenger station and Third Street, west of passenger station, must not be blocked.

Derail installed on west end R. R. L. Co. electric siding Westwood Yard must be kept in derail position when cars are on siding.

At Bieber, Highway crossing signals at Highway crossing just east of Bieber passenger station. Signals set at STOP when trains enter approach sections. Westward approach section is 1000 feet long and eastward approach section 450 feet long. Signals will clear when trains pass over crossing if there is no following train on approach sections. When switching over this crossing entire train should not be moved east of crossing, as this allows signals on highway to show clear and make it possible for vehicles to be driven into side of train without having passed a stop signal. It is necessary for car or engine to remain west of insulated joint, located just east of crossing, in order to hold Highway signals in stop position. Trainmen will continue to flag this crossing when switching over Highway.

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 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, consuming not less than 20 seconds 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,

(Continued on page 8)

8 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.

(b) To operate clockwork time release, turn knob to right to extreme position, 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. P. crossing M. P. 179.1. Interlocked. Home signals 414 feet east and 474 feet west of crossing. Two-arm home and distant signal 1624 feet east of crossing; upper arm protects movement over and to High Line and S. P. Interchange track. Lower arm is distant signal. 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, when he is on duty, for each movement in or out of these tracks. Towerman on duty from 7.30 A.M. until noon and from 1.00 P.M. until 4.30 P.M. When there is no Towerman on duty, eastward trains desiring to use interchange tracks must come to a stop immediately east of westward home signal, as electric locks cannot be released unless this is done. A member of crew must then operate hand time release located opposite the two main track switches leading to High Line and Southern Pacific Interchange tracks. After time release has returned to normal position, indicator lamp located in time release box should light up. When this light appears, all of electric locks are released. Switches and derails must be returned to normal position immediately 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.

KEDDIE YARD, Third and Fourth Subdivisions. Interlocked. Signals when in STOP position must not be passed except as prescribed by Rule 663 and as provided herein.

Signals located as follows:

THIRD SUBDIVISION,—

EASTWARD: One unit three-position signal, M. P. 279.54; colors red, yellow and green.

Two unit two-position signal, M. P. 280.34. Upper unit governs main track, Third Subdivision; colors red and green. Lower unit governs movement through west leg of wye, Fourth Subdivision; colors red and yellow.

NOTE: Trains must not pass this signal unless light indications for main track, Third Subdivision, are:

A green signal light above a red signal light or for movement to west leg of wye.

A yellow signal light below a red signal light, except as prescribed by Rule 663.

WESTWARD: One unit three-position signal, M. P. 280.65; colors red, green and yellow.

One unit two-position signal, M. P. 280.52; colors red and green.

FOURTH SUBDIVISION,—

EASTWARD: One unit three-position signal, 50 feet east of Tunnel No. 1; colors red, yellow and green.

One unit two-position signal, 125 feet east of Tunnel No. 1 on east leg of wye; colors red and green.

One unit two-position signal, 242 feet west of east wye switch on west leg of wye; colors red and green.

WESTWARD: One unit three-position signal, M. P. 1.08; colors red, yellow and green.

Three-unit signal, 60 feet east of east wye switch. Upper unit, three positions, governs over west leg of wye towards main track, Third Subdivision; colors red, yellow and green. Middle unit, two positions, governs over east leg of wye through Tunnel No. 1; colors red and yellow. Lower unit, two positions, governs handling of helpers when to be cut into train which is occupying either east or west leg of wye; colors red and yellow.

NOTE: Trains requiring helper engine to be cut in train, that portion of train which is to be handled ahead of helper must be moved east of signal located 60 feet east of wye switch in order that operator may handle switches and signals to permit helper to be cut into train. In such cases, it will be necessary to flag helper engine past signal and over switch. Helper must also move to a point beyond signal located 60 feet east of wye switch, so operator can again handle switches and signal to permit helper engine and head end of train to be coupled. Before making a move of this kind, operator must be kept advised by telephone of movements required. Extreme care must be exercised in making this movement. Except where helpers are to be cut into train, trains must not pass this signal unless signal light indications are—

For movement over west leg of wye, green or yellow signal indication above two red signal indications.

For east leg of wye, a yellow signal indication between two red signal light indications.

One unit two-position signal, located 225 feet east of Third Subdivision junction switch on west leg of wye; colors red and green.

Switch located on main track, Third Subdivision, east of Tunnel 32 and switch at east end of wye, Fourth Subdivision, are interlocked. These switches are dual control and can be operated by hand or by power through operator at station. Each switch machine has one selector lever marked "Motor" and one hand-throw lever marked "N." Selector lever marked "Motor" is locked with switch lock. In case necessary to operate by hand, first unlock selector lever marked "Motor" and turn handle to hand operating position. This cuts off power. Then throw hand-throw lever marked "N" and if this lever is in proper position switch points will move instantly. After finishing using switch, throw hand-throw lever marked "R," so lever is down in its stand in either normal or reverse position then throw selector lever marked "Hand" to "Motor" position. Inspect switch points to be sure they are lined properly and replace switch lock. In case switch lock rods are out of adjustment, preventing locking of switch, the switch may be operated by hand but stroke of hand-throw lever cannot be completed and selector lever cannot be returned to "Motor" position. In cases of this kind, before train is allowed to pass over switch, the switch points must be spiked in proper position.

At west end of Keddie Yard, a westward movement must not be made from Fourth Subdivision lead through crossover lead to Third Subdivision main track without first getting permission from operator at station.

A westward movement must not be made from siding to Third Subdivision main track, neither must crossover be fouled without first getting permission from operator at station.

Telephones located at or near all signals and at east end of Tunnel 32, are for obtaining information from operator at station.

Trains finding signals in STOP position or signal lights not burning, must get in communication with operator immediately. In event of wire trouble or other conditions prevent getting into communication with operator, movement can be made only by flag protection as prescribed by Rule 663.

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. 80.23. 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	Mikado Engines	Mallet Engines	
			201 to 210 inclusive	251 to 256 inclusive
EASTWARD:				
First Subdivision.....	1650 tons	2500 tons	.....	.....
Second Subdivision.....	car limit	car limit	.....	.....
Third Subdivision.....	1250 tons	1800 tons	2200 tons	4000 tons
Fourth Subdivision:				
Keddie to Almanor.....	617 tons	858 tons	1170 tons	.....
Almanor to Little Valley.....	896 tons	1247 tons	1688 tons	.....
Little Valley to Bieber.....	796 tons	1113 tons	1511 tons	.....
WESTWARD:				
First Subdivision.....	1400 tons	2350 tons	.....	.....
Second Subdivision.....	car limit	car limit	.....	.....
Third Subdivision.....	car limit	car limit	car limit	car limit
Fourth Subdivision:				
Bieber to Halls Flat.....	756 tons	1051 tons	1427 tons	.....
Halls Flat to Keddie.....	1254 tons	1745 tons	2354 tons	.....

The rating for passenger engines on Second Subdivision will be 2200 tons and on other Subdivisions, 65 per cent 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.

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 JCT.....	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
REDMOND CUT.....	59.3	Siding
VALPICO.....	68.3	Siding
LUDWIG.....	73.0	1 E
RHODES.....	75.6	Siding
NILEGARDEN.....	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.....	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
WEST FORK.....	220.4	1 E
LAS PLUMAS, F 1 and 2.....	221.4	1 E
BLINZIG.....	228.6	Siding
MCLEAN.....	230.1	1 W
ISALAH F, 1 and 2.....	230.5	1 W
CALIME.....	234.1	1 W
MAYARO, F 1 and 2.....	240.9	No Siding
ROCK CREEK.....	249.2	1 W
STORRIE, F 1 and 2.....	250.6	1 E
HOWELLS, F 1 and 2.....	261.8	Siding
SMITH'S POINT.....	264.5	No Siding
GRAY'S FLAT.....	272.6	1 W
CROMBERG.....	303.3	Siding
PENMAN.....	307.0	1 W
FEATHER RIVER INN.....	309.3	1 E
DELLEKER.....	320.0	1 E

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, Cal.
DR. T. ERIC REYNOLDS.....	Assistant Local Surgeon.....	Oakland, Cal.
DR. J. W. CALKINS.....	Oculist and Aurist.....	Oakland, Cal.
DR. CHANNING HALL.....	Local Surgeon.....	Alameda, Cal.
DR. W. E. MITCHELL.....	Local Surgeon.....	Berkeley, Cal.
DR. LUTHER MICHAEL.....	Local Surgeon.....	San Leandro, Cal.
DR. R. M. MANSON.....	Local Surgeon.....	Hayward, Cal.
DR. E. C. GRAU.....	Local Surgeon.....	Niles, Calif.
DR. FRED S. RYAN.....	Local Surgeon.....	San Jose, Cal.
DR. H. G. ZANGER.....	Assistant Local Surgeon.....	San Jose, Cal.
DR. J. HAL COPE.....	Local Surgeon.....	Pleasanton, Cal.
DR. P. E. DOLAN.....	Local Surgeon.....	Livermore, Cal.
DR. ALLEN POWERS.....	Local Surgeon.....	Tracy, Cal.
DR. ELLIS HERBERT.....	Local Surgeon.....	Stockton, Cal.
DR. J. P. HULL.....	Assistant Local Surgeon.....	Stockton, Cal.
DR. BARTON J. POWELL.....	Oculist and Aurist.....	Stockton, Cal.
DR. DEWEY POWELL.....	Assistant Oculist and Aurist.....	Stockton, Cal.
DR. C. B. JONES.....	Local Surgeon.....	Sacramento, Cal.
DR. S. J. WELLS.....	Assistant Local Surgeon.....	Sacramento, Cal.
DR. G. A. FOSTER.....	Assistant Local Surgeon.....	Sacramento, Cal.
DR. W. R. BRIGGS.....	Oculist and Aurist.....	Sacramento, Cal.
DR. JNO. L. FANNING.....	Dermatologist.....	Sacramento, Cal.
DR. G. W. STRATTON.....	Local Surgeon.....	Marysville, Cal.
DR. E. A. KUSEL.....	Local Surgeon.....	Oroville, Cal.
DR. B. J. LASSWELL.....	Local Surgeon.....	Quincy, Cal.
DR. W. M. EDWARDS.....	Division Surgeon.....	Portola, Cal.
DR. WM. B. MCKNIGHT.....	Assistant Division Surgeon.....	Portola, Cal.
DR. H. A. MOREL.....	Local Surgeon.....	Greenville, Cal.
DR. FRED J. DAVIS.....	Local Surgeon.....	Westwood, Cal.
DR. A. G. LEVIN.....	Assistant Local Surgeon.....	Westwood, Cal.

WATCH INSPECTORS

S. A. Pope, Manager of Time Service, San Francisco.	
San Francisco, Calif.....	I. S. Preston, R. 210 Pl
San Francisco, Calif.....	M. S. Grousd, 210 To
Oakland, Calif.....	W. A. Hurst, R. 214 Ea
Oakland, Calif.....	H. Bullard, 1788 S
Oakland, Calif.....	E. W. Becker, 3357 Ea
Livermore, Calif.....	C. Ha
San Jose, Calif.....	W. H. Turick, 275 S
Stockton, Calif.....	Conrad Mantele, 129 N.
Sacramento, Calif.....	H. T. Harger, 102
Oroville, Calif.....	R. A
Portola, Calif.....	W. I

P. D. BARRY,
Trainmaster,
Stockton.

J. P. McSWEENEY,
Trainmaster,
Portola.

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

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