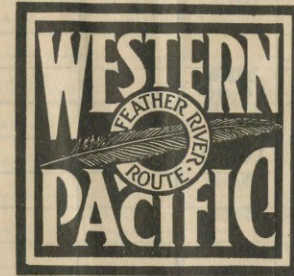


THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME **2** TABLE

*17
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from the paper
#1 - No #1 moved*

In Effect at 12:01 P. M. "Pacific" Time

SUNDAY, FEBRUARY 3, 1918

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

E. W. MASON,
General Superintendent

K. M. NICOLES,
Superintendent of Transportation

J. P. QUIGLEY,
Superintendent

EASTWARD				FIRST DISTRICT				WESTWARD					
Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 2 February 3, 1918	Distance from Stockton Yard	FIRST CLASS		SECOND CLASS		Capacity of Side Tracks	Office Open
	90	52	4	2				1	3	51	91		
	Way Freight	Freight	Passenger	Passenger				Passenger	Passenger	Freight	Way Freight		
	Daily Except Sunday	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	Daily Except Sunday		
STATIONS Telegraph Offices and Calls													
W. C. O.			P. M. L. 7.00	A. M. L. 9.15	0.0	DN. SAN FRANCISCO ..Go	94.2	P. M. A. 6.30	A. M. A. 7.45			Yard	
W. C. R. B.			7.30	9.45	3.5	..... WESTERN PACIFIC MOLE. 1.7	90.7	6.00	7.15			Yard	
W. C. O. T. R. K. B.			A. M. L. 7.05	P. M. L. 10.30	5.4	DN...OAKLAND YARD...Md 0.2	88.8	5.54	7.05			Yard	
					5.8	..... S. P. Crossing..... 0.4	88.4						
			7.15	10.40	6.6	..... OAKLAND .....Na 0.8	87.6	s 5.49	s 7.00				
					6.8	..... S. P. Crossing..... 0.4	87.4						
					7.2	..... S. P. Crossing..... 0.4	87.0						
					7.8	..... S. P. Crossing..... 0.6	86.4						
			7.35	10.55	9.7	D..... FRUITVALE ....Fv 1.9	84.5	f 5.38	s 6.48			26	7 am to 7. pm
					10.4	..... MELROSE 0.7 S. P. Crossing	83.8					10	
			7.50	11.10	13.4	..... ELMHURST 3.0 S. P. Crossing	80.8	5.28	f 6.38			40	
			8.00	11.20	14.8	D..... SAN LEANDRO....DR 1.4	79.4	f 5.24	s 6.34			40	6.30 am to 6.30 pm
			8.25	11.40 PM	20.4	D..... HAYWARD .....Hy 5.6	73.8	f 5.14	s 6.23			46	8:00 am to 8:00 pm
			8.55	12.01 AM	26.6	D..... DECOTO .....D 6.2	67.6	f 5.02	f 6.11			20	7 am to 7 pm
W.			9.15	12.11	29.7	D..... NILES .....Ch 3.1	64.5	f 4.56	s 6.05			53	6.15a to 6.15p
					30.3	..... S. P. Crossing..... 0.6	63.9						
			9.50	12.35	36.0	D..... SUNOL .....Sb 5.7	58.2	f 4.41	f 5.50			30	5.45 am to 5.45 pm
			10.20	12.55	41.5	D..... PLEASANTON ....Tn 5.5	52.7	f 4.31	s 5.40			35	5.30 am to 5.30 pm
					42.7	..... S. P. Crossing..... 1.2	51.5						
					42.9	..... S. P. Crossing..... 0.2	51.3						
W.			11.18 AM	1.15	47.6	DNF... LIVERMORE ....Vn 4.7	46.6	s 4.20	s 5.29			39	
			12.01 PM	1.45	56.5	F..... ALTAMONT 8.9	37.7	f 4.03	f 5.12			49	
			12.12	1.55	59.1	..... REDMOND CUT..... 2.6	35.1	3.56	5.05			38	
			12.40	2.10	62.9	F..... MIDWAY 3.8	31.3	3.48	f 4.57			40	
W. Y.			1.40	2.40	71.8	D..... CARBONA .....Cb 8.9	22.4	f 3.28	f 4.37			87	7.00 am to 7.00 pm
C.			2.00	2.45	73.9	D..... LYOTH .....Ky 2.1 S. P. Crossing	20.3	3.25	f 4.33			22	8.00 am to 8.00 pm
			2.55	3.05	82.7	D..... NILEGARDEN ....Ni 8.8	11.5	f 3.09	f 4.17			Spur I. W. 13	4 am to 4 pm
W. 3.9 ml. W.			3.07	3.10	83.8	..... LATHROP 1.1 S. P. Crossing	10.4	3.07	f 4.15			68	
			3.35	3.25	90.5	..... ORTEGA 6.7	3.7	2.55	4.03			50	
					93.2	..... A. T. & S. F. Crossing 2.7	1.0						
			3.50	3.40	93.8	..... STOCKTON 0.6 S. P. Crossing	0.4	s 2.48	s 3.55			Yard	
W. C. O. T. B. R. K.			4.00 P. M. A.	3.50 A. M. A.	94.2	DN. STOCKTON YARD .SN 0.4	0.0	2.45 P. M. L.	3.50 A. M. L.			Yard	
			Daily Except Sunday	DAILY				DAILY	DAILY				
			8.55	5.20				3.15	3.25				
			9.7	16.6				27.9	26.5				

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

Stockton Yard limit extends from yard limit board west of Stockton to yard limit board east of Stockton Yard.
All trains take water at Niles and as little as possible at Livermore and Oakland.

EASTWARD				SECOND DISTRICT				WESTWARD									
Fuel, Water Tables, Scales Weighs, Bulletin Registers, Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 2 February 3, 1918 STATIONS Telegraph Offices and Calls	Distance from Oroville	FIRST CLASS			SECOND CLASS			Capacity of Side Tracks	Office Open
	94	92	52	4	2	1				3	51	93	95				
	Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger				Passenger	Freight	Way Freight	Way Freight				
	Daily Except Sunday	Daily Except Sunday	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	Daily Except Sunday	Daily Except Sunday				
W.C.O.T. R.K.B.	A.M.L. 7.30	A.M.L. 5.00		P.M.L. 10.39	P.M.L. 12.40	94.2	DN... STOCKTON YARD...Sa	110.9	P.M.A. 2.45	A.M.A. 3.50		P.M.A. 5.00	P.M.A. 4.30		Yard		
						95.1	.....S. P. Crossing.....	110.0								
		8.00	5.35		f10.57	f12.58	104.8	D..... KINGDON .....Di	100.3	f 2.25	f 3.30		4.25	3.35		74	
		8.20	5.50		f11.05	f 1.05	109.5	..... BRACK	95.6	f 2.15	f 3.22		4.10	3.10		43
W.		8.45	6.05		f11.18	f 1.13	113.9	D..... THORNTON .....Nh	91.2	f 2.07	f 3.15		3.55	2.50		59	
		9.10	6.25		f11.21	s 1.22	118.6	..... GLANVALE	86.5	s 1.58	f 3.05		3.40	2.20		46
		9.45	6.45		f11.32	f 1.32	124.7	D..... FRANKLIN .....FR	80.4	f 1.48	f 2.54		3.25	<u>1.48</u> 1.32		73	
		10.10	7.00		f11.39	f 1.40	128.8	..... SIMS	76.3	f 1.40	f 2.47		3.10	1.00		20
					f 12.01		133.6	..... CORDOVA	71.5							No Siding
W. C.		11.00	7.25		f11.51 PM	1.51	136.3	..... JEFFERY SHOPS ...JS	68.8	1.25	f 2.33		2.45	12.25		68
Y. K. O.		11.15	7.40		s12.02 AM	s 2.00	138.6	DN... S. P. Crossing DS SACRAMENTO .....Sr	66.5	s 1.15	s 2.25		2.35	12.10 PM		Yard	
							140.8	..... N. E. Crossing.....	64.3							
		11.40 AM	8.00		f12.17	f 2.12	143.9	..... DEL PASO	61.2	f 1.02	f 2.10		2.12	11.40 AM		74
		12.05 PM	8.20		f12.30	f 2.23	150.6	..... COUNSMAN	54.5	f12.51	f 1.57		1.35	11.00		74
							152.5	..... N. E. Crossing.....	52.6							
W.		12.40 1.00	8.35		f12.45	f 2.34	156.1	D... PLEASANT GROVE..GV	49.0	f12.40	f 1.45		1.00	10.30		69	
					f		162.0	..... TROWBRIDGE	43.1		f					Spur 6
		2.00	9.15		f 1.20	f 2.57	172.5	..... ARBOGA	32.6	f12.15	f 1.20		12.15 PM	9.15		81
							178.1	..... N. E. Crossing.....	27.0							
W.		3.08	9.40		s 1.33	s 3.08	178.8	DN... MARYSVILLE ....Ms S. P. Crossing	26.3	s12.03 PM	s 1.05		11.30 AM	8.30		58	
							180.2	..... S. P. Crossing.....	24.9							
		3.50	10.10		f 1.46	3.20	185.8	..... TAMBO	19.3	11.51 AM	f12.53		11.05	7.30		53
		4.20	10.45		f 1.58	f 3.31	192.9	..... CRAIG	12.2	f11.40	f12.41		10.45	7.05		66
		4.45	11.05		f 2.10	f 3.42	199.4	D..... PALERMO .....Mo	5.7	f11.30	f12.31		10.25	6.45		76	
W.C.O.R. T. K. B.	A.M.L. 6.00	5.00 P.M.A.	11.24 AM 12.30 PM		2.18	3.50	202.9	DN... OROVILLE YARD...Yd	2.2	11.24	12.24		10.10 9.10	6.30 A.M.L.	P.M.A. 5.30	Yard	
R.K.B.	6.10 A.M.A.		12.40 P.M.A.		2.25 A.M.A.	3.55 P.M.A.	205.1	2S..... OROVILLE .....Vi	0.0	11.20 A.M.L.	12.20 A.M.L.		9.00 A.M.L.	5.20 P.M.L.		69	
	Daily Except Sunday	Daily Except Sunday	DAILY		DAILY	DAILY				DAILY	DAILY		DAILY	Daily Except Sunday	Daily Except Sunday	8 am to 6 pm 10 pm to 7 am	
		9.30	6.24		3.46	3.15		Time over District		3.25	3.30		6.50	10.00			
		11.4	16.9		29.4	34.1		Average Speed per Hour		32.4	31.6		15.9	10.8			

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

Passenger trains will register by ticket at Stockton Yard.
 When passenger trains meet at Brack, inferior train will use portion of siding between east switch and cross-over switch which serves stockyards. When eastward train takes siding, this permits them to use main track up to cross-over switch just west of stockyards. Trains must get clearance at Sacramento dispatcher's office before leaving that point.
 All trains and engines will stop at "D" Street, just east of Marysville freight station, and send flagman ahead before crossing.
 Engines when using Cliff House Spur at Marysville must not go beyond a point 320 feet back of frog and 200 feet back of frog at west end high line.
 Eastward trains take full tank water at Marysville.
 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.
 All except first-class trains will send flagman ahead around curve just west of Oroville. Passenger trains will not register at Oroville yard.

EASTWARD				THIRD DISTRICT				WESTWARD				Capacity of Side Tracks	Office Open			
Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 2 February 3, 1918		Distance from Portola	FIRST CLASS		SECOND CLASS					
	88	89	94	52		4	2		1	3	51			95		
			Way Freight Daily Except Sunday	Freight DAILY		Passenger DAILY	Passenger DAILY		Passenger DAILY	Passenger DAILY	Freight DAILY			Way Freight Daily Except Sunday		
			A.M.L. 6.10	P.M.L. 12.40		A.M.L. 2.35	P.M.L. 4.05		A.M.A. 11.10	A.M.A. 12.10	A.M.A. 9.00	P.M.A. 5.20				
STATIONS Telegraph Offices and Calls																
R. K. B.			A.M.L. 6.10	P.M.L. 12.40	A.M.L. 2.35	P.M.L. 4.05	205.1	2S.....	OROVILLE .....Vi	116.3	A.M.A. 11.10	A.M.A. 12.10	A.M.A. 9.00	P.M.A. 5.20	69	8 am to 6 pm 10pm to 7 am
			6.45	1.10	f 2.50	4.20	212.7	7.6	BIDWELL.....	108.7	10.50	f 11.50 PM	8.30	4.50	42	
W.			7.05	1.30	f 3.00	4.30	217.5	4.8	BLOOMER.....	108.9	10.38	f 11.37	8.10	4.30	58	
			7.20	1.45	f 3.09	f 4.39	221.4	3.9	LAS PLUMAS.....	100.0	f 10.28	f 11.25	7.52	4.05	11	
			7.40	2.05	f 3.18	f 4.47	224.3	2.9	BERRY CREEK....Bk	97.1	f 10.20	f 11.18	7.40	3.50	59	7 am to 7 pm
W.			8.10	2.25	f 3.28	4.57	228.5	4.2	BLINZIG.....	92.9	10.08	f 11.07	7.25	3.30	13	
			9.05	3.00	f 3.47	5.16	235.2	6.7	POE.....	86.2	9.50	f 10.50	7.00	3.00	53	
W. C.			9.40	3.20	s 4.02	s 5.31	239.2	4.0	PULGA.....Bg	82.2	s 9.40	s 10.40	6.45	2.30	60	
			10.05	3.40	f 4.13	5.42	243.7	4.5	CRESTA.....	77.7	9.28	f 10.27	6.28	2.00	31	
W.			10.25	3.55	f 4.24	5.54	247.5	3.8	MERLIN.....	73.9	9.16	f 10.16	6.12	1.35	59	
			10.50	4.15	f 4.38	f 6.09	253.1	5.6	TOBIN.....	68.3	f 9.03	f 10.03	5.48	1.05	61	
W.			11.25	4.45	s 4.57	f 6.29	259.9	6.8	BELDEN.....Bn	61.5	f 8.45	s 9.45	5.25	12.25 PM	67	
			11.50 AM	5.05	f 5.08	f 6.42	264.6	4.7	RICH.....	56.8	f 8.33	f 9.35	5.08	11.50 AM	59	
W. T.			12.15 PM	5.25	f 5.24	f 6.58	270.3	5.7	VIRGILIA.....	51.1	f 8.16	f 9.15	4.30	11.20	51	
			12.35	5.40	f 5.32	f 7.07	273.7	3.4	TWAIN.....	47.7	f 8.08	f 9.07	4.15	11.00	41	
			12.55	6.00	s 5.44	s 7.18	277.5	3.8	PAXTON.....XN	43.9	s 7.57	s 8.56	3.59	10.35	30	
W. C.			1.20	6.20	s 5.55	s 7.32	281.0	3.5	KEDDIE.....Kd	40.4	s 7.48	s 8.46	3.45	10.15	46	
			2.00	7.00	s 6.17	s 7.52	287.8	6.8	QUINCY JUNCTION...Rt	33.6	s 7.30	s 8.27	3.15	9.30	57	6.30a to 4.30p 7p to 6a
			2.25	7.35	6.33	8.10	294.2	6.4	WILLIAMS LOOP.....	27.2	7.15	8.10	2.55	8.55	38	
W.			2.45	8.03	s 6.40	f 8.17	296.6	2.4	SPRING GARDEN.....	24.8	f 7.10	s 8.03	2.45	8.40	73	
			3.15	8.50	f 6.55	f 8.33	301.6	5.0	SLOAT.....SO	19.8	f 6.55	f 7.48	2.15	8.10	56	7.45a - 7.45p
W.			3.50	9.35	s 7.20	s 8.55	310.3	8.7	BLAIRSDEN.....BD	11.1	s 6.35	s 7.28	1.42	7.20	48	8am to 8pm
			4.10	9.50	s 7.32	f 9.05	313.6	3.3	CLIO.....Co	7.0	f 6.27	s 7.19	1.30	7.00	56	8am to 8pm
			4.35	10.15	7.48	9.21	318.3	4.7	MABIE.....	3.1	6.16	7.07	1.12	6.40	17	
W. C. T. O. R. K. B.			5.00 P.M.A.	10.30 P.M.A.	8.00 A.M.A.	9.30 P.M.A.	321.4	3.1	PORTOLA.....K1	0.0	6.10 A.M.L.	7.00 P.M.L.	1.00 A.M.L.	6.30 P.M.L.	Yard	
			Daily Except Sunday	DAILY	DAILY	DAILY					DAILY	DAILY	DAILY	Daily Except Sunday		
			10.50	9.35	5.25	5.25			Time over District		5.00	5.10	8.00	10.50		
			10.7	12.1	21.4	21.4			Average Speed per Hour		23.2	22.5	14.5	10.7		

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

Nos. 94 and 95 will carry passengers.
 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.
 Westward freight trains will stop to inspect trains at Sloat, Keddie, Belden and Pulga.
 Westward passenger trains take full tank water at Pulga, and westward freight trains take full tank water at last water station before reaching Oroville.
 No. 3, when meeting No. 2 at Williams Loop, will take siding.

635
595
447
1.28

10.20
6.30
8.10

635-525
215
447

10.20
4.58
6.20

609

3.20
4.10

9.50
7.30
5.20

9.03-3
2
9.40
5.20

10.20
8.40

EASTWARD				FOURTH DISTRICT				WESTWARD						
Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 2 February 3, 1918	Distance from Gerlach	FIRST CLASS		SECOND CLASS		Capacity of Side Tracks	Office Open
	52			4	2				1	3	51			
	Freight	Passenger		Passenger	Passenger				Passenger	Passenger	Freight	Passenger		
W.C.T.O. R.K.B.	DAILY			DAILY	DAILY	STATIONS Telegraph Offices and Calls	DAILY	DAILY	DAILY	DAILY	DAILY	Yard		
	P.M.L. 11.30	A.M.L. 8.20	P.M.L. 9.40	321.4	DN.....PORTOLA.....Ki	116.9	A.M.A. 6.00	P.M.A. 6.40	P.M.A. 11.30					
	11.40	8.26	9.46	324.1	.....B. & L. JUNCTION.....	114.2	5.53	6.35	11.18				
	11.55PM	s 8.34	f 9.53	328.1	D.....HAWLEY.....Je	110.2	f 5.45	s 6.28	11.00			89	7 am to 7 pm	
	12.10AM	f 8.42	10.00	332.4	.....HINDOO.....	105.9	5.37	f 6.20	10.40			60	
W.	12.30	s 8.56	f 10.12	339.6	2S.....CHILCOOT.....Ch	98.7	f 5.25	s 6.08	10.12			53	9am-12.01pm 1pm to 7pm 9pm to 7am	
Y.	12.42	s 9.05	f 10.19	341.6	D...RENO JUNCTION...RN	96.7	f 5.16	s 6.00 s 5.55	9.45			20	7 am to 7 pm	
	1.00	f 9.18	10.26	346.0	.....SCOTTS.....	92.3	5.06	f 5.45	9.25			57	
	1.20	f 9.30	10.36	352.1	.....RED ROCK.....	86.2	4.52	f 5.30	8.55			57	
	1.30	f 9.37	f 10.41	355.5	.....CONSTANTIA.....	82.8	f 4.45	f 5.22	8.45			Spur 45	
W.C.	1.40	s 9.43	f 10.46	358.2	.....OMIRA.....Ma	80.1	f 4.40	s 5.16	8.35			58	
	1.55	s 9.53	s 10.54	362.9	2S.....DOYLE.....Do	75.4	s 4.30	s 5.06	8.20			58	9.00a-7.00p 7.00p-5.00a	
	2.20	s 10.08	s 11.07	371.5	2S.....HACKSTAFF....HK	66.8	s 4.16	s 4.51	7.50			43	8.00a-6.00p 10.00p-8.00a	
W.	2.40	f 10.20	f 11.17	377.6	.....N. C. O. Crossing.....	60.7	f 4.05	f 4.36	7.35			59	7 am to 7 pm
	3.00	f 10.32	f 11.27	383.9	.....CALNEVA, Cal. ....Na	60.7	f 4.05	f 4.36	7.35			53	
				384.7	.....FLANIGAN, Nev.....	54.4	f 3.55	f 4.24	7.15				
W. 3.5 miles east	3.40	f 10.50	f 11.41	393.5	.....S. P. Crossing.....	53.6							
	4.25	f 11.10	11.59PM	405.0	N.....SAND PASS.....Sa	44.8	f 3.40	f 4.06	6.45			62	3.50p-3.50a	
	5.00	f 11.24	12.15AM	416.2	.....SANO.....	33.3	3.20	f 3.46	6.00			59	
	5.30	f 11.37	12.27	424.0	.....REYNARD.....	22.1	3.04	f 3.24	5.30			62	
	6.00	f 11.49AM	12.38	430.6	.....BRONTE.....	14.3	2.53	f 3.10	5.10			74	
W.C.T. R.K.B.	6.30 A.M.A.	12.05 P.M.A.	12.55 A.M.A.	438.3	.....PHIL.....	7.7	2.42	f 2.57	4.50			81	
	DAILY	DAILY	DAILY		DN.....GERLACH.....Gr	0.0	2.30 A.M.L.	2.45 P.M.L.	4.30 P.M.L.			Yard		
	7.00	3.45	3.15				DAILY	DAILY	DAILY					
	16.7	31.1	35.9		Time over District		3.30	3.55	7.00					
					Average Speed per Hour		33.4	29.8	16.7					

Eastward		LOYALTON BRANCH				Westward			
Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	FIRST CLASS		Distance from Loyalton	Time Table No. 2 February 3, 1918		Distance from B. & L. Junction	FIRST CLASS		Capacity of Side Tracks
	216			217					
	Mixed	Daily Except Sunday		Mixed	Daily Except Sunday				
W.C.T.O. R.K.B.	STATIONS Telegraph Offices and Calls		STATIONS Telegraph Offices and Calls		STATIONS Telegraph Offices and Calls		STATIONS Telegraph Offices and Calls		
	P.M.L. 2.30	.0	F.....LOYALTON.....	16.3	A.M.A. 10.45				
	3.20	11.8	.....W. P. Crossing.....	4.5	9.45				
	3.40	13.3	D.....HAWLEY.....Je						
	4.00	15.7	.....BECKWITH.....	3.0	9.30				
	4.10 P.M.A.	16.3	.....GRIZZLY SPUR.....	0.6	8.50				
	1.40		F...B. & L. JUNCTION....	0.0	8.45 A.M.L.				
	9.7		Time over District		2.00				
			Average Speed per Hour		8.7				

Eastward		RENO BRANCH				Westward			
Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	FIRST CLASS		Distance from Reno	Time Table No. 2 February 3, 1918		Distance from Reno Junction	FIRST CLASS		Capacity of Side Tracks
	204			202					
	Passenger	Passenger		Passenger	Passenger				
W.C.T.O. R.K.B.	STATIONS Telegraph Offices and Calls		STATIONS Telegraph Offices and Calls		STATIONS Telegraph Offices and Calls		STATIONS Telegraph Offices and Calls		
	P.M.L. 4.25	A.M.L. 7.00	0	.....RENO.....	33.2	A.M.A. 10.35	P.M.A. 7.45		
W	f 5.00	f 7.45	14.4	.....ANDERSON.....	18.8	f 9.56	f 7.07	25	
	f 5.08	f 8.05	16.9	.....COPPERFIELD.....	16.3	f 9.50	f 7.00		
	f 5.25	f 8.15	23.0	.....PEAVINE.....	10.2	f 9.35	f 6.40		
Y	5.55 P.M.A.	8.50 A.M.A.	33.2	D...RENO JUNCTION RN	.0	9.10 A.M.L.	6.10 P.M.L.	30	
	1.30	1.50		Time over District		1.25	1.35		
	22.1	18.1		Average Speed per Hour		23.4	20.9		

Nos. 216 and 217 will be handled between Portola and B. & L. junction by train order.

No. 202 has right over 201. No. 204 has right over 203.

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

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
KOHLER	11.5	1 W	4
FITCHBURG	11.9	No Siding	
HARVEY'S SPUR, 85TH AVE...	12.7	1 E	12
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
ROCKMILL	30.8	1 E	37
GOOD	32.0	No Siding	
MAYBURG	33.0	No Siding	
IDYLVWOOD	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, F 1 & 2	53.9	1 E	5
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, F 3	80.3	No Siding	
FRENCH CAMP	88.6	1 W	8
HARTE	100.5	1 W	7
BLACKLAND F 3 & 4	101.3	No Siding	
ALSCO	106.8	1 W	20
BRADFORD SPUR	119.0	1 W	
ALBERT, F 1 & 2	127.2	1 W	10
BOMBAY	146.3	1 W	18
STRAUCH	148.3	1 E	4
SANKEY	152.9	1 E	4
OSO	167.5	No Siding	
CLEVELAND SPUR	176.1	1 W	9
GRAYBROS	187.6	1 W	3
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 and 4	231.9	No Siding	
MAYARO LODGE, F 3 & 4	241.0	No Siding	
ROCK CREEK, F 3 & 4	249.1	1 W	8
CAMP RODGERS, F 3 and 4	255.8	No Siding	
SMITH'S POINT, F 1-2-3-4	263.9	No Siding	
SPANISH PEAK	272.6	1 W	70
GRAY'S FLAT, F 3-4-94-95	273.0	No Siding	
MASSACK, F 3 & 4	292.2	1 E	12
TRIMBLE	298.8	1 E	6
FEATHER RIVER INN, F 3 and 4	309.2	1 E	2
DELLEKER	320.0	1 E	250

Eastward

CARBONA BRANCH

Westward

Fuel, Water Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	Distance from Carnegie	Time Table No. 2		Distance from Carbona	Capacity of Side Tracks
		February 3, 1918			
STATIONS					
Telegraph Offices and Calls					
	0.0	.....	CARNEGIE	8.8	20
	1.5		1.5		Spur 1E 3
	4.6		..... MANGANESE	7.3	Spur 1E 8
	5.4		3.1		Spur 1, E. 27
O.	5.4		0.8		
	7.1		..... RIVER ROCK.....	3.4	
	7.1		1.7		
	7.1		..... KERLINGER	1.7	8
W. Y.	8.8	D.....	CARBONA.....CB	0.0	127

Derail M. P. 3.3. Set and lock for derail when not in use.
 Derailing switch in main track just east of east switch at Carnegie All trains in both directions will stop and set for the ground after passing over.
 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.
 All trains run with caution and look out for cars on main track at all stations, including Carbona.

SPEED TABLE

Speed per Hour	Time of Performance					
	¼ Mile		½ Mile		1 Mile	
	M	S	M	S	M	S
Miles						
1	15		30		60	
2	7	30	15		30	
3	4		10		20	
4	3	45	7	30	15	
5	3	0	6	0	12	0
6	2	30	5	0	10	0
7	2	8	4	17	8	34
8	1	52	3	45	7	30
9	1	40	3	20	6	40
10	1	30	3	0	6	0
11	1	21	2	43	5	27
12	1	15	2	30	5	0
13	1	9	2	18	4	37
14	1	4	2	8	4	17
15	1	0	2	0	4	0
16	0	56	1	52	3	45
17	0	52	1	46	3	31
18	0	50	1	40	3	20
19	0	47	1	34	3	9
20	0	45	1	30	3	0
21	0	42	1	25	2	51
22	0	40	1	21	2	43
23	0	39	1	18	2	36
24	0	37	1	15	2	30
25	0	36	1	12	2	24
26	0	34	1	9	2	18
27	0	33	1	6	2	13
28	0	32	1	4	2	8
29	0	31	1	2	2	4
30	0	30	1	0	2	0
31	0	29	0	58	1	56
32	0	28	0	56	1	52
33	0	27	0	54	1	49
34	0	26	0	53	1	45
35	0	25	0	51	1	42
36	0	25	0	50	1	40
37	0	24	0	48	1	37
38	0	23	0	47	1	34
39	0	23	0	46	1	32
40	0	22	0	45	1	30
41	0	21	0	43	1	27
42	0	21	0	42	1	25
43	0	20	0	41	1	23
44	0	20	0	40	1	21
45	0	20	0	40	1	20
46	0	19	0	39	1	18
47	0	19	0	38	1	16
48	0	18	0	37	1	15
49	0	18	0	36	1	13
50	0	18	0	36	1	12
51	0	17	0	35	1	10
52	0	17	0	34	1	9
53	0	17	0	34	1	7
54	0	16	0	33	1	6
55	0	16	0	32	1	5
56	0	16	0	32	1	4
57	0	15	0	31	1	3
58	0	15	0	31	1	2
59	0	15	0	30	1	1
60	0	15	0	30	1	0

SPECIAL RULES

SPEED RESTRICTIONS

Passenger trains will not exceed 50 miles an hour.

Freight trains will not exceed 30 miles an hour.

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

All trains will reduce speed to 8 miles an hour over San Joaquin River drawbridge, and to 20 miles an hour over Mokelumne River drawbridge.

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 an 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 an hour; Keddie to Berry Creek, 30 miles an hour; Berry Creek to Oroville, 35 miles an hour. Freight trains—Portola to Oroville, 20 miles an hour.

Light engines, or engines with cabooses only, may make No. 1'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 an hour over the crossing of the Fernley-Lassen Branch of the Southern Pacific Company at M. P. 384.7 near Flanigan.

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. Home signal is two arm signal. Upper arm governs main track eastward; lower arm governs movement main track to passing track eastward. 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.

Bracket post is equipped with a suspended signal under main line signal which governs movement main track to track 1 westward.

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. Interlocked.

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 one hundred feet west of junction switch. Upper arm governs eastward trains on main track. Lower arm governs Tidewater Southern 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 signal two thousand feet east of home signal.

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. 178.1. No signals.

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.

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

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

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

SPECIAL RULES—Continued

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 at stop position will immediately send a flagman ahead with lighted red and white lanterns. After waiting five minutes, proceed, keeping at least 1,000 feet behind the flagman until through tunnel. If no obstruction is found, the facts will be reported to the Superintendent from first open telegraph office. In case train is stopped within the block limits, it must be immediately protected, as per Rule 99, regardless of the position of the fixed signal.

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.

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.

Mallet Engines

Third district, Eastward	2300 tons.
Westward	car limit.

J. H. LEARY,
 Assistant Superintendent, Stockton

F. SAUNDERS,
 Trainmaster, Portola

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. R. G. Harvey, Acting Local Surgeon, San Francisco, Cal.
- Dr. Mark H. Woolsey, Oculist and Aurist, San Francisco, Cal.
- Dr. H. E. Alderson, Dermatologist, San Francisco, Cal.
- Dr. R. G. Van Nuys, Acting Local Surgeon, Oakland, Cal.
- Dr. Elmer E. Brinckerhoff, 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. Hal. Cope, Local Surgeon, Pleasanton, 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. G. W. Stratton, Assistant 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.
- Dr. G. L. Coates, Local Surgeon, Loyalton, Cal.
- Dr. Sidney K. Morrison, Local Surgeon, Reno, Nev.

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.

H. N. BARKER,
 Chief Dispatcher, Sacramento