

THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 12 TABLE

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

SUNDAY, JANUARY 4, 1931

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 revised 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.

2 Eastward

FIRST SUBDIVISION

Westward

Fuel, Water, Food, Tables, Seats, Windows, Bulletin Board, Register Station Standard Clock.	SECOND CLASS					FIRST CLASS			Distance from San Francisco	Time Table No. 12 January 4, 1931	Distance from Stockton	FIRST CLASS			SECOND CLASS				Capacity of Sidings
	46	50	78	92	62	6	4	2				5	3	1	91	55	61	77	
	Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily Ex. Sunday	Local Freight Leave Daily Ex. Sunday	Fast Freight Leave Daily	Feather River Express Leave Daily	Pacific Express Leave Daily	Scenic Limited Leave Daily				Feather River Express Arrive Daily	Pacific Express Arrive Daily	Scenic Limited Arrive Daily	Local Freight Arrive Daily Ex. Sunday	Fast Freight Arrive Daily	Fast Freight Arrive Daily	Fast Freight Arrive Daily	
W. F. O.						9.00 PM	6.30 PM	10.00 AM	0.0	DN SAN FRANCISCO	98.8	8.00 AM	9.45 AM	4.15 PM					
B. R. P.						9.30	7.00	10.30	3.5	WESTERN PACIFIC MOLE	90.3	s 7.30	s 9.10	s 3.45					
									5.2	S. P. Crossing	88.6								
F. W. T. O. P. B. R. K.			10.15 PM	7.25 AM	2.00 AM	9.35	7.05	10.35	5.5	DN OAKLAND YARD	88.3	7.25	9.05	3.40	2.40 PM	2.00 PM	11.59 PM	2.00 AM	Yard
									5.8	S. P. Crossing	88.0								
			10.20	7.30	2.05	s 9.45	s 7.10	s 10.40	6.6	OAKLAND	87.2	s 7.20	s 9.00	s 3.35	2.30	1.50	11.49	1.50	
									6.7	S. P. Crossing	87.1								
									7.2	S. P. Crossing	86.6								
									7.8	S. P. Crossing	86.0								
			10.30	7.43	2.20	f 9.55	7.19	10.49	9.6	FRUITVALE	84.2	f 7.01	8.43	3.18	2.10	1.35	11.35	1.25	
									10.3	S. P. Crossing	83.5								
									10.6	MELROSE	83.2								
P.			10.44	7.55	2.35	10.01	7.26	10.56	13.5	ELMHURST	80.3	f 6.52	8.35	3.10	1.50	1.21	11.23	1.00	36
P.			10.47	8.05	2.40	f 10.04	7.29	10.59	14.8	D SAN LEANDRO	79.0	f 6.49	8.32	3.07	1.45	1.16	11.18	12.50	
P.			11.05	8.23	3.00	f 10.13	7.37	11.07	20.5	D HAYWARD	73.3	f 6.40	8.23	2.58	1.01 PM	1.01	11.05	12.30	80
			11.22	8.55	3.21	f 10.21	7.45	11.15	26.6	DECOTO	67.2	f 6.29	8.13	2.47	11.45 AM	12.40	10.44	12.10 AM	18
W. P.			11.55	9.40	3.45	f 10.30	7.53	s 11.23	29.7	DN NILES	64.1	f 6.24	8.08	s 2.42	11.23	12.30	10.30	11.55 PM	50
									30.3	S. P. Crossing	63.5								
P. Y.			11.59 PM	9.45	3.50	10.32	7.55	11.25	30.5	NILES JUNCTION	63.3	6.17	8.01	2.35	11.00	12.17	10.12	11.37	
P.			12.20 AM	10.30	4.20	f 10.43	8.04	11.34	36.0	D SUNOL	57.8	f 6.09	7.54	2.28	10.30	12.01 PM	9.52	11.20	74
P.			12.35	10.55	4.40	f 10.52	8.12	11.42	41.5	D PLEASANTON	52.3	f 6.00	7.46	2.20	10.10	11.42 AM	9.30	10.52	74
									42.7	S. P. Crossing	51.1								
									43.0	S. P. Crossing	50.8								
W. P.			12.50	11.20 AM	5.02	f 11.03	8.22	11.52 AM	47.6	D LIVERMORE	46.2	f 5.50	7.37	2.11	9.50	11.20	9.05	10.32	74
P.			1.20	12.08 PM	5.36	f 11.19	8.38	12.08 PM	56.5	ALTAMONT	37.3	f 5.36	7.24	1.58	9.20	10.55	8.38	10.12	56
P.			1.38	12.50	6.05	f 11.28	8.47	12.17	63.0	MIDWAY	30.8	f 5.18	7.08	1.42	8.40	10.25	8.07	9.38	48
W. Y. P.			1.59	1.24	6.50	f 11.40	8.58	12.28	71.8	DN CARBONA	22.0	f 4.59	6.50	1.24	8.00	9.45	7.29	8.58	46
P.			2.04	2.01	7.05	f 11.43	9.01	12.31	73.9	D LYOTH	19.9	f 4.54	6.47	1.21	7.40	9.30	7.17	8.48	20
P.			2.11	2.20	7.25	11.47	9.05	12.35	76.8	FITZ	17.0	4.48	6.42	1.16	7.25	9.20	7.07	8.38	80
			2.25	2.45	7.50	f 11.54	9.12	12.42	82.8	NILEGARDEN	11.0	f 4.40	6.34	1.08	7.10	9.02	6.49	8.18	Spur 1 W. 17
P.			2.28	2.55	7.55	f 11.56 PM	9.14	12.44	83.8	LATHROP	10.0	f 4.38	6.32	1.06	7.05	8.59	6.46	8.15	51
P.			2.43	3.10	8.20	12.04 AM	9.22	12.52	90.3	ORTEGA	3.5	4.28	6.24	12.58	6.50	8.40	6.28	7.50	50
F. W. T. O. P. B. R. K.	10.20 PM	4.25 AM	2.50 AM 3.40 AM	3.20 PM	8.30 AM 10.00 AM	f 12.10	9.25	12.55	92.0	DN STOCKTON YARD	1.8	f 4.25	6.21	12.55	6.45 AM	8.30 AM 7.20 AM	6.20 PM 5.20 PM	7.45 PM 7.15 PM	Yard
									93.2	A. T. & S. F. Crossing	0.6								
P. R. K.	10.30 PM	4.35 AM	3.50 AM		10.15 AM	s 12.20 AM	s 9.30 PM	s 1.00 PM	93.8	2S STOCKTON	0.0	4.15 AM	6.15 AM	12.50 PM		7.05 AM	5.05 PM	7.00 PM	
	Arrive Daily	Arrive Daily	Ar. Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	
	.10	.10	4.35	7.55	6.30	2.50	2.30	2.30		Time over Subdivision		3.15	2.55	2.55	7.55	5.30	5.39	6.15	
	10.8	10.8	18.9	10.9	13.3	31.9	36.1	36.1		Average Speed per Hour		27.8	31.0	31.0	10.9	15.7	15.3	13.8	

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

Yard Limits: Oakland, Niles, Carbona and Stockton. Oakland Yard extends from W. P. Mole to M. P. 13. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board 19 1/2 poles east of Mile Post 96.

Maximum speed, passenger trains 60, freight and mixed trains 40 miles an hour, except passenger trains will not exceed 35, freight and mixed trains 25 miles an hour between bridges 23.93 and 24.31, and passenger trains will not exceed 45, freight and mixed trains 25 miles an hour between Niles and Mile Post 37 1/2, and between Mile Posts 52 and 67.

W. P. Mole is initial station for Nos. 2, 4 and 6. Nos. 2, 4 and 6 will obtain clearance card at Oakland Yard. Trains must not exceed 15 miles an hour approaching and passing over S. P. crossings, Mile Post 7.2 and Mile Post 10.3, stopping if being used by a train or engine of that railroad. Stockton is register station for first class trains only. At Stockton second class and extra trains will not require clearance card unless they receive train order. First class trains will not register at Stockton Yard. Operator at Stockton will transmit register of first class trains to operator at Stockton Yard, who will enter on register

for information of trains originating at Stockton Yard. The register of first class trains appearing on Stockton Yard register is the time at Stockton, and does not indicate that a westward first class train has passed Stockton Yard. Automatic Block System signals located as follows: Eastward: Home signals Mile Post 29.4, Mile Post 30.0 and Mile Post 30.4. Westward: Distant signal Mile Post 31.7; Home signals Mile Post 31.3 and Mile Post 30.3. Trains moving from San Jose Branch: Switch indicators located at head block of east and west main track wye switches govern trains from wye to main track.

Nos. 1, 2, 3 and 4 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS							FIRST CLASS			Distance from San Francisco	Time Table No. 12 January 4, 1931	Distance from Oroville	FIRST CLASS			SECOND CLASS				Capacity of Staging.
	74	96	54	46	62	50	78	4	2	6				5	3	1	55	61	77	95	
	Fast Freight	Local Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Pacific Express	Scenic Limited	Feather River Express				Feather River Express	Pacific Express	Scenic Limited	Fast Freight	Fast Freight	Fast Freight	Local Freight	
	Leave Daily	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday	Arrive Tues., Thurs. & Sat.	
P. R. K.				10.30 PM	10.15 AM	4.35 AM	3.50 AM	9.30 PM	1.00 PM	12.20 AM	93.8	2S STOCKTON S.P. Crossing	111.3	s 4.15 AM	s 6.15 AM	s 12.50 PM	7.05 AM	5.05 PM	7.00 PM		
				10.35	10.20	4.40	4.05	9.35	1.05	12.28	94.3	0.5 FLORA STREET	110.8	4.05	6.07	12.43	7.00	5.00	6.55	Yard	
											95.1	0.8 S. P. Crossing	110.0								
P.				10.59	11.00	5.10	4.34	9.49	1.19	f 12.45	104.8	0.7 KINGDON	100.3	f 3.49	5.51	12.29	6.26	4.34	6.30	74	
P. Y.											105.3	0.5 TERMINOUS JUNCTION	99.8							20	
P.				11.09	11.18	5.20	4.44	9.55	1.25	f 12.52	109.5	4.2 LAS VINAS	95.6	f 3.40	5.44	12.22	6.14	4.21	6.17	52	
W.P.				11.18	11.41 AM	5.37	4.53	10.04	f 1.34	f 12.59	113.9	4.4 THORNTON	91.2	f 3.31	5.37	f 12.16	6.03	4.08	6.05	74	
P.				11.28	12.09 PM	5.48	5.03	10.11	1.41	f 1.06	118.6	4.7 GLANVALE	86.5	f 3.20	5.30	12.09	5.48	3.55	5.45	74	
P.				11.41	12.35	6.00	5.22	10.19	1.49	f 1.15	124.7	6.1 FRANKLIN	80.4	f 3.10	5.22	12.01 PM	5.22	3.40	5.30	74	
F.W.P.K.				11.49 PM	12.50	6.08	5.32	10.24	1.54	f 1.20	128.7	4.0 RUNYON	76.4	f 3.00	5.16	11.55 AM	5.02	3.30	5.20	20	
				12.30 AM	1.40	6.35	6.00 AM	10.34	2.04	f 1.33	136.5	7.8 SOUTH SACRAMENTO	68.6	f 2.48	5.07	11.46	4.40	3.10	5.00 PM	Yard	
											137.5	1.0 C. C. T. and S. N. Crossing	67.6								
O.Y.K.P.R.				12.40	1.55	6.45		s 10.45	s 2.15	s 2.00	138.6	0.5 S. P. Crossing	67.1								
											139.2	0.6 SACRAMENTO	66.5	s 2.40	s 5.00	s 11.40	4.10	2.40			
											140.8	1.6 S. N. Crossing	65.9								
P.				12.51	2.24	6.55		10.54	2.24	2.12	143.8	3.0 S. N. Crossing	64.3								
P.				1.03	2.50	7.07		11.02	2.32	f 2.24	150.6	6.8 DEL PASO	61.3	2.12	4.46	11.26	3.52	2.24		74	
											152.5	1.9 COUNSMAN	54.5	f 2.01	4.37	11.17	3.30	2.05		74	
W.P.				1.17	3.13	7.20		11.11	2.41	f 2.40	156.1	3.6 S. N. Crossing	52.6								
P.				1.37	3.36	7.31		11.18	2.48	f 2.52	161.6	5.5 PLEASANT GROVE	49.0	f 1.49	4.28	11.08	3.10	1.50		74	
P.				1.55	4.10	7.50		11.30	3.00	f 3.09	172.5	10.9 TROWBRIDGE	48.5	f 1.37	4.21	11.01	2.52	1.37		74	
											178.1	5.6 ARBOGA	32.6	f 1.20	4.08	10.48	2.27	1.15		80	
W.P.				2.13	4.40	8.09		s 11.42	s 3.12	s 3.34	178.8	0.7 S. N. Crossing	27.0								
											179.1	0.3 DN MARYSVILLE	26.3	s 1.09	s 3.59	s 10.39	2.13	1.00		62	
											180.2	1.1 S. P. Crossing	26.0								
P.				2.28	5.03	8.24		11.52 PM	3.22	f 3.47	186.0	5.8 S. P. Crossing	24.9								
P.				2.40	5.25	8.36		12.01 AM	3.31	f 3.57	193.0	7.0 TAMBO	19.1	f 12.53	3.47	10.27	1.41	12.41		74	
P.				2.50	5.45	8.46		12.09	3.39	f 4.05	199.5	6.5 ORAIG	12.1	f 12.42	3.38	10.18	1.22	12.25		74	
F.W.T.O. Y.B.R.K.P.	11.10 AM	7.00 AM	5.00 AM	3.00 AM	6.00 PM 7.30 PM	8.55 AM		12.14	3.44	4.10	202.9	3.4 PALERMO	5.6	f 12.32	3.30	10.10	1.05	12.10 PM		70	
B.R.K.P.	11.20 AM	7.10 AM	5.10 AM	7.40 PM			s 12.20 AM	s 3.50 PM	s 4.15 AM		205.1	2.2 OROVILLE YARD	2.2	12.25	3.25	10.05	12.50 AM 11.50 PM	11.55 AM 10.55 AM	1.35 PM	Yard	
	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily		2S OROVILLE	0.0	12.20 AM	3.20 AM	10.00 AM	11.40 PM	10.45 AM	1.25 PM	55	
	.10	.10	.10	4.30	7.45	4.20	2.10	2.50	2.50	3.55				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Tues., Thurs. & Sat.	
	13.2	13.2	13.2	24.2	14.1	25.2	19.7	39.3	39.3	28.4				3.55	2.55	2.50	6.15	5.10	2.00	.10	
														Time over Subdivision							
														Average Speed per Hour							
															28.4	38.2	39.3	17.5	21.1	21.4	13.2

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

Yard Limits: Stockton, Sacramento, Marysville and Oroville. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board 19 1/2 poles east of Mile Post 96. Sacramento Yard extends from yard limit board 20 poles west of Mile Post 136 to yard limit board 27 1/2 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 45, freight and mixed trains 25 miles an hour between Mile Posts 129 and 131.

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

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

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

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

Automatic Block System signals located as follows:

At Oroville: Eastward signals, at Mile Post 204.5 and 450 feet west of house track switch.

Westward signals, at East siding switch and at Mile Post 205.

Nos. 1, 2, 3 and 4 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS					FIRST CLASS			Distance from San Francisco	Time Table No. 12		Distance from Portola	FIRST CLASS			SECOND CLASS				Capacity of Sidings	
	62	74	96	54	98	2	6	4		January 4, 1931			1	5	3	61	95	97	55		
	Fast Freight	Fast Freight	Local Freight	Fast Freight	Local Freight	Scenic Limited	Feather River Express	Pacific Express		STATIONS	Telegraph Offices and Calls		Scenic Limited	Feather River Express	Pacific Express	Fast Freight	Local Freight	Local Freight	Fast Freight		
	Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Mon. Wed. & Fri.	Arrive Daily				
B. R. K. P.	7.40 PM	11.20 AM	7.10 AM	5.10 AM		4.00 PM	4.30 AM	12.30 AM	205.1	2S	OROVILLE	Vi	118.3	s 9.50 AM	s 12.05 AM	s 3.10 AM	10.45 AM	1.25 PM		11.40 PM	55
P.	7.51	11.31	7.24	5.21		4.08	4.38	12.38	209.5		QUARTZ		111.9	9.40	11.55 PM	3.00	10.27	1.10		11.25	84
	7.59	11.39	7.33	5.29		4.13	4.43	12.43	212.1		LAND		109.3	9.34	11.48	2.54	10.16	1.01		11.14	Yard
P.	8.01	11.41	7.35	5.31		4.14	f 4.44	12.44	212.7		BIDWELL		108.7	9.33	f 11.47	2.53	10.14	12.58		11.12	70
P.	8.15	11.55 AM	7.50	5.45		4.24	f 4.54	12.53	217.5		BLOOMER		103.9	9.23	f 11.36	2.43	9.56	12.41		10.54	52
W. P.	8.37	12.16 PM	8.24	6.08		4.38	f 5.10	1.06	224.4	D	BERRY CREEK	Bk	97.0	9.08	f 11.19	2.28	9.27	12.16 PM		10.31	90
P.	9.01	12.40	8.53	6.32		4.52	5.25	1.19	231.4		DAVID		90.0	8.53	11.00	2.13	8.53	11.40 AM		10.09	65
P.	9.15	12.54	9.20	6.46		5.01	f 5.34	1.27	235.2		POE		86.2	8.44	f 10.50	2.04	8.33	11.21		9.54	64
F. W. P.	9.37	1.18	9.55	7.08		5.10	s 5.49	1.35	239.1	DN	PULGA	Bg	82.3	8.35	s 10.40	1.55	8.18	11.02		9.37	90
P.	9.57	1.40	10.20	7.32		5.20	f 5.59	1.45	243.7		ORESTA		77.7	8.25	f 10.24	1.45	7.59	10.32		9.19	82
W. P.	10.14	1.52	10.45	7.45		5.30	f 6.08	1.57	247.5		MERLIN		73.9	8.17	f 10.14	1.34	7.45	10.12		9.04	48
P.	10.31	2.09	11.20	8.05		5.42	f 6.21	2.09	253.1		TOBIN		68.3	8.05	f 9.59	1.21	7.29	9.47		8.44	58
P.	10.38	2.16	11.35 AM	8.12		5.47	f 6.27	2.14	255.3		CAMP RODGERS		66.1	8.00	f 9.52	1.16	7.23	9.35		8.33	85
W. P.	10.53	2.31	12.30 PM	8.29		5.57	s 6.43	2.24	260.0	DN	BELDEN	Bn	61.4	7.49	s 9.40	1.05	7.10	9.15		8.13	90
P.	11.07	2.46	1.00	8.45		6.07	f 6.55	2.34	264.6		ROH		56.8	7.39	f 9.22	12.54	6.55	8.45		7.53	52
W. P.	11.29	3.09	1.30	9.08		6.20	f 7.08	2.47	270.3	D	VIRGILIA	V	51.1	7.26	f 9.08	12.41	6.33	8.20		7.30	48
P.	11.46	3.26	2.00	9.25		6.28	f 7.18	2.55	273.7		TWAIN		47.7	7.18	f 8.58	12.33	6.19	8.00		7.16	65
P.	11.59 PM	3.39	2.45	9.38		s 6.39	s 7.38	3.04	277.5		PAXTON	Xn	43.9	s 7.09	s 8.49	12.24	6.03	7.38		7.01	85
F. W. P. R.	12.15 AM	3.51	3.10 PM	9.50	8.15 AM	6.47	s 7.55	3.11	280.9	DN	KEDDIE	Kd	40.5	7.00	s 8.34	12.15	5.49	7.20 AM	1.00 PM	6.47	58
P.	12.27	4.03		10.02	8.30	6.54	f 8.04	3.18	284.5		SIERRA		36.9	6.53	f 8.18	12.07	5.28		12.30	6.20	85
P.	12.37	4.14		10.12	9.01	s 7.05	s 8.17	3.25	287.8	2S	QUINCY JUNCTION	Rt	33.6	s 6.47	s 8.10	12.02 AM	5.16		12.10 PM	6.02	74
P.	12.51	4.29		10.26	9.25	7.15	8.27	3.34	292.6		MASSACK		28.8	6.37	f 7.55	11.54 PM	4.53		11.20 AM	5.43	85
W. P.	1.13	4.52		10.48	10.20	7.22	s 8.42	3.42	296.6	DN	SPRING GARDEN	Sg	24.8	6.30	s 7.47	11.47	4.37		10.48	5.27	74
P.	1.28	5.07		11.03	11.03	7.32	s 8.57	3.52	301.6	D	SLOAT	So	19.8	6.20	s 7.32	11.38	4.15		9.50	5.07	48
P.	1.40	5.19		11.15	11.30 AM	7.39	f 9.07	3.59	305.4		TWO RIVERS		16.0	6.14	f 7.22	11.32	3.59		9.07	4.54	85
W. P.	1.54	5.33		11.29	12.50 PM	s 7.54	s 9.32	4.10	310.3	DN	BLAIRSDEN	Ba	11.1	s 6.06	s 7.12	11.24	3.43		8.48	4.38	54
P.	2.04	5.43		11.39	1.20	8.02	s 9.42	4.18	313.6	D	OLIO	C	7.8	5.59	s 7.00	11.19	3.33		8.30	4.27	63
P.	2.19	5.59		11.54 AM	1.45	8.13	9.53	4.29	318.7		MABIE		2.7	5.50	6.50	11.10	3.15		8.10	4.10	85
F. W. T. O. P. Y. B. R. K.	2.30 AM	6.10 PM		12.05 PM	2.05 PM	s 8.20 PM	s 10.00 AM	s 4.35 AM	321.4	DN	PORTOLA	Ki	0.0	5.45 AM	6.45 PM	11.05 PM	3.05 AM		8.00 AM	4.00 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Mon. Wed. & Fri.	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Mon. Wed. & Fri.	Leave Daily	
	6.50	6.50	8.00	6.55	5.50	4.20	5.30	4.05			Time over Subdivision			4.05	5.20	4.05	7.40	6.05	5.00	7.40	
	17.0	17.0	9.5	16.8	6.9	26.8	21.1	28.5			Average Speed per Hour			28.5	21.8	28.5	15.2	12.5	8.1	15.2	

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

Yard Limits: Oroville 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, 30 miles an hour; between David and Oroville, 35 miles an hour.

Maximum speed, freight and mixed trains: Between Portola and Keddie, 30 miles an hour; between Keddie and David, 25 miles an hour; between David and Las Plumas, 30 miles an hour; between Las Plumas and Oroville, 25 miles an hour. On curves or where other conditions require, speed must conform to provisions of Rule 847.

Oroville is register station for first class trains only. At Oroville second class and extra trains will not require clearance card unless train order signals at STOP.

Keddie is register station for Nos. 95, 96, 97 and 98 only.

A standing car to car inspection, or a careful rolling inspection must be made on Westward freight or mixed trains at Blairsden, Two Rivers or Sloat.

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

Nos. 95, 96, 97 and 98 carry passengers.

The following will govern use of retainer valves on westward freight trains, Portola to Bloomer:

When the gross weight of train does not exceed 33 tons per car, turn up retainer valve on the first car back of engine and on each fourth car throughout the train.

If the gross weight of train exceeds 33 tons and is less than 45 tons per car, turn up retainer valves on the five head cars and on every third car throughout the train. If the gross weight of train is 45 tons or more per car, turn up retainer valves on the five head cars and on every second car throughout the train. When retainers are turned up the handle will be placed in the low pressure position, which is horizontal. Should wheels show a tendency to heat, retainers must be alternated.

Automatic Block System signals located as follows:

At Oroville: Eastward signals, at Mile Post 204.5 and 450 feet west of house track switch.

Westward signals, at East siding switch and at Mile Post 205.

Nos. 1, 2, 3 and 4 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 12 January 4, 1931	Distance from Gerlach	FIRST CLASS			SECOND CLASS			Capacity of Sidings		
	56	64	62	2	6	4				1	5	3	55	61				
	Fast Freight	Fast Freight	Fast Freight	Scenic Limited	Feather River Express	Pacific Express				Scenic Limited	Feather River Express	Pacific Express	Fast Freight	Fast Freight				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
F. W. T. O. P. Y. B. R. K.	5.50 PM	11.45 AM	3.40 AM	8.30 PM	10.15 AM	4.45 AM	321.4	DN	PORTOLA	Ki	116.9	s 5.30 AM	s 6.30 PM	s 10.55 PM		3.00 PM	2.05 AM	Yard
P.	6.00	11.55	3.50	8.36	10.21	4.51	324.1		GULLING JUNCTION		114.2	5.22	6.23	10.49		2.49	1.50	
P.Y.	6.05	11.59 AM	3.56	8.39	f 10.25	4.54	326.1		CALPINE JUNCTION		112.2	5.18	f 6.19	10.45		2.41	1.45	18
P.	6.15	12.03 PM	4.02	8.42	s 10.33	4.58	328.1	D	HAWLEY	Je	110.2	5.14	s 6.15	10.41		2.33	1.40	75
P.	6.24	12.12	4.14	8.48	f 10.39	5.07	332.4		Loyalton Branch Crossing									
P.W.	6.39	12.27	4.39	8.58	s 10.54	5.17	339.6	D	HINDOO	Ch	105.9	5.07	f 6.07	10.35		2.20	1.30	75
P.Y.	6.45	12.33	4.52	9.02	s 11.00 AM	5.21	341.7	D	OHLOOOT	Ch	98.7	4.56	s 5.58	10.26		2.03	1.15	74
P.	6.54	12.42	5.02	9.09		5.28	346.0		RENO JUNCTION	Jn	96.6	4.52	5.50 PM	10.21		1.52	1.00	60
P.	7.07	12.57	5.17	9.18		5.37	352.5		SCOTTS		92.3	4.44		10.13		1.29	12.40	74
P.	7.19	1.09	5.30	9.27		5.45	358.3		RED ROCK		85.8	4.32		10.01		12.57	12.08 AM	74
P.W.	7.35	1.29	5.57	f 9.42		5.57	362.9	DN	OMIRA		80.0	4.21		9.50		12.24	11.38 PM	75
P.	7.52	1.46	6.25	9.53		6.08	371.5		DOYLE	Do	75.4	f 4.13		9.42		12.09 PM	11.20	74
P.	8.05	1.59	6.41	f 10.03		6.16	377.6		HACKSTAFF		66.8	3.58		9.30		11.34 AM	10.39	74
P.	8.18	2.12	6.58	10.11		6.24	384.0		CALNEVA, CAL.		60.7	f 3.50		9.23		11.20	10.25	75
							384.3		FLANIGAN, NEV.		54.3	3.42		9.15		11.06	10.11	76
									S. P. Crossing and Connection		54.0							
P.	8.41	2.41	7.35	f 10.26		6.38	393.5	DN	SAND PASS	Pa	44.8	f 3.29		9.02		10.46	9.44	76
P.	8.55	2.49	7.47	10.32		6.44	397.4		BRYANT		40.9	3.21		8.55		10.33	9.31	75
P.	9.12	3.05	8.08	10.43		6.55	406.0		SANO		33.3	3.09		8.44		10.13	9.12	74
W. 4 miles P. west	9.37	3.30	8.47	10.57		7.09	416.1		REYNARD		22.2	2.53		8.30		9.33	8.30	75
P.	9.53	3.46	9.15	11.09		7.20	424.0		BRONTE		14.3	2.41		8.19		9.15	8.05	74
P.	10.07	4.01	9.35	11.19		7.29	430.6		PHIL		7.7	2.31		8.10		9.01	7.51	75
F. W. Y. B. R. K. P.	10.25 PM	4.20 PM	10.00 AM	s 11.30 PM		s 7.40 AM	438.3	DN	GERLACH	Gr	0.0	2.20 AM		8.00 PM		8.40 AM	7.35 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	
	4.35	4.35	6.20	3.00	.45	2.55			Time over Subdivision			3.10	.40	2.55		6.20	6.30	
	25.5	25.5	18.5	39.0	27.1	40.1			Average Speed per Hour			36.9	30.5	40.1		18.5	18.0	

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

Yard Limits: Portola and Gerlach.
 Maximum speed, passenger trains 50, freight and mixed trains 35 miles an hour, except passenger trains will not exceed 45, freight and mixed trains 30 miles an hour between Reno Junction and Constantia and between Flanigan Pit and Sano.
 Maximum speed, passenger trains 35, freight and mixed trains 25 miles an hour on curve at Mile Post 323.5; on first curve east of Scotts; at Mile Posts 391 and 392 and on first curve west of Bryant.
 Maximum speed, all trains, 15 miles an hour through automatic interlocker at Mile Post 384.3.
 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. 1, 2, 3 and 4 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.
 Nos. 1, 2, 3 and 4 will stop on flag at all stations in Nevada for revenue passengers to or from points Pueblo and East.

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

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		FIRST CLASS		Distance from Niles	Time Table No. 12 January 4, 1931		Distance from San Jose	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	178 Freight		102 Passenger			STATIONS Telegraph Offices and Calls			101 Passenger		177 Freight		
	Leave Daily		Leave Daily			Arrive Daily			Arrive Daily				
W. P. R.	12.30AM		2.45 PM	0.0	DN NILES On	16.9	s 11.05 AM		10.45 PM			50	
Y. P.	12.40		2.49	0.8	D NILES JUNCTION	16.1	f 10.56		10.25				
	1.00		f 2.55	3.3	D IRVINGTON Ng	13.6	f 10.49		10.10			20	
	1.15		f 3.04	6.8	WARM SPRINGS	10.1	f 10.40		9.55		Spur 1W 3		
	1.35		f 3.15	10.9	D MILPITAS Mi	6.0	f 10.30		9.40		35		
	1.45		f 3.24	14.1	BERRYESSA Peninsular R. R. Crossing	2.8	f 10.22		9.25				
W. T. F. R. B. K. O.	2.00AM		s 3.35 PM	16.9	DN SAN JOSE East Santa Clara St. San Jose Street R. R. Crossing	0.0	10.15 AM		9.15 PM		Yard		
	Arrive Daily		Arrive Daily				Leave Daily		Leave Daily				
	1.30		.50		Time over Subdivision		.50		1.30				
	11.3		20.3		Average Speed per Hour		20.3		11.3				

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

Yard Limits: Niles and San Jose. Niles yard extends to yard limit board Mile Post 2. 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 Berryessa and San Jose Street Railway Crossing at San Jose; maximum speed 6 miles an hour over these crossings. Maximum speed 5 miles an hour over crossings, McKee Road, just west of passenger depot, East Williams Street, just west of round house lead, and 24th Street, San Jose. Maximum speed 6 miles an hour over San Jose Street Railway crossing at Willow Street and Peninsular R. R. crossings, Coe Avenue, San Carlos Street and Park Avenue, between San Jose and West San Jose. 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.

Eastward FIRST SUBDIVISION "B"—CARBONA BRANCH. Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		FIRST CLASS		Distance from Carbona	Time Table No. 12 January 4, 1931		Distance from Moy	SECOND CLASS		Capacity of Sidings		
	178 Freight		102 Passenger			STATIONS Telegraph Offices and Calls			101 Passenger			177 Freight	
	Leave Daily		Leave Daily			Arrive Daily			Arrive Daily				
W. Y. P.					DN CARBONA Ob	0.0		4.2			46		
					KERLINGER	1.7		2.5			Spur 1W 8		
O. P.					RIVER ROOK	3.4		0.8			Spur 1W 27		
					MOY	4.2		0.0			No Siding		

Westward Trains are superior to Eastward Trains of the same class. Derail on main track M. P. 3.3. Maximum speed 12 miles an hour.

Eastward FOURTH SUBDIVISION "A"—GULLING BRANCH. Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		FIRST CLASS		Distance from Gulling Jct.	Time Table No. 12 January 4, 1931		Distance from Gulling	SECOND CLASS		Capacity of Sidings		
	178 Freight		102 Passenger			STATIONS Telegraph Offices and Calls			101 Passenger			177 Freight	
	Leave Daily		Leave Daily			Arrive Daily			Arrive Daily				
P.					GULLING JUNCTION	0.0		2.4					
P.					GRIZZLY	1.7		0.7			Spur 1W 15		
					GULLING	2.4		0.0			Spur 1W 10		

Westward Trains are superior to Eastward trains of the same class. Maximum speed 12 miles an hour.

Eastward FOURTH SUBDIVISION "B"—CALPINE BRANCH. Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		FIRST CLASS		Distance from Calpine Jct.	Time Table No. 12 January 4, 1931		Distance from Calpine	SECOND CLASS		Capacity of Sidings
	314 Mixed		6 Feather River Express			STATIONS Telegraph Offices and Calls			313 Mixed		
	Leave Mon., Wed. & Fri.		Leave Daily			Arrive Mon., Wed. & Fri.			Arrive Mon., Wed. & Fri.		
Y. P.	10.30 AM	0.0			D CALPINE JUNCTION	12.1	s 2.00 PM				18
	10.55	4.8			SUMMITT	7.3	1.35				
		7.3			FIR	4.8				Spur 1W 8	
	11.20	10.0			DAVIES JUNCTION	2.1	1.10				
Y. W.	s 11.30 AM	12.1			D CALPINE Na	0.0	1.00 PM				12
	Arrive Mon., Wed. & Fri.						Leave Mon., Wed. & Fri.				
	1.00				Time over Subdivision		1.00				
	12.1				Average Speed per Hour		12.1				

Westward Trains are superior to Eastward Trains of the same class, except No. 314 is superior to No. 313. Derail on main track 50 feet west of west house track switch Calpine. Yard Limits: Calpine yard extends to 200 feet west of Davies Junction. Maximum speed 15 miles an hour. Normal position of switch leading from Calpine Branch to wye is for east leg of wye. Switch must be lined in this position when not in use.

Eastw'd FOURTH SUBDIVISION "C"—LOYALTON BRANCH. Westw'd

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		FIRST CLASS		Distance from Clover Valley Jct.	Time Table No. 12 January 4, 1931		Distance from Loyalton	SECOND CLASS		Capacity of Sidings
	416 Mixed		6 Feather River Express			STATIONS Telegraph Offices and Calls			415 Mixed		
	Lv. Tuesday, Thursday and Saturday		Leave Daily			Ar. Tuesday, Thursday and Saturday			Ar. Tuesday, Thursday and Saturday		
P. R.	10.45 AM	0.9			D GLOVER VALLEY JCT.	12.7					
P. Y. R.	s 11.45 AM	12.7			D HAWLEY Jc	11.8	s 3.00 PM				74
	Ar. Tuesday, Thursday and Saturday				D LOYALTON Yn	0.0	2.00 PM				25
	1.00						Lv. Tuesday, Thursday and Saturday				
	11.8				Time over Subdivision		1.00				
					Average Speed per Hour		11.8				

Westward Trains are superior to Eastward Trains of the same class, except No. 416 is superior to No. 415. Maximum speed 15 miles an hour.

Eastward FOURTH SUBDIVISION "D"—RENO BRANCH. Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		FIRST CLASS		Distance from Reno Junction	Time Table No. 12 January 4, 1931		Distance from Reno	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	220 Freight		6 Feather River Express			STATIONS Telegraph Offices and Calls			5 Feather River Express		219 Freight		
	Leave Daily Ex. Sunday		Leave Daily			Arrive Daily			Arrive Daily Ex. Saturday				
Y. R. P.	2.00 AM		11.00 AM	0.0	D RENO JUNCTION Jn	33.2	s 5.50 PM		9.20 PM			60	
	2.15		f 11.12	3.4	PLUMAS	29.8	f 5.35		9.00			Spur 1W 10	
	2.45		f 11.29	10.2	PEAVINE	23.0	f 5.19		8.40			12	
	3.20		f 11.45	16.3	COPPERFIELD	16.9	f 5.04		8.15			15	
W.	3.40		f 11.52 AM	18.8	ANDERSON	14.4	f 4.57		8.00			25	
F. W. O. T. B. R. K.	4.40 AM		s 12.30 PM	33.2	D RENO Rd	0.0	4.20 PM		7.00 PM			100	
	Arrive Daily Ex. Sunday		Arrive Daily				Leave Daily		Leave Daily Ex. Saturday				
	2.40		1.30		Time over Subdivision		1.30		2.20				
	12.4		22.1		Average Speed per Hour		22.1		14.2				

Westward Trains are superior to Eastward Trains of the same class, except No. 6 is superior to No. 5.

Maximum speed, passenger trains 35, freight and mixed trains 20 miles an hour. On curves or where other conditions require, speed must conform to provisions of Rule 847. Road crossings east and west Nevada Transportation Company warehouse, Reno, must be flagged and caution used in switching this track. Caution must be used in approaching East 6th Street, Reno.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Eastward		Distance from Terminous Jct.	Time Table No. 12		Distance from Terminous	Westward	
January 4, 1931							
STATIONS		STATIONS		STATIONS		STATIONS	
Telegraph Offices and Calls		Telegraph Offices and Calls		Telegraph Offices and Calls		Telegraph Offices and Calls	
Y. P.		0.0	TERMINOUS JCT.	7.8		20	
		3.5	GARDEN	4.3		8	
		6.6	GRASS	1.2		6	
W. Y.		7.8	TERMINOUS	0.0		Yard	

Westward trains are superior to Eastward trains of the same class.
Maximum speed, 12 miles an hour between Terminous Jct. and Garden and 10 miles an hour between Garden and Terminous.

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, 30 miles an hour.

Engines running light, except Mallet engines, must not exceed the speed prescribed for freight trains, except as follows: When necessary to meet some emergency, dispatchers may instruct engineers of lone engines to run not to exceed 40 miles an hour on main line, except that a speed of 35 miles an hour between Portola and Keddie, 30 miles an hour between Keddie and Berry Creek, and 35 miles an hour between Berry Creek and Oroville must not be exceeded.

Engines running light on Branches must conform to speed prescribed for freight trains on each Branch, except in an emergency, dispatchers may instruct that a speed not exceeding maximum for passenger trains on that particular Branch may be made.

FIRST SUBDIVISION

Maximum speed, passenger trains 15, freight and mixed trains 10 miles an hour over, along or upon any of the public streets or highways within Oakland city limits, except all trains must not exceed 8 miles an hour between Washington and Franklin streets and 10 miles an hour between Mile Post 8.7, just west of 21st Avenue and Mile Post 9.8, just east of Fruitvale Avenue. Traffic light signals at 23rd Avenue and East 12th Street, Mile Post 9.0, should show green indication on East 12th Street when an engine or car reaches a point 220 feet east or west of 23rd Avenue. In absence of light in signals, speed must be still further reduced within these limits.

Maximum speed, passenger trains 20, freight and mixed trains 15 miles an hour between bridge just west of San Leandro depot and Williams Street, 5 blocks east of San Leandro depot.

Maximum speed, passenger trains 40, freight and mixed trains 25 miles an hour on curve Mile Post 29.4.

Freight and mixed trains must use 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 35, freight and mixed trains 20 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.

Maximum speed, passenger trains 20, freight and mixed trains 15 miles an hour over San Joaquin River drawbridge, Mile Post 80.28.

Maximum speed, passenger trains 40, freight and mixed trains 25 miles an hour through interlocking plant Ortega, Mile Post 90.3.

Maximum speed, all trains, 8 miles an hour between A. T. & S. F. crossing, Mile Post 93.2 and Stockton Depot.

SECOND SUBDIVISION

Maximum speed, all trains, 8 miles an hour between Stockton Depot and Park Street, Stockton.

Maximum speed, passenger trains 20, freight and mixed trains 15 miles an hour over Mokelumne River drawbridge, Mile Post 116.4.

Maximum speed, all trains, 15 miles an hour between "C" and "Y" Streets, Sacramento.

Maximum speed, passenger trains 45 miles an hour on curve Mile Post 201.9.

THIRD SUBDIVISION

Maximum speed, passenger trains 25, freight and mixed trains 18 miles an hour over Bridge 252.60.

Maximum speed, passenger trains 20, freight and mixed trains 15 miles an hour on curve Mile Post 276.5.

Passenger trains must use 2, freight and mixed trains 4 minutes passing through Tunnel No. 35.

Maximum speed, passenger trains 30, freight and mixed trains 18 miles an hour on curve at Mile Post 315.2.

FOURTH SUBDIVISION

Passenger trains must use 3, freight and mixed trains 5 minutes passing through Tunnel No. 37.

MISCELLANEOUS

GENERAL

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.

Light, frail or wooden sill cars must be handled on rear of train.

At Oakland, Stockton, Sacramento and Marysville, City Ordinance forbids the use of engine whistle, except to avoid accident, or in emergency cases.

Rule 1012 is modified as follows: It is not necessary to detach engine, if, in the judgment of engineer, it is practical to take water or fuel without shocks, which might injure stock, damage package freight, cause break-in-two, etc.

Where train line has not been separated, air test as prescribed by Rule 1075 need not be made at Terminals.

Supplementary to Rule 1072. Air brakes must be 100% operative on trains leaving terminals, and not less than 85% operative leaving intermediate stations.

Headlights and markers must be burning through Tunnels 1, 4, 5, 23, 33, 35 and 37.

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.

Westward trains take full tank of water at Niles.

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

Cars spotted on Oil spur Livermore must not be moved until oil hose has been disconnected.

At Carbona the 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 Mile Post 91 and east switch located twelve poles west of Mile Post 92, is the siding to be used when first-class trains meet at Stockton Yard.

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

SECOND SUBDIVISION

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

The first Street crossing west of South Sacramento must not be blocked by freight trains taking water, oil, or doing work at South Sacramento between 7.00 A.M. and 6.00 P.M. Eastward freight trains will, when necessary to avoid blocking this crossing, leave train west of crossing while taking water or oil, or switching.

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

JOINT TRACK MARYSVILLE

Sacramento Northern trains will operate over Western Pacific track between Sacramento Northern connection with Western Pacific main track, located 356 feet east and 355 feet west of bridge 178.18, Yuba River, Marysville. Sacramento Northern freight trains will operate over Western Pacific siding between west switch and switch leading to Sacramento Northern track opposite Western Pacific passenger station Marysville. These tracks are designated as Joint Tracks.

Automatic Interlocking Signals governing Joint Track located as follows:

WESTERN PACIFIC RAILROAD CO.

EASTWARD—Home Signal 789 feet west of bridge 178.18; Normal position stop.

Distant Signal 2500 feet west of Home Signal; Normal position caution.

Home Signal 724 feet east of bridge 178.18; Normal position clear.

Distant Signal 789 feet west of bridge 178.18; Normal position caution.

WESTWARD—Home Signal east end of bridge 178.79; Normal position clear.

Home Signal 724 feet east of bridge 178.18; Normal position stop.

Eastward Signal located 789 feet west of bridge 178.18, will give clear indication when approaching train reaches a point within 3500 feet from signal, provided block is clear and will go to stop position when forward wheels of an engine or car pass the signal.

Westward Signal located 724 feet east of bridge 178.18, will give a clear indication when approaching train reaches a point within 500 feet from signal, provided block is clear and will go to stop position when forward wheels of an engine or car pass the signal.

SWITCH INDICATORS are located as follows:

Switch west end of siding.

West end of main track switch leading to interchange tracks.

East end of main track switch leading to interchange tracks.

West end of crossover leading from main track to siding.

Switch east end of High Line Track, located 1,400 feet west of Mile Post 180.

SACRAMENTO NORTHERN RAILWAY

EASTWARD—Home Signal 542 feet west of bridge 178.18, located at left of track; Normal position stop.

WESTWARD—Home Signal 525 feet east of bridge 178.18; Normal position stop.

Home Signals located 542 feet west of bridge 178.18 and 525 feet east of bridge 178.18, will go to clear position when junction switch and derails are lined for Sacramento Northern track, provided block is clear and will go to stop position when forward wheels of an engine or car pass the signal.

SWITCH INDICATORS are located as follows:

Main track switch leading to Sand Pit, west of bridge 178.18.

Switch leading from Sand Pit, located 68 feet east of Western Pacific main track west of bridge 178.18.

These indicators govern movement of Sacramento Northern trains to and from Sand Pit across Western Pacific main track and to Sacramento Northern main track. In addition to stopping at STOP boards, Sacramento Northern trains or motors moving to or from Sand Pit, must have a clear indication by switch indicators before proceeding onto or over Western Pacific crossing, located 489 feet west of bridge 178.18.

No engine, car, motor or train of Western Pacific or Sacramento Northern shall be operated over railroad crossing located 752 feet east of bridge 178.18 where Western Pacific house track crosses Sacramento Northern track, without being brought to a stop at STOP board and preceded over crossing by a member of crew who shall determine first that it is safe to proceed. STOP boards are located on each side of this crossing 100 feet from crossing. Sacramento Northern trains and yard motors must approach this crossing with caution and not move onto or over crossing until determined first that it is safe to proceed.

DERAILS.—Derailing switches, pipe connected and operated with main track switches, are located as follows:

On Western Pacific siding 193 feet east of west switch.

On Sacramento Northern Track 182 feet west of Junction Switch west of bridge 178.18 and 157 feet east of Junction Switch east of bridge 178.18.

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

MOVEMENT OF TRAINS.—Movement of trains over Joint Track will be 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 fifteen (15) miles an hour.

In using Joint Track freight trains should avoid delays to other trains of either Company.

THIRD SUBDIVISION

Mallet and Mikado engines must not use spur at Viaduct. Other classes of engines must have at least three gauges of water before occupying this spur.

Engines must not use siding at Blinzig.

Water may be obtained at Blinzig.

Engines must not use Spur at Belden beyond Mile Post 260.

Engines must not use siding Howells beyond point of frog.

When cars are left on Twain siding east of cross-over switch the cross-over switch must NOT be left lined for main track.

Mikado engines must not use house or back track Paxton beyond point of frog.

Passengers and LCL freight for Cresta will be handled at Section House, just east of east switch; Camp Rodgers at Platform just east of east switch; Sierra at Mile Post 285½; Two Rivers at Station Shelter, just east of east switch.

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

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

FOURTH SUBDIVISION

Mikado engines must not use stock track Constantia.

INTERLOCKING PLANTS AND SIGNALS

S. P. crossing M. P. 5.2. Interlocked. Home signals 450 feet east and 970 feet west of crossing. Distant signals 2000 feet east and 1630 feet west of home signals.

S. P. crossing M. P. 5.8. Interlocked. Eastward trains on main track governed by two-arm home signal 700 feet west of crossing, upper arm governs main track eastward, lower arm governs movement main track to siding eastward. No distant signal. Westward trains on main track and siding governed by signals on bracket post 750 feet east of crossing. No distant signal. Bracket post is equipped with suspended signal under main track signal which governs movement main track to track No. 1 westward.

S. P. crossing M. P. 6.7. Interlocked. Eastward trains on main track governed by home signal 500 feet west of crossing. Eastward trains on siding governed by high dwarf signal 250 feet west of crossing on north side of Wellman-Peck Company spur. Westward trains governed by signals on bracket post 500 feet east of crossing. Home signal arm governs trains on main track and dwarf signal governs trains on siding. No distant signals.

S. P. crossing M. P. 7.2. No signals. (See footnote, page 2.)

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

S. P. crossing M. P. 10.3. No signals. (See footnote, page 2.)

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

S. P. crossing M. P. 13.7. No signals.

S. P. crossing M. P. 30.3. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2160 feet east and 1280 feet west of home signals.

S. P. crossing M. P. 42.7. Interlocked. S. P. crossing M. P. 43.0. Interlocked. No towerman governing crossings M. P. 42.7 and M. P. 43.0. Normal position of signals over S. P. crossing will be "Proceed" in both directions. In case S. P. train makes movement from their line to San Ramon Branch in either direction, signal maintainer will operate switches and signals to protect such movement.

Home signals 480 feet east of crossing at M. P. 43.0 and 480 feet west of crossing at M. P. 42.7. Distant signals 2000 feet east and west of home signals. Switch indicator located at west switch Radum gives warning of approach of train in either direction. See Rule 512.

S. P. crossing M. P. 73.9. Interlocked. Home signal 800 feet west of crossing. Distant signal 2840 feet west of home signal. Home signal 600 feet east of crossing. Distant signal 2640 feet east of home signal. Two-arm home signal 210 feet west of crossing. Upper arm governs main track westward over cross-over switch; lower arm governs movement from main track through cross-over to siding. Dwarf signal located between main track and interchange track, 230 feet west of main track switch, governs movement from siding to main track.

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

S. P.-T. S. crossings M. P. 90.3. Interlocked. Home signal 925 feet west of junction switch governs eastward trains on W. P. main track.

Two-arm home signal 700 feet east of junction switch: Upper arm governs westward trains on W. P. main track; lower arm governs movement through cross-over. Distant signals 3000 feet east and west of home signals.

Eastward T. S. trains governed by two-arm dwarf home signal 400 feet west of junction switch; upper arm governs movement to T. S. and over S. P. crossing, or through cross-over to W. P. main track; lower arm governs movement to W. P. siding. Trainmen will line derail.

Westward T. S. trains governed by home signal 450 feet east of S. P. crossing. This signal governs movement over S. P. crossing to T. S. main track. No distant signals.

Hand operated derails with electric locks under control of towerman installed on W. P. siding and stock yards track.

Trains desiring to move to stock yards track will sound proper whistle signal and when signal placed at proceed, or prescribed hand signal given by towerman, may proceed to entrance switch, and after trainmen have lined switch and derail, movement may be made.

Movement from stock yards track, or from W. P. siding, will be made only on receipt of hand signal from towerman. After this signal received, trainmen will line derail, and if movement is from stock yards will also line switch and derail, before movement is made.

W. P. siding derail and stock yards switch and derail must be restored to normal position by trainmen immediately after completing movement.

At west end Stockton Yard, when either switch of crossover is lined for cross-over movement, home and distant signals on W. P. main track are held at stop.

Following are whistle signals: To or from W. P. siding—Two long, two short. To or from stock yards—One long, one short, one long. To W. P. main track—One long. To T. S. main track—One long, one short.

Santa Fe 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 450 feet east and west of crossing. One distant signal 2450 feet east of crossing.

C. C. T. and S. N. crossing M. P. 137.5. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 1480 feet west of home signal. Switch indicator located at head block of west switch old Ice House track, Sacramento, governs movement from old Ice House track to main track.

Hayes derail on old Ice House track, located 171 feet east of west switch, is pipe connected to main track switch and switch must not be closed until rear of train has passed derail.

Maximum speed, 15 miles an hour within limits of home signals, this crossing. If no cause of signals being at STOP is seen or if there is a train on conflicting route, with no indication it is to proceed immediately, be governed by Rule 663.

Cars must not be left standing within Block Signal Limits of this crossing. S. P. crossing M. P. 138.0. Interlocked. Trains governed by two-arm home signals located 796 feet east and 700 feet west of crossing. Upper arms govern main track, lower arms govern legs of wye. Following are whistle signals:

Main line to wye, either leg, one long, one short. Wye to main line, either leg, one short, one long.

S. N. crossing M. P. 139.2. Interlocked. Home signals 480 feet east and 450 feet west of crossing. No distant signals. Switch indicator located at head block of Haggin Transfer main track switch, just east of subway, Sacramento, governs movement from Haggin Transfer track to main track.

Hand operated derail on Haggin Transfer track, located 159 feet east of west switch.

Maximum speed, 15 miles an hour within limits of home signals, this crossing. If no cause of signals being at STOP is seen or if there is a train on conflicting route, with no indication it is to proceed immediately, be governed by Rule 663.

Cars must not be left standing within Block Signal Limits of this crossing.

S. N. crossing M. P. 140.8. No signals. S. N. crossing M. P. 152.5. No signals. S. N. crossing M. P. 178.1. Automatic interlocked. (See Special Rules, page 7.) S. P. crossing M. P. 179.1. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and 990 feet west of home signals. 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.

W. P. crossing M. P. 328.1. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with these signals. Trains must approach under control expecting to find signals at stop.

S. P. crossing M. P. 384.3. Automatic interlocked. Home signals 550 feet east and west of crossing. Distant signals 2500 feet east and 3226 feet west of home signals.

SAN JOSE BRANCH

Peninsular R. R. crossing, Berryessa. No signals. San Jose Street Railway Company crossing, San Jose. No signals.

S. P. crossing M. P. 20.3. Interlocked. Two-arm home signal 812 feet west of crossing. Upper arm governs movement of trains on main track; lower arm governs movement of trains to Fifth Street spur. Home signal 454 feet east of crossing. No distant signals.

S. P. crossing M. P. 23.0. Interlocked. Home signals 455 feet east and 539 feet west of crossing. No distant signals.

TUNNEL SIGNALS

Automatic Block System signals govern track through Tunnels 1, 2, 4, 35 and 37. 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.

Tunnel 37. Home signals 566 feet east and 450 feet west of Tunnel. One distant signal 1730 feet east of home signal. At Reno Junction, switch indicators are located at headblocks of west siding switch and at west main track switch of cross-over. See Rule 512.

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

Consolidation Engines.

Table with 2 columns: Subdivision and Tonnage. Rows include First, Second, Third, and Fourth Subdivisions with Eastward and Westward directions.

Mallet Engines.

Table with 2 columns: Subdivision and Tonnage. Row includes Third Subdivision with Eastward and Westward directions.

Mikado Engines.

Table with 2 columns: Subdivision and Tonnage. Rows include Third and Fourth Subdivisions with Eastward and Westward directions.

The rating for passenger engines on second subdivision will be 2200 tons and on other subdivisions will be 65% of consolidation engine rating.

Reno Branch Rating: Eastward, Reno Jet. to Copperfield, consolidation engines 1100 tons, passenger engines 650 tons. Copperfield to Reno, car limit. Westward, Reno to Copperfield, consolidation engines 700 tons, passenger engines 450 tons. Copperfield to Reno Jet., car limit.

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.

FOLLOWING DESIGNATED WATCH INSPECTORS:

Table listing watch inspectors with their names and locations: S. A. Pope, Manager of Time Service, San Francisco; I. S. Preston, R. 210 Phelan Bldg. San Francisco, Calif.; H. Bullard, 210 Townsend St. Oakland, Calif.; W. A. Hurst, R. 214 Easton Bldg. Oakland, Calif.; H. Bullard, 1788 Seventh St. Livermore, Calif.; C. Harlie Power, San Jose, Calif.; W. H. Turick, 275 So. First St. Stockton, Calif.; Conrad Mantle, 129 N. Sutter St. Sacramento, Calif.; H. T. Harger, 1022 "K" St. Oroville, Calif.; O. W. Halstead. Reno, Nevada; R. Herz & Bros.

SPURS AND COMMERCIAL TRACKS.

MAIN LINE.

Table with 4 columns: STATIONS, Distance from San Francisco, How Connected, and Cars Capacity. Lists stations from KOHLER to FLANIGAN PIT with corresponding distances and capacities.

RAILROAD SURGEONS

Table listing railroad surgeons with their names and locations: 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. MERTON PRICE, 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. J. HAL COPE, Local Surgeon, Pleasanton, Calif.; DR. P. E. DOLAN, Local Surgeon, Livermore, Calif.; DR. ALLEN POWERS, Local Surgeon, Tracy, Calif.; DR. ELLIS HERBERT, 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. W. R. HARDER, Assistant Division Surgeon, Portola, Calif.; DR. W. A. LAVERY, Local Surgeon, Loyalton, Calif.; DR. S. K. MARRISON, Local Surgeon, Reno, Nevada; DR. C. W. WEST, Assistant Local Surgeon, Reno, Nevada.

P. D. BARRY, Trainmaster, Stockton.

J. P. McSWEENEY, Trainmaster, Portola.

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

P. R. LEO, Night Chief Train Dispatcher, Sacramento.