

# THE WESTERN PACIFIC RAILROAD CO.



## WESTERN DIVISION



# TIME 21 TABLE

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

## SUNDAY, NOVEMBER 5, 1933

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.

E. 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. 21 November 5, 1933		Distance from Stockton	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	82	62	2			1			61	81			
	Fast Freight	Fast Freight	Scenic Limited			Scenic Limited			Fast Freight	Fast Freight			
	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
W. F. O.			4.00 PM	0.0	DN	SAN FRANCISCO	Go	93.8	4.10 PM				
B. R. P. K.			4.18 4.28	3.5	DN	OAKLAND PIER (S. P.)	Ow	90.3	3.52 3.42				
F. W. T. O. P. B. R. K.	10.00 PM	5.00 AM		5.5	DN	OAKLAND YARD (W.P.)	Md	88.3		9.00 PM	2.00 AM	Yard	
			Via S. P.	5.8		S. P. Crossing		88.0	Via S. P.				
R.			4.35 PM	5.85		CHESTNUT JUNCTION		87.95	3.33 PM				
	10.05	5.05	s 4.40	6.6		OAKLAND		87.2	s 3.30		8.55	1.50	
				6.7		S. P. Crossing		87.1					
				7.2		S. P. Crossing		86.6					
				7.8		S. P. Crossing		86.0					
	10.17	5.20	f 4.50	9.6		FRUITVALE		84.2	f 3.13		8.42	1.35	
				10.3		S. P. Crossing		83.5					
				10.6		MELROSE		83.2					
P.	10.27	5.35	4.59	13.5		ELMHURST		80.3	3.03		8.31	1.20	
P.	10.31	5.40	f 5.02	14.8	D	SAN LEANDRO	Dr	79.0	f 3.00		8.28	1.15	
P.	10.45	6.05	f 5.10	20.5	2S	HAYWARD	Hy	73.3	f 2.52		8.15	12.55	
	10.58	6.25	5.18	26.6		DEOTO		67.2	2.43		8.00	12.35	
W. P.	11.15	7.10	s 5.26	29.7	DN	NILES	Cn	64.1	s 2.38		7.52	12.25 AM	
				30.3		S. P. Crossing		63.5					
P. Y.	11.18	7.15	5.28	30.5		NILES JUNCTION		63.3	2.32		7.45	11.59 PM	
P.	11.37	7.40	f 5.38	36.0	D	SUNOL	Sb	67.8	f 2.25		7.33	11.37	
P.	11.52 PM	8.05	f 5.47	41.5	D	PLEASANTON	Tn	62.3	f 2.17		7.21	11.15	
				42.7		S. P. Crossing		61.1					
				43.0		S. P. Crossing		50.8					
W. P.	12.17 AM	8.35	f 5.57	47.6	D	LIVERMORE	Vn	46.2	f 2.08		7.07	10.58	
P.	12.42	9.10	f 6.12	56.5		ALTAMONT		37.3	f 1.55		6.47	10.37	
P.	12.57	9.27	6.21	63.0		MIDWAY		30.8	1.39		6.21	10.10	
W. Y. P.	1.20	9.55	f 6.31	71.8	2S	CARBONA	Cb	22.0	f 1.21		5.45	9.35	
P.	1.25	10.02	6.34	73.9	D	LYOTH	Ky	19.9	1.17		5.32	9.20	
P.	1.32	10.12	6.38	76.8		FITZ		17.0	1.12		5.22	9.10	
P.	1.47	10.38	6.47	83.8		LATHROP		10.0	1.02		5.02	8.50	
P.	2.05	11.00	6.55	90.3		ORTEGA		3.5	12.53		4.45	8.30	
F. W. T. O. P. B. R. K.	2.15 AM 3.55 AM	11.10 AM 12.50 PM	6.58	92.0	DN	STOCKTON YARD	Sn	1.8	12.50		4.40 PM 3.35 PM	8.25 PM 7.25 PM	
				93.2		A. T. & S. F. Crossing		0.6					
P. R. K.	4.05 AM	1.00 PM	s 7.10 PM	93.8	D	STOCKTON	Fe	0.0	12.45 PM		3.25 PM	7.15 PM	
	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily		Leave Daily	Leave Daily	
	4.15	6.10	2.42			Time over Subdivision			2.57		4.20	5.35	
	20.4	14.0	33.4			Average Speed per Hour			30.6		20.0	15.5	

Yard Limits: Oakland, Niles, Carbons 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.

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

Chestnut Jet. is initial station for No. 2.

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 Jet.

Trains originating and terminating at Oakland Pier will register by ticket at Chestnut Jet. to be placed on register at Oakland Yard by Operator. Other trains will not register at Chestnut Jet.

It will not be necessary to stop at S. P. Crossing M. P. 6.7, Webster St., Oakland. Trains must not exceed 15 miles an hour approaching and passing over S. P. crossings, Mile Post 7.2 and Mile Post 10.3, stopping if being used by a train or engine of that railroad.

Stockton is register station for first class trains only. At Stockton second class and extra trains will not require clearance card unless they receive train order. First class trains will not register at Stockton Yard. Operator at Stockton will transmit

register of first class trains to Operator at Stockton Yard, who will enter on register, 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.

Nos. 1 and 2 will stop on flag at all stations for revenue passengers.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS					FIRST CLASS			Distance from San Francisco	Time Table No. 21 November 5, 1933	Distance from Oroville	FIRST CLASS			SECOND CLASS			Capacity of Sidings
	96		62		82	2		1				61	81	95	61	81	95	
	Local Freight	Fast Freight	Fast Freight	Fast Freight	Scene Limited	Scene Limited	Scene Limited	Fast Freight				Fast Freight	Local Freight	Fast Freight	Fast Freight	Local Freight		
	Leave Mon. Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Tues. Thurs. & Sat.					
P. R. K.			1.00 PM	4.05 AM		7.10 PM	93.8	D STOCKTON S.P. Crossing	111.3	s 12.45 PM		3.25 PM	7.15 PM					
			1.05	4.10		7.12	94.3	FLORA STREET	110.8	12.37		3.20	7.12	Yard				
P.			1.35	4.32		f 7.25	104.8	D KINGDON S.P. Crossing	110.0	f 12.23		3.00	6.40	74				
P. Y.							105.3	TERMINOUS JUNCTION	99.8					20				
W. P.			2.05	4.53		f 7.39	118.9	D THORNTON	91.2	f 12.10		2.42	6.15	74				
P.			2.30	5.05		f 7.47	118.6	GLANNVALE	86.5	f 12.01 PM		2.30	5.45	74				
P.			2.55	5.20		f 7.55	124.7	FRANKLIN	80.4	f 11.53 AM		2.17	5.30	74				
F. W. P. K.			3.07	5.30		8.00	128.7	RUNYON	76.4	11.48		2.07	5.20	20				
			4.15	6.00 7.00		s 8.10	136.5	2S SOUTH SACRAMENTO	68.6	s 11.38		1.48	5.00 4.15	Yard				
R.							137.5	C. C. T. and S. N. Crossing	67.6									
O.Y.K.P.R.			4.25	7.10		s 8.25	138.6	DN SACRAMENTO	66.5	s 11.30		1.13	4.02					
							139.2	S. N. Crossing	65.9									
P.			4.40	7.25		8.36	143.8	S. N. Crossing	64.3					74				
P.			4.54	7.38		8.44	150.6	DEL PASO	61.3	11.12		12.58	3.47	74				
W. P.			5.08	7.50		f 8.53	156.1	COUNSMAN	54.5	11.04		12.44	3.32	74				
P.			5.19	8.00		f 9.01	161.6	S. N. Crossing	52.6					74				
P.			5.38	8.18		9.15	172.5	PLEASANT GROVE	49.0	f 10.55		12.29	3.18	74				
W. P.			6.05	8.48		s 9.27	178.8	TROWBRIDGE	43.5	f 10.48		12.18 PM	3.05	74				
							179.1	ARBOGA	32.6	10.35		11.59 AM	2.45	80				
P.			6.22	9.05		9.37	186.0	Joint Track 2S MARYSVILLE	26.3	s 10.26		11.44	2.30	62				
P.			6.37	9.20		9.46	193.0	S. P. Crossing	26.0									
P.			6.51	9.33		f 9.55	199.5	S. P. Crossing	24.9									
F. W. T. O. Y.B.R.K.P.			7.35 AM	7.05 PM 8.30 PM	9.45 AM 11.00 AM	10.00	202.9	TAMBO	19.1	10.15		11.24	1.59	74				
B. R. K. P.			7.45 AM	8.40 PM	11.10 AM	s 10.05 PM	205.1	ORAIG	12.1	10.07		11.10	1.45	74				
			Arrive Mon. Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily		PALERMO	5.6	f 10.00		10.57	1.32	70				
			.10	6.05	5.40	2.55		DN OROVILLE YARD	2.2	9.55		10.45 AM 9.25 AM	1.20 PM 11.50 AM	Yard				
			13.2	17.9	23.4	38.2		OROVILLE	0.0	9.50 AM		9.15 AM	11.40 AM	55				
								Time over Subdivision		2.55		4.40	5.55	.10				
								Average Speed per Hour		38.2		23.4	21.1	13.2				

Yard Limits: Stockton, Sacramento, Marysville and Oroville. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board 19½ poles east of Mile Post 96. Sacramento Yard extends from yard limit board 20 poles west of Mile Post 136 to yard limit board 27½ poles east of Mile Post 140. 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 60, freight and mixed trains 40 miles an hour, except passenger trains will not exceed 50, freight and mixed trains 35 miles an hour between Mile Posts 97 and 103 and between Mile Posts 119 and 124; passenger trains will not exceed 45, freight and mixed trains 25 miles an hour between Mile Posts 129 and

131; passenger trains will not exceed 50, freight and mixed trains 35 miles an hour on curve at Cleveland; at Mile Post 186.5 and between Graybros and Mile Post 189.

Passenger trains will not exceed 45 miles an hour on curve at Mile Post 201.9.

See page 6 for additional speed restrictions.

Stockton, S. P. Tower M. P. 138 "R" Street Sacramento and Oroville are register stations for first class trains only. First class trains will register by ticket at S. P. Tower "R" Street Sacramento and Oroville Yard. At Stockton second class and extra trains will not require clearance card unless they receive train order. At Oroville second class and extra trains will not require clearance card unless train order signal is at STOP.

Nos. 1 and 2 will stop on flag at all stations for revenue passengers.

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

Rule 221 is modified as follows: Freight trains stopping at South Sacramento will not call for train order signal when it is found in STOP position but must obtain clearance card before leaving South Sacramento, when telegraph office is open.

See page 7 for Special Instructions applying to Joint Track, Marysville.

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.

Fuel, Water, Foss., Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 21 November 5, 1933	Distance from Portola	FIRST CLASS		SECOND CLASS				Capacity of Siding			
	62	82	96	98	2					1	61	95	81	97	Arrive Mon. Wed. & Fri.				
	Fast Freight	Fast Freight	Local Freight	Local Freight	Scenic Limited					Scenic Limited	Fast Freight	Local Freight	Fast Freight	Local Freight					
	Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.	Leave Mon. Wed. & Fri.	Leave Daily					Arrive Daily	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Daily	Arrive Mon. Wed. & Fri.					
B. R. K. P.	8.40 PM	11.10 AM	7.45 AM			10.15 PM	205.1	D	OROVILLE	Vi	116.3	s	9.40 AM	9.15 AM	11.10 AM	11.40 AM		55	
P.	8.54	11.24	7.59			10.23	209.5		QUARTZ		111.9		9.32	9.00	10.55	11.24		84	
P.	9.04	11.34	8.10			10.29	212.7		BIDWELL		108.7		9.25	8.47	10.43	11.11		70	
P.	9.19	11.49 AM	8.30			10.38	217.5		BLOOMER		103.9		9.16	8.30	10.26	10.56		86	
W. P.	9.40	12.10 PM	9.01			10.53	224.4		BERRY CREEK		97.0	f	9.01	8.04	10.01	10.31		90	
P.	10.01	12.31	9.39			11.08	231.4		DAVID		90.0		8.47	7.40	9.36	10.10		65	
P.	10.13	12.43	9.58			11.16	235.2		POE		86.2		8.39	7.25	9.23	9.58		80	
F. W. P.	10.25	12.55	10.35			11.27	239.1	DN	PULGA	Bg	82.3	s	8.30	7.10	9.10	9.45		90	
P.	10.40	1.10	11.03			11.39	243.7		ORESTA		77.7	f	8.17	6.37	8.45	9.18		82	
W. P.	11.02	1.32	11.20			11.49 PM	247.5		MERLIN		73.9	f	8.09	6.24	8.32	9.06		48	
P.	11.20	1.50	11.45			12.04 AM	253.1		TOBIN		68.3	f	7.57	6.06	8.12	8.48		58	
P.	11.27	1.57	11.52 AM			12.10	255.3		CAMP RODGERS		66.1	f	7.52	5.59	8.05	8.41		85	
W. P.	11.42	2.12	12.20 PM			12.24	260.0	2S	BELDEN	Bn	61.4	s	7.42	5.44	7.42	8.26		90	
P.	11.57 PM	2.27	12.50			12.37	264.6		RICH		56.8	f	7.29	5.29	7.13	8.11		52	
W. P.	12.15 AM	2.45	1.15			12.50	270.3		VIRGILIA		51.1	f	7.16	5.11	6.55	7.53		48	
P.	12.26	2.56	1.35			12.59	273.7		TWAIN		47.7	f	7.08	5.00	6.28	7.42		65	
P.	12.38	3.08	2.00			1.09	277.5		PAXTON	Xn	43.9	s	6.59	4.48	6.15	7.30		85	
F. W. P. R. K. Y. T.	1.04	3.40	2.15 PM	12.01 PM		1.22	280.9	DN	KEDDIE	Kd	40.5	s	6.50	4.35	6.00 AM	7.15 6.15	10.30 AM		Yard
P.	1.17	3.54		12.10		1.29	284.5		SIERRA		36.9		6.41	4.12		5.58	10.20		85
P.	1.41	4.06		12.45		1.41	287.8	2S	QUINCY JUNCTION	Rt	33.6	s	6.35	4.02		5.48	10.10		74
P.	2.00	4.21		1.00		1.50	292.6		MASSACK		28.8	f	6.22	3.47		5.33	9.40		85
W. P.	2.11	4.33		1.35		2.00	296.6	N	SPRING GARDEN	Sg	24.8	f	6.15	3.35		5.21	9.25		90
P.	2.26	4.48		1.55		2.11	301.6		SLOAT		19.8	f	6.04	3.20		5.06	8.50		48
P.	2.38	5.00		2.10		2.18	305.4		TWO RIVERS		16.0	f	5.56	3.08		4.54	8.35		85
W. P.	2.53	5.15		3.10		2.33	310.3	2S	BLAIRSDEN	Ba	11.1	s	5.48	2.53		4.39	8.20		54
P.	3.03	5.25		3.25		2.42	313.6		OLIO		7.8	f	5.40	2.42		4.29	7.25		62
P.	3.19	5.41		3.45		2.53	318.7		MABIE		2.7		5.30	2.23		4.13	7.10		85
F. W. T. O. P. Y. B. R. K.	3.30 AM	5.55 PM		4.00 PM		3.00 AM	321.4	DN	PORTOLA	Ki	0.0		5.25 AM	2.10 AM		4.00 AM	7.00 AM		Yard
	Arrive Daily	Arrive Daily	Arrive Mon. Wed. & Fri.	Arrive Mon. Wed. & Fri.		Arrive Daily						Leave Daily	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Daily	Leave Mon. Wed. & Fri.			
	6.50	6.45	6.30	3.59		4.45			Time over Subdivision		4.15		7.05	5.10	7.40	3.30			
	17.0	17.2	11.7	10.2		24.5			Average Speed per Hour		27.4		16.4	14.	17.4	11.6			

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, on curve at Mile Post 315 and on first curve east of Mile Post 315, 30 miles an hour, and over bridge 252.60, 25 miles an hour.

Maximum speed, freight and mixed trains: Between Portola and Keddie, 30 miles an hour; between Keddie and David, 25 miles an hour; between David and Las Plumas, 30 miles an hour; between Las Plumas and Oroville, 25 miles an hour, except, on curve at Mile Post 315, on first curve east of Mile Post 315 and over Bridge 252.60, 20 miles an hour.

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 siding at Keddie.

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.

Nos. 1 and 2 will stop on flag at all stations for revenue 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.

Fuel, Water, Phone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		FIRST CLASS		Distance from Keddie	Time Table No. 21 November 5, 1933		Distance from Bieber	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	182 Western Pacific Fast Freight Leave Daily	620 Southern Pacific Local Freight Leave Daily Ex. Sunday	34 Southern Pacific Passenger Leave Daily	STATIONS Telegraph Offices and Calls		33 Southern Pacific Passenger Arrive Daily	181 Western Pacific Fast Freight Arrive Daily		619 Southern Pacific Local Freight Arrive Daily Ex. Monday				
				Arrive Daily						Leave Daily	Arrive Daily	Leave Daily	
F. W. P. T. Y. B. R. K.	4.00 PM				0.0	DN	<b>KEDDIE</b> Kd	111.8			5.20 AM		Yard
P.	4.25				6.2		MOCCASIN	105.6			4.58		85
					7.62		I. V. Crossing	104.18					
					7.64		I. V. Crossing	104.16					
					8.38		I. V. Crossing	103.42					
					8.39		I. V. Crossing	103.41					
P.	4.35				8.6	D	CRESCENT MILLS Cm	103.2			4.48		12
W. P.	4.55				14.7	D	GREENVILLE Gi	97.1			4.36		85
P.	5.10				17.5		MOHALA	94.3			4.21		85
W. P. Y.	5.55				25.4		ALMANOR	86.4			3.57		85
P.	6.17				32.4		LASSEN VIEW	79.4			3.28		85
P.	6.27				35.2		<b>RED RIVER JUNCTION</b> R. R. L. Connection	76.6			3.19		
F. W. P. Y. B. R. K.	7.00	10.00 PM		4.10 PM	39.4	Joint Track	DN <b>WESTWOOD</b> Wd	72.4	s 1.20 PM		3.10	8.25 AM	Yard
P. R.	7.20	10.15 PM		f 4.20 PM	43.5		D <b>MASON</b> Mn S. P. Connection	68.3	1.11 PM		2.41	8.13 AM	
P.	7.22				44.1		ROBBERS CREEK	67.7			2.33		85
					50.1		L. L. & B. R. R. Crossing	61.7					
					50.4		L. L. & B. R. R. Crossing	61.4					
W. P. Y.	7.45			<b>Time of No. 34 at Westwood applies at Passenger Station</b>	52.5		NORVELL	59.3	<b>Time of No. 33 at Westwood applies at Passenger Station</b>		2.18		85
P.	8.07				62.9		LODGEPOLE	48.9			1.57		85
W. P. Y.	8.40				76.4		HALLS FLAT	35.4			1.30		85
P.	9.04				84.2		JELICO	27.6			12.50		85
P.	9.22				90.2		WILLOW SPRINGS	21.6			12.20 AM		85
W. P.	9.44				94.8		LITTLE VALLEY	17.0			11.59 PM		85
P.	10.10				100.9		DIXIE	10.9			11.36		85
P.	10.45				109.5		PIT RIVER	2.3			11.10		85
F. W. P. O. Y. B. R. K.	11.00 PM				111.8	DN	<b>BIEBER</b> B	0.0			11.00 PM		Yard
	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily					Leave Daily		Leave Daily	Leave Daily Ex. Monday	
	7.00	0.15		0.10			Time over Subdivision		0.09		6.20	0.12	
	16.0	16.4		24.6			Average Speed per Hour		27.3		17.7	20.5	

Yard Limits: Keddie, Red River Jct., Westwood and Bieber. Bieber Yard extends from yard limit board 4000 feet west of west switch Bieber to yard limit board 3.1 miles east of Bieber passenger station.

In Bieber Yard, trains will be governed by G. N. Railway Co. Time Table and Transportation Rules. Rule S-93, G. N. Ry. Co. Transportation Rules reads as follows: "Within yard limits the main tracks may be used on the time of second and third class and extra trains. First class trains must be cleared when due to leave the last station where time is shown for approaching trains but not less than five minutes. Second and third class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

Maximum speed, between Keddie and Crescent Mills, 25 miles an hour; between Crescent Mills and Greenville, 35 miles an hour; between Greenville and Red River Jct., 25 miles an hour; between Red River Jct. and Halls Flat, 35 miles an hour; between Halls Flat and Pit River, 25 miles an hour and between Pit River and Bieber, 35 miles an hour. On curves or where other conditions require, speed must conform to provisions of Rule 855.

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

Interlocking Plant, Keddie. See page 8 for special instructions. Cars must not be left standing on Siding at Keddie.

Only one stop need be made for I. V. R. R. wye crossings, Mile Post 7.62 and 7.64 and for I. V. R. R. main line and I. V. R. R. Standard Oil Spur crossings Mile Post 8.33 and 8.39. At Westwood, track No. 1 will be used as siding.

At Westwood, Western Pacific mikado and mallet engines and Southern Pacific Co. engines of similar type and weight, must not use Fredonia track or Standard Oil spur. Standard Oil spur may be switched by placing four cars between engine and cars to be switched.

At Mason, train order signal governs all trains except westward Southern Pacific Co. trains. Westward Southern Pacific Co. trains must obtain clearance card at Mason. Mason is register station for Nos. 33, 34, 619 and 620 only. Nos. 33, 34, 619 and 620 may register by ticket at Mason, when there is an operator on duty.

At Mason, before a westward train on Western Pacific R. R. Co. track fouls Junction switch, brakeman must go back far enough on Southern Pacific Co. track to provide full protection.

Trains will not stop at L. L. & B. R. R. crossings, Miles Posts 50.1 and 50.4. Nos. 181 and 182 carry passengers. Eastward passenger trains will make running air brake test approaching Halls Flat and westward passenger trains will make running air brake test approaching Almanor as prescribed by Rules 1157 and 1158.

Westward freight and mixed trains will make rear end test at Almanor and eastward freight and mixed trains at Halls Flat as prescribed by Rule 1156.

On eastward freight and mixed trains, before leaving Halls Flat and on westward freight and mixed 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.

On grades, following will govern use of retainer valves:

All retainers will be turned up between following points:

Westward: Between Almanor and Greenville.

Eastward: Between Halls Flat and Little Valley.

Between following points an understanding must be had between Conductor and engineer as to number of retainer valves necessary to control train and retainer valves must be used accordingly:

Westward: Between Dixie and Little Valley,

Between Norvell and Almanor,

Between Moccasin and Keddie.

Eastward: Between Dixie and Pit River.

Normal position of switches:

Keddie: Switch leading from east leg of wye to Fourth Subdivision, lined for east leg of wye.

Red River Jct.: Junction switch lined for Western Pacific R. R. Co. main track.

Mason: Junction switch lined for Southern Pacific Co. main track.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		Distance from Niles	Time Table No. 21 November 5, 1933		Distance from San Jose Alameda St. Freight Station	SECOND CLASS		Capacity of Sidings
	282 Freight	Leave Daily		281 Freight	Arrive Daily				
W. P. R.	12.30AM	0.0	DN NILES On	23.8	10.45PM	50			
Y. P.	12.40	0.8	NILES JUNCTION 0.8	23.0	10.25				
P.	1.00	4.1	IRVINGTON 3.3	19.7	10.10				
	1.15	7.6	WARM SPRINGS 3.5	16.2	9.55	Spur 1W 3			
P.	1.35	11.7	MILPITAS 4.1	12.1	9.40	35			
	1.45	14.9	BERRYESSA 3.2	8.9	9.25				
		15.2	Peninsular R. R. Crossing 0.3	8.6					
P. K.	2.00	17.7	SAN JOSE 2.5 East Santa Clara St. Sx San Jose Street R. R. Crossing 0.6	6.1	9.10				
P. W. T. F. R. B. O.	2.10AM	18.3	2S SAN JOSE YARD 2.0 Sx	5.5	9.00PM	Yard			
		20.3	S. P. TRANSFER 0.1	3.5					
		20.4	VALBRICK 0.1 S. P. Crossing 2.7	3.4					
		23.1	S. P. CROSSING 0.7	0.7					
		23.8	SAN JOSE 0.7 Alameda St. Freight Station	0.0		Yard			
	Arrive Daily				Leave Daily				
	1.40		Time over Subdivision		1.45				
	11.0		Average Speed per Hour		10.5				

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 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.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Carbona	Time Table No. 21 November 5, 1933		Distance from Moy	Capacity of Sidings
		STATIONS Telegraph Offices and Calls			
W. Y. P.	0.0	DN CARBONA Ob	4.2	46	
	1.7	KERLINGER 1.7	2.5	Spur 1W 8	
O. P.	3.4	RIVER ROCK 1.7	0.8	Spur 1W 27	
	4.2	MOY 0.8	0.0	No Siding	

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

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Eastward		Time Table No. 21 November 5, 1933		Westward	
	Distance from Terminous Jct.		Distance from Terminous		Capacity of Sidings	
Y. P.	0.0	TERMINOUS JCT. 3.5	7.8	20		
	3.5	GARDEN 3.1	4.3	8		
	6.6	GRASS 1.2	1.2	6		
W. Y.	7.8	D TERMINOUS Us	0.0	Yard		

Maximum speed, 20 miles an hour between Terminous Jct. and Garden and 15 miles an hour between Garden and Terminous.

SPECIAL RULES

ADDITIONAL SPEED RESTRICTIONS  
GENERAL

Silk and express trains must conform to passenger train speed restrictions.  
 Maximum speed, trains handling steam derricks, steam shovels, cranes, rotary plows or pile drivers, 25 miles an hour on First and Second Subdivisions and 20 miles an hour on Third and Fourth Subdivisions.  
 Speed of engines backing must not exceed 20 miles an hour on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to a rate consistent with safety.  
 Maximum speed, passenger trains 40, freight and mixed trains 25 miles an hour over interlocking crossings.  
 Maximum speed, Consolidation and Mikado engines handling passenger trains, 50 miles an hour.  
 Maximum speed, Mallet engines, 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 23rd Avenue Place, Mile Post 9, should show green indication for eastward movement on East 12th Street when engine or car reaches a point 230 feet west of 23rd Avenue Place and for westward movement when engine or car reaches a point 220 feet east of 23rd Avenue. Maximum speed 10 miles an hour and in absence of light in signals, speed must be still further reduced.

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, 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

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

When two engines are double-heading 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 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 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 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.

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 use Farm Products Co. and Poultry Producers spurs.

Westward trains 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.

Tower at A. T. & S. F. crossing Stockton, Mile Post 93.2, is equipped with electric siren. Two short blasts repeated several times is a warning to yard and trainmen to clear plant.

At Stockton Yard, track No. 1, west switch located at M. P. 91 and east switch located twelve poles west of M. P. 92, is siding to be used when first class trains meet at Stockton Yard.

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

Westward freight trains will enter Stockton Yard at lead switch located immediately west of South Street. Eastward freight trains will enter Stockton Yard at lead switch Mile Post 91.

#### SECOND SUBDIVISION

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 out.

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.

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.

Engines must not go beyond frog on Cliff House spur Marysville.

#### JOINT TRACK MARYSVILLE—

Sacramento Northern trains 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 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:

**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.

**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.

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

**NORMAL POSITION OF SWITCHES.**—Junction switches must be locked for Western Pacific main track when not in use.

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 160 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.

**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 lead, when it can be avoided. If necessary to use other tracks, movements must be protected in such a way that engines of 251 to 256 class will not meet or attempt to pass engines or cars 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 Blairsdan and Graeagle must be made with air coupled and operative throughout. Mallet engines must not use this track.

Derail on Mill spur between Blairsdan and Graeagle located 982 feet east of Feather River bridge.

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

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.

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.

Gate tender at Third Street crossing, on duty 6.01 a. m. until 6.01 p. m. daily.

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 Westwood, 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.

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, Peralta Street, Oakland Yard. Interlocked. Home signals 450 feet east and 970 feet west of crossing. Distant signals 2000 feet east and 1630 feet west of home signals. Cars must not be left standing between home signals unless coupled to other cars or engine standing outside of home signal limits.

S. P. Crossing M. P. 5.8 and Chestnut Jet. M. P. 5.85. Interlocked. Two-arm home signal 700 feet west of S. P. crossing; upper arm governs movement main track over S. P. crossing eastward; lower arm governs movement main track over S. P. crossing to North track eastward. Dwarf signal 490 feet west of S. P. crossing governs movement track No. 1 over S. P. crossing to main track or North track eastward. Bracket signal 750 feet east of S. P. crossing; arm to right governs movement North track over Chestnut Jet. to S. P. or over S. P. crossing to W. P. freight yards westward; arm to left governs movement main track over Chestnut Jet. to S. P. westward. Suspended signal under main track signal governs movement main track over S. P. crossing and to W. P. freight yards westward. No distant signals.

S. P. crossing M. P. 6.7. No signals. (See footnote, page 2.)

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 9.00 a. m. until 6.00 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.-W. P. crossing M. P. 90.3, Hunter Street track, Ortega. Interlocked. Towerman on duty 6.00 p. m. until 3.00 a. m. Home signal 230 feet west and 450 feet east of crossing, Hunter Street track, governs movement over S. P. crossing. No distant signals. Trains or engines moving westward from Hunter Street track 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 and engines on main track must approach Ortega with CAUTION.

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

Traveling cranes must not pass over this crossing unless coupled to one or more cars.

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. 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.

S. N. crossing M. P. 139.2. Automatic 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, when not being used must be in derailing position.

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 between 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)

