

THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME 15 TABLE

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

SUNDAY, SEPTEMBER 27, 1931

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, Phone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS					FIRST CLASS				Distance from San Francisco	Time Table No. 15 September 27, 1931	Distance from Stockton	FIRST CLASS			SECOND CLASS			Capacity of Cars		
	46	50	78	92	62	4	2	3	1					91	61	77					
	Fast Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Pacific Express	Scenic Limited	Pacific Express	Scenic Limited					Local Freight	Fast Freight	Fast Freight					
Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday									
W. F. O.							7.00 PM	9.30 AM	0.0	DN	SAN FRANCISCO Go	93.8	9.15 AM	4.45 PM							
B. R. P.							7.30	10.00	3.5		WESTERN PACIFIC MOLE	90.3	s 8.40	s 4.15							
									5.2		S. P. Crossing 1.7	88.6									
F. W. T. O. P. B. R. K.			10.15 PM	7.25 AM	2.00 AM		7.35	10.05	5.5	DN	OAKLAND YARD Md	88.3	8.35	4.10		2.40 PM	11.59 PM	2.00 AM		Yard	
									5.8		S. P. Crossing 0.3	88.0									
			10.20	7.30	2.05		s 7.45	s 10.10	6.6		OAKLAND	87.2	s 8.30	s 4.05		2.30	11.49	1.50			
									6.7		S. P. Crossing 0.1	87.1									
									7.2		S. P. Crossing 0.5	86.6									
									7.8		S. P. Crossing 0.6	86.0									
			10.30	7.43	2.25		7.55	f 10.20	9.6		FRUITVALE	84.2	8.13	f 3.47		2.10	11.35	1.25			
									10.3		S. P. Crossing 1.8	83.5									
									10.6		MELROSE	83.2									
P.							8.02	10.27	13.5		ELMHURST	80.3	8.05	3.38		1.50	11.23	1.00		36	
P.							8.05	f 10.30	14.8	D	SAN LEANDRO Dr	79.0	8.02	f 3.35		1.45	11.18	12.50			
P.							8.13	f 10.38	20.5	2S	HAYWARD Hy	78.3	7.53	f 3.26		1.01	11.05	12.30		80	
							8.21	10.46	26.6		DECOTO	67.2	7.43	3.16		12.10 PM	10.40	12.10 AM		18	
W. P.							8.29	s 10.55	29.7	DN	NILES Cn	64.1	7.38	s 3.11		11.55 AM	10.25	11.55 PM		50	
									30.3		S. P. Crossing 0.6	63.5									
P. Y.			11.59 PM	9.45	4.30		8.31	10.57	30.5		NILES JUNCTION	63.8	7.31	3.04		11.35	10.00	11.28			
P.							8.40	f 11.06	36.0	D	SUNOL Sb	57.8	7.24	f 2.57		11.06	9.40	11.05		74	
P.							8.48	f 11.14	41.5	D	PLEASANTON Tn	52.3	7.17	f 2.49		10.30	9.20	10.45		74	
									42.7		S. P. Crossing 1.2	51.1									
									43.0		S. P. Crossing 0.3	50.8									
W. P.			12.50	11.00	5.45		8.58	f 11.26	47.6	D	LIVERMORE Vn	46.2	7.09	f 2.40		10.00	8.58	10.21		74	
P.				1.20	11.40 AM		9.12	11.40	56.5		ALTAMONT	37.8	6.56	2.26		9.15	8.23	9.52		56	
P.				1.38	12.10 PM		9.21	11.49	63.0		MIDWAY	30.8	6.41	2.10		8.40	7.58	9.21		48	
W. Y. P.				1.59	12.50		9.31	f 11.59 AM	71.8	DN	CARBONA Cb	22.0	6.24	f 1.52		8.00	7.25	8.41		46	
P.				2.04	1.20		9.34	12.02 PM	73.9	D	LYOTH Ky	19.9	6.21	1.48		7.45	7.08	8.30		20	
P.				2.11	1.43		9.37	12.06	76.8		FITZ	17.0	6.16	1.43		7.30	6.59	8.21		80	
P.				2.28	2.25		9.45	12.14	83.8		LATHROP	10.0	6.07	1.34		7.05	6.43	8.05		51	
P.				2.43	2.55		9.53	12.22	90.3		ORTEGA	3.5	5.59	1.25		6.50	6.28	7.50		50	
F. W. T. O. P. B. R. K.	7.10 PM	2.50 AM	2.50 AM 3.40 AM	3.05 PM	8.30 AM 10.00 AM		9.59	12.25	92.0	DN	STOCKTON YARD Sn	1.8	5.56	1.21		6.45 AM	6.20 PM 5.20 PM	7.45 PM 7.10 PM		Yard	
P. R. K.	7.20 PM	3.00 AM	3.50 AM		10.10 AM		s 10.10 PM	s 12.35 PM	93.8	2S	STOCKTON Fe	0.0	5.50 AM	1.15 PM					5.10 PM	7.00 PM	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday			
	.10	.10	4.35	7.40	6.30		2.40	2.35					2.50	3.00		7.55	5.39	6.15			
	10.8	10.8	18.9	11.3	13.3		33.9	35.0					31.9	30.1		10.9	15.3	13.8			

Yard Limits: Oakland, Niles, Carbona and Stockton. Oakland Yard extends from W. P. Mole to Mile Post 13. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board 19 1/2 poles east of Mile Post 96.

Maximum speed, passenger trains 60, freight and mixed trains 40 miles an hour, except passenger trains will not exceed 35, freight and mixed trains 25 miles an hour between Bridges 23.93 and 24.31; passenger trains will not exceed 40 miles an hour on curve at Mile Post 29.4; passenger trains will not exceed 45, freight and mixed trains 30 miles an hour between Niles and Mile Post 37 and between Mile Posts 52 and 67, passenger trains reducing speed to 35, freight and mixed trains 25 miles an hour on curve at Bridge 35.09; on curves between Bridge 53.40 and Mile Post 55; on curve at Bridge 56.96 and over Bridge 64.43.

See page 7 for additional speed restrictions.

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

W. P. Mole is initial station for Nos. 2 and 4. Nos. 2 and 4 will obtain clearance card at Oakland Yard.

Trains must not exceed 15 miles an hour approaching and passing over S. P. crossings, Mile Post 7.2 and Mile Post 10.3, stopping if being used by a train or engine of that railroad.

Stockton is register station for first class trains only. At Stockton second class and extra trains will not require clearance card unless they receive train order. First class trains will not register at Stockton Yard. Operator at Stockton will transmit register of first class trains to operator at Stockton Yard, who will enter on register, Nos. 1, 2, 3 and 4 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

immediately verifying with Dispatcher on duty, 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 System signals located as follows:
 Eastward: Home signals Mile Post 29.4, Mile Post 30.0 and Mile Post 30.4.
 Westward: Distant signal Mile Post 31.7; Home signals Mile Post 31.3 and Mile Post 30.3.

Trains moving from San Jose Branch: Switch indicators located at head block of east and west main track wye switches govern trains from wye to main track.

Table with columns for Class (Second Class, First Class), Station (Stockton, Florastreet, Kingdon, etc.), Time, and Capacity. Includes sub-headers for 'SECOND CLASS' and 'FIRST CLASS' and 'Time Table No. 15 September 27, 1931'.

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 bridge 89.82 to yard limit board 19 1/2 poles east of Mile Post 96.

Maximum speed, passenger trains 60, freight and mixed trains 40 miles an hour, except passenger trains will not exceed 50, freight and mixed trains 35 miles an hour between Mile Posts 97 and 103 and between Mile Posts 119 and 124; passenger trains will not exceed 45, freight and mixed trains 25 miles an hour between Mile Posts 129 and

131; passenger trains will not exceed 50, freight and mixed trains 35 miles an hour on curve at Cleveland; at Mile Post 186.5 and between Graybros and Mile Post 189.

Passenger trains will not exceed 45 miles an hour on curve at Mile Post 201.9. See page 7 for additional speed restrictions.

Stockton, S. P. Tower "R" Street Sacramento and Oroville are register stations for first class trains only. First class trains will register by ticket at S. P. Tower "R" Street Sacramento and Oroville 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.

Rule 221 is modified as follows: Freight trains stopping at South Sacramento will not call for train order signal when it is found in STOP position but must obtain clearance card before leaving South Sacramento, when telegraph office is open.

See page 7 for Special Instructions applying to Joint Track, Marysville. Automatic Block System signals located as follows:

At Oroville: Eastward signals at Mile Post 204.5 and 450 feet west of house track switch. Westward signals at East siding switch and at Mile Post 205.

Nos. 1, 2, 3 and 4 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Fone, Table, Scale, Wee, Bulletin, Register Station, Standard Clock.	SECOND CLASS						FIRST CLASS		Distance from San Francisco	Time Table No. 15 September 27, 1931	Distance from Portola	FIRST CLASS		SECOND CLASS			Capacity of Sidings	
	84	62	74	96	54	98	2	4				1	3	61	95	97		
	Fast Freight	Fast Freight	Fast Freight	Local Freight	Fast Freight	Local Freight	Scenic Limited	Pacific Express				Scenic Limited	Pacific Express	Fast Freight	Local Freight	Local Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Mon. Wed. & Fri.				
B. R. K. P.	11.55 PM	6.15 PM	11.20 AM	7.30 AM	5.45 AM		3.50 PM	1.30 AM	205.1	2S	OROVILLE Vi	116.3	s 9.45 AM	s 2.55 AM	10.10 AM	1.25 PM	55	
P.	12.06 AM	6.26	11.31	7.42	5.56		3.58	1.38	209.5		4.4 QUARTZ	111.9	9.36	2.44	9.50	1.05	84	
P.	12.14	6.34	11.39	7.51	6.04		4.04	1.45	212.7		3.2 BIDWELL	108.7	9.30	2.36	9.30	12.50	70	
P.	12.26	6.46	11.51 AM	8.06	6.16		4.13	1.55	217.5		4.8 BLOOMER	103.9	9.20	2.25	9.06	12.35	86	
W. P.	12.44	7.04	12.09 PM	8.45 9.04	6.34		f 4.30	2.10	224.4	D	6.9 BERRY CREEK Bk	97.0	f 9.04	2.10	8.45	12.09 PM	90	
P.	1.06	7.26	12.31	9.35	6.56		4.46	2.25	231.4		7.0 DAVID	90.0	8.48	1.54	8.24	11.25 AM	65	
P.	1.19	7.39	12.44	9.50	7.09		4.54	2.33	235.2		3.8 POE	86.2	8.40	1.46	8.12	11.05	80	
F. W. P.	1.38	8.02	1.07	10.15	7.31		f 5.07	2.41	239.1	DN	3.9 PULGA Bg	82.3	f 8.32	1.38	8.00	10.45	90	
P.	1.52	8.16	1.21	10.35	7.45		f 5.19	2.51	243.7		4.6 ORESTA	77.7	f 8.16	1.28	7.45	10.10	82	
W. P.	2.15	8.39	1.44	10.55	8.08		5.29	3.00	247.5		3.8 MERLIN	73.9	8.08	1.19	7.17	9.50	48	
P.	2.32	8.56	2.01	11.25	8.25		f 5.44	3.12	253.1		5.6 TOBIN	68.3	f 7.54	1.07	6.59	9.25	58	
P.	2.39	9.03	2.08	11.40 AM	8.32		5.50	3.17	255.3		2.2 CAMP RODGERS	66.1	7.49	1.02	6.52	9.10	85	
W. P.	2.54	9.18	2.23	12.30 PM	8.47		f 6.06	3.28	260.0	DN	4.7 BELDEN Bn	61.4	f 7.39	12.52	6.37	8.47	90	
P.	3.08	9.32	2.37	1.00	9.02		f 6.21	3.38	264.6		4.6 RICH	56.8	f 7.23	12.42	6.22	8.30	52	
W. P.	3.28	9.54	2.59	1.30	9.24		f 6.36	3.51	270.3		5.7 VIRGILIA	51.1	f 7.10	12.29	6.04	8.10	48	
P.	3.44	10.11	3.16	2.00	9.41		f 6.46	3.59	273.7		3.4 TWIN	47.7	f 7.01	12.21	5.53	7.50	65	
P.	4.07	10.24	3.29	2.45	9.54		s 6.58	4.07	277.5		3.8 PAXTON Xn	43.9	s 6.52	12.12	5.41	7.30	85	
F. W. P. R.	4.20	10.37	3.41	3.10 PM	10.06	8.15 AM	s 7.14	f 4.15	280.9	DN	3.4 KEDDIE Kd	40.5	s 6.40	12.04 AM	5.30	7.00 AM	12.30 PM	130
P.	4.34	10.50	3.54		10.19	8.30	7.22	4.22	284.5		3.6 SIERRA	36.9	6.25	11.57 PM	5.03		11.59 AM	85
P.	4.51	11.02	4.06		10.31	9.01	s 7.37	f 4.29	287.8	2S	3.3 QUINCY JUNCTION Rt	33.6	s 6.19	11.52	4.51		11.30	74
P.	5.06	11.17	4.21		10.46	9.25	7.48	4.39	292.6		4.8 MASSACK	28.8	f 6.04	11.44	4.39		10.46	85
W. P.	5.22	11.37	4.38		11.03	10.10	f 8.02	4.47	296.6	DN	4.0 SPRING GARDEN Sg	24.8	f 5.55	11.37	4.22		10.20	90
P.	5.42	11.55 PM	4.58		11.23	10.50	f 8.16	4.57	301.6	D	5.0 SLOAT So	19.8	f 5.42	11.28	4.07		9.40	48
P.	5.55	12.08 AM	5.11		11.36	11.36 AM	8.28	5.05	305.4		3.8 TWO RIVERS	16.0	5.30	11.22	3.56		9.10	85
W. P.	6.10	12.23	5.26		11.51 AM	12.30 PM	s 8.46	f 5.21	310.3	DN	4.9 BLAIRSDEN Ba	11.1	s 5.21	11.14	3.43		8.50	54
P.	6.20	12.33	5.36		12.01 PM	1.00	f 8.56	5.31	313.6	D	3.3 OLIO C	7.8	f 5.10	11.08	3.33		8.00	62
P.	6.36	12.49	5.52		12.17	1.30	9.10	5.45	318.7		5.1 MABIE	2.7	5.00	11.00	3.19		7.40	85
F. W. T. O. P. Y. B. R. K.	6.50 AM	1.00 AM	6.05 PM		12.30 PM	1.45 PM	s 9.20 PM	s 5.55 AM	321.4	DN	2.7 PORTOLA Ki	0.0	4.55 AM	10.55 PM	3.10 AM		7.30 AM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. & Fri.	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Mon. Wed. & Fri.	
	6.55	6.45	6.45	8.00	6.45	5.30	5.30	4.25			Time over Subdivision		4.50	4.00	7.00	6.25	5.00	
	16.8	17.2	17.2	9.5	17.2	7.4	21.1	26.3			Average Speed per Hour		24.1	29.0	16.6	11.8	8.1	

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

Yard Limits: Oroville and Portola. Oroville Yard extends from yard limit board 13 poles west of Mile Post 202 to yard limit board at Mile Post 206.
 Maximum speed, passenger trains: Between Portola and Keddie, 40 miles an hour; between Keddie and David, 30 miles an hour; between David and Oroville, 35 miles an hour, except a speed of 30 miles an hour on curve at Mile Post 315 and 25 miles an hour over Bridge 252.60 must not be exceeded.
 Maximum speed, freight and mixed trains: Between Portola and Keddie, 30 miles an hour; between Keddie and David, 25 miles an hour; between David and Las Plumas, 30 miles an hour; between Las Plumas and Oroville, 25 miles an hour, except freight and mixed trains handled by engines 251 to 256 inclusive will not exceed a speed of 20 miles an hour.
 Freight and mixed trains will not exceed 18 miles an hour on curve at Mile Post 315 and over Bridge 252.60.
 Mallet and Mikado engines will not exceed 20 miles an hour over Bridge 317.43.

On curves or where other conditions require, speed must conform to provisions of Rule 847.
 Passenger trains must use 2, freight and mixed trains 4 minutes passing through Tunnel No. 35.
 Oroville is register station for first class trains 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 only.
 A standing car to car inspection, or a careful rolling inspection must be made on Westward freight or mixed trains at Blairsden, Two Rivers or Sloat.
 When passenger trains meet at Portola, pocket track in front of depot will be used by train taking siding, unless otherwise specified by train order.
 Nos. 95, 96, 97 and 98 carry passengers.

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: Eastward signals at Mile Post 204.5 and 450 feet west of house track switch.
 Westward signals at East siding switch and at Mile Post 205.

Nos. 1, 2, 3 and 4 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Pone, Table Scales, Wire Bolts, Registers, Station, Standard Clock,	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 15 September 27, 1931	Distance from Gerlach	FIRST CLASS		SECOND CLASS		Capacity of Sidings	
	56	64	62	220	2	4				1	3	219	61		Yard
	Fast Freight	Fast Freight	Fast Freight	Mixed	Scenic Limited	Pacific Express				Scenic Limited	Pacific Express	Mixed	Fast Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
F. W. T. O. P. Y. B. R. K.	6.40 PM	11.45 AM	2.30 AM	12.01 AM	9.35 PM	6.10 AM	321.4	DN PORTOLA 2.7	116.9	s 4.40 AM	s 10.45 PM	11.25 PM	2.15 AM	Yard	
P.	6.50	11.55	2.41	12.15	9.41	6.16	324.1	GULLING JUNCTION 2.0	114.2	4.32	10.39	11.12	2.07		
P.Y.	6.54	11.59 AM	2.47	12.20	9.45	6.19	326.1	CALPINE JUNCTION 2.0	112.2	4.28	10.36	11.07	2.02	18	
P.	6.58	12.03 PM	2.53	12.35	f 9.51	6.22	328.1	D HAWLEY Loyalton Branch Crossing 4.3	110.2	f 4.23	10.33	11.02	1.57	75	
P.	7.07	12.12	3.06	12.45	9.57	6.28	332.4	HINDOO 7.2	105.9	4.16	10.27	10.50	1.47	75	
P.W.	7.22	12.27	3.28	1.10	f 10.08	6.38	339.6	D CHILOOOT 2.1	98.7	f 4.07	10.18	10.35	1.32	74	
P.Y.R.	7.28	12.33	3.35	1.25 AM	f 10.14	6.42	341.7	N RENO JUNCTION 4.3	96.6	f 4.01	f 10.14	10.25 PM	1.25	60	
P.	7.37	12.42	3.53		10.21	6.49	346.0	SCOTTS 6.5	92.3	3.53	10.07		1.05	74	
P.	7.50	12.55	4.20		10.30	6.58	352.5	RED ROCK 5.8	85.8	3.41	9.55		12.40	74	
P.	8.02	1.07	4.45		10.38	7.06	358.3	OMIRA 4.6	80.0	3.30	9.44		12.20	75	
P.W.	8.20	1.27	5.20		f 10.52	f 7.18	362.9	DN DOYLE 8.6	75.4	f 3.23	f 9.37		12.05 AM	74	
P.	8.37	1.44	5.50		11.03	7.29	371.5	HACKSTAFF 6.1	66.8	3.03	9.22		11.27 PM	74	
P.	8.49	1.56	6.15		f 11.13	7.37	377.6	CALNEVA, CAL. 6.4	60.7	f 2.55	9.14		11.13	75	
P.	9.06	2.09	6.40		11.22	7.45	384.0	FLANIGAN, NEV. 0.3	54.3	2.47	9.06		10.50	76	
							384.3	S. P. Crossing and Connection 9.2	54.0						
P.	9.31	2.33	7.15		f 11.37	7.58	393.5	2S SAND PASS 3.9	44.8	2.34	8.53		10.30	76	
P.	9.39	2.41	7.29		11.44	8.04	397.4	BRYANT 7.6	40.9	2.27	8.46		10.16	75	
P.	9.55	2.57	7.52		11.56 PM	8.15	405.0	SANO 11.1	33.3	2.15	8.35		9.55	74	
W. 4 miles P. west	10.17	3.19	8.29		12.11 AM	8.29	416.1	REYNARD 7.9	22.2	2.01	8.21		9.26	75	
P.	10.33	3.35	9.05		12.22	8.40	424.0	BRONTE 6.6	14.3	1.50	8.09		9.10	74	
P.	10.47	3.49	9.35		12.32	8.49	430.6	PHIL 7.7	7.7	1.41	8.00		8.56	75	
F. W. Y. B. R. K. P.	11.05 PM	4.10 PM	10.00 AM		s 12.45 AM	s 9.00 AM	438.3	DN GERLACH Gr	0.0	1.30 AM	7.50 PM		8.40 PM	Yard	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	4.25	4.25	7.30	1.24	3.10	2.50		Time over Subdivision		3.10	2.55	1.00	5.35		
	26.5	26.5	15.6	14.5	36.9	41.3		Average Speed per Hour		36.9	40.1	20.3	21.0		

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

Yard Limits: Portola and Gerlach.

Maximum speed, passenger trains 50, freight and mixed trains 35 miles an hour, except passenger trains will not exceed 45, freight and mixed trains 30 miles an hour between Reno Junction and Constantia and between Flanigan Pit and Sano.

Maximum speed, passenger trains 35, freight and mixed trains 25 miles an hour on curve at Mile Post 323.5; on first curve east of Scotts; at Mile Posts 391 and 392 and on first curve west of Bryant.

Passenger trains must use 2, freight and mixed trains 4 minutes passing through Tunnel No. 37.

Maximum speed, all trains, 15 miles an hour through automatic interlocker at Mile Post 384.3.

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

Reno Jct. is register station for Nos. 219 and 220 only.

Nos. 1, 2, 3 and 4 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.
Nos. 1, 2, 3 and 4 will stop on flag at all stations in Nevada for revenue passengers to or from points Pueblo and East.

Eastward		FIRST SUBDIVISION "A"—SAN JOSE BRANCH.				Westward		
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		Distance from Niles	Time Table No. 15 September 27, 1931	Distance from San Jose Alameda St. Freight Station	SECOND CLASS		Capacity of Sidings
	178 Freight					177 Freight		
	Leave Daily					Arrive Daily		
W. P. R.	12.30 AM	0.0	DN NILES	On	23.8	10.45 PM	50	
Y. P.	12.40	0.8	NILES JUNCTION		23.0	10.25		
P.	1.00	4.1	D IRVINGTON	Ng	19.7	10.10	20	
	1.15	7.6	WARM SPRINGS		16.2	9.55	Spur 1W 3	
P.	1.35	11.7	D MILPITAS	Mi	12.1	9.40	35	
	1.45	14.9	BERRYESSA		8.9	9.25		
		16.1	Peninsular R. R. Crossing		7.7			
P. K.	2.00	17.7	D SAN JOSE	Sx	6.1	9.10		
P. W. T. F. R. B. O.	2.10 AM	18.3	2S SAN JOSE YARD	Sx	5.6	9.00 PM	Yard	
		20.3	S. P. TRANSFER		3.5			
		20.4	VALBRICK		3.4			
		23.1	S. P. CROSSING		0.7			
		23.8	SAN JOSE		0.0		Yard	
	Arrive Daily		Alameda St. Freight Station			Leave Daily		
	1.40		Time over Subdivision			1.45		
	11.0		Average Speed per Hour			9.2		

Eastward		FIRST SUBDIVISION "B"—CARBONA BRANCH.				Westward		
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		Distance from Carbona	Time Table No. 15 September 27, 1931	Distance from Moy	SECOND CLASS		Capacity of Sidings
	STATIONS					STATIONS		
	Telegraph Offices and Calls					Telegraph Offices and Calls		
W. Y. P.	0.0	DN CARBONA	Ob	4.2			46	
	1.7	KERLINGER		2.5			Spur 1W 8	
O. P.	3.4	RIVER ROCK		0.8			Spur 1W 27	
	4.2	MOY		0.0			No Siding	

Westward Trains are superior to Eastward Trains of the same class.
Derails on main track M. P. 3.3 and 240 feet west and 885 feet east of Stock Yards Moy. Maximum speed 12 miles an hour. Cars on main track east of River Rock not protected.

Westward Trains are superior to Eastward Trains of the same class.
Yard Limits: Niles and San Jose. Niles yard extends to yard limit board 3000 feet east of wye switch at Niles Jct. San Jose yard extends to yard limit board M. P. 16.2.
Maximum speed, passenger trains 30, freight and mixed trains 25 miles an hour.
Trains must stop at STOP board before passing over Peninsular Railroad Crossing at M.P. 16.1 and San Jose Street Railway Crossing at San Jose; maximum speed 6 miles an hour over these crossings.
Maximum speed 5 miles an hour over crossings, McKee Road, just west of passenger depot, East Williams Street, just west of round house lead, and 24th Street, San Jose.
Maximum speed 6 miles an hour over San Jose Street Railway crossing at Willow Street and Peninsular R. R. crossings, Coe Avenue, San Carlos Street and Park Avenue, between San Jose, East Santa Clara Street and San Jose, Alameda Street.
Maximum speed 12 miles an hour within city limits, San Jose.
San Jose Branch trains have no Time Table superiority 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.
Passengers to and from points on San Jose Branch will be handled by auto-bus connecting with Nos. 1 and 2 at Niles.

Eastward		FOURTH SUBDIVISION "A"—GULLING BRANCH.				Westward		
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		Distance from Gulling Jct.	Time Table No. 15 September 27, 1931	Distance from Gulling	SECOND CLASS		Capacity of Sidings
	STATIONS					STATIONS		
	Telegraph Offices and Calls					Telegraph Offices and Calls		
P	0.0	GULLING JUNCTION		2.4			Spur 1W 15	
P.	1.7	GRIZZLY		0.7			Spur 1W 10	
	2.4	GULLING		0.0				

Westward Trains are superior to Eastward trains of the same class.
Maximum speed 12 miles an hour. Track east of Grizzly Ice House must not be used.

Eastward		FOURTH SUBDIVISION "D"—RENO BRANCH.				Westward		
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		Distance from Reno Junction	Time Table No. 15 September 27, 1931	Distance from Reno	SECOND CLASS		Capacity of Sidings
	220 Mixed					219 Mixed		
	Leave Daily					Arrive Daily		
Y. R. P.	1.30 AM	0.0	N RENO JUNCTION	Jn	33.2	s 10.00 PM	60	
	f 1.45	3.4	PLUMAS		29.8	f 9.45	Spur 1W 10	
	f 2.05	10.2	PEAVALINE		23.0	f 9.20	12	
	f 2.25	16.3	COPPERFIELD		16.9	f 9.00	15	
W.	f 2.45	18.8	ANDERSON		14.4	f 8.40	25	
F. W. O. T. B. R. K.	s 3.45 AM	33.2	D RENO	Rd	0.0	7.45 PM	100	
	Arrive Daily					Leave Daily		
	2.15		Time over Subdivision			2.15		
	14.8		Average Speed per Hour			14.8		

Eastward		FOURTH SUBDIVISION "B"—CALPINE BRANCH.				Westward		
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		Distance from Calpine Jct.	Time Table No. 15 September 27, 1931	Distance from Calpine	SECOND CLASS		Capacity of Sidings
	314 Mixed					313 Mixed		
	Leave Mon., Wed. & Fri.					Arrive Mon., Wed. & Fri.		
Y. P.	10.30 AM	0.0	GALPINE JUNCTION		12.1	s 2.00 PM	18	
	10.55	4.8	SUMMITT		7.3	1.35		
	11.20	10.0	DAVIES JUNCTION		2.1	1.10		
Y. W.	s 11.30 AM	12.1	D CALPINE	Na	0.0	1.00 PM	12	
	Arrive Mon., Wed. & Fri.					Leave Mon., Wed. & Fri.		
	1.00		Time over Subdivision			1.00		
	12.1		Average Speed per Hour			12.1		

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 Calpine.
Yard Limits: Calpine yard extends to 200 feet west of Davies Junction.
Maximum speed 15 miles an hour.
Normal position of switch leading from Calpine Branch to wye is for east leg of wye. Switch must be lined in this position when not in use.

Westward Trains are superior to Eastward Trains of the same class.
Maximum speed, passenger trains 35, freight and mixed trains 20 miles an hour. On curves or where other conditions require, speed must conform to provisions of Rule 847.
Road crossings east and west of 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		FOURTH SUBDIVISION "C"—LOYALTON BRANCH.				Westward		
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS		Distance from Clover Valley Jct.	Time Table No. 15 September 27, 1931	Distance from Loyalton	SECOND CLASS		Capacity of Sidings
	416 Mixed					415 Mixed		
	Lv. Tuesday, Thursday and Saturday					Ar. Tuesday, Thursday and Saturday		
P. R.	10.45 AM	0.9	D CLOVER VALLEY JCT.		12.7			
P. Y. R. W.	s 11.45 AM	12.7	D HAWLEY	Jc	11.8	s 3.00 PM	74	
	Ar. Tuesday, Thursday and Saturday		D LOYALTON	Yn	0.0	2.00 PM	25	
	1.00		Time over Subdivision			Lv. Tuesday, Thursday and Saturday		
	11.8		Average Speed per Hour			1.00		

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.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	Eastward		Time Table No. 15		Westward	
			September 27, 1931			
	Distance from Terminous Jct.			Distance from Terminous		Capacity of Sidings
		STATIONS				
		Telegraph Offices and Calls				
Y. P.	0.0	TERMINOUS JCT.	7.8		20	
	3.5	GARDEN	4.3		8	
	6.6	GRASS	1.2		6	
W. Y.	7.8	TERMINOUS	0.0		Yard	

Westward trains are superior to Eastward trains of the same class.
 Maximum speed, 12 miles an hour between Terminous Jct. and Garden and 10 miles an hour between Garden and Terminous.

SPECIAL RULES

ADDITIONAL SPEED RESTRICTIONS

GENERAL

Silk and express trains must conform to passenger train speed restrictions.
 Maximum speed, trains handling steam derricks, steam shovels, cranes, rotary plows or pile drivers, 25 miles an hour on First and Second Subdivisions and 20 miles an hour on Third and Fourth Subdivisions.

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 reduced still further to a rate consistent with safety.

Maximum speed, passenger trains 40, freight and mixed trains 25 miles an hour over interlocking crossings.

Maximum speed, Consolidation and Mikado engines handling passenger trains, 50 miles an hour.

Maximum speed, Mallet engines, 201 to 210 inclusive, 30 miles an hour.

Maximum speed, Mallet engines, 251 to 256 inclusive, 20 miles an hour, except a speed of 5 miles an hour must not be exceeded through cross-overs and turn-outs.

Engines running light, except Mallet engines, must not exceed the speed prescribed for freight trains, except as follows: When necessary to meet some emergency, dispatchers may instruct engineers of lone engines to run not to exceed 40 miles an hour on main line, except that a speed of 35 miles an hour between Portola and Keddie, 30 miles an hour between Keddie and Berry Creek, and 35 miles an hour between Berry Creek and Oroville must not be exceeded.

Engines running light on Branches must conform to speed prescribed for freight trains on each Branch, except in an emergency, dispatchers may instruct that a speed not exceeding maximum for passenger trains on that particular Branch may be made.

FIRST SUBDIVISION

Maximum speed, passenger trains 15, freight and mixed trains 10 miles an hour over, along or upon any of the public streets or highways within Oakland city limits, except all trains must not exceed 8 miles an hour between Washington and Franklin streets and 10 miles an hour between Mile Post 8.7, just west of 21st Avenue and Mile Post 9.8, just east of Fruitvale Avenue. Traffic light signals at 23rd Avenue and East 12th Street, Mile Post 9.0, should show green indication on East 12th Street when an engine or car reaches a point 220 feet east or west of 23rd Avenue. In absence of light in signals, speed must be still further reduced within these limits.

Maximum speed, passenger trains 20, freight and mixed trains 15 miles an hour between bridge just west of San Leandro depot and Williams Street, 5 blocks east of San Leandro depot.

Passenger trains must use 1 minute and 30 seconds, freight and mixed trains 3 minutes passing through Tunnel No. 1.

Maximum speed, all trains, 15 miles an hour within city limits, Pleasanton and Livermore.

Maximum speed, passenger trains 20, freight and mixed trains 15 miles an hour over San Joaquin River drawbridge, Mile Post 80.28.

Maximum speed, passenger trains 40, freight and mixed trains 25 miles an hour through interlocking plant Ortega, Mile Post 90.3.

Maximum speed, all trains, 8 miles an hour between A. T. & S. F. crossing, Mile Post 93.2 and Stockton Depot.

SECOND SUBDIVISION

Maximum speed, all trains, 8 miles an hour between Stockton Depot and Park Street, Stockton.

Maximum speed, passenger trains 20, freight and mixed trains 15 miles an hour over Mokelumne River drawbridge, Mile Post 116.4.

Maximum speed, all trains, 15 miles an hour between "C" and "Y" Streets, Sacramento.

MISCELLANEOUS

GENERAL

When jumbos, self-propelled cranes or pile drivers are given working orders within certain limits, trains over which right is given must not enter limits except upon receipt of proper hand signal given with yellow flag by day and yellow light by night by an authorized employee.

When Mallet or Mikado engines are in a train with another engine of any class, either in service or dead in train, they must be separated by sufficient cars to avoid more than one engine passing over either a bridge or trestle at the same time.

Light, frail or wooden sill cars must be handled on rear of train.

At Oakland, Stockton, Sacramento and Marysville, City Ordinance forbids the use of engine whistle, except to avoid accident or in emergency cases.

Rule 1012 is modified as follows: It is not necessary to detach engine, if, in the judgment of engineer, it is practical to take water or fuel without shocks, which might injure stock, damage package freight, cause break-in-two, etc.

Where train line has not been separated, air test as prescribed by Rule 1075 need not be made at Terminals.

Supplementary to Rule 1072. Air brakes must be 100% operative on trains leaving terminals and not less than 85% operative leaving intermediate stations.

Headlights and markers must be burning through Tunnels 1, 4, 5, 23, 33, 35 and 37

FIRST SUBDIVISION

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.

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

Any engine or cars moved over spur serving California Packing Corporation near 85th Ave., Oakland, must be under control and highway traffic protected by member of train crew.

Westward trains take full tank of water at Niles.

At Hayward, Pleasanton and Livermore, east siding switch is west of passenger station.

At Carbona, crossover switch located 700 feet east of station is the west siding switch.

Tower at A. T. & S. F. crossing Stockton, Mile Post 93.2, is equipped with electric siren. Two short blasts repeated several times is a warning to yard and trainmen to clear plant.

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 first-class 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.

SECOND SUBDIVISION

Bridge over Smith Canal, North Channel Line, Stockton, will not clear man on top of high car.

The first street crossing west of South Sacramento must not be blocked by freight trains taking water, oil, or doing work at South Sacramento between 7.00 A.M. and 6.00 P.M. Eastward freight trains will, when necessary to avoid blocking this crossing, leave train west of crossing while taking water or oil, or switching.

Engines must not go beyond frog on Cliff House spur Marysville.

Engines must not go beyond frog on Contractors spur Mile Post 202.

JOINT TRACK MARYSVILLE

Sacramento Northern trains will operate over Western Pacific main 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 siding between west switch and switch leading to Sacramento Northern track opposite Western Pacific passenger station Marysville. These tracks are designated as Joint Tracks.

Automatic Interlocking Signals governing Joint Track located as follows:

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. Distant Signal 789 feet west of bridge 178.18; normal position caution.

WESTWARD—Home Signal east end of bridge 178.79; normal position clear. 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 signal, provided block is clear and will go to stop position when forward wheels of an engine or car pass the signal.

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

SWITCH INDICATORS located as follows:

Switch west end of siding.

West end of main track switch leading to interchange track.

East end of main track switch leading to interchange tracks.

West end of cross-over leading from main track to siding.

Switch east end of High Line Track, located 1400 feet west of Mile Post 180.

SACRAMENTO NORTHERN RAILWAY

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 junction switch and derails are lined for Sacramento Northern track, provided block is clear and will go to stop position when forward wheels of an engine or car pass the signal.

SWITCH INDICATORS located as follows:

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

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

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

On Western Pacific 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 Joint Track will be governed by Rule 663 and made in accordance with indication of block signals, regardless of right or class. All trains of both companies must approach and pass through limits of Joint Track with caution, not exceeding a speed of 15 miles an hour.

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

THIRD SUBDIVISION

Engines must not use siding at Blinzig.

Water may be obtained at Blinzig.

Engines must not use Spur at Belden beyond Mile Post 260.

Derail located on Spanish Peak Spur, 322 feet from main line switch.

When cars are left on Twain siding east of cross-over switch the cross-over switch must NOT be left lined for main track.

Mikado engines must not use house or back track Paxton beyond point of frog.

Passengers and LCL freight for Cresta will be handled at Section House, just east of east switch; Camp Rodgers at Platform just east of east switch; Sierra at Mile Post 285 1/2; Two Rivers at Station Shelter, just east of east switch.

Movement over Mill track between Blairsden and Graeagle must be made with air coupled and operative throughout.

Derail on Mill spur between Blairsden and Graeagle located 982 feet east of Feather River bridge.

Hayes derail located on Delleker Spur, 285 feet from main line switch.

FOURTH SUBDIVISION

Mikado engines must not use stock track Constantia.

INTERLOCKING PLANTS AND SIGNALS

S. P. crossing M. P. 5.2. Interlocked. Home signals 450 feet east and 970 feet west of crossing. Distant signals 2000 feet east and 1630 feet west of home signals.

S. P. crossing M. P. 5.8. Interlocked. Eastward trains on main track governed by two-arm home signal 700 feet west of crossing, upper arm governs main track eastward, lower arm governs movement main track to siding eastward. No distant signal. Westward trains on main track and siding governed by signals on bracket post 750 feet east of crossing. No distant signal. Bracket post is equipped with suspended signal under main track signal which governs movement main track to track No. 1 westward.

S. P. crossing M. P. 6.7. Interlocked. Eastward trains on main track governed by home signal 500 feet west of crossing. Eastward trains on siding governed by high dwarf signal 250 feet west of crossing on north side of Wellman-Peck Company 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. No distant signals.

S. P. crossing M. P. 7.2. No signals. (See footnote, page 2.)

S. P. crossing M. P. 7.8. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2000 feet east of home signal.

S. P. crossing M. P. 10.3. No signals. (See footnote, page 2.)

S. P. crossing M. P. 10.6 and M. P. 10.7. Interlocked. Home signal 450 feet west of crossing M. P. 10.6. Distant signal 2000 feet west of home signal. Home signal 685 feet east of crossing M. P. 10.7. Distant signal 2500 feet east of home signal.

S. P. crossing M. P. 13.7. No signals.

S. P. crossing M. P. 30.3. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2160 feet east and 1280 feet west of home signals.

S. P. crossing M. P. 42.7. Interlocked.
S. P. crossing M. P. 43.0. Interlocked.
Towerman on duty, crossings M. P. 42.7 and M. P. 43.0 from 7.00 a. m. until 12.00 noon and from 1.00 p. m. until 4.00 p. m. daily except Sunday. During these hours, signals will be operated by Towerman in accordance with Rules 600 to 686-A inclusive. During hours when there is no towerman on duty, normal position of signals governing W. P. trains over these crossings will be proceed and if S. P. train makes 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. 42.7. Distant signals 2000 feet east and west of home signals. Switch indicator located at west switch Radum gives warning of approach of train in either direction. See Rule 512.

S. P. crossing M. P. 73.9. Interlocked. Home signal 800 feet west of crossing. Distant signal 2840 feet west of home signal. Home signal 600 feet east of crossing. Distant signal 2640 feet east of home signal. Two-arm home signal 210 feet west of crossing. Upper arm governs main track westward over cross-over switch; lower arm governs movement from main track through cross-over to siding. Dwarf signal located between main track and interchange track, 230 feet west of main track switch, governs movement from siding to main track.

S. P. crossing M. P. 83.8. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 2640 feet east and west of home signals.

S. P.-T. S. crossings M. P. 90.3. Interlocked.
Home signal 925 feet west of junction switch governs eastward trains on W. P. main track.

Two-arm home signal 700 feet east of junction switch: Upper arm governs westward trains on W. P. main track; lower arm governs movement through cross-over. Distant signals 3000 feet east and west of home signals.

Eastward T. S. trains governed by two-arm dwarf home signal 400 feet west of junction switch; upper arm governs movement to T. S. and over S. P. crossing, or through cross-over to W. P. main track; lower arm governs movement to W. P. siding. Trainmen will line derail.

Westward T. S. trains governed by home signal 450 feet east of S. P. crossing. This signal governs movement over S. P. crossing to T. S. main track. No distant signals.

Hand operated derails with electric locks under control of towerman installed on W. P. siding and stock yards track.

Trains desiring to move to stock yards track will sound proper whistle signal and when signal placed at proceed or prescribed hand signal given by towerman, may proceed to entrance switch and after trainmen have lined switch and derail, movement may be made.

Movement from stock yards track or from W. P. siding, will be made only on receipt of hand signal from towerman. After this signal received, trainmen will line derail and if movement is from stock yards, will also line switch and derail before movement is made.

W. P. siding derail and stock yards switch and derail must be restored to normal position by trainmen immediately after completing movement.

At west end Stockton Yard, when either switch of cross-over is lined for cross-over movement, home and distant signals on W. P. main track are held at stop.

Following are whistle signals:

- To or from W. P. siding, two long, two short.
- To or from stock yards, one long, one short, one long.
- To W. P. main track, one long.
- To T. S. main track, one long, one short.

A. T. & S. F. crossing M. P. 93.2. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 2450 feet west of crossing.

S. P. crossing M. P. 93.8. Interlocked. Home signals 450 feet east and west of crossing. No distant signals.

S. P. crossing M. P. 95.1. Interlocked. Home signals 650 feet east and west of crossing. One distant signal 3000 feet east of home signal.

C. C. T. and S. N. crossing M. P. 137.5. Interlocked. Home signals 450 feet east and west of crossing. One distant signal 1480 feet west of home signal. Switch indicator located at head block of west switch old Ice House track, Sacramento, governs movement from old Ice House track to main track.

Hayes derail on old Ice House track, located 171 feet east of west switch, is pipe connected to main track switch and switch must not be closed until rear of train has passed derail.

Maximum speed, 15 miles an hour within limits of home signals, this crossing. If no cause of signals being at STOP is seen or if there is a train on conflicting route, with no indication it is to proceed immediately, be governed by Rule 663.

Cars must not be left standing within home signal limits unless coupled to other cars or an engine standing outside of limits.

S. P. crossing M. P. 133.0. 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 M. P. 139.2. Interlocked. Home signals 480 feet east and 450 feet west of crossing. No distant signals. Switch indicator located at head block of Haggin Transfer main track switch, just east of subway, Sacramento, governs movement from Haggin Transfer track to main track.

Hand operated derail on Haggin Transfer track, located 159 feet east of west switch. Maximum speed, 15 miles an hour within limits of home signals, this crossing.

If no cause of signals being at STOP is seen or if there is a train on conflicting route, with no indication it is to proceed immediately, be governed by Rule 663.

Cars must not be left standing within home signal limits unless coupled to other cars or an engine standing outside of limits.

S. N. crossing M. P. 140.8. No signals.
S. N. crossing M. P. 152.5. No signals.

S. N. crossing M. P. 178.1. Automatic interlocked. (See Special Rules, page 7.)
S. P. crossing M. P. 179.1. Interlocked. Home signals 414 feet east and 474 feet west of crossing. Two-arm distant signal 1210 feet east of home signal and 1040 feet west of home signal. Two-arm home signal 1624 feet east of crossing protects movement over and to High Line and S. P. interchange tracks. Distant signal 2582 feet east of home signal. Switch and derail to S. P. interchange track, switch and derail to High Line track and derail on Stock Yard track within interlocking limits are hand-operated and electrically locked and permission must be obtained from Towerman for each movement in or out of these tracks, switches and derails to be immediately returned to normal position after movement made.

S. P. crossing M. P. 180.2. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 3100 feet east and 2650 feet west of home signals.

W. P. crossing M. P. 328.1. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with signals. Trains must approach under control expecting to find signals at stop.

S. P. crossing M. P. 384.3. Automatic interlocked. Home signals 550 feet east and west of crossing. Distant signals 2500 feet east and 3226 feet west of home signals.

SAN JOSE BRANCH
Peninsular R. R. crossing, M. P. 16.1. No signals.
San Jose Street Railway Company crossing, San Jose, East Santa Clara St. No signals.

S. P. crossing M. P. 20.4. Interlocked. Two-arm home signal 812 feet west of crossing. Upper arm governs movement of trains on main track; lower arm governs movement of trains to Fifth Street spur. Home signal 454 feet east of crossing. No distant signals.

S. P. crossing M. P. 23.1. Interlocked. Home signals 455 feet east and 539 feet west of crossing. No distant signals.

TUNNEL SIGNALS
Automatic Block System signals govern track through Tunnels 1, 2, 4, 35 and 37. Tunnels 1 and 2. Home signal 1500 feet west of west portal Tunnel 1. No distant signal. Home signal 200 feet east of east portal Tunnel 2. Distant signal 1800 feet east of home signal.

Tunnel 4. Home signals 1716 feet east and 1150 feet west of Tunnel. No distant signals.

Tunnel 35. Home signals 400 feet east and 1000 feet west of Tunnel. One distant signal 2000 feet east of home signal.

Tunnel 37. Home signals 566 feet east and 450 feet west of Tunnel. One distant signal 1730 feet east of home signal. At Reno Junction, switch indicators are located at headblocks of west siding switch and at west main track switch of cross-over. See Rule 512.

DRAWBRIDGE SIGNALS
San Joaquin River drawbridge M. P. 80.28. Interlocked. Home signals 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 M. P. 116.4. Interlocked. 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.....1650 tons; Westward.....1400 tons.
Second Subdivision, Eastward.....car limit; Westward.....car limit.
Third Subdivision, Eastward.....1250 tons; Westward.....car limit.
Fourth Subdivision, Eastward.....3600 tons; Westward.....1600 tons.

Mallet Engines, 201 to 210 inclusive
Third Subdivision, Eastward.....2200 tons; Westward.....car limit.
Mallet Engines, 251 to 256 inclusive

Third Subdivision, Eastward.....4000 tons; Westward.....car limit.

Mikado Engines
Third Subdivision, Eastward.....1800 tons; Westward.....car limit.
Fourth Subdivision, Eastward.....5000 tons; Westward.....2350 tons.

The rating for passenger engines on second subdivision will be 2200 tons and on other subdivisions will be 65% of consolidation engine rating.

Reno Branch: Eastward, Reno Jet. 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 Jet., car limit.

Tonnage rating based on maximum grade on each subdivision. Between points where grades are less than maximum, greater tonnage can be handled and conductors and enginemmen will be expected to fill trains to capacity of engines.

WATCH INSPECTORS
S. A. Pope, Manager of Time Service, San Francisco.

San Francisco, Calif.....I. S. Preston, R. 210 Phelan Bldg.
San Francisco.....M. S. Groud, 210 Townsend St.

Oakland, Calif.....W. A. Hurst, R. 214 Easton Bldg.
Oakland, Calif.....H. Bullard, 1788 Seventh St.

Oakland, Calif.....E. W. Becker, 3357 East 14th St.

Livermore, Calif.....C. Harlie Power.
San Jose, Calif.....W. H. Turick, 275 So. First St.

Stockton, Calif.....Conrad Mantle, 129 N. Sutter St.
Sacramento, Calif.....H. T. Harger, 1022 "K" St.

Oroville, Calif.....R. A. Williams.
Reno, Nevada.....R. Herz & Bros.

P. D. BARRY, J. P. McSWEENEY, E. T. GALLAGHER, P. R. LEO,
Trainmaster, Trainmaster, Chief Train Dispatcher, Night Chief Train Dispatcher,
Stockton, Portola, Sacramento, Sacramento.

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected
KOHLER.....	11.6	1 W
HARVEY.....	12.8	1 E
HUDSON.....	15.9	1 E
ESTUDILLO.....	16.5	1 E
SOERSENSEN.....	22.1	1 W
ALVARADO JCT.....	24.9	Siding
PABRICO.....	27.5	1 W
EBERLY.....	28.9	Siding
ROCKMILL.....	30.8	1 E
RADUM.....	43.4	1 W
TREVARNO.....	49.0	1 W
REDMOND CUT.....	59.3	Siding
VALPICO.....	68.3	Siding
LUDWIG.....	73.0	1 E
RHODES.....	75.6	Siding
NILEGARDEN.....	82.8	1 W
FRENCH CAMP.....	88.6	1 W
HARTE.....	100.5	1 W
ALSCO.....	106.9	Siding
VILLINGER.....	107.8	1 W
LAS VINAS.....	109.5	Siding
BRADFORD.....	119.0	1 W
ALBERT.....	127.2	1 W
CORDOVA.....	133.7	1 E
BOMBAY.....	146.4	Siding
STRAUCH.....	148.4	1 E
CLEVELAND.....	176.2	1 W
GRAYBROS.....	187.7	1 W
VISTA ROBLES.....	198.8	1 E
ADELAIDE.....	202.7	1 E
LAND.....	212.1	Siding
LAS PLUMAS, F1 and 2.....	221.4	1 E
WEST FORK.....	222.3	1 E
BLINZIG, F 95 and 96.....	228.6	Siding
McLEAN.....	230.1	1 W
ISALAH, F 1 and 2.....	230.5	1 W
CALIME.....	234.1	1 W
MAYARO F 1 and 2.....	240.9	No Siding
ROCK CREEK, F 95 and 96.....	249.2	1 W
STORRIE, F 1 and 2.....	250.6	1 E
HOWELLS, F 1 and 2.....	261.8	Siding
SMITH'S POINT.....	264.5	No Siding
SPANISH PEAK.....	272.6	1 W
GRAY'S FLAT, F 95 and 96.....	273.1	No Siding
CROMBERG, S 1 and 2.....	303.3	Siding
PENMAN.....	307.0	1 W
FEATHER RIVER INN, F 1 and 2.....	309.3	1 E
DELLEKER.....	320.0	1 E
BECKWITH, F 1, 2, 219 and 220.....	327.0	No Siding
CONSTANTIA.....	355.5	1 W
FLANIGAN PIT.....	387.4	3 W

RAILROAD SURGEONS

DR. A. R. KILGORE.....	Chief Surgeon.....	San Francisco
DR. E. S. KILGORE.....	Division Surgeon.....	San Francisco
DR. CURTIS E. SMITH.....	Assistant Division Surgeon.....	San Francisco
DR. G. F. CUSHMAN.....	Local Surgeon.....	San Francisco
DR. J. P. WARREN.....	Assistant Local Surgeon.....	San Francisco
DR. H. E. MILLER.....	Dermatologist.....	San Francisco
DR. GEORGE N. HOSFORD.....	Oculist.....	San Francisco
DR. MERTON PRICE.....	Aurist.....	San Francisco
DR. SUMNER EVERINGHAM.....	Local Surgeon.....	Oakland, Cal.
DR. T. ERIC REYNOLDS.....	Assistant Local Surgeon.....	Oakland, Cal.
DR. J. W. CALKINS.....	Oculist and Aurist.....	Oakland, Cal.
DR. CHANNING HALL.....	Local Surgeon.....	Alameda, Cal.
DR. W. E. MITCHELL.....	Local Surgeon.....	Berkeley, Cal.
DR. LUTHER MICHAEL.....	Local Surgeon.....	San Leandro
DR. R. M. MANSON.....	Local Surgeon.....	Hayward, Cal.
DR. E. C. GRAU.....	Local Surgeon.....	Niles, Calif.
DR. FRED S. RYAN.....	Local Surgeon.....	San Jose, Cal.
DR. H. G. ZANGER.....	Assistant Local Surgeon.....	San Jose, Cal.
DR. J. HAL COPE.....	Local Surgeon.....	Pleasanton, Cal.
DR. P. E. DOLAN.....	Local Surgeon.....	Livermore, Cal.
DR. ALLEN POWERS.....	Local Surgeon.....	Tracy, Calif.
DR. ELLIS HARBERT.....	Local Surgeon.....	Stockton, Cal.
DR. J. P. HULL.....	Assistant Local Surgeon.....	Stockton, Cal.
DR. BARTON J. POWELL.....	Oculist and Aurist.....	Stockton, Cal.
DR. DEWEY POWELL.....	Assistant Oculist and Aurist.....	Stockton, Cal.
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. R. BRIGGS.....	Oculist and Aurist.....	Sacramento
DR. INO L. FANNING.....	Dermatologist.....	Sacramento
DR. G. W. STRATTON.....	Local Surgeon.....	Marysville, Cal.
DR. E. A. KUSEL.....	Local Surgeon.....	Oroville, Cal.
DR. B. J. LASSWELL.....	Local Surgeon.....	Quincy, Cal.
DR. W. M. EDWARDS.....	Division Surgeon.....	Portola, Cal.
DR. W. R. HARDER.....	Assistant Division Surgeon.....	Portola, Cal.
DR. W. A. LAVERY.....	Local Surgeon.....	Loyalton, Cal.
DR. S. K. MORRISON.....	Local Surgeon.....	Reno, Neva
DR. C. W. WEST.....	Assistant Local Surgeon.....	Reno, Neva