

# THE WESTERN PACIFIC RAILROAD CO.



## WESTERN DIVISION



# TIME 28 TABLE

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

**SUNDAY, JULY 5, 1942**

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.

G. W. CURTIS,  
Superintendent.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 28		Distance from Stockton	FIRST CLASS			SECOND CLASS			Car Capacity of Sidings
	54	78	62	12	40	STATIONS						39	11		61	77	53				
	Fast Freight	Fast Freight	Fast Freight	Feather River Express	Exposition Flyer	Telegraph Offices and Calls						Exposition Flyer	Feather River Express		Fast Freight	Fast Freight	Fast Freight				
W. F. O.				8.00 PM	6.00 PM	0.0	DN	SAN FRANCISCO	Go	93.8	7.50 AM	7.50 PM									
B. R. P. K.				8.20 8.35 PM	6.20 6.35 PM	3.5	DN	OAKLAND PIER (S.P.)	Ov	90.3	s 7.30 7.15 AM	s 7.30 7.13 PM									
F. W. T. O. P. B. R. K.	9.30 PM		5.00 AM			4.7	DN	OAKLAND YARD (W.P.)	Mc	89.1			Via S. P.	Via S. P.	10.00 AM	6.45 PM	2.00 AM		Yard		
L						5.8		S. P. Crossing		88.0											
R. I.				8.42 PM	6.40 PM	5.85		CHESTNUT JUNCTION		87.95	7.05 AM	7.03 PM									
	9.40		5.15	s 8.48	s 6.46	6.6		OAKLAND		87.2	s 7.01	s 6.59			9.50	6.30	1.50				
				8.58	6.49	7.1		OAK STREET		86.7	6.52	6.49									
I.						7.2		S. P. Crossing		86.6											
						7.8		S. P. Crossing		86.0											
I.	9.52		5.30	f 9.05	6.55	9.6		FRUITVALE		84.2	6.44	f 6.40			9.38	6.18	1.38				
						10.3		S. P. Crossing		83.5											
I.						10.6		MELROSE		83.2											
	10.00		5.45	9.11	6.59	11.3		KOHLER		82.5	6.38	6.34			9.30	6.10	1.30		65		
P.	10.08		5.55	9.16	7.03	13.5		ELMHURST		80.3	6.33	6.29			9.22	6.02	1.22		38		
P.	10.11		5.59	f 9.19	7.06	14.8	D	SAN LEANDEO	Dr	79.0	6.30	f 6.26			9.18	5.58	1.18				
P.	10.23		6.22	f 9.28	7.13	20.5	2S	HAYWARD	Hy	73.3	6.22	s 6.18			9.02	5.46	1.04		89		
						26.6		DEOTO		67.2										18	
W.P.	10.55		6.50	s 9.44	7.26	29.7	DN	NILES	Cb	64.1	6.06	s 6.02			8.35	5.25	12.44		47		
I.						30.3		S. P. Crossing		63.5											
P. Y.						30.5		NILES JUNCTION		63.3											
P.	11.13		7.05	f 9.55	7.36	36.0		SUNOL		57.8	5.55	f 5.51			8.05	5.02	12.17		74		
P.	11.28		7.17	f 10.04	7.43	41.5	D	PLEASANTON	Tn	52.3	5.47	f 5.43			7.50	4.49	12.02 AM		78		
L						42.7		S. P. Crossing		51.1											
I.						43.0		S. P. Crossing		50.8											
W.P.	11.44 PM		7.32	f 10.15	7.53	47.6	2S	LIVERMORE	Vn	46.2	5.37	s 5.34			7.32	4.33	11.44 PM		76		
P.	12.11 AM		7.50	f 10.31	8.08	56.5	DN	ALTAMONT	N	37.3	5.23	f 5.20			7.10	4.10	11.16		53		
P.	12.28		8.04	f 10.41	8.18	63.0		MIDWAY		30.8	5.06	f 5.07			6.45	3.45	10.41		51		
W. Y. P.	12.46		8.21	f 10.52	8.28	71.8	DN	CARBONA	Cb	22.0	4.49	f 4.52			6.09	3.09	10.07		53		
P. L						73.9	D	LYOTH	Ky	19.9										20	
P.	12.53		8.28	f 10.59	8.34	76.8		FITZ		17.0	4.42	f 4.45			6.02	3.02	10.00		89		
P.	1.10		8.45	f 11.09	8.44	83.8		WEST LATHROP		10.0	4.31	f 4.35			5.46	2.46	9.44		56		
L						84.45		S. P. Crossing		9.35											
P.				11.18	8.52	90.3		ORTEGA		3.5										50	
F. W. T. O. P. B. R. K.	1.30 AM 3.45 AM	5.00 PM	9.00 AM 10.30 AM	f 11.24	9.00	92.0	DN	STOCKTON YARD	Sn	1.8	4.21	f 4.26			5.30 AM 3.00 AM	2.30 PM 12.10 PM	9.30 PM 7.30 PM		Yard		
I.						93.2		A. T. & S. F. Crossing		0.6											
P. R. K.	3.55 AM	5.10 PM	10.40 AM	s 11.29 PM	s 9.05 PM	93.8	DN	STOCKTON	Fe	0.0	4.13 AM	4.20 PM			2.50 AM	11.59 AM	7.20 PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily				
	4.00	.10	4.00	2.54	2.30			Time over Subdivision			3.02	2.53			4.30	4.15	4.30				
	21.8	10.8	21.8	31.1	36.1			Average Speed an Hour			29.8	31.3			19.4	20.5	19.4				

**Yard Limits:**  
 Oakland Yard—Extends from W. P. Mole to 500 feet east of east switch Elmhurst.  
 Niles—Extends from 3 poles east of M.P. 29 to 15 poles east of M.P. 31.  
 Carbona—Extends from 35 poles west of M.P. 72 to 2 poles east of M.P. 73.  
 Stockton Yard—Extends from 13½ poles east of M.P. 89 to 19½ poles east of M.P. 96.

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 Nos. 40 and 12.

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 Jct. unless train orders are received.

No. 12 will register by ticket at Chestnut Junction. Other trains will not register at Chestnut Junction.

**RULE 83:** No. 12 will not be required to check departure of No. 40 at Chestnut Junction.

When Nos. 11 and 40 meet at Oak Street, No. 11 will use North track between Oak Street and Chestnut Junction.

If No. 11 finds No. 40 at passenger station Oakland, they will not pass Franklin Street until No. 40 leaves station. If No. 40 finds No. 11 at passenger station, they will not pass Clay Street until No. 11 leaves station.

It will not be necessary to stop at S. P. crossings M.P. 6.7, M.P. 7.2 and M.P. 10.3 unless crossings being used by a train or engine of that railroad.

Automatic Block signals located as follows:  
 Eastward: Home signals M.P. 29.4, M.P. 30.0 and M.P. 30.4.  
 Westward: Distant signal M.P. 31.7; home signals M.P. 31.3 and M.P. 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.

Nos. 11 and 39 will register by ticket at Stockton Yard. Nos. 40 and 12 will not register at Stockton Yard.

Operator at Stockton will transmit registration of Nos. 40 and 12 to Operator at Stockton Yard, who will enter on register, immediately verifying with Dispatcher, for information of trains originating at Stockton Yard.

Stockton Yard is the terminal for second class and extra trains, First and Second Subdivisions. At Stockton, second class and extra trains originating or terminating at Stockton Yard will not require clearance card unless train orders are received.

Westward freight trains will enter Stockton Yard at lead switch immediately west of South Street and eastward freight trains at Ortega connection or at lead switch M.P. 91 as Yardmaster instructs. Track 8 will be used as run around track for movement of engines between round house and west end of yard.

Time shown at Stockton Yard for Nos. 39 and 11 applies at lead switch, M.P. 91.  
 Time shown at Stockton Yard for Nos. 40 and 12 applies at lead switch immediately west of South Street.

At Stockton Yard, track 1, west switch at M.P. 91 and east switch 12 poles west of M.P. 92, is siding to be used when first class trains meet at Stockton Yard.

Stockton is register station for first class trains only.  
 Nos. 39 and 40 register by ticket at Stockton.  
 No. 40 will stop on flag at any station to receive revenue passengers for Salt Lake City or beyond.  
 No. 39 will stop at any station to discharge revenue passengers from Salt Lake City or beyond.  
 Nos. 39 and 40 will stop at Livermore to discharge revenue passengers, and will stop there on flag to receive revenue passengers for points where these trains scheduled to stop.  
 Nos. 11 and 12 will stop at any station where time is not shown, to receive or discharge passengers, baggage, mail and express.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Time Table No. 28 July 5, 1942 STATIONS Telegraph Offices and Calls		Distance from Oroville	FIRST CLASS		SECOND CLASS				Car Capacity of Sidings
	78	62	96	54	12	40		39	11		77	53	95	61			
	Fast Freight	Fast Freight	Local Freight	Fast Freight	Feather River Express	Exposition Flyer		Exposition Flyer	Feather River Express		Fast Freight	Fast Freight	Local Freight	Fast Freight			
	Leave Daily	Leave Daily	Leave Mon. Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	DN	DN	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily			
P. R. K. I.	5.10 PM	10.40 AM		3.55 AM	11.34 PM	9.07 PM	93.8	DN STOCKTON	111.8	s 4.09 AM	s 4.15 PM		11.59 AM	7.20 PM		2.50 AM	
	5.15	10.45		4.06	11.36	9.09	94.8	FLORA STREET	110.8	4.06	4.12		11.55	7.15		2.45	
I.							95.1	S. P. Crossing	110.0								
P.	5.23	10.53		4.14	11.41	9.13	98.0	HAMMER LANE	107.1	4.01	4.07		11.47	7.07		2.35	
P.	5.35	11.05		4.25	f 11.48 PM	9.20	104.8	DN KINGDON	100.8	3.54	f 4.00		11.35	6.52		2.20	
P. Y.							105.8	TERMINOUS JUNCTION	99.8								
W. P.	5.50	11.20		4.40	s 12.02 AM	9.30	113.9	DN THORNTON	91.2	3.44	s 3.49		11.20	6.35		2.02	
P.	6.00	11.30		4.50	f 12.10	9.37	118.6	GLANVALE	86.5	3.36	f 3.39		11.08	6.24		1.52	
P.	6.10	11.40		5.00	f 12.19	9.44	124.7	FRANKLIN	80.4	3.28	f 3.31		10.58	6.10		1.40	
	6.17	11.47 AM		5.07	f 12.24	9.48	128.7	RUNYON	76.4	3.23	f 3.26		10.51	6.03		1.32	
F. W. P. K.	7.00	12.40 PM		5.45	f 12.37	9.57	136.5	DN SOUTH SACRAMENTO	68.6	3.12	f 3.15		10.35	5.51		1.15 12.37	
I.							137.5	C. C. T. and S. N. Crossing	67.6								
R. I.							138.0	S. P. Crossing	67.1								
O. Y. K. P.	7.10	12.50		5.55	s 12.58	s 10.07	138.6	DN SACRAMENTO	66.5	s 3.05	s 3.08		9.45	5.05		12.19	
I.							139.2	S. N. Crossing	65.9								
							140.8	S. N. Crossing	64.8								
P.	7.30	1.08		6.13	f 1.08	10.17	143.8	DEL PASO	61.8	2.52	f 2.49		9.20	4.49		12.01 AM	
P.	7.44	1.22		6.27	f 1.16	10.24	150.6	COUNSMAN	54.5	2.44	f 2.41		9.00	4.38		11.49 PM	
I.							152.6	S. N. Crossing	52.6								
W. P.	7.56	1.34		6.39	f 1.25	10.31	156.1	DN PLEASANT GROVE	49.0	2.36	f 2.33		8.45	4.28		11.38	
P.	8.08	1.45		6.50	f 1.34	10.37	161.6	TROWBRIDGE	43.5	2.29	f 2.25		8.30	4.19		11.29	
P.	8.30	2.13		7.12	f 1.47	10.48	172.6	EAST ARBOGA	32.6	2.16	f 2.13		8.00	4.00		11.12	
W. P. I. R.	9.05	2.40		7.40	s 2.07	10.57	178.8	Joint Track DN MARYSVILLE	26.8	2.07	s 2.04		7.40	3.45		10.57	
I.							180.2	S. P. Crossing	24.9								
P.	9.20	2.55		7.55	f 2.18	11.06	186.0	TAMBO	19.1	1.56	f 1.52		7.18	3.24		10.32	
P.	9.35	3.09		8.09	f 2.27	11.13	193.0	CRAIG	12.1	1.48	f 1.44		7.06	3.09		10.20	
P.	9.50	3.22		8.22	f 2.35	11.20	199.5	PALERMO	5.6	1.40	f 1.36		6.54	2.45		10.09	
F. W. T. O. Y. B. R. K. P.	10.00 PM 10.50 PM	3.30 PM 4.30 PM	7.30 AM	8.30 AM 9.30 AM	f 2.40	11.25	202.9	DN OROVILLE YARD	2.2	1.35	1.30		6.45 AM 5.30 AM	2.30 PM 1.00 PM	1.15 PM	10.00 PM 8.30 PM	
B. R. K. P.	11.00 PM	4.40 PM	7.40 AM	9.40 AM	s 2.45 AM	s 11.30 PM	205.1	DN OROVILLE	0.0	1.30 AM	1.25 PM		5.20 AM	12.50 PM	1.05 PM	8.20 PM	
	Arrive Daily	Arrive Daily	Ar. Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	
	4.50	4.50	.10	4.35	3.11	2.23				2.39	2.50		5.05	4.50	.10	4.50	
	22.6	22.6	13.2	23.8	34.96	46.7		Time over Subdivision		42.0	39.3		21.5	22.6	13.2	22.6	
								Average Speed an Hour									

**Yard Limits:**  
 Stockton—Extends from 13½ poles east of M.P. 89 to 19½ poles east of M.P. 96 (same limits as Stockton Yard).  
 South Sacramento—Extends from M.P. 133.4 to 27½ poles east of M.P. 140.  
 Marysville—Extends from M.P. 177.62 to M.P. 180.24.  
 Oroville Yard—Extends from 17½ poles east of M.P. 201 to M.P. 206 (includes Oroville).  
 Stockton Yard is the terminal for second class and extra trains, First and Second Subdivisions. At Stockton, second class and extra trains originating or terminating at Stockton Yard will not require clearance card unless train orders are received. Oroville Yard is the terminal for second class and extra trains, Second and Third Subdivisions. At Oroville, second class and extra trains originating or terminating at Oroville Yard will not require clearance card unless train order signal is at STOP.  
 Stockton, "R" Street Tower M.P. 138 Sacramento, Marysville and Oroville are register stations for first class trains only. Nos. 39 and 40 register by ticket at

Stockton. First class trains register by ticket at "R" Street Tower Sacramento Marysville and Oroville Yard.  
 At Flora Street, Track 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.  
**SOUTH SACRAMENTO**  
**RULE 221:** Passenger trains will not call for or answer train order signal but must obtain clearance card unless signal is cleared when office is open.  
 Freight trains stopping will not call for train order signal, but if it is found in stop position must obtain clearance card before leaving.  
**RULE 1156:** When view is such that hand or lamp signals can be passed between head and rear of train, following will govern: "After train has been charged properly engineer will make ten pound reduction. Head brakeman, who will station himself near engine, will then give signal 12(f) to rear end. Rear brakeman will then make brake-pipe reduction required by the rule. When engineer notes brake-pipe gauge hand falling he will notify head brakeman who will give signal 12(g) to rear brakeman, who will repeat signal."

At South Sacramento and Sacramento, engine whistle should be used only when necessary and then kept as soft as possible consistent with the particular requirement.  
**RULE 83(D):** Only first-class trains need obtain clearance card at Sacramento. See page 8 for Special Instructions applying to Joint Track, Marysville.  
 Automatic Block signals located as follows:  
 Oroville: Eastward—Distant signal, M.P. 204.2.  
 Home signals, M.P. 204.8 and M.P. 205.2.  
 Westward—Home signals, M.P. 205.5 and M.P. 204.9.  
 No. 40 will stop on flag at any station to receive revenue passengers for Salt Lake City or beyond.  
 No. 39 will stop at any station to discharge revenue passengers from Salt Lake City or beyond.  
 Nos. 39 and 40 will stop at Marysville to discharge revenue passengers and will also stop there to receive revenue passengers for points where these trains are scheduled to stop.  
 Nos. 11 and 12 will stop at any station where time is not shown, to receive or discharge passengers, baggage, mail and express.

Fuel, Water, Fone, Tube, Scale, Wye, Bluff, Register Station, Standard Clock, Interlocking Plant.	SECOND CLASS					FIRST CLASS		Distance from San Francisco	Time Table No. 28		Distance from Portola	FIRST CLASS		SECOND CLASS					Car Capacity of Sidings		
	78	62	54	94	96	12	40		July 5, 1942			11	39	53	93	95	61	77			
	Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Feather River Express	Exposition Flyer		STATIONS Telegraph Offices and Calls			Feather River Express	Exposition Flyer	Fast Freight	Local Freight	Local Freight	Fast Freight	Fast Freight			
	Leave Daily	Leave Daily	Leave Daily	Lv. Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Ar. Monday Wed., Fri.	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily					
B. R. K. P.	11.00 PM	4.40 PM	9.40 AM		7.40 AM	3.00 AM	11.40 PM	205.1	DN	OROVILLE	Vi	116.3	s 1.15 PM	s 1.20 AM		12.50 PM		1.05 PM	8.20 PM	5.20 AM	51
P.	11.10	4.52	9.52		7.53	f 3.08	11.48	209.3		QUARTZ		112.1	f 1.06	1.12		12.36		12.55	8.05	5.05	89
P.	11.18	5.02	10.03		8.03	f 3.15	11.55 PM	212.9		BIDWELL		108.5	f 12.59	1.05		12.24		12.40	7.53	4.55	93
P.	11.33	5.17	10.18		8.18	f 3.24	12.04 AM	217.6		BLOOMER		103.8	f 12.50	12.57		12.10 PM		12.25	7.39	4.40	89
W. P.	11.56 PM	5.40	10.41		8.35	f 3.38	12.17	224.1	DN	BERRY CREEK	Bk	97.3	f 12.37	12.45		11.50 AM		12.05 PM	7.19	4.20	96
P.	12.31 AM	6.05	11.06		8.51	f 3.52	12.31	231.2		DAVID		90.2	f 12.23	12.31		11.29		11.40 AM	6.59	3.52	95
P.	12.53	6.17	11.18		9.02	f 4.00	12.39	234.6		POE		86.8	f 12.15	12.21		11.18		11.28 11.08	6.47	3.36	88
F. W. P.	1.09	6.33	11.34		9.20	s 4.13	12.47	239.3	DN	PULGA	Bg	82.1	s 12.06 PM	12.12		11.03		10.53	6.33	3.22	86
P.	1.24	6.48	11.56 AM		9.40	f 4.24	12.55	243.5		ORESTA		77.9	f 11.56 AM	12.03 AM		10.51		10.30	6.13	3.10	86
W. P.	1.39	7.03	12.15 PM		10.00	f 4.35	1.07	247.6		MERLIN		73.8	f 11.46	11.54 PM		10.40		10.18	5.58	2.58	78
P.	1.57	7.21	12.33		10.24	f 4.48	1.18	253.1		TOBIN		68.3	f 11.33	11.42		10.24		10.00	5.40	2.43	58
P.	2.04	7.28	12.40		10.35	f 4.54	1.23	255.3		OAMP RODGERS		66.1	f 11.27	11.37		10.17		9.51	5.31	2.37	89
W. P.	2.23	7.45	12.55		11.17	s 5.08	1.33	260.1	DN	BELDEN	Bn	61.3	s 11.17	11.27		10.04		9.35	5.14	2.23	102
P.	2.38	8.01	1.10		11.33	f 5.20	1.43	264.7		RICH BAR		56.7	f 11.06	11.17		9.51		9.10	4.58	2.11	78
W. P.	2.54	8.19	1.26		11.51 AM	f 5.33	1.56	270.2		VIRGILIA		51.2	f 10.53	11.05		9.36		8.45	4.41	1.56	80
P.	3.06	8.31	1.37		12.03 PM	f 5.42	2.03	273.7		TWAIN		47.7	f 10.44	10.57		9.24		8.30	4.29	1.38	89
P.	3.18	8.43	1.48		12.15	f 5.51	2.10	277.3		PAXTON		44.1	f 10.35	10.49		9.12		8.15	4.17	1.26	89
F. W. P. R. K. Y. T. I.	3.45	9.15	2.00 2.30	8.30 AM	12.30 PM	s 6.09	2.21	280.9	DN	KEDDIE	Kd	40.5	s 10.26	s 10.40		9.00 8.30	11.30 AM	8.00 AM	4.05	1.13	Yard
P.	3.57	9.27	2.41	8.45		f 6.18	2.29	284.5		SIERRA		36.9	f 10.15	10.32		8.18	11.20		3.42	12.47	89
P.	4.08	9.38	2.51	9.05		s 6.31	2.35	287.9	DN	QUINCY JUNCTION	Rt	33.5	s 10.08	s 10.25		8.06	11.10		3.34	12.39	81
P.	4.24	9.54	3.05	9.20		f 6.41	2.46	292.6		MASSAOK		28.8	f 9.57	10.16		7.51	10.45		3.24	12.28	89
W. P.	4.36	10.09	3.16	9.50		s 6.52	2.53	296.3	DN	SPRING GARDEN	Sg	25.1	s 9.50	10.09		7.39	10.30		3.16	12.17	89
P.	4.52	10.25	3.32	10.10		s 7.04	3.03	301.6	D	SLOAT	So	19.8	f 9.40	10.01		7.24	9.40		3.01	12.05 AM	89
P.	5.04	10.37	3.43	10.25		f 7.12	3.10	305.4		TWO RIVERS		16.0	f 9.32	9.55		7.12	9.10		2.45	11.55 PM	89
W. P.	5.20	10.53	3.59	10.50		s 7.30	3.19	310.4	DN	BLAIRSDEN	Ba	11.0	s 9.24	s 9.46		6.48	8.50		2.33	11.43	102
P.	5.34	11.05	4.10	11.05		f 7.38	3.26	313.9		OLIO		7.5	f 9.14	9.38		6.26	8.05		2.23	11.34	90
P.	5.51	11.22	4.22	11.20		f 7.48	3.35	318.7		MABIE		2.7	f 9.05	9.30		6.10	7.48		2.09	11.22	89
F. W. T. O. P. Y. B. R. K.	6.00 AM	11.30 PM	4.30 PM	11.30 AM		s 7.55 AM	s 3.40 AM	321.4	DN	PORTOLA	Ki	0.0	9.00 AM	9.25 PM		6.00 AM	7.30 AM		2.00 PM	11.00 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Ar. Monday Wed., Fri.	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily	Leave Mon., Wed., Fri.	Lv. Tues., Thurs., Sat.	Leave Daily	Leave Daily	
	6.50	6.50	6.50	3.00	4.50	4.55	4.00			Time over Subdivision			4.15	5.55		6.50	4.00	5.05	6.20	6.20	
	17.0	17.0	17.0	13.5	15.7	23.	29.0			Average Speed an Hour			27.4	29.7		17.0	10.1	14.9	18.4	18.4	

**Yard Limits:**  
 Oroville—Extends from 17½ poles east of M.P. 201 to M.P. 204, (same limits as Oroville Yard).  
 Keddie—Extends from west end of Br. 280.61 to M.P. 282.47, Third Subdivision, and to M.P. 0.48, Fourth Subdivision.  
 Portola—Extends from M.P. 319.94 to M.P. 323.09.

Oroville Yard is the terminal for second class and extra trains Second and Third Subdivisions. At Oroville, second class and extra trains originating or terminating at Oroville Yard will not require clearance card unless train order signal is at STOP.

Oroville is register station for first class trains only.  
 Keddie is register station for Nos. 93, 94, 95 and 96 only.  
 Interlocking Plant, Keddie. See pages 9 and 10 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. 93, 94, 95 and 96 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 valves on first fifteen cars back of engine. When gross weight of train exceeds 33 tons and is less than 45 tons per car, turn up retainer valves on first twenty cars back of engine. When gross weight of train exceeds 45 tons per car, turn up retainer valves on first twenty-five cars back of engine.

Retainers are to be used in low pressure position which is horizontal. Should wheels show tendency to heat, retainers will be alternated. If, in judgment of engineer, number of retainers unsatisfactory, engineer may instruct the brakeman to add or subtract as required to keep slack bunched and control train at safe speed while brake pipe pressure is being fully recharged.

Use of dynamic brake on freight trains being handled by Diesel freight engines does not, in any way, modify requirements pertaining to use of retainers.

Automatic Block signals located as follows:  
 Oroville: Eastward—Distant signal, M.P. 204.2.  
 Home signals, M.P. 204.8 and M.P. 205.2  
 Westward—Home signals, M.P. 205.5 and M.P. 204.9

M. P. Location	SLIDE DETECTOR FENCES	
	Eastward	Westward
236.4	235.6	237.7
236.8	236.2	236.9

No. 40 will stop on flag at any station to receive revenue passengers for Salt Lake City or beyond.  
 No. 39 will stop at any station to discharge revenue passengers from Salt Lake City or beyond.  
 Nos. 11 and 12 will stop at any station where time is not shown, to receive or discharge passengers, baggage, mail and express.



Eastward

FIRST SUBDIVISION "A"—SAN JOSE BRANCH.

Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant	SECOND CLASS			Distance from Niles	Time Table No. 28 July 5, 1942		Distance from Alameda St. Freight Station	SECOND CLASS			Car Capacity of Sidings
		254 Freight			STATIONS Telegraph Offices and Calls	253 Freight					
		Leave Daily				Arrive Daily					
W. P. R.		12.30 AM	0.0	DN	NILES	On	28.8		10.45 PM		47
Y. P.		12.40	0.8		NILES JUNCTION		28.0		10.25		
P.		1.00	4.1		IRVINGTON		19.7		10.10		29
		1.15	7.6		WARM SPRINGS		16.2		9.55		Spur 1W 6
P.		1.35	11.7		MILPITAS		12.1		9.40		31
		1.45	14.9		BERRYESSA		8.9		9.25		Spur 1E 10
			15.2		Peninsular R. R. Crossing		8.6				
		2.00	17.7		SAN JOSE East Santa Clara St.		6.1		9.10		
P. W. T. F. R. B. O. K.		2.10 AM	18.3	2S	SAN JOSE YARD	Sx	5.5		9.00 PM		Yard
			20.3		S. P. TRANSFER		3.5				
			20.4		VALERICK S. P. Crossing		3.4				
L			21.0		S. P. CROSSING		2.8				
L			23.1		S. P. CROSSING		0.7				
			23.8		SAN JOSE Alameda St. Freight Station		0.0				Yard
		Arrive Daily							Leave Daily		
		1.40			Time over Subdivision				1.45		
		11.0			Average Speed an Hour				10.5		

Yard Limits:

Niles—Extends to a point 3000 feet east of wye switch at Niles Jct.  
San Jose—Extends westward to M.P. 15.2.  
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.  
Trains must stop at STOP board before passing over Peninsular Railroad Crossing at M. P. 15.2.

Eastward FIRST SUBDIVISION "B"—CARBONA BRANCH. Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock	Distance from Carbona	Time Table No. 28 July 5, 1942		Distance from Moy	Car Capacity of Sidings	
		STATIONS Telegraph Offices and Calls				
W. Y. P.	0.0	D	CARBONA	Ob	4.2	77
	1.7		KERLINGER		2.5	Spur 1W 8
O. P.	3.4		RIVER ROCK		0.8	Spur 1W 52
	4.2		MOY		0.0	No Siding

Derails on main track M. P. 3.3 and 240 feet west and 885 feet east of Stock Yards Moy. Cars on main track east of River Rock not protected.

SECOND SUBDIVISION "A"—TERMINOUS BRANCH.

Eastward			Time Table No. 28 July 5, 1942		Westward		
Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock	Distance from Terminous Jct.		STATIONS Telegraph Offices and Calls		Distance from Terminous		Car Capacity of Sidings
			Y. P.	0.0			
	3.5		GARDEN	4.3		10	
	6.6		GRASS	1.2		6	
W. Y.	7.8	D	TERMINOUS	Us	0.0	Yard	

## SPURS AND COMMERCIAL TRACKS

### MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Car Capacity
HUDSON	15.9	1 E	13
ESTUDILLO	16.5	1 E	14
ALVARADO JCT. (P)	24.9	Siding	40
PABRICO	27.8	1 E	16
EBERLY	28.9	Siding	21
RADUM	43.4	1 W	11
TREVARNO	49.0	1 W	16
REDMOND CUT	59.3	Siding	35
VALPICO (P)	68.3	Siding	30
LUDWIG	73.0	1 W	17
RHODES	75.6	Siding	19
LATHROP	86.4	Siding	19
HARTE	100.5	1 W	19
ALSCO	106.9	Siding	20
VILLINGER	107.8	1 W	17
LAS VINAS	109.5	Siding	52
BRADFORD	119.0	1 W	10
ALBERT	127.2	1 W	10
CORDOVA	133.7	1 E	3
BOMBAY	146.4	Siding	13
CLEVELAND	176.2	1 W	16
GRAYBROS	187.7	1 W	7
VISTA ROBLES	198.8	1 E	34
ADELAIDE	202.7	1 E	23
LAND	212.1	Siding	13
BLINZIG (P) (W)	228.6	Siding	13
MCLEAN	230.1	1 W	1
ROCK CREEK	249.2	Siding	15
GRAY'S FLAT	272.6	1 W	70
CROMBERG	303.3	Siding	30
FEATHER RIVER INN	309.3	1 E	2
INDIAN CREEK (P)	K 3.0	1 W	14
BOX	K15.4	1 W	34
ARCHIE	K72.3	Wye	8
BUTTE VALLEY LBR. CO.	K95.5	1 W	8

### RAILROAD SURGEONS

DR. A. R. KILGORE	Chief Surgeon	San Francisco, Calif.
DR. CURTIS E. SMITH	Assistant Chief Surgeon	San Francisco, Calif.
DR. G. F. CUSHMAN	Local Surgeon	San Francisco, Calif.
DR. GEORGE N. HOSFORD	Oculist	San Francisco, Calif.
DR. FRANK HAND	Aurist	San Francisco, Calif.
DR. ROBERT R. THOMSON	Local Surgeon	Oakland, Calif.
DR. RAY H. FISHER	Local Surgeon	Oakland, Calif.
DR. FRED D. FISHER	Local Surgeon	Oakland, Calif.
DR. FRANK S. BAXTER	Oculist and Aurist	Oakland, Calif.
DR. CHANNING HALL	Local Surgeon	Alameda, Calif.
DR. MARSHALL C. CHENEY	Local Surgeon	Berkeley, Calif.
DR. JOHN R. STEINMETZ	Local Surgeon	San Leandro, Calif.
DR. H. C. CROCKETT	Local Surgeon	Hayward, Calif.
DR. E. C. GRAU	Local Surgeon	Niles, Calif.
DR. PAUL E. DOLAN	Local Surgeon	Livermore, Calif.
DR. H. G. ZANGER	Local Surgeon	San Jose, Calif.
DR. ALLAN POWERS	Local Surgeon	Tracy, Calif.
DR. R. E. MAXWELL	Local Surgeon	Modesto, Calif.
DR. ERNEST C. GRINER	Local Surgeon	Stockton, Calif.
DR. YALE BRODY	Oculist and Aurist	Stockton, Calif.
DR. DEWEY POWELL	Oculist and Aurist	Stockton, Calif.
DR. D. O. KILROY	Local Surgeon	Sacramento, Calif.
DR. S. J. WELLS	Local Surgeon	Sacramento, Calif.
DR. W. R. BRIGGS	Oculist and Aurist	Sacramento, Calif.
DR. G. W. STRATTON	Local Surgeon	Marysville, Calif.
DR. E. A. KUSEL	Local Surgeon	Oroville, Calif.
DR. J. W. MOORE	Local Surgeon	Quincy, Calif.
DR. W. B. McKNIGHT	Division Surgeon	Portola, Calif.
DR. O. H. PERRY	Local Surgeon	Westwood, Calif.

### WATCH INSPECTORS

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

San Francisco, Calif.	I. S. Preston, R. 210 Phelan Bldg.
San Francisco, Calif.	L. E. Brown, 745 Third St.
Oakland, Calif.	E. S. Griffin, R. 214 Easton Bldg.
Oakland, Calif.	E. W. Becker, 3357 East 14th St.
Oakland, Calif.	H. Bullard, 1194 Seventh St.
Livermore, Calif.	C. Harlie Power
San Jose, Calif.	Kochers, 179 So. First St.
Stockton, Calif.	Conrad Mantele, 129 N. Sutter St.
Sacramento, Calif.	H. T. Harger, 1026 "K" St.
Oroville, Calif.	R. A. Williams
Portola, Calif.	W. H. Morgan

## SPECIAL INSTRUCTIONS

### SPEED RESTRICTIONS

SPEED RESTRICTIONS IN MILES AN HOUR WILL APPLY AS FOLLOWS:

Page	BETWEEN	Passenger		Freight	
		Maximum	Restriction	Maximum	Restriction
2	First Subdivision	60	..	40	..
	Over Interlocking Crossings	..	40	..	25
	Over, along or upon any of the public streets or highways within Oakland City limits	..	15	..	10
	Washington and Franklin Sts., Oakland	..	8	..	8
	M.P. 7.2 over S. P. Crossing	..	15	..	15
	M.P. 9.5 just east 29th Avenue and M.P. 9.8 just east Fruitvale Avenue	..	10	..	10
	M.P. 10.3 over S. P. Crossing	..	15	..	15
	Bridge just west of San Leandro Depot and Williams Street, 5 blocks east of depot	..	20	..	15
	Over "A" and "B" Streets, Hayward	..	45	..	30
	M.P. 23.93 and M.P. 24.31	..	20	..	15
	Delta Finance Railroad (M.P. 24.9)	..	..	6	..
	M.P. 29.4 on curve	..	40	..	30
	Niles and M.P. 37	..	50	..	30
	Through Tunnels Nos. 1 and 2	..	40	..	20
	M.P. 38.6 on curve S. P. underpass	..	45	..	30
	M.P. 40.0 on curve	..	55	..	40
	Within City Limits Pleasanton and Livermore	..	15	..	15
	M.P. 52 and M.P. 53 on Curves	..	45	..	30
	M.P. 53 and M.P. 54 on Curves	..	35	..	25
	M.P. 54 and M.P. 67 on Curves	..	50	..	35
	M.P. 58.0 on curve at sink	..	10	..	10
	San Joaquin River Drawbridge M.P. 80.28	..	20	..	15
	M.P. 90 and M.P. 92.5 on Curves	..	45	..	30
	M.P. 92.5 and Stockton Depot Main Track	..	20	..	20
	Other Tracks	..	8	..	8
3	Second Subdivision	70	..	45	..
	Stockton and Sacramento	60	..	40	..
	Sacramento and Oroville	..	..	..	..
	Over Interlocking Crossings	..	40	..	25
	Stockton Depot and Park Street, Stockton, Main Track	..	20	..	20
	Other Tracks	..	8	..	8
	M.P. 116.07 Mokelumne River Bridge	..	20	..	20
	Bradford Spur	..	..	..	10
	M.P. 129 and 131	..	50	..	35
	Broadway and "C" Street, Sacramento	..	15	..	15
	M.P. 152.5 S.N. Crossing (see Page 9)	..	30	..	25
	On curve at Cleveland	..	50	..	35
	Joint Track Marysville (see Page 8)	..	15	..	15
	M.P. 201.8 on curve	..	40	..	25
4	Third Subdivision	..	..	..	..
	Oroville and Bidwell	50	..	35	..
	Bidwell and Merlin	40	..	30	..
	Merlin and M. P. 272. 57 (Grays Flat)	35	..	25	..
	M. P. 272. 57 and Quincy Jet	40	..	30	..
	Quincy Jet. and Portola	50	..	35	..
	Bridge 252.60	..	25	..	20
	Over Switch East end Tunnel 32	..	20	..	20
	Through Tunnel 35	..	..	..	20
5	Fourth Subdivision	..	..	..	..
	Keddie and Crescent Mills	25	..	25	..
	Crescent Mills and Greenville	40	..	40	..
	Greenville and Almanor	25	..	25	..
	Almanor and Clear Creek Jct.	30	..	25	..
	Clear Creek Jct. and Mason	30	..	30	..
	Mason and Halls Flat	40	..	40	..
	Halls Flat and Pit River Station	30	..	30	..
	Pit River Station and Bieber	40	..	40	..
	Almanor and Westwood, and Halls Flat and Pit River, on Curves	..	25	..	25
	On curve west mile board Willow Springs	..	25	..	15
6	San Jose Branch	30	..	25	..
	Over Peninsular R.R. Crossing M.P. 15.2	..	6	..	6
	Within city limits, San Jose	..	12	..	12
	Over all street and highway crossings within city limits, San Jose	..	5	..	5
	Carbona Branch	12	..	12	..
	Terminus Branch	..	..	..	..
	Terminus Jet. and Garden	20	..	20	..
	Garden and Terminus	15	..	15	..

On curved track Third Subdivision, enginemen will reduce speed below the maximum speeds provided where necessary to insure safety.

Maximum speed, trains handling logs, 25 miles an hour; 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; handling triple loads of poles, 20 miles an hour Dixie to Little Valley, Westwood to west switch Greenville, Moccasin to Keddie and Keddie to Oroville.

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, C-43 and MK-60-71 engines handling passenger trains, 50 miles an hour.

Maximum speed M-80 engines, Fourth Subdivision, 35 miles an hour.

Engines running light on main track, must not exceed speed prescribed for freight trains.

Engines running light on branches must conform to speed prescribed for freight trains on each branch.

Maximum speed through crossovers and turnouts, trains handled by M-137-151 engines, 5 miles an hour, other trains 10 miles an hour.

M-137-151 engines, handling train or running light between Oroville Yard and South Sacramento will not exceed 30 miles an hour.

### MISCELLANEOUS

#### GENERAL

**RULE 10 (J):** On Western Division slow boards, when used, will be placed one-half (1/2) mile from structure or track over which speed of train must be reduced.

**RULE 11 (A):** Modified to the extent that, outside of block system limits, fuses may be placed between rails of the track, in order to avoid danger of fire. If, for any reason, a train over runs lighted fusee, it must be removed from under train at once.

**RULES S-17 and 99:** Figures indicating "Car Capacity of Sidings" are number of cars, based on an average allowance of 48 feet per car, that tracks will hold between clearance points, not including engines and cabooses. Due to increased number of 50-foot and longer cars being handled, trains with a considerable number of such cars may find sidings inadequate between clearance points. In such cases Conductors and Engineers will take necessary precaution for protection.

**RULE S-72:** WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

**RULE 509:** A Block signal with a triangular number plate is actuated by some special protective device.

Block signals designated on page 4 are so equipped and include in their circuit, protective device known as "Slide Detector Fences."

When these signals indicate STOP such additional inspection as necessary to insure safety of proceeding must be made of slide detector fences and tracks in their vicinity, where circumstances require train must be preceded by flagman.

**RULE 927—TRAIN INSPECTION:** 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 or rolling inspection must be made on westward freight and mixed trains at Blairsdon, Two Rivers or Sloat and at Halls Flat, Westwood, Almanor and Greenville and on eastward freight and mixed trains at Keddie or at some point between Keddie and Spring Garden and at Westwood and Halls Flat.

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

**RULE 1156:** When doubleheading and lead engine is to be cut off train, air 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.

**DOUBLEHEADING:** When D-225, M-80, M-137-151, MK-60-71 or MTP-44 engines are in a train with another engine of any class, either in service or dead, they must be spaced at least 10 cars apart, except MTP-44 engines may be doubleheaded with TP-29 engines; on Third Subdivision MTP-44 engines may be doubleheaded with C-43 engines; on First and Second Subdivisions MK-60-71 engines may be doubleheaded with TP-29 engines, and on Fourth Subdivision M-80 and MK-60-71 engines may be doubleheaded with C-43 or TP-29 engines.

MK-60-71 engine being doubleheaded with TP-29 engine will not exceed 35 miles an hour over Bridges 24.31, 29.24, 35.09, 37.12, 38.69, 49.88, 53.40, 56.96, 64.43, 79.41, 80.37, 116.28, 116.37 and 166.25.

MTP-44 engine being doubleheaded with TP-29 engine, C-43 engine being doubleheaded with C-43 or TP-29 engine, or running light coupled, will not exceed 35 miles an hour over Bridge 64.43.

MK-60-71 engine and M-80 engine being doubleheaded with C-43 or TP-29 engine on Fourth Subdivision will not exceed 25 miles an hour over Bridges 9.04, 9.29, 9.45 and 9.79.

Two M-80 engines may be doubleheaded between Bieber and Halls Flat.

D-225 engine may be doubleheaded with M-80 engine Bieber to Halls Flat on westward trains and Little Valley to Bieber on eastward trains.

Diesel freight engines dead in train must have qualified messenger. In both cabs automatic brake valves must be cut out and brake valve handles locked in running position; independent brake valve handles locked in running position (locking pins are provided for this); dead engine features cut in; all isolation switches placed in "start" position; all switches at engineer's control stand locked in "off" position and main battery switches pulled; reversers locked in neutral position in all units. Messenger should watch brake cylinder pressure in cab nearest to locomotive handling train. Distributing valve pops must be set to 25 pounds pressure. Maximum speed 60 miles an hour.

Diesel switch engines dead in train must have qualified messenger. Automatic brake valve must be cut out and handle placed in running position; distributing valve pop set to 15 pounds pressure; dead engine feature cut in; main battery switch pulled and reversers locked in neutral position. Maximum speed 45 miles an hour.

During freezing weather engine water cooling system must be drained on any type Diesel engine being towed.

#### FIRST SUBDIVISION

Street crossing Third and Broadway, Oakland, must not be blocked.

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

Seminary Avenue crossing of Kohler siding is protected by flashing light signals, but trains and yard engines using this siding must cut crossing when blocked more than 5 minutes.

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 crew.

At Hayward, freight trains doing switching will leave train outside of limits of bonded rails operating crossing bells at "A," "B" and "C" streets and will use engine whistle and bell only when necessary to comply with the Rules.

Delta Finance R. R. (M.P. 24.9). All trains and engines must come to a STOP before passing over Highway crossing one-quarter mile from Sugar House, and member of crew precede and flag movement over crossing.

Westward trains except No. 39, 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 station.

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

#### 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 Terminus Jct., road crossing No. 4-105.7 must not be blocked more than five minutes. When a train stops at Terminus 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. 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 over crossing.

#### JOINT TRACK MARYSVILLE—

Sacramento Northern trains operate over Western Pacific main track between junction switches 356 feet east and 355 feet west of Bridge 178.18, Yuba River. Sacramento Northern freight trains operate over W. P. 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 govern Joint Track operation as follows:

**EASTWARD**—Home signal 789 feet west of bridge 178.18. Distant signal 2500 feet west of home signal.

**WESTWARD**—Home signal 724 feet east of bridge 178.18.

**SWITCH INDICATORS:** West siding switch, west switch Interchange track.

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

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

Automatic Block signals located as follows:

**EASTWARD**—Home signal 724 feet east of bridge 178.18. Distant signal on two arm signal mast 789 feet west of bridge 178.18.

**WESTWARD**—Home signal east end of bridge 178.79. No distant signal. Be governed by Rule 509.

**SWITCH INDICATORS:** East switch Interchange track. West switch of crossover.

**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 15 miles an hour. In using Joint Track freight trains should avoid delays to other trains of either Company.

Crossing of Sacramento Northern passenger track over Western Pacific house track, 752 feet east of Br. 178.18:

Engines, cars or trains moving on Sacramento Northern passenger track must be brought to a stop at STOP signs 100 feet each side of crossing and preceded over crossing by member of crew. Engines, cars or trains operating on Western Pacific house track must approach with caution and be sure it is safe to proceed before moving over crossing.

#### THIRD SUBDIVISION

At Land, engines heavier than C-43 class must not use tracks 2, 3 and 4 except at west end of yard on tangent track. C-43 class engines and smaller type engines may use all tracks in entire yard at moderate speed and may use east lead as far as Swayne Railroad Crossing. No. 1 track, which is a crossover from siding to east end of yard, and No. 2 track used as a run around track, must be left clear. All classes of engines may use siding entire length.

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

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

Mallet and Mikado engines may use house track at Blairsden. Trains setting out or picking up on this track must have air cut through and operative.

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

A sign reading "TRAINMEN PROHIBITED FROM RIDING CARS BEYOND THIS POINT" erected over tracks at a point approximately 60 feet in advance of log rollway at plant of California Fruit Exchange, Graeagle. Sign to be illuminated at night. Trainmen must obey this sign in interest of SAFETY.

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.

Engines or cars must not be moved over Highway crossing on Box spur just east of Greenville, without being brought to a stop and Highway traffic protected in both directions, by a member of crew.

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:

11.30 a.m. and 11.40 a.m.	4.30 p.m. and 4.40 p.m.
12.20 p.m. and 12.30 p.m.	7.30 p.m. and 7.30 a.m.

Gate tender at Third Street crossing, on duty continuously.

Movement of trains and engines on tracks other than main track, over any crossings 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.

At Westwood, derail on west end R. R. L. Co. electric siding must be kept in derail position when cars are on siding; derail located ten feet west of west No. 1 track switch on lead; derails adjacent to main track on both legs of wye.

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.

When wrecker is handled with Mallet engine, there must be at least two cars between engine and wrecker.



**INTERLOCKING PLANTS AND SIGNALS AND RAILROAD  
CROSSINGS NOT INTERLOCKED**

M.P. 5.2 Peralta Tower, S. P. Crossing. Interlocked. Home dwarf signals 150 feet east and west of crossing. No distant signals.

M.P. 5.8, M.P. 5.85 Magnolia Tower, S. P. Crossings. 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 1 over S. P. crossing to main track or North track eastward. Bracket signal 750 feet east of 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 signals governs movement main track over S. P. crossing and to W. P. freight yards westward. No distant signals.

M.P. 6.7, S. P. crossing. Not interlocked. (See footnote, page 2).

M.P. 7.2, S. P. crossing. Not interlocked. (See footnote, page 2).

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

M.P. 10.3, S. P. crossing. Not interlocked. (See footnote, page 2.)

M.P. 10.6 and M.P. 10.7 Melrose Tower, S.P. crossings. Interlocked. Home signals 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.

M.P. 13.7, S. P. crossing. Not interlocked.

M.P. 30.3 Niles Tower, S. P. crossing. Interlocked. Home signals 450 feet east and west of crossing. Distant signals 2380 feet east and 1379 feet west of home signals.

M.P. 42.7 and M. P. 43.0 Radum Tower, S. P. crossings. Interlocked.

Towerman on duty 6 a.m. to 2 p.m. and 4 p.m. to 11.59 p.m., daily except Sundays and holidays. During hours when there is no towerman on duty, normal position of signals governing W. P. trains over these crossings will be proceed.

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.

M.P. 73.9 Lyoth Tower, S. P. crossing. Interlocked. Home signal 800 feet west of crossing. Distant signal 2658 feet west of home signal. Home signal 600 feet east of crossing. Distant signal 2766 feet east of home signal. Two-arm home signal 210 feet west of crossing. Upper arm governs main track; 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.

M.P. 84.45 Lathrop Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 2640 feet east and 2914 feet west of home signals.

M.P. 90.3 Ortega Tower, S. P. crossing. 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.

M.P. 93.2 A.T. & S.F. Tower, A.T. & S.F. Crossing. Interlocked. Home signals 450 feet east and west of crossing. One distant signal in permanent CAUTION position 2450 feet west of home signal. Dwarf home signal 450 feet west of crossing governs

movement to and over A.T. & S.F. main track to interchange track. Tower equipped with electric siren. Two short blasts repeated several times is warning to yard and trainmen to clear plant.

M.P. 93.8 Weber Avenue Tower, S. P. crossing. Interlocked. Main Track: Home signals 428 feet east and 315 feet west of crossing. No distant signals. Siding: Home signals 423 feet east and 73 feet west of crossing.

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

M.P. 137.5 "X" Street, C. C. T. and S. N. Crossing. Automatic interlocked. Home signals 450 feet east and west of crossing. One distant signal 1480 feet west of Home signal. If signals are in STOP position send flagman to crossing to operate time release inside box at crossing. Instructions for operation of time release inside of box. If signals remain in STOP position, be governed by Rule 663. Switch indicator at head block west switch to interchange track gives warning of approach of trains on W. P., C. C. T. and S. N. Hayes derail 171 feet east of west switch to interchange track is pipe connected to main track and switch must not be closed until rear of train has passed derail.

M. P. 138.0 "R" Street Tower, S. P. crossing. Interlocked. Trains governed by 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.

M.P. 139.2 "C" Street, S. N. Crossing. Automatic interlocked. Home signals 480 feet east and 450 feet west of crossing. No distant signals. If signals are in STOP position send flagman to crossing to operate time release in box at crossing. Instructions for operation of time release inside of box. If signals remain in STOP position be governed by Rule 663. Switch indicator at head block main track switch to Haggin transfer track gives warning of approach of trains on W. P. and S. N. Hand operated derail on Haggin transfer track 159 feet east of west main track switch.

M.P. 140.8 S. N. crossing. Not interlocked.

M.P. 152.5 Sankey, S. N. Crossing. Automatic interlocked. Home signals 600 feet east and west of crossing. Distant signals 3000 feet east and west of Home signals. If signals are in STOP position, send flagman to crossing to operate time release in box at crossing. Instructions for operation of time release inside of box. If signals remain in STOP position, be governed by Rule 663.

**JOINT TRACK MARYSVILLE** (See special instructions Page 8, Second Sub-division).

M.P. 179.2 S. P.—W. P. Interchange tracks. Automatic interlocked. Home signals 1080 feet east and 1022 feet west of interchange tracks. Distant signals 1372 feet east and 1040 feet west of Home signals. Switch and derail to S. P. interchange track and switch and derail to high line track and derail on stock yard track are hand operated and electrically locked. Eastward trains desiring to use interchange track must come to STOP just clear of S. P. interchange track, as electric locks cannot be released unless this is done. A member of crew must then operate time release opposite the two main track switches leading to high line and S. P. interchange tracks. After time release returns to normal position, indicator lamp in time release box should light. When light appears, all electric locks are released. Switches and derails must be placed in normal position immediately after movement is made.

M.P. 180.2 Binney Jct. Tower, S. P. crossing. Interlocked. Home signals 650 feet east and west of crossing. Distant signals 3100 feet east and 2060 feet west of home signals. Switch indicator located east high line switch, 1400 feet west of M.P. 180, gives warning of approach of trains either direction. See Rule 512.

**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 signal, M. P. 279.54. Two unit, M. P. 280.34. Upper unit governs over main track, Third Subdivision. Lower unit governs over main track, Third Subdivision to west leg of wye, Fourth Subdivision.

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 Sub-division, a yellow signal light below a red signal light, except as prescribed by Rule 663.

WESTWARD: One unit, M. P. 280.65. One unit signal, M. P. 280.52.

**FOURTH SUBDIVISION,—**

EASTWARD: One unit signal, 50 feet east of Tunnel 1. One unit signal, 125 feet east of Tunnel 1 on east leg of wye. One unit signal, 242 feet west of east wye switch on west leg of wye.

WESTWARD: One unit signal, M. P. 1.08. Three unit signal, 60 feet east of east wye switch. Upper unit governs over west leg of wye towards main track, Third Sub-division. Middle unit governs over east leg of wye through Tunnel 1. Lower unit governs handling of helpers when to be cut into train which is occupying either east or west leg of wye.

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. For east leg of wye, a yellow signal indication between two red signal light indications. 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 signal, located 225 feet east of Third Subdivision junction switch on west leg of wye.

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 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" 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, 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, 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, and be governed by Rule 663.

**SAN JOSE BRANCH**

M.P. 15.2, Peninsular R. R. crossing. Not interlocked.

M.P. 20.4, S. P. crossing. Not interlocked.

M.P. 21.0 Willow Glenn, S. P. crossing. Interlocked. Semi-automatic home signals 225 feet east and west of crossing. No distant signals.

M.P. 23.1 West San Jose, S. P. crossing. Interlocked. Home signals 250 feet east and west of crossing. No distant signals.

All trains must come to STOP at home signals, Willow Glenn and West San Jose crossings and a member of crew go to crossing and carefully follow instructions pasted in inside of derail lock box at each crossing before proceeding over either crossing.

**TUNNEL SIGNALS**

Automatic Block System signals govern movement 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 signals.

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 2011 feet east and 2012 feet west of home signals.

**TONNAGE RATING**

EASTWARD Engine Class	1st Sub- division	2nd Sub- division	3rd Sub- division	4th Subdivision		
				Keddie to Greenville	Greenville to Almanor	Almanor to Bieber
TP-29.....	1073	2200	812	585	401	585
MTP-44.....	1650	5000				
C-43.....	1650	5000	1250	900	617	900
MK-60.....	2500	6000	1800	1250	858	1250
M-80.....			2200	1690	1170	1690
M-137-151..			4000			
D-225.....			3900	3400	2000	3400
<b>WESTWARD</b>				<b>Bieber to Halls Flat</b>	<b>Halls Flat to Keddie</b>	
TP-29.....	910	2200	*	491	1040	
MTP-44.....	1400	5000	*			
C-43.....	1400	5000	*	756	1600	
MK-60.....	2350	6000	*	1051	2200	
M-80.....			*	1427	3500	
M-137-151..			*			
D-225.....			*	2800	5500	

\*Descending grade, no tonnage limit.

Add five tons friction for each car over 30 cars.

Tonnage rating based on maximum grade each subdivision; between points where grades are less than maximum, greater tonnage can be handled.

**TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED**

Location and Description of Track	Class of Engine	Prohibited
San Leandro, Bechtel Spur	MTP-44 or heavier	Beyond frog
Caterpillar Tractor	"	"
Calif. Pack. Corp.	"	"
Hyrup Spur	"	"
Hayward, Farm Produce Spur	"	"
Poultry Prod. Spur	"	"
Delta Finance R. R. (M.P. 24.9)	"	On entire Line
Niles, Transfer Track	"	Beyond frog
San Jose Branch	"	On entire Branch**
Radum	All Classes	Beyond frog on all tracks except 1 and 2
Livermore, Brick Yard Track	MTP-44 or heavier	Beyond frog
Stock Track	"	"
Carbona, Track No. 2 (Tomato Spur)	"	"
Carbona Branch (Main Track)	"	On entire Branch
	C-43 or heavier	Beyond Moy Stock Yds.
Kerlinger Pit	"	Beyond clearance point west end tracks 1 and 2
Stockton, North Channel Spur	MTP-44 or heavier	Beyond frog
Harte Spur	All Classes	Beyond Br. 100.56
Terminus Branch	MTP-44 or heavier	On entire Branch
Villinger Spur	"	Beyond frog
Thornton, Hay Spur	"	"
Glannvale, Stock Yard Spur	"	"
Bradford Winery	"	"
So. Sacramento, Track 68	All Classes	Beyond clearance point
Sacramento, Old House Track (T&XSt)	MTP-44 or heavier	Beyond frog
"R" Street Line	"	Beyond 17th Street
Del Paso, Beet Spur	"	Beyond frog
Pleasant Grove, House Track	"	Beyond depot
Trowbridge, Growers Mill Spur	"	Beyond frog
Standard Oil Spur	"	"
Team Track	"	"
East Arboga, Outfit Spur	"	"
Cleveland Spur	"	"
Marysville, Both old S. N. Passgr. Conns.	All Classes	"
Old Ft. House and Sand Plant	MTP-44 or heavier	Beyond S. N. Crossing
Cliff House Spur	All Classes	Beyond frog
High Line	MTP-44 or heavier	"
Craig, Spur	"	"
Vista Robles Spur	"	"
Adelaide Spur (Oroville Yard)	"	"

**Tracks on which engine movements restricted (continued)**

Location and Description of Track	Class of Engine	Prohibited
Oroville, Coach Spur—House Track—Sunkist Spur—Ehmans Spur—Hokes Spur—Mt. Ida Spur—S. N. Transfer	MTP-44 or heavier	Beyond clearance
Land—See special instructions, last column, page 8, under "Third Subdivision."		
Bloomer, River Spur	All Classes	Beyond frog
Berry Creek, House Spur	MTP-44 or heavier	Beyond clearance point
Blinzig	"	East of water column
McLean	All Classes	Beyond clearance point
Rock Creek, Outfit Spur	MTP-44 or heavier	"
Highway Spur	"	"
Tobin, River Spur No. 1	"	"
Loading Track	"	"
River Spur No. 2	All Classes	"
Belden, House Track	MTP-44 or heavier	Beyond frog
	All Classes	Beyond M.P. 260
Rich Bar, Outfit Spur	MTP-44 or heavier	Beyond clearance point
Virgilia, River Spur	"	"
Paxton, House Track	"	"
River Spur	"	"
Keddie, Kelly Spur	"	Beyond frog
Depot Back Track	"	"
Quincy Junction, Interchange Track	"	Beyond clearance point
Massack, Lumber Spur	"	Beyond frog
Spring Garden, Log Spur	"	West of derail
Walker Mine Spur	"	Beyond frog
Stock Track	"	West of Stock Chute
Back Track	"	Beyond frog
Cromberg Siding	"	Beyond clearance point
Sloat, Log Spur	"	Beyond frog
All Mill Tracks	"	"
Blairsdon, Richfield Oil Spur	"	"
Graeagle, All Tracks	"	Beyond sign 1166 feet east of house track switch Blairsdon.
Clio Spur	"	Beyond frog
Westwood, Fredonia Track and Standard Oil Spur	D-225, MK 60-71 and M-80 (also S. P. engines of similar type and weight)	Beyond frog***
Archie, Wye and Interchange Track	M-80 or heavier	Beyond clearance point
Halls Flat, Logging Industry Track	"	"

\*\*MTP-44 engines may be used on San Jose Branch when authorized by Chief Dispatcher.

\*\*\*Necessary hang onto at least 4 cars to switch Standard Oil Spur.

CHIEF TRAIN DISPATCHER

G. L. HARLAN.....Sacramento

395

NIGHT CHIEF TRAIN DISPATCHERS

G. S. ALLEN.....Sacramento

E. J. HILLIER.....Sacramento

TRAINMASTERS

L. D. BRADY.....Stockton

H. E. STAPP.....Keddie

TERMINAL TRAINMASTERS

E. A. THOMPSON.....Oakland

J. G. NOLTE.....Stockton

ASSISTANT TRAINMASTERS

P. F. PRENTISS.....Sacramento

A. W. TAYLOR.....Keddie

ROAD FOREMEN OF ENGINES

K. W. MUHL.....Stockton

HUGH ALLEN.....Stockton

J. J. McNALLY.....Oroville

H. Q. PARKER.....Oroville

ASSISTANT SUPERINTENDENT

C. E. McDONALD.....Sacramento

CHIEF ENGINEERS

J. J. HALLAM

DEPUTY CHIEF ENGINEERS

O. E. ALLEN

E. J. HULLER

TRAINERS

A. J. BRADY

R. E. STANTON

TRIMMERS

E. A. THOMPSON

J. O. ROYCE

ASSISTANT ENGINEERS

C. M. HERTING

F. W. TAYLOR

ROAD BOATMEN OF ENGINEERS

A. W. WARD

HUGH ALLEN

A. J. GIBBY

H. O. PARKER

ASSISTANT BOATMEN

J. E. WILKINS