

WESTERN PACIFIC RAILWAY

FRANK G. DRUM and WARREN OLNEY, Jr., Receivers

WESTERN DIVISION

TIME 15 TABLE

In Effect at 12:01 A. M. "Pacific" or 120th Meridian Time

MONDAY, APRIL 12th, 1915

This Time Table is for the exclusive use and guidance of the employes concerned. The Receivers reserve the right to vary from it at pleasure.

Always have at hand for reference, the book of rules of the transportation department.

C. M. LEVEY,
General Manager for Receivers

J. P. QUIGLEY,
Superintendent of Transportation

E. W. MASON,
Superintendent

EASTWARD

FIRST DISTRICT

WESTWARD

SECOND CLASS			FIRST CLASS			Station Numbers	Water, Fuel Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 15 April 12, 1915 Succeeding No. 14			Distance from Stockton Yard	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
90	52		4	2	20				STATIONS	1	19				3	51	91			
Way Freight	Freight		Passenger	Passenger	Passenger				Telegraph Offices and Calls	Passenger	Passenger				Passenger	Freight	Way Freight			
Daily, Except Sunday	DAILY		DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Daily, Except Saturday						
			P.M.L. 8.00	A.M.L. 10.00	A.M.L. 8.30	0	W.C.O.	0.0	DN. SAN FRANCISCO ..Go	94.2	Yard		P.M.A. 4.30	P.M.A. 5.45	A.M.A. 7.35					
			8.30	10.30	8.55	4	W.C.	3.5	WESTERN PACIFIC MOLE.	90.7	Yard		4.00	5.15	7.05					
								5.2	.....S. P. Crossing.....	89.0									
A.M.L. 7.00	P.M.L. 10.30		8.34	10.34	8.59	6	W.C.O.T. R.K.	5.4	DN...OAKLAND YARD...Md	88.8	Yard		3.55	5.11	7.00	A.M.A. 1.00	A.M.A. 12.30			
								5.8	.....S. P. Crossing.....	88.4									
7.10	10.40		s 8.38	s 10.38	s 9.03			6.6	..... OAKLAND	87.6			s 3.50	s 5.07	s 6.55	12.50	12.20AM		
								6.8	.....S. P. Crossing.....	87.4									
								7.2	.....S. P. Crossing.....	87.0									
								7.8	.....S. P. Crossing.....	86.4									
7.30	10.55		f 8.48	f 10.48	f 9.13	10		9.7	D..... FRUITVALE ....Fv	84.5	50	6.30 am to 6.30 pm	f 3.40	f 4.57	s 6.45	12.30	11.59PM			
7.35	11.00		8.50	10.50	9.15	11		10.4	..... MELROSE	83.8	10		3.38	4.55	6.43	12.25	11.40		
									S. P. Crossing											
7.50	11.10		8.55	10.55	9.20	13		13.4	..... ELMHURST	80.8	40		3.32	4.49	f 6.38	12.10AM	11.30		
									S. P. Crossing											
7.55	11.20		f 8.58	f 10.58	f 9.23	15		14.8	D.....SAN LEANDRO....DR	79.4	81	6.30 am to 6.30 pm	f 3.29	f 4.46	s 6.35	11.59PM	11.20			
8.20	11.40PM		f 9.09	f 11.10	f 9.34	20		20.4	D..... HAYWARD .....Hy	73.8	60	8:00 am to 8:00 pm	f 3.18	f 4.36	s 6.25	11.40	10.50			
8.50	12.05AM		f 9.20	11.20	f 9.44	27		26.6	D..... DECOTO .....D	67.6	20	7 am to 7 pm	f 3.06	f 4.26	f 6.15	11.20	10.20			
9.10	12.15		f 9.25	f 11.25	f 9.49	30	W.	29.7	D..... NILES .....Cn	64.5	99	6.30a to 6.30p	f 3.00	f 4.20	s 6.09	11.10	10.05			
									S. P. Crossing											
9.35	12.40		f 9.38	f 11.38	f 10.01	36		30.3	.....S. P. Crossing.....	63.9									
10.11	1.00		s 9.50	f 11.48	f 10.11	41		36.0	D..... SUNOL .....Sb	58.2	50	7.30 am to 7.30 pm	f 2.45	f 4.08	f 5.56	10.45	9.38			
									S. P. Crossing											
									S. P. Crossing											
									S. P. Crossing											
10.50	1.20		s 10.03	s 11.59AM	s 10.23	48	W.	47.6	DN.... LIVERMORE ....Vn	46.6	68		s 2.22	s 3.45	s 5.36	10.03	8.30			
11.40AM	1.55		f 10.23	f 12.20PM	10.42	56		56.5	F..... ALTAMONT	37.7	45		f 2.03	f 3.26	f 5.18	9.10	7.50			
12.31 PM	2.20		f 10.35	f 12.31	10.52	63		62.9	F..... MIDWAY	31.3	40		1.48	3.12	f 5.05	8.30	7.15			
1.28	2.50		f 10.50	12.46	f 11.07	72	W. Y.	71.8	D..... CARBONA .....Cb	22.4	127	7.00 am to 7.00 pm	f 1.28	2.52	f 4.46	7.45	6.40			
1.45	2.55		f 10.53	12.49	11.10	74	C.	73.9	D..... LYOTH .....Ky	20.3	50	12.01 pm to 12.01 am	1.25	2.49	f 4.43	7.35	6.30			
2.33	3.20		f 11.10	1.07	f 11.25	84	W.3.9mi.W.	83.8	..... LATHROP	10.4	84		f 1.07	2.33	f 4.28	6.50	5.50		
3.00	3.40		11.22	1.18	11.35	90		90.5	.....S. P. Crossing.....	3.7	13		12.55	2.22	4.17	6.20	5.20		
									..... ORTEGA										
									.....A. T. & S. F. Crossing	1.0									
3.25	3.55		s 11.30	s 1.25	11.42	94		93.8	..... STOCKTON	0.4	Yard		s 12.48	2.15	s 4.10	6.05	5.05		
3.30 P.M.A.	4.08 A.M.A.		11.33 P.M.A.	1.28 P.M.A.	11.45 A.M.A.		W.C.O.T. R.K.	94.2	.....S. P. Crossing.....	0.0	Yard		12.45 P.M.L.	2.11 P.M.L.	4.08 A.M.L.	6.00 P.M.L.	5.00 P.M.L.		
Daily Except Sunday	DAILY		DAILY	DAILY	DAILY				DN. STOCKTON YARD .SN				DAILY	DAILY	DAILY	DAILY	Daily Except Saturday			
8.30	5.38		3.03	2.58	2.53				Time over District				3.15	3.04	2.58	7.00	7.30			
10.2	15.7		30.2	31.1	31.1				Average Speed per Hour				27.9	29.5	30.5	12.6	11.8			

BULLETIN STATIONS: Western Pacific Mole, Oakland yard, Stockton yard.
Stockton yard limit extends from yard limit board west of Stockton to yard limit board east of Stockton yard. All trains moving within these limits will be governed by Rule 93 of the Transportation Department.

EASTWARD

SECOND DISTRICT

WESTWARD

SECOND CLASS			FIRST CLASS			Station Numbers	Water, Fuel Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 15 April 12, 1915 Succeeding No. 14				Distance from Oroville	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
94	92	52	4	2	20				1	19	3	51				93	95				
Way Freight Daily, Except Sunday	Way Freight Daily, Except Sunday	Freight DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY				Passenger	Passenger	Passenger	Freight				Way Freight Daily, Except Sunday	Way Freight Daily, Except Sunday				
	A.M.L. 7.30	A.M.L. 5.00		P.M.L. 11.33	P.M.L. 1.28	A.M.L. 11.45	94	W.C.O.T.R.K.	94.2	DN...STOCKTON YARD...Sn	110.9	Yard		P. M. A 12.45	P.M.A. 2.11	A.M.A. 4.08		P.M.A. 5.00	P.M.A. 4.30		
									95.1	.....S. P. Crossing.....	110.0									
	8.00	5.30		f11.51	f 1.50	f12.07PM	105		104.8	D..... KINGDON .....Di	100.3	91	7 am to 7 pm	f12.25	f 1.50	s 3.49		4.20	4.00		
	8.15	5.45		f11.59PM	1.57	f12.15	109		109.5	..... BRACK	95.6	55		12.15	f 1.42	f 3.41		4.05	3.40	
	8.45	6.00		f12.06AM	f 2.04	f12.22	114	W.	113.9	D..... THORNTON .....Nh	91.2	105	7 am to 7 pm	f12.07PM	f 1.35	f 3.34		3.50	3.15		
	9.10	6.20		f12.15	s 2.13	f12.31	119		118.6	..... GLANNVALE	86.5	46		s11.59AM	f 1.27	f 3.25		3.35	2.45	
	9.50	6.40		f12.24	f 2.21	f12.40	125		124.7	D..... FRANKLIN .....FR	80.4	90	7 am to 7 pm	f11.49	f 1.17	f 3.16		3.20	2.21		
	10.15	6.55		f12.31	f 2.28	12.47	129		128.8	..... SIMS	76.3	20		f11.42	1.10	f 3.09		3.05	1.45	
				f			134		133.6	..... CORDOVA	71.5	No Siding				f				
	11.00AM 1.00PM	7.20		f12.43	2.40	1.00	136	W. C.	136.3	D... JEFFERY SHOPS ...JS	68.8	150		11.32	1.00	f 2.57		2.40	1.00		
	1.20	7.35		s12.53	s 2.50	s 1.10	139	Y. K.	138.6	S. P. Crossing X DN... SACRAMENTO .....Sr	66.5	Yard		s11.23	s12.50	s 2.47		2.25	12.20PM		
									140.8	.....N. E. Crossing.....	64.3									
	2.00	7.55		f 1.04	3.02	1.22	144		143.9	..... DEL PASO	61.2	73		11.09	12.35	f 2.35		2.00	11.40AM	
	2.25	8.20		f 1.15	f 3.13	1.34	151		150.6	..... COUNSMAN	54.5	70		10.53	f12.24	f 2.23		1.34	10.53	
									152.5	.....N. E. Crossing.....	52.6									
	2.45	8.35		f 1.25	f 3.23	f 1.44	156	W.	156.1	D... PLEASANT GROVE..GV	49.0	65	7 am to 7 pm	f10.48	f12.14PM	f 2.13		1.05	10.15		
				f			162		162.0	..... TROWBRIDGE	43.1	Spur 6				f				
	3.25	9.10		f 1.50	3.48	f 2.07	172		172.5	..... ARBOGA	32.6	80		10.25	f11.51AM	f 1.50		12.25PM	9.10	
									178.1	.....N. E. Crossing.....	27.0									
	3.59	9.30		s 2.05	s 3.59	s 2.18	179	W.	178.8	2S..... MARYSVILLE ....Ms S. P. Crossing	26.3	280	9a to 12.30p 1.30 p to 7 p 11 pm to 3 am 4 am to 9 am	s10.13	s11.39	s 1.35		11.55AM	8.00		
									180.2	.....S. P. Crossing.....	24.9									
	4.40	10.01		f 2.20	4.11	2.30	186		185.8	..... TAMBO	19.3	50		10.01	11.27	f 1.20		11.27	7.35	
	5.05	10.20		f 2.34	f 4.23	f 2.41	193		192.9	..... CRAIG	12.2	85		f 9.50	f11.16	f 1.05		10.55	7.15	
	5.35	10.40		f 2.47	f 4.34	2.51	199		199.4	D..... PALERMO .....Mo	5.7	93	7 am to 7 pm	f 9.40	f11.06	f12.52		10.40	6.50		
A.M.L. 5.30	6.00 P.M.A.	10.59AM 12.10PM		2.54	4.41	f 2.57	203	W.C.O.R.T.	202.9	2S...OROVILLE YARD...Yd	2.2	Yard	6a to 12.01a	9.34	10.59	12.45		10.25 9.15	6.30 A.M.L.	P.M.A. 4.15	
5.40 A.M.A.		12.20 P.M.A.		3.00 A.M.A.	4.45 P.M.A.	3.01 P.M.A.	205	RK.	205.1	2S..... OROVILLE .....Vi	0.0	100	8 am to 6 pm 10 pm to 7 am	9.30 A.M.L.	10.55 A.M.L.	12.40 A.M.L.		9.02 A.M.L.		4.05 P.M.L.	
Daily, Ex. Sun.	Daily, Ex. Sun.	DAILY		DAILY	DAILY	DAILY								DAILY	DAILY	DAILY		DAILY	Daily, Ex. Sun.	Daily, Ex. Sun.	
	10.30	5.59		3.27	3.17	3.13				Time over District				3.15	3.16	3.28		6.35	10.00		
	10.5	18.5		32.4	33.7	34.5				Average Speed per Hour				34.1	33.7	32.0		16.8	11.0		

BULLETIN STATIONS: Stockton yard, Oroville yard, Oroville.
 Passenger trains will register by ticket at Stockton yard.
 Trains must get clearance at Sacramento dispatcher's office before leaving that point.
 Oroville yard extends from the yard limit board west of west switch at Oroville yard to the yard limit board east of east switch at Oroville.
 Trains moving between Oroville yard and Oroville will be governed by Rule 93 of the Transportation Department.
 All except first-class trains will send flagman ahead around curve just west of Oroville.

EASTWARD

THIRD DISTRICT

WESTWARD

SECOND CLASS			FIRST CLASS			Station Numbers	Water, Fuel, Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 15 April 12, 1915 Succeeding No. 14			Distance from Portola	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS	
94	52	4	2	20	1				19	3	51				95				
Way Freight Daily Except Sunday	Freight DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY				Passenger DAILY	Passenger DAILY	Passenger DAILY				Freight DAILY	Way Freight Daily Except Sunday			
A.M.L. 5.40	P.M.L. 12.20	A.M.L. 3.10	P.M.L. 4.55	P.M.L. 3.11	205	R K.	205.1	2S..... OROVILLE .....Vi	116.3	69	8 am to 6 pm 10pm to 7 am	A.M.A. 9.20	A.M.A. 10.45	A.M.A. 12.30	A.M.A. 9.00	P.M.A. 4.05			
6.10	12.50	f 3.26	5.10	3.26	213		212.7	..... 7.6 BIDWELL .....V	108.7	38		9.03	10.29	f 12.12	8.30	3.26		
6.30	1.10	f 3.36	5.20	3.36	217	W.	217.5	F..... 4.8 BLOOMER .....V	103.9	54		8.52	10.18	f 12.01AM	8.10	2.45			
7.05	1.30	f 3.47	5.30	f 3.46	221		221.4	..... 3.9 LAS PLUMAS.....V	100.0	11		f 8.43	10.09	f 11.50PM	7.50	2.15		
7.35 8.35	1.50	f 3.57	f 5.39	3.54	224		224.3	D..... 2.9 BERRY CREEK.....Bk	97.1	55	7 am to 7 pm	f 8.35	10.02	f 11.42	7.35	1.50			
8.50	2.10	f 4.10	5.50	f 4.04	228	W.	228.5	F..... 4.2 BLINZIG .....V	92.9	17		8.25	9.51	f 11.30	7.15	1.30			
9.33	2.30	f 4.33	6.08	4.20	235		235.2	F..... 6.7 POE .....V	86.2	48		8.06	9.33	f 11.10	6.45	1.05			
9.50	2.50	s 4.45	s 6.20	s 4.30	239	W.C.	239.2	DN..... 4.0 BIG BAR.....Bg	82.2	73		s 7.56	f 9.22	s 10.59	6.25	12.50			
10.10	3.10	f 4.58	f 6.31	4.43	244		243.7	F..... 4.5 CRESTA .....V	77.7	30		7.45	f 9.11	f 10.46	6.05	12.30			
10.25	3.30	f 5.10	6.42	4.54	247	W.	247.5	..... 3.8 MERLIN .....V	73.9	56		7.35	9.01	f 10.34	5.50	12.15 PM		
10.45	3.50	f 5.27	6.57	5.08	253		253.1	F..... 5.6 TOBIN .....V	68.3	60		7.21	f 8.48	f 10.18	5.27	11.55 AM			
11.30	4.20	s 5.47	f 7.15	f 5.26	260	W.	259.9	D..... 6.8 BELDEN .....Bn	61.5	60	7am to 8 pm f	f 7.04	f 8.31	s 9.59	4.55	11.30			
11.50 AM	4.35	f 6.00	7.26	f 5.37	265		264.6	F..... 4.7 RICH .....V	56.8	55		6.52	f 8.19	f 9.47	4.40	11.00			
12.15 PM	5.00	f 6.17	f 7.44	f 5.52	270	W.T.	270.3	F..... 5.7 VIRGILIA .....V	51.1	52		6.38	f 8.05	f 9.31	4.15	10.30			
12.35	5.15	f 6.30	f 7.52	f 6.00	274		273.7	F..... 3.4 TWAIN .....V	47.7	67		f 6.30	f 7.57	f 9.21	4.05	10.15			
1.10	6.23	s 6.55	s 8.15	s 6.23	281	W.C.	281.0	DN..... 7.3 KEDDIE .....Kd	40.4	95		s 6.10	s 7.38	s 9.00	3.35	9.40			
1.45	6.55	s 7.20	s 8.40	f 6.43	288		287.8	2S..... 6.8 QUINCY JCT.....Rt	33.6	82	5.30a-11.30p	f 5.51	s 7.20	s 8.40	3.10	9.05			
2.25	7.30	s 7.40	f 9.03	f 7.05	297	W.	296.6	D.... 8.3 SPRING GARDEN...Sg	24.8	70	6.45a-10.45a 1.30p-9.30p	f 5.31	f 7.00	s 8.19	2.40	8.25			
2.55	8.03	f 7.55	9.18	f 7.20	302		301.6	D..... 5.0 SLOAT .....SO	19.8	49	6.30a-10.30a 1.30p-9.30p	5.15	f 6.45	f 8.03	2.10	7.55			
3.35	8.45	s 8.13	s 9.40	7.45	310	W.	310.3	D..... 8.7 BLAIRSDEN .....BD	11.1	30	8 a to 11 30 a 1.30p to 10p	s 4.58	s 6.28	s 7.45	1.42	7.10			
3.50	9.00	s 8.20	f 9.50	f 7.55	314		313.6	D..... 3.3 CLIO .....Co	7.8	56	6.50a to 10.50a 1.50p to 9.50p	f 4.52	f 6.22	s 7.37	1.30	6.50			
4.15	9.30	8.32	10.05	8.10	318		318.3	..... 4.7 MABIE .....V	3.1	17		4.41	6.11	7.26	1.12	6.30		
4.30 P.M.A.	9.45 P.M.A.	8.40 A.M.A.	10.15 P.M.A.	8.20	321	W.C.T.O. R.K.	321.4	DN..... 3.1 PORTOLA .....Kl	0.0	Yard		4.35 A.M.L.	6.05 A.M.A.	7.20 P.M.L.	1.00 A.M.L.	6.15 A.M.L.			
Daily Except Sunday	DAILY	DAILY	DAILY	P.M.A. DAILY								DAILY	Daily	DAILY	DAILY	Daily Except Sunday			
10.50	9.25	5.30	5.20	5.09				Time over District				4.45	4.40	5.10	8.00	9.50			
10.7	12.3	21.1	21.4	22.5				Average Speed per Hour				24.4	24.9	22.5	14.5	11.8			

BULLETIN STATIONS: Oroville, Portola.

Nos. 94 and 95 will carry passengers in cabooses.

When passenger trains meet at Portola, unless otherwise specified by train order, the pocket track in front of the depot is designated as the proper track on which the inferior train will take siding.

EASTWARD

FOURTH DISTRICT

WESTWARD

SECOND CLASS				FIRST CLASS				Station Numbers	Water, Fuel Tables, Scales and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 15 April 12, 1915 Succeeding No. 14				Distance from Gerlach	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS	
52		4	2	20	STATIONS Telegraph Offices and Calls	1	19				3	51										
Freight	Passenger	Passenger	Passenger	DAILY		DAILY	DAILY				DAILY	Freight										
P.M.L. 11.00	A.M.L. 8.50	P.M.L. 10.25	P.M.L. 8.30	321	DN.....PORTOLA..... Ki	116.9	Yard		A.M.A. 4.25	A.M.A. 5.55	P.M.A. 7.10	P.M.A. 11.59										
11.10	8.56	10.30	8.35	324	.....B. & L. JCT.....	114.2			4.19	5.49	7.02	11.50									
11.35	s 9.03	f 10.36	f 8.41	328	D..... HAWLEY .....Je	110.2	89	7 am to 7 pm	f 4.13	f 5.43	s 6.53	11.35										
11.50 PM	f 9.10	10.43	8.48	332	..... HINDOO	105.9	60		4.05	5.34	f 6.43	11.20									
12.15 AM	s 9.22	f 10.54	f 8.59	340	2S..... CHILCOOT .....Ch	98.7	53	9am 12.01pm 1pm to 7pm 9pm to 6am	f 3.54	f 5.23	s 6.30	10.54										
12.42	f 9.40	11.07	9.12	346	..... SCOTTS	92.3	57		3.35	5.07	f 6.12	10.15									
1.02	f 9.52	11.17	9.22	352	..... RED ROCK	86.2	Spur 24		3.22	4.53	f 5.58	9.50									
1.13	f 9.59	f 11.22	9.27	355	..... CONSTANTIA	82.8	Spur 45		3.16	f 4.47	f 5.51	9.40									
1.25	s 10.05	f 11.26	f 9.31	358	..... OMIRA Ma	80.1	82		f 3.11	f 4.42	s 5.45	9.31									
1.45	s 10.15	s 11.35	f 9.40	363	DN..... DOYLE Do	75.4	58		s 3.03	s 4.32	s 5.33	9.00										
				364 N. C. O. Ry. Transfer....	74.7	Spur 30															
				 N. C. O. Ry. Crossing....	66.8																
2.40	f 10.42	f 11.58 PM	f 10.03	378	D.... CALNEVA, Cal. Na	60.7	59	4 am to 4 pm	f 2.40	f 4.09	f 5.06	8.05										
3.00	f 10.54	f 12.08 AM	f 10.13	384	..... FLANIGAN, Nev.....	54.4	61		f 2.30	f 3.59	f 4.54	7.40									
				 S. P. Crossing.....	53.6																
3.23	11.08	12.20	10.25	391	..... KEPLER	46.8	54		2.19	3.48	4.41	7.10									
3.45	f 11.12	f 12.23	10.28	393	D..... SAND PASS..... Sa	44.8	60	4 am to 4 pm	f 2.16	f 3.45	f 4.38	7.00										
4.25	f 11.32	12.41	10.46	405	..... SANO	33.3	59		1.57	3.24	f 4.16	6.00									
5.00	f 11.55 AM	12.58	11.04	416	..... REYNARD	22.1	57		1.42	3.09	f 3.54	5.30									
5.30	f 12.11 PM	1.10	11.17	424	..... BRONTE	14.3	74		1.32	2.58	f 3.38	5.10									
6.00	f 12.24	1.22	11.29	431	..... PHIL	7.7	81		1.22	2.48	f 3.25	4.50									
6.30 A.M.A.	12.40 P.M.A.	1.40 A.M.A.	11.43 P.M.A.	438	DN..... GERLACH Gr	0.0	Yard		1.05 A.M.L.	2.37 A.M.L.	3.10 P.M.L.	4.30 P.M.L.										
DAILY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	DAILY										
7.30	3.50	3.15	3.13		Time over District				3.20	3.18	4.00	7.29										
15.8	30.5	35.9	36.3		Average Speed per Hour				35.0	35.4	29.2	15.6										

BULLETIN STATIONS: Portola, Gerlach.

SPECIAL RULES

Westward trains are superior to eastward trains of the same class.

Extra trains may pass and run ahead of second class trains without orders.

Lighted fusees must not be thrown off in any tunnel. If necessary to use fusees inside tunnels they must be held in the hand or securely placed in the earth or ballast in such a manner that it will be impossible for fire to be communicated to any woodwork within tunnel.

Second class and extra trains must approach all stations under control, where view of main track within station limits is obstructed, expecting to find main track occupied, and will be governed by Rule 93 of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.

All trains and engines will stop at "D" Street, just east of Marysville freight station and send flagman ahead before crossing this street.

On the third district westward freight trains will stop to inspect trains at Sloat, Keddie, Belden and Big Bar.

SPEED RESTRICTIONS

All trains will be handled under control regardless of schedule time at all points where slides or falling rocks are apt to be encountered.

Special attention is called to Rule 373 of the Transportation Department.

Passenger trains will not exceed a speed of 50 miles per hour.

Freight trains will not exceed a speed of 30 miles per hour.

Speed of engines backing up will not exceed 20 miles per hour on straight track. On curves and where track conditions are unfavorable speed must be still further reduced to a rate consistent with safety.

Passenger trains will consume three (3) minutes, all other trains six (6) minutes passing through tunnel No. 1.

All trains reduce speed to 15 miles per hour between A. T. & S. F. Crossing and Park Street, Stockton.

Passenger trains will consume six (6) minutes, all other trains ten (10) minutes passing through tunnel 35.

On the third district, maximum speed for westward trains as follows: Passenger trains—Portola to Keddie, 35 miles per hour; Keddie to Berry Creek, 30 miles per hour; Berry Creek to Oroville, 35 miles per hour. Freight trains—Portola to Oroville, 20 miles per hour.

Light engines, or engines with cabooses only, may make No. 3's schedule, Portola to Oroville.

Passenger trains must consume four (4) minutes, all other trains eight (8) minutes passing through tunnel 37.

Trains will not exceed a speed of 20 miles per hour over the crossing of the Fernley-Lassen Branch of the Southern Pacific Railway Company at M. P. 384.7 near Flannigan.

INTERLOCKING PLANTS AND SIGNALS

S. P. crossing M. P. 5.2. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 5.8. Interlocked. Eastward trains on main track governed by home signal 700 feet west of crossing and distant signal two thousand feet west of home signal. Eastward trains on No. 1 track at Oakland Terminal governed by dwarf signal just west of east switch of No. 1 track. Westward trains on main track and passing track governed by signals on bracket post seven hundred and fifty feet east of crossing. Distant signal two thousand feet east of home signals governs trains on main track only.

S. P. crossing M. P. 6.8. Interlocked. Eastward trains on main track governed by home signal five hundred feet west of crossing. Eastward trains

on passing track governed by dwarf signal two hundred and fifty feet west of crossing on north side of William Cluff Co. spur. Westward trains governed by signals on bracket post five hundred feet east of crossing; home signal arm governs trains on main track and dwarf signal governs trains on passing track.

S. P. crossing M. P. 7.2. No signals.

S. P. crossing M. P. 7.8. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 10.4. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 13.4. No signals.

S. P. crossing M. P. 30.3. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 42.7. Interlocked.

S. P. crossing M. P. 42.9.

Home signals four hundred and eighty feet east of crossing at M. P. 42.9 and four hundred and eighty feet west of crossing at M. P. 42.7. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 73.9. Interlocked. Home signals eight hundred feet west and four hundred and fifty feet east of crossing. Distant signals two thousand feet east and west of home signals. Two-arm signal two hundred and ten feet west of crossing; upper arm governs main track westward over crossover switch; lower arm governs movement from main track to passing track through crossover. Dwarf signal fifty feet west of crossover between main track and passing track governs movement from passing track through crossover to main track.

S. P. crossing M. P. 83.8. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing of old Tesla line Ortega M. P. 90.5. Interlocked. Two-arm home signal five hundred feet west of junction switch. Upper arm governs eastward trains on main track. Lower arm governs trains over S.P. crossing on old Tesla track. Home signal five hundred feet east of junction switch governs westward trains on main track. Distant signals two thousand feet east and west of home signals. Westward trains on old Tesla track governed by home signal four hundred and fifty feet east of crossing.

Santa Fe crossing M. P. 93.2. Interlocked. Home signals four hundred and fifty feet east and west of crossing. One distant signal twenty-four hundred and fifty feet west of crossing.

S. P. crossing M. P. 93.8. Interlocked. Home signals four hundred and fifty feet east and west of crossing. No distant signals.

S. P. crossing M. P. 95.1. Interlocked. Home signals four hundred and fifty feet east and west of crossing. One distant signal twenty-four hundred and fifty feet east of crossing.

N. E. crossing X St., Sacramento. No signals.

S. P. crossing M. P. 138.6. Interlocked. Trains governed by two-arm home signals located nine hundred and forty-five feet east and seven hundred feet west of crossing. Upper arms govern main track, lower arms govern legs of wye.

N. E. crossing C St., Sacramento. No signals.

N. E. crossing M. P. 140.8. No signals.

N. E. crossing M. P. 152.5. No signals.

N. E. crossing M. P. 173.1. No signals.

SPECIAL RULES—Continued

S. P. crossing M. P. 178.8. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. P. crossing M. P. 180.2. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.

S. V. & M. crossing M. P. 318.3. No signals.

B. & L. crossing M. P. 328.1. Protected by gates which, in normal position, block B. & L. track. Trains approach under control expecting to find signals connected with gates at danger and gates blocking our track.

N. C. O. crossing M. P. 371.5. No signals.

S. P. crossing M. P. 384.7. Interlocked.

At grade crossings not interlocked nor protected by signals, trains will stop two hundred feet from crossings and ascertain they are clear before proceeding.

When a train is flagged through an interlocking plant by hand signals as against fixed signals, a flagman must precede the train to see that all derails and switches are lined up, and enginemen must observe whether derails and switches are in position. In giving signals for a train to move through interlocking limits against fixed signals the towerman must be on the ground and use a yellow flag by day and a yellow light by night. Hand signals must not be used when the proper indication can be displayed by the fixed signals.

TUNNEL SIGNALS.

Automatic block signals govern track through tunnels 1, 2, 4, 35 and 37.

At tunnels 1 and 2 eastward trains governed by home signal located fifteen hundred feet west of west portal tunnel No. 1. No distant signal. Westward trains governed by home signal located two hundred feet east of east portal tunnel No. 2. Distant signal eighteen hundred feet east of home signal.

At tunnel 4 eastward trains governed by home signal located eleven hundred and fifty feet west of tunnel.

Westward trains governed by home signal seventeen hundred and sixteen feet east of tunnel.

At tunnel 35 eastward trains governed by home signal located one thousand feet west of tunnel.

Westward trains governed by home signal located four hundred feet east of tunnel and distant signal two thousand feet east of home signal.

At tunnel 37 eastward trains governed by home signal located four hundred and fifty feet west of tunnel. Westward trains governed by home signal located two thousand feet east of tunnel.

A train finding the home signal in stop position will immediately send a flagman with lighted red and white lanterns ahead. After waiting five minutes, the train will proceed, keeping at least one thousand feet behind the flagman, until through tunnel. If no obstruction is found, the facts will be reported to the Superintendent from first telegraph office. In a case a train is stopped within the block limits, it must be immediately protected, as per Rule 99, regardless of the position of the signal. Rear brakemen will keep a red and white lantern lighted while passing through these tunnels.

DRAWBRIDGE SIGNALS.

San Joaquin River drawbridge, located at M. P. 80.3. Home signals located thirteen hundred feet east and twenty-two hundred feet west of bridge indicate position of draw. Distant signals fifteen hundred feet east and west of home signals.

Mokelumne River drawbridge, located at M. P. 116.3. Home signals five hundred feet east and west of bridge indicate position of draw. One distant signal twenty-five hundred feet east of draw.

TONNAGE RATING.

Consolidation Engines

First district, Eastward	..... 1450 tons;
Westward	..... 1400 tons.
Second district, Eastward	..... car limit;
Westward	..... car limit.
Third district, Eastward	..... 1150 tons
Westward	..... car limit.
Fourth district, Eastward	..... 1650 tons;
Westward	..... 1600 tons.

The rating for passenger engines on the second district will be 1700 tons and on other districts will be sixty-three per cent of the consolidation engine rating. The rating for engines 121 and 122 will be forty-five per cent of the consolidation engine rating.

The tonnage rating is based on the maximum grade on each district. Between points where grades are less than maximum greater tonnage can be handled and conductors and enginemen will be expected to fill trains to full capacity of engines.

COMPANY SURGEONS.

- Dr. Thomas W. Huntington, Chief Surgeon, San Francisco, Cal.
- Dr. L. P. Howe, Local Surgeon, San Francisco, Cal.
- Dr. Mark H. Woolsey, Oculist and Aurist, San Francisco, Cal.
- Dr. H. E. Alderson, Dermatologist, San Francisco, Cal.
- Dr. Alvin Powell, Local Surgeon, Oakland, Cal.
- Dr. A. Galbraith, Oculist and Aurist, Oakland, Cal.
- Dr. F. W. Simpson, Local Surgeon, Berkeley, Cal.
- Dr. Luther Michael, Local Surgeon, San Leandro, Cal.
- Dr. F. W. Browning, Local Surgeon, Hayward, Cal.
- Dr. J. K. Warner, Local Surgeon, Livermore, Cal.
- Dr. R. R. Hammond, Local Surgeon, Stockton, Cal.
- Dr. Barton J. Powell, Oculist and Aurist, Stockton, Cal.
- Dr. Thos. J. Cox, Local Surgeon, Sacramento, Cal.
- Dr. G. W. Dufficy, Assistant Surgeon, Sacramento, Cal.
- Dr. G. A. Briggs, Oculist and Aurist, Sacramento, Cal.
- Dr. David Powell, Local Surgeon, Marysville, Cal.
- Dr. E. A. Kusel, Local Surgeon, Oroville, Cal.
- Dr. S. M. Sproat, Division Surgeon, Portola, Cal.
- Dr. M. B. Bolton, Local Surgeon, Quincy, Cal.

In all cases of serious emergency, medical attention will be secured for sick or injured patients with the greatest possible expedition, whether such attendant be a Company Surgeon or not, always using proper effort to secure attendance of the latter, and turning patient over to Company Surgeon at first opportunity. For cases of ordinary illness and slight injuries the Company will not be responsible for expenses of physicians other than those regularly employed.

Stretchers are located at:

- 8th and Brannan Sts., San Francisco,
- Oakland Mole,
- Jeffery Shops,
- Sacramento,
- Oroville Shops,
- Portola Hospital,
- Gerlach,
- In baggage cars on all passenger trains.

After stretchers have been used they must be promptly returned to point from which taken.

**COMMERCIAL SPURS
MAIN LINE**

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
FITCHBURG	11.9	No Siding	
HUDSON LUMBER CO.....	15.9	1 E	14
LORENZO	17.2	No Siding	
MEEK	18.5	No Siding	
SORENSEN, F 3.....	22.4	1 W	10
CALIFORNIA BRICK CO. SPUR.	27.7	1 E	20
EBERLY	28.9	Siding	22
NILES PIT.....	29.1	1 W	30
GOOD	32.0	No Siding	
MAYBURG	33.0	No Siding	
IDYLWOOD	34.8	No Siding	
BONITA	37.5	No Siding	
HACIENDA, F 1 & 2.....	39.6	1 W	8
TREVARNO F 3 & 4 F 1 Saturday	49.0	1 W	14
GOECKEN	53.9	1 E	5
REDMOND CUT SHOOFLY.....	59.1	Siding	38
VALPICO	68.2	1 W	10
LINNE	70.6	1 E	7
LUDWIG	73.0	1 E	7
RHODES	75.5	1 W	4
FITZ	77.3	1 E	18
PARADISE CUT, F 1 & 2.....	78.8	No Siding	
SAN JOAQUIN RIVER.....	80.3	No Siding	
GARRISON	82.7	1 W	13
FRENCH CAMP	88.6	1 W	8
HARTE	100.5	1 W	7
BLACKLAND F 3 & 4.....	101.3	No Siding	
BRADFORD SPUR.....	119.0	1 W	
ALBERT	127.2	1 W	10
GREER	131.6	1 E	4
OSO	167.5	No Siding	
CLEVELAND SPUR	176.1	1 W	9
VISTA ROBLES	198.8	1 E	34
QUARTZ	209.5	No Siding	
SWAYNE LUMBER CO, F 1-2-3-4.	229.2	Siding	7
INTAKE F 3-4-19-20.....	231.9	No Siding	
ROCK CREEK	249.1	1 W	10
CAMP ROGERS F 3-4-19-20.....	255.8	No Siding	
SMITH'S POINT, F 1-2-3-4.....	263.9	No Siding	
MASSACK, F 3 & 4.....	292.2	1 E	12
ESTRAY CREEK.....	296.7	1 W	
TRUMBLE	298.8	1 E	6
CROMBERG, F 3 & 4.....	303.4	1 E	6
DELLEKER	320.0	1 E	250
HACKSTAFF	371.5	No Siding	

EASTWARD

TESLA BRANCH

WESTWARD

Water, Fuel Scales, Tables and Scales Registers Standard Clocks	Station Numbers	Distance from Tesla	Time Table No. 15 April 12, 1915 Succeeding No. 14		Distance from Carbona	Capacity of Sidings
			STATIONS Telegraph Offices and Calls			
	BA18	0.0	..... TESLA		13.1	52
	BA11	1.8	..... WALDEN		11.3	33
	BA9	4.3	..... CARNEGIE		8.8	90
	BA7	5.8	..... MANGANESE		7.3	Spur 1E 3
	BA4	8.9	..... MOY		4.2	Spur 1E 8
	BA2	11.4	..... KERLINGER		1.7	8
W.C.Y.R.	72	13.1	D..... CARBONA .....CB		0.0	127
			Time over District			
			Average Speed per Hour			

Hayes derail 334 feet east M. P. 3. Set and lock for derail when not in use. Derailing switches in main track just east of east switches at Carnegie and Tesla. All trains in both directions will stop and set these for the ground after passing over.

Clay bunkers on main track at Tesla will not clear men on sides or top of box cars.

Trains on Tesla Branch will not exceed speed of 12 miles per hour.

When there are cars on the short track on the north side of main track just west of freight house at Carnegie, they will not clear a man on the side of a car on the main track.

Bunkers on north side of main track at Manganese will not clear man on side of car.

FLAGGING RULES FOR BRIDGE AND TRACK FOREMEN

Bridge and track foremen must be familiar with the use and meaning of all signals and see that they are clearly understood and rightly used by persons employed under them.

When making repairs to track or bridges, they must endeavor to keep the main track safe for the passage of trains. The main track must never be obstructed in any way without first conspicuously displaying the stop signal. When changing rails or in any way working on the track or bridges, rendering track impassable, first put out a red flag in the hands of a reliable man (which must be kept in his hands), twenty telegraph poles in each direction from the impassable point, and the flagmen must also place one torpedo at a distance of four telegraph poles beyond the point of the flag. In foggy weather on heavy down grade or curves, flags must be placed at least ten telegraph poles farther distant than above.

When necessary to protect a section of track that is not impassable, but over which speed should be reduced, the following rule will govern: A yellow flag by day or a yellow light at night should be placed, on the engineer's side in both directions, twenty telegraph poles from the point where the slow track begins, and a green flag on the same side of track at a point where the slow track ends; the yellow flag to indicate to engineer the restrictions to be observed, green flag will indicate that he has passed over the slow track.

Track and bridge men will be held responsible for the strict compliance with these rules by their men and must report any violations on the part of train or enginemen to observe same.

K. M. NICOLES,
Trainmaster, Stockton

J. S. SPELMAN
Trainmaster, Portola

F. SAUNDERS
Chief Dispatcher, Sacramento