

THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 27 TABLE

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

SUNDAY, FEBRUARY 2, 1941

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.

J. H. LEARY,
Superintendent.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 27 February 2, 1941		Distance from Stockton	FIRST CLASS		SECOND CLASS			Car Capacity of Sidings	
	54 Fast Freight	62 Fast Freight	12 Feather River Express	40 Exposition Flyer		STATIONS Telegraph Offices and Calls			11 Feather River Express	39 Exposition Flyer	77 Fast Freight	61 Fast Freight	53 Fast Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily				
W. F. O.			9.40 PM	8.35 PM	0.0	DN SAN FRANCISCO	Go	93.8	7.20 AM	10.30 PM					
B. R. P. K.			10.00 10.15 PM	8.55 9.10 PM	3.5	DN OAKLAND PIER (S.P.)	Ow	90.3	7.00 6.45 AM	10.10 9.45 PM					
F. W. T. O. P. B. R. K.	10.45 PM	5.00 AM	Via S. P.	Via S. P.	5.5	DN OAKLAND YARD (W.P.)	Md	88.3	Via S. P.	Via S. P.		3.00 PM	2.00 AM	Yard	
I.					5.8	S. P. Crossing		88.0							
R. I.			10.22 PM	9.15 PM	5.85	CHESTNUT JUNCTION		87.95	6.36 AM	9.36 PM					
	10.50	5.05	s 10.28	s 9.21	6.6	OAKLAND		87.2	s 6.33	s 9.33		2.50	1.50		
			10.37	9.24	7.1	OAK STREET		86.7	6.23	9.24					
					7.2	S. P. Crossing		86.6							
I.					7.8	S. P. Crossing		86.0							
	11.02	5.20	f 10.44	9.30	9.6	FRUITVALE		84.2	f 6.17	9.16		2.35	1.35		
					10.3	S. P. Crossing		83.5							
I.					10.6	MELROSE		83.2							
	11.07	5.25	10.50	9.34	11.3	KOHLER		82.5	6.11	9.11		2.29	1.29	65	
P.	11.12	5.30	10.55	9.38	13.5	ELMHURST		80.3	6.05	9.07		2.23	1.23	38	
P.	11.15	5.33	f 10.58	9.41	14.8	SAN LEANDRO	Dr	79.0	f 6.02	9.04		2.20	1.19		
P.	11.27	5.53	f 11.07	9.48	20.5	HAYWARD	Hy	73.3	s 5.53	8.57		2.10	1.07	89	
	11.40 PM	6.10	f 11.16		26.6	DECOTO		67.2	f 5.38	8.48		1.58	12.52	18	
W. P.	12.01 AM	6.40	s 11.23	9.59	29.7	NILES	Cn	64.1	s 5.33	8.44		1.53	12.45	47	
I.					30.3	S. P. Crossing		63.5							
P. Y.					30.5	NILES JUNCTION		63.3							
P.	12.17	7.00	f 11.34	10.08	36.0	SUNOL		57.8	f 5.18	8.34		1.35	12.17 AM	57	
P.	12.29	7.25	f 11.43	10.15	41.5	PLEASANTON	Tn	52.3	s 5.08	8.27		1.24	11.43 PM	78	
I.					42.7	S. P. Crossing		51.1							
I.					43.0	S. P. Crossing		50.8							
W. P.	12.42	7.55	f 11.54 PM	10.25	47.6	LIVERMORE	Vn	46.2	s 4.56	8.19		1.10	11.10	76	
P.	1.01	8.30	f 12.10 AM	10.39	56.5	ALTAMONT	N	37.3	f 4.38	8.07		12.50	10.39	53	
P.	1.16	8.55	f 12.20	10.49	63.0	MIDWAY		30.8	f 4.23	7.52		12.30 PM	10.05	51	
W. Y. P.	1.34	9.25	f 12.31	10.59	71.8	CARBONA	Cb	22.0	f 4.08	7.37		11.55 AM	9.35	53	
P. I.					73.9	LYOTH	Ky	19.9						20	
P.	1.41	9.40	f 12.38	11.05	76.8	FITZ		17.0	f 4.02	7.31		11.45	9.25	89	
P. I.	1.56	10.05	f 12.48	11.14	83.8	LATHROP		10.0	f 3.51	7.22		11.26	9.05	56	
P.			12.57	11.21	90.3	ORTEGA		3.5						50	
F. W. T. O. P. B. R. K.	2.15 AM 3.40 AM	10.35 AM 1.00 PM	f 1.03	11.28	92.0	STOCKTON YARD	Sn	1.8	f 3.40	7.13		7.40 AM	11.05 AM 10.35 AM	8.45 PM 6.55 PM	Yard
I.					93.2	A. T. & S. F. Crossing		0.6							
P. R. K.	3.50 AM	1.10 PM	s 1.08 AM	s 11.32 PM	93.8	STOCKTON	Fe	0.0	3.35 AM	7.06 PM		7.30 AM	10.25 AM	6.46 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	
	3.30	5.35	2.53	2.22		Time over Subdivision			3.10	2.39		.10	3.55	5.15	
	24.7	15.5	31.3	38.2		Average Speed an Hour			28.5	34.1		10.8	22.1	16.5	

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 19½ poles east of M.P. 96.

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 Nos. 40 and 12.

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.

When Nos. 39 and 40 meet at Oak Street, No. 39 will use North track between Oak Street and Chestnut Junction.

If No. 39 finds No. 40 at passenger station Oakland, they will not pass Franklin Street until No. 40 leaves station. If No. 40 finds No. 39 at passenger station, they will not pass Clay Street until No. 39 leaves station.

It will not be necessary to stop at S. P. crossings M.P. 6.7, M.P. 7.2 and M.P. 10.3 unless crossings being used by a train or engine of that railroad.

Nos. 11 and 39 will register by ticket at Stockton Yard. Nos. 40 and 12 will not register at Stockton Yard.

Operator at Stockton will transmit registration of Nos. 40 and 12 to Operator at Stockton Yard, who will enter on register, immediately verifying with Dispatcher, for information of trains originating at Stockton Yard.

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

Additional flag stops for Trains 11 and 12: At any station where time is not shown, to receive or discharge passengers, baggage, mail and express.

Westward freight trains will enter Stockton Yard at lead switch immediately west of South Street and eastward freight trains at lead switch M.P. 91. Track 9 will be used as run around track for movement of engines between round house and west end of yard.

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

Stockton is register station for first class trains only.

Nos. 39 and 40 register by ticket at Stockton.

Automatic Block System signals located as follows:

Eastward: Home signals M.P. 29.4, M.P. 30.0 and M.P. 30.4.

Westward: Distant signal M.P. 31.7; home signals M.P. 31.3 and M.P. 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, Foss., Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 27 February 2, 1941	Distance from Portola	FIRST CLASS		SECOND CLASS					Car Capacity of Siding		
	62	54	94	96	12	40				39	11	61	53	95	93	77			
	Fast Freight	Fast Freight	Local Freight	Local Freight	Feather River Express	Exposition Flyer				Exposition Flyer	Feather River Express	Fast Freight	Fast Freight	Local Freight	Local Freight	Fast Freight			
Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	STATIONS Telegraph Offices and Calls	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Arrive Daily						
B. R. K. P.	8.35 PM	9.19 AM		7.40 AM		205.1	2S OROVILLE Vi	116.3	s 4.30 PM	s 12.05 AM			5.40 AM	10.44 AM	11.40 AM			1.39 AM	51
P.	8.45	9.28		7.53	f 4.58	209.3	QUARTZ	112.1	4.22	f 11.56 PM			5.32	10.33	11.25			1.30	89
P.	8.54	9.35		8.03	f 5.04	212.9	BIDWELL	108.5	4.16	f 11.49			5.25	10.26	11.15			1.23	70
P.	9.08	9.46		8.18	f 5.13	217.6	BLOOMER	103.8	4.09	f 11.40			5.13	10.16	10.58			1.13	89
W. P.	9.24	10.01		8.35	f 5.27	224.1	BERRY CREEK	97.3	3.57	f 11.25			4.52	10.01	10.41			12.58	96
P.	9.41	10.23		8.51	f 5.42	231.2	DAVID	90.2	3.44	f 11.10			4.36	9.43	10.23			12.42	95
P.	9.51	10.32		9.02	f 5.51	234.6	POE	86.8	3.36	f 11.02			4.27	9.33	10.10			12.33	74
F. W. P.	10.02	10.44		9.22	s 6.04	239.3	PULGA Bg	82.1	3.28	s 10.52			4.16	9.22	9.58			12.22	86
P.	10.14	10.55		9.45	f 6.15	243.5	ORESTA	77.9	3.20	f 10.42			4.06	9.11	9.41			12.12	86
W. P.	10.33	11.15		10.05	f 6.26	247.6	MERLIN	73.8	3.12	f 10.33			3.56	9.01	9.29			12.02 AM	78
P.	10.50	11.34		10.30	f 6.39	253.1	TOBIN	68.3	3.01	f 10.20			3.43	8.47	9.03			11.50 PM	58
P.	10.57	11.40		10.50	f 6.45	255.3	CAMP RODGERS	66.1	2.56	f 10.14			3.35	8.40	8.53			11.44	89
W. P.	11.10	11.53 AM		11.10	s 6.59	260.1	BELDEN Bn	61.3	2.46	s 10.02			3.23	8.28	8.28			11.33	102
P.	11.22	12.05 PM		11.30	f 7.11	264.7	RICH BAR	56.7	2.36	f 9.51			3.10	8.16	8.05			11.22	78
W. P.	11.38	12.21		11.55 AM	f 7.24	270.2	VIRGILIA	51.2	2.24	f 9.38			2.55	8.03	7.50			11.07	80
P.	11.48	12.30		12.15 PM	f 7.33	273.7	TWAIN	47.7	2.16	f 9.29			2.45	7.53	7.33			10.57	64
P.	11.58 PM	12.40		12.30	f 7.42	277.3	PAXTON	44.1	2.08	f 9.20			2.35	7.42	7.12			10.47	89
F. W. P. R. K. Y. T. I.	12.17 AM	1.10	8.30 AM	1.00 PM	s 8.00	280.9	KEDDIE Kd	40.5	2.00	s 9.11			2.25	7.25	7.00 AM	11.00 AM		10.36	Yard
P.	12.29	1.24	8.45		f 8.09	284.5	SIERRA	36.9	1.53	f 9.00			2.12	6.56		10.45		10.24	89
P.	12.41	1.48	9.05		s 8.22	287.9	QUINCY JUNCTION Rt	33.5	1.48	s 8.53			2.04	6.48		10.30		10.15	81
P.	12.55	2.01	9.20		f 8.32	292.6	MASSAOK	28.8	1.41	f 8.43			1.54	6.38		10.00		10.05	89
W. P.	1.07	2.11	9.30		s 8.43	296.3	SPRING GARDEN Sg	25.1	1.35	s 8.36			1.43	6.28		9.45		9.55	89
P.	1.23	2.26	9.45		s 8.55	301.6	SLOAT So	19.8	1.27	s 8.25			1.23	6.16		9.20		9.43	89
P.	1.36	2.36	9.58		f 9.03	305.4	TWO RIVERS	16.0	1.21	f 8.17			1.11	6.08		9.03		9.35	89
W. P.	1.52	2.50	10.20		s 9.21	310.4	BLAIRSDEN Bn	11.0	1.13	s 8.09			1.00	5.58		8.40		9.25	102
P.	2.05	2.59	10.35		f 9.29	313.9	OLIO	7.5	1.08	f 7.59			12.52	5.50		7.55		9.17	60
P.	2.20	3.11	10.50		f 9.39	318.7	MABIE	2.7	1.00	f 7.50			12.40	5.35		7.40		9.07	89
F. W. T. O. P. Y. B. R. K.	2.30 AM	3.20 PM	11.00 AM		s 9.45 AM	321.4	PORTOLA Ki	0.0	12.55 PM	7.45 PM			12.30 AM	5.30 AM		7.30 AM		9.00 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.		Leave Daily	
	5.55	6.01	2.30	5.20	4.55	4.00			3.35	4.20			5.10	5.14	4.40	3.30		4.39	
	19.7	19.3	16.2	14.2	23.7	29.0			32.4	26.8			22.5	22.2	16.2	11.6		25.0	
									Time over Subdivision										
									Average Speed an Hour										

YARD LIMITS: Oroville, Keddie and Portola. Oroville Yard extends from yard limit board 13 poles west of M.P. 202 to yard limit board at M. P. 206. Keddie Yard extends from yard limit board west end of Bridge 280.51 to yard limit board M.P. 282.47, Third Subdivision, and to yard limit board at M.P. 0.48, Fourth Subdivision. Portola Yard extends from yard limit board M. P. 319.94 to yard limit board M. P. 323.09.

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

Oroville is register station for first class trains only. Keddie is register station for Nos. 93, 94, 95 and 96 only. 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. 93, 94, 95 and 96 carry passengers. The following will govern use of retainer valves on westward freight trains, Portola to Bloomer:

When the gross weight of train does not exceed 33 tons per car, turn up retainer valves on first fifteen cars back of engine. When gross weight of train exceeds 33 tons and is less than 45 tons per car, turn up retainer valves on first twenty cars back of engine. When gross weight of train exceeds 45 tons per car, turn up retainer valves on first twenty-five cars back of engine.

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

Automatic Block System signals located as follows:
Oroville: Eastward—M. P. 204.5 and 450 feet west of house track switch.
Westward—East siding switch and M. P. 205.

SLIDE DETECTOR FENCES

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

Additional flag stops for Trains 11 and 12: At any station where time is not shown, to receive or discharge passengers, baggage, mail and express.

No. 39 will stop at Feather River Inn to discharge passengers originating Salt Lake City and beyond. No. 40 will stop on flag at Feather River Inn to pick up passengers destined to Salt Lake City and beyond.

6 Eastward FIRST SUBDIVISION "A"—SAN JOSE BRANCH. Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant	SECOND CLASS		Distance from Niles	Time Table No. 27 February 2, 1941		Distance from San Jose Alameda St. Freight Station	SECOND CLASS		Car 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			47	
Y. P.	12.40	0.8	NILES JUNCTION	23.0	10.25				
P.	1.00	4.1	IRVINGTON	19.7	10.10			29	
	1.15	7.6	WARM SPRINGS	16.2	9.55			Spur 1W 6	
P.	1.35	11.7	MILPITAS	12.1	9.40			31	
	1.45	14.9	BERRYESSA	8.9	9.25			Spur 1E 10	
	2.00	17.7	SAN JOSE East Santa Clara St.	6.1	9.10				
P. W. T. F. R. B. O. K.	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					
I.		21.0	S. P. CROSSING	2.8					
I.		23.1	S. P. CROSSING	0.7					
		23.8	SAN JOSE Alameda St. Freight Station	0.0				Yard	
	Arrive Daily				Leave Daily				
	1.40		Time over Subdivision		1.45				
	11.0		Average Speed an 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. 15.2. 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. Trains must stop at STOP board before passing over Peninsular Railroad Crossing at M. P. 15.2. Engines heavier than Class C-43 not permitted on San Jose Branch.

Eastward FIRST SUBDIVISION "B"—CARBONA BRANCH. Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock	SECOND CLASS		Distance from Carbona	Time Table No. 27 February 2, 1941		Distance from Moy	Car Capacity of Sidings
	282 Freight	Leave Daily		STATIONS Telegraph Offices and Calls	281 Freight			Arrive Daily
W. Y. P.		0.0	D CARBONA Ob	4.2			77
		1.7	KERLINGER	2.5			Spur 1W 8
O. P.		3.4	RIVER ROCK	0.8			Spur 1W 52
		4.2	MOY	0.0			No Siding

Derails on main track M. P. 3.3 and 240 feet west and 885 feet east of Stock Yards Moy. Cars on main track east of River Rock not protected. Engines heavier than Class C-43 not permitted on Carbona Branch.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Eastward		Distance from Terminous Jct.	Time Table No. 27 February 2, 1941		Distance from Terminous	Westward	
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock	Leave Daily		STATIONS Telegraph Offices and Calls	Car Capacity of Sidings			
Y. P.		0.0	TERMINOUS JCT.	7.8			29
		3.5	GARDEN	4.3			10
		6.6	GRASS	1.2			6
W. Y.		7.8	D TERMINOUS Us	0.0			Yard

Engines heavier than Class C-43 not permitted on Terminous Branch.

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Car Capacity
HUDSON	15.9	1 E	13
ESTUDILLO	16.5	1 E	14
ALVARADO JCT. (P)	24.9	Siding	40
PABRICO	27.5	1W	12
EBERLY	28.9	Siding	21
RADUM	43.4	1 W	11
TREVARNO	49.0	1 W	16
REDMOND CUT	59.3	Siding	35
VALPICO (P)	68.3	Siding	30
LUDWIG	73.0	1 E	11
RHODES	75.6	Siding	19
HARTE	100.5	1 W	19
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
CLEVELAND	176.2	1 W	16
GRAYBROS	187.7	1 W	7
VISTA ROBLES	198.8	1 E	34
ADELAIDE	202.7	1 E	...
LAND	212.1	Siding	23
BLINZIG (P) (W)	228.6	Siding	13
McLEAN	230.1	1 W	1
ROCK CREEK	249.2	Siding	15
GRAY'S FLAT	272.6	1 W	70
CROMBERG	303.3	Siding	30
FEATHER RIVER INN	309.3	1 E	2
INDIAN CREEK (P)	K 3.0	1 W	14
BOX	K15.4	1 W	34
BUTTE VALLEY LBR. CO.	K95.5	1 W	8

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. 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. FRANK S. BAXTER..... 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. H. G. ZANGER..... Assistant Local Surgeon..... San Jose, 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. H. F. QUINN..... Assistant Local Surgeon..... Stockton, Calif.
- DR. YALE BRODY..... Assistant Oculist and Aurist... Stockton, Calif.
- DR. DEWEY POWELL..... Assistant Oculist and Aurist... Stockton, Calif.
- DR. J. V. CHAMBERS..... Local Surgeon..... Sacramento, Calif.
- DR. S. J. WELLS..... Assistant Local Surgeon..... Sacramento, Calif.
- DR. W. R. BRIGGS..... Oculist and Aurist..... Sacramento, Calif.
- DR. O. W. STRATTON..... Local Surgeon..... Marysville, Calif.
- DR. E. A. KUSEL..... Local Surgeon..... Oroville, Calif.
- DR. J. W. MOORE..... Local Surgeon..... Quincy, Calif.
- DR. W. B. McKNIGHT..... Division Surgeon..... Portola, Calif.
- DR. J. D. COULTER..... Assistant Division Surgeon... Portola, Calif.

WATCH INSPECTORS

- S. A. Pope, Manager of Time Service, San Francisco.
- San Francisco, Calif..... I. S. Preston, R. 210 Phelan Bldg.
 - San Francisco, Calif..... L. E. Brown, 709 Third St.
 - Oakland, Calif..... E. S. Griffin, 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, 1026 "K" St.
 - Oroville, Calif..... R. A. Williams
 - Portola, Calif..... W. H. Morgan

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

SPEED RESTRICTIONS IN MILES AN HOUR WILL APPLY AS FOLLOWS:

Page	BETWEEN	Passenger		Freight		
		Maximum	Restriction	Maximum	Restriction	
2	First Subdivision.....	60	..	40	..	
	Over Interlocking Crossings.....	..	40	..	25	
	Over, along or upon any of the public streets or highways within Oakland City limits.....	..	15	..	10	
	Washington and Franklin Sts., Oakland..	..	8	..	8	
	M.P. 7.2 over S. P. Crossing.....	..	15	..	15	
	M.P. 9.5 just east 29th Avenue and M.P. 9.8 just east Fruitvale Avenue.....	..	10	..	10	
	M.P. 10.3 over S. P. Crossing.....	..	15	..	15	
	Bridge just west of San Leandro Depot and Williams Street, 5 blocks east of depot..	..	20	..	15	
	Over "A" and "B" Streets, Hayward...	..	45	..	30	
	M.P. 23.93 and M.P. 24.31.....	..	20	..	15	
	M.P. 29.4 on curve.....	..	40	..	30	
	Niles and M.P. 37.....	..	50	..	30	
	Through Tunnels Nos. 1 and 2.....	..	40	..	20	
	M.P. 38.6 on curve S. P. underpass.....	..	45	..	30	
	M.P. 40.0 on curve.....	..	55	..	40	
	Within City Limits Pleasanton and Livermore.....	..	15	..	15	
	M.P. 52 and M.P. 53 on Curves.....	..	45	..	30	
	M.P. 53 and M.P. 54 on Curves.....	..	35	..	25	
	M.P. 54 and M.P. 67 on Curves.....	..	50	..	35	
	M.P. 58.0 on curve at sink.....	..	10	..	10	
	San Joaquin River Drawbridge M.P. 80.28	..	20	..	15	
	M.P. 90 and A.T. & S.F. Crossing M.P. 93.2 on Curves.....	..	45	..	30	
	A.T. & S.F. Crossing M.P. 93.2 and Stockton Depot Main Track.....	..	20	..	20	
	Other Tracks.....	..	8	..	8	
	3	Second Subdivision.....
Stockton and Sacramento.....		70	..	45	..	
Sacramento and Oroville.....		60	..	40	..	
Over Interlocking Crossings.....		..	40	..	25	
Stockton Depot and Park Street, Stockton, Main Track.....		..	20	..	20	
Other Tracks.....		..	8	..	8	
M.P. 116.07 Mokelumne River Drawbridge		..	20	..	20	
Bradford Spur.....		..	..	..	10
M.P. 129 and 131.....		..	50	..	35	
Broadway and "C" Street, Sacramento..		..	15	..	15	
M.P. 152.5 S.N. Crossing (see Page 8) ...		..	30	..	25
On curve at Cleveland.....		..	50	..	35	
Joint Track Marysville (see Page 7) ...		..	15	..	15
M.P. 201.8 on curve.....		..	40	..	25	
4		Third Subdivision.....
	Oroville and Bidwell.....	50	..	35	..	
	Bidwell and Merlin.....	40	..	30	..	
	Merlin and M. P. 272. 57 (Grays Flat)...	35	..	25	..	
	M. P. 272. 57 and Quincy Jct.....	40	..	30	..	
	Quincy Jct. and Portola.....	50	..	35	..	
	Bridge 252.60.....	..	25	..	20	
	Over Switch East end Tunnel 32.....	..	20	..	20	
	Through Tunnel 35.....	..	..	..	20
	5	Fourth Subdivision.....
		Keddie and Crescent Mills.....	25	..	25	..
		Crescent Mills and Greenville.....	40	..	40	..
Greenville and Almanor.....		25	..	25	..	
Almanor and Red River Jct.....		30	..	25	..	
Red River Jct. and Mason.....		30	..	30	..	
Mason and Halls Flat.....		40	..	40	..	
Halls Flat and Pit River Station.....		30	..	30	..	
Pit River Station and Bieber.....		40	..	40	..	
Almanor and Westwood, and Halls Flat and Pit River, on Curves.....		..	25	..	25	
On curve west mile board Willow Springs		..	25	..	15	
6		San Jose Branch.....	30	..	25	..
	Over Peninsular R.R. Crossing M.P. 15.2	..	6	..	6	
	Within city limits, San Jose.....	..	12	..	12	
	Over all street and highway crossings within city limits, San Jose.....	..	5	..	5	
	Carbona Branch.....	12	..	12	..	
	Terminus Branch.....	..	..	..	..
	Terminus Jct. and Garden.....	20	..	20	..	
	Garden and Terminus.....	15	..	15	..	

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

Maximum speed, trains handling steam derricks, steam shovels, cranes, rotary plows or pile drivers, 25 miles an hour on First and Second Subdivisions and 20 miles an hour on Third and Fourth Subdivisions.

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, Consolidation and Mikado engines handling passenger trains, 50 miles an hour.

Maximum speed Mallet engines, Fourth Subdivision, M-80 Class, 35 miles an hour. Engines running light on main track, must not exceed speed prescribed for freight trains.

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

Maximum speed through crossovers and turnouts, trains handled by M-137-151 Class engines, 5 miles an hour, other trains 10 miles an hour.

MISCELLANEOUS

GENERAL

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

When 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.

When Mallet, Mikado, or MTP-44 Class engines are in a train with another engine of any class, either in service or dead in train, they must be spaced at least ten cars apart, except, that MTP-44 Class engines may be doubleheaded with TP-29 Class engines, and on Fourth Subdivision C-43 or TP-29 Class engines may be doubleheaded with Mikado or M-80 Class engines, restricting speed to 25 miles an hour over Bridges 9.04, 9.29, 9.45 and 9.79. M-80 class engines may be doubleheaded between Little Valley and Halls Flat.

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

Figures given for capacity of sidings and spurs is the number of cars averaging 48 feet in length that tracks will hold between clearance points, not including engines and cabooses.

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

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

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

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

FIRST SUBDIVISION

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

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

Trains and Yard engines using siding Kohler must stop before crossing Seminary Avenue, located about middle of siding and crossing flagged by member of crew. If crossing will be blocked more than five minutes, crossing must be cut and flagman remain there to flag traffic.

Any engine or cars moved over spur serving California Packing Corporation near 85th Ave., Oakland, must be under control and highway traffic protected by member of crew.

At Hayward, mikado engines must not use Farm Products Co. and Poultry Producers spurs.

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

Engines heavier than C-43 Class not permitted on tracks of Delta Finance Railroad between Alvarado Jct. and Alvarado.

Westward trains except No. 39, take full tank of water at Niles. Headlights and markers must be burning through Tunnel 1.

At Hayward, Pleasanton and Livermore, east siding switch is west of passenger station.

Engines must not use tracks other than tracks 1 and 2 at Radum.

At Carbona, crossover switch located 700 feet east of station is the west siding switch.

Engines must not go over switch to Tomato spur Carbona.

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 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. 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 junction switches 356 feet east and 355 feet west of Bridge 178.18, Yuba River. Sacramento Northern freight trains operate over W. P. siding between west switch and switch leading to Sacramento Northern track opposite Western Pacific passenger station, Marysville. These tracks are designated as Joint Tracks. Automatic Interlocking signals govern Joint Track operation as follows:

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

WESTWARD—Home signal 724 feet east of bridge 178.18.

SWITCH INDICATORS: West siding switch, west switch Interchange track. Derail switch on siding 193 feet east of switch, pipe connected and operated with main track switch.

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

Automatic Block signals located as follows:

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

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

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

MOVEMENT OF TRAINS over Joint Track will be governed by Rule 663 and made in accordance with indication of block signals, regardless of right or class. All trains of both 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.

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 member of crew who shall determine that it is safe to proceed. Sacramento Northern trains and yard motors must approach this crossing with caution and not move onto or over crossing until determined that it is safe to proceed.

THIRD SUBDIVISION

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

Engines must not use siding at Blinzig.

Engines of M-137-151 class must not use spur at Belden and other engines must not use this spur beyond M. P. 260.

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

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

Mallet and Mikado engines may use house track Blairsden. Trains setting out or picking up two or more cars on house track, the air must be coupled and operative.

Engines heavier than C-43 Class not permitted to go beyond sign on Graeagle Mill track, 1166 feet east of house track switch Blairsden.

Movement over Mill track between Blairsden and Graeagle must be made with air coupled and operative.

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

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

FOURTH SUBDIVISION

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

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.

At Greenville, cross-over switch located opposite depot is the east siding switch.

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

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. 4.30 p.m. and 4.40 p.m.
12.20 p.m. and 12.30 p.m. 7.30 p.m. and 7.30 a.m.

Gate tender at Third Street crossing, on duty 7.30 a. m. until 11.30 p. m. daily, except Sunday.

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.

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.

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

When wrecker is handled with Mallet engine, there must be at least two cars between engine and wrecker.

INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

M.P. 5.2 Peralta Tower, S. P. Crossing. Interlocked. Home signals 225 feet east and 425 feet west of crossing. No distant signals. One yellow marker signal 1500 feet west of eastbound Home signal. Cars must not be left standing between Home signals unless coupled to other cars or engine standing outside of Home signal limits.

M.P. 5.8, M.P. 5.85 Magnolia Tower, S. P. Crossings. 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 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 signals governs movement main track over S. P. crossing and to W. P. freight yards westward. No distant signals.

M.P. 6.7, S. P. crossing. Not interlocked. (See footnote, page 2.)

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

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

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

M.P. 10.6 and M.P. 10.7 Melrose Tower, S.P. crossings. Interlocked. Home signals 450 feet west of crossing M.P. 10.6. Distant signal 2000 feet west of home signal. Home signal 685 feet east of crossing M.P. 10.7. Distant signal 2500 feet east of home signal.

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

M.P. 30.3 Niles Tower, S. P. crossing. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2380 feet east and 1379 feet west of home signals.

M.P. 42.7 and M.P. 43.0 Radum Tower, S. P. crossings. Interlocked.

Towerman on duty 6 a.m. to 2 p.m. and 4 p.m. to 11.59 p.m., daily except Sundays and holidays. During hours when there is no towerman on duty, normal position of signals governing W. P. trains over these crossings will be proceed.

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.

M.P. 73.9 Lyoth Tower, S. P. crossing. Interlocked. Home signal 800 feet west of crossing. Distant signal 2658 feet west of home signal. Home signal 600 feet east of crossing. Distant signal 2766 feet east of home signal. Two-arm home signal 210 feet west of crossing. Upper arm governs main track; lower arm governs movement from main track through cross-over to siding. Dwarf signal, located between main track and interchange track 230 feet west of main track switch, governs movement from siding to main track.

M.P. 83.8 Lathrop Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 2640 feet east and 2914 feet west of home signals.

M.P. 90.3 Ortega Tower, S. P. crossing. Interlocked. 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.

M.P. 93.2 A.T. & S.F. Tower, A.T. & S.F. Crossing. Interlocked. Home signals 450 feet east and west of crossing. One distant signal in permanent CAUTION position 2450 feet west of home signal. Dwarf home signal 450 feet west of crossing governs movement to and over A.T. & S.F. main track to interchange track. Tower equipped

with electric siren. Two short blasts repeated several times is warning to yard and trainmen to clear plant.

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

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

M.P. 137.5 "X" Street, C. C. T. and S. N. crossing. Automatic interlocked. Home signals 450 feet east and west of crossing. One distant signal 1480 feet west of home signal. Switch indicator located at head block of west switch governs movement from siding to main track. Hayes derail 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. 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. If signal in STOP position, be governed by Rule 663.

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

M.P. 139.2 "C" Street, S. N. crossing. Automatic interlocked. Home signals 480 feet east and 450 feet west of crossing. No distant signals. Switch indicator located at main track switch, 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. Cars must not be left standing between home signal limits unless coupled to other cars or an engine standing outside of limits. If signals are in STOP position be governed by Rule 663.

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

M.P. 152.5 Sankey, S. N. crossing. Automatic interlocked. Home signals 600 feet east and west of crossing. Distant signals 3000 feet east and west of Home signals. If signals in STOP position send flagman ahead to operate time release located in box at crossing. Instructions for operating release inside of box.

JOINT TRACK MARYSVILLE (See special instructions Page 7, Second Sub-division).

M.P. 179.1 9th Street Tower, S. P. crossing. 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 7.00 A. M. until noon and 1.00 P. M. until 4.00 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 derails must be returned to normal position immediately after movement is made.

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

KEDDIE YARD, 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 signal, M. P. 279.54. Two unit, M. P. 280.34. Upper unit governs over main track, Third Subdivision. Lower unit governs over main track, Third Subdivision to west leg of wye, Fourth Subdivision.

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 Sub-division, a yellow signal light below a red signal light, except as prescribed by Rule 663.

WESTWARD: One unit, M. P. 280.65. One unit signal, M. P. 280.52.

FOURTH SUBDIVISION,—

EASTWARD: One unit signal, 50 feet east of Tunnel 1. One unit signal, 125 feet east of Tunnel 1 on east leg of wye. One unit signal, 242 feet west of east wye switch on west leg of wye.

WESTWARD: One unit signal, M. P. 1.08. Three unit signal, 60 feet east of east wye switch. Upper unit governs over west leg of wye towards main track, Third Sub-division. Middle unit governs over east leg of wye through Tunnel 1. Lower unit governs handling of helpers when to be cut into train which is occupying either east or west leg of wye.

NOTE: Trains requiring helper engine to be cut in train, that portion of train which is to be handled ahead of helper must be moved east of signal located 60 feet east of wye switch in order that operator may handle switches and signals to permit helper to be cut into train. In such cases, it will be necessary to flag helper engine past signal and over switch. Helper must also move to a point beyond signal located 60 feet east of wye switch, so operator can again handle switches and signal to permit helper engine and head end of train to be coupled. Before making a move of this kind, operator must be kept advised by telephone of movements required. Extreme care must be exercised in making this movement. Except where helpers are to be cut

into train, trains must not pass this signal unless signal light indications are—

For movement over west leg of wye, green or yellow signal indication above two red signal indications. For east leg of wye, a yellow signal indication between two red signal light indications. 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 signal, located 225 feet east of Third Subdivision junction switch on west leg of wye.

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 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, 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, 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, and be governed by Rule 663.

SAN JOSE BRANCH

M.P. 15.2, Peninsular R. R. crossing. Not interlocked.

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

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

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

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

TUNNEL SIGNALS

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

Tunnels 1 and 2. Home signal 1500 feet west of west portal Tunnel 1. No distant signal. Home signal 200 feet east of east portal Tunnel 2. Distant signal 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 2011 feet east and 2012 feet west of home signals.

Mokelumne River drawbridge M.P. 116.07. Interlocked. Home signals 500 feet east and west of bridge indicate position of draw. One distant signal 2492 feet east of home signal. One yellow marker signal 1993 feet west of home signal.

TONNAGE RATING

EASTWARD

1st Sub-division 2nd Sub-division 3rd Sub-division 4th Subdivision

Keddie to Greenville 585 401 585

Greenville to Almanor 900 617 900

Almanor to Bieber 1250 858 1250

1890 1170 1890

Bieber to Halls Flat 491 1040

Halls Flat to Keddie 756 1600

1051 2200

1427 3500

WESTWARD

TP-29..... 910 2200 *

MTP-44..... 1400 5000 *

C-43..... 1400 5000 *

MK-60..... 2350 6000 *

M-80..... *

M-137-151.. *

TP-29..... 910 2200 *

MTP-44..... 1400 5000 *

C-43..... 1400 5000 *

MK-60..... 2350 6000 *

M-80..... *

M-137-151.. *

*Descending grade, no tonnage limit. Add five tons friction for each car over 30 cars. Tonnage rating based on maximum grade each subdivision; between points where grades are less than maximum, greater tonnage can be handled.

J. P. McSWEENEY,
Trainmaster,
Oakland.

J. J. DUGGAN,
Trainmaster,
Stockton.

H. E. STAPP,
Trainmaster,
Keddie.

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

C. D. JORZ,
Night Chief Train Dispatcher,
Sacramento.

G. L. HARLAN,
Night Chief Train Dispatcher,
Sacramento.