THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME

TABLE

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

SUNDAY, NOVEMBER 5, 1933

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 Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,

Vice President and General Manager.

J. P. QUIGLEY,

Superintendent of Transportation.

T. E. COYLE,

Superintendent, Western Division.

J. H. LEARY,

Superintendent, Terminal Division.

2 Eastward										. 0	UBDIVISION	1.		1000							estward
불성	SI	ECOND CLAS	100000000000000000000000000000000000000	10 0	1	FIRST	CLASS	PSF	88	Т	ime Table No. 21	mod	8	AND SHOWING	FIRST	CLASS	DY-08-50	W 107	SECOND C	LASS	-
Fone, Table, Scale, Wye, Bulletin, Wegis- ter Station, Standard Olock.	1.0		82 Fast Freight	62 Fast Freight	ולנ	II	1	Scenic Limited	Distance from San Francisco		November 5, 1933		Distance from Stockton	Scenic Limited		16	H	61 Fast Freight	81 Fast Freight		Capacity of
Fon Scal Bull Bull Star Star			Leave Daily	Leave Daily				Leave Daily	Dis		STATIONS Telegraph Offices and Calls		Dis	Arrive Daily				Arrive Daily	Arrive Daily		- 5
7. F. O.	in The			Fred III		long the s		4.00PM	0.0	DN	SAN FRANCISCO	Go 8	8.8	4.10PM		- Page 1					
3. R. P. K.						-		4:18	3.5	DN	DAKLAND PIER (S. P.)	Ow	0.3,	s 3.52 s 3.42	11111						
P. B. R. K.			10.00PM	5.00AM	MIN TO SERVICE			7-14-19-19	5,5	DN	DAKLAND YARD (W.P.)	Md 8	8,8					9.007	2.00AM		Yar
THE PERSON NAMED IN				Substantial States			The Treat	Via S. P.	5,8		S. P. Crossing	-	0.88	Via S. P.	THE ST		Physical				
R.		2011/19	5214	- At he had	THE PARTY		1 1930	4.35PM	5,85	C	HEST NUT JUNCTION S. P. Connection	8	37,95	3.33PM	1 100		11765	FLEGI	78. 3		
W. 1967	- 1		10.05	5.05		116	175	s 4.40	6,6		OAKLAND	8	37.2	s 3.30	1	1000	Thirtiple	8.55	1.50		
The state of the second						Carlos Paris	plan had	- B	6.7		S. P. Crossing	8	37.1	hard bank	- 19/6						
			PATE	TA LE		en hat t			7.2		S. P. Crossing		86.6		1111		TAR Y	7 21020 F		1000	
	1	7119/		AMILE	ten ilenai	L-VIII N. A.			7.8		S. P. Crossing	_	36.0		LATER		THE A	0.40	1.25		
the state of the s			10.17	5.20				f 4.50	9,6		FRUITVALE		34.2	f 3.13	100			8.42	1.35	*	
								STATE OF THE PARTY	10,8		S. P. Crossing 0.3 MELROSE S. P. Crossing		33.5	the second	1 1700			-			
			10.27	5.35				4.59	13.5	100	ELMHURST S. P. Crossing		30.8	3.03	N VIII	275		8.31	1.20		36
			10.31	5.40				f 5.02	14.8	D	1.3	Dr 7	9.0	f 3.00				8.28	1.15		
2.			10.45	6.05		The Control		f 5.10		28		ly 7	-	f 2.52				8.15	12.55	The state of	80
The second second			10.58	6.25	7 18	total com to		5.18	26,6		DECOTO		37.2	2.43	1270	9	70 7	8.00	12.35		18
W. P.			11.15	7.10		The same		s 5.26	29.7	DN		Cn e		s 2.38	1 111	1		7.52	12.25AM		50
	THE	1 1 0	2 001	10			100		80,3		S. P. Crossing	100	33.5		13631		13 .		7		7
Р. Ү.	- TOTAL 5		11.18	7.15		-140	Topic III is	5.28	80.5		NILES JUNCTION	_	3.3	2.32	PASI	-		7.45	11.59 PM		
Р.			11.37	7.40				f 5.38	86,0	D	5.5	Sb &	COLUMN TO SERVICE STATE OF THE PARTY OF THE	f 2.25				7.33	11.37		74
P.			11.52 PM	8.05	per ped per			f 5.47	41.5	D	5.5	In 8	-	f 2.17	122 6		- to to	7.21	11.15	TO THE	74
							ELM MAIN		42.7		S. P. Crossing	-	51.1		11111						
	The state of the s		A- 301	9-75	Tariff Inter		down, To		43,0	7 1 8	8. P. Crossing		8.08		1521		Language and the same of the s				100
V. P.	THE PER	market equ	12.17AM	8.35				f 5.57	47.6	D	LIVERMORE	Vn 4	6.2	f 2.08	130		v residential	7.07	10.58		74
Tir me leuter and			12.42	9.10			The said	f 6.12	56.5		ALTAMONT	8	7.3	f 1.55	THE			6.47	10.37		56
			12.57	9.27				6.21	63.0		MIDWAY	8	8.0	1.39	11000	1 Mary 12		6.21	10.10		48
V. Y. P.		a to the second	1.20	9.55				f 6.31	71.8	28	CARBONA (Сь 2	2.0	f 1.21	1			5.45	9.35		46
. LOUIS & STREET	Hach		1.25	10.02			AL POTO	6.34	73,9	D	S. P. Crossing	1 1	9,9	1.17				5.32	9.20		20
. It is the second second			1.32	10.12			FEET 181 PM	6.38	76,8		FITZ 7.0	1	7.0	1.12	THE L	AND GO		5.22	9.10	E PAR	80
			1.47	10.38		nnn	200	6.47	83.8		LATHROP S. P. Crossing	1	0.0	1.02	ET V		105	5.02	8.50		51
· The publication is not a second			2.05	11.00		CCC	1 .6	6.55	90.8		ORTEGA	1	3,5	12.53	TEBI	1.19		4.45	8.30		50
W. T. O. B. R. K.			2.15AM 3.55AM	11.10AM 12.50PM	7 (1			6.58	92,0	DN	STOCKTON YARD	Sn	1.8	12.50			The same of the sa	4:40PN 3:35 PN	8.25 PM 7.25 PM		Yar
	-		THE THE	Marie Inc.	The Park	-		- Mariana	98,2		A. T. & S. F. Crossing 0.6		0.6		Talle	10000	4				
P. R. K.	S. Salba		4.05AM			Mark .		s 7.10PM	93.8	D		Fc	0.0	12.45 PM	1951			3.25 PM	7.15PM		
The state of the s		1	Arrive Daily	AND DESCRIPTION OF THE PERSON NAMED IN	-			Arrive Daily						Leave Daily			w W	And the second	Leave Daily	75	
60	A 1240	T V INST	4.15	6.10	1000	12.10	1 85 6	2.42 33.4		0	Time over Subdivision Average Speed per Hour	-	121	2.57 30.6	CXC	31.30	1 81 91	4.20	5.35	A TON	

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 19½ poles east of Mile Post 96.

89.82 to yard limit board 19½ 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 6 for additional speed restrictions.

Between Chestnut Jct. and Oakland Pier, trains will be governed by S. P. Time

Table and Rules and Regulations of the Transportation Department.

Chestnut Jct. is initial station for No. 2.

Eastward W. P. trains originating at Oakland Pier must obtain W. P. clearance card at Oakland Pier and will not require clearance card at Chestnut Jet.

Trains originating and terminating at Oakland Pier will register by ticket at Chestnut Jet. to be placed on register at Oakland Yard by Operator. Other trains will not register at Chestnut Jet.

It will not be necessary to stop at S. P. Crossing M. P. 6.7, Webster St., Oakland.

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 en-

gine 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, 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

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.

Nos. 1 and 2 will stop on flag at all stations for revenue passengers.

E	Castward	The same								S	ECOND SUBDIVISION	ON						Westward	3
		THE REAL	SECON	D CLASS		FIRE	SERVER F	IRST CLA	ss		The Walter Co.		FIRST	CLASS		SEC	COND CLASS		
Fuel, Water, Fond Table, Scale, Wye, Bulletin, Register Station, Standard Clock.		97	18	96 Local Freight	62 Fast Freight	82 Fast Freight	JO TRHI	174	Scenic Limited	Distance from San Francisco	Time Table No. 21 November 5, 1933	Distance from Oroville	Scenie Limited	80	61 Fast Freight	81 Fast Freight	95 Local Freight		Capacity of Sidings
SE SE		adjust 2	40200 m	Leave Mon. Wed. & Fri.	Leave Daily	Leave Daily			Leave Daily		STATIONS Telegraph Offices and Calls	taltimid	Arrive Daily	The state of the s	Arrive Daily	Arrive Daily	Arrive Tues. Thurs. & Sat.		m
P. R. K.		ACTIVE ROLL	ulted arrive	Start switch	1.00 PM	4.05AM		glast overall	7.10PM	93.8	D STOCKTON Fo	111.3	s 12.45 PM	Work & Est.	· 3.25PM	7.15PM	Mark season I limite		14
88			HONTE	1001.11	1.05	4.10		40±19 ±	7.12	94.3	0.5	110.8	12.37	and the same of the	3.20	7.12	mos.8		Yard
26			. bg. [1	10.65	90.9			P. 38	9,112	95,1		110,0			98.7	11.24	8.64		
P.			LLJL	10.43	1.35	4.32		88.35	f 7.25	104.8		100.8	f12.23		3.00	6.40	20.0		74
P. Y.			10.68	10.36	DE. O.			9,16	9.801	105.3	TERMINOUS JUNCTION	99.8			08.0	Men. II	91.9		20
W. P.	A Decree		10,31	10.01	2.05	4.53	Laborate al	10.01	f 7.39	113.9		91.2	f12.10		2.42	6.15	01-10		74
P.			OLOT	9.30	2.30	5.05		TP.8	f 7.47	118.6	GLANNVALE 6.1	86.5	f 12.01 PM		2.30	5.45	10:01	1	74
P.			88.8	£8.0	2.55	5.20		GE.8	f 7.55	124.7	FRANKLIN	80.4	f 11.53AM		2.17	5.30	EL-OI .		74
CA I			64×91/2	01.9	3.07	5.30		OE.8 4	8.00	128.7	RUNYON	76.4	11.48		2.07	5.20	10.30		20
F. W. P. K.			SIR	8.46	4.15	7:88		71.8 1	s 8.10	136,5	28 SOUTH SACRAMENTO JY	68.6	s 11.38		1.48	5.00 4.15	OB.OI		Yard
The same of			80,41	8,32	6.24			8.09	O.EY SH.	137.5	C. C. T. and S. N. Crossing	67.6			11.20	1,32	20.11		
R.			8.4.8	RI,B	80.8			19.5	E.00	138.0	8. P. Crossing	67.1			00.11	00.1	00.11		
O.Y.K.P.R.			B,41	_ R,05	4.25	7.10		-PS-7-1	s 8.25	138,6		66.5	s11.30		1.13	4.02	JE-LL		
			82.8	7.42	20.44		4	52-5 5	A. I.B. all	139.2	S. N. Crossing	65,9			MOR RI	KIM	EM.LI		
25			11.08	ELT	0.29			98.7	6 6 6	140.8	S. N. Crossing	64.8			13,60	V20.81	NVOLET.		
P.			EGAL	33.8	4.40	7.25		01.7 1	8.36	143,8	DEL PASO	61,8	11.12		12.58	3.47	12.164		74
P.			7.42	8.28	4.54	7.38		80.7 1	8.44	150.6	OOUNSMAN	54.5	11.04		12.44	3.32	88.81		74
P. Commission			7,30	81.8	88.4			8 6.89	9.54 HOZ	152.5	S. N. Crossing	52.6			OWE	3.08	BE.RI		
W. P.		10.30	81181S	M00.8	5.08	7.50		08.8	f 8.53	156.1	PLEASANT GROVE	49.0	f10.55	MIO'SI	12.29	3.18	20.1		74
P.		10.80	88,807		5.19	8.00		13.0	f 9.01	161.6	TROWBRIDGE	48.5	f 10.48	OLBI	12.18PM	3.05	71-17		74
P.		10.10	846000		5.38	8.18		85,0 A	9.15	172.5	ARBOGA 6.3	82,6	10.35	98.05	11.59 AM	2.45	19.7		80
W. P.		9.40	EE 1800A		6.05	8.48		00.8	s 9.27	178.8	Track 2S MARYSVILLE Ms		s 10.26	-Ue:1	11.44	2.30	8.00		62
- 00		9.25	125531		BEE			Angelia.	M.PK THE	179.1	S. P. Crossing	26.0	BESSET .	1.36		ESTAT	2.1.1		- 170 - 10
3 B		08.8	90.014		3.90			40.8mb	8,61	180.2	8. P. Crossing	24.9		1.86		Basin	2.26		-
P		8.35	49.910		6.22	9.05		1 6.50	9.37	186,0	7.0		10.15	01.8	11.24	1.59	88.8		74
P		8,20	BE IN		6.37	9.20		84.8	9.46	193,0	6.5	12.1	10.07	3.1.0	11.10	1.45	2.63		74
P.		86.7	G5 F00		6.51	9.33		1 5,40	f 9.55	199.5	3.4		f10.00	3.28	10.57	1.32	8.03		70
F. W. T. O. Y.B.R.K.P.		7.10	E. A.	7.35AM	0.301			OE allow	10.00	202.9	2.2	-	9.55	8.46	10.45 AM 9.25 AM		11.20AM		Yard
B. R. K. P.		7.00.	M 00. F	7.45 AM		11.10 AM		5.85	s 10.05 PM	205.1	D OROVILLE VI	0.0	9.50AM	MGO.M	9.15AM	and the same of th	11.10 AM Leave Tues.		55
		13 A July	Que Despi	Arrive Mon. Wed. & Fri.		Arrive Daily		chall avanta	Arrive Daily		The state of the s	of intro	Leave Daily	Wed & Drie	Leave Daily		Leave Tues. Thurs. & Sat.		
		III.E		.10	6.05	5.40		11.5	2.55	- mlabel	Time over Subdivision	la la	2.55		4.40	5.55	.10		
1 1 1 1 1 1 1			and the	13.2	17.9	23.4	-	721	38.2	17 16	Average Speed per Hour	1	38.2	1 1 2 1 1 1 1 1	23.4	21.1	13.2	William British	

Yard Limits: Stockton, Sacramento, Marysville and Oroville. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board 19½ poles east of Mile Post 96. Sacramento Yard extends from yard limit board 20 poles west of Mile Post 136 to yard limit board 27½ poles east of Mile Post 140. Oroville Yard extends from yard limit board 13 poles west of Mile Post 202 to yard limit board at Mile Post

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 6 for additional speed restrictions.

Stockton, S. P. Tower M. P. 138 "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 Stockton second class and extra trains will not require clearance card unless they receive train order. At Oroville second class and extra trains will not require clearance card unless train order signal is at STOP

Nos. 1 and 2 will stop on flag at all stations for revenue passengers.

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

Westward signals at East siding switch and at Mile Post 205.

		SECON	CLASS	18_		FIRST CLA	SS	Nay 2	Time Table No. 01	2	F	IRST CLASS	62	SE SE	COND CL	iss	7 938
Fuel, Water, Fone Table, Scale, Wye, Bulletin, Register Station, Standard Clock,		62 Fast Freight	82 Fast Freight	96 Local Freight	98 Local Freight	dice-il horizoni	Scenic Limited	Distance from San Francisco	Time Table No. 21 November 5, 1933	Distance from Portola	Scenic Limited	Make K South	61 Fast Freight	95 Local Freight	81 Fast Freight	97 Local Freight	Capacity of Sidings
Re Ree Sta		Leave Daily	Leave Daily	Leave Mon. Wed. & Fri.	Leave Mon., Wed. & Fri.	PRODUCT OF STREET	Leave Daily	No.	STATIONS Telegraph Offices and Calls	10	Arrive Daily	4.00.4	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Daily	Arrive Mon. Wed. & Fri.	
B. R. K. P.		8.40PM	11.10AM	7.45AM		12.37	10.15PM	205.1	D OROVILLE	Vi 116.3	s 9.40AM	01.6	9.15AM	11.10AM	11.40AM		55
P.		8.54	11.24	7.59			10.23	209.5	QUARTZ	111.9	9.32		9.00	10.55	11.24		84
P		9.04	11.34	8.10		69.813	10.29	212.7	BIDWELL	108.7	9.25	DE A	8.47	10.43	11.11		70
P		9.19	11.49AM	8.30			10.38	217.5	BLOOMER	103.9	9.16		8.30	10.26	10.56		86
W. P.		9.40	12.10PM	9.01		01.811	f 10.53	224.4	BERRY OREEK	97.0	f 9.01	60.3	8.04	10.01	10.31		90
P		10.01	12.31	9.39		WIO.ETY	11.08	231.4	DAVID	90.0	8.47	80.8	7.40	9.36	10.10		65
P		10.13	12.43	9.58		THE BANK	11.16	285.2	POE 3.9	86,2	8.39	6.90	7.25	9.23	9.58	*	80
F. W. P.		10.25	12.55	10.35		89.11	s11.27	239.1		Bg 82.3	s 8.30	6.30	7.10	9.10	9.45		90
P.		10.40	1.10	11.03		88.11.38	f 11.39	243.7	ORESTA 3.8	77.7	f 8.17	28-h	6.37	8.45	9.18		82
W. P.		11.02	1.32	11.20			f 11.49 PM	247.5	MERLIN	73.9	f 8.09		6.24	8.32	9.06		48
P.		11.20	1.50	11.45	7		f 12.04 AM	253.1	TOBIN	68,3	f 7.57		6.06	8.12	8.48		58
P.		11.27	1.57	11.52 AM		11.80	f 12.10	255.8	CAMP RODGERS	66.1	f 7.52	01.7	5.59	8.05	8.41		85
W. P.		11.42	2.12	12.20PM	7		s 12.24	260,0		Bn 61.4	s 7.42		5.44	7.42	8.26		90
P.		11.57 PM	2.27	12.50			f 12.37	264.6	RIOH	56.8	f 7.29		5.29	7.13	8.11		52
W. P.		12.15 AM	2.45	1.15		81.11	f 12.50	270.3	VIRGILIA	51,1	f 7.16	7,25	5.11	6.55	7.53		48
P		12.26	2.56	1.35		A0.11	f 12.59	273.7	TWAIN	47.7	f 7.08	86.7	5.00	6.28	7.42		65
P.		12.38	3.08	2.00			s 1.09	277.5	PAXTON	Xn 43.9	s 6.59		4.48	6.15	7.30		85
F.W.P.R.K. Y.T.		1.04	3.40	2.15PM	12.01 PM	do ores	s 1.22	280.9		Kd 40.5	s <u>6.50</u>	l car	4.35	6.00AM	6:15	10.30AM	Yard
P		1.17	3.54	mar.gr	12.10	82-015	1.29	284.5	SIERRA	36,9	6.41	60.9	4.12		5.58	10.20	85
P.		1.41	4.06	11.388	12.45	98.01	s 1.41	287.8	28 QUINCY JUNCTION	Rt 83.6	s 6.35	8.18	4.02		5.48	10.10	74
P		2.00	4.21	44,17	1.00	98.01	1.50	292,6	MASSACK	28.8	f 6.22	84-8	3.47		5.33	9.40	85
W. P.		2.11	4.33		1.35		s 2.00	296,6	N SPRING GARDEN	8 24.8	f 6.15		3.35	A 100 T	5.21	9.25	90
P.		2.26	4.48	Same I	1.55		f 2.11	801.6	SLOAT	19.8	f 6.04		3.20	0.01	5.06	8.50	48
P.		2.38	5.00	AUL II	2.10	arei	f 2.18	305.4	TWO RIVERS	16.0	f 5.56	80.8	3.08	7 7 2 1	4.54	8.35	85
W. P.		2.53	5.15	QLAT!	3.10	10.01	s 2.33	310,3		Ba 11.1	s 5.48	0.80	2.53		4.39	8.20	54
P.		3.03	5.25	75.01	3.25	- 00.041	f 2.42	313.6	0LIO 5.1	7.8	f 5.40	6.33	2.42		4.29	7.25	62
P		3.19	5.41	DEPST	3.45	9.65	2.53	318.7	MABIE 2.7	2.7	5.30	1488.9	2.23	7.384	4.13	7.10	85
F. W. T. O. P Y. B. R. K.		3.30AM	5.55PM	成本 []	4.00PM	0.664	s 3.00 AM	821.4	DN PORTOLA	Ki 0.0	5.25AM	11.104	2.10AM	L Y 45M	4.00AM	7.00AM	Yard
		Arrive Daily	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Mon., Wed. & Fri.	and the same	Arrive Daily			profesions.	Leave Daily	Marin Tolly	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Daily	Leave Mon. Wed. & Fri.	
		6.50	6.45	6.30	3.59	2.1	4.45	THE SHAPE	Time over Subdivision	10.0	4.15	N. N.	7.05	5.10	7.40	3.30	44
	ALTERNATION OF THE PARTY OF THE	17.0	17.2	11.7	10.2		24.5		Average Speed per Hour		27.4		16.4	14.	17.4	11.6	

Yard Limits: Oroville, Keddie 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, 35 miles an hour; between David and Las Plumas, 40 miles an hour; between Las Plumas and Oroville, 35 miles an hour, except, on curve at Mile Post 315 and on first curve east of Mile Post 315, 30 miles an hour, and over bridge 252.60, 25 miles an hour.

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, on curve at Mile Post 315, on first curve east of Mile Post 315 and over Bridge 252.60, 20 miles an hour.

Eastward trains run with caution at Junction switch east end tunnel No. 32.

Mallet and Mikado engines will not exceed 20 miles an hour over Bridge 317.43.

Passenger trains must use 2, freight and mixed trains 4 minutes passing through uppel 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.

Interlocking Plant, Keddie. See page 8 for special instructions.

Cars must not be left standing on siding at Keddie.

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.

Nos. 1 and 2 will stop on flag at all stations for revenue 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.

Eastwa	ARONA BRANCH	AND SERVICE	MELVICINE ICHAR PROPERT		FOURTH SUBDIVIS		A TON	I DEC E LOUIS	The same of the sa	ALAN STREET	Westwar	rd 5
one.	SECOND CLASS		FIRST CLASS		Time Table No. 21	ed-40 BE	anse [18]	FIRST CLASS	284.85	SECOND CLASS		
l, Water, Phole, Scale, Bulletin, ister Station adard Clock	182 Western Pacific Fast Freight	620 Southern Pacific Local Freight	34 Southern Pacific Passenger	stance from Keddie	November 5, 1933	istance from	Southern Pacific Passenger	Il of arter entr	181 Western Pacific Fast Freight	619 Southern Pacific Local Freight	in lan m	Capacity of Sidings
Fue Tabe Wyse Reg Star	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		STATIONS Telegraph Offices and Calls	<u>a</u>	Arrive Daily	MATERIAL SECTION AND ASSESSMENT OF SECTION A	Arrive Daily	Arrive Daily Ex. Monday		5545
F. W. P. T. Y. B. R. K.	4.00 PM	anomera.		0.0	DN KEDDIE	Kd 111.8	OT BUS	EO RELINE EO	5.20AM	di Hara da la		Yard
P.	4.25	POPE BATE	100	6,2	MOCCASIN	105,6	02.01 20.20	ноприциятали	4.58	de la constant	PARTIES	85
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beard rape speed .	Delunion for	Small (small) In	Many March of the Control of the Con	8,38		103,42	12.1 0.4	TATISITM	THE CELL			
Types die by				8.39	I. V. Crossing	103,41	0.0	BLURYESIA	LAG NAME	A MENT WAS		
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W. P.	4.55			14.7	D GREENVILLE	Gi 97.1	0.1 .0	D And Stand Standard Standard	4.36			85
P.	5.10	Art Tonound and		17.5	MOHALA	94.3	VEB 48	BEAV SONE SEE	4.21	The same of the same		85
W. P. Y.	5.55	- AA GU	namidaus inobas	25.4	ALMANOR	86,4	Total Res	The state of the s	3.57		Angle // mean	85
P.	6.17	THE REAL PROPERTY.	THE PROPERTY OF THE PROPERTY OF	32.4	LASSEN VIEW	79.4		Torentale	3.28			85
P	6.27	St alde I ac	and the same of th	35,2	RED RIVER JUNCTION	76,6	100 11	DIG 600HD - S. R.	3.19			
F. W. P. Y. B. R. K.	7.00	10.00PM	4.10PM	39.4		Wd 72.4	s 1.20PM	- Jagu Was	3.10	8.25 AM		Yard
P. R.	7.20	10.15PM	f 4.20PM	43,5	S. P. Connection	Mn 68,3	1.11PM	Control Marie Land	2.41	8.13AM	1 10 1000	
P.	7.22	STREET, I		44.1	ROBBERS CREEK	67.7	10 miles	W. Mary in Lond Found No.	2.33			85
	Only and the latest the state of the state o	house NO than and	T. 1 2233	50.1	L. L. & B. R. R. Crossing	61.7	NAME OF STREET	to your hours near 200 feet a	display being be	ound Bay Japan N	ell Frants Ville	all .
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W. P. Y.	7.45	HANDARON N	Time of	52.5	NORVELL 10.4	59,3	Time of	A SERVICE O AMPLIANT COLUMN O	2.18	TOTAL TERM MUNE	an of the factor of	85
P.	8.07	BEARD	No. 34	62.9	LODGEPOLE	48,9	No. 33	regeneral to lead the hand re-	1.57	niles si beus ever e	and course countries	85
W. P. Y.	8.40	CONTEGRAL	at Westwood	76.4	HALLS FLAT	35.4	Westwood	Sar and promote on take	1.30	the as any over Pe	grift programmer	85
P.	9.04	set of 2 other 17.	applies at	84.2	JELLICO 6.0	27.6	applies at	The second secon	12.50	MICH YOUR MADE	EX remain movemen	85
P.	9.22	Mar 19-4 - 12-12-17-17-18	Passenger	90,2	WILLOW SPRINGS	21.6	Passenger	visa pitacah	12.20AM	la 92. Carabayan	oli la selamina	85
W. P.	9.44	at of the second	Station	94.8	LITTLE VALLEY	17.0	Station		11.59PM			85
P.	10.10	distance design	named and put has at the life of the life.	100.9	DIXIE 8.6	10,9		TERM P. STORMAN N. P.	11.36	SPECIAL		85
P.	10.45	and and the second	South the second to be a second to b	109.5	PIT RIVER	2.3	a line or the	classic and annual	11.10	TARRES IVENIT	rate of the last	85
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Limited miletin	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	THE PROPERTY I	dis 406 Marin Leisten alleitzte dit t buller Sun deleleri. Di erioria v	To entrue	Leave Daily	The variety assessed fronts	Leave Daily	Leave Daily Ex. Monday	act below auton	mild.
eldspro tpadeo	7.00	0.15	0.10	Jenes en s	Time over Subdivision	The state of the s	0.09		6.20	0.12	office and board to the	med us
THE PLAN STREET	16.0	16.4	24.6	Principles	Average Speed per Hour	TO STATE AND	27.3	The state of the late of the state of the	17.7	20.5	an Mauret against la	in automorphis

Yard Limits: Keddie, Red River Jct., Westwood and Bieber. Bieber Yard extends from yard limit board 4000 feet west of west switch Bieber to yard limit board 3.1 miles east of Bieber passenger station.

In Bieber Yard, trains will be governed by G. N. Railway Co. Time Table and Transportation Rules. Rule S-93, G. N. Ry. Co. Transportation Rules reads as follows: "Within yard limits the main tracks may be used on the time of second and third class and extra trains. First class trains must be cleared when due to leave the last station where time is shown for approaching trains but not less than five minutes. Second and third class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear."

Maximum speed, between Keddie and Crescent Mills, 25 miles an hour; between Crescent Mills and Greenville, 35 miles an hour; between Greenville and Red River Jct., 25 miles an hour; between Red River Jct. and Halls Flat, 35 miles an hour; between Halls Flat and Pit River, 25 miles an hour and between Pit River and Bieber, 35 miles an hour. On curves or where other conditions require, speed must conform to provisions of Rule 855.

Southern Pacific Co. and Red River Lumber Co. trains will be governed by Western Pacific R. R. Co. Time Table and Rules and Regulations of the Transportation Department.

Interlocking Plant, Keddie. See page 8 for special instructions. Cars must not be left standing on Siding at Keddie.

Only one stop need be made for I.V.R.R. wye crossings, Mile Post 7.62 and 7.64 and for I.V.R.R. main line and I.V.R.R. Standard Oil Spur crossings Mile Post 8.33 and 8.39.

At Westwood, track No. 1 will be used as siding.

At Westwood, Western Pacific mikado and mallet engines and Southern Pacific Co. engines of similar type and weight, must not use Fredonia track or Standard Oil spur. Standard Oil spur may be switched by placing four cars between engine and cars to be switched.

At Mason, train order signal governs all trains except westward Southern Pacific Co. trains. Westward Southern Pacific Co. trains must obtain clearance card at Mason. Mason is register station for Nos. 33, 34, 619 and 620 only. Nos. 33, 34, 619 and 620

may register by ticket at Mason, when there is an operator on duty.

At Mason, before a westward train on Western Pacific R. R. Co. track fouls Junction switch, brakeman must go back far enough on Southern Pacific Co. track to provide full protection.

Trains will not stop at L. L. & B. R. R. crossings, Miles Posts 50.1 and 50.4.

Nos. 181 and 182 carry passengers.

Eastward passenger trains will make running air brake test approaching Halls
Flat and westward passenger trains will make running air brake test approaching
Almanor as prescribed by Rules 1157 and 1158.

Westward freight and mixed trains will make rear end test at Almanor and eastward freight and mixed trains at Halls Flat as prescribed by Rule 1156.

On eastward freight and mixed trains, before leaving Halls Flat and on westward freight and mixed trains before leaving Almanor, enginemen must be notified as to number of loads, empties and tons in train and whether all air brakes are cut in and working.

On grades, following will govern use of retainer valves:

All retainers will be turned up between following points:

Westward: Between Almanor and Greenville. Eastward: Between Halls Flat and Little Valley.

Between following points an understanding must be had between Conductor and engineer as to number of retainer valves necessary to control train and retainer valves must be used accordingly:

Westward: Between Dixie and Little Valley, Between Norvell and Almanor,

Between Moccasin and Keddie.

Eastward: Between Dixie and Pit River. Normal position of switches:

Keddie: Switch leading from east leg of wye to Fourth Subdivision, lined for east eg of wye.

Red River Jet.: Junction switch lined for Western Pacific R. R. Co. main track.

Mason: Junction switch lined for Southern Pacific Co. main track.

6 E	astward	FIRST SU	RDI	VISION "A"—SAN J	USE	BRANCH.	VIS	tardan	Westwa	rd
· .	LAGS	SECOND CLASS		FURBY OLASH	Jose	SECOND CL	ISS	ble No. 21	Tune Tal	-
Fuel, Water, Fon Table, Scale, Wye, Bulletin, Register Station, Standard Clock.		282 Freight		Time Table No. 21 November 5, 1933	Distance from San Jose Alameda St. Freight Station	281 Freight		tony d	dinovan	Capacity of Sidings
Steat		Leave Daily	Distance from Niles	STATIONS Telegraph Offices and Calls	Dista	Arrive Daily		Blass and Call	O disegular	
W. P.R.		12.30AM	0.0	DN NILES On	23.8	10.45PM	530	-310,0	BR. J. J.	50
Y. P.		12.40	0.8	NILES JUNCTION	23.0	10.25		KIBAD	COMPTON THE PARTY OF THE PARTY	183
P.		1.00	4.1	IRVINGTON	19.7	10.10		animum .	blidra.	20
		1.15	7.6	WARM SPRINGS	16.2	9.55		principl	LValue	Spur 1W
P.		1.35	11.7	MILPITAS	12.1	9.40	10	perforage	A REEL	35
		1.45	14.9	BERRYESSA 0.3	8.9	9.25	-	nalwey)	(Fines	F 0/8.1
21		A 45 BE FOR	15.2	Peninsular R. R. Crossing	8.6	1100 000	olo Chin	BLUM TE	mosago	di au
Р. К.		2.00	17.7	SAN JOSE	6.1	9.10	10	aaarvii.	KYRO	0 7.
P. W. T. F. R. B. O.		2.10AM	18.3	28 SAN JOSE YARD Sx	5.5	9.00PM		ALA	THE	Yard
0.8		100	20.3	S. P. TRANSFER	3.5	P 00		251211	THE REAL PROPERTY.	
88		35.5	20.4	VALBRICK S. P. Crossing	3.4			WALV I	478/4	-7-77
		812	23.1	S. P. CROSSING	0.7	10.01	-	a sign dead	THE	500.0
Port		3.10	23.8	SANJOSE Alameda St. Freight Station	0.0	Tales of the	PAK	coow	ENW. 10	Yard
		Arrive Daily	_	Time and Subdivision	21	Leave Daily	mile.	N O'EL	UE U	AFI 6.
		1.40		Time over Subdivision Average Speed per Hour	-	1.45	and the same	Santania Di	S. Contract	-

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. 15.2 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 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.

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 23rd Avenue Place, Mile Post 9, should show green indication for eastward movement on East 12th Street when engine or car reaches a point 230 feet west of 23rd Avenue Place and for westward movement when engine or car reaches a point 220 feet east of 23rd Avenue. Maximum speed 10 miles

an hour and in absence of light in signals, speed must be still further reduced.

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, 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.

MISCELLANEOUS

GENERAL

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

When two engines are double-heading and lead engine is to be cut off train, air

i, Water, Fone, le, Scale, , Bulletin, ister Skation, dard Clock.	istance from Carbona	Time Table No. 21 November 5, 1933	Moy from	Capacity of Sidings
Tab Wyc Reg Star	Q	Telegraph Offices and Calls	9	
W, Y. P.	0.0	DN CARBONA Ob	4.2	46
	1.7	KERLINGER	2.5	Spur 1W
O. P.	3.4	RIVER ROOK	0.8	Spur 1W
	4.2	MOY	0.0	No Siding

Destroy of DEDCE CUIDDINGTON (ID)

and 885 feet east of Stock Yards Moy. Maximum speed 12 miles an hour. Cars on main track east of River Rock not protected.

SECOND SUBDIVISION "A"-TERMINOUS BRANCH.

Eastward		Time Table No. 21		Westward		
Water, Fone, Scale, Bulletin, Fer Station, and Clock.	Distance from Terminous Jet.	November 5, 1933	stance from rminous	Capacity of		
Fuel, Table, Regist	ăă	STATIONS Telegraph Offices and Calls	Dist	S.S.		
Y. P.	0.0	TERMINOUS JCT.	7.8	20		
No detail 1 1	3.5	GARDEN	4.3	8		
THE SHAPE OF THE S	6.6	GRASS	1.2	6		
W. Y.	7.8	D TERMINOUS Us	0.0	Yard		

Maximum speed, 20 miles an hour between Terminous Jct. and Garden and 15 miles an hour between Garden and Terminous.

> will be set by lead engine and stop made before being detached, after which train engine will fully release air brakes and regain full working pressure before proceeding. When air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end test as prescribed by Rule 1156.

> When conditions are favorable and in judgment of Conductor it is safe to do so, run may be made for train inspection on freight and mixed trains on First and Second Subdivisions, from one water stop to next water stop, except a maximum distance of 70 miles must not be exceeded between inspections and when conditions are favorable and in judgment of Conductor it is safe to do so, run may be made on freight and mixed trains on Third and Fourth Subdivisions without stopping for train inspection for a maximum distance of 45 miles, except a standing car to car or careful rolling inspection must be made on westward freight and mixed trains at Blairsden, Two Rivers or Sloat and at Almanor and Greenville and on eastward freight and mixed trains at Keddie or at some point between Keddie and Spring Garden and at Halls Flat and Little Valley.

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.

At Oakland, Stockton, Sacramento and Marysville, City Ordinance forbids the use of engine whistle except when necessary.

Where train line has not been separated, air test as prescribed by Rule 1155 need not be made at Terminals.

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

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

(Continued on page 7)

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

At Hayward, mikado engines must not use Farm Products Co. and Poultry Pro-

ducers spurs.

Westward trains take full tank of water at Niles.

Headlights and markers must be burning through Tunnel 1.

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

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

At Stockton Yard, track No. 1, west switch located at M. P. 91 and east switch located twelve poles west of M. P. 92, is siding to be used when first class trains meet at Stockton Yard.

At Stockton Yard, track No. 9 will be used as run-around track for movement of

engines between round house and west end of 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

Engines and cars must be brought to a stop at Country Club Highway crossing on North Channel Line, Stockton, and must be preceded by flagman over crossing. Bridge over Smith Canal, North Channel Line, Stockton, will not clear man on top of high car.

At Terminous Jct., road crossing No. 4-105.7 must not be blocked more than five minutes. When a train stops at Terminous Jct. and there are three brakemen in crew, one brakeman must protect this crossing during time train is not cut.

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.

At Sacramento, westward passenger engines and trains must not leave Depot until engineer knows that wigwag on "K" Street is in motion and eastward passenger engines and trains must not leave Depot until engineer knows that wigwag on "J" Street is in motion. If wigwag fails to operate a member of crew must precede engine or train

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

JOINT TRACK MARYSVILLE-

Sacramento Northern trains 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 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:

EASTWARD-Home Signal 789 feet west of bridge 178.18; normal position stop. Distant Signal 2500 feet west of Home Signal; normal posi-

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

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. Derail switch, pipe connected and operated with main track switch, located on siding at Marysville, 193 feet east of west switch.

NORMAL POSITION OF SWITCHES.-Junction switches must be locked for

Western Pacific main track when not in use.

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.

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 Gray's Flat Spur, 322 feet from main line switch.

At Twain, the extreme west switch is west siding switch.

Mikado engines must not use house or back track Paxton beyond point of frog. Re-inforcing steel in Tunnel 32 will not clear man on top of box car and is close clearance for engines 251 to 256 inclusive.

At Keddie, engines 251 to 256 inclusive, must not use tracks other than main track, siding, house track, Fourth Subdivision lead, when it can be avoided. If necessary to use other tracks, movements must be protected in such a way that engines of 251 to 256 class will not meet or attempt to pass engines or cars on these tracks.

When calling in flagman from east on Fourth Subdivision at Keddie, enginemen

will sound six long blasts of whistle.

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 285½; Two Rivers at Station Shelter, just east of east switch.

Passengers and LCL freight for Gray's Flat will be handled at Station Shelter Mile Post 273.1 and carload freight at Spur Mile Post 272.6.

Movement over Mill track between Blairsden and Graeagle must be made with air coupled and operative throughout. Mallet engines must not use this track.

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

FOURTH SUBDIVISION

When calling in flagman from east on Fourth Subdivision at Keddie, enginemen will sound six long blasts of whistle.

When cars are set out between Almanor and Greenville or between Halls Flat and Little Valley in addition to provisions of Rule 840 unless there is a derail, lower car must be chained to rail and Dispatcher notified.

Headlights and markers must be burning through Tunnels 1, 2, 3, 6 and 8.

Trains or engines using main track over Veneer Plant crossing east of passenger station and Third Street crossing, west of passenger station, Westwood, will reduce speed sufficiently to be able to stop before striking anything that might be on or is about to use these crossings and between the following times, movement over these crossings must be preceded by flagman:

4.00 p.m. and 4.10 p.m. 11.30 a.m. and 11.40 a.m. 11.58 a.m. and 12.10 p.m. 5.58 p.m. and 6.10 p.m.

7.30 p.m. and 7.30 a.m. Gate tender at Third Street crossing, on duty 6.01 a. m. until 6.01 p. m. daily. Movement of trains and engines on tracks other than main track, over any cross-

ings in Westwood Yard must be preceded by flagman. When trains meet at Westwood, crossings at Veneer Plant, east of passenger

station and Third Street, west of passenger station, must not be blocked.

Derail installed on west end R. R. L. Co. electric siding Westwood Yard must be kept in derail position when cars are on siding.

At Westwood, switch leading from west end of house track to gravel bin spur

must be left lined for gravel bin spur to serve as derail.

Water at Little Valley not suitable for human consumption. Water peddlers and

gang water cars must not be filled at this point.

At Bieber, Highway crossing signals at Highway crossing just east of Bieber passenger station. Signals set at STOP when trains enter approach sections. Westward approach section is 1000 feet long and eastward approach section 450 feet long. Signals will clear when trains pass over crossing if there is no following train on approach sections. When switching over this crossing entire train should not be moved east of crossing, as this allows signals on highway to show clear and make it possible for vehicles to be driven into side of train without having passed a stop signal. It is necessary for car or engine to remain west of insulated joint, located just east of crossing, in order to hold Highway signals in stop position. Trainmen will continue to flag this crossing when switching over Highway.

INTERLOCKING PLANTS AND SIGNALS

S. P. Crossing M. P. 5.2, Peralta Street, Oakland Yard. Interlocked. Home signals 450 feet east and 970 feet west of crossing. Distant signals 2000 feet east and 1630 feet west of home signals. Cars must not be left standing between home signals unless coupled to other cars or engine standing outside of home signal limits.

S. P. Crossing M. P. 5.8 and Chestnut Jct. M. P. 5.85. Interlocked. Two-arm

home signal 700 feet west of S. P. crossing; upper arm governs movement main track over S. P. crossing eastward; lower arm governs movement main track over S. P. crossing to North track eastward. Dwarf signal 490 feet west of S. P. crossing governs movement track No. 1 over S. P. crossing to main track or North track eastward. Bracket signal 750 feet east o S. P. crossing; arm to right governs movement North track over Chestnut Jct. to S. P. or over S. P. crossing to W. P. freight yards westward; arm to left governs movement main track over Chestnut Jct. to S. P. westward. Suspended signal under main track signal governs movement main track over S. P. crossing and to W. P. freight yards westward. No distant signals.

S. P. crossing M. P. 6.7. No signals. (See footnote, page 2.)
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 signals.

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 9.00 a. m. until 6.00 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

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.-W. P. crossing M. P. 90.3, Hunter Street track, Ortega. Interlocked. Towerman on duty 6.00 p. m. until 3.00 a. m. Home signal 230 feet west and 450 feet east of crossing, Hunter Street track, governs movement over S. P. crossing. No distant signals. Trains or engines moving westward from Hunter Street track must not foul W. P. main track and W. P. main track junction switch must not be opened until it has been ascertained from Dispatcher, through Operator Stockton Yard that it is safe to do so. Telephone located near main track junction switch for this purpose. Trains and engines on main track must approach Ortega with CAUTION.

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

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 between home signal limits unless coupled to other cars or an engine standing outside of limits.

Traveling cranes must not pass over this crossing unless coupled to one or more

S. P. crossing M. P. 138.0. 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. No distant signals. 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. Automatic 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, when not being used must be in derailing position.

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 between 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 Mile Post 152.5. Automatic interlocked. Home signals 600 feet east and west of crossing. Distant signals 3000 feet east and west of home signals. Preliminary approach circuits extend 3000 feet east and west of distant signals.

Normal indication of interlocking home signals STOP.

When train enters approach circuit, home and distant signals should change to

Speed of engine must not exceed 20 miles an hour between home signal and crossing, consuming not less than 20 seconds between home signal and crossing.

If no cause for signals being at STOP is seen or if there is a train on intersecting track standing outside of home signals, with no indication it is to proceed immediately,

flagman must be sent ahead to operate clockwork time release located in box at crossing which is secured with switch lock. Instructions for operation of clockwork time release are inside of box and are as follows:

(a) Release must not be operated when trains or engines are between home

signals or seen to be approaching on intersecting track.

(b) To operate clockwork time release, turn knob to right to extreme position, then let go of knob and allow automatic release mechanism to run down, which will require four minutes. When knob is turned to extreme position and release mechanism starts to operate, a red pilot light, located near clock release, should light immediately indicating that home signals on intersecting line are in STOP position. In meantime clockwork time release will run down and home signal should change from STOP to PROCEED WITH CAUTION.

NOTE: Where home signals are involved in automatic block signal territory, flagman, upon receiving red indicator light, must lock box and proceed in accordance with Automatic Block System Rules and where no automatic block signals are involved, flagman will remain at crossing until train arrives.

In case pilot light fails to appear, movement must be protected in each

direction on intersecting line.

(c) In case operation of release does not change home signal indication from STOP to PROCEED WITH CAUTION after pre-determined time has elapsed, a repeater red indicator light located at home signal should then light up, indicating

home signals on intersecting line are in STOP position. S. P. Crossing M. P. 179.1. Interlocked. Home signals 414 feet east and 474 feet west of crossing. Distant signal 1040 feet west of home signal. Distant signal located on two-arm signal, 1210 feet east of home signal. Home signal 1624 feet east of crossing, protects movement over main track to and from 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 are hand operated and electrically locked and permission must be obtained from Towerman, when on duty, for each movement made in or out of these tracks. Towerman on duty 7.30 A. M. until noon and 1.00 P. M. until 4.30 P. M. When Towerman off duty, eastward trains desiring to use interchange track, must come to STOP immediately east of westward home signal, as electric locks cannot be released unless this is done. A member of crew must then operate hand time release located opposite two main track switches leading to High Line and S. P. interchange tracks. After time release returns to normal position, indicator lamp located in time release box should light up. When this light appears, all electric locks are released. Switches and derails must be returned to normal position immediately after movement is 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.

KEDDIE YARD, Third and Fourth Subdivisions. Interlocked. Signals when in STOP position must not be passed except as prescribed by Rule 663 and as provided herein.

Signals located as follows: THIRD SUBDIVISION,-

EASTWARD: One unit three-position signal, M. P. 279.54; colors red, yellow and

Two unit, two-position signal, M. P. 280.34. Upper unit governs over main track, Third Subdivision; colors red and green. Lower unit governs over main track, Third Subdivision to west leg of wye, Fourth Subdivision; colors red and yellow.

NOTE: Trains must not pass this signal unless signal light indications for main track movement Third Subdivision are: A green signal light above a red signal light. For movement over main track, Third Subdivision to west leg of wye, Fourth Subdivision, a yellow signal light below a red signal light, except as prescribed by Rule 663.

WESTWARD: One unit three-position signal, M. P. 280.65; colors red, green and yellow.

One unit two-position signal, M. P. 280.52; colors red and green.

FOURTH SUBDIVISION.-

EASTWARD: One unit three-position signal, 50 feet east of Tunnel No. 1; colors red, yellow and green

One unit two-position signal, 125 feet east of Tunnel No. 1 on east leg of wye; colors red and green.

One unit two-position signal, 242 feet west of east wye switch on west leg of wye; colors red and green

WESTWARD: One unit three-position signal, M. P. 1.08; colors red, yellow and

Three-unit signal, 60 feet east of east wye switch. Upper unit, three positions, governs over west leg of wye towards main track, Third Subdivision; colors red, yellow and green. Middle unit, two positions, governs over east leg of wye through Tunnel No. 1; colors red and yellow. Lower unit, two positions, governs handling of helpers when to be cut into train which is occupying either east or west leg of wye; colors red

and yellow.

NOTE: Trains requiring helper engine to be cut in train, that portion of train which is to be handled ahead of helper must be moved east of signal located 60 feet east of wye switch in order that operator may handle switches and signals to permit helper to be cut into train. In such cases, it will be necessary to flag helper engine past signal and over switch. Helper must also move to a point beyond signal located 60 feet east of wye switch, so operator can again handle switches and signal to permit helper engine and head end of train to be coupled. Before making a move of this kind, operator must be kept advised by telephone of movements required. Extreme care must be exercised in making this movement. Except where helpers are to be cut into train, trains must not pass this signal unless signal light indications are—

For movement over west leg of wye, green or yellow signal indication above two red signal indications.

J. P. McSWEENEY, P. D. BARRY, Trainmaster,

Stockton.

Trainmaster, Portola. For east leg of wye, a yellow signal indication between two red signal light indi-

For east or west leg of wye when helper engine is to be cut into train, a yellow signal indication below two red signal indications.

One unit two-position signal, located 225 feet east of Third Subdivision junction

switch on west leg of wye; colors red and green.
Switch located on main track, Third Subdivision, east of Tunnel 32 and switch at east end of wye, Fourth Subdivision, are interlocked. These switches are dual control and can be operated by hand or by power through operator at station. Each switch machine has one selector lever marked "Motor" and one hand-throw lever marked "N." Selector lever marked "Motor" is locked with switch lock. In case necessary to operate by hand, first unlock selector lever marked "Motor" and turn handle to hand operating position. This cuts off power. Then throw hand-throw lever marked "N" and if this lever is in proper position switch points will move instantly. After finishing using switch, throw hand-throw lever marked "R," so lever is down in its stand in either normal or reverse position then throw selector lever marked "Hand" its "N" and "I will be a selected lever marked "Hand". to "Motor" position. Inspect switch points to be sure they are lined properly and replace switch lock. In case switch lock rods are out of adjustment, preventing locking of switch, the switch may be operated by hand but stroke of hand-throw lever cannot be completed and selector lever cannot be returned to "Motor" position. In cases of this kind, before train is allowed to pass over switch, the switch points must be spiked in proper position.

At west end of Keddie Yard, a westward movement must not be made from Fourth Subdivision lead through crossover lead to Third Subdivision main track without first getting permission from operator at station.

A westward movement must not be made from siding to Third Subdivision main track, neither must crossover be fouled without first getting permission from operator at station.

Telephones located at or near all signals and at east end of Tunnel 32, are for

obtaining information from operator at station.

Trains finding signals in STOP position or signal lights not burning, must get in communication with operator immediately. In event of wire trouble or other conditions prevent getting into communication with operator, movement can be made only by flag protection as prescribed by Rule 663.

SAN JOSE BRANCH

Peninsular R. R. crossing, M. P. 15.2. No signals. San Jose Street Railway Company crossing, San Jose, East Santa Clara St. No signals. S. P. crossing M. P. 20.4. Interlocked.

S. P. crossing M. P. 23.1. Interlocked.

Home signals 250 feet east and west of each crossing. No distant signals. No towerman on duty at either crossing. Towers closed. All trains and engines must come to STOP at home signals and a member of crew go to crossing and carefully follow instructions pasted on inside of derail lock box at each crossing before proceeding over either crossing.

TUNNEL SIGNALS

Automatic Block System signals govern track through Tunnels 1, 2, 4 and 35 on First and Third Subdivisions.

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

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

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

			TIT CLATE !	DIE IIIO
	Consolidation Engines	Mikado Engines	201 to 210 inclusive	251 to 256 inclusive
EASTWARD:	and the state of	mit had 6,0		
First Subdivision	1650 tons	2500 tons		
Second Subdivision		car limit	days at a com-	1
Third Subdivision	1250 tons	1800 tons	2200 tons	4000 tons
Fourth Subdivision:	Million of Bullion			
Keddie to Almanor	617 tons	858 tons	1170 tons	
Almanor to Bieber		1250 tons	1690 tons	
	900 tons	1200 00118	1090 00118	
WESTWARD:				
First Subdivision	1400 tons	2350 tons		
Second Subdivision	car limit	car limit		
Third Subdivision		car limit	car limit	car limit
	car minit	car imit	Car mint	car mine
Fourth Subdivision:			Charles Samuelo	
Bieber to Halls Flat	756 tons	1051 tons	1427 tons	
Halls Flat to Keddie		1745 tons	2354 tons	
The time to reduce	Zor tons			
The rating for passenger engin	nes on Second	pubdivision	WIII De 2200 1	ous and on
other Subdivisions, 65 per cent of	consolidation	engine rating	T.	

ther Subdivisions, 65 per cent of consolidation engine rating.

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 enginemen will be expected to fill trains to capacity of engines.

E. T. GALLAGHER. J. J. DUGGAN, Chief Train Dispatcher,

Sacramento.

Night Chief Train Dispatcher, Sacramento.

Mallet Engines

SPURS AND COMMERCIAL TRACKS MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Car Capacity
KOHLER	11.6	1 W	4
HARVEY	12.8	1 E	12
HUDSON	15.9	îĒ	14
ESTUDILLO	16.5	1 E	12
SORENSEN	22.1	1 W	9
ALVARADO JCT	24.9	Siding	40
PABRICO	27.5	1 W	10
EBERLY	28.9	Siding	21
ROCKMILL	30.8	1 E	31
RADUM	43.4	1 W	11
TREVARNO	49.0	1 W	13
REDMOND CUT	59.3	Siding	35
VALPICO	68.3	Siding	30
LUDWIG	73.0	1 E	19
RHODES	75.6	Siding	
NILEGARDEN	82.8	No Siding	
FRENCH CAMP	88.6	1 W	8 7
HARTE	100.5	Siding	20
ALSCO	106.9	1 W	17
VILLINGER	107.8	Siding	52
LAS VINAS	109.5	1 W	02
BRADFORD	119.0 127.2	iw	10
ALBERT	133.7	î E	3
CORDOVA	146.4	Siding	13
BOMBAY	148.4	1 E	4
STRAUCH	176.2	i w	16
CLEVELAND	187.7	î W	7
VISTA ROBLES	198.8	1 E	34
ADELAIDE	202.7	1 E	
LAND	212.1	Siding	Yard
WEST FORK	220.4	1 E	4
LAS PLUMAS, F 1 and 2	221.4	1 E	6
BLINZIG	228.6	Siding	13
McLEAN	230.1	1 W	1 2
ISAIAH F, 1 and 2	230.5	1 W	2
CALIME	234.1	1 W	4
MAYARO, F 1 and 2	240.9	No Siding	
ROCK CREEK, F 1 and 2	249.2	1 W	15
STORRIE, F 1 and 2	250.6	1 E	.8
HOWELLS, F 1 and 2	261.8	Siding	15
SMITH'S POINT	264.5	No Siding	
GRAY'S FLAT. F 1 and 2	272.6	1 W	70
CROMBERG, F 1 and 2	303.3	Siding	30
PENMAN	307.0	1 W	3
FEATHER RIVER INN	309.3	1 E	2
DELLEKER	320.0	1 E	150

RAILROAD SURGEONS

LA.	ILKOAD SUKGEONS	
DR. A. R. KILGORE	Chief Surgeon	. San Francisco, Calif.
DD F G VII CODE	Division Surgeon	. San Francisco, Cain.
DD CHDTIQ E QMITH	Assistant Division Nurgeon	Ban Francisco, Cam.
DD C F CHRHMAN	Local Surgeon	Oan Francisco, Cam.
DD I D WADDEN	Assistant Local Surgeon	. San Francisco, Cam.
DD H F MILLED	Dermstologist	. San Francisco, Calif.
DR. H. E. MILLER. DR. GEORGE N. HOSFORD	Oculiat	San Francisco, Calif.
DR. FRANK HAND	Aveigt	San Francisco, Calif.
DD SHMNED EVEDINGHAM	Local Surgeon	. Oakland, Calli.
DD T EDIC DEVNOT DE	Assistant Local Surgeon	. Oakiand, Caiii.
DR. J. W. CALKINS	Oculiet and Aurist	Oakland, Calif.
DD CHANNING HALL.	Local Surgeon	. Alameda, Cam.
DR. W. E. MITCHELL	Local Surgeon	Berkeley, Calif.
DD I HTHED MICHAEL	Local Surgeon	. San Leandro, Cam.
DD D W WANSON	Local Surgeon	. Hayward, Calli.
DD F C CDAII	Local Surgeon	. Nues, Cam.
DD EDED S DVAN	Local Surgeon	. Ban Jose, Calli.
DD H C ZANCED	Assistant Local Surgeon	San Jose, Calli.
DD E E IUNDECAARD	Local Nurgeon	. Pleasanton, Cam.
DD D F DOLAN	Local Surgeon	. Livermore, Cam.
DD ATTEN DOWEDS	Local Surgeon	I racy, Cam.
DD A T. VAN METER	Local Surgeon	. Stockton, Cain.
DR. J. P. HULL	Assistant Local Surgeon	Stockton, Calif.
DE BARTON I POWELL	Oculist and Aurist	Stockton, Calif.
DD DEWEY DOWELL	Assistant Oculist and Aurist	. Stockton, Calli.
DD C D IONES	Local Surgeon	Sacramento, Cam.
DD C I WEIIG	Assistant Local Surgeon	. Bacramento, Cam.
DD C A FOOTED	Assistant Local Surgeon	Oscramento, Cam.
DD W D DDICCS	Oculist and Aurist	. Bacramento, Cam.
DD INO I FANNING	Dermato logist	Ondramento, Cam.
DD C W CTDATTON	Local Surgeon	Marysville, Cam.
DD E A FIGER	Local Surgeon	Orovine, Cam.
DD D I I ACCWEIT.	Local Surgeon	Outiley, Cam.
DD W M FDWADDS	hvision Surgeon	. Portoia, Cam.
DD WM D MakNIGHT	Assistant Division Surgeon	Portoia, Cam.
DD H A MODEL	Local Surgeon	Greenville, Cam.
DD EDED I DAVIS	Local Surgeon	. Westwood, Cam.
DR. A. G. LEVIN	Assistant Local Surgeon	Westwood, Calif.
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WATCH INSPECTORS

S. A. Pope, Manager of Time Service, San Francisco.
San Francisco Calif I. S. Preston, R. 210 Phelan Bldg.
San Francisco Calif
Oakland, Calif
Oakland, Calif
Livermore, Calif
San Jose, Calif
Stockton, Calif
Oroville, Calif
Portola, Calif
Portola, Calif.