

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

WESTERN PACIFIC RAILROAD

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, November 3, 1918, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

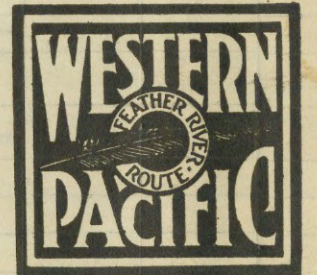
W. R. SCOTT,
Federal Manager.

H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

J. S. SPELMAN,
General Superintendent.

R. L. RUBY,
Acting Superintendent of Transportation.



Fuel, Water Tables, Scales Wyes, Bulletin Registers, Stations Standard Clocks	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 1 November 3, 1918		Distance from Stockton Yard	FIRST CLASS				SECOND CLASS				Capacity of Side Tracks	Office Open
	90		52		4		72			STATIONS Telegraph Offices and Calls			71		3		51		91			
	Way Freight		Freight		Passenger		Passenger						Passenger		Passenger		Freight		Way Freight			
	Leave Daily Ex. Sunday		Leave Daily		Leave Daily		Leave Daily						Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily Ex. Sunday			
W. C. O.						7.00PM	8.40AM	0.0	DN	SAN FRANCISCO	94.2	6.30PM	7.50AM									
						7.18PM	8.58AM			OAKLAND PIER (S. P.) } 3.5 Oakland Ferry		6.12PM	7.32AM									
						7.30PM	9.10AM			OAKLAND PIER (S. P.) } 1.4 Ow	90.8	s 6.05PM	s 7.15AM									
										WEST OAKLAND (S. P.) } 0.6	89.4											
W. C. O. T. R. K. B.		7.05AM	10.30PM					5.4	DN	OAKLAND YARD (W.P.) } 0.3 Md	88.8					1.00AM	3.20PM			Yard		
						7.06	9.18	5.7		S. P. Crossing	88.5											
						7.15	10.40	5.8		S. P. CONNECTION	88.4	5.57	7.06									
								6.6		OAKLAND } 0.2 Nd	87.6	s 5.49	s 7.00			12.50	3.10					
								6.8		S. P. Crossing	87.4											
								7.2		S. P. Crossing	87.0											
								7.8		S. P. Crossing	86.4											
		7.35	10.55			s 7.52	f 9.36	9.7	D	FRUITVALE } 0.7 Fv	84.5	f 5.38	s 6.48			12.30	2.55			26	7.00 AM 7.00 PM	
								10.4		MELROSE } S. P. Crossing 3.0	83.8									10		
		7.50	11.10			8.00	9.44	13.4		ELMHURST } S. P. Crossing 1.4	80.8	5.28	f 6.38			12.10AM	2.35			40		
		8.00	11.20			f 8.03	f 9.49	14.8	D	SAN LEANDRO } 5.6 Dr	79.4	f 5.24	s 6.34			11.59PM	2.30			40	6.30 AM to 6.30 PM	
		8.25	11.40PM			f 8.10	f 9.57	20.4	D	HAYWARD } 6.2 Hy	73.8	f 5.16	s 6.23			11.40	1.55			46	8.00 AM to 8.00 PM	
		8.55	12.01AM			f 8.20	f 10.07	26.6	D	DECOTO } 3.1 D	67.6	f 5.05	f 6.11			11.00	1.20			20	7 AM to 7 PM	
W.		9.15	12.11			f 8.28	f 10.16	29.7	D	NILES } 0.6 Cn	64.5	f 4.59	s 6.05			10.40	1.00			53	6.15A to 6.15P	
								30.3		S. P. Crossing	63.9											
		9.50	12.35			f 8.43	f 10.33	36.0	D	SUNOL } 5.5 Sb	58.2	f 4.44	f 5.50			10.04	12.30PM			30	5.45 AM to 5.45 PM	
		10.20	12.55			s 8.53	f 10.43	41.5	D	PLEASANTON } 1.2 Tn	52.7	f 4.35	s 5.40			9.30	11.55AM			35	8.30 AM to 8.30 PM	
								42.7		S. P. Crossing	51.5											
								42.9		S. P. Crossing	51.3											
W.		10.52AM	1.15			s 9.05	s 10.52	47.6	DNF	LIVERMORE } 3.9 Vn	46.6	s 4.25	s 5.29			9.05	10.52			39		
		12.01PM	1.45			f 9.22	f 11.10	56.5	F	ALTAMONT } 2.6 F	37.7	f 4.10	f 5.12			8.30	10.10			49		
		12.12	1.55			9.27	11.16	59.1		REDMOND OUT } 3.8 F	35.1	4.04	5.05			8.20	9.55			38		
		12.40	2.10			f 9.35	f 11.22	62.9	F	MIDWAY } 3.9 F	31.3	3.57	f 4.57			8.05	9.40			40		
W. Y.		1.40	2.40			f 9.50	f 11.34	71.8	2S	CARBONA } 2.1 Cb	22.4	f 3.40	f 4.37			7.30	9.00			87	7 AM to 4 PM 4 PM to 1 AM	
C.		2.00	2.45			f 9.53	11.38	73.9	D	LYOTH } S. P. Crossing 3.8 Ky	20.3	3.37	f 4.33			7.20	8.30			22	8.00 AM to 8.00 PM	
		2.55	3.05			f 10.06	f 11.54	82.7	D	NILEGARDEN } 1.1 Ni	11.5	f 3.22	f 4.17			6.44	7.55			Spur I. W. 13	4.00 AM to 4.00 PM	
W. 3.9 mi. W.		3.20	3.10			f 10.08	11.56AM	83.8		LATHROP } S. P. Crossing 6.7	10.4	3.20	f 4.15			6.40	7.50			68		
		3.40	3.25			10.20	12.05PM	90.5		ORTEGA } 2.7	3.7	3.10	4.03			6.20	7.20			50		
								93.2		A. T. & S. F. CROSSING } 0.6	1.0											
		3.55	3.40			s 10.35	s 12.15	93.8		STOCKTON } S. P. Crossing 0.4	0.4	s 3.04	s 3.55			6.05	7.05			Yard		
W. C. O. T. B. R. K.		4.00PM	3.50AM			10.40PM	12.18PM	94.2	DN	STOCKTON YARD } 0.4 Sn	0.0	3.00PM	3.50AM			6.00PM	7.00AM			Yard		
		Arrive Daily Ex. Sunday	Arrive Daily			Arrive Daily	Arrive Daily					Leave Daily	Leave Daily			Leave Daily	Leave Daily Ex. Sunday					
		8.55	5.20			3.10	3.08			Time over District		3.05	3.25			7.00	8.20					
		9.9	16.6			23.7	23.9			Average Speed per Hour		29.4	26.5			12.6	10.6					

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

Yard Limits: Oakland, Niles, Livermore, Carbona and Stockton. 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.

Between S. P. Connection and Oakland Pier, trains will be governed by Southern Pacific Time Table, Rules and Regulations.

Fuel, Water Tables, Scales Wyes, Bulletin Registers, Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 1 November 3, 1918				Distance from Oroville	FIRST CLASS			SECOND CLASS			Capacity of Side Tracks	Office Open	
	94	92	52	4	72		STATIONS Telegraph Offices and Calls					71	3	51	93	95				
	Way Freight	Way Freight	Freight	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger		Passenger	Freight	Way Freight	Way Freight	Freight	Way Freight			Way Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
W. C. O. T. R. K. B.		7.30AM	5.00AM		10.40PM	12.18PM	94.2	DN	STOCKTON YARD	Sn	110.9	3.00PM	3.50AM		5.00PM	4.30PM		Yard		
							95.1		S. P. Crossing		110.0									
		8.00	5.35		f 10.57	f 12.34	104.8	D	KINGDON	Di	100.3	f 2.42	f 3.30		4.25	3.35		74	7.00 AM to 7.00 PM	
		8.20	5.50		f 11.05	f 12.40	109.5		BRACK		95.6	f 2.35	f 3.22		4.10	3.00		43		
W.		8.45	6.05		f 11.13	f 12.50	113.9	2S	THORNTON	Nh	91.2	f 2.27	f 3.15		3.55	2.27		59	7.00 AM to 12 midnight	
		9.10	6.25		f 11.22	s 1.00	118.6		GLANNVALE		86.5	s 2.18	f 3.05		3.40	1.40		46		
		9.45	6.45		f 11.35	f 1.10	124.7	D	FRANKLIN	Fr	80.4	f 2.08	f 2.54		3.25	1.10		73	7.00 AM to 7.00 PM	
		10.10	7.00		f 11.43	f 1.15	128.8		SIMS		76.3	f 2.00	f 2.47		3.10	12.45		20		
					f		133.6		CORDOVA		71.5		f					No Siding		
W. C.		11.00	7.25		f 11.57PM	f 1.25	136.3		JEFFERY SHOPS	Js	68.8	1.48	f 2.33		2.45	12.20		68		
Y. K. O.		11.15	7.40		s 12.13AM	s 1.35	138.6	DN	S. P. Crossing SACRAMENTO	Ds Sr	66.5	s 1.35	s 2.25		2.25	12.05PM		Yard		
							140.8		N. E. Crossing		64.3									
		11.45AM	8.00		f 12.25	f 1.47	143.9		DEL PASO		61.2	f 1.20	f 2.07		1.47	11.45AM		74		
		12.20PM	8.20		f 12.36	f 1.57	150.6		COUNSMAN		54.5	f 1.10	f 1.57		1.22	11.15		74		
							152.5		N. E. Crossing		52.6									
W.		1.00	8.35		f 12.47	f 2.07	156.1	D	PLEASANT GROVE	Gv	49.0	f 1.00	f 1.45		1.00	10.45		69	7.00 AM to 7.00 PM	
					f		162.0		TROWBRIDGE		43.1		f					Spur 6		
		2.00	9.30		f 1.20	f 2.33	172.5		ARBOGA		32.6	f 12.34	f 1.20		12.10PM	9.30		81		
							178.1		N. E. Crossing		27.0									
W.		2.47	9.50		s 1.40	s 2.47	178.8	DN	MARYSVILLE	Ms	26.3	s 12.19	s 1.05		11.30AM	9.00		58		
							180.2		S. P. Crossing		24.9									
		3.40	10.15		f 1.52	2.57	185.8		TAMBO		19.3	12.06PM	f 12.53		11.05	8.00		53		
		4.20	10.45		f 2.08	f 3.07	192.9		CRAIG		12.2	f 11.53AM	f 12.41		10.45	7.35		66		
		4.45	11.05		f 2.22	f 3.17	199.4	D	PALERMO	Mo	5.7	f 11.42	f 12.31		10.25	7.15		76	7.00 AM to 7.00 PM	
W. C. O. R. T. K. B.	6.00AM	5.00PM	11.36AM 12.30PM		2.29	3.23	202.9	DN	OROVILLE YARD	Yd	2.2	11.36	12.24		10.10 9.10	7.00AM	6.00PM	Yard		
R. K. B.	6.10AM		12.40PM		s 2.35AM	s 3.28PM	205.1	2S	OROVILLE	Vi	0.0	11.30AM	12.20AM		9.00AM		5.50PM	69	8 AM to 6 PM 10 PM to 7 AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
		9.30	6.36		3.55	3.10			Time over District			3.30	3.30		6.50	9.30				
		11.4	16.4		28.3	35.0			Average Speed per Hour			31.7	31.7		16.2	11.4				

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

Yard limits: Stockton, Sacramento, Marysville and Oroville. 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.

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.

Passenger trains will not register at Oroville Yard.

Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 1 November 3, 1918	Distance from Portola	FIRST CLASS				SECOND CLASS				Capacity of Side Tracks	Office Open
	94		52		4		72					71		3		51		95			
	Way Freight		Freight		Passenger		Passenger					Passenger		Passenger		Freight		Way Freight			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				
R. K. B.	6.10AM	12.40PM			2.45AM	3.38PM	205.1	2S	OROVILLE	Vi	116.3	s 11.20AM	s 12.10AM					69	8 AM to 6 PM 10 PM to 7 AM		
	6.45	1.10			f 3.00	3.53	212.7		BIDWELL		108.7	11.01	f 11.50PM					42			
W.	7.05	1.30			f 3.10	4.03	217.5	F	BLOOMER		103.9	10.49	f 11.37					58			
	7.20	1.45			f 3.20	f 4.12	221.4		LAS PLUMAS		100.0	f 10.39	f 11.25					11			
	7.40	2.05			f 3.29	f 4.20	224.3	D	BERRY CREEK	Bk	97.1	f 10.31	f 11.18					59	7.00 AM to 7.00 PM		
W.	8.10	2.25			f 3.39	f 4.30	228.5	F	BLNZIG		92.9	f 10.19	f 11.07					13			
	9.05	3.00			f 3.58	4.49	235.2	F	POE		86.2	10.02	f 10.50					53			
W. C.	9.52	3.20			s 4.14	s 5.04	239.2	DN	PULGA	Bg	82.2	s 9.52	s 10.40					60			
	10.05	3.40			f 4.25	5.15	243.7	F	CRESTA		77.7	9.40	f 10.27					31			
W.	10.25	3.55			f 4.36	5.27	247.5		MERLIN		73.9	9.28	f 10.16					59			
	10.50	4.15			f 4.50	f 5.42	253.1	F	TOBIN		68.3	f 9.15	f 10.03					61			
W.	11.25	4.45			s 5.10	f 6.02	259.9	DN	BELDEN	Bn	61.5	f 8.58	s 9.45					67			
	11.50AM	5.05			f 5.21	f 6.15	264.6	F	RICH		56.8	f 8.47	f 9.33					59			
W. T.	12.15PM	5.25			f 5.37	f 6.31	270.3	F	VIRGILIA		51.1	f 8.33	f 9.12					51			
	12.35	5.40			f 5.45	f 6.41	273.7	F	TWAIN		47.7	f 8.23	f 9.02					41			
	12.55	6.00			s 6.00	s 6.52	277.5		PAXTON	Xn	43.9	s 8.13	s 8.49					30			
W. C.	1.20	6.20			s 6.14	s 7.05	281.0	DN	KEDDIE	Kd	40.4	s 8.03	s 8.38					46			
	2.00	7.00			s 6.33	s 7.25	287.8	2S	QUINOY JUNCTION	Rt	33.6	s 7.45	s 8.18					57	5.45A to 3.45P 3.45P to 12.45A		
	2.25	7.35			6.49	7.43	294.2		WILLIAMS LOOP		27.2	7.30	8.00					38			
W.	2.45	7.50			s 6.53	f 7.50	296.6	DN	SPRING GARDEN		24.8	f 7.26	s 7.50					73			
	3.15	8.50			f 7.12	f 8.06	301.6	D	SLOAT	So	19.8	f 7.12	f 7.32					56	6.00 AM to 6.00 PM		
W.	3.50	9.35			s 7.33	s 8.28	310.3	2S	BLAIRSDEN	Bd	11.1	s 6.53	s 7.12					48	6.00A to 4.00P 7.30P to 4.30A		
	4.10	9.50			s 7.48	f 8.38	313.6	D	OLIO	Co	7.8	f 6.45	s 7.02					56	7.30 AM to 7.30 PM		
	4.35	10.15			8.05	8.49	318.3		MABIE		3.1	6.35	6.51					17			
W. C. T. O. R. K. B.	5.00PM	10.30PM			s 8.15AM	s 8.55PM	321.4	DN	PORTOLA	Ki	0.0	6.30AM	6.45PM					Yard			
	Arrive Daily Ex. Sunday	Arrive Daily			Arrive Daily	Arrive Daily						Leave Daily	Leave Daily								
	10.50	9.50			5.30	5.17			Time over District			4.50	5.25								
	10.7	11.8			21.1	22.0			Average Speed per Hour			24.0	21.4								

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

Yard Limits: Oroville, Pulga, Belden, Keddie, Sloat and Portola.

Westward freight trains will stop at Sloat, Keddie, Belden and Pulga for train inspection.

Westward passenger trains take full tank water at Pulga, and westward freight trains take full tank water at last water station before reaching Oroville.

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

Nos. 94 and 95 will carry passengers.

Fuel, Water Tables, Scales Weighs, Bulb Registers, Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 1 November 3, 1918	Distance from Gerlach	FIRST CLASS			SECOND CLASS			Capacity of Side Tracks	Office Open			
	52			28						71			51							
	Freight	Passenger	Passenger	Westwood Passenger	Passenger	Passenger				Passenger	Passenger	Reno Passenger	Freight	Passenger	Passenger			Freight	Passenger	Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily
W. C. T. O. R. K. B.	11.30PM				8.35AM	9.05PM	321.4	DN	PORTOLA 2.7	Ki	116.9	s	6.20AM	s	6.25PM				Yard	
	11.40				8.41	9.11	324.1		B. & L. JUNCTION 4.0		114.2		6.12		6.17					
	11.55PM				s 8.48	f 9.18	328.1	D	HAWLEY W. P. Crossing 4.3	Je	110.2	f	6.03	s	6.10				89	7.00 AM to 7.00 PM
	12.10AM				f 8.55	9.25	332.4		HINDOO 7.2		105.9		5.55	f	6.02				60	
W.	12.30				s 9.08	f 9.36	339.6	2S	CHILCOOT 2.0	Ch	98.7	f	5.43	s	5.50				53	8.45A to 6.45P 9.00P to 7.00A
Y.	12.42				9.45AM	s 9.15AM	341.6	D	RENO JUNCTION 4.4	Jn	96.7	f	5.33	5.40PM	s	5.40PM			20	7.00 AM to 7.00 PM
	1.00				f 9.55	9.50	346.0		SCOTTS 6.1		92.3		5.23		f 5.30				57	
	1.20				f 10.08	10.01	352.1		RED ROCK 3.4		86.2		5.10		f 5.15				57	
	1.30				f 10.16	f 10.06	355.5		CONSTANTIA 2.7		82.8	f	5.03		f 5.07				Spur 45	
W. C.	1.40				s 10.22	f 10.11	358.2		OMIRA 4.7	Ma	80.1	f	4.58		s 5.01				58	
	1.55				s 10.33	s 10.19	362.9	2S	DOYLE 8.6	Do	75.4	s	4.49		s 4.51				58	9 AM to 7 PM 7 PM to 5 AM
	2.20				s 10.55	s 10.32	371.5	2S	HACKSTAFF N. C. O. Crossing 6.1	Hk	66.8	s	4.35		s 4.35				43	8 AM to 6 PM 10 PM to 8 AM
W.	2.40				f 11.10	f 10.42	377.6	D	CALNEVA, CAL. 6.3	Na	60.7	f	4.25		f 4.20				59	7.00 AM to 7.00 PM
	3.00				f 11.25	f 10.52	383.9		FLANIGAN, NEV. 0.7		54.4	f	4.15		f 4.05				53	
R. Y.	3.03				s 11.30AM	10.54	384.6		BUNDY 0.1		53.7		4.14		4.00PM					
							384.7		S. P. Crossing 8.8		53.6									
W. 3.5 miles east	4.00					f 11.07	393.5	DN	SAND PASS 11.5	Sa	44.8	f	4.00						62	
	4.45					11.25	405.0		SANO 11.2		33.3		3.43						59	
W. 4 miles west	5.20					11.42	416.2		REYNARD 7.8		22.1		3.27						62	
	5.50					11.56PM	424.0		BRONTE 6.6		14.3		3.15						74	
	6.20					12.08AM	430.6		PHIL 7.7		7.7		3.03						81	
W. C. T. R. K. B.	6.50AM					s 12.25AM	438.3	DN	GERLACH	Gr	0.0		2.50AM						Yard	
	Arrive Daily				Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily		Leave Daily				
	7.20				1.45	0.40	3.20		Time over District			3.30	0.45	1.40		7.00				
	16.0				24.6	30.3	35.7		Average Speed per Hour			33.4	27.0	25.9		16.7				

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

Yard Limits: Portola, Omira, Hackstaff and Gerlach.

Nos. 27 and 28 and all other trains going to or coming from the Southern Pacific will register at Bundy.

No. 27 will not be required to procure a clearance card at Bundy.

Freight trains, both directions, will stop at Omira and Sand Pass for train inspection.

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
ROCKMILL.....	30.8	1 E	37
GOOD.....	32.0	No Siding	
MAYBURG.....	33.0	No Siding	
BONITA.....	37.5	No Siding	
HACIENDA, F 71 and 72.....	39.6	1 W	8
TREVARNO, F 3 and 4, F 71 Saturday.....	49.0	1 W	14
GOECKEN, F 71 and 72.....	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 71 and 72.....	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 and 4.....	101.3	No Siding	
ALSCO.....	106.8	1 W	20
BRADFORD SPUR.....	119.0	1 W	
ALBERT, F 71 and 72.....	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 71, 72, 3 and 4.....	229.2	Siding	7
INTAKE, F 71, 72, 3 and 4.....	231.9	No Siding	
MAYARO LODGE, F 3 and 4.....	241.0	No Siding	
ROCK CREEK, F 3 and 4.....	249.1	1 W	8
CAMP RODGERS, F 3 and 4.....	255.8	No Siding	
SMITH'S POINT, F 71, 72, 3 and 4.....	263.9	No Siding	
SPANISH PEAK.....	272.6	1 W	70
GRAY'S FLAT, F 3, 4, 94 and 95.....	273.0	No Siding	
GOLDEN.....	290.1	1 E	9
MASSACK, F 3 and 4.....	292.2	1 E	12
TRIMBLE.....	298.8	1 E	6
CROMBERG.....	303.4	1 E	6
FEATHER RIVER INN, F 3 and 4.....	309.2	1 E	2
DELLEKER.....	320.0	1 E	250

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	25	2.24	38	1.34
8	7.30	26	2.18	39	1.33
10	6	27	2.13	40	1.30
12	5	28	2.8	41	1.27
15	4	29	2.5	42	1.25
16	3.45	30	2	43	1.23
17	3.31	31	1.56	44	1.21
18	3.20	32	1.52	45	1.20
19	3.9	33	1.49	46	1.18
20	3	34	1.45	47	1.16
21	2.51	35	1.42	48	1.15
22	2.43	36	1.40	49	1.13
23	2.36	37	1.37	50	1.12
24	2.30				

Eastward

CARBONA BRANCH.

Westward

Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	Distance from Carnegie	Time Table No. 1 November 3, 1918		Distance from Carbona	Capacity of Side Tracks
		STATIONS Telegraph Offices and Calls			
	0.0	CARNEGIE 1.5	8.8		20
	1.5	MANGANESE 3.1	7.3		Spur 1 E 3
	4.6	MOY 0.8	4.2		Spur 1 E 8
O.	5.4	RIVER ROOK 1.7	3.4		Spur I. E. 27
	7.1	KERLINGER 1.7	1.7		8
W. Y.	8.8	D CARBONA Ob	0.0		127

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

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.
Look out for cars on main track at all stations, including Carbona. Trains will not exceed 12 miles an hour and, where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

Eastward

LOYALTON BRANCH.

Westward

Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	FIRST CLASS		Distance from Loyalton	Time Table No. 1 November 3, 1918		Distance from B. & L. Junction	FIRST CLASS		Capacity of Side Tracks
		216 Mixed		STATIONS Telegraph Offices and Calls	217 Mixed				
		Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday		
		2.30PM	0.0	F	LOYALTON 11.8	16.3	s 10.45AM		
		s 3.20	11.8	D	W. P. Crossing HAWLEY 1.5	Jc 4.5	s 9.45		
		s 3.40	13.3		BECKWITH 2.4	3.0	s 9.30		
		f 4.00	15.7		GRIZZLY SPUR 0.6	0.6	f 8.50		
		4.10PM	16.3	F	B. & L. JUNCTION	0.0	8.45AM		
		Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday		
		1.40			Time over District		2.00		
		9.7			Average Speed per Hour		8.1		

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

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

Trains will not exceed 12 miles an hour and, where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

Eastward

RENO BRANCH.

Westward

Fuel, Water Tables, Scales Wyes, Bulletin Register Stations Standard Clocks	FIRST CLASS		Distance from Reno	Time Table No. 1 November 3, 1918		Distance from Reno Junction	FIRST CLASS		Capacity of Side Tracks
		204 Passenger		28 Westwood Passenger	203 Passenger		27 Reno Passenger		
		Leave Daily					Arrive Daily		
		4.10PM	8.15AM	0.0	RENO 14.4	33.2	s 10.45AM	s 7.10PM	
W.		f 4.50	f 8.55	14.4	ANDERSON 2.5	18.8	f 10.07	f 6.30	25
		f 4.57	f 9.02	16.9	COPPERFIELD 6.1	16.3	f 10.01	f 6.23	15 Spur
		f 5.14	f 9.18	23.0	PEAVINE 6.8	10.2	f 9.46	f 6.06	12 Spur
		f 5.30	f 9.32	29.8	PLUMAS 3.4	3.4	f 9.32	f 5.50	10 Spur
R. Y.		s 5.40PM	s 9.45AM	33.2	D RENO JUNCTION Jn	0.0	9.15AM	5.40PM	30
		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	
		1.30	1.30		Time over District		1.30	1.30	
		22.1	22.1		Average Speed per Hour		22.1	22.1	

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

Passenger trains will not exceed 28 and other trains 15 miles an hour and, where track conditions are unfavorable, speed must be still further reduced to a rate consistent with safety.

No. 28 has right over No. 203.
No. 204 has right over No. 27.

SPEED RESTRICTIONS.

Passenger trains will not exceed 50 miles an hour. Silk trains will not exceed 45 miles an hour. When freight cars are handled in troop or passenger trains, will not exceed 25 miles an hour.

Freight trains will not exceed 30 miles an hour. Oil trains will not exceed 23 miles an hour. Five loaded tanks constitute an oil train.

EXCEPTIONS.

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

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.

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.

Passenger trains will 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.

TAKING WATER.

Except on grades engines on freight trains of over 20 cars must be cut off at water stops.

INSPECTION.

After a continuous run of 30 miles, freight trains must be stopped and inspection made of running gear, wheels, etc.

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.

C. C. T. 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.

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 1000 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.

The rating for passenger engines on the second district will be 1700 tons and on other districts will be sixty-five 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.

SPECIAL RULES—Continued

RAILROAD 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. J. W. DE GAULT, 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. JOHN DAVISON, 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.....Marysv
 DR. G. W. STRATTON, Assistant Local Surgeon.....Marysv
 DR. E. A. KUSEL, Local Surgeon.....Orov
 DR. D. C. ADAMS, Division Surgeon.....Por
 DR. M. B. BOLTON, Local Surgeon.....Qui
 DR. G. L. COATES, Local Surgeon.....Loyal
 DR. SIDNEY K. MORRISON, Local Surgeon.....Re
 DR. J. LARUE ROBINSON, Oculist and Aurist.....Re

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 Railroad Surgeon or not, always using proper effort to secure attendance of the latter, and turning patient over to Railroad Surgeon at first opportunity. For cases of ordinary illness and slight injuries the Railroad will not be responsible for expenses of physicians other than those regularly employed.

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

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

Have at hand for reference, Book of Rules of the Transportation Department.

H. N. BARKER,
 Chief Train Dispatcher,
 Sacramento.

W. S. COPE,
 Assistant Chief Train Dispatcher,
 Sacramento.

A. J. SEED, Train Dispatcher J. J. McPHEE, Train Dispat
 A. E. TUSSEY, " " C. D. JORZ, " "
 W. R. FUNK, " " R. H. MOODY, " "

J. L. SCOTT, Assistant Trainmaster, Stockton.

J. P. McSWEENEY, Acting Trainmaster, Portola.

J. P. QUIGLEY, Superintendent, Sacramento.

J. H. LEARY, Assistant Superintendent, Sacramen