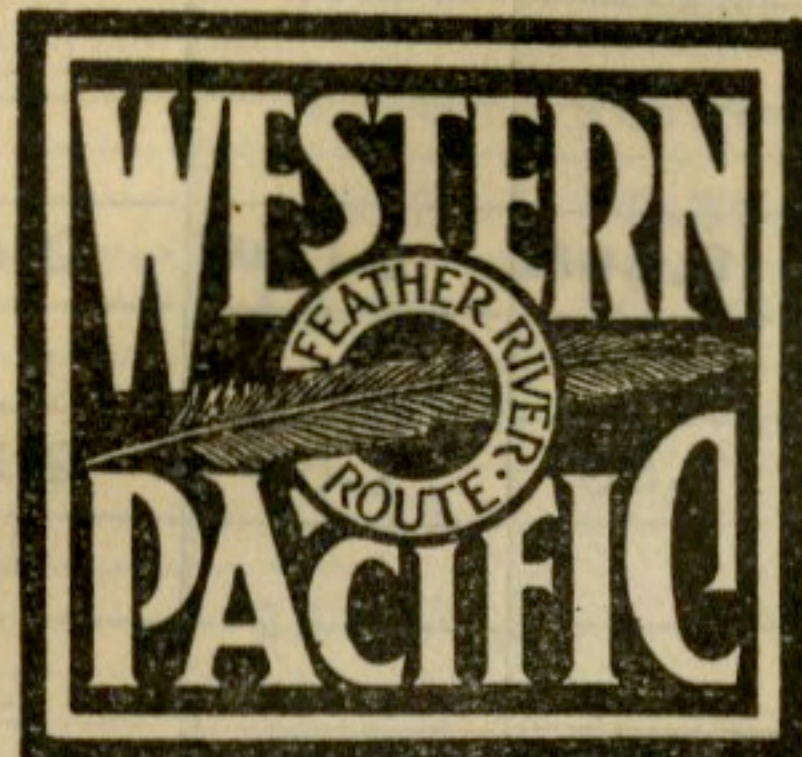
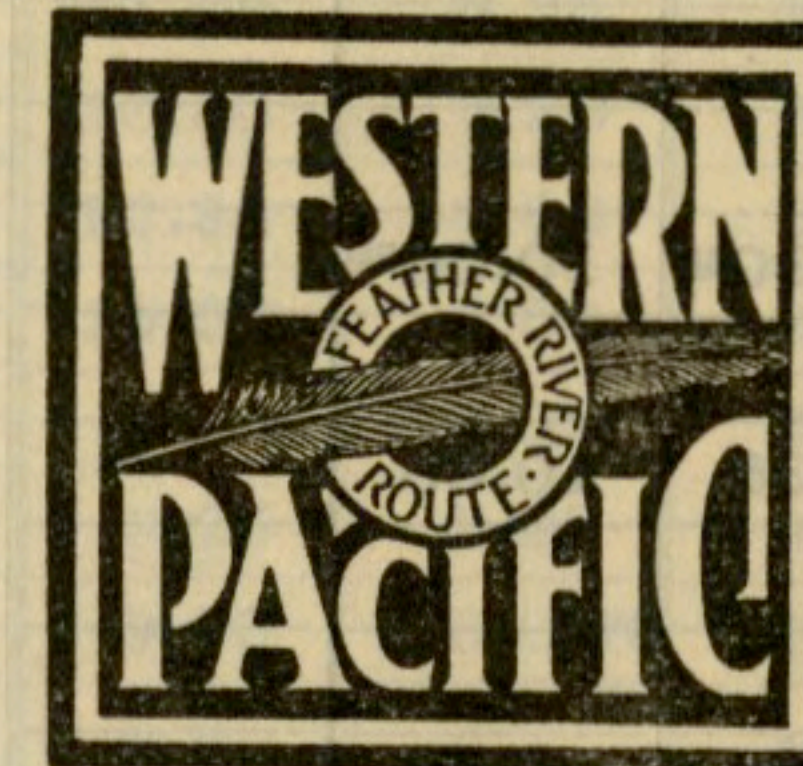


THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME

7

TABLE

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

SUNDAY, MAY 8, 1927

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.

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. 7		Distance from Stockton	FIRST CLASS		SECOND CLASS				Capacity of Sidings		
	94	92	62	78	4	2		May 8, 1927			1	3	61	77	91	93			
	Local Freight	Local Freight	Fast Freight	Fast Freight	Pacific Express	Scenic Limited		STATIONS Telegraph Offices and Calls			Scenic Limited	Pacific Express	Fast Freight	Fast Freight	Local Freight	Local Freight			
	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon. Wed., Fri.				
W. F. O.					7.20PM	9.20AM	0.0	DN	SAN FRANCISCO	Go	93.9	5.45PM	7.45AM						
B. R. P.					s 7.55	s 9.50	3.5		WESTERN PACIFIC MOLE		90.4	s 5.15	s 7.15						
							5.2		S. P. Crossing		88.7								
F. W. T. O. P. B. R. K.	7.30AM	2.30AM	10.00PM		8.00	9.55	5.5	DN	OAKLAND YARD	Md	88.4	5.10	7.05	8.00PM	2.00AM	2.45PM		Yard	
							5.8		S. P. Crossing		88.1								
	7.40	2.35	10.05		s 8.10	s 10.00	6.7		OAKLAND		87.2	s 5.05	s 7.00	7.50	1.50	2.30			
							7.3		S. P. Crossing		86.6								
	7.55	2.59	10.25		f 8.20	10.08	9.8		S. P. Crossing		86.0								
							10.5		FRUITVALE		84.1	4.51	f 6.43	7.35	1.35	2.10			
							10.5		MELROSE		83.4							10	
P.		8.10	3.15	10.38		8.27	10.15	13.5	ELMHURST		80.4	4.43	f 6.33	7.15	1.20	1.42		37	
P.		8.25	3.25	10.45		f 8.30	10.18	14.9	S. P. Crossing										
P.		9.01	3.45	11.05		f 8.40	10.27	20.5	D	SAN LEANDRO	Dr	79.0	4.40	f 6.30	7.10	1.14	1.35	10	
		9.15	3.59	11.20		f 8.50	10.36	26.7	D	HAYWARD	Hy	73.4	4.30	f 6.20	6.40	12.50	1.00	42	
W. Y. P.		9.35	4.25	11.55PM		f 8.59	s 10.42	29.8	DN	DECOTO	Cn	67.2	4.20	f 6.09	6.10	12.20AM	12.25	19	
								30.4		NILES		64.1	s 4.15	f 6.04	5.55	11.55PM	12.10PM	50	
P.		10.00	4.50	12.15AM		f 9.12	10.53	36.1	D	S. P. Crossing		63.5							
P.		10.30	5.08	12.29		f 9.22	11.02	41.6	D	SUNOL	Sb	57.8	4.00	f 5.50	5.30	11.30	11.30AM	75	
								42.8		PLEASANTON	Tn	52.3	3.51	f 5.40	5.10	11.12	11.02 10.30	33	
								43.0		S. P. Crossing		51.1							
W. P.		11.13	5.30	12.45		f 9.34	11.13	47.7	D	S. P. Crossing		50.9							
P.		11.55AM	6.05	1.15		f 9.52	11.30	56.6		LIVERMORE	Vn	46.2	3.41	f 5.30	4.45	10.55	10.10	74	
		12.10PM	6.13	1.23		f 9.57	11.35	59.2		ALTAMONT		37.3	3.26	f 5.12	4.15	10.30	9.40	46	
P.		12.25	6.25	1.35		f 10.05	11.42	63.0		REDMOND OUT		34.7	3.19	5.04	4.00	10.20	9.25	35	
W. Y. P.		1.00	6.50	1.59		f 10.19	11.56	71.9	DN	MIDWAY		30.9	3.09	f 4.53	3.40	10.05	9.10	48	
F. P.		1.20	6.55	2.04		f 10.22	11.59AM	74.0	D	CARBONA	Cb	22.0	2.51	f 4.34	2.51	9.15	8.30	82	
		1.40	7.15	2.25		f 10.36	12.13PM	82.8		LYOTH	Ky	19.9	2.48	f 4.30	2.30	8.53	7.55	22	
P.		1.50 2.29	7.20	2.30		f 10.38	12.15	83.9		S. P. Crossing		11.1	2.31	f 4.15	1.55	8.28	7.25	Spur 1 W. 17	
P.		3.00	7.50	2.50		10.47	12.24	90.6		NILEGARDEN		10.0	2.29	f 4.13	1.50	8.25	7.20	65	
F. W. T. O. P. B. R. K.	7.45AM	3.20PM	8.00AM 9.00AM	2.55AM 3.20AM		10.53	12.27	92.0	DN	LATHROP		3.3	2.21	4.03	1.20	7.55	6.55	50	
								93.3		ORTEGA		1.9	2.18	3.59	1.00PM 11.50AM	7.45PM 7.15PM	6.45AM	4.20PM	Yard
P. R. K.	8.00AM		9.15AM	3.35AM		s 11.00PM	s 12.30PM	93.9	2S	STOCKTON	FC	0.0	2.10PM	3.50AM	11.40AM	7.05PM		4.10PM	
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Daily Ex. Monday		Arrive Daily	Arrive Daily			A. T. & S. F. Crossing			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.	
	.15	7.50	5.30	4.55		3.05	2.40			STOCKTON			7.00	6.15	8.00	.10			
	7.6	11.1	15.7	17.6		29.3	33.9			Time over Subdivision			29.3	26.5	12.4	13.8	10.8	11.4	
										Average Speed per Hour									

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. 12.5. Stockton Yard extends from yard limit board at west end of bridge 89.82 to yard limit board east of Flora Street.

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

Tracks between a point 100 feet west of the west line of Washington Street and 100 feet east of the east line of Franklin Street, Oakland, must not be used for meeting or passing trains.

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.

Joint W. P. and S. P. drill track between Melrose and Elmhurst must not be used for meeting or passing trains.

At Stockton Yard Track No. 1, west switch located at Mile Post 91 and east switch located twelve poles west of Mile Post 92, is the siding to be used when passenger trains meet at Stockton Yard. Westward freight trains will enter Stockton Yard at lead switch located immediately west of South Street. Eastward freight trains will enter Stockton Yard at lead switch Mile Post 91.

Stockton is register station for Nos. 1, 2, 3 and 4 only. At Stockton second class and extra trains will not require clearance card unless they receive train order. Operator at Stockton will transmit register of first class trains to Operator at Stockton Yard, who will enter on register for information of trains originating at Stockton Yard. The register of first class trains appearing on Stockton Yard register is the time at Stockton and does not indicate that a westward first class train has passed Stockton Yard.

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 in California 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. 7. May 8, 1927.		Distance from Oroville	FIRST CLASS		SECOND CLASS				Capacity of Sidings.
	74	96	54	94	62	78	4	2		STATIONS Telegraph Offices and Calls			1	3	61	77	93	95	
	Fast Freight Leave Daily	Local Freight Leave Mon., Wed. & Fri.	Fast Freight Leave Daily	Local Freight Leave Tues., Thurs. & Sat.	Fast Freight Leave Daily	Fast Freight Leave Daily Ex. Monday	Pacific Express Leave Daily	Scenic Limited Leave Daily		Scenic Limited Arrive Daily	Pacific Express Arrive Daily		Scenic Limited Arrive Daily	Pacific Express Arrive Daily	Fast Freight Arrive Daily	Fast Freight Arrive Daily Ex. Saturday	Local Freight Arrive Mon., Wed. & Fri.	Local Freight Arrive Tues., Thurs. & Sat.	
P. R. K.				8.00 AM	9.15 AM	3.35 AM			93.9	2S	STOCKTON S.P. Crossing 0.4	111.3	s 2.10 PM	s 3.50 AM	11.40 AM	7.05 PM	4.10 PM		
				8.05	9.20	3.47			94.3		FLORA STREET 0.9	110.9	2.07	3.47	11.35	7.00	4.05	Yard	
									95.2		S. P. Crossing 9.7	110.0							
P.				8.45	10.00	4.15			104.9	D	KINGDON 4.7	100.3	1.45	f 3.26	11.05	6.35	3.35	74	
P.				9.10	10.15	4.30			109.6		BRACK 4.4	95.6	1.37	f 3.17	10.50	6.20	3.20	52	
W. P.				9.30	10.35	4.42			114.0	D	THORNTON 4.7	91.2	1.30	f 3.09	10.35	6.06	3.05	74	
P.				10.00	10.50	4.55			118.7		GLANNVALE 6.1	86.5	1.17	f 2.59	10.00	5.50	2.50	74	
P.				10.20	11.05	5.15			124.8	D	FRANKLIN 4.1	80.4	1.03	f 2.48	9.40	5.35	2.35	74	
P.				10.35	11.15	5.30			128.9		RUNYON 7.5	76.3	12.55	f 2.40	9.25	5.22	2.20	22	
F. W. P.				11.05	11.45 AM	6.00 AM			136.4		JEFFERY SHOPS 2.3	68.8	12.42	f 2.25	9.00	5.00 PM	1.47	Yard	
O. Y. K. P.				11.20	12.01 PM				138.7	DN	S. P. Crossing SACRAMENTO 2.2	66.5	s 12.35	s 2.15	8.35	1.25		34	
									140.9		S. N. Crossing 3.1	64.3							
P.				11.40 AM	12.23				144.0		DEL PASO 6.7	61.2	12.23	f 1.53	8.15	12.23 PM		74	
P.				12.13 PM	12.50				150.7		COUNSMAN 1.9	54.5	12.13	f 1.42	7.50	11.35 AM		74	
									152.6		S. N. Crossing 3.6	52.6							
W. P.				12.45	1.20				156.2	D	PLEASANT GROVE 5.9	49.0	12.02 PM	f 1.30	7.30	11.00		74	
P.				1.05	1.40				162.1		TROWBRIDGE 10.5	43.1	11.53 AM	f 1.13	7.05	10.30		74	
P.				1.45	2.15				172.6		ARBOGA 5.6	32.6	11.38	f 12.55	6.35	9.55		75	
									178.2		S. N. Crossing 0.7	27.0							
W. P.				2.25	2.45				178.9	2S	MARYSVILLE S. P. Crossing 1.4	26.3	s 11.27	s 12.45	6.10	9.20		62	
									180.3		S. P. Crossing 5.6	24.9							
P.				2.50	3.05				185.9		TAMBO 7.1	19.3	11.14	f 12.27	5.35	8.50		75	
P.				3.32	3.32				193.0		ORAIG 6.5	12.2	11.04	f 12.16	5.10	8.20		74	
P.				4.30	3.59				199.5	D	PALERMO 3.5	5.7	10.55	s 12.05 AM	4.50	7.50		70	
F. W. T. O. Y. B. R. K. P.	11.35 AM	7.00 AM	3.55 AM	4.45 PM	4.15 PM 5.15 PM				203.0	DN	OROVILLE YARD 2.2	2.2	10.49	11.59 PM	4.30 AM 3.30 AM	7.30 AM	3.49 PM	Yard	
B. R. K. P.	11.45 AM	7.20 AM	4.05 AM	5.25 PM					205.2	2S	OROVILLE Vi	0.0	10.45 AM	11.55 PM	3.15 AM	3.35 PM	55		
	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Tues., Thurs. & Sat.	Arrive Daily	Arrive Daily Ex. Monday					Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Mon., Wed. & Fri.	Leave Tues., Thurs. & Sat.	
	.10	.20	.10	8.45	7.00	2.25					4.05	3.25		3.55	7.10	2.05	8.40	.14	
	13.2	6.6	13.2	12.4	15.6	17.6					27.3	32.6		28.4	15.2	20.4	12.6	9.3	
											Time over Subdivision								
											Average Speed per Hour								

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 Flora Street. 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.

Stockton and Oroville are register stations 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. At Stockton second class and extra trains will not require clearance card unless they receive train order. Passenger trains will register by ticket at Oroville Yard. Operator at Stockton will transmit register of first class trains to Operator at Stockton Yard, who will enter on register for information of trains originating at Stockton Yard. The register of first class trains appearing on Stockton Yard register is the time at Stockton and does not indicate that a westward first class train has passed Stockton Yard.

At Flora Street Track No. 7, located on north side of main track, west switch at Park Street, east switch immediately west of Harding Way, will be used as siding.

Automatic Block System signals located as follows:
At Oroville affecting the movement of yard engines and trains between house and industry tracks and main track east of Oroville; Westward signal located at east siding switch Oroville, and Eastward signal located 450 feet west of house track switch Oroville. Both signals govern main track movements.
At Oroville Automatic Home Signals located at Mile Post 204.5 governing eastward trains, and at Mile Post 205 governing westward trains. The preliminary extends 317 feet east of signal located at Mile Post 205.

Automatic Block System Rules, pages 85 to 96, inclusive, Rules and Regulations, Transportation Department, will govern.

Sacramento Northern trains will operate over Western Pacific track between Sacramento Northern connection with Western Pacific main track, located 356 feet east and 355 feet west of bridge 178.18, Yuba River, Marysville. Sacramento Northern freight trains will operate over Western Pacific passing siding between the west switch and the switch leading to the Sacramento Northern track opposite the Western Pacific passenger station at Marysville. These tracks are designated as Joint Tracks.

Automatic Block System Signals governing the Joint Track are located as follows:

THE WESTERN PACIFIC RAILROAD CO.

EASTWARD—Home Signal 789 feet west of bridge 178.18; Normal position stop.
Distant Signal 2500 feet west of Home Signal; Normal position caution.
Home Signal 724 feet east of bridge 178.18; Normal position clear.

WESTWARD—Home Signal east end of bridge 178.18; Normal position caution.
Home Signal 724 feet east of bridge 178.18; Normal position stop.

Eastward Signal located 789 feet west of bridge 178.18, will give clear indication when approaching train reaches a point within 3500 feet from the signal, provided the block is clear, and will go to stop position when the forward wheels of an engine or car pass the signal.

Westward Signal located 724 feet east of bridge 178.18, will give a clear indication when approaching train reaches a point within 500 feet from the signal, provided the block is clear, and will go to stop position when the forward wheels of an engine or car pass the signal.

SWITCH INDICATORS are located as follows:

Switch west end of passing siding.
West end of main track switch leading to interchange tracks.
East end of main track switch leading to interchange tracks.
West end of crossover leading from main track to passing siding.
Switch east end of High Line Track, located 1,400 feet west of Mile Post 180.

SACRAMENTO NORTHERN RAILROAD

EASTWARD—Home Signal 542 feet west of bridge 178.18, located at left of track;
Normal position stop.

WESTWARD—Home Signal 525 feet east of bridge 178.18; Normal position stop.

Home Signals located 542 feet west of bridge 178.18, and 525 feet east of bridge 178.18, will go to clear position when the junction switch and derails are lined up for the Sacramento Northern track, provided the block is clear, and will go to stop position when the forward wheels of an engine or car pass the signal.

SWITCH INDICATORS are located as follows:

Main track switch leading to the Sand Pit, west of bridge 178.18.
Switch leading from Sand Pit, located 68 feet east of Western Pacific main track west of bridge 178.18.

These indicators govern the movement of Sacramento Northern trains to and from Sand Pit across Western Pacific main track and to the Sacramento Northern main track. In addition to stopping at STOP boards, Sacramento Northern trains or motors moving to or from the Sand Pit, must have a clear indication by switch indicators before proceeding onto or over the Western Pacific crossing, located 489 feet west of bridge 178.18.

No engine, car, motor or train of the Western Pacific or Sacramento Northern shall be operated over the railroad crossing located 752 feet east of bridge 178.18 where the Western Pacific house track crosses the Sacramento Northern track, without being brought to a stop at the STOP board and proceeded over the crossing by a member of its crew who shall determine first that it is safe to proceed. The STOP boards are located on each side of this crossing 100 feet from the crossing. Sacramento Northern trains and yard motors must approach this crossing with caution and not move onto or over the crossing until it shall be determined first that it is safe to proceed.

DERAILS.—Derailing switches, pipe connected and operated with the main track switches, are located as follows:

On Western Pacific passing siding 193 feet east of west switch.
On Sacramento Northern Track 182 feet west of Junction Switch west of bridge 178.18 and 157 feet east of Junction Switch east of bridge 178.18.

NORMAL POSITION OF SWITCHES.—Junction switches must be locked for 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 indication of block signals, regardless of right or class. All trains of both companies must approach and pass through the limits of the Joint Track with caution, not exceeding a speed of fifteen (15) miles an hour.

In using the Joint Track freight trains should avoid delays to other trains of either Company.

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, Bulletin Register Stations Standard Clocks	SECOND CLASS					FIRST CLASS		Distance from San Francisco	Time Table No. 7		Distance from Portola	FIRST CLASS			SECOND CLASS			Capacity of Sidings	
	98	96	62	74	54	4	2		May 8, 1927.			1	3		61	95	97		
	Local Freight	Local Freight	Fast Freight	Fast 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	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs. & Sat.	Arrive Mon., Wed., Fri.			
B. R. K. P.		7.20AM	5.25PM	11.45AM	4.05AM	3.15AM	4.05PM	205.2	2S	OROVILLE	Vi	116.3	s 10.35AM	s 11.45PM		3.15AM	3.35PM		55
P.		7.35	5.39	11.59AM	4.19	3.23	4.13	209.5		4.3 QUARTZ		112.0	10.27	11.32		2.47	3.18		50
P.		7.49	5.48	12.08PM	4.28	3.30	4.19	212.4		2.9 LAND		109.1	10.21	11.26		2.36	3.06		Yard
P.		7.50	5.49	12.09	4.29	f 3.31	4.20	212.8		0.4 BIDWELL		108.7	10.20	f 11.25		2.35	3.05		75
W. P.		8.20	6.03	12.23	4.43	f 3.41	4.30	217.6		4.8 BLOOMER		103.9	10.10	f 11.14		2.15	2.40		54
P.		8.35	6.15	12.35	4.55	f 3.50	f 4.38	221.5		3.9 LAS PLUMAS		100.0	10.02	f 11.03		1.50	2.23		10
W. P.		8.50	6.35	12.55	5.15	f 4.00	4.46	224.4	D	2.9 BERRY CREEK	Bk	97.1	9.57	f 10.55		1.40	2.10		55
W. P.		9.05	6.59	1.19	5.39	f 4.11	4.56	228.6		4.2 BLINZIG		92.9	9.48	f 10.42		1.25	1.50		13
P.		9.15	7.09	1.29	5.48	4.20	5.03	231.1		2.5 DAVID		90.4	9.41	10.36		1.17	1.29		65
P.		9.32	7.23	1.43	6.02	f 4.30	5.13	235.3		4.2 POE		86.2	9.32	f 10.26		1.02	1.15		46
F. W. P.		10.00	7.48	2.07	6.26	s 4.45	5.23	239.3	DN	4.0 PULGA	Bg	82.2	9.23	s 10.16		12.47	1.00		55
P.		10.40	8.16	2.35	6.54	f 4.56	5.34	243.8		4.5 ORESTA		77.7	9.13	f 10.01		12.22	12.25		29
W. P.		11.05	8.28	2.48	7.07	f 5.10	5.45	247.6		3.8 MERLIN		73.9	9.04	f 9.51		12.08AM	12.10PM		55
P.		11.45AM	8.46	3.06	7.25	f 5.30	5.59	253.2		5.6 TOBIN		68.3	8.51	f 9.33		11.48PM	11.25AM		60
W. P.		12.30PM	9.15	3.38	7.54	s 5.52	6.18	260.0	DN	6.8 BELDEN	Bn	61.5	8.34	s 9.15		11.25	10.50		63
		12.45	9.30	3.53	8.09	f 5.59	6.22	261.7		1.7 HOWELLS		59.8	8.30	f 9.04		11.08	10.30		15
P.		1.00	9.41	4.03	8.24	f 6.07	6.30	264.7		3.0 RICH		56.8	8.24	f 8.53		10.55	10.15		54
W. P.		1.30	10.01	4.22	8.42	f 6.23	6.45	270.4		5.7 VIRGILIA		51.1	8.12	f 8.38		10.30	9.45		48
P.		2.30	10.14	4.34	8.56	f 6.35	6.54	273.8		3.4 TWAIN		47.7	8.05	f 8.28		10.14	8.56		68
P.		3.00	10.27	4.47	9.09	s 6.57	s 7.07	277.6		3.8 PAXTON	Xn	43.9	s 7.57	s 8.18		9.59	8.30		23
F. W. P. R.	8.15AM	3.20PM	10.52	5.12	9.33	s 7.09	7.19	281.1	DN	3.5 KEDDIE	Kd	40.4	7.47	s 8.03		9.45	8.01AM	2.00PM	58
P.	9.00		11.36PM	5.56	10.15	s 7.31	s 7.40	287.9	D	6.8 QUINCY JUNCTION	Rt	33.6	s 7.31	s 7.40		9.10		1.30PM	74
W. P.	10.30		12.15AM	6.35	10.55	s 7.58	8.02	296.7	DN	8.8 SPRING GARDEN	Sg	24.8	7.14	s 7.12		8.40		10.55AM	74
P.	11.20 AM		12.42	6.59	11.20	s 8.12	8.14	301.7	D	5.0 SLOAT	So	19.8	7.04	s 6.59		8.14		10.10	52
W. P.	1.00PM		1.09	7.30	11.48	s 8.42	s 8.40	310.4	2S	8.7 BLAIRSDEN	Ba	11.1	s 6.48	s 6.36		7.30		8.42	56
P.	1.30		1.21	7.42	11.59AM	s 8.53	8.50	313.7	D	3.3 OLIO	C	7.8	6.40	s 6.25		7.17		8.25	63
F. W. T. O. P. Y. B. R. K.	2.15PM		1.50AM	8.10PM	12.30PM	s 9.15AM	s 9.10PM	321.5	DN	7.8 PORTOLA	Kl	0.0	6.25AM	6.05PM		6.45PM		8.00AM	Yard
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily	Leave Tues., Thurs. & Sat.	Leave Mon., Wed. & Fri.		
	6.00	8.00	8.25	8.25	8.25	6.00	5.05			Time over Subdivision		4.10	5.40		8.30	7.34	6.00		
	6.7	9.9	13.8	13.8	13.8	19.3	22.8			Average Speed per Hour		27.9	20.5		13.7	10.0	6.7		

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

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.

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.

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 sidings 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.

Passenger trains approaching road crossing at first cut west of Quincy Junction must sound engine whistle frequently and keep bell ringing.

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 second 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.

Automatic Block System signals located as follows:
At Oroville affecting the movement of yard engines and trains between house and industry tracks and main track east of Oroville, Westward signal located at east siding switch Oroville, and Eastward signal located 450 feet west of house track switch Oroville. Both signals govern main track movements.

At Oroville Automatic Home Signals located at Mile Post 204.5 governing eastward trains, and at Mile Post 205 governing westward trains. The preliminary extends 317 feet east of signal located at Mile Post 205.

Automatic Block System Rules, Pages 85 to 96, inclusive, Rules and Regulations, Transportation Department, will govern.

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, Bulletin Register Stations Standard Clocks	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 7 May 8, 1927			Distance from Gerlach	FIRST CLASS		SECOND CLASS			Capacity of Sidings		
	62 Fast Freight			4 Pacific Express		2 Scenic Limited		STATIONS Telegraph Offices and Calls				1 Scenic Limited	3 Pacific Express	61 Fast Freight					
	Leave Daily			Leave Daily		Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily					
F. W. T. O. P. Y. B. R. K.			3.20 AM		9.30 AM	9.20 PM	321.5	DN	PORTOLA	Ki	116.9	s	6.15 AM	s	5.50 PM			5.35 PM	Yard
P.			3.35		9.37	9.27	324.2		GULLING JUNCTION		114.2		6.06		5.40			5.25	
Y.P.			3.45	f	9.41	9.31	326.1		CALPINE JUNCTION		112.3		6.03	f	5.37			5.20	18
P.			3.55	s	9.47	9.35	328.2	D	HAWLEY Loyalton Branch Crossing	Je	110.2		5.59	s	5.33			5.15	75
P.			4.10	f	9.54	9.43	332.5		HINDOO		105.9		5.53	f	5.22			5.00	75
W.P.			4.50	s	10.06	9.55	339.7	D	CHILOOOT	Ch	98.7		5.43	s	5.10			4.40	80
Y.P.			5.01	s	10.22	10.01	341.7	D	RENO JUNCTION	Jn	96.7		5.37	s	4.58			4.20	75
P.			5.29	f	10.29	10.09	346.1		SCOTTS		92.3		5.29	f	4.38			4.05	74
P.			5.50	f	10.38	10.20	352.2		RED ROCK		86.2		5.16	f	4.25			3.41	80
			6.00	f	10.44	10.26	355.6		CONSTANTIA		82.8		5.09	f	4.18			3.24	Spur 1 W 45
P.			6.10	f	10.50	10.31	358.3	D	OMIRA	Ma	80.1		5.04	f	4.11			3.14	75
P.W.			6.30	s	11.02	10.42	363.0	DN	DOYLE	Do	75.4		4.56	s	3.59			3.01	74
P.			7.00	f	11.14	10.55	371.6		HACKSTAFF		66.8		4.40	f	3.41			2.30	80
P.			7.20	f	11.23	11.05	377.7		CALNEVA, CAL.		60.7		4.31	f	3.31			2.16	75
P.			7.50	f	11.32	11.15	384.0		FLANIGAN, NEV.		54.4		4.22	f	3.21			2.02	75
P.							384.8		S. P. Crossing		53.6								
P.			8.25	f	11.48	11.31	393.6	D	SAND PASS	Pa	44.8		4.08	f	3.05			1.40	80
P.			8.40		11.54 AM	11.37	397.3		BRYANT		41.1		4.01		2.57			1.27	75
P.			9.15	f	12.04 PM	11.49 PM	405.1		SANO		33.3		3.50	f	2.45			1.05	80
W. 4 miles P. west			10.01	f	12.23	12.09 AM	416.3		REYNARD		22.1		3.33	f	2.23			12.23 PM	75
P.			10.35	f	12.38	12.24	424.1		BRONTE		14.3		3.21	f	2.07			11.35 AM	81
P.			11.05	f	12.49	12.38	430.7		PHIL		7.7		3.11	f	1.53			11.05	82
F. W. Y. B. R. K. P.			11.30 AM	s	1.00 PM	s 12.50 AM	438.4	DN	GERLACH	Gr	0.0		3.00 AM		1.40 PM			10.40 AM	Yard
			Arrive Daily		Arrive Daily	Arrive Daily							Leave Daily		Leave Daily			Leave Daily	
			8.10		3.30	3.30			Time over Subdivision				3.15		4.10			6.55	
			14.3		33.4	33.4			Average Speed per Hour				35.9		28.0			16.9	

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.

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

Eastward

FIRST SUBDIVISION "A"—SAN JOSE BRANCH.

Westward

Table with columns for Second Class (178 Freight), First Class (102 Passenger), and Stations (Niles, Niles Junction, Irvington, Warm Springs, Milpitas, Berryessa, East San Jose, San Jose). Includes departure/arrival times and distances.

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 M. P. 16.2. Maximum speed for passenger trains 25, freight trains 20 miles an hour. (See Rule 847.)

Eastward

FOURTH SUBDIVISION "D"—RENO BRANCH.

Westward

Table with columns for Second Class (220 Freight), First Class (202 Passenger, 204 Passenger), and Stations (Reno Junction, Plumas, Peavine, Copperfield, Anderson, Panther, Reno). Includes departure/arrival times and distances.

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.)

Road crossings east and west Nevada Transportation Company warehouse, Reno, must be flagged and caution used in switching this track. Caution must be used in approaching East 6th Street, Reno.

Eastward FIRST SUBDIVISION "B"—CARBONA BRANCH. Westward

Table with columns for Second Class (177 Freight), First Class (101 Passenger), and Stations (Carbena, Kerlinger, River Rock, Moy). Includes departure/arrival times and distances.

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

Table with columns for Second Class (177 Freight), First Class (101 Passenger), and Stations (Gulling Junct., Grizzly, Gulling). Includes departure/arrival times and distances.

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

Table with columns for Second Class (314 Mixed), First Class (313 Mixed), and Stations (Calpine Junct., Summitt, Davies Junct., Calpine). Includes departure/arrival times and distances.

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. Maximum speed 15 miles an hour. (See Rule 847.)

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

Table with columns for Second Class (416 Mixed), First Class (415 Mixed), and Stations (Clover Valley Jct., Hawley, Loyalton). Includes departure/arrival times and distances.

Westward Trains are superior to Eastward Trains of the same class, except No. 416 is superior to No. 415. Maximum speed 15 miles an hour. (See Rule 847.)

SPECIAL RULES

SPEED RESTRICTIONS

GENERAL

Maximum speed passenger trains 50, freight and mixed trains 30, 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.

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

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

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. Maximum speed for mallet engines: 20 miles an hour. Passenger engines: Classes 71 and 86, when running light, 30 miles an hour.

FIRST SUBDIVISION

Trains must not exceed 8 miles an hour between Washington and Franklin Streets, Oakland.

Within city limits of Oakland maximum speed for passenger trains 15, freight trains 10, 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 must use 2, freight and mixed trains 4, minutes passing through Tunnel No. 1.

All trains must restrict speed to 10 miles an hour within city limits of Pleasanton and Livermore.

Freight trains must not exceed 20 miles an hour between M. P. 52 and Valpico.

Passenger trains must not exceed 25, freight trains 15, miles an hour at M. P. 58.8.

Passenger trains must not exceed 20, freight trains 15, miles an hour over San Joaquin River drawbridge.

Trains must reduce to 8 miles an hour between A. T. & S. F. crossing and Stockton Depot.

SECOND SUBDIVISION

Trains must reduce to 8 miles an hour between Stockton Depot and Park Street, Stockton.

Passenger trains must not exceed 20, freight trains 15, miles an hour over Mokelumne River drawbridge.

Trains must reduce to 15 miles an hour between "C" and "Y" Streets, Sacramento.

THIRD SUBDIVISION

Speed for 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.

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

Passenger trains must use 3, freight and mixed trains 5, minutes passing through Tunnel No. 35.

FOURTH SUBDIVISION

Passenger trains must not exceed 40, freight trains 25, miles an hour between M. P. 409 and 430.

Freight trains must not exceed 20 miles an hour between Reno Junction and Constantia, and between Flanigan Pit and Sano.

Passenger trains must use 3, freight and mixed trains 5, minutes passing through Tunnel No. 37.

MISCELLANEOUS

If either a mallet or mikado engine is used to double-head a freight train, it must be separated from the other engine by at least 10 cars.

Rule 1076, Rules and Regulations of Transportation Department, is not effective on Western Division.

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 Loylton 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 interlocked. Home signals located 650 feet east and 600 feet west of bridge indicate position of draw. Distant signals 2000 feet east and west of home signals.

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 Subdivision,	Eastward.....	1450 tons;
	Westward.....	1400 tons.
Second Subdivision,	Eastward.....	car limit;
	Westward.....	car limit.
Third Subdivision,	Eastward.....	1150 tons;
	Westward.....	car limit.
Fourth Subdivision,	Eastward.....	1850 tons;
	Westward.....	1600 tons.

Mallet Engines.

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

Mikado Engines.

Third Subdivision,	Eastward.....	1800 tons;
	Westward.....	car limit.
Fourth Subdivision,	Eastward.....	2600 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 450 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, San Francisco.

San Francisco, Calif.....	I. S. Preston, R. 210 Phelan Bldg.
San Francisco, Calif.....	H. Bullard, 186 Townsend St.
Oakland, Calif.....	W. A. Hurst, R. 214 Easton Bldg.
Oakland, Calif.....	H. Bullard, 1788 Seventh St.
San Jose, Calif.....	Cheney & Pruett, 92 So. First St.
Stockton, Calif.....	Conrad Mantle, 334 E. Weber 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
ESTUDILLO.....	16.5	1 E	12
SORENSEN.....	22.1	1 W	9
PABRICO.....	27.5	1 W	20
EBERLY.....	28.9	Siding	21
ROCKMILL.....	30.8	1 E	31
TREVARNO.....	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
FRENCH CAMP.....	88.6	1 W	8
HARTE.....	100.5	1 W	7
ALSCO.....	106.9	1 W	20
VILLINGER.....	107.8	1 W	17
BRADFORD.....	119.0	1 W	....
ALBERT.....	127.2	1 W	10
CORDOVA.....	133.7	1 E	3
BOMBAY.....	146.4	1 W	18
STRAUCH.....	148.4	1 E	4
CLEVELAND.....	176.2	1 W	16
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	1 E	14
MAYARO, F 3 and 4.....	240.9	No Siding	....
ROCK CREEK, F 3 and 4.....	249.2	1 W	....
STORRIE, S 3 and 4.....	250.6	1 E	8
CAMP RODGERS, F 3 and 4.....	255.9	No Siding	6
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, F 3 and 4.....	285.5	No Siding	....
MASSACK, F 3 for mail.....	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	....
PENMAN.....	307.0	1 W	3
FEATHER RIVER INN, F 3 and 4.....	309.3	1 E	2
GRAEAGLE.....	310.4	1 W	....
DELLEKER.....	320.1	1 E	150
BECKWITH, F 3 and 4.....	327.0	No Siding	....

RAILROAD SURGEONS

DR. T. W. HUNTINGTON, Chief Surgeon.....	San Francisco
DR. A. R. KILGORE, Division Surgeon.....	San Francisco
DR. E. S. KILGORE, Division 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. GEOFFREY SMITH, Assistant Local Surgeon.....	Oakland
DR. E. E. BRINCKERHOFF, Oculist.....	Oakland
DR. ALVIN POWELL, Consulting Surgeon.....	Oakland
DR. CHANNING HALL, Local Surgeon.....	Alameda
DR. F. W. SIMPSON, Local Surgeon.....	Berkeley
DR. LUTHER MICHAEL, Local Surgeon.....	San Leandro
DR. F. W. BROWNING, Local Surgeon.....	Hayward
DR. CHAS. LAW, Local Surgeon.....	Napa
DR. FRED S. RYAN, Local Surgeon.....	San Rafael
DR. HENRY G. ZANGER, Assistant Local Surgeon.....	San Rafael
DR. J. HAL. COPE, Local Surgeon.....	Pleasanton
DR. P. E. DOLAN, Local Surgeon.....	Livermore
DR. ALLAN POWERS, Local Surgeon.....	Turkey Valley
DR. ELLIS HARBERT, Local Surgeon.....	Stockton
DR. J. P. HULL, 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. G. A. FOSTER, Assistant Local Surgeon.....	Sacramento
DR. W. E. BRIGGS, Oculist.....	Sacramento
DR. G. W. STRATTON, Local Surgeon.....	Marysville
DR. A. L. MILLER, Assistant Local Surgeon.....	Marysville
DR. E. A. KUSEL, Local Surgeon.....	Oroville
DR. S. M. SPROAT, Division Surgeon.....	Porterville
DR. J. P. WARREN, Assistant Local Surgeon.....	Porterville
DR. H. A. COLLINGS, Local Surgeon.....	California City
DR. W. A. LAVERY, Local Surgeon.....	Loyalton
DR. S. K. MORRISON, Local Surgeon.....	Reno
DR. C. W. WEST, Assistant Local Surgeon.....	Reno
DR. NEIL DAVID NELSON, Local Surgeon.....	Gerlach

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.