

THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 29 TABLE

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

MONDAY, FEBRUARY 15, 1943

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.

G. W. CURTIS,
Superintendent.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS			FIRST CLASS		Distance from San Francisco	STATIONS		Distance from Stockton	FIRST CLASS		SECOND CLASS			Car Capacity of Sidings
	54 Fast Freight	78 Fast Freight	62 Fast Freight	40 Exposition Flyer	12 Feather River Express		39 Exposition Flyer	11 Feather River Express		61 Fast Freight	77 Fast Freight	53 Fast Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			
W. F. O.				5.00PM	1.00PM	0.0	DN SAN FRANCISCO	93.8	8.20AM	5.50PM					
B. R. P. K.				5.20 5.40PM	1.20 1.40PM	3.5	DN OAKLAND PIER (S.P.)	90.3	8.00 7.45AM	5.30 5.05PM					
P. W. T. O. P. B. R. K.	9.30PM		5.00AM	Via S. P.	Via S. P.	4.7	DN OAKLAND YARD (W.P.)	89.1	Via S. P.	Via S. P.	10.00AM	6.45PM	2.00AM	Yard	
I.				5.48PM	1.48PM	5.8	S. P. Crossing CHESTNUT JUNCTION	88.0	7.35AM	4.57PM					
I.						5.85	S. P. Connection OAKLAND	87.95							
R.	9.40		5.10	5.55	1.55	6.6	OAK STREET	87.2	7.32	4.53	9.50	6.35	1.50		
				5.58	1.58	7.1	OAK STREET	86.7	7.23	4.43					
I.						7.2	S. P. Crossing	86.6							
						7.8	S. P. Crossing	86.0							
	9.52		5.23	6.05	2.05	9.6	FRUITVALE	84.2	7.15	4.34	9.38	6.23	1.38		
						10.3	S. P. Crossing	83.5							
I.						10.6	MELROSE	83.2							
	10.00		5.32	6.10	2.11	11.3	KOHLER	82.5	7.09	4.27	9.30	6.10	1.30	65	
P.	10.08		5.40	6.15	2.16	13.5	ELMHURST	80.3	7.04	4.21	9.22	5.55	1.22	88	
P.	10.11		5.43	6.18	2.19	14.8	S. P. Crossing SAN LEANDRO	79.0	7.01	4.18	9.18	5.51	1.18		
P.	10.23		5.55	6.25	2.28	20.5	HAYWARD	73.3	6.52	4.08	9.00	5.40	1.04	89	
						26.6	DEOTO	67.2						18	
W. P.	10.55		6.35	6.40	2.44	29.7	NILES	64.1	6.35	3.51	8.35	5.20	12.44	82	
I.						30.3	S. P. Crossing	63.5							
P. Y.						30.5	NILES JUNCTION	63.3							
P.	11.13		7.05	6.51	2.55	38.0	SUNOL	57.8	6.23	3.36	8.05	4.59	12.17	74	
P.	11.28		7.17	6.59	3.04	41.5	PLEASANTON	52.3	6.14	3.26	7.50	4.47	12.02AM	78	
I.						42.7	S. P. Crossing	51.1							
I.						43.0	S. P. Crossing	50.8							
W. P.	11.44PM		7.32	7.09	3.15	47.6	LIVERMORE	46.2	6.04	3.15	7.32	4.32	11.44PM	76	
P.	12.11AM		7.50	7.26	3.32	56.5	ALTAMONT	37.3	5.49	2.54	7.10	4.10	11.16	53	
P.	12.28		8.04	7.36	3.43	63.0	MIDWAY	30.8	5.32	2.37	6.45	3.43	10.41	51	
W. Y. P.	12.46		8.21	7.47	3.55	71.8	CARBONA	22.0	5.15	2.19	6.10	2.57	10.08	53	
P. L.						73.9	LYOTH	19.9						20	
P.	12.53		8.28	7.54	4.02	76.8	FITZ	17.0	5.08	2.12	6.02	2.47	10.00	89	
P.	1.10		8.45	8.04	4.12	83.8	QUIGLEY	10.0	4.57	2.01	5.46	2.31	9.44	56	
I.						84.45	S. P. Crossing	9.35							
P.				8.12	4.21	90.3	ORTEGA	3.5						50	
F. W. T. O. P. B. R. K.	1.30AM 3.30AM	5.00PM	9.00AM 10.30AM	8.21	f 4.30	92.0	STOCKTON YARD	1.8	4.47	f 1.50	5.30AM 3.00AM	2.15PM 11.50AM	9.30PM 7.30PM	Yard	
I.						93.2	A. T. & S. F. Crossing	0.6							
P. R. K.	3.45AM	5.10PM	10.40AM	8.26PM	4.35PM	93.8	STOCKTON	0.0	4.37AM	1.40PM	2.50AM	11.40AM	7.20PM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	4.00	.10	4.00	2.46	2.55		Time over Subdivision		3.08	3.25	4.30	4.30	4.30		
	21.8	10.8	21.8	32.6	30.9		Average Speed an Hour		28.8	26.4	19.4	19.4	19.4		

Between Chestnut Jct. and Oakland Pier, trains will be governed by S. P. Time Table and Rules and Regulations of the Transportation Department.

Sections of first class trains originating or terminating at Chestnut Junction may display signals between Oakland Pier and Chestnut Junction without train order authority. (See Southern Pacific Time Table.)

When crews of sections of first class trains terminating at Chestnut Junction tie up at Oakland Yard, registration will be made at that point and operators at Oakland Yard immediately will telephone such registration to telegraph operators at S. P. Oakland Pier.

Eastward W. P. trains originating at Oakland Pier must obtain W. P. clearance card at Oakland Pier and will not require clearance card at Chestnut Jct. unless train orders are received.

Chestnut Jct. is initial station for Nos. 40 and 12.

Oakland is register station for first class trains only.

Rule 83: No. 40 need not check departure of No. 12 at Chestnut Junction. When departure of sections of eastward first class trains has been checked at Oakland Pier following sections will not require additional check at Chestnut Junction but must have check before leaving Oakland (Third and Washington Sts.).

When first class trains meet at Oak Street by train order the north track will be used between Oak Street and Chestnut Junction by train taking siding.

A westward first class train finding an eastward first class train at passenger station, Oakland, will not pass Franklin Street until eastward train leaves station. An eastward first class train finding a westward first class train at passenger station will not pass Clay Street until westward train leaves station.

It will not be necessary to stop at S. P. Crossings M.P. 7.2 and M.P. 10.3 unless crossings being used by a train or engine of that railroad.

Automatic Block Signals: See Page 10.

Switch Indicators: Two-way indicators located at east and west main track wye switches, Niles Jct., give warning of approach of trains either direction. See Rule 512.

Nos. 11 and 39 will register by ticket at Stockton Yard.

Nos. 40 and 12 will not register at Stockton Yard, except when crew changes on sections of Nos. 40 and 12 are made there conductor going off duty will register in and make notation in extreme left hand column of train register reading "Crew Change Sn Yd". Outgoing conductor will register departure with same notation.

Operator at Stockton will transmit registration of Nos. 40 and 12 to operator at Stockton Yard, who will enter on register with notation in extreme left hand column reading "Stockton Pgr Station" and immediately verify with dispatcher, for information of trains originating at Stockton Yard.

Stockton Yard is the terminal for second class and extra trains, First and Second Subdivisions. At Stockton, second class and extra trains originating or terminating at Stockton Yard will not require clearance card unless train orders are received.

Westward freight trains will enter Stockton Yard at lead switch immediately west of South Street and eastward freight trains at Ortega connection or at lead switch M.P. 91 as Yardmaster instructs. Track 8 will be used as run around track for movement of engines between round house and west end of yard.

Schedule and train order time of first class trains at Stockton Yard applies: Westward trains, at lead switch, M.P. 91.

Eastward trains, at lead switch immediately west of South St.

At Stockton Yard, track 1, west switch at M.P. 91 and east switch 12 poles west of M.P. 92, is siding to be used when first class trains meet at Stockton Yard.

Stockton is register station for first class trains only.

Nos. 39 and 40 register by ticket at Stockton.

No. 40 will stop on flag at any station to receive revenue passengers for Salt Lake City or east.

No. 39 will stop at any station to discharge revenue passengers from Salt Lake City or east.

Nos. 39 and 40 will stop at Livermore to discharge revenue passengers, and will stop there on flag to receive revenue passengers for points where these trains scheduled to stop.

Nos. 11 and 12 will stop on flag at any station where time is not shown to receive or discharge passengers, baggage, mail and express.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 29 February 15, 1943 STATIONS Telegraph Offices and Calls		Distance from Oroville	FIRST CLASS		SECOND CLASS				Car Capacity of Sidings		
	78	62	96	54	40	12		39	11		77	53	95	61	Arrive Daily	Arrive Daily		Arrive Tues., Thurs., Sat.	Arrive Daily
	Fast Freight	Fast Freight	Local Freight	Fast Freight	Exposition Flyer	Feather River Express		Exposition Flyer	Feather River Express		Fast Freight	Fast Freight	Local Freight	Fast Freight					
	Leave Daily	Leave Daily	Leave Mon. Wed., Fri.	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
P. R. K. I.	5.10 PM	10.40 AM		3.45 AM	8.30 PM	4.40 PM	93.8	DN	STOCKTON Fe	111.3	s	4.32 AM	s	1.35 PM	11.40 AM	7.20 PM		2.50 AM	
	5.15	10.45		3.50	8.33	4.44	94.3		FLORA STREET 0.5	110.8		4.29		1.32	11.35	7.15		2.45	
I.							95.1		S. P. Crossing 0.8	110.0									
P.	5.23	10.53		3.58	8.39	4.52	98.0		HAMMER LANE 2.9	107.1		4.23	f	1.25	11.20	7.07		2.35	
P.	5.35	11.05		4.15	8.47	f 5.02	104.8	DN	KINGDON Di	100.3	4.15	f	1.15	11.05	6.52			2.20	
P. Y.							105.3		TERMINOUS JUNCTION 0.5	99.8									
W. P.	5.50	11.20		4.30	8.58	s 5.14	113.9	DN	THORNTON Nh	91.2	4.04	s	1.01	10.45	6.35			2.02	
P.	6.00	11.30		4.40	9.05	f 5.22	119.0		GLANNVALE 5.1	86.1	3.56	f	12.50	10.34	6.24			1.52	
P.	6.10	11.40		4.50	9.12	f 5.29	124.4		FRANKLIN 5.4	80.7	3.49	f	12.42	10.23	6.10			1.40	
	6.17	11.47 AM		4.57	9.18	f 5.35	128.7		RUNYON 4.3	76.4	3.43	f	12.35	10.16	6.03			1.32	
F. W. P. K.	7.00	12.02 PM 12.40		5.45	9.27	f 5.50	136.5	DN	SOUTH SACRAMENTO Jy	68.6	3.31	f	12.20	10.00	5.50			1.15	
I.							137.5		C. C. T. and S. N. Crossing 1.0	67.6									
R. I.							138.0		S. P. Crossing 0.5	67.1									
O.Y.K.P.	7.10	12.50		5.55	s 9.37	s 6.00	138.6	DN	SACRAMENTO Ds Sr Ra	66.5	s	3.20	s	12.05 PM	9.15	5.05		12.30	
I.							139.2		S. N. Crossing 0.6	65.9									
							140.8		S. N. Crossing 1.6	64.3									
P.	7.30	1.08		6.13	9.50	f 6.18	143.8		DEL PASO 3.0	61.3	3.05	f	11.52 AM	8.51	4.49			12.15	
P.	7.44	1.22		6.27	9.58	f 6.29	150.6		COUNSMAN 6.8	54.5	2.57	f	11.44	8.40	4.38			12.04 AM	
I.							152.5		S. N. Crossing 1.9	52.6									
W. P.	7.56	1.34		6.39	10.06	f 6.39	156.1	DN	PLEASANT GROVE Gv	49.0	2.49	f	11.36	8.30	4.28			11.54 PM	
P.	8.08	1.45		6.50	10.13	f 6.48	161.6		TROWBRIDGE 3.6	43.5	2.42	f	11.28	8.20	4.19			11.44	
P.	8.30	2.10		7.12	10.26	f 7.02	172.5		EAST ARBOGA 10.9	32.6	2.29	f	11.15	8.00	4.00			11.25	
W. P. I. R.	9.05	2.40		7.40	s 10.38	s 7.18	178.8	Joint Track	DN MARYSVILLE Ms	26.3	s	2.20	s	11.06	7.40	3.45		11.10	
I.							180.2		S. P. Crossing 1.4	24.9									
P	9.20	2.55		7.55	10.48	f 7.28	186.0		TAMBO 5.8	19.1	2.07	f	10.52	7.18	3.24			10.48	
P.	9.35	3.09		8.09	10.56	f 7.37	193.0		CRAIG 7.0	12.1	1.58	f	10.43	7.06	3.09			10.25	
P.	9.50	3.22		8.22	11.04	f 7.45	199.5		PALERMO 6.5	5.6	1.50	f	10.35	6.54	2.45			10.10	
F. W. T. O. Y.B.R.K.P.	10.00 PM 11.30 PM	3.30 PM 4.30 PM	7.30 AM	8.30 AM 9.40 AM	11.10	f 7.50	202.9	DN	OROVILLE YARD Yd	2.2	1.45	f	10.30	6.45 AM 5.30 AM	2.30 PM 1.00 PM	12.50 PM		10.00 PM 8.40 PM	
B. R. K. P.	11.45 PM	4.40 PM	7.40 AM	9.50 AM	s 11.15 PM	s 7.55 PM	205.1	DN	OROVILLE Vi	0.0	1.40 AM	10.25 AM		5.20 AM	12.50 PM	12.40 PM		8.30 PM	
	Arrive Daily	Arrive Daily	Ar. Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.		Leave Daily	
	4.50	4.50	.10	4.45	2.45	3.15			Time over Subdivision		2.52	3.10		4.55	4.50	.10		4.50	
	22.6	22.6	13.2	22.9	40.5	34.2			Average Speed an Hour		38.8	35.1		22.2	22.6	13.2		22.6	

Stockton Yard is the terminal for second class and extra trains, First and Second Subdivisions. At Stockton, second class and extra trains originating or terminating at Stockton Yard will not require clearance card unless train orders are received. Oroville Yard is the terminal for second class and extra trains, Second and Third Subdivisions. At Oroville, second class and extra trains originating or terminating at Oroville Yard will not require clearance card unless train order signal is at STOP.

Stockton, "R" Street Tower M.P. 138 Sacramento, Marysville and Oroville are register stations for first class trains only. Nos. 39 and 40 register by ticket at Stockton. First class trains register by ticket at "R" Street Tower Sacramento, Marysville and Oroville Yard.

At Flora Street, Track 7, located on north side of main track, west switch at Park Street, east switch immediately west of Harding Way, will be used as siding.

SOUTH SACRAMENTO

RULE 221: Passenger trains will not call for or answer train order signal but must obtain clearance card unless signal is cleared when office is open.

Freight trains stopping will not call for train order signal, but if it is found in stop position must obtain clearance card before leaving.

RULE 1156: When view is such that hand or lamp signals can be passed between head and rear of train, following will govern: "After train has been charged properly engineer will make ten pound reduction. Head brakeman, who will station himself near engine, will then give signal 12(f) to rear end. Rear brakeman will then make brake-pipe reduction required by the rule. When engineer notes brake-pipe gauge hand falling he will notify head brakeman who will give signal 12(g) to rear brakeman, who will repeat signal."

At South Sacramento and Sacramento, engine whistle should be used only when necessary and then kept as soft as possible consistent with the particular requirement.

RULE 83(D): Only first-class trains need obtain clearance card at Sacramento.

Joint Track, Marysville. See page 8 for Special Instructions.

Automatic Block Signals: See page 10.

No. 40 will stop on flag at any station to receive revenue passengers for Salt Lake City or east.

No. 39 will stop at any station to discharge revenue passengers from Salt Lake City or east.

Nos. 11 and 12 will stop on flag at any station where time is not shown to receive or discharge passengers, baggage, mail and express.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS					FIRST CLASS		Distance from San Francisco	Time Table No. 29 February 15, 1943	Distance from Portola	FIRST CLASS		SECOND CLASS					Car Capacity of Sidings			
	78	62	54	94	96	40	12				11	39	53	93	95	61	77				
	Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Exposition Flyer	Feather River Express				Feather River Express	Exposition Flyer	Fast Freight	Local Freight	Local Freight	Fast Freight	Fast Freight				
	Leave Daily	Leave Daily	Leave Daily	Lv. Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Ar. Monday Wed., Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily				
	STATIONS Telegraph Offices and Calls																				
B. R. K. P.	11.45 PM	4.40 PM	9.50 AM		7.40 AM		11.25 PM	8.05 PM	205.1	DN	OROVILLE 4.2	Vi 116.3	s 10.15 AM	s 1.30 AM		12.50 PM		12.40 PM	8.30 PM	5.20 AM	51
P.	11.57 PM	4.50	10.05		7.53		11.33	f 8.13	209.3		QUARTZ 3.6	112.1	f 10.05	1.21		12.40		12.28	8.13	5.05	89
P.	12.06 AM	4.59	10.14		8.03		11.40	f 8.20	212.9		BIDWELL 4.7	108.5	f 9.58	1.13		12.32		12.20	7.56	4.53	93
P.	12.18	5.10	10.23		8.18		11.49 PM	f 8.29	217.6		BLOOMER 6.5	103.8	f 9.49	1.03		12.22		12.05 PM	7.46	4.37	89
W. P.	12.49	5.30	10.41		8.35		12.02 AM	f 8.43	224.1	DN	BERRY CREEK 7.1	Bk 97.3	f 9.36	12.49		12.06 PM		11.45 AM	7.27	4.15	96
P.	1.14	5.51	11.00		8.51		12.16	f 8.58	231.2		DAVID 3.9	90.2	f 9.22	12.35		11.50 AM		11.25	7.08	3.51	95
P.	1.25	6.02	11.12		9.14		12.24	f 9.06	235.1		POE 4.1	86.3	f 9.14	12.24		11.39		11.12	6.57	3.39	88
F. W. P.	1.37	6.14	11.24		9.32		12.32	s 9.17	239.2	DN	PULGA 4.3	Bg 82.2	s 9.04	12.13		11.24		10.53	6.44	3.26	86
P.	1.50	6.27	11.35		9.50		12.40	f 9.27	243.5		ORESTA 4.1	77.9	f 8.53	12.04 AM		11.04		10.30	6.27	3.13	86
W. P.	2.12	6.50	11.55 AM		10.09		12.52	f 9.37	247.6		MERLIN 5.5	73.8	f 8.44	11.56 PM		10.49		10.18	6.09	3.00	78
P.	2.28	7.07	12.11 PM		10.33		1.03	f 9.50	253.1		TOBIN 2.2	68.3	f 8.32	11.44		10.33		10.00	5.49	2.44	58
P.	2.37	7.14	12.18		10.41		1.08	f 9.56	255.8		CAMP RODGERS 4.8	66.1	f 8.26	11.39		10.25		9.51	5.42	2.37	89
W. P.	2.53	7.30	12.34		11.15		1.18	s 10.08	260.1	DN	BELDEN 4.6	Bn 61.3	s 8.16	11.29		10.10		9.35	5.28	2.16	102
P.	3.09	7.46	12.50		11.33		1.28	f 10.20	264.7		RICH BAR 5.5	56.7	f 8.04	11.19		9.56		9.10	5.15	2.00	78
W. P.	3.27	8.04	1.08		11.51 AM		1.41	f 10.33	270.2	DN	VIRGILIA 3.5	Va 51.2	f 7.51	11.07		9.40		8.45	4.55	1.41	80
P.	3.39	8.16	1.21		12.03 PM		1.48	f 10.41	273.7		TWAIN 3.6	47.7	f 7.43	10.59		9.27		8.30	4.40	1.18	89
P.	3.51	8.28	1.35		12.15		1.55	f 10.51	277.3		PAXTON 3.6	44.1	f 7.35	10.51		9.14		8.15	4.25	1.06	89
F. W. P. R. K. Y. T. I.	4.25	9.00	1.50 2.30	8.30 AM	12.30 PM		2.06	s 11.10	280.9	DN	KEDDIE 3.6	Kd 40.5	s 7.26	10.43		9.00 8.30	11.30 AM	8.00 AM	4.05	12.54	Yard
P.	4.37	9.12	2.41	8.45			2.14	f 11.19	284.5		SIERRA 3.4	36.9	f 7.15	10.36		8.18	11.20		3.48	12.42	89
P.	4.49	9.23	2.51	9.05			2.20	s 11.32	287.9	DN	QUINCY JUNCTION 4.7	Rt 33.5	s 7.08	10.30		8.06	11.10		3.39	12.35	81
P.	5.03	9.36	3.05	9.20			2.31	f 11.42	292.6		MASSAOK 3.7	28.8	f 6.57	10.23		7.51	10.45		3.28	12.26	89
W. P.	5.16	9.48	3.16	9.50			2.38	s 11.53 PM	296.3	DN	SPRING GARDEN 5.3	Sg 25.1	s 6.50	10.17		7.41	10.30		3.16	12.18	89
P.	5.31	10.09	3.32	10.10			2.48	s 12.05 AM	301.6	D	SLOAT 3.8	So 19.8	f 6.40	10.09		7.29	9.40		3.01	12.05 AM	89
P.	5.43	10.24	3.43	10.25			2.55	f 12.13	305.4		TWO RIVERS 5.0	16.0	f 6.32	10.03		7.17	9.10		2.45	11.48 PM	89
W. P.	6.00	10.43	3.59	10.50			3.04	s 12.30	310.4	DN	BLAIRSDEN 3.5	Ba 11.0	s 6.23	9.55		7.05	8.50		2.33	11.36	102
P.	6.13	10.55	4.10	11.05			3.11	f 12.39	313.9		OLIO 4.8	7.5	f 6.13	9.48		6.55	8.05		2.23	11.27	90
P.	6.28	11.15	4.22	11.20			3.20	f 12.49	318.7		MABIE 2.7	2.7	f 6.05	9.40		6.44	7.48		2.09	11.15	89
F. W. T. O. P. Y. B. R. K.	6.35 AM	11.30 PM	4.30 PM	11.30 AM			s 3.25 AM	s 12.55 AM	321.4	DN	PORTOLA	Ki 0.0	6.00 AM	9.35 PM		6.35 AM	7.30 AM		2.00 PM	11.00 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Ar. Monday Wed., Fri.		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily	Leave Mon., Wed., Fri.	Lv. Tues., Thurs., Sat.	Leave Daily	Leave Daily	
	6.50	6.50	6.40	3.00	4.50		4.00	4.50					4.15	3.55		6.15	4.00	4.40	6.20	6.20	
	17.0	17.0	17.4	13.5	15.7		29.0	24.1					27.4	29.7		18.6	10.1	16.2	18.4	18.4	

Oroville Yard is the terminal for second class and extra trains Second and Third Subdivisions. At Oroville, second class and extra trains originating or terminating at Oroville Yard will not require clearance card unless train order signal is at STOP.

Oroville is register station for first class trains only.

Keddie is register station for Nos. 93, 94, 95 and 96 only.

Nos. 93, 94, 95 and 96 carry passengers.

Interlocking Plant, Keddie. See pages 9 and 10 for special instructions.

Cars must not be left standing on siding at Keddie.

When first class trains meet at Portola, pocket track in front of depot will be used by train taking siding, unless otherwise specified by train order.

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 valves on first fifteen cars back of engine. When gross weight of train exceeds 33 tons and is less than 45 tons per car, turn up retainer valves on first twenty cars back of engine. When gross weight of train exceeds 45 tons per car, turn up retainer valves on first twenty-five cars back of engine.

Retainers are to be used in low pressure position which is horizontal. Should wheels show tendency to heat, retainers will be alternated. If, in judgment of engineer, number of retainers unsatisfactory, engineer may instruct the brakeman to add or subtract as required to keep slack bunched and control train at safe speed while brake pipe pressure is being fully recharged.

Use of dynamic brake on freight trains being handled by Diesel freight engines does not, in any way, modify requirements pertaining to use of retainers.

Automatic Block signals—see page 10.

SLIDE DETECTOR FENCES

M. P. Location	BLOCK SIGNAL NUMBER	
	Eastward	Westward
236.4	235.6	237.7
236.8	236.2	236.9

No. 40 will stop on flag at any station to receive revenue passengers for Salt Lake City or east.

No. 39 will stop at any station to discharge revenue passengers from Salt Lake City or east.

Nos. 11 and 12 will stop on flag at any station where time is not shown to receive or discharge passengers, baggage, mail and express.

Fuel, Water, Fone, Table Scale, Wye Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS				FIRST CLASS		Distance from Keddie	Time Table No. 29 February 15, 1943 STATIONS Telegraph Offices and Calls	Distance from Bieber	FIRST CLASS		SECOND CLASS				Car Capacity of Siding	
	F. W. P. T. Y. B. R. K. I.	556 Southern Pacific Local Freight		154 Western Pacific Fast Freight		DN				Kd	111.8	153 Western Pacific Fast Freight	555 Southern Pacific Local Freight	Arrive Daily	Arrive Daily Ex. Sunday		Yard
		Leave Daily	Ex. Sunday	Leave Daily	Ex. Sunday													8.35	8.29	8.16	8.00	7.36	7.17	7.10
							0.0	DN KEDDIE Kd	111.8					9.00 AM			Yard
	P.						6.2	6.2 MOCCASIN	105.6					8.35			89
	P.						8.6	D ORESOENT MILLS Cm	103.2					8.29			16
	W. P.						14.7	6.1 D GREENVILLE Gi	97.1					8.16			89
	P.						17.5	2.8 COHALA	94.3					8.00			89
	W. P. Y.						25.4	7.9 ALMANOR	86.4					7.36			89
	P.						32.4	7.0 LASSEN VIEW	79.4					7.17			89
	P.						35.2	2.8 CLEAR CREEK JUNCTION Almanor R. R. Connection	76.6					7.10			
	F. W. P. Y. B. R. K.		6.15 AM				39.4	4.2 DN WESTWOOD Wd	72.4					7.00	5.50 AM		Yard
	P. R.		6.30 AM				43.5	4.1 D MASON Mn S. P. Connection	68.3					6.50	5.35 AM		
	P.						44.1	0.6 ROBBERS CREEK	67.7					6.48			89
	P. Y.						52.5	8.4 N NORVELL Rv	59.3					6.28			89
	P.						62.9	10.4 LODGEPOLE	48.9					6.06			89
	W. P. Y.						76.4	13.5 DN HALLS FLAT Hf	35.4					5.38			89
	P.						84.2	7.8 JELICO	27.6					4.54			89
	P.						90.2	6.0 WILLOW SPRINGS	21.6					4.28			89
	W. at M. P. 96.0 P.						94.8	4.6 LITTLE VALLEY	17.0					4.15			89
	P.						100.9	6.1 DIXIE	10.9					3.55			89
	P.						109.5	8.6 PIT RIVER	2.3					3.15			89
	F. W. P. O. Y. B. R. K.						111.8	2.3 DN BIBER B	0.0					3.00 AM			Yard
			Arrive Daily Ex. Sunday	Arrive Daily										Leave Daily	Leave Daily Ex. Sunday		
			0.15	6.00										6.00	0.15		
			16.4	18.6										18.6	16.4		
								Time over Subdivision									
								Average Speed an Hour									

In Bieber Yard trains will be governed by Great Northern Time Table and Transportation Rules. Rule 93, Great Northern Transportation Rules reads as follows: "Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown, but not less than five minutes. In case of failure to clear the main track, protection must be given as prescribed by Rule 99. Within yard limits the main track may be used without protecting against second and inferior class, extra trains and engines. Second and inferior class, extra trains and engines must move within yard limits at restricted speed. When running against the current of traffic or on a portion of two or more tracks used as a single track, all trains and engines must move within yard limits at restricted speed."

Southern Pacific and Red River Lumber Co. trains will be governed by Western Pacific Time Table and Rules and Regulations of the Transportation Department.

Keddie:

Interlocking Plant. See Pages 9 and 10 for special instructions.

Normal position switch leading from east leg of wye to Fourth Subdivision, lined for east leg of wye.

Cars must not be left standing on siding, Keddie.

Clear Creek Junction:

Normal position Junction switch lined for Western Pacific main track.

Westwood:

Nos. 153 and 154 register by ticket.

Track 4 will be used as siding, but must not be blocked between 6:01 AM and 7:30 AM.

Mason:

Dispatchers may, when necessary, issue train orders to westward trains at Mason restricting them at Robbers Creek. Westward trains finding train order signal at Mason in STOP position will not pass fouling point west switch Robbers Creek until ascertain reason for signal being in stop position. See Rule 221.

Train order signal governs all trains except westward Southern Pacific trains. Westward Southern Pacific trains must obtain clearance card.

Register station for Nos. 555 and 556 only. Nos. 555 and 556 may register by ticket when there is an operator on duty.

No. 153 need not check register for Southern Pacific trains Nos. 555 and 556.

Western Pacific trains will approach junction switch under control, being sure switch is right and that Southern Pacific trains are clear of junction switch before using. Normal position junction switch is lined for Western Pacific main track.

Nos. 153 and 154 carry passengers.

On eastward freight trains before leaving Halls Flat and on westward freight

trains before leaving Almanor, enginemen must be notified as to number of loads, empties and tons in train and whether all air brakes are cut in and working.

All retainers will be turned up on westward freight trains between Almanor and Greenville.

On eastward freight trains between Halls Flat and Little Valley, if gross weight of train does not exceed 33 tons per car, turn up retainer valve on first car back of engine and on each fourth car throughout the train. If gross weight of train exceeds 33 tons and is less than 45 tons per car, turn up retainer valves on five head cars and on every third car throughout the train. If gross weight of train is 45 tons or more per car, turn up retainer valves on five head cars and on every second car throughout the train. When retainers are turned up handle will be placed in low pressure position, which is horizontal and should wheels show a tendency to heat, retainers must be alternated.

On westward freight trains between Dixie and Little Valley, between Norvell and Almanor and between Moccasin and Keddie and on eastward freight trains between Dixie and Pit River, an understanding must be had between conductor and engineer as to number of retainer valves necessary to control train and they must be used accordingly.

Use of dynamic brake on freight trains being handled by Diesel freight engines does not, in any way, modify requirements pertaining to use of retainers.

Eastward

FIRST SUBDIVISION "A"—SAN JOSE BRANCH.

Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant	SECOND CLASS			Distance from Niles Junction	Time Table No. 29 February 15, 1943	Distance from Alameda St. Freight Station	SECOND CLASS			Car Capacity of Sidings
		254 Freight	Leave Daily				253 Freight	Arrive Daily		
W. P. R.		12.30 AM			DN NILES Cn			10.45 PM		47
Y. P.		12.40	0.0		NILES JUNCTION	23.0		10.25		
P.		1.00	3.3		IRVINGTON	19.7		10.10		29
		1.15	6.8		WARM SPRINGS	16.2		9.55		Spur 1W 6
P.		1.35	10.9		MILPITAS	12.1		9.40		31
		1.45	14.1		BERRYESSA	8.9		9.25		Spur 1E 10
		2.00	16.9		SAN JOSE East Santa Clara St.	6.1		9.10		
P. W. T. F. R. B. O. K.		2.10 AM	17.5		2S SAN JOSE YARD Sx	5.5		9.00 PM		Yard
			19.5		S. P. TRANSFER	3.5				
			19.6		VALBRICK S. P. Crossing	3.4				
I.			20.2		S. P. CROSSING	2.8				
I.			22.3		S. P. CROSSING	0.7				
			23.0		SAN JOSE Alameda St. Freight Station	0.0				Yard
		Arrive Daily						Leave Daily		
		1.30			Time over Subdivision			1.25		
		11.6			Average Speed an Hour			12.4		

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. SWITCH INDICATORS: Two-way indicators located at east and west main track wye switches, Niles Jct., give warning of approach of trains either direction. See Rule 512.

Eastward FIRST SUBDIVISION "B"—CARBONA BRANCH. Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock	Time Table No. 29 February 15, 1943			Distance from Carbona	Time Table No. 29 February 15, 1943	Distance from Moy	Car Capacity of Sidings
W. Y. P.		0.0		D CARBONA Ob	4.2		77
		1.7		KERLINGER	2.5		Spur 1W 8
O. P.		3.4		RIVER ROCK	0.8		Spur 1W 52
		4.2		MOY	0.0		No Siding

Derails on main track M. P. 3.3 and 240 feet west and 885 feet east of Stock Yards Moy. Cars on main track east of River Rock not protected.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Eastward			Distance from Terminous Jct.	Time Table No. 29 February 15, 1943	Distance from Terminous	Westward		
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock						Car Capacity of Sidings		
Y. P.		0.0		TERMINOUS JCT.	7.8		29	
		3.5		GARDEN	4.3		10	
		6.6		GRASS	1.2		6	
W. Y.		7.8		D TERMINOUS Us	0.0		Yard	

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Car Capacity
HUDSON	15.9	1 E	13
ESTUDILLO	16.5	1 E	14
ALVARADO JCT. (P)	24.9	Siding	40
PABRICO	27.8	1 E	16
EBERLY	28.9	Siding	21
RADUM	43.4	1 W	11
TREVARNO	49.0	1 W	16
REDMOND CUT	59.3	Siding	35
VALPICO (P)	68.3	Siding	30
LUDWIG	73.0	1 W	17
RHODES	75.6	Siding	19
LATHROP	86.4	Siding	19
HARTE	100.5	1 W	19
ALSCO	106.8	Siding	20
VILLINGER	107.8	1 W	17
LAS VINAS	109.5	Siding	52
BRADFORD	119.0	1 W	10
ALBERT	127.2	1 W	3
CORDOVA	133.7	1 E	13
BOMBAY	146.4	Siding	16
CLEVELAND	176.2	1 W	7
GRAYBROS	187.7	1 W	34
VISTA ROBLES	198.8	1 E	23
ADELAIDE	202.7	1 E	13
LAND	212.2	Siding	1
BLINZIG (P)	228.6	Siding	15
MCLAN	230.1	1 W	70
ROCK CREEK	249.1	Siding	30
GRAY'S FLAT	272.6	1 W	2
CROMBERG	303.2	Siding	14
FEATHER RIVER INN	309.3	1 E	34
INDIAN CREEK (P)	K 3.0	1 W	34
BOX	K15.4	1 W	1
POISON LAKE (P)	K70.2	Wye	34
ARCHIE (P)	K72.3	Wye	1
BUTTE VALLEY LBR. CO.	K95.5	1 W	10

TONNAGE RATING

EASTWARD Engine Class	1st Sub-division	2nd Sub-division	3rd Sub-division	4th Subdivision		
				Keddie to Greenville	Greenville to Almanor	Almanor to Bieber
TP-29	1073	2200	812	585	401	585
MTP-44	1650	5000				
C-43	1650	5000	1250	900	617	900
MK-60	2500	6000	1800	1250	858	1250
M-80			2200	1690	1170	1690
M-137-151			4000			
D-225			4000	3400	2000	3400
WESTWARD						
TP-29	910	2200	*	Bieber to Halls Flat 491	Halls Flat to Keddie 1040	
MTP-44	1400	5000	*			
C-43	1400	5000	*	756	1600	
MK-60	2350	6000	*	1051	2200	
M-80			*	1427	3500	
M-137-151			*			
D-225			*	2800	5500	

*Descending grade, no tonnage limit.

Add five tons friction for each car over 30 cars.

Tonnage rating based on maximum grade each subdivision; between points where grades are less than maximum, greater tonnage can be handled.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

SPEED RESTRICTIONS IN MILES AN HOUR WILL APPLY AS FOLLOWS:

Page	BETWEEN	Passenger		Freight	
		Maxi-mum	Restric-tion	Maxi-mum	Restric-tion
2	First Subdivision.....	60	..	40	..
	Over Interlocking Crossings .....	..	40	..	25
	Over, along or upon all streets and high-ways within Oakland City Limits.....	..	15	..	10
	Washington and Franklin Sts., Oakland..	..	8	..	8
	M.P. 7.2 over S. P. Crossing .....	..	15	..	15
	M.P. 9.5 just east 29th Avenue and M.P. 9.8 just east Fruitvale Avenue .....	..	10	..	10
	M.P. 10.3 over S. P. Crossing .....	..	15	..	15
	Bridge just west of San Leandro Depot and Williams Street, 5 blocks east of depot ..	..	20	..	15
	Over "A" and "B" Streets, Hayward .....	..	45	..	30
	M.P. 23.93 and M.P. 24.31 .....	..	15	..	10
	Delta Finance Railroad (M.P. 24.9) .....	..	..	6	..
	M.P. 29.4 on curve .....	..	40	..	30
	Niles and M.P. 37 .....	..	50	..	30
	Through Tunnels Nos. 1 and 2 .....	..	40	..	20
	M.P. 38.6 on curve S. P. underpass .....	..	45	..	30
	M.P. 40.0 on curve .....	..	55	..	40
	Within City Limits Pleasanton and Liver-more ..	..	15	..	15
	M.P. 52 and M.P. 53 on Curves .....	..	45	..	30
	M.P. 53 and M.P. 54 on Curves .....	..	35	..	25
	M.P. 54 and M.P. 67 on Curves .....	..	50	..	35
	M.P. 58.0 on curve at sink .....	..	10	..	10
	San Joaquin River Drawbridge M.P. 80.28 ..	..	20	..	15
	M.P. 90 and M.P. 92.5 on Curves .....	..	45	..	30
	M.P. 92.5 and Stockton Depot Main Track ..	..	20	..	20
	Other Tracks .....	..	8	..	8
3	Second Subdivision .....	..	..	..	..
	Stockton and M.P. 122	60	..	40	..
	M.P. 122 and M.P. 133.5	50	..	35	..
	M.P. 133.5 and M.P. 155	60	..	40	..
	M.P. 155 and M.P. 171	50	..	35	..
	M.P. 171 and M.P. 185	60	..	40	..
	M.P. 185 and M.P. 197	50	..	35	..
	M.P. 197 and Oroville	60	..	40	..
	Over Interlocking Crossings .....	..	40	..	25
	Stockton Depot and Park Street, Stock-ton, Main Track .....	..	20	..	20
	Other Tracks .....	..	8	..	8
	M.P. 116.07 Mokelumne River Bridge ..	..	20	..	20
	Bradford Spur .....	..	..	..	10
	Broadway and "C" Street, Sacramento..	..	15	..	15
	M.P. 152.5 S.N. Crossing (see Page 9) ..	..	30	..	25
	On curve at Cleveland .....	..	50	..	35
	Joint Track Marysville (see Page 8) .....	..	15	..	15
	M.P. 201.8 on curve .....	..	40	..	25
4	Third Subdivision .....	..	..	..	..
	Oroville and Bidwell	50	..	35	..
	Bidwell and Bloomer	40	..	30	..
	Bloomer and M.P. 272.57 (Grays Flat) ..	35	..	25	..
	M. P. 272.57 and Quincy Jct	40	..	30	..
	Quincy Jct. and Portola	50	..	30	..
	Bridge 252.60 .....	..	25	..	20
	Over Switch East end Tunnel 32 .....	..	20	..	20
	Through Tunnel 35 .....	..	..	..	20
5	Fourth Subdivision .....	..	..	..	..
	Keddie and Crescent Mills	25	..	25	..
	Crescent Mills and Greenville	40	..	30	..
	Greenville and Clear Creek Jct	25	..	25	..
	Clear Creek Jct. and Mason	30	..	30	..
	Mason and Pit River	30	..	25	..
	Pit River and Bieber	30	..	30	..
	Clear Creek Jct. and Westwood, and Halls Flat and Pit River, on Curves ..	..	25	..	25
	Mason, trains using turnout .....	..	20	..	20
	On curve west mile board Willow Springs ..	..	25	..	15
6	San Jose Branch	30	..	25	..
	Within city limits, San Jose .....	..	12	..	12
	Over all street and highway crossings within city limits, San Jose .....	..	5	..	5
	Carbona Branch	12	..	12	..
	Terminus Branch .....	..	..	..	..
	Terminus Jct. and Garden	20	..	20	..
	Garden and Terminus	15	..	15	..

On curved track Third Subdivision, enginemen will reduce speed below the maxi-mum speeds provided where necessary to insure safety.

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; handling triple loads of poles, 20 miles an hour Dixie to Little Valley, Westwood to west switch Greenville, Moccasin to Keddie and Keddie to Oroville.

Maximum speed, trains handling logs, 25 miles an hour. When two trains meet, either of which are handling logs, the standing train will remain standing until other train has cleared or come to a stop unless necessary to saw by. Maximum speed of train passing 15 miles an hour.

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 C-43 and MK-60-71 engines handling passenger trains, 50 miles an hour.

M-137-151 engines handling passenger trains must not exceed speed restrictions applicable to freight trains.

M-137-151 engines must not exceed 25 miles an hour over Bridge 317.43.

M-137-151 engines, handling trains or running light between Oroville Yard and South Sacramento must not exceed 30 miles an hour.

Maximum speed M-80 engines, Fourth Subdivision, 35 miles an hour.

Engines running light on main track must not exceed speed prescribed for freight trains.

Engines running light on branches must conform to speed prescribed for freight trains on each branch.

Maximum speed through crossovers and turnouts 10 miles an hour; M-137-151 engines 5 miles an hour while engines passing through crossover or turnout.

MISCELLANEOUS

Dead engines handled in trains must be placed approximately 10 cars behind train engine.

DOUBLEHEADING: When D-225, M-80, M-137-151, MK-60-71 or MTP-44 engines are in a train with another engine of any class, either in service or dead, they must be spaced at least 10 cars apart, except MTP-44 engines may be doubleheaded with TP-29 engines; on Third Subdivision MTP-44 engines may be doubleheaded with C-43 engines; on First and Second Subdivisions MK-60-71 engines may be double-headed with TP-29 engines, and on Fourth Subdivision M-80 and MK-60-71 engines may be doubleheaded with C-43 or TP-29 engines.

MK-60-71 engine being doubleheaded with TP-29 engine will not exceed 35 miles an hour over Bridges 24.31, 29.24, 35.09, 37.12, 38.69, 49.88, 53.40, 56.96, 64.43, 79.41, 80.37, 116.28, 116.37 and 166.25.

MTP-44 engine being doubleheaded with TP-29 engine, C-43 engine being double-headed with C-43 or TP-29 engine, or running light coupled, will not exceed 35 miles an hour over Bridge 64.43.

MK-60-71 engine and M-80 engine being doubleheaded with C-43 or TP-29 engine on Fourth Subdivision will not exceed 25 miles an hour over Bridges 9.04, 9.29, 9.45 and 9.79.

Two M-80 engines or a D-225 and M-80 engine may be doubleheaded between Bieber and Halls Flat.

DIESEL ENGINES: Diesel freight engines dead in train must have qualified messenger. In both cabs automatic brake valves must be cut out and brake valve handles locked in running position; independent brake valve handles locked in running position (locking pins are provided for this); dead engine features cut in; all isolation switches placed in "start" position; all switches at engineer's control stand locked in "off" position and main battery switches pulled; reverses locked in neutral position in all units. Messenger should watch brake cylinder pressure in cab nearest to locomotive handling train. Distributing valve pops must be set to 25 pounds pressure. Maximum speed 60 miles an hour.

Diesel switch engines dead in train must have qualified messenger. Automatic brake valve must be cut out and handle placed in running position; distributing valve pop set to 15 pounds pressure; dead engine feature cut in; main battery switch pulled and reversers locked in neutral position. Maximum speed 45 miles an hour.

During freezing weather engine water cooling system must be drained on any type Diesel engine being towed.

GENERAL

RULE 10 (J): On Western Division slow boards, when used, will be placed one-half (1/2) mile from structure or track over which speed of train must be reduced.

RULE 11 (A): Modified to the extent that, outside of block system limits, fuses may be placed between rails of the track in order to avoid danger of fire. If, for any reason, a train over runs lighted fusee, it must be removed from under train at once.

RULES S-17 and 99: Figures indicating "Car Capacity of Sidings" are number of cars, based on an average allowance of 48 feet per car, that tracks will hold between clearance points, not including engines and cabooses. Due to increased number of 50-foot and longer cars being handled, trains with a considerable number of such cars may find sidings inadequate between clearance points. In such cases Conductors and Engineers will take necessary precaution for protection.

RULE S-72: WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

RULE 509: A Block signal with a triangular number plate is actuated by some special protective device.

Block signals designated on page 4 are so equipped and include in their circuit, protective device known as "Slide Detector Fences."

When these signals indicate STOP such additional inspection as necessary to insure safety of proceeding must be made of slide detector fences and tracks in their vicinity. Where circumstances require train must be preceded by flagman.

RULE 927—TRAIN INSPECTION: 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 on First and Second Subdivisions, from one water stop to next water stop, except a maximum distance of 70 miles must not be exceeded between inspections and when conditions are favorable and in judgment of Conductor it is safe to do so, run may be made on freight and mixed trains on Third and Fourth Subdivisions without stopping for train inspection for a maximum distance of 45 miles, except a standing or rolling inspection must be made on westward freight and mixed trains at Blairden, Two Rivers or Sloat and at Halls Flat, Westwood, Almanor and Greenville and on eastward freight and mixed trains at Keddie or at some point between Keddie and Spring Garden and at Westwood and Halls Flat.

RULE 1155: Where brake pipe has not been separated, air test as prescribed by Rule 1155 need not be made at Terminals.

RULE 1156: When doubleheading and lead engine is to be cut off train, air will be set by lead engine and stop made before being detached, after which train engine will fully release air brakes and regain full working pressure before proceeding. When second engine is to be attached to head end of train at intermediate point on a run for the purpose of doubleheading, engine next to train will stop with air brakes applied, after which lead engine will make the release.

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.

FIRST SUBDIVISION

Street crossing Third and Broadway, Oakland, must not be blocked.

Switches leading off both sides of north track between Oak Street and Filbert Street, Oakland, must be left lined and locked for the north track.

Joint W. P. and S. P. drill track between Melrose and Elmhurst must not be used for meeting or passing trains.

Seminary Avenue crossing of Kohler siding is protected by flashing light signals, but trains and yard engines using this siding must cut crossing when blocked more than 5 minutes.

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 crew.

At Hayward, freight trains doing switching will leave train outside of limits of bonded rails operating crossing bells at "A," "B" and "C" streets and will use engine whistle and bell only when necessary to comply with the Rules.

Delta Finance R. R. (M.P. 24.9). All trains and engines must come to a STOP before passing over Highway crossing one-quarter mile from Sugar House, and member of crew precede and flag movement over crossing.

Westward trains except No. 39, take full tank of water at Niles.

Headlights and markers must be burning through Tunnel 1.

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.

SECOND SUBDIVISION

Engines and cars must be brought to a stop at Country Club Highway crossing on North Channel Line, Stockton, and must be preceded by flagman over crossing.

Bridge over Smith Canal, North Channel Line, Stockton, will not clear man on top of high car.

At Terminous Jet., road crossing No. 4-105.7 must not be blocked more than five minutes. When a train stops at Terminous Jet. and there are three brakemen in crew, one brakeman must protect this crossing during time train is not cut.

The first street crossing west of South Sacramento must not be blocked by freight trains taking water, oil, or doing work at South Sacramento. Eastward freight trains will, when necessary to avoid blocking this crossing, leave train west of crossing while taking water or oil, or switching.

At Sacramento, westward passenger engines and trains must not leave Depot until engineer knows that wigwag on "K" Street is in motion and eastward passenger engines and trains must not leave Depot until engineer knows that wigwag on "J" Street is in motion. If wigwag fails to operate a member of crew must precede engine or train over crossing.

At Marysville, spur track known as Cliff House Spur will not hold more than 10 cars.

JOINT TRACK MARYSVILLE—

Sacramento Northern trains operate over Western Pacific main track between junction switches 356 feet east and 355 feet west of Bridge 178.18, Yuba River. Sacramento Northern freight trains operate over W. P. 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 govern Joint Track operation as follows:

EASTWARD—Home signal 789 feet west of bridge 178.18. Distant signal 2500 feet west of home signal.

WESTWARD—Home signal 724 feet east of bridge 178.18.

SWITCH INDICATORS: West siding switch.
West switch Interchange track.

Derail switch on siding 193 feet east of switch, pipe connected and operated with main track switch.

Junction switches must be locked for Western Pacific main track when not in use.

AUTOMATIC BLOCK SIGNALS located as follows:

EASTWARD—Home signal 724 feet east of bridge 178.18. Distant signal on two arm signal mast 789 feet west of bridge 178.18.

WESTWARD—Home signal east end of bridge 178.79. No distant signal. Be governed by Rule 509.

SWITCH INDICATORS: East switch Interchange track.
West switch of crossover.

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 railroads must approach and pass through limits of Joint Track with caution, not exceeding 15 miles an hour. In using Joint Track freight trains should avoid delays to other trains of either railroad.

CROSSING OF SACRAMENTO NORTHERN PASSENGER TRACK OVER WESTERN PACIFIC HOUSE TRACK, 752 FEET EAST OF BR. 178.18:

Engines, cars or trains moving on Sacramento Northern passenger track must be brought to a stop at STOP signs 100 feet each side of crossing and preceded over crossing by member of crew. Engines, cars or trains operating on Western Pacific house track must approach with caution and be sure it is safe to proceed before moving over crossing.

THIRD SUBDIVISION

At Land, engines heavier than C-43 class must not use tracks 2, 3 and 4 except at west end of yard on tangent track. C-43 class engines and smaller type engines may use all tracks in entire yard at moderate speed and may use east lead as far as Swayne Railroad Crossing. No. 1 track, which is a crossover from siding to east end of yard, and No. 2 track used as a run around track, must be left clear. All classes of engines may use siding entire length.

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

Mallet and Mikado engines may use house track at Blairden. Trains setting out or picking up on this track must have air cut through and operative.

Movement over Mill track between Blairden and Graeagle must be made with air cut through and operative.

A sign reading "TRAINMEN PROHIBITED FROM RIDING CARS BEYOND THIS POINT" erected over tracks at a point approximately 60 feet in advance of log rollway at plant of California Fruit Exchange, Graeagle. Sign to be illuminated at night. Trainmen must obey this sign in interest of SAFETY.

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

FOURTH SUBDIVISION

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

At Crescent Mills, between 7:01 a.m. and 7:01 p.m. daily, ore may be loaded on house track, using movable ramps. Trains using house track between these hours must not move or couple into ore cars until sure men and equipment are in clear.

When cars are set out at Cohala, Jellico, Willow Springs or Little Valley, in addition to provisions of Rule 840, lower car must be chained to rail and Dispatcher notified.

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

Engines or cars must not be moved over Highway crossing on Box spur just east of Greenville, without being brought to a stop and Highway traffic protected in both directions, by a member of crew.

WESTWOOD:

Trains or engines using main track over Veneer Plant crossing east of passenger station and Third Street crossing, west of passenger station, 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. 4.30 p.m. and 4.40 p.m.

12.20 p.m. and 12.30 p.m. 7.30 p.m. and 7.30 a.m.

Gate tender at Third Street crossing on duty continuously.

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

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

Derail on west end R. R. L. Co. electric siding must be kept in derail position when cars are on siding; derail located ten feet west of west No. 1 track switch on lead; derrails adjacent to main track on both legs of wye.

Switch leading from west end of house track to gravel bin spur must be left lined for gravel bin spur to serve as derail.

Water at Little Valley not suitable for human consumption. Water peddlers and gang water cars must not be filled at this point.

When steam derrick is handled with Mallet or D-225 engine, there must be at least two cars between engine and derrick.

INTERLOCKING PLANTS AND SIGNALS AND RAILROAD
CROSSINGS NOT INTERLOCKED

M.P. 5.2 Peralta Tower, S. P. Crossing. Interlocked. Home dwarf signals 150 feet east and west of crossing. No distant signals.

M.P. 5.8—S. P. Crossing and M.P. 5.85—Chestnut Junction, Magnolia Tower, Interlocked.

Eastward: Two arm home signal 700 feet west of crossing; upper arm governs movement on main track; lower arm governs movement on main track to north track. Dwarf signal 490 feet west of crossing governs movement from siding eastward to main track or north track.

Westward: Home signals (on bracket mast) 750 feet east of crossing. Arm to right governs movement from north track over junction switch to S. P. or W. P. Yards. Arm to left governs movement from main track over junction switch to S. P. Suspended home signal governs movement main track to W. P. Yards. No distant signals.

M.P. 7.2, S. P. crossing. Not interlocked. (See footnote, page 2).

M.P. 7.8 Clinton Tower, S. P. crossing. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2000 feet east of home signal.

M.P. 10.3, S. P. crossing. Not interlocked. (See footnote, page 2.)

M.P. 10.6 and M.P. 10.7 Melrose Tower, S.P. crossings. Interlocked. Home signals 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.

M.P. 13.7, S. P. crossing. Not interlocked.

M.P. 30.3 Niles Tower, S. P. crossing. Interlocked. Home signal three-position color light 450 feet east of crossing. Distant signal three-position color light 4850 feet east of east home signal. Home signal 450 feet west of crossing. Distant signal 4950 west of west home signal (lower arm of Signal 29.4).

M.P. 42.7 and M.P. 43.0 Radum Tower, S. P. crossings. Interlocked. Home signals 480 feet east of crossing M.P. 43.0 and 480 feet west of crossing M.P. 42.7. Distant signals 2000 feet east and west of home signals.

NOTE: Towerman on duty 6:00 a.m. to 2:00 p.m. and 4:00 p.m. to 11:59 p.m. daily except Sundays and holidays. During hours towerman is off duty, normal operation of signals on the Western Pacific will be semi-automatic. Switch indicator located at west main track switch gives warning of approach of trains in either direction. See Rule 512.

M.P. 73.9 Lyoth Tower, S. P. crossing. Interlocked. Home signal 800 feet west of crossing. Distant signal 2658 feet west of home signal. Home signal 600 feet east of crossing. Distant signal 2766 feet east of home signal. Two-arm home signal 210 feet west of crossing. Upper arm governs main track; 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.

M.P. 84.45 Lathrop Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 2640 feet east and 2914 feet west of home signals.

M.P. 90.3 Ortega Tower, S. P. crossing. Interlocked with Hunter Street track. Home signals 450 feet east and 230 feet west of crossing. No distant signals.

NOTE: Towerman on duty 6 p.m. to 3 a.m. daily. Trains or engines moving westward must not foul W. P. main track and W. P. main track junction switch must not be opened until it has been ascertained from dispatcher through operator Stockton Yard that it is safe to do so. Telephone located near main track junction switch for this purpose. Trains or engines on main track must approach Ortega with CAUTION.

M.P. 93.2 A.T. & S.F. Tower, A.T. & S.F. Crossing. Interlocked. Home signals 450 feet east and west of crossing. One reflectorized amber approach sign 1350 feet

west of west home signal. Dwarf home signal 450 feet west of crossing governs movement to and over A.T. & S.F. main track to interchange track. Tower equipped with electric siren. Two short blasts repeated several times is warning to yard and trainmen to clear plant.

M.P. 93.8 Weber Avenue Tower, S. P. crossing. Interlocked. Main Track: Home signals 428 feet east and 315 feet west of crossing. No distant signals. Siding: Home signals 423 feet east and 73 feet west of crossing.

M.P. 95.1 El Pinal Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. One distant signal 3000 feet east of home signal.

M.P. 137.5 "X" Street, C. C. T. and S. N. Crossing. Automatic interlocked. Home signals 450 feet east and west of crossing. One distant signal 1480 feet west of Home signal. If signals are in STOP position send flagman to crossing to operate time release inside box at crossing. Instructions for operation of time release inside of box. If signals remain in STOP position, be governed by Rule 663. Switch indicator at head block west switch to interchange track gives warning of approach of trains on W. P., C. C. T. and S. N. Hayes derail 171 feet east of west switch to interchange track is pipe connected to main track and switch must not be closed until rear of train has passed derail.

M. P. 138.0 "R" Street Tower, S. P. crossing. Interlocked. Trains governed by home signals located 796 feet east and 700 feet west of crossing. Upper arms govern main track, lower arms govern legs of wye. No distant signals. Following are whistle signals: Main line to wye, either leg, one long, one short. Wye to main line, either leg, one short, one long.

M.P. 139.2 "C" Street, S. N. Crossing. Automatic interlocked. Home signals 480 feet east and 450 feet west of crossing. No distant signals. If signals are in STOP position send flagman to crossing to operate time release in box at crossing. Instructions for operation of time release inside of box. If signals remain in STOP position be governed by Rule 663. Switch indicator at head block main track switch to Haggin transfer track gives warning of approach of trains on W. P. and S. N. Hand operated derail on Haggin transfer track 159 feet east of west main track switch.

M.P. 140.8 S. N. crossing. Not interlocked.

M.P. 152.5 Sankey, S. N. Crossing. Automatic interlocked. Home signals 600 feet east and west of crossing. Distant signals 3000 feet east and west of Home signals. If signals are in STOP position, send flagman to crossing to operate time release in box at crossing. Instructions for operation of time release inside of box. If signals remain in STOP position, be governed by Rule 663.

JOINT TRACK MARYSVILLE (See special instructions Page 8, Second Sub-division).

M.P. 179.2 S. P.—W. P. Interchange tracks. Automatic interlocked. Home signals 1080 feet east and 1022 feet west of interchange tracks. Distant signals 1372 feet east and 1040 feet west of Home signals. Switch and derail to S. P. interchange track and switch and derail to high line track and derail on stock yard track are hand operated and electrically locked. Eastward trains desiring to use interchange track must come to STOP just clear of S. P. interchange track, as electric locks cannot be released unless this is done. A member of crew must then operate time release opposite the two main track switches leading to high line and S. P. interchange tracks. After time release returns to normal position, indicator lamp in time release box should light. When light appears, all electric locks are released. Switches and derails must be placed in normal position immediately after movement is made.

M.P. 180.2 Binney Jct. Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 3100 feet east and 2060 feet west of home signals. Switch indicator located east high line switch, 1400 feet west of M.P. 180, gives warning of approach of trains either direction. See Rule 512.

KEDDIE YARD

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: Color light signal M.P. 279.54. Two unit color light signal M.P. 280.34; upper unit governs over main track; lower unit governs over main track to west leg of wye.

NOTE: Trains must not pass this signal except as prescribed by Rule 663 unless signal light indications are: For main track, a green signal indication above a red signal indication. For movement over main track to west leg of wye, a yellow signal indication below a red signal indication.

Westward: Color light signals M.P. 280.65 and 280.52.

FOURTH SUBDIVISION:

Eastward: Color light signal 520 feet east of east switch of main track crossover. Color light signal 125 feet east of Tunnel 1. Color light signal 242 feet west of east wye switch.

Westward: Color light signal 45 feet east of Tunnel 2. Three unit color light signal 60 feet east of east wye switch; upper unit governs movement over west leg of wye toward main track; middle unit governs movement over east leg of wye toward Keddie Yard; lower unit governs movement of helper engines when cut into train occupying either east or west leg of wye.

Color light signal on west leg of wye 225 feet east of junction switch Third Subdivision.

THIRD AND FOURTH SUBDIVISIONS:

Switches located on main track, Third Subdivision, east of Tunnel 32 and at east end of wye, Fourth Subdivision, are interlocked. Each switch machine has one selector lever marked "Motor" and one hand throw lever marked "N". Selector lever is locked with standard switch lock. If necessary to operate by hand, unlock selector lever and turn handle to hand operating position, then throw hand lever "N". Switch points should then move to the opposite position. After switch has been used, throw hand lever "R", make sure lever is down in the stand either normal or reverse position, then throw lever marked "Hand." Make certain switch points are in proper position and replace standard switch lock.

In case unable to mechanically lock switch due to switch points out of adjustment, switch may be operated by hand but stroke of hand-throw lever cannot be completed and selector lever cannot be returned to proper position. In cases of this kind, switch points must be spiked in proper position before train is allowed to pass over switch.

Trains must not pass color light signal located 60 feet east of east wye switch except as prescribed by Rule 663, or unless helpers are to be cut in, unless signal light indications are as follows: For movement over east leg of wye, a yellow signal indication between two red signal indications; for movement over west leg of wye, green or yellow signal indication above two red signal indications; for east or west leg of wye when helper is to be cut in, a yellow signal indication below two red signal indications.

NOTE: When helper engine is 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 by 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.

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, and be governed by Rule 663.

SAN JOSE BRANCH

M.P. 20.4, S. P. crossing. Not interlocked.

M.P. 21.0 Willow Glenn, S. P. crossing. Interlocked. Semi-automatic home signals 225 feet east and west of crossing. No distant signals.

M.P. 23.1 West San Jose, S. P. crossing. Interlocked. Home signals 250 feet east and west of crossing. No distant signals.

All trains must come to STOP at home signals, Willow Glenn and West San Jose crossings and a member of crew go to crossing and carefully follow instructions pasted in inside of derail lock box at each crossing before proceeding over either crossing.

AUTOMATIC BLOCK SIGNALS:

Niles: Eastward: Three-position color light signal M.P. 28.4; two-arm signal M.P. 29.4, upper arm is automatic block home signal, lower arm interlocking distant signal; home signals M.P. 30.4 and M.P. 31.2.

Westward: Distant signal M.P. 31.7; color light home signal M.P. 31.3; home signal M.P. 30.3.

Marysville: See special instructions page 9 under Joint Track Marysville.

Oroville: Eastward: Distant signal M.P. 204.2. Home signals M.P. 204.8 and M.P. 205.2.

Westward: Home signals M.P. 205.5 and M.P. 204.9.

TUNNEL SIGNALS

Automatic Block signals govern movement through Tunnels 1, 2, 4 and 35 on First and Third Subdivisions.

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 4500 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 2011 feet east and 2012 feet west of home signals.

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
Oakland, Kaiser Ready-Mix Spur Balloon track	C-43 or heavier MTP-44 or heavier	Beyond frog "
San Leandro, Bechtel Spur Caterpillar Tractor Calif. Pack. Corp. Hyrup Spur	MTP-44 or heavier " " "	Beyond frog " " "
Hayward, Farm Produce Spur Poultry Prod. Spur	" "	" "
Delta Finance R. R. (M.P. 24.9)	"	On entire Line
Niles, Transfer Track	"	Beyond frog
San Jose Branch	"	On entire Branch**
Radum	All Classes	Beyond frog on all tracks except 1 and 2
Livermore, Brick Yard Track Stock Track	MTP-44 or heavier "	Beyond frog "
Carbona, Track No. 2 (Tomato Spur)	"	"
Carbona Branch (Main Track) Kerlinger Pit	" C-43 or heavier	On entire Branch Beyond clearance point west end tracks 1 and 2 Beyond Moy Stock Yds.
Stockton, North Channel Spur Harte Spur	MTP-44 or heavier All Classes	Beyond frog Beyond Br. 100.56
Terminus Branch	MTP-44 or heavier	On entire Branch
Villinger Spur	"	Beyond frog
Glannvale, Stock Yard Spur Bradford Winery	" "	" "
So. Sacramento, Track 68	All Classes	Beyond clearance point
Sacramento, Old House Track (T&XSt) "R" Street Line	MTP-44 or heavier "	Beyond frog Beyond 17th Street
Pleasant Grove, House Track	"	Beyond depot
Trowbridge, Growers Mill Spur Standard Oil Spur Team Track	" " "	Beyond frog " "
East Arboga, Outfit Spur	"	"
Cleveland Spur	"	"
Marysville, Both old S. N. Passgr. Connections	All Classes	"
Old Frt. House and Sand Plant Cliff House Spur High Line	MTP-44 or heavier All Classes MTP-44 or heavier	Beyond S. N. Crossing Beyond frog "
Craig Spur	"	"
Vista Robles Spur	"	"
Adelaide Spur (Oroville Yard)	"	"
Oroville, Coach Spur—House Track— Sunkist Spur—Ehmans Spur— Hokes Spur—Mt. Ida Spur— S. N. Transfer	MTP-44 or heavier	Beyond clearance
Land—See special instructions, last column, page 8, under		"Third Subdivision."
Bloomer, River Spur	All Classes	Beyond frog
Berry Creek, House Spur	MTP-44 or heavier	Beyond clearance point
Blinzig	"	East of water column

Tracks on which engine movements restricted (continued)

Location and Description of Track	Class of Engine	Prohibited
McLean	All Classes	Beyond clearance point
Rock Creek, Outfit Spur Highway Spur	MTP-44 or heavier "	" "
Tobin, River Spur No. 1 Loading Track River Spur No. 2	" " All Classes	" " "
Belden, House Track	MTP-44 or heavier All Classes	Beyond frog Beyond M.P. 260
Rich Bar, Outfit Spur	MTP-44 or heavier	Beyond clearance point
Virgilia, River Spur	"	"
Paxton, House Track River Spur	" "	" "
Keddie, Kelly Spur Depot Back Track	" "	Beyond frog "
Massack, Lumber Spur	"	Beyond frog
Spring Garden, Log Spur Walker Mine Spur Stock Track Back Track	" " " "	West of derail Beyond frog West of Stock Chute Beyond frog
Sloat, Log Spur All Mill Tracks	" "	Beyond frog "
Cromberg Siding	"	Beyond clearance point
Blairsdon, Richfield Oil Spur	"	Beyond frog
Graeagle, All Tracks	"	Beyond sign 1166 feet east of house track switch Blairsdon.
Clio Spur	"	Beyond frog
Westwood, Fredonia Track and Standard Oil Spur***	D-225, MK 60-71 and M-80 (also S. P. engines of similar type and weight)	Beyond frog***
Archie, Wye and Interchange Track	M-80 or heavier	Beyond clearance point
Poison Lake, Interchange tracks R. R. L. Co. Spur off west leg of wye	" All Classes	" Beyond frog
Halls Flat, Logging Industry Track	M-80 or heavier	Beyond clearance point

**MTP-44 engines may be used on San Jose Branch when authorized by Chief Dispatcher.

***Necessary have hold of at least 4 cars to switch Standard Oil Spur.

YARD LIMITS		West M.P.	East M.P.
W.P. Mole	Oakland	28.50	13.78
	Niles		31.38
	San Jose Branch		BR-1.41
15.2	San Jose		23.0
70.14	Carbona		73.05
89.34	Stockton		96.49
133.4	Sacramento		140.69
177.62	Marysville		180.24
201.44	Oroville		206.0
280.51	Keddie		282.47
	4th Subdivision		K-0.48
319.94	Portola		323.09
34.89	Clear Creek Junction		35.61
38.25	Westwood		SP-409.45
			(2 1/4 miles west of Mason)
75.17	Halls Flat		78.70
111.2	Bieber		3.1 miles east of passenger station

RAILROAD SURGEONS

DR. A. R. KILGORE.....Chief Surgeon.....San Francisco, Calif.
 DR. CURTIS E. SMITH.....Asst. Chief Surgeon.....San Francisco, Calif.
 DR. RUTH FLEMING.....Local Surgeon.....San Francisco, Calif.
 DR. GEORGE N. HOSFORD.....Oculist.....San Francisco, Calif.
 DR. G. R. McGEE.....Asst. Oculist.....San Francisco, Calif.
 DR. FRANK HAND.....Aurist.....San Francisco, Calif.
 DR. ROBT. R. THOMSON.....Local Surgeon.....Oakland, Calif.
 DR. RAY H. FISHER.....Local Surgeon.....Oakland, Calif.
 DR. F. S. BAXTER.....Oculist and Aurist.....Oakland, Calif.
 DR. A. VELARDE.....Local Surgeon.....San Leandro, Calif.
 DR. H. C. CROCKETT.....Local Surgeon.....Hayward, Calif.
 DR. E. M. GRIMMER.....Local Surgeon.....Niles, Calif.
 DR. PAUL E. DOLAN.....Local Surgeon.....Livermore, Calif.
 DR. H. G. ZANGER.....Local Surgeon.....San Jose, Calif.
 DR. ALLAN POWERS.....Local Surgeon.....Tracy, Calif.
 DR. E. G. HERMOSILLO.....Local Surgeon.....Stockton, Calif.
 DR. DEWEY POWELL.....Oculist and Aurist.....Stockton, Calif.
 DR. D. O. KILROY.....Local Surgeon.....Sacramento, Calif.
 DR. S. J. WELLS.....Asst. Local Surgeon.....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. B. McKNIGHT.....Division Surgeon.....Portola, Calif.
 DR. R. D. LOEWENBERG.....Asst. Division Surgeon.....Portola, Calif.
 DR. VIRGINIA WRIGHT.....Asst. Division Surgeon.....Portola, Calif.

WATCH INSPECTORS

S. A. Pope, Manager of Time Service, San Francisco.

San Francisco, Calif.....I. S. Preston, R. 210 Phelan Bldg.
 San Francisco, Calif.....L. E. Brown, 745 Third St.
 Oakland, Calif.....E. S. Griffin, R. 214 Easton Bldg.
 Oakland, Calif.....E. W. Becker, 3357 East 14th St.
 Oakland, Calif.....L. L. Hoffman, 740 Broadway
 Livermore, Calif.....C. Harlie Power
 San Jose, Calif.....Kochers, 179 So. First St.
 Stockton, Calif.....Conrad Mantele, 129 N. Sutter St.
 Sacramento, Calif.....H. T. Harger, 1026 "K" St.
 Oroville, Calif.....R. A. Williams

ASSISTANT SUPERINTENDENT

C. E. McDONALD.....Sacramento

TERMINAL SUPERINTENDENT

P. D. BARRY.....Stockton

TRAINMASTERS

L. D. BRADY.....Stockton
 H. E. STAPP.....Keddie

TERMINAL TRAINMASTERS

E. A. THOMPSON.....Oakland
 L. P. HAMILTON.....Stockton

ROAD FOREMEN OF ENGINES

K. W. MUHL.....Stockton
 HUGH ALLEN.....Stockton
 J. J. McNALLY.....Oroville
 H. Q. PARKER.....Oroville

ASSISTANT TRAINMASTERS

P. F. PRENTISS.....Sacramento
 A. W. TAYLOR.....Keddie

ASSISTANT TERMINAL TRAINMASTERS

C. DOWNS.....Oakland
 F. E. ATKINSON.....Stockton

CHIEF TRAIN DISPATCHER

G. L. HARLAN.....Sacramento

ASSISTANT CHIEF TRAIN DISPATCHER

G. S. ALLEN.....Sacramento

NIGHT CHIEF TRAIN DISPATCHERS

W. A. WHEELER.....Sacramento
 E. J. HILLIER.....Sacramento