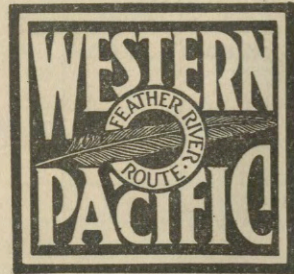


THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME

4

TABLE

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

SUNDAY, NOVEMBER 25, 1923

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

Always have the revised Book of Rules of the Transportation Department at hand for reference.

MASON,
Vice President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

T. E. COYLE,
Superintendent, Western Division.

J. H. LEARY,
Superintendent, Terminal Division.

Fuel, Water, Fone Tables, Scales, Wyes, Bulletin Reg-ister Stations, Standard Clocks	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 4. November 25, 1923.		Distance from Oroville	FIRST CLASS		SECOND CLASS				Capacity of Sidings	
	96	94	62	78	4	2		1	3		61	77	93	95				
	Local Freight	Local Freight	Freight	Freight	Passenger	Passenger		Passenger	Passenger		Freight	Freight	Local Freight	Local Freight				
	Leave Mon., Wed. & Fri.	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Saturday	Arrive Tues., Thurs. & Sat.	Arrive Tues., Thurs. & Sat.				
C. W. T. O. B. R. K. F.		8.00AM	9.30AM	3.45AM		11.10PM 12.37PM	94.3	DN	STOCKTON YARD	Sn	110.9	2.00PM	3.45AM	12.01PM	7.00PM	4.15PM		Yard
							95.2		S. P. Crossing		110.0							
F		8.45	9.55	4.15		f 11.28 12.53	104.9	D	KINGDON	Di	100.3	1.44	f 3.26	11.10AM	6.35	3.35		71
F		9.10	10.10	4.30		f 11.35 1.00	109.6		BRACK		95.6	1.36	f 3.17	10.45	6.20	3.20		52
W.	F	9.30	10.30	4.42		f 11.43 f 1.08	114.0	D	THORNTON	Nh	91.2	1.29	f 3.09	10.30	6.06	3.05		54
F		10.00	10.45	4.56		f 11.52PM 1.17	118.7		GLANNVALE		86.5	1.17	f 2.59	10.00	5.50	2.50		43
F		10.20	11.00	5.15		f 12.03AM 1.27	124.8	D	FRANKLIN	Fr	80.4	1.03	f 2.48	9.40	5.35	2.30		70
F		10.35	11.15	5.30		f 12.10 1.34	128.9		RUNYON		76.3	12.55	f 2.40	9.25	5.22	2.15		22
							133.7		OORDOVA		71.5							Spur 1 E 3
C. W.	F	11.05	11.45	6.00AM		f 12.25 1.47	136.4		JEFFERY SHOPS	Js	68.8	12.42	f 2.25	9.00	5.00PM	1.47		64
O. Y. K.	F	11.20AM	11.55AM			s 12.50 s 2.00	138.7	DN	S. P. Crossing SACRAMENTO	Ds Sr	66.5	s 12.35	s 2.10	8.35		1.25		34
							140.9		S. N. Crossing		64.3							
F		11.40AM	12.23PM			1.05 2.12	144.0		DEL PASO		61.2	12.23	f 1.53	8.15		12.23PM		71
F		12.13PM	12.50			f 1.16 2.21	150.7		COUNSMAN		54.5	12.13	f 1.42	7.50		11.35AM		70
							152.6		S. N. Crossing		52.6							
W.	F	12.45	1.20			f 1.30 2.32	156.2	D	PLEASANT GROVE	Gv	49.0	12.02PM	f 1.30	7.30		11.00		65
F						f	162.1		TROWBRIDGE		43.1		f					Spur 2 E 12
F		1.45	2.15			f 1.55 2.55	172.6		ARBOGA		32.6	11.38AM	f 12.57	6.35		9.55		81
							178.2		S. N. Crossing		27.0							
W.	F	2.25	2.45			s 2.15 s 3.10	178.9	DN	MARYSVILLE	Ms	26.3	s 11.27	s 12.45	6.10		9.20		54
							180.3		S. P. Crossing		24.9							
F		3.22	3.22			f 2.27 3.22	185.9		TAMBO		19.3	11.14	f 12.27	5.35		8.50		50
F		4.00	3.50			f 2.39 3.32	193.0		ORAIG		12.2	11.04	f 12.16	5.10		8.20		62
F		4.30	4.15			s 2.50 3.42	199.5	D	PALERMO	Mo	5.7	10.55	s 12.05AM	4.50		7.50		72
C. W. T. O. Y. B. R. K. F.		7.00AM	4.45PM	4.30PM 5.30PM		2.57 3.49	203.0	DN	OROVILLE YARD	Yd	2.2	10.49	11.59PM	4.30AM 3.30AM		7.30AM	3.49PM	Yard
B. R. K. F.		7.20AM	5.40PM			s 3.05AM s 3.55PM	205.2	2S	OROVILLE	Vi	0.0	10.45AM	11.55PM	3.15AM		3.35PM		55
		Arrive Mon., Wed. & Fri.	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Tues., Thurs. & Sat.	Leave Tues., Thurs. & Sat.	
		.20	8.45	7.00	2.15	3.55	3.18		Time over District		3.15	3.10	7.31	2.00	8.35	.14		
		12.4	15.5	18.7		28.3	33.6		Average Speed per Hour		35.0	28.9	14.4	21.0	12.4			

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

Yard Limits: Stockton, Sacramento, Marysville and Oroville. Stockton Yard extends from yard limit board at west end of bridge 89.82 to yard limit board east of Stockton Yard. Oroville Yard extends from yard limit board west of Oroville Yard to yard limit board at Bidwell. No train or yard engine shall occupy the main track between Mile Post 206 and the yard limit board at Bidwell without time-table or train order authority. Rule 93 will apply only between Mile Post 206 and the yard limit board west of Oroville Yard. Rule 99 must be observed between Mile Post 206 and the yard limit board at Bidwell.

Passenger trains will register by ticket at Stockton Yard and Oroville Yard. When passenger trains meet at Brack, the inferior train will use portion of siding between east switch and cross-over switch which serves stockyards. When eastward train takes siding, this permits it to use main track up to cross-over switch just west of stockyards.

Oroville is register station for Nos. 1, 2, 3, and 4 only. At Oroville second class and extra trains will not require clearance card unless train order signal is at stop. Engines using Cliff House Spur at Marysville must not go beyond a point 320 feet back of frog.

All trains and yard engines, except first-class trains and light engines in charge of hostlers must be preceded by a flagman a sufficient distance to ensure full protection around curve just west of passenger station, Oroville.

Sacramento Northern trains operate over the Western Pacific track between Sacramento Northern connections with the Western Pacific main track, the locations of which are 356 feet east and 355 feet west of Bridge 178.18—Yuba River—at Marysville. This track is designated as The Joint Track.

Automatic signals governing The Joint Track are located as follows:

Nos. 1 and 2 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

THE WESTERN PACIFIC RAILROAD COMPANY
EASTWARD—Home Signal 789 feet west of Bridge 178.18.
Distant Signal 2,500 feet west of Home Signal.
WESTWARD—Home Signal 724 feet east of Bridge 178.18.
SACRAMENTO NORTHERN RAILROAD
EASTWARD—Home Signal 905 feet west of Bridge 178.18.
WESTWARD—Home Signal 625 feet east of Bridge 178.18.

On the Sacramento Northern track leading to the Sand Pit on the west side of Bridge 178.18, a Switch Indicator is located 68 feet east of the Western Pacific main track and governs movement of Sacramento Northern trains from the Sand Pit across the Western Pacific main track, and to the Sacramento Northern main track.

The movement of Sacramento Northern trains from Sacramento Northern main track to the Sand Pit will be governed by Eastward Home Signal located on Sacramento Northern Railroad 905 feet west of Bridge 178.18. In addition to stopping at Stop Boards, Sacramento Northern trains moving to or from the Sand Pit must have clear indications on these signals before proceeding on to or over the Western Pacific crossing located 489 feet west of Bridge 178.18.

At the railroad crossing located 752 feet East of Bridge 178.18, where the Western Pacific house track crosses the Sacramento Northern track, no engine, car, motor or train of the Western Pacific Railroad Company shall be operated over the crossing without being brought to a stop at stop board and being preceded over the crossing by a member of its crew, who shall determine that it is safe to proceed. The stop boards are located on each side of the crossing, one hundred (100) feet from the crossing.

Sacramento Northern trains and yard motors must approach this crossing with

caution and not proceed on to or over the crossing until it shall be determined that it is safe to proceed.

STOP BOARDS

Stop Boards are located on Sacramento Northern tracks as follows:

150 feet east of Junction Switch east of Bridge 178.18.

200 feet west of Junction Switch west of Bridge 178.18.

68 feet east and 68 feet west of the Western Pacific crossing on track leading to the Sand Pit.

Sacramento Northern trains approaching and before entering The Joint Track must stop at Stop Boards regardless of the position of automatic signals or switches.

DERAIL

A hand-operated Deraill Switch is located on the Western Pacific passing track 278 feet east of the west switch.

NORMAL POSITION OF SWITCHES

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

MOVEMENT OF TRAINS

The movement of trains over The Joint Track will be made in accordance with the indications of the Block Signals regardless of right or class.

All trains must approach and pass through the limits of The Joint Track between the Home Signals located on the Western Pacific tracks and the Home Signals on the Sacramento Northern tracks with caution.*

*Note.—Caution is defined as follows: The movement of a train under such control that engineman, or motorman, can stop within his range of vision.

In using The Joint Track, freight trains should avoid delay to other trains of either Company.

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 4		Distance from Portola	FIRST CLASS		SECOND CLASS			Capacity of Sidings
	98	96	62	4	2		November 25, 1923.			1	3	61	95	97	
	Local Freight	Local Freight	Freight	Passenger	Passenger		STATIONS Telegraph Offices and Calls			Passenger	Passenger	Freight	Local Freight	Local Freight	
	Leave Tues., Thurs., Sat.	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Mon., Wed., Fri.			
B. R. K. F.		7.20AM	5.40PM	3.15AM	4.05PM	205.2	2S	OROVILLE	Vi	116.3	s 10.35AM	s 11.45PM	3.15AM	3.35PM	55
F.		7.49	6.04	3.33	4.19	212.4		LAND		109.1	10.21	11.24	2.36	3.06	Yard
F.		7.50	6.05	f 3.34	4.20	212.8		BIDWELL		108.7	10.20	f 11.23	2.35	3.05	75
W. F.		8.20	6.25	f 3.45	4.29	217.6		BLOOMER		103.9	10.10	f 11.12	2.15	2.40	54
F.		8.35	6.40	f 3.55	f 4.37	221.5		LAS PLUMAS		100.0	10.02	f 11.02	1.55	2.23	10
F.		8.45	6.50	f 4.03	4.45	224.4	D	BERRY CREEK	Bk	97.1	9.57	f 10.53	1.45	2.10	55
W. F.		9.00	7.10	f 4.13	4.55	228.6		BLINZIG		92.9	9.48	f 10.40	1.25	1.50	13
F.		9.10	7.20	4.19	5.01	231.1		DAVID		90.4	9.41	10.33	1.15	1.40	65
F.		9.32	7.40	f 4.28	5.10	235.3		POE		86.2	9.32	f 10.24	1.00	1.20	48
C. W. F.		10.00	8.05	s 4.44	5.20	239.3	DN	PULGA	Bg	82.2	9.23	s 10.12	12.40	1.00	55
F.		10.40	8.35	f 4.57	5.30	243.8		CRESTA		77.7	9.13	f 9.56	12.15AM	12.25	29
W. F.		11.05	9.00	f 5.07	5.40	247.6		MERLIN		73.9	9.04	f 9.46	11.55PM	12.10PM	55
F.		11.30AM	9.32	f 5.24	5.54	253.2		TOBIN		68.3	8.50	f 9.32	11.25	11.40AM	60
W. F.		12.30PM	10.05	s 5.45	6.14	260.0	DN	BELDEN	Bn	61.5	8.33	s 9.13	10.50	11.05	63
		12.45	10.10	f 5.55	6.18	261.7		HOWELLS		59.8	8.29	f 9.04	10.40	10.45	15
F.		1.00	10.25	f 6.04	6.26	264.7		RICH		56.8	8.22	f 8.53	10.25	10.30	54
W. F.		1.30	11.00	f 6.20	6.42	270.4		VIRGILIA		51.1	8.09	f 8.38	10.05	10.00	48
F.		2.30	11.20	f 6.30	6.51	273.8		TWAIN		47.7	8.01	f 8.28	9.50	9.10	68
F.		3.00	11.40	s 6.50	s 7.04	277.6		PAXTON	Xn	43.9	s 7.52	s 8.18	9.35	8.45	23
C. W. F.	8.15AM	3.20PM	11.55PM	s 7.05	7.16	281.1	DN	KEDDIE	Kd	40.4	7.42	s 8.03	9.25	8.15AM	2.30PM
F.	9.00		12.30AM	s 7.26	s 7.40	287.9	2S	QUINCY JUNCTION	Rt	33.6	s 7.26	s 7.40	9.00		2.00PM
						294.3		WILLIAMS LOOP		27.2					
W. F.	10.30		1.05	s 7.58	8.02	296.7	2S	SPRING GARDEN	Sg	24.8	7.07	s 7.12	8.35		11.30AM
F.	11.30AM		1.30	s 8.12	8.14	301.7	D	SLOAT	So	19.8	6.56	s 6.59	8.14		10.30
W. F.	1.00PM		2.05	s 8.42	s 8.40	310.4	2S	BLAIRSDEN	Ba	11.1	s 6.38	s 6.36	7.35		8.42
F.	1.30		2.20	s 8.55	8.48	313.7	D	OLIO	C	7.8	6.30	s 6.25	7.20		8.25
C. W. T. O. F. Y. B. R. K.	2.15PM		2.50AM	s 9.20AM	s 9.10PM	321.5	DN	PORTOLA	Ki	0.0	6.15AM	6.05PM	6.45PM		8.00AM
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs. & Sat.	Leave Mon., Wed. & Fri.
	6.00	8.00	9.10	6.05	5.05			Time over District			4.20	5.40	8.30	7.20	6.30
	6.7	9.9	12.6	19.1	22.8			Average Speed per Hour			26.8	20.5	13.7	10.8	6.2

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

Oroville is register station for Nos. 1, 2, 3 and 4 only. At Oroville second class and extra trains will not require clearance card unless train order signal is at stop.

Yard Limits: Oroville and Portola. Oroville Yard extends from yard limit board west of Oroville Yard to yard limit board at Bidwell. No train or yard engine shall occupy the main track between Mile Post 206 and the yard limit board at Bidwell without time-table or train order authority. Rule 93 will apply only between Mile Post 206 and the yard limit board west of Oroville Yard. Rule 99 must be observed between Mile Post 206 and the yard limit board at Bidwell.

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. 95, 96, 97 and 98 carry passengers.

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

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

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

Nos. 1 and 2 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Fone, Tables, Scales, Wyes, B. Station Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 4 November 25, 1923	Distance from Gerlach	FIRST CLASS			SECOND CLASS			Capacity of Sidings		
	62 Freight			4 Passenger	2 Passenger	1 Passenger				3 Passenger	61 Freight							
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
C. W. T. O. F. Y. B. R. K.	3.50AM			9.30AM	9.20PM	321.5	DN	PORTOLA 2.7	Ki	116.9	s	6.05AM	s	5.55PM				Yard
F.	4.00			9.40	9.27	324.2		GULLING JUNCTION 1.9		114.2		5.57		5.47				
Y.F.	4.07			f 9.44	9.31	326.1		CALPINE JUNCTION 2.1		112.3		5.54	f	5.44				18
F.	4.15			s 9.52	9.35	328.2	D	HAWLEY Loyalton Branch Crossing 4.3	Jc	110.2		5.50	s	5.40				88
F.	4.30			f 10.00	9.43	332.5		HINDOO 7.2		105.9		5.43	f	5.29				59
W.F.	4.50			s 10.16	9.55	339.7	DN	OHILCOOT 2.0	Ch	98.7		5.33	s	5.18				61
Y.F.	5.00			s 10.32	10.01	341.7	D	RENO JUNCTION 4.4	Jn	96.7		5.27	s	5.08				66
F.	5.19			f 10.40	10.09	346.1		SCOTTS 6.1		92.3		5.19	f	4.48				56
F.	5.50			f 10.53	10.20	352.2		RED ROCK 3.4		86.2		5.05	f	4.35				54
	6.00			f 10.59	10.26	355.6		CONSTANTIA 2.7		82.8		4.58	f	4.28				Spur 1 W 45
C.W.F.	6.10			f 11.06	10.33	358.3	DN	OMIRA 4.7	Ma	80.1		4.52	f	4.21				55
F.	6.30			s 11.17	10.41	363.0	D	DOYLE 8.6	Do	75.4		4.42	s	4.09				59
F.	7.00			f 11.32	10.54	371.6	D	HACKSTAFF 6.1	Hk	66.8		4.28	f	3.51				42
W.F.	7.20			f 11.42	11.04	377.7		CALNEVA, CAL. 6.3		60.7		4.19	f	3.41				56
F.	7.50			f 11.52AM	11.14	384.0		FLANIGAN, NEV. 0.8	Bu	54.4		4.10	f	3.31				53
F.						384.8		S. P. Crossing 8.8		53.6								
F.	8.25			f 12.12PM	11.30	393.6	DN	SAND PASS 11.5	Sa	44.8		3.56	f	3.15				60
F.	9.10			f 12.34	11.49PM	405.1		SANO 11.2		33.3		3.38	f	2.55				59
W. 4 miles F. west	9.55			f 12.58	12.10AM	416.3		REYNARD 7.8		22.1		3.21	f	2.33				60
F.	10.25			f 1.15	12.24	424.1		BRONTE 6.6		14.3		3.08	f	2.17				81
F.	10.55			f 1.30	12.37	430.7		PHIL 7.7		7.7		2.57	f	2.03				82
C. W. Y. B. R. K. F.	11.30AM			s 1.50PM	s 12.50AM	438.4	DN	GERLACH	Gr	0.0		2.45AM		1.50PM				Yard
	Arrive Daily			Arrive Daily	Arrive Daily							Leave Daily		Leave Daily				
	7.40			4.20	3.30			Time over District				3.20		4.05				7.15
	15.2			27.0	33.4			Average Speed per Hour				35.0		28.6				16.1

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

Yard Limits : Portola and Gerlach.

Nos. 1 and 2 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East; and will stop on flag at all stations in Nevada for revenue passengers to or from points Pueblo, Colo. and East.

Eastward

FIRST DISTRICT—SAN JOSE BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		FIRST CLASS		Distance from Niles	Time Table No. 4 November 25, 1923.		Distance from San Jose	FIRST CLASS		SECOND CLASS		Capacity of Sidings
	178 Freight	102 Passenger	101 Passenger	177 Freight		STATIONS Telegraph Offices and Calls			101 Passenger	177 Freight			
						Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
W. K. F. R.	12.30AM	4.15PM	DN	NILES	0.0	23.1	s 10.30AM	11.30PM	50				
Y. F.	12.40	4.21	DN	NILES JUNCTION	0.8	22.3	10.20	11.10					
	1.00	f 4.27	D	IRVINGTON	3.3	19.8	f 10.13	10.55	20				
	1.15	f 4.36	D	WARM SPRINGS	6.8	16.3	f 10.04	10.40	Spur 1W 3				
	1.35	f 4.46	D	MILPITAS	10.9	12.2	f 9.54	10.25	35				
	1.45	f 4.55	D	BERRYESSA Peninsula R. R. Crossing	14.1	9.0	f 9.47	10.10					
W. T. C. R. B.	1.55	s 5.05PM	D	EAST SAN JOSE San Jose Street R. R. Crossing	16.9	6.2	9.40AM	10.00	Yard				
				S. P. Crossing	20.3	2.8							
				S. P. Crossing	23.0	0.1							
O.	2.30AM			SAN JOSE	23.1	0.0		9.30PM	Yard				
	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily					
	2.0	.50		Time over District			.50	2.0					
	11.5	20.2		Average Speed per Hour			20.2	11.5					

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

Yard Limits: Niles and San Jose. San Jose yard extends to yard limit board west of East San Jose.

Maximum speed for passenger trains 25, freight trains 20 miles an hour. (See rule 726.)

Trains must stop at Stop Board before passing over Peninsular Railroad Crossing at Berryessa and San Jose Street Railway Crossing at East San Jose, and will not exceed 6 miles an hour over these crossings.

Trains must not exceed of 6 miles an hour over the San Jose Street Railway crossings at Willow Street, and the Peninsular Railroad crossings, Coe Avenue, San Carlos Street and Park Avenue, between East San Jose and San Jose.

San Jose Branch trains have neither right nor class between Niles Junction and Niles. Their movement between these points will be governed by block signals and Rule 93. Time shown at Niles is for information only.

Eastward

FOURTH DISTRICT—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. 4 November 25, 1923.		Distance from Reno	FIRST CLASS		SECOND CLASS		Capacity of Sidings	
	220 Freight	202 Passenger	204 Passenger	201 Passenger		203 Passenger	219 Freight		STATIONS Telegraph Offices and Calls		201 Passenger	203 Passenger		219 Freight
									Leave Daily Ex. Sunday	Leave Daily					Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Y. R. F.	8.10AM	5.10PM	10.35AM	D	RENO JUNCTION	0.0	33.2	s 10.15AM	s 4.50PM	7.20AM	66			
	8.25	f 5.20	f 10.45		PLUMAS	3.4	29.8	f 10.05	f 4.40	7.00	Spur 1W 10			
	8.55	f 5.36	f 11.01		PEAVINE	6.8	23.0	f 9.48	f 4.23	6.40	12			
	9.32	f 5.51	f 11.17		COPPERFIELD	6.1	16.9	f 9.32	f 4.07	6.15	15			
W. F.	9.50	f 5.57	f 11.23AM		ANDERSON	2.5	14.4	f 9.25	f 4.00	6.00	25			
		f	f		PANTHER	9.3	5.1	f	f		No Siding			
C. W. F. T. B. R. K.	10.50AM	s 6.40PM	s 12.05PM	D	RENO	5.1	0.0	8.45AM	3.25PM	5.00AM	100			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily Ex. Sunday				
	2.40	1.30	1.30		Time over District			1.50	1.25	2.20				
	12.4	22.1	22.1		Average Speed per Hour			22.1	23.4	14.2				

Westward Trains are superior to Eastward Trains of the same class, except No. 204 is superior to No. 203.

Maximum speed for passenger trains 30, freight trains 15 miles an hour. (See rule 726.)

Eastward

FIRST DISTRICT—CARBONA BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		Time Table No. 4 November 25, 1923.		Distance from Carbona	STATIONS Telegraph Offices and Calls		Distance from Moy	Capacity of Sidings
	178 Freight	102 Passenger	101 Passenger	177 Freight		STATIONS Telegraph Offices and Calls			
						Leave Daily	Leave Daily		
W. Y. F.			DN	CARBONA	0.0	4.2	4.2	82	
				KERLINGER	1.7	2.5	2.5	8	
O. F.				RIVER ROCK	3.4	0.8	0.8	Spur 1E 27	
				MOY	4.2	0.0	0.0	Spur 1E 8	

Westward Trains are superior to Eastward Trains of the same class. Derailed on main line M. P. 3.3, look for derail when not in use. Maximum speed 12 miles an hour. (See rule 726.)

Eastward

FOURTH DISTRICT—GULLING BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		Time Table No. 4 November 25, 1923.		Distance from Gulling Jct.	STATIONS Telegraph Offices and Calls		Distance from Gulling	Capacity of Sidings
	178 Freight	102 Passenger	101 Passenger	177 Freight		STATIONS Telegraph Offices and Calls			
						Leave Daily	Leave Daily		
F.				GULLING JUNCT.	0.0	2.4	2.4		
F.				GRIZZLY	1.7	0.7	0.7	Spur 1W 15	
				GULLING	2.4	0.0	0.0	Spur 1W 10	

Westward Trains are superior to Eastward trains of the same class. Maximum speed 12 miles an hour. (See rule 726.)

Eastward

FOURTH DISTRICT—CALPINE BRANCH.

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		Time Table No. 4 November 25, 1923.		Distance from Calpine Junct.	SECOND CLASS		Capacity of Sidings	
	314 Mixed	202 Passenger	204 Passenger	313 Mixed		STATIONS Telegraph Offices and Calls			
						Leave Mon., Wed. & Fri.	Leave Mon., Wed. & Fri.		Arrive Mon., Wed. & Fri.
Y. F.	10.15AM	5.10PM	10.35AM	D	CALPINE JUNCT.	0.0	12.1	s 3.15PM	18
	10.45	f 5.20	f 10.45		SUMMITT	4.8	7.3	2.45	
	11.15	f 5.36	f 11.01		DAVIES JUNCT.	5.2	2.1	2.15	
Y. W.	s 11.30AM	s 6.40PM	s 12.05PM	D	CALPINE	10.0	12.1	2.00PM	12
	Arrive Mon., Wed. & Fri.	Arrive Mon., Wed. & Fri.	Arrive Mon., Wed. & Fri.			1.15		1.15	
	9.6	9.6	9.6		Time over District			9.6	
					Average Speed per Hour			9.6	

Westward Trains are superior to Eastward Trains of the same class, except No. 314 is superior to No. 313. Derailed on main track 50 feet west of west house track switch at Calpine. No. 314 will not require clearance card at Calpine Junction. Yard Limits: Calpine yard extends to 200 feet west of Davies Junction. Maximum speed 12 miles an hour. (See rule 726.)

Eastward

FOURTH DISTRICT—LOYALTON BRANCH

Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		Time Table No. 4 November 25, 1923.		Distance from Clover Valley Junct.	SECOND CLASS		Capacity of Sidings	
	416 Mixed	202 Passenger	204 Passenger	415 Mixed		STATIONS Telegraph Offices and Calls			
						Lv. Tuesday, Thursday and Saturday	Lv. Tuesday, Thursday and Saturday		Ar. Tuesday, Thursday and Saturday
F. R.	s 10.30AM	5.10PM	10.35AM	D	GLOVER VALLEY JCT.	0.0	12.7		
F. Y. R.	s 11.30AM	s 6.40PM	s 12.05PM	D	HAWLEY	0.9	11.8	s 3.30PM	38
	Ar. Tuesday, Thursday and Saturday	Ar. Tuesday, Thursday and Saturday	Ar. Tuesday, Thursday and Saturday		LOYALTON	12.7	0.0	s 2.30PM	25
	1.00	1.30	1.30					Lv. Tuesday, Thursday and Saturday	
	11.8	11.8	11.8		Time over District			1.00	
					Average Speed per Hour			11.8	

Westward Trains are superior to Eastward Trains of the same class, except No. 416 is superior to No. 415. Maximum speed 12 miles an hour. (See rule 726.)

SPEED RESTRICTIONS

Maximum speed passenger trains 50, freight and mixed trains 30 miles an hour. (See rule 726.)

Trains handling 5 or more loaded tank cars must not exceed 20 miles an hour.

Maximum speed consolidation engines 30, mallet engines 20 miles an hour. (See rule 726.)

Switch engines operated without lead trucks, or hauled dead in trains, must not exceed 12 miles an hour.

Trains handling steam derrick must not exceed 20 miles an hour.

Trains handling pile drivers must not exceed 20 miles an hour.

Passenger trains must not exceed 20, and freight trains 15 miles an hour, from bridge just west of San Leandro depot to Williams Street 5 blocks east of San Leandro depot.

Passenger trains will use 2, freight and mixed trains 5 minutes passing through Tunnel No. 1.

Speed of engines backing must 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.

Passenger trains must not exceed 20, and freight trains 15 miles an hour, over San Joaquin River and Mokelumne River draw bridges.

Trains must reduce to 15 miles an hour between A. T. & S. F. crossing and Park Street, Stockton.

Passenger trains will use 3, freight and mixed trains 5 minutes passing through Tunnel 35.

Passenger trains will use 4, freight and mixed trains 8 minutes passing through Tunnel 37.

On the third district, maximum speed as follows: 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 and mixed trains, Portola to Oroville, 20 miles an hour.

Passenger trains must reduce to 30, freight and mixed trains 20 miles an hour over interlocked crossings.

INSPECTION.

After a continuous run of 30 miles, freight trains must be stopped and inspected. Engines on trains of 30 cars or over and on trains handling stock must be cut off before taking water or fuel.

AUTOMATIC BLOCK RULES

Track circuits are used to control automatic and semi-automatic block signals, and include all turn-outs up to the fouling point.

Switches in main tracks and switches of cross-overs to main track set signals to "stop" when moved from their normal position.

When an indicator (small signal) is placed opposite or near a main line switch, it is so controlled that when there is a train or an open switch within the block in which the switch in question is located, it will indicate "stop."

The signal connections and operating mechanisms are so arranged that a Home Block Signal shall indicate "stop" and a Distant Block Signal "caution" after any part of a train shall have passed it.

The normal indication of Distant and Home Block Signals is "proceed."

Block signals control the use of the blocks, but, unless otherwise provided, do not affect the movements of trains under time-table or train rules; nor dispense with the use or the observance of other signals whenever they may be required.

When a train is stopped by a Block Signal send the flagman in advance immediately, wait five minutes after the flagman has started and then proceed under control thru the block limits, keeping at least 1000 feet behind the flagman. If signal clears train will proceed in the usual manner.

When a train is stopped by a block signal, conductor must report the fact to the Superintendent from first open telegraph office.

When trains or cars are left standing on sidings, care must be used to see that they are left beyond the insulated rail joints which are placed in the track at the fouling point toward the main track, otherwise if set upon or over the fouling point towards the main track, the signal protecting the block will remain at "stop" and cause detention to trains.

Trains on sidings or diverging routes desiring to come out on the main track must be governed by signals at sidings or signal controlling movement of trains from branch or spur. If signal is at "stop," switch can be used only under protection of flagman.

Enginemen finding a Distant Signal at "caution" must bring their trains under control immediately, and be prepared to stop before reaching the Home Signal. They are reminded that although the Distant Signal indicates the position of the Home Signal, the Home Signal may assume the STOP position after the Distant Signal has given the clear indication, and while the train is between the Distant and Home Signal. For this reason enginemen and trainmen must be on the alert, prepared to bring their train to a stop if the Home Signal indicates "STOP."

Arms will not be put on semaphore signals until they are in service. After being so placed they must be regarded as in service whether or not bulletin has been issued.

The following rules supersede present rules of corresponding numbers in the Book of Rules and Regulations of the Transportation Department:

Rule 628.—Signalmen must have the proper appliances for hand signaling ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary, the signalman must assure himself that switches are properly lined up and that the route is clear. Hand signals must be given from a place on the ground and in such a way that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or enginemen for which they are given.

In giving hand signals, a yellow flag must be used by day and a yellow light by night.

Rule 633.—Trains or engines must not proceed on hand signals as against interlocking signals until they have been brought to a stop and received proper hand signals given as per Rule 628. They will then proceed under control at a speed not exceeding 6 miles an hour, keeping a sharp lookout for open derailleurs and trains on conflicting routes.

Such hand signals authorize movement only through interlocking limits governed by the inoperative signals.

INTERLOCKING PLANTS AND SIGNALS

S. P. crossing M. P. 5.2. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

S. P. crossing M. P. 5.9. Interlocked. Eastward trains on main track governed by home signal 700 feet west of crossing and distant signal 2000 feet west of home signal. Home signal is two-arm signal. Upper arm governs main track eastward; lower arm governs movement main track to siding 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 siding governed by signals on bracket post 750 feet east of crossing. Distant signal 2000 feet east of home signals governs trains on main track only. Bracket post is equipped with a suspended signal under main track signal which governs movement main track to track No. 1 westward.

S. P. crossing M. P. 6.9. Interlocked. Eastward trains on main track governed by home signal 500 feet west of crossing. Eastward trains on siding governed by dwarf signal 250 feet west of crossing on north side of William Cluff Co. spur. Westward trains governed by signals on bracket post 500 feet east of crossing; home signal arm governs trains on main track and dwarf signal governs trains on siding.

S. P. crossing M. P. 7.3. No signals.

S. P. crossing M. P. 7.9. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

S. P. crossing M. P. 10.5. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

S. P. crossing M. P. 13.5. No signals.

S. P. crossing M. P. 30.4. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 1800 feet east and 1280 feet west of home signals.

S. P. crossing M. P. 42.8. Interlocked.

S. P. crossing M. P. 43.0. Interlocked.

No. towerman governing crossing M. P. 42.8 and M. P. 43.0 Normal position of signals over S. P. crossing will be "Proceed" in both directions. In case S. P. train makes a train movement from their line to San Ramon Branch in either direction, signal maintainer will operate switches and signals to protect such movement.

Home signals 480 feet east of crossing at M. P. 43.0 and 480 feet west of crossing at M. P. 42.8. Distant signals 2000 feet east and west of home signals.

S. P. crossing M. P. 74.0. Interlocked. Home signals 800 feet west and 450 east of crossing. Distant signals 2000 feet east and west of home signals. Two-arm signal 210 feet west of crossing; upper arm governs main track westward over cross-over switch; lower arm governs movement from main track to siding through cross-over. Dwarf signal 50 feet west of cross-over between main track and siding governs movement from siding through cross-over to main track.

S. P. crossing M. P. 83.9. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

S. P. crossing at T. W. S. R. R. Ortega M. P. 90.6. Interlocked. Two-arm home signal 100 feet west of junction switch. Upper arm governs eastward trains on Western Pacific track. Lower arm governs Tidewater Southern trains over S. P. crossing. Home signal 500 feet east of junction governs westward trains on Western Pacific track. Distant signal 2000 feet east of home signal.

Ortega.—See footnote, page 2.

Santa Fe crossing M. P. 93.3. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2450 feet west of crossing.

S. P. crossing M. P. 93.9. Interlocked. Home signals 450 feet east and west of crossing. No distant signals.

S. P. crossing M. P. 95.2. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2450 feet east of crossing.

C. C. T. crossing X St., Sacramento. No signals.

S. P. crossing M. P. 138.7. Interlocked. Trains governed by two-arm home signals located 796 feet east and 700 feet west of crossing. Upper arms govern main track, lower arms govern legs of wye.

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

S. N. crossing M. P. 140.9. No signals.

S. N. crossing M. P. 152.6. No signals.

S. N. crossing M. P. 178.2. Automatic signals.

S. P. crossing M. P. 178.9. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and 990 feet west of home signals.

S. P. crossing M. P. 180.3. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2000 feet east and west of home signals.

W. P. crossing M. P. 328.2. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with these signals. Trains must approach under control expecting to find signals at stop.

S. P. crossing M. P. 384.8. Interlocked.

Peninsula R. R. crossing, Berryessa. No signals.

San Jose Street Railway Company crossing, East San Jose. No signals.

San Jose Branch. S. P. crossing M. P. 20.3. Interlocked. Two-arm home signal 812 feet west of the crossing. Upper arm governs movement of trains on main track. Lower arm governs movement of trains to the Fifth Street Spur. Home signal 454 feet east of the crossing. No distant signals.

San Jose Branch. S. P. crossing M. P. 23.0. Interlocked. Home signals 455 feet east and 539 feet west of the crossing. No distant signals.

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 are governed by home signal located 1500 feet west of west portal Tunnel 1. No distant signal. Westward trains are governed by home signal located 200 feet east of east portal Tunnel 2. Distant signal 1800 feet east of home signal.

At Tunnel 4 eastward trains are governed by home signal located 1150 feet west of Tunnel. Westward trains are governed by home signal 1716 feet east of Tunnel.

At Tunnel 35 eastward trains are governed by home signal located 1000 feet west of Tunnel. Westward trains are governed by home signal located 400 feet east of Tunnel and distant signal 2000 feet east of home signal.

At Tunnel 37 eastward trains are governed by home signal located 450 feet west of Tunnel, westward trains are governed by home signal located 150 feet east of Tunnel.

DRAWBRIDGE SIGNALS.

San Joaquin River drawbridge, located at M. P. 80.4. Home signals located 1300 feet east and 2200 feet west of bridge indicate position of draw.

Mokelumne River drawbridge, located at M. P. 116.4. Home signals 500 feet east and west of bridge indicate position of draw. One distant signal 2500 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.....	1750 tons;
Westward.....	1600 tons.

Mallet Engines.

Third district, Eastward.....	2200 tons;
Westward.....	car limit.

Mikado Engines

Fourth district, Eastward.....	2500 tons;
Westward.....	2250 tons.

The rating for passenger engines on the second district will be 2200 tons and on other districts will be 65% of the consolidation engine rating.

Reno Branch Rating: Eastward, Reno Jct. to Copperfield, consolidation engines 1100 tons, passenger engines 650 tons. Copperfield to Reno, car limit. Westward, Reno to Copperfield, consolidation engines 700 tons, passenger engines 500 tons. Copperfield to Reno Jct., car limit.

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 capacity of engines.

SPURS AND COMMERCIAL TRACKS.

MAIN LINE.

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
KOHLER.....	11.6	1 W	4
HARVEY.....	12.8	1 E	12
HUDSON.....	15.9	1 E	14
SORENSEN.....	22.1	1 W	9
PABRICO.....	27.8	1 E	20
EBERLY.....	28.9	Siding	21
ROCKMILL.....	30.8	1 E	31
HACIENDA.....	39.7	1 W	5
TREVARNO, F 3 and 4.....	49.0	1 W	13
GOECKEN.....	53.9	1 E	5
VALPICO.....	68.3	Siding	30
LUDWIG.....	73.0	1 E	7
RHODES.....	75.6	1 W	5
FITZ.....	77.3	1 E	17
SAN JOAQUIN RIVER, F 3, 500 feet W.....	80.4	No Siding	.....
FRENCH CAMP.....	88.6	1 W	8
HARTE.....	100.5	1 W	7
ALSCO.....	106.9	1 W	20
BRADFORD.....	119.0	1 W	.....
ALBERT.....	127.2	1 W	10
BOMBAY.....	146.4	1 W	18
STRAUCH.....	148.4	1 E	4
SANKEY.....	152.9	1 E	4
VISTA ROBLES.....	198.8	1 E	34
ADELAIDE.....	202.8	1 E	.....
McLEAN.....	230.1	1 W	.....
ISAIAH { F 3, Tues. & Fri. } for mail.....	230.5	No Siding	.....
{ F 4, Wed. & Sat. }			
INTAKE, F 3 and 4.....	232.0	No Siding	.....
MAYARO, F 3 and 4.....	240.9	No Siding	.....
ROCK CREEK, F 3 and 4.....	249.2	1 W	8
CAMP RODGERS, F 3 and 4.....	255.9	No Siding	.....
SMITH'S POINT, F 3 and 4.....	264.6	No Siding	.....
SPANISH PEAK.....	272.6	1 W	70
GRAY'S FLAT, F 3, 4, 95 and 96.....	273.7	No Siding	.....
GOLDEN.....	290.2	1 E	9
MASSACK, F 3 and 4.....	292.3	1 E	12
CROMBERG, F 3 and 4.....	303.3	1 E	6
TWO RIVERS, F 3 and 4.....	305.9	No Siding	.....
FEATHER RIVER INN, F 3 and 4.....	309.3	1 E	2
GRAEAGLE.....	310.4	1 W	.....
DELLEKER.....	320.1	1 E	150
BECKWITH, S 3 and 4.....	327.0	No siding	.....

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	10.0	25	2.24	38	1.34
8	7.30	26	2.18	39	1.33
10	6.0	27	2.13	40	1.30
12	5.0	28	2.8	41	1.27
15	4.0	29	2.5	42	1.25
16	3.45	30	2.0	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	3.0	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				

RAILROAD SURGEONS

DR. THOMAS W. HUNTINGTON, Chief Surgeon.....	Sa
DR. A. R. KILGORE, Division Surgeon.....	Sa
DR. E. S. KILGORE, Assistant Local Surgeon.....	Sa
DR. H. S. THOMSON, Assistant Local Surgeon.....	Sa
DR. L. P. HOWE, Consulting Surgeon.....	Sa
DR. H. E. MILLER, Dermatologist.....	Sa
DR. M. H. WOOLSEY, Oculist.....	Sa
DR. S. E. EVERINGHAM, Local Surgeon.....	.....
DR. E. E. BRINCKERHOFF, Oculist.....	.....
DR. S. H. BUTEAU, Consulting Surgeon.....	.....
DR. ALVIN POWELL, Consulting Surgeon.....	.....
DR. CHANNING HALL, Local Surgeon.....	.....
DR. F. W. SIMPSON, Local Surgeon.....	.....
DR. F. W. BROWNING, Local Surgeon.....	.....
DR. LUTHER MICHAEL, Local Surgeon.....	S
DR. J. HAL. COPE, Local Surgeon.....	.....
DR. J. K. WARNER, Local Surgeon.....	.....
DR. ELLIS HARBERT, Acting Local Surgeon.....	.....
DR. J. P. HULL, Acting Assistant Local Surgeon.....	.....
DR. BARTON J. POWELL, Oculist.....	.....
DR. DEWEY POWELL, Assistant Oculist.....	.....
DR. C. B. JONES, Local Surgeon.....	.....
DR. S. J. WELLS, Assistant Local Surgeon.....	.....
DR. W. E. BRIGGS, Oculist.....	.....
DR. G. W. STRATTON, Local Surgeon.....	.....
DR. E. A. KUSEL, Local Surgeon.....	.....
DR. W. W. PETERSON, Local Surgeon.....	.....
DR. S. M. SPROAT, Division Surgeon.....	.....
DR. W. A. LAVERY, Local Surgeon.....	.....
DR. S. K. MORRISON, Local Surgeon.....	.....
DR. C. W. WEST, Assistant Local Surgeon.....	.....
DR. FRED S. RYAN, Local Surgeon.....	.....

In all cases of serious emergency, medical attention will be secured for injured patients with the greatest possible expedition, whether such attention is required by Railroad Surgeon or not, always making proper effort to secure attention and turning patient over to Railroad Surgeon at first opportunity. In case of ordinary illness and slight injuries the Railroad will not be responsible for the services of physicians other than those regularly employed.

Stretchers are located at:

Oakland Mole,	Oroville Shop
Jeffery Shops,	Portola Hosp
Sacramento,	Gerlach,

In baggage cars on all passenger trains.

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

P. D. BARRY,
Trainmaster,
Stockton.

J. P. McSWEENEY,
Trainmaster,
Portola.

J. J. DUGGAN,
Chief Train Dispatcher,
Sacramento.

E. T. GALLAGHER,
Night Chief Train Dispatch
Sacramento.