

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

WESTERN PACIFIC RAILROAD

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, January 5, 1919, 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.



FIRST DISTRICT

| Fuel, Water, Fone, Tables, Scales, Wees, Bulletin Register Stations Standard Clocks | SECOND CLASS | | FIRST CLASS | | Distance from San Francisco | Time Table No. 2 January 5, 1919 | Distance from Stockton Yard | FIRST CLASS | | SECOND CLASS | | Capacity of Side Tracks | Office Open | | | |
|---|--------------|-------------------------|--------------------------|--------------|-----------------------------|-------------------------------------|-----------------------------|-------------|-------------|--------------|-------------|-----------------------------|---|--------------|--------------|-----------------------------|
| | | 94 | 156 | 4 | | | | 72 | 71 | 3 | 155 | | | 93 | | |
| | | Local Freight | Freight | Passenger | | | | Passenger | | Passenger | | | | Passenger | Freight | Local Freight |
| | | Leave Mon., Wed. & Fri. | Leave Daily | Leave Daily | | | | Leave Daily | | Arrive Daily | | | | Arrive Daily | Arrive Daily | Arrive Tues., Thurs. & Sat. |
| C. W. O. | | | 6.20PM | 8.20AM | 0.0 | DN SAN FRANCISCO | 94.3 | 6.50PM | 9.10AM | | | | | | | |
| | | | 6.38PM | 8.38AM | | OAKLAND PIER (S. P.) | | 6.32PM | 8.52AM | | | | | | | |
| | | | 6.50PM | 8.50AM | | OAKLAND PIER (S. P.) Ow | 90.8 | s 6.25PM | s 8.40AM | | | | | | | |
| C. W. T. O. B. R. K. | | 8.30AM | | | 5.4 | DN WEST OAKLAND (S. P.) | 89.4 | | | | | | | | | |
| | | 8.32 | 6.58 | 8.58 | 5.7 | DN OAKLAND YARD (W.P.) Md | 88.8 | | | | 5.00PM | Yard | | | | |
| | | 8.40 | s 7.07 | s 9.03 | 5.8 | S. P. Crossing | 88.5 | | | | | | | | | |
| | | | | | 5.8 | CHESTNUT JUNCTION | 88.4 | 6.15 | 8.32 | | 4.58 | | | | | |
| | | | | | 6.6 | OAKLAND Nd | 87.6 | s 6.10 | s 8.25 | | 4.50 | | | | | |
| | | | | | 6.8 | S. P. Crossing | 87.4 | | | | | | | | | |
| | | | | | 7.2 | S. P. Crossing | 87.0 | | | | | | | | | |
| | | | | | 7.8 | S. P. Crossing | 86.4 | | | | | | | | | |
| | | 8.55 | f 7.17 | 9.11 | 9.7 | D FRUITVALE Fv | 84.5 | 5.59 | f 8.13 | | 4.35 | 26 7.00 AM 7.00 PM | | | | |
| | | | | | 10.4 | MELROSE S. P. Crossing | 83.8 | | | | | 10 | | | | |
| | | 9.18 | 7.27 | 9.18 | 13.4 | ELMHURST S. P. Crossing | 80.8 | 5.49 | f 8.01 | | 4.15 | 40 | | | | |
| | | 9.35 | f 7.32 | 9.21 | 14.8 | D SAN LEANDRO Dr | 79.4 | 5.46 | f 7.58 | | 4.10 | 40 6.30 AM to 6.30 PM | | | | |
| | | 10.00 | f 7.43 | 9.31 | 20.4 | D HAYWARD Hy | 73.8 | 5.35 | f 7.47 | | 3.40 | 46 8.00 AM to 8.00 PM | | | | |
| | | 10.25 | f 7.54 | 9.42 | 26.6 | D DECOTO D | 67.6 | 5.24 | f 7.35 | | 3.10 | 20 7 AM to 7 PM | | | | |
| W. R. | | 10.40 | f 8.02 | 9.47 | 29.7 | 2S NILES Cn | 64.5 | 5.18 | f 7.29 | | 2.15AM | 2.55 | 53 6 AM to 4 PM 8 PM to 6 AM | | | |
| | | | | | 30.3 | S. P. Crossing | 63.9 | | | | | | | | | |
| | | 11.10 | f 8.17 | 10.01 | 36.0 | D SUNOL Sb | 58.2 | 5.04 | f 7.14 | | 1.45 | 2.25 | 30 5.45 AM to 5.45 PM | | | |
| | | 11.35AM | f 8.27 | 10.10 | 41.5 | D PLEASANTON Tn | 52.7 | 4.55 | f 7.04 | | 1.20 | 2.00 | 35 8.30 AM to 8.30 PM | | | |
| | | | | | 42.7 | S. P. Crossing | 51.5 | | | | | | | | | |
| | | | | | 42.9 | S. P. Crossing | 51.3 | | | | | | | | | |
| W. F. | | 12.05PM | f 8.39 | 10.20 | 47.6 | DN LIVERMORE Vn | 46.6 | 4.45 | f 6.54 | | 12.50 | 1.35 | 39 | | | |
| F. | | 12.55 | f 8.58 | 10.35 | 56.5 | ALTAMONT | 37.7 | 4.29 | f 6.36 | | 12.05AM | 12.55 | 49 | | | |
| | | 1.05 | 9.02 | 10.40 | 59.1 | REDMOND OUT | 35.1 | 4.23 | 6.31 | | 11.50PM | 12.30 | 38 | | | |
| F. | | 1.30 | f 9.10 | 10.46 | 62.9 | MIDWAY | 31.3 | 4.14 | f 6.24 | | 11.30 | 12.10PM | 40 | | | |
| W. Y. | | 2.15 | f 9.25 | 11.00 | 71.8 | 2S CARBONA Cb | 22.4 | f 3.58 | f 6.08 | | 10.45 | 11.00AM | 87 7 AM to 4 PM 4 PM to 1 AM | | | |
| C. | | 2.30 | f 9.29 | 11.03 | 73.9 | D LYOTH Ky | 20.3 | 3.55 | f 6.05 | | 10.35 | 10.45 | 22 8.00 AM to 8.00 PM | | | |
| | | 3.20 | f 9.44 | 11.18 | 82.7 | D NILEGARDEN Ni | 11.5 | f 3.41 | f 5.51 | | 9.50 | 10.05 | Spur I. W. 13 4.00 AM to 4.00 PM | | | |
| W. 3.9 mi. W. | | 3.39 | f 9.46 | 11.20 | 83.8 | LATHROP S. P. Crossing | 10.4 | 3.39 | f 5.49 | | 9.46 | 10.00 | 68 | | | |
| | | 4.05 | 9.58 | 11.30 | 90.5 | ORTEGA | 3.7 | 3.29 | 5.39 | | 9.00 | 9.30 | 50 | | | |
| | | | | | 93.2 | A. T. & S. F. Crossing | 1.0 | | | | | | | | | |
| | | 4.20 | s 10.20 | s 11.38 | 93.8 | STOCKTON S. P. Crossing | 0.4 | s 3.20 | s 5.31 | | 8.40 | 9.10 | Yard | | | |
| C. W. T. O. B. R. K. | | 4.30PM | s 10.25PM | 11.40AM | 94.2 | DN STOCKTON YARD Sn | 0.0 | 3.13PM | 5.24AM | | 8.30PM | 9.00AM | Yard | | | |
| | | | Arrive Mon., Wed. & Fri. | Arrive Daily | | | | Leave Daily | Leave Daily | | Leave Daily | Leave Tues., Thurs. & Sat. | | | | |
| | | | 8.00 | 6.20 | | | | 3.12 | 3.16 | | 5.45 | 8.00 | | | | |
| | | | 11.1 | 10.2 | | | | 28.4 | 27.8 | | 11.2 | 11.1 | | | | |
| | | | | | | | | | | | | | | | | |
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Westward Trains are superior to Eastward Trains of the same class.
 Yard Limits: Oakland, Niles, Carbona and Stockton. Stockton Yard limit extends from yard limit board west of Stockton to yard limit board east of Stockton Yard.
 Between Chestnut Junction and Oakland Pier trains will be governed by Southern Pacific Time Table, Rules and Regulations.

Additional Flag Stops.—No. 72 will stop on flag for passengers destined exclusively Western Pacific points west of Sacramento and for all points east of Sacramento where scheduled to stop or flag. No. 71 will stop to discharge passengers from exclusive Western Pacific points west of Sacramento and from all points east of Sacramento.

| Fuel, Water, Fone Tables, Scales Wees, Bulletin Register Stations Standard Clocks | SECOND CLASS | | | FIRST CLASS | | Distance from San Francisco | Time Table No. 2 January 5, 1919 | | Distance from Oroville | FIRST CLASS | | | SECOND CLASS | | | Capacity of Side Tracks | Office Open |
|---|-----------------------------|----------------------------|-------------------|--------------|--------------|--------------------------------|-------------------------------------|------------------------------|---------------------------|--------------|----------------------------|--------------------------------|--------------|----------------------------|--------------------------------|----------------------------|-------------------------------|
| | Local Freight | Local Freight | Freight | Passenger | Passenger | | 71 | 3 | | 155 | 95 | 97 | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Tues., Thurs. & Sat. | | |
| | Leave Mon., Wed. & Fri. | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | | Passenger | Passenger | | Freight | Local Freight | Local Freight | | | | | |
| | Arrive Mon., Wed. & Fri. | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Tues., Thurs. & Sat. | | | | | |
| C. W. T. O. B. R. K. | | 8.00AM | 3.15PM | | | 94.2 | DN | STOCKTON YARD | Sn | 110.9 | 3.13PM | 5.24AM | | | | Yard | |
| | | | | | | 95.1 | | S. P. Crossing | | 110.0 | | | | | | | |
| | | 8.50 | 4.15 | | | 104.8 | D | KINGDON | Di | 100.3 | f 2.55 | f 5.06 | | | | 74 | 7.00 AM to 7.00 PM |
| | | 9.10 | 4.35 | | | 109.5 | | BRACK | | 95.6 | f 2.46 | f 4.57 | | | | 43 | |
| W. | | 9.30 | 4.55 | | | 113.9 | 2S | THORNTON | Nh | 91.2 | f 2.37 | f 4.48 | | | | 59 | 7.00 AM to 12 midnight |
| | | 9.55 | 5.20 | | | 118.6 | | GLANVALE | | 86.5 | f 2.27 | f 4.38 | | | | 46 | |
| | | 10.20 | 5.45 | | | 124.7 | D | FRANKLIN | Fr | 80.4 | f 2.16 | f 4.26 | | | | 73 | 7.00 AM to 7.00 PM |
| | | 10.40 | 6.05 | | | 128.8 | | SIMS | | 76.3 | 2.08 | f 4.18 | | | | 20 | |
| | | | | | | 133.6 | | CORDOVA | | 71.5 | | | | | | No Siding | |
| C. W. | | 11.15 | 6.40 | | | 136.3 | | JEFFERY SHOPS | Js | 68.8 | 1.55 | s 4.05 | | | | 68 | |
| O. Y. K. | | 11.25 | 6.55 | | | 138.6 | DN | S. P. Crossing SACRAMENTO | Ra Ds Sr | 66.5 | s 1.45 | s 3.55 | | | | Yard | |
| | | | | | | 140.8 | | N. E. Crossing | | 64.3 | | | | | | | |
| | | 11.50AM | 7.20 | | | 143.9 | | DEL PASO | | 61.2 | f 1.31 | f 3.33 | | | | 74 | |
| | | 12.25PM | 7.50 | | | 150.6 | | COUNSMAN | | 54.5 | f 1.20 | f 3.21 | | | | 74 | |
| | | | | | | 152.5 | | N. E. Crossing | | 52.6 | | | | | | | |
| W. | | 1.10 1.32 | 8.25 | | | 156.1 | D | PLEASANT GROVE | Gv | 49.0 | f 1.10 | f 3.08 | | | | 69 | 7.00 AM to 7.00 PM |
| | | | | | | 162.0 | | TROWBRIDGE | | 48.1 | | f | | | | Spur 6 | |
| | | 2.45 | 9.40 | | | 172.5 | | ARBOGA | | 32.6 | f 12.47 | f 2.38 | | | | 81 | |
| | | | | | | 178.1 | | N. E. Crossing | | 27.0 | | | | | | | |
| W. | | 3.20 | 10.15 | | | 178.8 | DN | MARYSVILLE | Ms | 26.3 | s 12.35 | s 2.22 | | | | 58 | |
| | | | | | | 180.2 | | S. P. Crossing | | 24.9 | | | | | | | |
| | | 3.50 | 10.50 | | | 185.8 | | TAMBO | | 19.3 | 12.23 | f 2.05 | | | | 53 | |
| | | 4.25 | 11.25 | | | 192.9 | | ORAIG | | 12.2 | 12.12 | f 1.49 | | | | 66 | |
| | | 5.00 | 11.55PM | | | 199.4 | D | PALERMO | Mo | 5.7 | s 12.02PM | s 1.35 | | | | 76 | 7.00 AM to 7.00 PM |
| C. W. T. O. Y. B. R. K. | 6.10AM | 5.30PM | 12.20AM 3.00AM | | | 202.9 | DN | OROVILLE YARD | Yd | 2.2 | 11.55AM | 1.27 | | | | Yard | |
| B. R. K. | 6.20AM | | 3.15AM | | | 205.1 | 2S | OROVILLE | Vi | 0.0 | 11.50AM | 1.20AM | | | | 69 | 8 AM to 6 PM 10 PM to 7 AM |
| | Arrive Mon., Wed. & Fri. | Arrive Daily Ex. Sunday | Arrive Daily | | | | | | | | Leave Daily | Leave Daily | | | | | |
| | | 9.30 | 9.05 | | | | | Time over District | | | 3.23 | 4.04 | | | | | |
| | | 11.4 | 11.9 | | | | | Average Speed per Hour | | | 32.7 | 27.3 | | | | | |

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 obtain a clearance card at Sacramento passenger station telegraph 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 using Cliff House Spur at Marysville must not go beyond a point 320 feet back of frog.

Passenger trains will not register at Oroville Yard.

| Fuel, Water, Fone, Tables, Seales, Wyea, Bulletin Register Stations Standard Clocks | SECOND CLASS | | | | FIRST CLASS | | | | Distance from San Francisco | Time Table No. 2 | | Distance from Portola | FIRST CLASS | | | | SECOND CLASS | | | | Capacity of Side Tracks | Office Open |
|---|--------------------------|--------------|-------------|-------------|--------------|--------------|--------------|--------------|-----------------------------|---|--------------|-----------------------|--------------|--------------|----------------------------|--------------|----------------------------|------|-----------------------------------|--|-------------------------|-------------|
| | 98 | | 156 | | 4 | | 72 | | | January 5, 1919 | | | 71 | | 3 | | 155 | | 97 | | | |
| | Local Freight | | Freight | | Passenger | | Passenger | | | STATIONS Telegraph Offices and Calls | | | Passenger | | Passenger | | Freight | | Local Freight | | | |
| | Leave Mon., Wed. & Fri. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Tues. Thurs. & Sat. | Arrive Daily | Arrive Tues. Thurs. & Sat. | | | | | |
| B. R. K. | 6.20AM | 3.15AM | | | 2.55AM | 3.10PM | 205.1 | 2S | OROVILLE | Vi | 116.3 | s 11.40AM | s 1.10AM | | | 6.00AM | 5.50PM | 69 | 8 AM to 6 PM 10 PM to 7 AM | | | |
| | 6.55 | 4.00 | | | f 3.20 | 3.25 | 212.7 | | BIDWELL | | 108.7 | 11.22 | f 12.45 | | | 5.15 | 5.00 | 42 | | | | |
| W. F. | 7.20 | 4.30 | | | f 3.32 | 3.35 | 217.5 | | BLOOMER | | 103.9 | 11.11 | f 12.33 | | | 4.30 | 4.30 | 58 | | | | |
| | 7.35 | 4.50 | | | f 3.42 | f 3.44 | 221.4 | | LAS PLUMAS | | 100.0 | f 11.02 | f 12.22 | | | 4.10 | 4.05 | 11 | | | | |
| | 7.50 | 5.05 | | | f 3.52 | f 3.51 | 224.3 | D | BERRY CREEK | Bk | 97.1 | f 10.54 | f 12.14AM | | | 3.52 | 3.51 | 59 | 7.00 AM to 7.00 PM | | | |
| W. F. | 8.10 | 5.25 | | | f 4.06 | f 4.00 | 228.5 | | BLINZIG | | 92.9 | f 10.42 | f 11.59PM | | | 3.20 | 3.10 | 13 | | | | |
| F. | 8.40 | 5.55 | | | f 4.25 | 4.17 | 235.2 | | POE | | 86.2 | 10.26 | f 11.42 | | | 2.45 | 2.30 | 53 | | | | |
| C. W. | 9.00 | 6.20 | | | s 4.40 | f 4.32 | 239.2 | DN | PULGA | Bg | 82.2 | f 10.17 | s 11.30 | | | 2.20 | 2.05 | 60 | | | | |
| F. | 9.25 | 6.45 | | | f 4.55 | 4.44 | 243.7 | | ORESTA | | 77.7 | 10.05 | f 11.13 | | | 1.50 | 1.35 | 31 | | | | |
| W. | 9.55 | 7.05 | | | f 5.08 | 4.54 | 247.5 | | MERLIN | | 73.9 | 9.55 | f 11.00 | | | 1.30 | 1.10 | 59 | | | | |
| F. | 10.20 | 7.30 | | | f 5.25 | f 5.09 | 253.1 | | TOBIN | | 68.3 | f 9.43 | f 10.45 | | | 1.00 | 12.40 | 61 | | | | |
| W. F. | 11.10 | 8.00 | | | s 5.45 | f 5.27 | 259.9 | DN | BELDEN | Ba | 61.5 | f 9.26 | s 10.23 | | | 12.20AM | 12.01PM | 67 | | | | |
| F. | 11.40AM | 8.20 | | | f 5.58 | f 5.38 | 264.6 | | RIOH | | 56.8 | f 9.15 | f 10.10 | | | 11.59PM | 11.40AM | 59 | | | | |
| W. T. F. | 12.25PM | 8.58 | | | f 6.16 | f 5.57 | 270.3 | | VIRGILIA | | 51.1 | f 8.58 | f 9.50 | | | 11.20 | 11.00 | 51 | | | | |
| F. | 12.45 | 9.20 | | | f 6.26 | f 6.06 | 273.7 | | TWAIN | | 47.7 | f 8.48 | f 9.40 | | | 11.00 | 10.45 | 41 | | | | |
| | 1.10 | 9.45 | | | s 6.42 | s 6.21 | 277.5 | | PAXTON | Xn | 43.9 | s 8.38 | s 9.27 | | | 10.40 | 10.25 | 30 | | | | |
| C. W. F. | 1.30 | 10.05 | | | s 6.55 | s 6.34 | 281.0 | DN | KEDDIE | Kd | 40.4 | s 8.28 | s 9.15 | | | 10.20 | 10.05 | 46 | | | | |
| | 2.20 | 10.50 | | | s 7.20 | s 6.54 | 287.8 | 2S | QUINCY JUNCTION | Rt | 33.6 | s 8.10 | s 8.55 | | | 9.45 | 9.20 | 57 | 5.45A to 3.45P 3.45P to 12.45A | | | |
| | 3.00 | 11.25 | | | 7.40 | 7.09 | 294.2 | | WILLIAMS LOOP | | 27.2 | 7.55 | 8.35 | | | 9.15 | 8.45 | 38 | | | | |
| W. | 3.10 | 11.40AM | | | s 7.50 | f 7.15 | 296.6 | DN | SPRING GARDEN | | 24.8 | f 7.50 | s 8.30 | | | 9.05 | 8.35 | 73 | | | | |
| | 3.45 | 12.15PM | | | s 8.05 | f 7.28 | 301.6 | D | SLOAT | So | 19.8 | f 7.37 | s 8.15 | | | 8.40 | 8.05 | 56 | 6.00 AM to 6.00 PM | | | |
| W. | 4.50 | 1.10 | | | s 8.28 | s 7.50 | 310.3 | 2S | BLAIRSDEN | Ba | 11.1 | s 7.17 | s 7.50 | | | 7.50 | 7.17 | 48 | 6.00A to 4.00P 7.30P to 4.30A | | | |
| | 5.15 | 1.30 | | | s 8.38 | 8.00 | 313.6 | D | OLIO | Co | 7.8 | 7.08 | s 7.37 | | | 7.20 | 6.45 | 56 | 7.30 AM to 7.30 PM | | | |
| | 5.50 | 1.55 | | | 8.50 | 8.15 | 318.3 | | MABIE | | 3.1 | 6.58 | 7.23 | | | 6.50 | 6.15 | 17 | | | | |
| C. W. T. O. Y. B. R. K. | 6.10PM | 2.20PM | | | s 9.00AM | s 8.25PM | 321.4 | DN | PORTOLA | Ki | 0.0 | 6.50AM | 7.15PM | | | 6.30PM | 6.00AM | Yard | | | | |
| | Arrive Mon., Wed. & Fri. | Arrive Daily | | | Arrive Daily | Arrive Daily | | | | | | Leave Daily | Leave Daily | | | Leave Daily | Leave Tues., Thurs. & Sat. | | | | | |
| | 11.50 | 11.05 | | | 6.05 | 5.15 | | | Time over District | | | 4.50 | 5.55 | | | 11.30 | 11.50 | | | | | |
| | 9.8 | 10.5 | | | 19.1 | 22.1 | | | Average Speed per Hour | | | 24.0 | 19.6 | | | 11.1 | 9.8 | | | | | |

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

Yard Limits: Oroville and Portola.

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

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. 97 and 98 carry passengers.

| Fuel, Water Fone, Tables, Scales, Weighs, Bulletin Register Stations Standard Clocks | SECOND CLASS | | | FIRST CLASS | | | Distance from San Francisco | Time Table No. 2 January 5, 1919 | Distance from Gerlach | FIRST CLASS | | | SECOND CLASS | | | Capacity of Side Tracks | Office Open | |
|--|--------------|--------------|--------------------|--------------|--------------|--------------|---|---|-----------------------|--------------|--------------|----------------|--------------|--|---------|--------------------------------------|-------------|--|
| | | 156 | | 28 | 4 | 72 | | | | 71 | 3 | 27 | 155 | | | | | |
| | Freight | Freight | Westwood Passenger | Passenger | Passenger | Passenger | | | | Passenger | Passenger | Reno Passenger | Freight | | | | | |
| | Leave Daily | | Leave Daily | Leave Daily | Leave Daily | | STATIONS Telegraph Offices and Calls | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | |
| C. W. T. O. Y. B. R. K. | | 4.30 PM | | | 9.25 AM | 8.35 PM | 321.4 | DN PORTOLA Ki | 116.9 | s 6.40 AM | s 6.50 PM | | 4.30 PM | | | Yard | | |
| | | 4.45 | | | 9.33 | 8.41 | 324.1 | LOYALTON BRANCH JCT. 4.0 | 114.2 | 6.34 | 6.41 | | 4.20 | | | | | |
| | | 5.05 | | s | 9.42 | 8.48 | 328.1 | D HAWLEY Je Loyalton Branch Crossing 4.3 | 110.2 | 6.28 | s 6.34 | | 4.05 | | 89 | 7.00 AM to 7.00 PM | | |
| | | 5.30 | | f | 9.52 | 8.56 | 332.4 | HINDOO 7.2 | 105.9 | 6.21 | f 6.25 | | 3.50 | | 60 | | | |
| W. | | 6.13 | | s | 10.05 | 9.06 | 339.6 | 2S CHILOOOT Ch 2.0 | 98.7 | 6.10 | s 6.13 | | 3.25 | | 53 | 8.45 A to 6.45 P 9.00 P to 7.00 A | | |
| Y. | | 6.25 | | 10.30 AM | s 10.15 AM | 9.12 | 341.6 | D RENO JUNCTION Jn 4.4 | 96.7 | 6.03 | 6.05 PM | s 5.50 PM | 3.10 | | 66 | 7.00 AM to 7.00 PM | | |
| | | 6.45 | | f | 10.38 | 9.19 | 346.0 | SCOTTS 6.1 | 92.3 | 5.55 | | f 5.38 | 2.55 | | 57 | | | |
| | | 7.20 | | f | 10.51 | 9.30 | 352.1 | RED ROCK 3.4 | 86.2 | 5.41 | | f 5.21 | 2.20 | | 57 | | | |
| | | 7.35 | | f | 10.58 | 9.35 | 355.5 | CONSTANTIA 2.7 | 82.8 | 5.34 | | f 5.13 | 2.05 | | Spur 45 | | | |
| C. W. | | 7.50 | | s | 11.08 | 9.41 | 358.2 | OMIRA Ma 4.7 | 80.1 | 5.30 | | s 5.07 | 1.55 | | 58 | | | |
| | | 8.15 | | s | 11.17 | f 9.50 | 362.9 | 2S DOYLE Do 8.6 | 75.4 | f 5.20 | | s 4.53 | 1.35 | | 58 | 9 AM to 7 PM 7 PM to 5 AM | | |
| | | 8.45 | | s | 11.35 | s 10.03 | 371.5 | 2S HACKSTAFF Hk N. C. O. Crossing 6.1 | 66.8 | s 5.07 | | s 4.35 | 1.05 | | 43 | 8 AM to 6 PM 10 PM to 8 AM | | |
| W. | | 9.10 | | f | 11.58 AM | 10.14 | 377.6 | D CALNEVA, OAL. Na 6.3 | 60.7 | 4.55 | | f 4.16 | 12.45 | | 59 | 7.00 AM to 7.00 PM | | |
| | | 9.40 | | f | 12.12 PM | 10.25 | 383.9 | FLANIGAN, NEV. 0.7 | 54.4 | 4.45 | | f 4.03 | 12.12 PM | | 53 | | | |
| Y. R. | | 9.45 | | s | 12.15 PM | 10.27 | 384.6 | D BUNDY Bx 0.1 | 53.7 | 4.44 | | 4.00 PM | 11.59 AM | | | 8 AM to 6 PM | | |
| | | | | | | | 384.7 | S. P. Crossing 8.5 | 53.6 | | | | | | | | | |
| | | 10.42 | | | | f 10.42 | 393.5 | DN SAND PASS Sa 11.5 | 44.8 | f 4.28 | | | 11.15 | | 62 | | | |
| | | 11.35 PM | | | | 11.00 | 405.0 | SANO 11.2 | 33.3 | 4.10 | | | 10.10 | | 59 | | | |
| W. 4 miles west | | 12.10 AM | | | | 11.21 | 416.2 | REYNARD 7.8 | 22.1 | 3.50 | | | 9.15 | | 62 | | | |
| | | 12.50 | | | | 11.35 | 424.0 | BRONTE 6.6 | 14.3 | 3.36 | | | 8.40 | | 74 | | | |
| | | 1.30 | | | | 11.50 PM | 430.6 | PHIL 7.7 | 7.7 | 3.24 | | | 8.05 | | 81 | | | |
| C. W. T. B. R. K. | | 2.10 AM | | | | s 12.05 AM | 438.3 | DN GERLACH Gr 0.0 | 0.0 | 3.10 AM | | | 7.30 AM | | Yard | | | |
| | | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | |
| | | 9.40 | | 1.45 | 0.50 | 3.30 | | Time over District | | 3.30 | 0.45 | 1.50 | 9.00 | | | | | |
| | | 12.1 | | 24.6 | 24.2 | 33.4 | | Average Speed per Hour | | 33.4 | 26.9 | 23.4 | 12.9 | | | | | |

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

Yard Limits: Portola and Gerlach.

Nos. 27 and 28 and all other trains going to or coming from the Southern Pacific will register 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 | |
| SOERSEN | 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 | 49.0 | 1 W | 14 |
| GOECKEN, F 3 and 4 | 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 3 and 4 | 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 | 101.3 | No Siding | |
| ALSCO | 106.8 | 1 W | 20 |
| BRADFORD SPUR | 119.0 | 1 W | |
| ALBERT | 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. | 229.2 | Siding | 7 |
| INTAKE, F 3 and 4 | 231.9 | No Siding | |
| MAYARO LODGE | 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 | 263.9 | No Siding | |
| SPANISH PEAK | 272.6 | 1 W | 70 |
| GRAY'S FLAT, F 3, 4, 97 and 98 | 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, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks | Time Table No. 2 January 5, 1919 | | Distance from Carnegie | STATIONS Telegraph Offices and Calls | | Distance from Carbona | Capacity of Side Tracks |
|---|-------------------------------------|--|------------------------|---|--------|-----------------------|-------------------------|
| | | | | | | | |
| | 0.0 | | | CARNEGIE | 8.8 | | 20 |
| | 1.5 | | | MANGANESE | 7.3 | | Spur 1 E 3 |
| | 4.6 | | | MOY | 4.2 | | Spur 1 E 8 |
| O. | 5.4 | | | RIVER ROCK | 3.4 | | Spur I. E. 27 |
| | 7.1 | | | KERLINGER | 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. Bunkers on north side of main track at Manganese will not clear man on side of car.

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.

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.

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.

Eastward

LOYALTON BRANCH.

Westward

| Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks | FIRST CLASS | | | Distance from Loyalton | Time Table No. 2 January 5, 1919 | | Distance from B. & L. Junction | FIRST CLASS | | | Capacity of Side Tracks |
|---|--|--|------------------------------------|------------------------|---|--------|--------------------------------|--|--|--|-------------------------|
| | 216 Mixed Lv. Tuesday, Thursday and Saturday | | | | STATIONS Telegraph Offices and Calls | | | 217 Mixed Ar. Tuesday, Thursday and Saturday | | | |
| F. Y. | | | 2.30PM | 0.0 | LOYALTON | 11.3 | 16.3 | s 10.45AM | | | 75 |
| F. | | | s 3.20 | 11.8 | D HAWLEY | Je 4.5 | 4.5 | s 9.45 | | | |
| F. | | | s 3.40 | 13.3 | W. P. Crossing | -1.5 | 3.0 | s 9.30 | | | 10 |
| F. | | | f 4.00 | 15.7 | BECKWITH | 2.4 | 0.6 | f 8.50 | | | |
| F. | | | 4.20PM | 16.3 | GRIZZLY SPUR | 0.6 | 0.0 | f 8.45AM | | | |
| | | | Ar. Tuesday, Thursday and Saturday | | LOYALTON BRANCH JCT. | | 0.0 | 8.45AM | | | |
| | | | 1.50 | | Time over District | | | 2.00 | | | |
| | | | 8.9 | | 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 Loyalton Branch 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, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks | SECOND CLASS | FIRST CLASS | | Distance from Reno Junction | Time Table No. 2 January 5, 1919 | | Distance from Reno | FIRST CLASS | | SECOND CLASS | Capacity of Side Tracks |
|---|--|--------------------------------------|-------------------------------|-----------------------------|---|--------|--------------------|---|--------------------------------|--|----------------------------------|
| | 220 Freight Lv. Monday, Wednesday and Friday | 128 Reno Passenger Leave Daily | 4 Passenger Leave Daily | | STATIONS Telegraph Offices and Calls | | | 127 Westwood Passenger Arrive Daily | 3 Passenger Arrive Daily | 219 Freight Ar. Monday, Wednesday and Friday | |
| Y. R. | 10.40AM | 6.05PM | 10.30AM | 0.0 | D RENO JUNCTION | Jn 3.4 | 33.2 | s 10.15AM | s 5.50PM | | 66 |
| | 10.55 | f 6.15 | f 10.40 | 3.4 | PLUMAS | 6.8 | 29.8 | f 10.03 | f 5.40 | | 10 Spur |
| | 11.30AM | f 6.31 | f 10.56 | 10.2 | PEAVINE | 6.1 | 23.0 | f 9.45 | f 5.23 | | 4.45 12 |
| | 12.01PM | f 6.48 | f 11.13 | 16.3 | COPPERFIELD | 2.5 | 16.9 | f 9.28 | f 5.07 | | 4.20 15 Spur |
| W. | 12.15 | f 6.55 | f 11.20AM | 18.8 | ANDERSON | 14.4 | 14.4 | f 9.20 | f 5.00 | | 4.10 25 |
| T. B. R. K. | 1.20PM | s 7.35PM | s 12.05PM | 33.2 | DN RENO | Rd 0.0 | 0.0 | 8.35AM | 4.20PM | | 3.10PM 100 |
| | Ar. Monday, Wednesday and Friday | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | | Lv. Monday, Wednesday and Friday |
| | 2.40 | 1.30 | 1.35 | | | | | | | | 2.30 |
| | 12.4 | 22.1 | 21.0 | | | | | 1.40 | 1.30 | | 13.2 |
| | | | | | | | | 20.0 | 22.1 | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

Westward trains are superior to Eastward trains of the same class. Exceptions: No. 4 is Superior to No. 127. Passenger trains will not exceed 30 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. 128 is Superior to No. 3. No. 220 is Superior to No. 219.

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. Trains handling tank cars under load will not exceed 20 miles an hour at any point.

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 four (4) minutes, all other trains six (6) minutes passing through tunnel 35.

On the third district, maximum speed as follows: Eastward, passenger and silk trains, Oroville to Berry Creek, 35 miles an hour; Berry Creek to Keddie, 30 miles an hour; Keddie to Portola, 35 miles an hour. Freight trains, Oroville to Portola, 20 miles an hour. Westward, 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..... | 2000 tons; |
| Westward..... | car limit. |

The rating for passenger engines on the second district will be 1850 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. LEGAULT, 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.....Marys
 DR. G. W. STRATTON, Assistant Local Surgeon.....Marys
 DR. T. B. REARDON, Local Surgeon.....Orc
 DR. D. C. ADAMS, Division Surgeon.....Po
 DR. M. B. BOLTON, Local Surgeon.....Qu
 DR. G. L. COATES, Local Surgeon.....Loy
 DR. SIDNEY K. MORRISON, Local Surgeon.....F
 DR. J. LARUE ROBINSON, Oculist and Aurist.....F

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 Dispa
 A. E. TUSSEY, " " C. D. JORZ, " "
 W. R. FUNK, " " R. H. MOODY, " "

J. L. SCOTT, Assistant Trainmaster, Stockton.

J. P. McSWEENEY, Trainmaster, Portola.

J. P. QUIGLEY, Superintendent, Sacramento.

J. H. LEARY, Assistant Superintendent, Sacramen