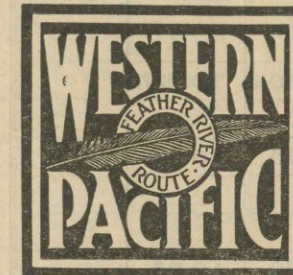


# THE WESTERN PACIFIC RAILROAD CO.

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## WESTERN DIVISION



# TIME

# 5

# TABLE

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

## FRIDAY, AUGUST 1, 1924

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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.

E. W. 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 Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 5 August 1, 1924		Distance from Stockton Yard	FIRST CLASS			SECOND CLASS			Capacity of Sidings
	92	62	78	4	2		1	3		61	77	91	Yard			
	Local Freight	Fast Freight	Fast Freight	Pacific Express	Scenic Limited		Scenic Limited	Pacific Express		Fast Freight	Fast Freight	Local Freight				
	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed., Friday				
W. F. O.				7.20PM	9.20AM	0.0	DN SAN FRANCISCO	Go 94.3	5.45PM	7.45AM						
B. R. P.				s 7.55	s 9.50	3.5	WESTERN PACIFIC MOLE	90.8	s 5.15	s 7.15						
F. W. T. O. P. B. R. K.	7.30AM	2.30AM	10.00PM	8.00	9.55	5.2	S. P. Crossing	89.1								
P.						5.5	DN OAKLAND YARD	Md 88.8	5.10	7.05	8.00PM	2.00AM	2.45PM	Yard		
P.	7.40	2.35	10.05	s 8.10	s 10.00	5.8	S. P. Crossing	88.5								
P.						5.8	OAKLAND	87.6	s 5.05	s 7.00	7.50	1.50	2.30			
P.	7.55	2.59	10.25	f 8.18	10.08	7.3	S. P. Crossing	87.0								
P.						7.9	S. P. Crossing	86.4								
P.						9.8	D FRUITVALE	Fv 84.5	4.50	f 6.43	7.35	1.35	2.10	26		
P.						10.5	MELROSE	S. P. Crossing 83.8						10		
P.	8.10	3.15	10.38	8.25	10.15	13.5	ELMHURST	S. P. Crossing 80.8	4.40	f 6.32	7.15	1.20	1.42	40		
P.	8.25	3.30	10.45	f 8.28	10.18	14.9	D SAN LEANDRO	Dr 79.4	4.37	f 6.29	7.10	1.14	1.35	40		
P.	8.55	3.50	11.05	f 8.38	10.27	20.5	D HAYWARD	Hy 73.8	4.27	f 6.19	6.40	12.50	1.00	43		
P.	9.20	4.10	11.25	f 8.48	10.36	26.7	DECOO	67.6	4.16	f 6.09	6.10	12.20AM	12.25	19		
W. Y. P.	9.35	4.25	11.55PM	f 8.56	s 10.42	29.8	DN NILES	Cn 64.5	s 4.11	f 6.04	5.55	11.55PM	12.05PM	50		
P.						30.4	S. P. Crossing	63.9								
P.	10.00	4.50	12.15AM	f 9.11	10.53	36.1	D SUNOL	Sb 58.2	3.59	f 5.50	5.30	11.30	11.30AM	28		
P.	10.25	5.08	12.29	f 9.21	11.02	41.6	D PLEASANTON	Tn 52.7	3.50	f 5.40	5.10	11.12	11.02	33		
W. P.	11.13	5.30	12.45	f 9.33	11.13	42.8	S. P. Crossing	51.5								
P.	11.48AM	6.05	1.15	f 9.52	11.30	43.0	S. P. Crossing	51.3								
P.	12.03PM	6.15	1.25	9.57	11.35	47.7	D LIVERMORE	Vn 46.6	3.40	f 5.30	4.45	10.55	10.20	35		
P.	12.19	6.30	1.40	f 10.04	11.42	56.6	ALTAMONT	2.6 37.7	3.24	f 5.12	4.15	10.30	9.40	46		
W. Y. P.	12.50	7.00	2.05	f 10.17	11.56	59.2	REDMOND OUT	3.8 35.1	3.17	5.04	4.00	10.20	9.25	38		
F. P.	12.57	7.10	2.10	f 10.21	11.59AM	63.0	MIDWAY	8.9 31.3	3.07	f 4.53	3.40	10.04	9.10	38		
P.	1.40	7.40	2.31	f 10.35	12.13PM	71.9	DN CARBONA	Cb 22.4	2.49	f 4.33	2.49	9.05	8.35	82		
P.	1.50 2.29	7.45	2.35	f 10.37	12.15	74.0	D LYOTH	Ky 20.3	2.45	f 4.29	2.35	8.53	8.25	22		
P.	3.00	8.05	2.53	10.47	12.25	82.8	NILEGARDEN	1.1 11.5	2.31	f 4.15	1.55	8.28	7.50	Spur 1 W. 17		
P.						83.9	LATHROP	S. P. Crossing 10.4	2.29	f 4.13	1.50	8.25	7.45	65		
P.						90.6	ORTEGA	2.7 3.7	2.19	4.03	1.25	8.05	7.15	50		
P.						93.3	A. T. & S. F. Crossing	0.6 1.0								
F. W. T. O. P. B. R. K.	3.30PM	8.30AM	3.10AM	11.10PM	12.37PM	93.9	DN STOCKTON	Sn 0.0	s 2.10	s 3.55	1.10	7.50	6.55	Yard		
	Arrive Tues., Thurs., Sat.	Arrive Daily	Ar. Daily Ex. Monday	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Mon., Wed., Friday			
	8.00	6.00	5.10	3.15	2.47		Time over Subdivision		3.15	3.30	7.00	6.15	8.00			
	11.1	14.8	17.1	27.9	32.6		Average Speed per Hour		27.9	25.9	12.6	14.2	11.1			

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

Yard Limits: Oakland, Niles, Carbona and Stockton. Oakland Yard extends from W. P. Mole to yard limit board located at M. P. 11. Stockton Yard extends from yard limit board at west end of bridge 89.82 to yard limit board east of Stockton Yard.

Street crossing Third and Broadway, Oakland, must not be blocked by passenger trains, regardless of the number of cars in train.

At Ortega eastward trains must stop at STOP board and be governed by Rule 98. W. P. Mole is initial station for Nos. 2 and 4. Nos. 2 and 4 will obtain clearance card at Oakland Yard. Clearance card is not required at W. P. Mole. Nos. 1, 2, 3 and 4 will register by ticket at Niles Tower.

Automatic block signals are located as follows: Governing eastward trains, Home Signal M. P. 29.3, Home Signal M. P. 29.9. Governing westward trains, Distant Signal M. P. 31.7, Home Signal M. P. 31.3. Trains moving from San Jose Branch, Home Signal M. P. 30.7, governs train movement east and west to main line.

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



Fuel, Water, Scales, Wyes, Bulletin Register Stations, Standard Clocks	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 5. August 1, 1924.		Distance from Oroville	FIRST CLASS		SECOND CLASS				Capacity of Sidings.			
	96	94	62	78	4	2		STATIONS Telegraph Offices and Calls			1	3	61	77	93	95				
	Local Freight Leave Mon., Wed. & Fri.	Local Freight Leave Mon., Wed. & Fri.	Fast Freight Leave Daily	Fast Freight Leave Daily Ex. Monday	Pacific Express Leave Daily	Scenic Limited Leave Daily		Arrive Daily	Arrive Daily		Fast Freight Arrive Daily	Fast Freight Arrive Daily Ex. Saturday	Local Freight Arrive Tues., Thurs. & Sat.	Local Freight Arrive Tues., Thurs. & Sat.						
F. W. T. O. B. R. K. P.		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								
P.		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
P.		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. P.		9.30	10.30	4.42		f 11.43	f 1.08	114.0	D	THORNTON	Nb	91.2	1.29	f 3.09		10.30	6.06	3.05		54
P.		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
P.		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
P.		10.35	11.15	5.30		f 12.10	1.34	128.9		RUNYON		76.8	12.55	f 2.40		9.25	5.22	2.15		22
								133.7		CORDOVA		71.5								Spur 1 E
F. W. P.		11.05	11.40	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. P.		11.20AM	11.50AM			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								
P.		11.40AM	12.23PM			1.05	2.12	144.0		DEL PASO		61.2	12.23	f 1.53		8.15		12.23PM		71
P.		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. P.		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
P.						f		162.1		TROWBRIDGE		43.1		f						Spur 2 E
P.		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. P.		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								
P.		3.22	3.22			f 2.27	3.22	185.9		TAMBO		19.3	11.14	f 12.27		5.35		8.50		50
P.		4.00	3.50			f 2.39	3.32	193.0		ORAIG		12.2	11.04	f 12.16		5.10		8.20		62
P.		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
F. W. T. O. Y. B. R. K. P.	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. P.	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 Subdivision			3.15	3.50		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		

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. 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.

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.

**ALL TRAINS AND YARD ENGINES WILL OBSERVE THE FOLLOWING:** All westerly trains and yard engines will stop and sound whistle at a distance of not more than 50 feet from and before passing over Lower Sacramento Road Crossing. Trains and yard engines in an easterly direction will not exceed 6 miles an hour passing over this crossing. Trains and yard engines, in either direction, with car or cars ahead of engine, must come to a stop and be preceded by a flagman over crossing for the purpose of warning highway traffic.

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 insure full protection around curve just west of passenger station, Oroville.

Sacramento Northern trains operate over the Western Pacific track between

**Westward Trains are superior to Eastward Trains of the same class.** 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 Block System signals governing The Joint Track are located as follows:

**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

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

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** 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 Block System signals or switches.

**DERAIL.**—A hand-operated Derail 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.**—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.

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. 5		Distance from Portola	FIRST CLASS		SECOND CLASS			Capacity of Sidings
	98	96	62	4	2		August 1, 1924.			1	3	61	95	97	
	Local Freight	Local Freight	Fast Freight	Pacific Express	Scenic Limited		STATIONS Telegraph Offices and Calls			Scenic Limited	Pacific Express	Fast 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. P.		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	
P.		7.49	6.04	3.33	4.19	212.4	LAND	109.1	10.21	11.24	2.36	3.06		Yard	
P.		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. P.		8.20	6.25	f 3.45	4.29	217.6	BLOOMER	103.9	10.10	f 11.12	2.15	2.40		54	
P.		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	
P.		8.45	6.50	f 4.03	4.45	224.4	BERRY CREEK	Bk 97.1	9.57	f 10.53	1.45	2.10		55	
W. P.		9.00	7.10	f 4.13	4.55	228.6	BLINZIG	92.9	9.48	f 10.40	1.25	1.50		13	
P.		9.10	7.20	4.19	5.01	231.1	DAVID	90.4	9.41	10.33	1.15	1.40		65	
P.		9.32	7.40	f 4.28	5.10	235.3	POE	86.2	9.32	f 10.24	1.00	1.20		48	
F. W. P.		10.00	8.05	s 4.44	5.20	239.3	PULGA	Bg 82.2	9.23	s 10.12	12.40	1.00		55	
P.		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. P.		11.05	9.00	f 5.07	5.40	247.6	MERLIN	73.9	9.04	f 9.46	11.55PM	12.10PM		55	
P.		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. P.		12.30PM	10.05	s 5.45	6.14	260.0	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	
P.		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. P.		1.30	11.00	f 6.20	6.42	270.4	VIRGILIA	51.1	8.09	f 8.38	10.05	10.00		48	
P.		2.30	11.20	f 6.30	6.51	273.8	TWAIN	47.7	8.01	f 8.28	9.50	9.10		68	
P.		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	
F. W. P. R.	8.15AM	3.20PM	11.55PM	s 7.05	7.16	281.1	KEDDIE	Kd 40.4	7.42	s 8.03	9.25	8.15AM	2.30PM	58	
P.	9.00		12.30AM	s 7.26	s 7.40	287.9	QUINCY JUNCTION	Rt 33.6	s 7.26	s 7.40	9.00		2.00PM	53	
						294.3	WILLIAMS LOOP								
W. P.	10.30		1.05	s 7.58	8.02	296.7	SPRING GARDEN	Sg 24.8	7.07	s 7.12	8.35		11.30AM	67	
P.	11.30AM		1.30	s 8.12	8.14	301.7	SLOAT	So 19.8	6.56	s 6.59	8.14		10.30	52	
W. P.	1.00PM		2.05	s 8.42	s 8.40	310.4	BLAIRSDEN	Ba 11.1	s 6.38	s 6.36	7.35		8.42	48	
P.	1.30		2.20	s 8.55	8.48	313.7	OLIO	C 7.8	6.30	s 6.25	7.20		8.25	47	
F. W. T. O. P. Y. B. R. K.	2.15PM		2.50AM	s 9.20AM	s 9.10PM	321.5	PORTOLA	Ki 0.0	6.15AM	6.05PM	6.45PM		8.00AM	Yard	
	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 Subdivision		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.

Keddie is register station for Nos. 95, 96, 97 and 98.

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.

Mallet engines must not be used on track at Howells.

Mallet engines may back in at Paxton to pick up or set out cars.

Engines must not use run-around tracks at Paxton unless absolutely necessary.

Engines must not use Tail Track, Paxton, beyond a point 300 feet west of the Indian Valley Railroad connection.

Mikado engines must not be double-headed. When two engines of any class are used on freight trains, they must be separated by at least ten cars.

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 for revenue passengers to or from points Salt Lake and East.



Fuel, Water Pone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 5 August 1, 1924			Distance from Gerlach	FIRST CLASS			SECOND CLASS			Capacity of Sidings	
	62			4		2		STATIONS Telegraph Offices and Calls				1	3		61				
	Fast Freight			Pacific Express	Scenic Limited			Arrive Daily				Scenic Limited	Pacific Express		Fast Freight				
	Leave Daily			Leave Daily	Leave Daily			Arrive Daily			Arrive Daily	Arrive Daily		Arrive Daily					
F. W. T. O. P. Y. B. R. K.	3.50AM			9.30AM	9.20PM		321.5	DN	PORTOLA	Ki	116.9	s	6.05AM	s	5.55PM	5.45PM			Yard
P.	4.00			9.40	9.27		324.2		GULLING JUNCTION		114.2		5.57		5.47	5.35			
Y.P.	4.07			f 9.44	9.31		326.1		CALPINE JUNCTION		112.3		5.54	f	5.44	5.27			18
P.	4.15			s 9.52	9.35		328.2	D	HAWLEY	Jc	110.2		5.50	s	5.40	5.20			88
P.	4.30			f 10.00	9.43		332.5		Loyalton Branch Crossing										
W.P.	4.50			s 10.16	9.55		339.7	DN	HINDOO		105.9		5.43	f	5.29	5.05			59
Y.P.	5.00			s 10.32	10.01		341.7	D	OHILCOOT	Ch	98.7		5.33	s	5.18	4.40			61
P.	5.19			f 10.40	10.09		346.1		RENO JUNCTION	Jn	96.7		5.27	s	5.08	4.25			66
P.	5.50			f 10.53	10.20		352.2		SCOTTS		92.3		5.19	f	4.48	4.10			56
F.W.P.	6.00			f 10.59	10.26		355.6		RED ROCK		86.2		5.05	f	4.35	3.40			54
P.	6.10			f 11.06	10.33		358.3	DN	CONSTANTIA		82.8		4.58	f	4.28	3.30			Spur 1 W 45
P.	6.30			s 11.17	10.41		363.0	D	OMIRA	Ma	80.1		4.52	f	4.21	3.20			55
P.	7.00			f 11.32	10.54		371.6	D	DOYLE	Do	75.4		4.42	s	4.09	3.00			59
W.P.	7.20			f 11.42	11.04		377.7	D	HACKSTAFF	Hf	66.8		4.28	f	3.51	2.30			42
P.	7.50			f 11.52AM	11.14		384.0		CALNEVA, CAL.		60.7		4.19	f	3.41	2.10			56
P.							384.8		FLANIGAN, NEV.	Bu	54.4		4.10	f	3.31	1.50			53
P.	8.25			f 12.12PM	11.30		393.6	DN	S. P. Crossing		53.6								
P.	9.10			f 12.34	11.49PM		405.1		SAND PASS	Pa	44.8		3.56	f	3.15	1.25			60
W. 4 miles P. west	9.55			f 12.58	12.10AM		416.3		SANO		33.3		3.38	f	2.55	12.34PM			59
P.	10.25			f 1.15	12.24		424.1		REYNARD		22.1		3.21	f	2.33	11.45AM			60
P.	10.55			f 1.30	12.37		430.7		BRONTE		14.3		3.08	f	2.17	11.20			81
F. W. Y. B. R. K. P.	11.30AM			s 1.50PM	s 12.50AM		438.4	DN	PHIL		7.7		2.57	f	2.03	10.55			82
	Arrive Daily			Arrive Daily	Arrive Daily				GERLACH	Gr	0.0		2.45AM		1.50PM	10.30AM			Yard
	7.40			4.20	3.30				Time over Subdivision				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.

When double-heading, if possible, heavier engines must be put in lead.

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



Eastward

FIRST SUBDIVISION "A"—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. 5 August 1, 1924.			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. P. R.	12.30AM	4.15PM	DN NILES Cn	23.1	s 10.30AM	11.30PM	50							
Y. P.	12.40	4.21	DN NILES JUNCTION	22.3	10.20	11.10								
	1.00	f 4.27	D IRVINGTON Ng	19.8	f 10.13	10.55								
	1.15	f 4.36	WARM SPRINGS	16.3	f 10.04	10.40	Spur 1W 3							
	1.35	f 4.46	D MILPITAS Mi	12.2	f 9.54	10.25	35							
	1.45	f 4.55	BERRYESSA Peninsula R. R. Crossing	9.0	f 9.47	10.10								
W. T. F. R. B.	1.55	s 5.05PM	D EAST SAN JOSE Sx San Jose Street R. R. Crossing	6.2	9.40AM	10.00	Yard							
			S. P. Crossing	2.8										
			S. P. Crossing	0.1										
O.	2.30AM		SAN JOSE	0.0		9.30PM	Yard							
	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily								
	2.0	.50	Time over Subdivision		.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 847.)

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 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 SUBDIVISION "D"—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. 5 August 1, 1924.			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						
								Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	
Y. R. P.	8.10AM	5.10PM	10.35AM	0.0	D RENO JUNCTION Jn	33.2	s 10.15AM	s 4.50PM	7.20AM	66				
	8.25	f 5.20	f 10.45	3.4	PLUMAS	29.8	f 10.05	f 4.40	7.00	Spur 1W 10				
	8.55	f 5.36	f 11.01	10.2	PEAVINE	23.0	f 9.48	f 4.23	6.40	12				
	9.32	f 5.51	f 11.17	16.3	COPPERFIELD	16.9	f 9.32	f 4.07	6.15	15				
W. P.	9.50	f 5.57	f 11.23AM	18.3	ANDERSON	14.4	f 9.25	f 4.00	6.00	25				
		f	f	28.1	PANTHER	5.1	f	f		No Siding				
F. W. P. O. T. B. R. K.	10.50AM	s 6.40PM	s 12.05PM	33.2	D RENO Rd	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 Subdivision		1.30	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 847.)

Eastward FIRST SUBDIVISION "B"—CARBONA BRANCH. Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		FIRST CLASS		Distance from Carbona	Time Table No. 5 August 1, 1924.			Distance from Moy	Capacity of Sidings
	178 Freight	102 Passenger	101 Passenger	177 Freight		STATIONS Telegraph Offices and Calls				
						Leave Daily	Leave Daily	Arrive Daily		
W. Y. P.	12.30AM	4.15PM	DN CARBONA Cb	4.2	82					
			KERLINGER	2.5	8					
O. P.	1.00	f 4.27	RIVER ROCK	0.8	Spur 1E 27					
	1.15	f 4.36	MOY	0.0	Spur 1E 8					

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

Derail on main track M. P. 3.3, lock for derail when not in use. Maximum speed 12 miles an hour. (See rule 847.)

Eastward FOURTH SUBDIVISION "A"—GULLING BRANCH. Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		FIRST CLASS		Distance from Gulling Jct.	Time Table No. 5 August 1, 1924.			Distance from Gulling	Capacity of Sidings		
	220 Freight	202 Passenger	204 Passenger	201 Passenger		203 Passenger	219 Freight	STATIONS Telegraph Offices and Calls				
								Leave Daily Ex. Sunday			Leave Daily	Leave Daily
P.	2.30AM	5.10PM	GULLING JUNCT.	2.4	Spur 1W 15							
P.	2.40	f 5.20	GRIZZLY	0.7	Spur 1W 10							
	2.4	f 5.36	GULLING	0.0								

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

Maximum speed 12 miles an hour. (See rule 847.)

Eastward FOURTH SUBDIVISION "B"—CALPINE BRANCH. Westward

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		FIRST CLASS		Distance from Calpine Jct.	Time Table No. 5 August 1, 1924.			Distance from Calpine	Capacity of Sidings
	314 Mixed	313 Mixed	314 Mixed	313 Mixed		STATIONS Telegraph Offices and Calls				
						Leave Mon., Wed. & Fri.	Leave Mon., Wed. & Fri.	Arrive Mon., Wed. & Fri.		
Y. P.	10.15AM	2.15PM	10.45	4.8	GALPINE JUNCT.	12.1	s 2.15PM	18		
	10.45	1.45	SUMMITT	7.3						
	11.15	1.15	DAVIES JUNCT.	2.1						
Y. W.	s 11.30AM	1.00PM	D CALPINE Na	0.0	12					
	1.15	1.15	Time over Subdivision							
	9.6	9.6	Average Speed per Hour							

Westward Trains are superior to Eastward Trains of the same class, except No. 314 is superior to No. 313.

Derail 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 847.)

Eastw'd FOURTH SUBDIVISION "C"—LOYALTON BRANCH. Westw'd

Fuel, Water, Fone, Tables, Scales, Wyes, Bulletin Register Stations Standard Clocks	SECOND CLASS		FIRST CLASS		Distance from Clover Valley Jct.	Time Table No. 5 August 1, 1924.			Distance from Loyalton	Capacity of Sidings
	416 Mixed	415 Mixed	416 Mixed	415 Mixed		STATIONS Telegraph Offices and Calls				
						Lv. Tuesday, Thursday and Saturday	Lv. Tuesday, Thursday and Saturday	Ar. Tuesday, Thursday and Saturday		
P. R.	s 10.30AM	3.30PM	D HAWLEY Jc	11.8	38					
P. Y. R.	s 11.30AM	2.30PM	D LOYALTON Yn	0.0	25					
	Ar. Tuesday, Thursday and Saturday	Lv. Tuesday, Thursday and Saturday								
	1.00	1.00	Time over Subdivision							
	11.8	11.8	Average Speed per Hour							

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 847.)



**SPEED RESTRICTIONS**

Maximum speed passenger trains 50, freight and mixed trains 30 miles an hour. (See rule 847.)

Except as otherwise provided by time table, bulletin or train order, maximum speed for consolidation and mikado engines: When running light or handling freight or mixed trains, 30 miles an hour, when handling passenger trains, 40 miles an hour; mallet engines, 20 miles an hour. (See Rule 847.)

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 and Mokelumne Rivers 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 subdivision 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.

Trains handling logs, Bidwell to Oroville Yard, must not exceed fifteen (15) miles an hour.

Within the city limits of Oakland maximum speed passenger trains twenty (20), freight trains ten (10) miles an hour.

**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. 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 feet 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. Following are whistle signals:

Main line to wye, either leg, one long, one short.

Wye to main line, either leg, one short, one long.

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 Loyaltan 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.

**TUNNEL SIGNALS.**

Automatic Block System 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. Head lights must be burning passing through Tunnels 1, 4, 5, 23, 33, 35 and 37.

**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 subdivision will be 2200 tons and on other subdivisions 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 subdivision. 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.

**FOLLOWING DESIGNATED WATCH INSPECTORS:**

S. A. Pope, Supervisor of Time Service, 65 Market St., San Francisco	
San Francisco, Calif.....	H. W. Copp, 696 Third St.
Oakland, Calif.....	H. Bullard, 1788 Seventh St.
San Jose, Calif.....	Cheney & Pruett, 92 So. First St.
Stockton, Calif.....	Pesce & Co., 403 E. Main St.
Sacramento, Calif.....	H. T. Harger, 1008 'K' St.
Oroville, Calif.....	O. W. Halstead
Reno, Nevada.....	R. Herz & Bros.

**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	....
SIERRA, S 3 and 4.....	285.5	....	....
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	....

**RAILROAD SURGEONS**

DR. THOMAS W. HUNTINGTON, Chief Surgeon.....	San Francisco
DR. A. R. KILGORE, Division Surgeon.....	San Francisco
DR. E. S. KILGORE, Assistant Local Surgeon.....	San Francisco
DR. H. S. THOMSON, Assistant Local Surgeon.....	San Francisco
DR. L. P. HOWE, Consulting Surgeon.....	San Francisco
DR. H. E. MILLER, Dermatologist.....	San Francisco
DR. M. H. WOOLSEY, Oculist.....	San Francisco
DR. S. E. EVERINGHAM, Local Surgeon.....	Oakland
DR. E. E. BRINCKERHOFF, Oculist.....	Oakland
DR. S. H. BUTEAU, Consulting Surgeon.....	Oakland
DR. ALVIN POWELL, Consulting Surgeon.....	Oakland
DR. CHANNING HALL, Local Surgeon.....	Alameda
DR. F. W. SIMPSON, Local Surgeon.....	Berkeley
DR. F. W. BROWNING, Local Surgeon.....	Hayward
DR. LUTHER MICHAEL, Local Surgeon.....	San Leandro
DR. J. HAL. COPE, Local Surgeon.....	Pleasanton
DR. J. K. WARNER, Local Surgeon.....	Livermore
DR. ELLIS HARBERT, Acting Local Surgeon.....	Stockton
DR. J. P. HULL, Acting Assistant Local Surgeon.....	Stockton
DR. BARTON J. POWELL, Oculist.....	Stockton
DR. DEWEY POWELL, Assistant Oculist.....	Stockton
DR. C. B. JONES, Local Surgeon.....	Sacramento
DR. S. J. WELLS, Assistant Local Surgeon.....	Sacramento
DR. W. E. BRIGGS, Oculist.....	Sacramento
DR. G. W. STRATTON, Local Surgeon.....	Marysville
DR. E. A. KUSEL, Local Surgeon.....	Oroville
DR. W. W. PETERSON, Local Surgeon.....	Quincy
DR. S. M. SPROAT, Division Surgeon.....	Portland
DR. W. A. LAVERY, Local Surgeon.....	Loyalton
DR. S. K. MORRISON, Local Surgeon.....	Reno
DR. C. W. WEST, Assistant Local Surgeon.....	Reno
DR. FRED S. RYAN, Local Surgeon.....	San Jose
DR. ALLEN POWERS.....	Travis

**P. D. BARRY,**  
Trainmaster,  
Stockton.

**J. P. McSWEENEY,**  
Trainmaster,  
Portola.

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

**P. R. LEO,**  
Night Chief Train Dispatcher,  
Sacramento.