

THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 31 TABLE

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

SUNDAY, MARCH 4, 1945

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.

G. W. CURTIS,
Superintendent.

Fuel, Water, Food, Table, Scale, Weighing, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 31		Distance from Stockton	FIRST CLASS		SECOND CLASS			Car Capacity of Sidings
	54	78	62	40	12		March 4, 1945			39	11	61	77	53	
	Fast Freight	Fast Freight	Fast Freight	Exposition Flyer	Feather River Express		STATIONS			Exposition Flyer	Feather River Express	Fast Freight	Fast Freight	Fast Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Telegraph Offices and Calls			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
W F O				4.00 PM	10.00 AM	0.0	DN SAN FRANCISCO	Go	93.8	8.50 AM	4.50 PM				
B. R. P. K.				4.20 PM 4.40 PM	10.20 AM 10.40 AM	3.5	DN OAKLAND PIER (S.P.)	Ow	90.8	8.30 AM 8.15 AM	4.30 PM 4.15 PM				
F. W. T. O. P. R. R. K.	9.30 PM		5.00 AM	Via S. P.	Via S. P.	4.7	DN OAKLAND YARD (W.P.)	Md	89.1	Via S. P.	Via S. P.	10.00 AM	7.00 PM	2.00 AM	Yard
L.						5.8	S. P. Crossing		88.0						
L.				4.48 PM	10.48 AM	5.85	CHESTNUT JUNCTION		87.95	8.05 AM	4.03 PM				
R.	9.40		5.10	s 4.56	s 10.55	6.6	OAKLAND		87.2	s 8.02	s 4.00	9.50	6.49	1.50	
				4.59	10.58	7.1	OAK STREET		86.7	7.49	3.51				
						7.2	S. P. Crossing		86.6						
L.						7.8	S. P. Crossing		86.0						
	9.52		5.22	5.08	f 11.05	9.6	FRUITVALE		84.2	7.41	f 3.44	9.38	6.37	1.38	
						10.3	S. P. Crossing		83.5						
L.						10.6	MELROSE		83.2						
	10.00		5.30	5.13	11.11	11.3	KOHLER		82.5	7.35	3.38	9.30	6.29	1.30	60
P.	10.08		5.38	5.18	11.16	13.5	ELMHURST		80.3	7.30	3.33	9.22	6.21	1.22	
P.	10.11		5.41	5.21	f 11.23	14.8	SAN LEANDRO	Dr	79.0	7.27	f 3.30	9.18	6.17	1.18	
P.	10.23		5.53	5.29	s 11.35	20.5	HAYWARD	Hy	73.3	7.18	s 3.12	9.00	6.06	1.04	84
P.				5.35	11.45	24.9	ALVARADO JUNCTION		68.9	7.08	2.59				39
W. P.	10.55		6.25	5.43	s 11.59 AM	29.7	NILES	Cn	64.1	7.01	s 2.52	8.35	5.43	12.44	83
L.						30.3	S. P. Crossing		63.5						
P. Y.						30.5	NILES JUNCTION		63.3						
P.	11.13		6.49	5.54	f 12.12 PM	36.0	SUNOL		57.8	6.49	f 2.37	8.05	5.05	12.17	77
P.	11.28		7.08	6.02	f 12.21	41.5	PLEASANTON	Tn	52.3	6.39	f 2.29	7.50	4.50	12.02 AM	76
L.						42.7	S. P. Crossing		51.1						
L.						43.0	S. P. Crossing		50.8						
W. P.	11.44 PM		7.32	6.18	s 12.40	47.6	LIVERMORE	Vn	46.2	6.28	s 2.11	7.32	4.32	11.44 PM	76
P. Y.	12.11 AM		7.55	6.42	f 1.01	56.5	ALTAMONT	N	37.8	6.11	f 1.54	7.10	4.10	11.16	53
P.	12.28		8.10	6.53	f 1.13	63.0	MIDWAY		30.8	5.54	f 1.42	6.45	3.45	10.41	61
W. Y. P.	12.46		8.27	7.05	f 1.27	71.8	CARBONA	Cb	22.0	5.37	f 1.27	6.10	3.10	10.08	77
P. L.						73.9	LYOTH	Ky	19.9						20
P.	12.53		8.35	7.12	f 1.37	76.8	FITZ		17.0	5.30	f 1.18	6.02	3.02	10.00	89
P.	1.10		8.52	7.23	f 1.47	83.8	QUIGLEY		10.0	5.19	f 1.09	5.46	2.45	9.44	56
L.						84.45	S. P. Crossing		9.35						
P.				7.27	f 1.51	86.4	LATHROP		7.4	5.15	f 1.05				
P.				7.32	1.56	90.3	ORTEGA		3.5						52
F. W. T. O. P. B. R. K.	1.30 AM 3.30 AM	5.00 PM	9.15 AM 10.30 AM	7.40	f 2.05	92.0	STOCKTON YARD	Sn	1.8	5.08	f 12.58	5.30 AM 2.35 AM	2.30 PM 11.50 AM	9.30 PM 7.30 PM	Yard
L.						93.2	A. T. & S. F. Crossing		0.6						
P. R. K.	3.40 AM	5.10 PM	10.40 AM	s 7.45 PM	s 2.10 PM	93.8	STOCKTON	Fe	0.0	4.59 AM	12.52 PM	2.25 AM	11.40 AM	7.20 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	4.00	.10	4.15	3.05	3.30		Time over Subdivision			3.16	3.23	4.30	4.30	4.30	
	21.8	10.8	20.5	29.3	25.8		Average Speed an Hour			27.6	26.7	19.4	19.4	19.4	

Between Chestnut Jct. and Oakland Pier, trains will be governed by S. P. Time Table and Rules and Regulations of the Transportation Department. Also see S. P. Air Brake Rule No. 39 on page 10.

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

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

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

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

Oakland is register station for first class trains only.

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

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

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

Trains must approach Southern Pacific crossings at M.P. 7.2 and M.P. 10.3 under control and will not proceed over these crossings unless they are known to be clear.

Automatic Block Signals: See Page 9.

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

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

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

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

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

Westward freight trains will enter Stockton Yard at lead switch immediately west of South Street and eastward freight trains at Ortega connection or at lead switch M.P. 91 as Yardmaster instructs. Track 15 will be used as run around track for movement of engines between round house and west end of yard.

When first class trains meet at Stockton Yard, 40-car siding on south side of main track between M.P. 92.09 and M.P. 92.54 will be used by train taking siding. Schedule and train order times of first class trains apply at this siding, but must be respected at lead switches M.P. 91 and South Street by first class trains or sections thereof leaving Stockton Yard from any inside track.

Stockton is register station for first class trains only.

Nos. 39 and 40 register by ticket at Stockton.

No. 40 will stop on flag at Hayward, Pleasanton and Livermore to receive revenue passengers for Salt Lake City or east. No. 39 will stop at any station to discharge revenue passengers from Salt Lake City or east.

Nos. 39 and 40 will stop on flag at Livermore to receive or discharge revenue passengers.

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

Fuel, Water, Pons, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 31 March 4, 1945		Distance from Oroville	FIRST CLASS		SECOND CLASS				Car Capacity of Bins
	78	62	96	54	40	12		STATIONS	39		11	77	95	53	61		
	Fast Freight	Fast Freight	Local Freight	Fast Freight	Exposition Flyer	Feather River Express		Telegraph Offices and Calls	Exposition Flyer		Feather River Express	Fast Freight	Local Freight	Fast Freight	Fast Freight		
	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily			
P. R. K. I.	5.10 PM	10.40 AM		3.40 AM	7.50 PM	2.15 PM	98.8	DN STOCKTON Fe	111.8	s 4.54 AM	s 12.47 PM		11.40 AM		7.20 PM	2.25 AM	
	5.15	10.45		3.45	7.53	2.18	94.8	FLORA STREET	110.8	4.51	12.44		11.35		7.17	2.20	Yard
L.							95.1	S. P. Crossing	110.0								
P.	5.23	10.53		3.53	7.59	2.27	98.0	HAMMER LANE	107.1	4.45	f 12.37		11.20		7.09	2.12	87
P.	5.35	11.05		4.05	8.07	f 2.38	104.8	DN KINGDON Di	100.8	4.37	f 12.28		11.05		6.58	1.58	76
P. Y.							105.8	TERMINOUS JUNCTION	99.8								34
W. P.	5.50	11.25		4.25	8.18	s 2.51	113.9	DN THORNTON Nh	91.2	4.25	s 12.15		10.47		6.43	1.40	76
P.	6.03	11.37		4.40	8.26	f 2.59	119.0	GLANNVALE	86.1	4.17	f 12.06 PM		10.35		6.33	1.28	77
P.	6.23	11.58 AM		4.50	8.33	f 3.07	124.4	FRANKLIN	80.7	4.10	f 11.58 AM		10.25		6.23	1.17	76
P.	6.45	12.15 PM		5.06	8.43	f 3.18	132.4	POLLOCK	72.7	3.59	f 11.46		10.09		6.00	1.00	103
F. W. P. K.	7.30	12.45		5.45	8.50	f 3.27	136.5	DN SOUTH SACRAMENTO Jy	68.6	3.53	11.37		10.00		5.50	12.50	Yard
L.							137.5	C. C. T. and S. N. Crossing	67.6								
R. I.							138.0	S. P. Crossing	67.1								
O. Y. K. P.	7.40	12.55		5.55	s 9.00	s 3.45	138.6	DN SACRAMENTO Ds Sr Ra	66.5	s 3.40	s 11.15		9.15		5.10	12.05 AM	
L.							139.2	S. N. Crossing	65.9								
L.							140.8	S. N. Crossing	64.8								
P.	8.00	1.08		6.13	9.18	f 4.04	143.8	DEL PASO	61.8	3.22	f 11.02		8.51		4.51	11.49 PM	76
P.	8.14	1.22		6.27	9.27	f 4.13	150.6	COUNSMAN	54.6	3.15	f 10.53		8.40		4.38	11.38	76
L.							152.5	S. N. Crossing	52.6								
W. P.	8.26	1.33		6.39	9.35	f 4.23	156.1	DN PLEASANT GROVE Gv	49.0	3.07	f 10.45		8.30		4.23	11.28	76
P.	8.38	1.43		6.50	9.43	f 4.33	161.6	TROWBRIDGE	43.5	3.00	f 10.37		8.20		4.09	11.18	83
P.	8.58	2.02		7.12	9.57	f 4.47	172.5	EAST ARBOGA	32.6	2.47	f 10.23		8.00		3.50	11.00	76
W. P. R. I.	9.30	2.27		7.40	s 10.10	s 5.05	178.8	Joint Track/ DN MARYSVILLE Ms	26.3	s 2.37	s 10.12		7.40		3.35	10.45	110
L.							180.2	S. P. Crossing	24.9								
P.	9.45	2.41		7.55	10.22	f 5.18	186.0	TAMBO	19.1	2.22	f 9.57		7.18		3.10	10.22	76
P.	10.00	2.55		8.09	10.31	f 5.29	193.0	CRAIG	12.1	2.13	f 9.48		7.06		2.55	10.00	76
P.	10.15	3.15		8.22	10.39	f 5.38	199.5	PALERMO	5.6	2.05	f 9.40		6.54		2.40	9.40	97
F. W. T. O. Y. B. R. K. P.	10.30 PM 11.45 PM	3.30 PM 4.30 PM	7.30 AM	8.30 AM 9.40 AM	10.45	f 5.45	202.9	DN OROVILLE YARD Yd	2.2	2.00	f 9.35		6.45 AM 5.30 AM	12.50 PM	2.30 PM 1.00 PM	9.30 PM 8.20 PM	Yard
B. R. K. P.	11.59 PM	4.40 PM	7.40 AM	9.50 AM	s 10.50 PM	s 5.50 PM	205.1	DN OROVILLE Vi	0.0	1.55 AM	9.30 AM		5.20 AM	12.40 PM	12.50 PM	8.10 PM	51
	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	
	5.20	4.50	.10	4.50	3.05	3.35		Time over Subdivision		2.59	3.17		4.55	.10	4.50	4.55	
	20.5	22.6	13.2	22.6	36.1	31.1		Average Speed an Hour		37.3	33.9		22.2	13.2	22.6	22.2	

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

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

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

SOUTH SACRAMENTO

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

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

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

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

RULE 83(D): Only first-class trains need obtain clearance card at Sacramento. Joint Track, Marysville. See page 8 for Special Instructions.

Automatic Block Signals: See page 9.

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

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

Fuel, Water, Food, Table, Seals, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS					FIRST CLASS		Distance from San Francisco	Time Table No. 31		Distance from Portola	FIRST CLASS		SECOND CLASS					Car Capacity of Sidings		
	78	62	54	94	96	40	12		March 4, 1945			11	39	53	93	95	61	77			
	Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Exposition Flyer	Feather River Express		STATIONS	Telegraph Offices and Calls		Feather River Express	Exposition Flyer	Fast Freight	Local Freight	Local Freight	Fast Freight	Fast Freight			
	Leave Daily	Leave Daily	Leave Daily	Lv. Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily					
B. R. K. P.	11.59 PM	4.40 PM	9.50 AM		7.40 AM	11.05 PM	6.10 PM	205.1	DN	OROVILLE	Vi	116.8	s 9.15 AM	s 1.40 AM		12.50 PM		12.40 PM	8.10 PM	5.20 AM	51
P.	12.08 AM	4.50	10.01		7.51	11.13	f 6.19	209.8		QUARTZ		112.1	f 9.05	1.31		12.40		12.28	8.00	5.05	89
P.	12.20	4.59	10.11		8.01	11.20	f 6.27	212.9		BIDWELL		108.5	f 8.58	1.24		12.32		12.20	7.52	4.53	94
P.	12.32	5.10	10.22		8.15	11.29	f 6.36	217.6		BLOOMER		103.8	f 8.49	1.15		12.22		12.05 PM	7.42	4.37	88
W. P.	1.02	5.30	10.41		8.36	11.42	f 6.51	224.1	DN	BERRY CREEK	Bk	97.8	f 8.36	1.02		12.06 PM		11.45 AM	7.26	4.14	95
P.	1.23	5.51	11.00		8.58	11.56 PM	f 7.06	231.2		DAVID		90.2	f 8.22	12.48		11.50 AM		11.25	7.06	3.49	98
P.	1.34	6.02	11.12		9.12	12.04 AM	f 7.14	235.1		POE		86.8	f 8.14	12.40		11.39		11.12	6.53	3.36	80
F. W. P.	1.46	6.14	11.24		9.32	12.12	s 7.25	239.2	DN	PULGA	Bg	82.2	s 8.04	12.30		11.24		10.53	6.41	3.22	85
P.	1.59	6.27	11.35		9.50	12.20	f 7.36	243.5		ORESTA		77.9	f 7.53	12.20		11.04		10.30	6.27	3.08	86
W. P.	2.21	6.50	11.55 AM		10.09	12.28	f 7.47	247.6	DN	MERLIN	Tx	78.8	f 7.44	12.07 AM		10.49		10.18	6.09	2.54	78
P.						12.39	f 8.01	253.1		TOBIN		68.8	f 7.32	11.55 PM							58
P.						12.44	f 8.06	255.8		CAMP RODGERS		66.1	f 7.26	11.50							89
W. P.						12.54	s 8.19	260.1	DN	BELDEN	Bn	61.8	s 7.16	11.40							99
P.						1.04	f 8.31	264.7		RIOH BAR		56.7	f 7.04	11.30							78
W. P.						1.23	f 8.47	270.2	DN	VIRGILIA	Va	51.2	f 6.51	11.18							80
P.						1.31	f 8.56	273.8		TWAIN		47.6	f 6.43	11.11							90
P.						1.38	f 9.04	277.8		PAXTON		44.1	f 6.35	11.03							89
F. W. P. R. K. Y. T.	4.31	9.05	2.00 PM	8.30 AM	12.30 PM	1.46	s 9.20	280.9	DN	KEDDIE	Kd	40.5	s 6.26	10.55		8.30	11.30 AM	8.00 AM	4.05	1.04 AM	Yard
P.						1.54	f 9.29	284.5		SIERRA		36.9	f 6.15	10.47							89
P.						2.00	s 9.45	287.9	DN	QUINCY JUNCTION	Rt	33.5	s 6.08	10.41							81
P.						2.11	f 9.56	292.6		MASSACK		28.8	f 5.57	10.34							89
W. P.						2.18	s 10.06	296.3	DN	SPRING GARDEN	Sg	25.1	s 5.50	10.28							98
P.						2.28	s 10.19	301.6	D	SLOAT	So	19.8	f 5.40	10.19							89
P.						2.35	f 10.29	305.4		TWO RIVERS		16.0	f 5.32	10.13							89
W. P.						2.44	s 10.46	310.4	DN	BLAIRSDEN	Ba	11.0	s 5.23	10.05							102
P.						2.51	f 10.55	313.9		OLIO		7.5	f 5.13	9.58							94
P.						3.00	f 11.05	318.7		MABIE		2.7	f 5.05	9.50							87
F. W. T. O. P. Y. B. R. K.	6.40 AM	11.30 PM	4.30 PM	11.30 AM		s 3.05 AM	s 11.10 PM	321.4	DN	PORTOLA	Kj	0.0	5.00 AM	9.45 PM		6.40 AM	7.30 AM		2.00 PM	11.10 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	
	6.41	6.50	6.40	3.00	4.50	4.00	5.00			Time over Subdivision		4.15	3.55		6.10	4.00	4.40	6.10	6.10	6.10	
	17.4	17.0	17.4	13.5	15.7	29.0	23.3			Average Speed an Hour		27.4	29.7		18.8	10.1	16.2	18.8	18.9	18.9	

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

Oroville is register station for first class trains only.

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

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

When first class trains meet at Portola, pocket track in front of depot will be the siding.

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

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

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

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

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

Use of dynamic brake on freight trains being handled by Diesel freight engines

does not modify requirements pertaining to use of retainers, with the following exception: When Diesel Freight Engines 904 to 912 inclusive are handling westward freight trains of 4200 tons or less with dynamic brake operative retainers need not be used unless requested by engineer.

Slide Detector Fences located at M.P. 236.4 and M.P. 236.8. Signals P-2362 and P-2369 are actuated by these devices. Additional three-position automatic Block Signals P-2356 and P-2377 govern the approach to Signals P-2362 and P-2369 as well as entrance to the blocks.

Centralized Traffic Control System under construction between M.P. 320.035 (Delleker) and Oroville. Limits will be designated and special instructions in connection therewith covered by bulletin.

Automatic Block Signals—see page 9.

Fuel, Water, Food, Table, Seats, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS				FIRST CLASS		Distance from Keddie	Time Table No. 31 March 4, 1945	Distance from Bieber	FIRST CLASS		SECOND CLASS				Car Capacity of Sidings
	154 Western Pacific Fast Freight		556 Southern Pacific Local Freight							153 Western Pacific Fast Freight		555 Southern Pacific Local Freight				
	Leave Daily	Leave Daily Ex. Monday			Arrive Daily	Arrive Daily Ex. Monday										
F. W. P. T. Y. B. R. K.				2.30 PM			0.0	DN	KEDDIE	Kd	111.8					Yard
P.				2.52			6.2		MOCCASIN		105.6					80
P.				2.58			8.6	D	OBESCENT MILLS	Cm	103.2			6.59		16
W. P.				3.15			14.7	DN	GREENVILLE	Gi	97.1			6.46		89
P.				3.25			17.5		COHALA		94.8			6.30		89
W. P. Y.				3.53			25.4		ALMANOR		86.4			6.06		89
P.				4.13			32.4		LASSEN VIEW		79.4			5.47		89
P.				4.22			35.2		CLEAR CREEK JUNCTION Almanor R. R. Connection		76.6			5.40		
F. W. P. Y. B. R. K.				4.55	6.15 AM		39.4	Joint Track	DN WESTWOOD	Wd	72.4			5.30	5.50 AM	Yard
P. R.				5.10	6.30 AM		43.5		D MASON S. P. Connection	Mn	68.3			5.20	5.35 AM	
P.				5.12			44.1		ROBBERS CREEK		67.7			5.18		89
P. Y.				5.42			52.5	N	NORVELL	Rv	59.3			4.58		89
P.				6.04			62.9		LODGEPOLE		48.9			4.36		89
W. P. Y.				6.40			76.4	DN	HALLS FLAT	Hf	35.4			4.08		89
P.				7.00			84.2		JELICO		27.6			3.24		89
P.				7.18			90.2		WILLOW SPRINGS		21.6			2.58		89
W. at M. P. 96.0 P.				7.33			94.8		LITTLE VALLEY		17.0			2.45		89
P.				8.03			100.9		DIXIE		10.9			2.25		89
P.				8.25			109.5		PIT RIVER		2.3			1.45		89
F. W. P. O. Y. B. R. K.				8.30 PM			111.8	DN	BIEBER	B	0.0			1.30 AM		Yard
				Arrive Daily	Arrive Daily Ex. Monday									Leave Daily	Leave Daily Ex. Monday	
				6.00	0.15				Time over Subdivision					6.00	0.15	
				18.6	16.4				Average Speed an Hour					18.6	16.4	

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

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

Keddie:

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

Clear Creek Junction:

Normal position Junction switch lined for Western Pacific main track.

Westwood:

Nos. 153 and 154 register by ticket.

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

Mason:

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

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

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

Westward second class and extra trains need not check register for Southern Pacific train No. 555.

No. 153 need not check register for Southern Pacific train No. 556.

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

Nos. 153 and 154 carry passengers.

On passenger trains, before descending grades Almanor to Greenville and Halls Flat to Little Valley, understanding must be had between conductor and engineer as to number of retainer valves necessary to control train.

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

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

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

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

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

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

Eastward

FIRST SUBDIVISION "A"—SAN JOSE BRANCH.

Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS			Distance from Niles Junction	Time Table No. 31 March 4, 1945			Distance from Alameda St. Freight Station	SECOND CLASS			Car Capacity of Sidings
	254 Freight				STATIONS Telegraph Offices and Calls				253 Freight			
	Leave Daily				Arrive Daily				Arrive Daily			
W. P. R.			12.30 AM		DN	NILES	Cn					83
Y. P.			12.40	0.0		NILES JUNCTION		23.0		10.25		
P.			1.00	3.3		IRVINGTON		19.7		10.10		29
			1.15	6.8		WARM SPRINGS		16.2		9.55		Spur 1W 6
P.			1.35	10.9		MILPITAS		12.1		9.40		31
			1.45	14.1		BERRYESSA		8.9		9.25		Spur 1E 10
			2.00	16.9		SAN JOSE East Santa Clara St.		6.1		9.10		
P. W. T. F. R. B. O. K.			2.10 AM	17.5	28	SAN JOSE YARD	Sx	5.5		9.00 PM		Yard
				19.5		S. P. TRANSFER		3.5				
				19.6		VALBRIOK S. P. Crossing		3.4				
I.				20.2		S. P. CROSSING		2.8				
I.				22.3		S. P. CROSSING		0.7				
				23.0		SAN JOSE Alameda St. Freight Station		0.0				Yard
			Arrive Daily							Leave Daily		
			1.30			Time over Subdivision				1.25		
			11.6			Average Speed an Hour				12.4		

San Jose Branch trains have no Time Table superiority between Niles Junction and Niles. Their movement between these points will be governed by block signals and Rule 93. Time shown at Niles is for information only. SWITCH INDICATORS: Two-way indicators located at east and west main track wye switches, Niles Jct., give warning of approach of trains either direction. See Rule 512.

Eastward FIRST SUBDIVISION "B"—CARBONA BRANCH. Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Time Table No. 31 March 4, 1945			Distance from Moy	Car Capacity of Sidings				
	STATIONS Telegraph Offices and Calls								
	Arrive Daily								
W. Y. P.			0.0	DN	CARBONA	CB	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 138 feet east of east Bean Spur Switch, Carbona, M. P. 3.3 and 240 feet west and 885 feet east of Stock Yards Moy. Cars on main track east of River Rock not protected.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Eastward			Time Table No. 31 March 4, 1945			Westward			
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Distance from Terminous Jct.	STATIONS Telegraph Offices and Calls			Distance from Terminous	Car Capacity of Sidings			
		Arrive Daily							
		Y. P.					0.0		TERMINOUS JCT.		7.8	34
			3.5		GARDEN		4.3	10	
			6.6		GRASS		1.2	6	
W. Y.			7.8	D	TERMINOUS	Us	0.0		Yard

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 all streets and highways within Oakland City Limits.....	..	15	..	10	
	Washington and Franklin Sts., Oakland.....	..	8	..	8	
	M.P. 7.2 over S. P. Crossing.....	..	10	..	10	
	M.P. 7.8 S. P. Crossing Clinton (see P. 9).....	..	15	..	10	
	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.....	..	10	..	10	
	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.....	..	35	..	25	
	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	
	City Limits Pleasanton.....	..	15	..	15	
	City Limits Livermore.....	..	25	..	20	
	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.....	..	20	..	20	
	San Joaquin River Drawbridge M.P. 80.28.....	..	20	..	15	
	M.P. 84.45 S. P. Crossing (see Page 9).....	..	30	..	25	
	M.P. 90 and M.P. 92.5 on curves.....	..	45	..	30	
	M.P. 92.5 and Stockton Depot Main Track.....	..	20	..	20	
	Other Tracks.....	..	8	..	8	
	3	Second Subdivision				
		Stockton and M.P. 122.....	60	..	40	..
		Stockton Depot and Park Street				
		Main Track.....	..	20	..	20
		Other Tracks.....	..	8	..	8
M.P. 116.07 Mokelumne River Bridge.....		..	20	..	20	
Bradford Spur.....		..	..	..	10
M.P. 122 and M.P. 133.5.....		50	..	35	..	
M.P. 133.5 and M.P. 155.....		60	..	40	..	
12th Ave. and "C" Street, Sacramento.....		..	15	..	15	
M.P. 140.8 S. N. Crossing (see Page 9).....		..	30	..	25	
M.P. 152.5 S. N. Crossing (see Page 9).....		..	30	..	25	
M.P. 155 and M.P. 171.....		50	..	35	..	
M.P. 171 and M.P. 185.....		60	..	40	..	
On curve at Cleveland.....		..	50	..	35	
Joint track Marysville (see Page 8).....		..	15	..	15	
M.P. 185 and M.P. 197.....		50	..	35	..	
M.P. 197 and Oroville.....		60	..	40	..	
M.P. 201.8 on curve.....		..	40	..	25	
Over interlocking crossings.....		..	40	..	25	
4		Third Subdivision				
		Oroville and Bidwell.....	50	..	35	..
		Bidwell and Bloomer.....	40	..	30	..
		Bloomer and M.P. 272.57 (Grays Flat).....	35	..	25	..
	Bridge 252.60.....	..	25	..	20	
	M.P. 272.57 and Quincy Jct.....	40	..	30	..	
	Over Switch East end Tunnel 32.....	..	20	..	20	
	Quincy Jct. and Portola.....	50	..	30	..	
	Through Tunnel 35.....	..	..	..	20
	5	Fourth Subdivision				
		Keddie and Crescent Mills.....	35	..	25	..
		Crescent Mills and Greenville.....	40	..	30	..
Greenville and Clear Creek Jct.....		35	..	25	..	
Clear Creek Jct. and Mason.....		35	..	30	..	
Clear Creek Jct. and Westwood, on curves.....		..	25	..	25	
Mason, trains using turnout.....		..	20	..	20	
Mason and Norvell.....		40	..	25	..	
Norvell and Halls Flat.....		40	..	30	..	
Halls Flat and Pit River.....		35	..	25	..	
Halls Flat and Pit River, on curves.....		..	25	..	..
On curve west mile board Willow Springs.....		..	25	..	15	
Pit River and Bieber.....		40	..	30	..	
6		San Jose Branch.....	30	..	25	..
	Within city limits, San Jose.....	..	12	..	12	
	Over all street and highway crossings within city limits, San Jose.....	..	5	..	5	
	Carbona Branch.....	12	..	12	..	
	Terminus Branch					
	Terminus Jct. and Garden.....	20	..	20	..	
	Garden and Terminus.....	15	..	15	..	

MAXIMUM SPEEDS:

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

Engines backing—20 miles an hour on straight track. On curves and where track conditions are unfavorable speed must be reduced further to a rate consistent with safety.

Engines running light on main track or branches—speeds prescribed for freight trains.

Passenger trains with cabooses on rear or when handled by C-43 or MK-60-71 engine—50 miles an hour.

M-80 engines, All Subdivisions—35 miles an hour.

GS-64-77 Class Engines (Nos. 481-486) must not exceed speeds indicated below over following bridges:

Bridge 18.80...45 MPH	Bridge 37.12...45 MPH	Bridge 53.40...45 MPH
" 20.87...45 "	" 37.36...45 "	" 116.28...45 "
" 22.11...45 "	" 39.40...45 "	" 204.82...30 "
" 35.09...35 "	" 49.88...45 "	

M-137-151 engines:

Handling passenger trains.....	speeds prescribed for freight trains
Over Bridge 317.43.....	25 miles an hour in trains or light
Second Subdivision.....	30 " " " " " " " "
Fourth Subdivision	
Btw. Keddie and Greenville.....	25 " " " " " " " "
" Greenville and Almanor.....	20 " " " " " " " "
" Almanor and Westwood.....	25 " " " " " " " "
" Westwood and Mason.....	10 " " " " " " " "
" Mason and Norvell.....	25 " " " " " " " "
" Norvell and Halls Flat.....	30 " " " " " " " "
" Halls Flat and Bieber.....	25 " " " " " " " "
" Halls Flat and Bieber, on curves descending grade.....	20 " " " " " " " "
While engine passing through crossovers or turnouts 5	" " " " " " " "

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

Trains handling triple loads of poles, 20 miles an hour Third and Fourth Subdivisions and between Carbona and Oakland.

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

All trains, through crossovers and turnouts—10 miles an hour.

MISCELLANEOUS

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

DOUBLEHEADING: When D-225, M-80, M-137-151, GS-64-77, MK-60-71 or MTP-44 engines are in a train with another engine of any class, either in service or dead, they must be spaced at least 10 cars apart, except MTP-44 engines may be doubleheaded with TP-29 engines; on Third Subdivision and between Stockton Yard and Altamont MTP-44 engines may be doubleheaded with C-43 engines; on First and Second Subdivisions MK-60-71 engines may be doubleheaded with TP-29 engines, and on Fourth Subdivision M-80 and MK-60-71 engines may be doubleheaded with C-43 or TP-29 engines.

When a TP-29 engine is doubleheaded on a passenger train over a passenger district with another engine of greater pump capacity it should be placed next to train. When used as a helper over part of the passenger district it should be placed in the lead.

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

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

MTP-44 engine being doubleheaded with C-43 engine, or running light coupled, will not exceed 35 miles an hour over Bridges 56.96, 64.43, 79.41 and 80.37.

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

Two M-80 engines, a D-225 and M-80 engine or an M-137-151 and M-80 engine may be doubleheaded between Bieber and Halls Flat.

TRIPLEHEADING of locomotives of any class, running light or handling train, is prohibited.

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

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

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

TONNAGE RATING

EASTWARD Engine Class	1st Sub- division	2nd Sub- division	3rd Sub- division	4th Subdivision		
				Keddie to Greenville	Greenville to Almanor	Almanor to Bieber
TP-29.....	1073	2200	812	585	401	585
MTP-44.....	1650	5000	1250			
C-43.....	1650	5000	1250	900	617	900
MK-60.....	2500	6000	1800	1250	858	1250
MK-60-71....	2700	6000	1800	1250	858	1250
GS-64-77....	2800	6000	1900	1250	858	1250
M-80.....	3000	6000	2200	1690	1170	1690
M-137-151..		6000	4000	2800	1900	2800
D-225.....	5800	6000	4000	3400	2000	3400
WESTWARD				Bieber to Halls Flat	Halls Flat to Keddie	
TP-29.....	910	2200	*	491	1040	
MTP-44.....	1400	5000	*			
C-43.....	1400	5000	*	756	1600	
MK-60.....	2350	6000	*	1051	2200	
MK-60-71....	2500	6000	*	1051	2350	
GS-64-77....	2500	6000	*	1051	2450	
M-80.....	2600	6000	*	1427	3500	
M-137-151..		6000	*	2350	5500	
D-225.....	5000	6000	*	2800	6000	

*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.

GENERAL

RULE 2 (A): Modified to the extent that watches subject to inspection need be presented to an authorized inspector only once per month. Such inspection must be made between the 1st and 15th of each month except at points covered by traveling inspectors.

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

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

RULES S-17 and 99: Figures indicating "Car Capacity of Sidings" are number of cars, based on an average allowance of 48 feet per car, that tracks will hold between clearance points, not including engines and cabooses. Due to increased number of 50 foot and longer cars being handled, trains may find sidings inadequate between clearance points. Care must be taken to see that flag protection is furnished when taking siding to meet trains and headlights must not be extinguished until it is known that train is clear of the main track. The conductor or brakeman at rear end must see that proper signal, day or night, is given to head end when train is clear of main track.

After train comes to rest in the siding, the head end must receive a stop signal from the rear end indicating that train is clear of the main track. Until such signal has been received by head end, headlight will be displayed and flag protection provided.

RULE 17 (D): In light engine movements between Oakland Roundhouse and Chestnut Junction in either direction in connection with moves to or from Southern Pacific Oakland Pier white light (lantern) may be displayed on rear of tender instead of red light.

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

RULE 509: An automatic block signal with a triangular number plate bearing the letter "P" in addition to signal number, is also actuated by some special protective device.

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

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

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

Trains containing carload shipments of TNT, bombs, loaded projectiles and other such articles of a highly sensitive nature must be stopped for inspection at intervals of not to exceed 50 miles unless all such cars are loaded less than 65 percent of marked capacity.

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

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

When air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end test as prescribed by Rule 1156.

RULE 1157: Southern Pacific Air Brake Rule No. 39 applies between Chestnut Jct. and Oakland Pier. See page 10.

FIRST SUBDIVISION

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

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

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

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

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

At Hayward, freight trains doing switching will leave train outside of limits of

bonded rails operating crossing bells at "A," "B" and "C" streets and will use engine whistle and bell only when necessary to comply with the Rules.

At Hayward, trainmen must see that hinged apron over house track between W. P. packing shed and building on opposite side is in raised position before entering switch.

Westward trains except regular No. 39 and regular No. 11 take full tank of water at Niles.

Headlights and markers must be burning through Tunnel 1.

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

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

At Lathrop do not exceed 10 miles an hour on interchange trackage with U. S. Holding and Reconsignment Depot.

At Ortega siding is a storage track. It must not be used by road crews as entrance or departure track to or from Stockton Yard.

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.

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

JOINT TRACK MARYSVILLE—

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

AUTOMATIC INTERLOCKING signals govern Joint Track operation as follows:

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

WESTWARD—Home signal 724 feet east of bridge 178.18.

SWITCH INDICATORS: West siding switch.

West switch Interchange track.

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

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

AUTOMATIC BLOCK SIGNALS located as follows:

EASTWARD—Distant signal lower arm of two-arm signal M.P. 178.0; home signal M.P. 178.4; distant signal M.P. 178.8; home signal M.P. 179.0.

WESTWARD—Distant signal M.P. 179.7; two-arm home and distant signal M.P. 179.5, distant signal (lower arm) fixed at caution; home signal M.P. 178.9.

SWITCH INDICATORS: East switch Interchange track.

West switch of crossover.

Switch of S. P. Interchange track (two-way).

MOVEMENT OF TRAINS over Joint Track will be governed by Rule 663 and made in accordance with indication of block signals, regardless of right or class. All trains of both railroads must approach and pass through limits of Joint Track with caution, not exceeding 15 miles an hour. In using Joint Track freight trains should avoid delays to other trains of either railroad.

CROSSING OF SACRAMENTO NORTHERN PASSENGER TRACK OVER WESTERN PACIFIC HOUSE TRACK, 762 FEET EAST OF BR. 178.18:

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

THIRD SUBDIVISION

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

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

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

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

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

On Graeagle Spur do not exceed 4 miles an hour east of derail.

At Graeagle log unloading track is unsafe for either cars or engines beyond west end of log unloading dock.

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

FOURTH SUBDIVISION

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

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

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

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

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

At Clear Creek Junction the 33-car siding is the interchange track with Almanor Railroad Company and trackage between Western Pacific main track switch and yard limit board 2000 feet beyond end of the 33-car siding toward Chester is joint track for interchange purposes. Operation over this trackage is under transportation rules governing operations within yard limits. Switch point derail on Almanor R. R. main track 400 feet from junction switch.

WESTWOOD:

Trains or engines using main track over Veneer Plant crossing east of passenger station and Third Street crossing, west of passenger station, will reduce speed sufficiently to be able to stop before striking anything that might be on, or is about to use these crossings and between the following times, movement over these crossings must be preceded by flagman:

11.30 a.m. and 11.40 a.m.	4.30 p.m. and 4.40 p.m.
12.20 p.m. and 12.30 p.m.	7.30 p.m. and 7.30 a.m.

Gate tender at Third Street crossing on duty continuously.

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

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

Crossings must be cut immediately when member of train or engine crew is notified by plant gate watchman of impending movement of ambulance or fire apparatus in either direction and kept completely clear until plant gate watchman advises it no longer is necessary.

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

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

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

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

**INTERLOCKING PLANTS AND SIGNALS AND RAILROAD
CROSSINGS NOT INTERLOCKED**

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

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

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

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

M.P. 7.8 Clinton, S. P. crossing. Interlocked. Home signals two-position color light 565 feet east and 440 feet west of crossing. Distant signal semaphore type 2000 feet east of east home signal. Maximum speed head end of trains between home signals, passenger trains 15 miles an hour, freight trains 10 miles an hour.

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

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

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

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

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

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

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

In order to avoid delay to trains on opposing route while doing work at Lyoth train must be left outside of interlocking plant circuit governed by home signals.

M.P. 84.45 S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 4590 feet east and 4538 feet west of home signals. Signals handled through remote control by telegraphers at Southern Pacific station, Lathrop.

Authority must be secured from signal operator before moving from Quigley siding eastward on to main track. Telephone located near east siding switch for this purpose.

Telephone also located at crossing. When signals are in stop position be governed by Rule 663.

When switching is to be done at either Lathrop or Quigley, telegrapher-signal operator must be notified by telephone length of time to be used so signal lineup may be changed if necessary.

Maximum speed head end of trains between home signals, passenger trains 30 miles an hour, freight trains 25 miles an hour.

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

NOTE: Towerman on duty 6 p.m. to 3 a.m. daily. Trains or engines moving westward must not foul W. P. main track and W. P. main track junction switch must

not be opened until it has been ascertained from dispatcher through operator Stockton Yard that it is safe to do so. Telephone located near main track junction switch for this purpose. Trains or engines on main track must approach Ortega with CAUTION.

M.P. 92.2 A.T. & S.F. Tower, A.T. & S.F. crossing. Interlocked. Home signal 450 feet east of crossing, no distant signal. Two-arm home signal 450 feet west of crossing, upper arm governs movement on Western Pacific main track, lower arm governs movement to and over A.T. & S.F. main tracks to interchange track. Reflectorized amber approach warning sign located on "RR Crossing One-half Mile" sign 2190 feet west of west home signal. 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 423 feet east and 315 feet west of crossing. No distant signals. Siding: Home signals 428 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. Distant signal 1480 feet west of west home signal. Distant signal, permanently at caution, 1270 feet east of east home signal. If signals are in STOP position send flagman to crossing to operate time release inside box at crossing. Instructions for operation of time release inside of box. If signals remain in STOP position, be governed by Rule 663. Switch indicator at head block west switch to interchange track gives warning of approach of trains on W. P., C. C. T. and S. N. Hayes derail 171 feet east of west switch to interchange track is pipe connected to main track and switch must not be closed until rear of train has passed derail.

M.P. 138.0 "R" Street Tower, S. P. crossing. Interlocked. Two-arm semaphore type home signal 796 feet east of crossing. Upper arm governs main track; lower arm governs leg of wye. Two-unit color-light home signal 700 feet west of crossing. Upper unit governs main track; lower unit governs leg of wye. Two-arm dwarf signal on west leg of wye 800 feet from main track switch (200 feet from S. P. crossing). Upper arm governs movement from "R" Street line over crossing to W. P. main track; lower arm governs movement over crossing to California Builders' Supply spur. Dwarf signal on east leg of wye 165 feet from main track switch governs movement from "R" Street line to main track. 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. Distant signals, permanently at caution, 3190 feet east and 1584 feet west of home signals. If signals are in STOP position send flagman to crossing to operate time release in box at crossing. Instructions for operation of time release inside of box. If signals remain in STOP position be governed by Rule 663. Switch indicator at head block main track switch to Haggin transfer track gives warning of approach of trains on W. P. and S. N. Hand operated derail on Haggin transfer track 226 feet east of west main track switch.

M.P. 140.8 Globe, S. N. crossing. Interlocked. Manual control two-position color light signals, approach lighted. Home signals 605 feet east and west of crossing. Distant signals 4200 feet east and 3032 feet west of home signals. Maximum speed head end of train between home signals, passenger trains 30 miles an hour, freight trains 25 miles an hour.

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. All signals color-light type approach lighted. If signals are in STOP position, send flagman to crossing to operate time release in box at crossing. Instructions for operation of time release inside of box. If signals remain in STOP position, be governed by Rule 663.

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

M.P. 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.

SAN JOSE BRANCH

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

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

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

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

AUTOMATIC BLOCK SIGNALS:

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

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

Marysville: See special instructions page 8 under Joint Track Marysville.

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

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

TUNNEL SIGNALS

Automatic Block signals govern movement through Tunnels 1 and 2 on First Sub-division, and Tunnel 4 on Third Subdivision.

Tunnels 1 and 2. Home signal 1500 feet west of west portal Tunnel 1. No distant signal. Home signal 200 feet east of east portal Tunnel 2. Distant signal 4500 feet east of home signal.

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

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 4500 feet east and west of home signals.

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Car Capacity
HUDSON.....	15.9	1 E	20
ESTUDILLO.....	16.5	1 E	13
DECOTO.....	26.6	Siding	18
PABRICO.....	27.8	1 E	16
EBERLY.....	28.9	Siding	20
RADUM.....	43.4	1 W	11
TREVARNO.....	49.0	1 W	24
REDMOND CUT.....	59.3	Siding	33
VALPICO.....(P).....	68.3	Siding	30
LUDWIG.....	73.0	1 W	17
RHODES.....	75.6	Siding	19
HARTE.....	100.5	1 W	18
ALSCO.....	106.8	Siding	20
VILLINGER.....	107.8	1 W	16
LAS VINAS.....	109.5	Siding	50
BRADFORD.....	119.0	1 W	.....
ALBERT.....	127.2	1 W	9
RUNYON.....	128.7	Siding	20
CORDOVA.....	133.7	1 E	7
HAGGIN.....	139.5	Siding	41
BOMBAY.....	146.4	Siding	13
CLEVELAND.....	176.2	1 W	16
GRAYBROS.....	187.7	1 W	7
VISTA ROBLES.....	198.8	1 E	33
ADELAIDE.....	202.7	1 E	.....
LAND.....	212.2	Siding	28
BRUSH.....	227.4	1 W	3
BLINZIG.....(P).....	228.6	1 W	11
JARBO.....(P).....	236.1	1 E	17
GRIZZLY.....(P).....	246.1	1 E	11
ROCK CREEK.....(P).....	249.1	Siding	18
GRAY'S FLAT.....(P).....	272.6	1 W	74
STODDARD.....(P).....	279.3	1 W	15
CROMBERG.....(P).....	303.2	Siding	31
FEATHER RIVER INN.....(P).....	309.3	1 E	2
INDIAN CREEK.....(P).....	K 3.0	1 W	14
BOX.....(P).....	K15.4	1 W	34
POISON LAKE.....(P).....	K70.2	Wye	.....
ARCHIE.....(P).....	K72.3	1 W	25
BUTTE VALLEY LBR. CO.....	K95.5	1 W	10

YARD LIMITS

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

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
Oakland, Kaiser Ready-Mix Spur	C-43 or heavier	Beyond frog
Balloon track	MTP-44 or heavier	"
San Leandro, Radich & Brown Spur	All Classes	Beyond frog
Bechtel Spur	MTP-44 or heavier	"
Caterpillar Tractor	"	"
Calif. Pack. Corp'n.	"	"
Hyrup Spur	"	"
Hayward, Farm Produce Spur	"	"
Poultry Prod. Spur	"	"
Delta Finance R. R. (M.P. 24.9)	All Classes	On entire Line
Niles, Transfer Track	MTP-44 or heavier	Beyond frog
P. C. A. Gravel Plant	All Classes	On Trestle
San Jose Branch	MTP-44 or heavier	On Entire Branch**
Radum	All Classes	Beyond frog on all tracks except 1 and 2
Livermore, Brick Yard Track	MTP-44 or heavier	Beyond frog
Stock Track	"	"
Carbana, Track No. 2 (Tomato Spur)	"	"
Bean Spur	"	"
Carbana Branch (Main Track)	"	Beyond West Switch Kerlinger
Kerlinger Pit	C-43 or heavier	Beyond clearance point west end tracks 1 and 2
" " " " " "	"	Beyond Moy Stock Yds.
Stockton, North Channel Spur	MTP-44 or heavier	Beyond frog
Harte Spur	All Classes	Beyond Br. 100.56
Terminous Branch	MTP-44 or heavier	On entire Branch
Villinger Spur	"	Beyond frog
Glannvale, Stock Yard Spur	"	"
Bradford Winery	"	"
So. Sacramento, Track 68	"	Beyond clearance point
Sacramento, Old House Track	"	Beyond frog
(T&XSt)	"	Beyond 17th Street
"R" Street Line	MK-60 or heavier	"
Pleasant Grove, House Track	MTP-44 or heavier	Beyond depot
Trowbridge, Growers Mill Spur	"	Beyond frog
Standard Oil Spur	"	"
Team Track	"	"
East Arboga, Outfit Spur	"	"
Marysville, Both old S. N. Passgr. Connections	All Classes	"
Old Frt. House and Sand Plant	MTP-44 or heavier	Beyond S. N. Crossing
Cliff House Spur	All Classes	Beyond frog
High Line	MTP-44 or heavier	"
Graybros Spur	"	"
Craig Spur	"	"
Vista Robles Spur	"	"
Adelaide Spur (Oroville Yard)	"	"
Oroville, Coach Spur—House Track	"	Beyond 85 lb. rail (740 ft. from Main Track)
Sunkist Spur—Ehmans Spur—Hokes Spur—Mt. Ida Spur—S. N. Transfer	"	Beyond clearance point
Land—See special instructions, last column, page 8, under	"	"Third Subdivision."
Bloomer, River Spur	All Classes	Beyond frog
Berry Creek, House Spur	(MTP-44 or heavier)	Beyond clearance point
	All Classes	Beyond water column
Blinzig	MTP-44 or heavier	Beyond clearance point

Tracks on which engine movements restricted (continued)

Location and Description of Track	Class of Engine	Prohibited
Jarbo Spur	MTP-44 or heavier	Beyond 500 ft. from frog
Grizzly Spur	"	Beyond frog
Rock Creek, Outfit Spur	"	Beyond clearance point
Highway Spur	"	"
Tobin, River Spur No. 1	"	"
Loading Track	"	"
River Spur No. 2	All Classes	"
Belden, House Track	MTP-44 or heavier	Beyond frog
	All Classes	Beyond M.P. 260
Rich Bar, Outfit Spur	MTP-44 or heavier	Beyond clearance point
Virgilia, River Spur	"	"
Twain, Outfit Spur	"	Beyond frog
Paxton, House Track	"	Beyond clearance point
Stoddard Spur	"	Beyond frog
Keddie, Kelly Spur	"	"
Depot Back Track	"	"
Spring Garden, Stock Track	"	West of Stock Chute
Back Track	"	Beyond frog
Sloat, Log Spur	"	Beyond frog
All Mill Tracks	"	"
Cromberg Siding	"	Beyond clearance point
Blairsdon, Richfield Oil Spur	"	Beyond frog
Graeagle, All Tracks	"	Beyond sign 1166 feet east of house track switch Blairsdon.
Log Unloading Track	All Classes	Beyond west end log unloading dock.
Clio Spur	MTP-44 or heavier	Beyond frog
Westwood, Fredonia Track and Standard Oil Spur***	D-225, MK 60-71 and M-80 (also S. P. engines of similar type and weight)	Beyond frog***
Archie, Wye and Interchange Track	M-80 or heavier	Beyond clearance point
Poison Lake, Interchange tracks	"	"
R. R. L. Co.	"	"
Spur off west leg of wye	All Classes	Beyond frog
Halls Flat, Logging Industry Track	M-80 or heavier	Beyond clearance point
Butte Valley Lbr. Co. Spur	MTP-44 or heavier	Beyond frog
**MTP-44 engines may be used on San Jose Branch when authorized by Chief Dispatcher.		
***Necessary have hold of at least 4 cars to switch Standard Oil Spur.		
Track restrictions applying to MTP-44 or heavier engines, do not apply to 551-558 (S-57) Class Diesel switch engines.		

SOUTHERN PACIFIC AIR BRAKE RULE NO. 39

Running Test:

As soon as speed permits, after engine and/or engine crew has been changed, helper engine added or detached, or an angle cock closed, except for detaching cars from rear, train brakes must be applied with sufficient force to determine whether they operate properly. Steam or power must not be shut off unless conditions require. This test will also be made not more than 3 miles before reaching railroad crossings at grade, draw-bridges or descending grades of 1.8 percent or over, and at such other points as may be designated by the superintendent.

During a test, a trainman must station himself at retaining valve of last car so equipped, and if air escapes from it while brakes are being released, must signal the engineer to increase speed. Communicating signal should be used when possible, in which case 5 sounds of the whistle must be given. If air does not escape, train must be stopped and the cause ascertained and corrected.

RAILROAD SURGEONS

DR. A. R. KILGORE.....Chief Surgeon.....San Francisco, Calif.
 DR. CURTIS E. SMITH.....Asst. Chief Surgeon.....San Francisco, Calif.
 DR. RUTH FLEMING.....Local Surgeon.....San Francisco, Calif.
 DR. GEORGE N. HOSFORD.....Oculist.....San Francisco, Calif.
 DR. FRANK HAND.....Aurist.....San Francisco, Calif.
 DR. ROBT. R. THOMSON.....Local Surgeon.....Oakland, Calif.
 DR. RAY H. FISHER.....Local Surgeon.....Oakland, Calif.
 DR. RAYMOND JOHANSEN.....Oculist.....Berkeley, Calif.
 DR. C. M. WESEMAN.....Aurist.....Berkeley, Calif.
 DR. A. VELARDE.....Local Surgeon.....San Leandro, Calif.
 DR. H. C. CROCKETT.....Local Surgeon.....Hayward, Calif.
 DR. E. M. GRIMMER.....Local Surgeon.....Niles, Calif.
 DR. PAUL E. DOLAN.....Local Surgeon.....Livermore, Calif.
 DR. H. G. ZANGER.....Local Surgeon.....San Jose, Calif.
 DR. ALLAN POWERS.....Local Surgeon.....Tracy, Calif.
 DR. E. G. HERMOSILLO.....Local Surgeon.....Stockton, Calif.
 DR. DEWEY POWELL.....Oculist and Aurist.....Stockton, Calif.
 DR. D. J. ENGELBERG.....Local Surgeon.....Sacramento, Calif.
 DR. WM. A. MACKINTOSH.....Local Surgeon.....Sacramento, Calif.
 DR. S. J. WELLS.....Asst. Local Surgeon.....Sacramento, Calif.
 DR. CLAUDE C. GRAY.....Oculist.....Sacramento, Calif.
 DR. PHILIP B. HOFFMAN.....Local Surgeon.....Marysville, Calif.
 DR. E. A. KUSEL.....Local Surgeon.....Oroville, Calif.
 DR. D. I. BLEIBERG.....Local Surgeon.....Quincy, Calif.
 DR. HANS BENEDICT.....Local Surgeon.....Westwood, Calif.
 DR. W. B. McKNIGHT.....Division Surgeon.....Portola, Calif.

WATCH INSPECTORS

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

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

ASSISTANT SUPERINTENDENT

C. E. McDONALD.....Sacramento

TRAINMASTERS

L. D. BRADY.....Stockton
 H. E. STAPP.....Stockton
 P. F. PRENTISS.....Stockton
 J. J. McNALLY.....Keddie
 A. W. TAYLOR.....Keddie

TERMINAL TRAINMASTERS

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

ROAD FOREMEN OF ENGINES

K. W. MUHL.....Stockton
 HUGH ALLEN.....Stockton
 R. McILVEEN.....Stockton
 T. D. HUNTER.....Oroville
 N. F. ROBERTS.....Oroville

ASSISTANT TRAINMASTER

L. A. HENRY.....Stockton

ASSISTANT TERMINAL TRAINMASTERS

C. DOWNS.....Oakland
 T. A. NELLIGAN.....Oakland
 J. A. MADDOX.....Stockton

CHIEF TRAIN DISPATCHERS

G. S. ALLEN.....Sacramento
 E. J. HILLIER.....Keddie

ASSISTANT CHIEF TRAIN DISPATCHER

W. A. WHEELER.....Sacramento

NIGHT CHIEF TRAIN DISPATCHERS

L. C. JASKALA.....Sacramento
 P. JOSSERAND.....Sacramento
 R. W. HUFFMON.....Keddie
 F. S. BENTLEY.....Keddie

