

THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 22 TABLE

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

SUNDAY, JUNE 17, 1934

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, Interlocking Plant.	SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 22 June 17, 1934		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.			7.00 PM	0.0	DN SAN FRANCISCO Go	93.8	8.50 AM						
B. R. P. K.			7.20 7.28	3.5	DN OAKLAND PIER (S. P.) Ow	90.3	8.30 8.20						
F. W. T. O. P. B. R. K.	9.45 PM	5.00 AM		5.5	DN OAKLAND YARD (W.P.) Md	88.3			9.00 PM	2.00 AM		Yard	
I.			Via S. P.	5.8	S. P. Crossing	88.0	Via S. P.						
R. I.			7.34 PM	5.85	CHESTNUT JUNCTION S. P. Connection	87.95	8.13 AM						
	9.50	5.05	s 7.40	6.6	OAKLAND	87.2	s 8.10		8.55	1.50			
				6.7	S. P. Crossing	87.1							
				7.2	S. P. Crossing	86.6							
I.				7.8	S. P. Crossing	86.0							
	10.02	5.20	f 7.50	9.6	FRUITVALE	84.2	f 7.56		8.40	1.35			
				10.3	S. P. Crossing	83.5							
I.				10.6	MELROSE S. P. Crossing	83.2							
P.	10.12	5.35	7.59	13.5	ELMHURST S. P. Crossing	80.3	7.47		8.28	1.20		36	
P.	10.16	5.40	f 8.02	14.8	D SAN LEANDRO Dr	79.0	f 7.44		8.24	1.15			
P.	10.29	6.20	f 8.10	20.5	2S HAYWARD Hy	73.3	f 7.36		8.10	12.55		80	
	10.42	6.40	8.18	26.6	DECOTO	67.2	7.28		7.50	12.35		18	
W. P.	11.05	7.23	s 8.25	29.7	DN NILES Cn	64.1	s 7.23		7.43	12.25 AM		50	
I.				30.3	S. P. Crossing	63.5							
P. Y.	11.08	7.27	8.27	30.5	NILES JUNCTION	63.3	7.18		7.36	11.48 PM		74	
P.	11.28	7.52	f 8.37	36.0	D SUNOL Sb	57.8	f 7.11		7.24	11.28		74	
P.	11.41	8.17	f 8.45	41.5	D PLEASANTON Tn	52.3	f 7.04		7.12	11.10			
I.				42.7	S. P. Crossing	51.1							
I.				43.0	S. P. Crossing	50.8							
W. P.	11.55 PM	8.44	f 8.55	47.6	D LIVERMORE Vn	46.2	f 6.55		6.58	10.52		74	
P.	12.18 AM	9.16	f 9.10	56.5	N ALTAMONT N	37.3	f 6.43		6.38	10.31		56	
P.	12.33	9.33	9.19	63.0	MIDWAY	30.8	6.29		6.15	10.05		48	
W. Y. P.	12.51	10.05	f 9.29	71.8	D CARBONA Cb	22.0	f 6.13		5.43	9.29		46	
P. I.	12.55	10.12	9.32	78.9	D LYOTH Ky	19.9	6.09		5.30	9.15		20	
P.	1.02	10.22	9.35	76.8	FITZ	17.0	6.05		5.20	9.07		80	
P. I.	1.19	10.45	9.44	83.8	LATHROP S. P. Crossing	10.0	5.56		5.01	8.48		51	
P.	1.35	11.05	9.52	90.3	ORTEGA	3.5	5.47		4.45	8.30		50	
F. W. T. O. P. B. R. K.	1.40 AM 3.25 AM	11.10 AM 12.50 PM	9.55	92.0	DN STOCKTON YARD Sn	1.8	5.44		4.40 PM 3.35 PM	8.25 PM 7.25 PM		Yard	
I.				93.2	A. T. & S. F. Crossing	0.6							
P. R. K.	3.35 AM	1.00 PM	s 10.00 PM	93.8	2S STOCKTON Fe	0.0	5.40 AM		3.25 PM	7.15 PM			
	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily		Leave Daily	Leave Daily			
	3.55	6.10	2.32		Time over Subdivision		2.40		4.20	5.35			
	22.1	14.0	35.6		Average Speed per Hour		33.9		20.0	15.5			

Yard Limits: Oakland, Niles, Carbona and Stockton. Oakland Yard extends from W. P. Mole to 500 feet east of east Switch, Elmhurst. 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 on curves 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 and on curve at Bridge 56.96. See page 6 for additional speed restrictions.

Between Chestnut Jct. and Oakland Pier, trains will be governed by S. P. Time Table and Rules and Regulations of the Transportation Department. Chestnut Jct. 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 Jct. unless train orders are received. Trains originating and terminating at Oakland Pier will register by ticket at Chestnut Jct. to be placed on register at Oakland Yard by Operator. Other trains will not register at Chestnut Jct. It will not be necessary to stop at S. P. Crossing M. P. 6.7, Webster St., Oakland. Nos. 1 and 2 will stop on flag at all stations for revenue passengers.

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. First class trains will register by ticket at Stockton yard. Stockton is register station for first class trains only. At Stockton, second class and extra trains will not require clearance card unless train orders are received. Automatic Block System signals located as follows: Eastward: Home signals Mile Post 29.4, Mile Post 30.0 and Mile Post 30.4. Westward: Distant signal Mile Post 31.7; Home signals Mile Post 31.3 and Mile Post 30.3. Trains moving from San Jose Branch: Switch indicators located at head block of east and west main track wye switches govern trains from wye to main track.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 22 June 17, 1934			Distance from Oroville	FIRST CLASS		SECOND CLASS			Capacity of Sidings
		96	62	82			2		1			61	81	95		
		Local Freight	Fast Freight	Fast Freight			Scenic Limited		Scenic Limited			Fast Freight	Fast Freight	Local Freight		
		Leave Mon., Wed., Fri.	Leave Daily	Leave Daily			Leave Daily		Arrive Daily			Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.		
P. R. K. I.			1.00 PM	3.35 AM		10.05 PM	93.8	2S STOCKTON	Fc	111.3	s 5.35 AM		3.25 PM	7.15 PM		
								S.P. Crossing								
			1.05	3.38		10.07	94.3	FLORA STREET		110.8			3.20	7.10	Yard	
								S.P. Crossing								
I.							95.1	KINGDON	Di	100.3	f 5.18		3.00	6.40	74	
P.			1.35	3.58		f 10.21	104.8	TERMINOUS JUNCTION		99.8					20	
P. Y.							105.3	S.P. Crossing								
W. P.						f 10.35	113.9	THORNTON	Nh	91.2	f 5.06		2.42	6.15	74	
P.						f 10.43	118.6	GLANNVALE		86.5	f 4.56		2.30	5.45	74	
P.			2.55	4.48		f 10.52	124.7	FRANKLIN		80.4	f 4.48		2.17	5.30	74	
								S.P. Crossing								
			3.07	4.56		10.57	128.7	RUNYON		76.4	4.43		2.07	5.20	20	
F. W. P. K.			4.15	5.30		s 11.10	136.5	SOUTH SACRAMENTO	Jy	68.6	s 4.33		1.48	4.15	Yard	
I.								S.P. Crossing								
R. I.							137.5	C. C. T. and S. N. Crossing		67.6						
O. Y. K. P. R.			4.25	5.40		s 11.25	138.6	S. P. Crossing		67.1						
I.							139.2	SACRAMENTO	DsSrRa	66.5	s 4.25		1.13	4.02		
								S. N. Crossing								
							140.8	S. N. Crossing		64.3						
P.							143.8	DEL PASO		61.3	4.07		12.58	3.47	74	
P.							150.6	COUNSMAN		54.5	3.59		12.44	3.32	74	
I.							152.5	S. N. Crossing		52.6						
W. P.						f 11.53 PM	156.1	PLEASANT GROVE		49.0	f 3.50		12.29	3.18	74	
P.						f 12.01 AM	161.6	TROWBRIDGE		43.5	f 3.43		12.18 PM	3.05	74	
P.							172.5	ARBOGA		32.6	3.30		11.59 AM	2.45	80	
W. P. I.						s 12.30	178.8	MARYSVILLE	Ms	26.3	s 3.21		11.44	2.30	62	
I.							179.1	S. P. Crossing		26.0						
I.							180.2	S. P. Crossing		24.9						
P.							186.0	TAMBO		19.1	3.10		11.24	1.59	74	
P.							193.0	ORAIG		12.1	3.02		11.10	1.45	74	
P.						f 12.59	199.5	PALERMO		5.6	f 2.55		10.57	1.32	70	
F. W. T. O. Y. B. R. K. P.			9.20 AM	7.05 PM 8.30 AM		1.05	202.9	OROVILLE YARD	Yd	2.2	2.50		10.45 AM 9.20 AM	1.20 PM 11.50 AM	10.35 AM Yard	
B. R. K. P.			9.30 AM	8.40 PM		s 1.10 AM	205.1	OROVILLE	Vi	0.0	2.45 AM		9.10 AM	11.40 AM	10.25 AM 55	
			Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily		Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	
			.10	6.05	4.25	3.05					2.50		4.40	5.55	.10	
			13.2	17.9	24.7	36.1					39.3		23.4	21.1	13.2	
								Time over Subdivision								
								Average Speed per Hour								

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, between Mile Posts 119 and 124, between Mile Posts 129 and 131, on curve at Cleveland, at Mile Post 186.5, between Graybros and Mile Post 189 and 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 train orders are received. At Oroville second class and extra trains will not require clearance card unless train order signal is at STOP.

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.

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

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, Fome, Table, Scale, Weir, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 22		Distance from Portola	FIRST CLASS		SECOND CLASS				Capacity of Sidings						
	62		96		82			98			2		1		61			95		81		97	
	Fast Freight	Local Freight	Fast Freight	Local Freight	Fast Freight	Local Freight		Fast Freight	Local Freight		Scenic Limited	Scenic Limited	Fast Freight	Local Freight	Fast Freight	Local Freight		Fast Freight	Local Freight	Fast Freight	Local Freight	Fast Freight	Local Freight
	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Mon., Wed., Fri.								
B. R. K. P.	8.40 PM	9.30 AM	8.40 AM		1:20 AM	205.1	N	OROVILLE	Vi	116.3	s 2.35 AM		9.10 AM	10.25 AM	11.40 AM					55			
P.	8.54	9.43	8.51		1.28	209.5		4.4 QUARTZ		111.9	2.27		8.51	10.12	11.24					84			
P.	9.04	9.53	8.59		1.34	212.7		3.2 BIDWELL		108.7	2.21		8.38	10.02	11.11					70			
P.	9.19	10.08	9.11		1.43	217.5		4.8 BLOOMER		103.9	2.12		8.20	9.47	10.56					86			
W. P.	9.40	10.31	9.28		f 1.58	224.4		6.9 BERRY CREEK		97.0	f 1.58		7.55	9.28	10.31					90			
P.	10.01	10.55	9.46		2.13	231.4		7.0 DAVID		90.0	1.43		7.30	9.08	10.10					65			
P.	10.13	11.07	9.57		2.21	235.2		3.8 POE		86.2	1.35		7.15	8.57	9.57					80			
F. W. P.	10.25	11.30	10.10		s 2.32	239.1	DN	4.6 PULGA	Bg	82.3	s 1.27		7.00	8.45	9.44					90			
P.	10.39	11.50 AM	10.23		f 2.44	243.7		3.8 ORESTA		77.7	f 1.15		6.26	8.23	9.18					82			
W. P.	11.01	12.05 PM	10.44		f 2.54	247.5		5.6 MERLIN		73.9	f 1.06		6.13	8.10	9.06					48			
P.	11.18	12.30	11.01		f 3.08	253.1		2.2 TOBIN		68.3	f 12.54		5.55	7.52	8.48					58			
P.	11.25	12.40	11.08		f 3.14	255.3		4.7 CAMP RODGERS		66.1	f 12.48		5.48	7.45	8.41					85			
W. P.	11.39	1.05	11.21		s 3.26	260.0	2S	4.6 BELDEN	Bn	61.4	s 12.38		5.33	7.30	8.26					90			
P.	11.53 PM	1.25	11.34		f 3.38	264.6		5.7 RIOH		56.8	f 12.25		5.18	7.10	8.11					52			
W. P.	12.12 AM	1.50	11.50 AM		f 3.52	270.3		3.4 VIRGILIA		51.1	f 12.12		4.59	6.50	7.53					48			
P.	12.24	2.10	12.01 PM		f 4.01	273.7		3.8 TWAIN		47.7	f 12.03 AM		4.47	6.28	7.42					63			
P.	12.36	2.30	12.13		s 4.09	277.5		3.4 PAXTON	Xn	43.9	s 11.54 PM		4.35	6.15	7.30					85			
F. W. P. R. K. Y. T. I.	1.05	2.45 PM	1.00	8.00 AM	s 4.22	280.9	DN	3.6 KEDDIE	Kd	40.5	s 11.46		4.22	6.00 AM	7.15	10.30 AM				Yard			
P.	1.18		1.13	8.17	4.29	284.5		3.3 SIERRA		36.9	11.38		4.06		6.05	10.20				85			
P.	1.40		1.25	8.40	s 4.41	287.8	2S	4.8 QUINCY JUNCTION	Rt	33.6	s 11.32		3.56		5.53	10.10				74			
P.	1.55		1.40	8.55	4.50	292.6		4.0 MASSACK		28.8	f 11.20		3.42		5.38	9.40				85			
W. P.	2.08		1.53	9.10	s 5.00	296.6	N	5.0 SPRING GARDEN	Sg	24.8	f 11.13		3.31		5.26	9.25				90			
P.	2.23		2.08	9.30	f 5.11	301.6	D	3.8 SLOAT	So	19.8	f 11.03		3.16		5.11	8.50				48			
P.	2.35		2.20	9.42	f 5.18	305.4		4.9 TWO RIVERS		16.0	f 10.55		3.04		4.55	8.35				85			
W. P.	2.50		2.35	10.15	s 5.34	310.3	DN	3.3 BLAIRSDEN	Ba	11.1	s 10.47		2.50		4.40	8.20				54			
P.	3.00		2.45	10.30	f 5.43	313.6		5.1 OLIO		7.8	f 10.39		2.36		4.30	7.25				62			
P.	3.16		3.01	10.50	5.53	318.7		2.7 MABIE		2.7	10.30		2.20		4.13	7.10				85			
F. W. T. O. P. Y. B. R. K.	3.25 AM		3.15 PM	11.00 AM	s 6.00 AM	321.4	DN	PORTOLA	Ki	0.0	10.25 PM		2.10 AM		4.00 AM	7.00 AM				Yard			
	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily					Leave Daily		Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Mon., Wed., Fri.								
	6.45	5.15	6.35	3.00	4.40			Time over Subdivision		4.10		7.00	4.25	7.40	3.30								
	17.2	14.4	17.7	13.5	24.9			Average Speed per Hour		27.9		16.6	17.2	15.2	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 reduce speed to 30 miles an hour on first curve east of Mile Post 315, and on curve at Mile Post 315; to 20 miles an hour through Tunnel 32 and to 25 miles an hour over Bridge 252.60.

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 Oroville 30 miles an hour, except reduce speed to 20 miles an hour on first curve east of Mile Post 315, on curve at Mile Post 315, through Tunnel 32 and over Bridge 252.60.

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, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS		FIRST CLASS		Distance from Keddie	Time Table No. 22 June 17, 1934		Distance from Bieber	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	620 Southern Pacific Local Freight		182 Western Pacific Fast Freight			STATIONS Telegraph Offices and Calls			181 Western Pacific Fast Freight		619 Southern Pacific Local Freight		
	Leave Daily Ex. Sunday	Leave Daily	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday		Leave Daily	Leave Daily Ex. Sunday			
F. W. P. T. Y. B. R. K. I.		1.00 PM			0.0	DN	KEDDIE Kd	111.8			4.00 AM		Yard
P.		1.20			6.2		MOCCASIN 1.4	105.6			3.35		85
					7.62		I. V. Crossing 0.02	104.18					
					7.64		I. V. Crossing 0.74	104.16					
					8.38		I. V. Crossing 0.01	103.42					
					8.39		I. V. Crossing 0.2	103.41					
P.		1.30			8.6	D	CRESCENT MILLS Cm 6.1	103.2			3.22		12
W. P.		1.42			14.7	D	GREENVILLE Gi 2.8	97.1			3.10		85
P.		1.52			17.5		MOHALA 7.9	94.3			2.50		85
W. P. Y.		2.16			25.4		ALMANOR 7.0	86.4			2.30		85
P.		2.33			32.4		LASSEN VIEW 2.8	79.4			2.05		85
P.		2.41			35.2		RED RIVER JUNCTION R. R. L. Connection 4.2	76.6			1.56		
F. W. P. Y. B. R. K.		9.00 PM	3.10		39.4	DN	WESTWOOD Wd 4.1	72.4			1.45	7.25 AM	Yard
P. R.		9.15 PM	3.25		43.5	D	MASON Mn S. P. Connection 0.6	68.3			1.05	7.13 AM	
P.		3.27			44.1		ROBBERS CREEK 6.0	67.7			12.58		85
					50.1		L. L. & B. R. R. Crossing 0.3	61.7					
					50.4		L. L. & B. R. R. Crossing 2.1	61.4					
P. Y.		3.47			52.5		NORVELL 10.4	59.3			12.43		85
P.		4.08			62.9		LODGEPOLE 13.5	48.9			12.25		85
W. P. Y.		4.38			76.4		HALLS FLAT 7.8	35.4			12.01 AM		85
P.		4.57			84.2		JELICO 6.0	27.6			11.25 PM		85
P.		5.12			90.2		WILLOW SPRINGS 4.6	21.6			11.05		85
W. P.		5.30			94.8		LITTLE VALLEY 6.1	17.0			10.50		85
P.		5.56			100.9		DIXIE 8.6	10.9			10.36		85
P.		6.20			109.5		PIT RIVER 2.3	2.3			10.10		85
F. W. P. O. Y. B. R. K.		6.30 PM			111.8	DN	BIEBER B	0.0			10.00 PM		Yard
		Arrive Daily Ex. Sunday	Arrive Daily								Leave Daily	Leave Daily Ex. Sunday	
		0.15	5.30								6.00	0.12	
		16.4	20.4								18.6	20.5	
							Time over Subdivision						
							Average Speed per Hour						

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, 40 miles an hour; between Greenville and Almanor, 25 miles an hour; between Almanor and Mason, 30 miles an hour; between Mason and Halls Flat, 40 miles an hour; between Halls Flat and Pit River station, 30 miles an hour; between Pit River station and Bieber, 40 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 onestop 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. 3 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. 619 and 620 only. Nos. 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.

On eastward trains before leaving Halls Flat and on westward 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 trains between Almanor and Greenville.

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 Halls Flat and Little Valley,
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, Interlocking Plant.	SECOND CLASS		Distance from Niles	Time Table No. 22 June 17, 1934		Distance from San Jose Alameda St. Freight Station	SECOND CLASS		Capacity of Sidings
	282 Freight	Leave Daily		STATIONS Telegraph Offices and Calls	281 Freight		Arrive Daily		
W. P. R.	12.30 AM	0.0	DN	NILES	On	23.8	10.45 PM	50	
Y. P.	12.40	0.8		NILES JUNCTION		23.0	10.25		
P.	1.00	4.1		IRVINGTON		19.7	10.10	20	
	1.15	7.6		WARM SPRINGS		16.2	9.55	Spur 1W 3	
P.	1.35	11.7		MILPITAS		12.1	9.40	35	
	1.45	14.9		BERRYESSA		8.9	9.25		
		15.2		Peninsular R. R. Crossing		8.6			
P. K.	2.00	17.7	D	SAN JOSE East Santa Clara St. San Jose Street R. R. Crossing	Sx	6.1	9.10		
P. W. T. F. R. B. O.	2.10 AM	18.3	2S	SAN JOSE YARD	Sx	5.5	9.00 PM	Yard	
		20.3		S. P. TRANSFER		3.5			
		20.4		VALBRICK S. P. Crossing		3.4			
1.		23.1		S. P. CROSSING		0.7			
1.		23.8		SAN JOSE Alameda St. Freight Station		0.0		Yard	
	Arrive Daily						Leave Daily		
	1.40			Time over Subdivision			1.45		
	11.0			Average Speed per Hour			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.	Time Table No. 22 June 17, 1934		Distance from Moy	Capacity of Sidings		
	STATIONS Telegraph Offices and Calls	Distance from Carbona				
W. Y. P.	0.0	D	CARBONA	Ob	4.2	46
	1.7		KERLINGER		2.5	Spur 1W 8
O. P.	3.4		RIVER ROCK		0.8	Spur 1W 27
	4.2		MOY		0.0	No Sidings

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

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Time Table No. 22 June 17, 1934		Distance from Terminous	Capacity of Sidings		
	STATIONS Telegraph Offices and Calls	Distance from Terminous Jct.				
Y. P.	0.0		TERMINOUS JCT.	7.8	20	
	3.5		GARDEN	4.3	8	
	6.6		GRASS	1.2	6	
W. Y.	7.8	D	TERMINOUS	U _s	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 class; Third Subdivision 30 miles an hour; Fourth Subdivision, 35 miles an hour.
 Maximum speed, Mallet engines, 251 class, 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 speed prescribed for freight trains, except 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 a speed of 35 miles an hour between Keddies and David and between Las Plumas 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 Keddies or at some point between Keddies and Spring Garden and at Halls Flat.

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.

At Hayward, freight trains doing switching between 9:00 P. M. and 7:00 A. M., 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.

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 Terminus Jct., road crossing No. 4-105.7 must not be blocked more than five minutes. When a train stops at Terminus Jct. 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 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 proceed. Distant Signal 789 feet west of bridge 178.18; normal position caution.

WESTWARD—Home Signal east end of bridge 178.79; normal position proceed. 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 tracks.
- 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 100 feet from crossing. Sacramento Northern trains and yard motors must approach this crossing with caution and not move onto or over crossing until determined first that it is safe to proceed.

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 of 251 class must not use spur at Belden and other engines must not use this spur 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 and engines of 251 class must not use house or back track Paxton beyond point of frog.

At Keddie, engines of 251 class, must not use tracks other than main track, siding, house track and 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 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 285 1/2; Two Rivers at Station Shelter, just east of east switch.

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

Movement over Mill track between Blairsden and Graeagle must be made with air coupled and operative throughout. Mallet engines must not use this track.

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

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

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.

At Westwood, 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; derails adjacent to main track on both legs of wye.

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 Jct. 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 Jct. to S. P. or over S. P. crossing to W. P. freight yards westward; arm to left governs movement main track over Chestnut Jct. 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,

8 flagman must be sent ahead to operate clockwork time release located in box at crossing which is secured with switch lock. Instructions for operation of clockwork time release are inside of box and are as follows:

- (a) Release must not be operated when trains or engines are between home signals or seen to be approaching on intersecting track.
- (b) To operate clockwork time release, turn knob to right to extreme position, then let go of knob and allow automatic release mechanism to run down, which will require four minutes. When knob is turned to extreme position and release mechanism starts to operate, a red pilot light, located near clock release, should light immediately indicating that home signals on intersecting line are in STOP position. In meantime clockwork time release will run down and home signal should change from STOP to PROCEED WITH CAUTION.

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

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

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

S. P. Crossing M. P. 179.1. Interlocked. Home signals 414 feet east and 474 feet west of crossing. Distant signal 1040 feet west of home signal. Distant signal located on two-arm signal, 1210 feet east of home signal. Home signal 1624 feet east of crossing, protects movement over main track to and from High Line and S. P. interchange tracks. Distant signal 2582 feet east of home signal. Switch and derail to S. P. interchange track, switch and derail to High Line track and derail on stock yard track are hand operated and electrically locked and permission must be obtained from Towerman, when on duty, for each movement made in or out of these tracks. Towerman on duty 7.30 A. M. until noon and 1.00 P. M. until 4.30 P. M. When Towerman off duty, eastward trains desiring to use interchange track, must come to STOP immediately east of westward home signal, as electric locks cannot be released unless this is done. A member of crew must then operate hand time release located opposite two main track switches leading to High Line and S. P. interchange tracks. After time release returns to normal position, indicator lamp located in time release box should light up. When this light appears, all electric locks are released. Switches and derrails must be returned to normal position immediately after movement is made.

S. P. crossing M. P. 180.2. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 3100 feet east and 2650 feet west of home signals.

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

Signals located as follows:

THIRD SUBDIVISION,—

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

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

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

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

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

FOURTH SUBDIVISION,—

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

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

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

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

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

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

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

P. D. BARRY,
Trainmaster,
Stockton.

J. P. McSWEENEY,
Trainmaster,
Portola.

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

For east or west leg of wye when helper engine is to be cut into train, a yellow signal indication below two red signal indications.

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

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

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

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

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

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

SAN JOSE BRANCH

Peninsular R. R. crossing, M. P. 15.2. No signals.

San Jose Street Railway Company crossing, San Jose, East Santa Clara St. No signals.

S. P. crossing M. P. 20.4. Interlocked.

S. P. crossing M. P. 23.1. Interlocked.

Home signals 250 feet east and west of each crossing. No distant signals. No towerman on duty at either crossing. Towers closed. All trains and engines must come to STOP at home signals and a member of crew go to crossing and carefully follow instructions pasted on inside of derail lock box at each crossing before proceeding over either crossing.

TUNNEL SIGNALS

Automatic Block System signals govern track 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 1800 feet east of home signal.

Tunnel 4. Home signals 1716 feet east and 1150 feet west of Tunnel. No distant signals.

Tunnel 35. Home signals 400 feet east and 1000 feet west of Tunnel. One distant signal 2000 feet east of home signal.

DRAWBRIDGE SIGNALS

San Joaquin River drawbridge M. P. 80.28. Interlocked. Home signals 650 feet east and 600 feet west of bridge indicate position of draw. Distant signals 2000 feet east and west of home signals.

Mokelumne River drawbridge M. P. 116.4. Interlocked. Home signals 500 feet east and west of bridge indicate position of draw. One distant signal 2500 feet east of draw.

	TONNAGE RATING		Mallet Engines	
	Consolidation Engines	Mikado Engines	201 to 210 inclusive	251 to 256 inclusive

EASTWARD:				
First Subdivision	1650 tons	2500 tons		
Second Subdivision	car limit	car limit		
Third Subdivision	1250 tons	1800 tons	2200 tons	4000 tons
Fourth Subdivision:				
Keddie to Greenville	900 tons	1250 tons	1690 tons	
Greenville to Almanor	617 tons	858 tons	1170 tons	
Almanor to Bieber	900 tons	1250 tons	1690 tons	
WESTWARD:				
First Subdivision	1400 tons	2350 tons		
Second Subdivision	car limit	car limit		
Third Subdivision	car limit	car limit	car limit	car limit
Fourth Subdivision:				
Bieber to Halls Flat	756 tons	1051 tons	1427 tons	
Halls Flat to Keddie	1600 tons	2200 tons	3200 tons	

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

Tonnage rating based on maximum grade on each Subdivision. Between points where grades are less than maximum, greater tonnage can be handled and conductors and enginemen will be expected to fill trains to capacity of engines.

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

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

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Car Capacity
KOHLER	11.6	1 W	4
HARVEY	12.8	1 E	12
HUDSON	15.9	1 E	14
ESTUDILLO	16.5	1 E	12
SORENSEN	22.1	1 W	9
ALVARADO JOT	24.9	Siding	40
FABRICO	27.5	1 W	10
EBERLY	28.9	Siding	21
RADUM	43.4	1 W	11
TREVARNO	49.0	1 W	13
REDMOND OUT	59.3	Siding	35
VALPIO	68.3	Siding	30
LUDWIG	73.0	1 E	11
RHODES	75.6	Siding	19
NIEGARDEN	82.8	No Siding	
FRENCH CAMP	88.6	1 W	8
HARTE	100.5	1 W	7
ALSCO	106.9	Siding	20
VILLINGER	107.8	1 W	17
LAS VINAS	109.5	Siding	52
BRADFORD	119.0	1 W	
ALBERT	127.2	1 W	10
CORDOVA	133.7	1 E	3
BOMBAY	146.4	Siding	13
STRAUCH	148.4	1 E	4
CLEVELAND	176.2	1 W	16
GRAYBROS	187.7	1 W	7
VISTA ROBLES	198.8	1 E	34
ADLAIDE	202.7	1 E	
LAND	212.1	Siding	Yard
WEST FORK	220.4	1 E	4
LAS PLUMAS, F 1 and 2	221.4	1 E	6
BLINZIG	228.6	Siding	13
MCLEAN	230.1	1 W	1
ISIAH, F, 1 and 2	230.5	1 W	2
CALIME	234.1	1 W	4
MAYARO, F 1 and 2	240.9	No Siding	
ROCK CREEK, F 1 and 2	249.2	1 W	15
STORRIE, F 1 and 2	250.6	1 E	8
HOWELLS, F 1 and 2	261.8	Siding	15
SMITH'S POINT	264.5	No Siding	
GRAY'S FLAT, F 1 and 2	272.6	1 W	70
CROMBERG, F 1 and 2	303.3	Siding	30
PENMAN	307.0	1 W	3
FEATHER RIVER INN	309.3	1 E	2
DELLEKER	320.0	1 E	150

RAILROAD SURGEONS

DR. A. R. KILGORE	Chief Surgeon	San Francisco, Calif.
DR. E. S. KILGORE	Division Surgeon	San Francisco, Calif.
DR. CURTIS E. SMITH	Assistant Division Surgeon	San Francisco, Calif.
DR. G. F. CUSHMAN	Local Surgeon	San Francisco, Calif.
DR. J. P. WARREN	Assistant Local Surgeon	San Francisco, Calif.
DR. H. E. MILLER	Dermatologist	San Francisco, Calif.
DR. GEORGE N. HOSFORD	Oculist	San Francisco, Calif.
DR. FRANK HAND	Aurist	San Francisco, Calif.
DR. SUMNER EVERINGHAM	Local Surgeon	Oakland, Calif.
DR. T. ERIC REYNOLDS	Assistant Local Surgeon	Oakland, Calif.
DR. J. W. CALKINS	Oculist and Aurist	Oakland, Calif.
DR. CHANNING HALL	Local Surgeon	Alameda, Calif.
DR. W. E. MITCHELL	Local Surgeon	Berkeley, Calif.
DR. LUTHER MICHAEL	Local Surgeon	San Leandro, Calif.
DR. R. M. MANSON	Local Surgeon	Hayward, Calif.
DR. E. C. GRAU	Local Surgeon	Niles, Calif.
DR. FRED S. RYAN	Local Surgeon	San Jose, Calif.
DR. H. G. ZANGER	Assistant Local Surgeon	San Jose, Calif.
DR. RICHARD HEINZ	Local Surgeon	Pleasanton, Calif.
DR. P. E. DOLAN	Local Surgeon	Livermore, Calif.
DR. ALLEN POWERS	Local Surgeon	Tracy, Calif.
DR. A. L. VAN METER	Local Surgeon	Stockton, Calif.
DR. J. P. HULL	Assistant Local Surgeon	Stockton, Calif.
DR. BARTON J. POWELL	Oculist and Aurist	Stockton, Calif.
DR. DEWEY POWELL	Assistant Oculist and Aurist	Stockton, Calif.
DR. C. B. JONES	Local Surgeon	Sacramento, Calif.
DR. S. J. WELLS	Assistant Local Surgeon	Sacramento, Calif.
DR. G. A. FOSTER	Assistant Local Surgeon	Sacramento, Calif.
DR. W. R. BRIGGS	Oculist and Aurist	Sacramento, Calif.
DR. JNO. L. FANNING	Dermatologist	Sacramento, Calif.
DR. G. W. STRATTON	Local Surgeon	Marysville, Calif.
DR. E. A. KUSEL	Local Surgeon	Oroville, Calif.
DR. B. J. LASSWELL	Local Surgeon	Quincy, Calif.
DR. W. M. EDWARDS	Division Surgeon	Portola, Calif.
DR. WM. B. McKNIGHT	Assistant Division Surgeon	Portola, Calif.
DR. H. A. MOREL	Local Surgeon	Greenville, Calif.
DR. FRED J. DAVIS	Local Surgeon	Westwood, Calif.
DR. A. G. LEVIN	Assistant Local Surgeon	Westwood, 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.	M. S. Grousd, 210 Townsend St.
Oakland, Calif.	W. A. Hurst, R. 214 Easton Bldg.
Oakland, Calif.	E. W. Becker, 3357 East 14th St.
Oakland, Calif.	H. Bullard, 1194 Seventh St.
Livermore, Calif.	C. Harlie Power
San Jose, Calif.	W. H. Turick, 275 So. First St.
Stockton, Calif.	Conrad Mantele, 129 N. Sutter St.
Sacramento, Calif.	H. T. Harger, 1022 "K" St.
Oroville, Calif.	R. A. Williams
Portola, Calif.	W. H. Morgan