

*Wesley's
WP
Timetable*

WESTERN PACIFIC RAILWAY COMPANY

WESTERN DIVISION

TIME **1** TABLE

In Effect at 12:01 A. M. Pacific or 120th Meridian Time
SUNDAY, JANUARY 16th, 1910

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 at hand for reference, the book of rules of the transportation department.

C. M. LEVEY,
2nd Vice-President and General Manager

C. H. KETCHAM,
Superintendent

W.P.

*Wesley's
Timetable*

EASTWARD					SECOND DISTRICT					WESTWARD									
SECOND CLASS					Station Numbers	Water, Oil, Scales, Tables and Wyes	Distance from San Francisco	Time Table No. 1 January 16, 1910			Distance from Oroville Terminal	Capacity of Side Tracks	Office Closed	SECOND CLASS					
64								STATIONS Telegraph Offices and Calls						65					
Freight														Freight					
DAILY								DAILY											
P. M. L. 4.15					94	W.C.O.T.	93.7	D.....	S. P. Crossing STOCKTON.....Sn	109.2	Yard		A. M. A. 4.00						
							95.0	.....	1.3 S. P. CROSSING.....	107.9								
							104.6	.....	9.6 WEST LODI.....	98.3	26		2.50					
							109.5	.....	4.9 BRACK.....	93.4	21		2.20					
						W.	113.7	D.....	4.2 NEW HOPE.....Nh	89.2	55		1.50						
							119.1	.....	5.4 CERRO.....	83.8	21		1.10					
							124.4	.....	5.3 FRANKLIN.....	78.5	96		12.35					
							128.6	.....	4.2 SIMS.....	74.3	21		12.05AM					
							133.6	.....	5.0 CORDOVA.....	69.3	21		11.25PM					
							136.2	.....	2.6 SACRAMENTO SHOPS....	66.7	61		11.10					
						W.O.Y.	138.6	D.....	2.4 S. P. Crossing SACRAMENTO....Sr	64.3	Yard		10.45						
							140.7	.....	2.1 N. E. CROSSING.....	62.2								
							143.7	.....	3.0 DEL PASC.....	59.2	72		10.00					
							150.6	.....	6.9 COUNSMAN.....	52.3	No Siding		9.25					
							152.4	.....	1.8 N. E. CROSSING.....	50.5								
						W.	157.6	D...	5.2 PLEASANT GROVE..Sa	45.3	72		8.50						
							172.2	.....	14.6 DENNISTON.....	30.7	84		7.30					
							178.4	.....	6.2 N. E. CROSSING.....	24.5								
						W.	179.1	D.....	0.7 MARYSVILLE....Ms	23.8	155		7.00						
							180.8	.....	S. P. Crossing 1.7 S. E. CROSSING.....	22.1								
							185.8	.....	5.0 TAMBO.....	17.1	52		6.30					
							192.8	.....	7.0 MARSTON.....	10.1	65		6.00					
						Y.	199.0	D.....	6.2 PALERMO.....Mo	3.9	74		5.30						
						W.C.O.T.	202.9	D..	3.9 OROVILLE TERMINAL.Yd	0.0	Yard		5.00 P. M. L.						
													DAILY						
													11.00						
													9.9						
									Time over District										
									Average Speed per Hour										

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.
ALL TRAINS WILL BE HANDLED UNDER CONTROL REGARDLESS OF SCHEDULE TIME AT ALL POINTS WHERE SLIDES OR FALLING ROCK ARE APT TO BE ENCOUNTERED.

REGISTER AND BULLETIN STATIONS: Stockton, Oroville Terminal.
STANDARD CLOCKS: Stockton, Sacramento Dispatcher's office, Oroville Terminal.
 From sunrise to sunset, except when weather is foggy or stormy, when way freight trains are doing work at a regular station in such position that an approaching train has a clear view of their caboose at least one mile away, it will not be necessary to protect the rear end, and the responsibility for a collision will rest with the following train.
 Mokelumne River drawbridge, located 2.4 miles east of New Hope. Home signals five hundred feet east and west of bridge indicate position of draw. No distant signals.
INTERLOCKING PLANTS AND SIGNALS GOVERNING GRADE CROSSINGS.
 S. P. crossing M. P. 95.0. Interlocked. Home signals four hundred and fifty feet east and west of crossing. One distant signal twenty-four hundred and fifty feet east of crossing.
 S. P. crossing M. P. 138.6. No signals.
 S. P. crossing M. P. 179.1. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.
 S. P. crossing M. P. 180.8. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.
 At grade crossings not interlocked or protected by signals, all trains will come to full stop 200 feet from crossing and ascertain it is clear before proceeding.

EASTWARD				THIRD DISTRICT					WESTWARD						
SECOND CLASS				Station Numbers	Water, Oil, Scales, Tables and Wyes	Distance from San Francisco	Time Table No. 1		Distance from Portola	Capacity of Side Tracks	Office Closed	SECOND CLASS			
64							January 16, 1910					65			
Freight							STATIONS					Freight			
DAILY				Telegraph Offices and Calls		DAILY									
			A. M. L. 4.00	203	W. C. T. O.	202.9	D. OROVILLE TERMINAL .Yd	118.4	Yard		P. M. A. 4.00				
			4.10	205		205.0	..... OROVILLE ?.....	116.3	60		3.45				
			4.35	213		212.7	F..... BIDWELL	108.6	40		3.20				
			5.00	217	W.	217.5	F..... BLOOMER	103.8	56		3.00				
			5.20	221		221.5	..... LAS PLUMAS.....	99.8	18		2.40				
			5.35	224	W.	224.3	D..... BERRY CREEK ....Bk	97.0	57		2.25				
			6.00	229	W.	228.6	F..... BLINZIG	92.7	28		2.05				
			6.35	235		235.1	F..... POE	86.2	50		1.35				
			7.00	239	W. C.	239.2	D..... BIG BAR <td>82.1</td> <td>77</td> <td></td> <td>1.15</td> <td></td> <td></td> <td></td> <td></td>	82.1	77		1.15				
			7.25	244		243.7	F..... CRESTA	77.6	35		12.50				
			7.50	246	W.	247.6	F..... MERLIN	73.7	46		12.25PM				
			8.25	253		253.1	F..... TOBIN	68.2	63		11.55AM				
			9.05	260	W.	259.8	D..... BELDEN <td>61.5</td> <td>65</td> <td></td> <td>11.15</td> <td></td> <td></td> <td></td> <td></td>	61.5	65		11.15				
			9.30	263		263.4	F..... RICH	57.9	64		10.50				
			10.10	270	W.	270.3	F..... VIRGILIA	51.0	55		10.10				
			10.40	274		273.8	F..... TWAIN	47.5	70		9.45				
			11.25AM	281	W. C.	281.0	D..... KEDDIE <td>40.3</td> <td>71</td> <td></td> <td>9.00</td> <td></td> <td></td> <td></td> <td></td>	40.3	71		9.00				
			12.05PM	288		287.8	D..... HARTWELL ....Rt	33.5	81		8.15				
			1.00	297	W.	296.8	D....SPRING GARDEN...Sg	24.5	11		7.20				
			1.30	301	W.	301.5	F..... SLOAT	19.8	54		6.50				
			2.20	310	W.	310.3	F..... BLAIRSDEN	11.0	32		6.00				
			2.40	314	W. 1 mi. E.	313.7	D..... CLIO <td>7.6</td> <td>55</td> <td></td> <td>5.40</td> <td></td> <td></td> <td></td> <td></td>	7.6	55		5.40				
			3.10	318		318.3	F..... MABIE	3.0	20		5.15				
			3.35 P. M. A.	321	W. C. T. O.	321.3	D..... PORTOLA <td>0.0</td> <td>Yard</td> <td></td> <td>5.00 A. M. L.</td> <td></td> <td></td> <td></td> <td></td>	0.0	Yard		5.00 A. M. L.				
			DAILY								DAILY				
			11.35				Time over District				11.00				
			10.2				Average Speed per Hour				10.7				

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

ALL TRAINS WILL BE HANDLED UNDER CONTROL REGARDLESS OF SCHEDULE TIME AT ALL POINTS WHERE SLIDES OR FALLING ROCK ARE APT TO BE ENCOUNTERED.

REGISTER AND BULLETIN STATIONS: Oroville Terminal, Portola.

STANDARD CLOCKS: Oroville Terminal, Portola.

From sunrise to sunset, except when weather is foggy or stormy, when way freight trains are doing work at a regular station in such position that an approaching train has a clear view of their caboose at least one mile away, it will not be necessary to protect the rear end, and the responsibility for a collision will rest with the following train.

INTERLOCKING PLANTS AND SIGNALS GOVERNING GRADE CROSSINGS.

S. V. & M. crossing M. P. 318.3. No signals. All trains come to full stop 200 feet from crossing and ascertain it is clear before proceeding.

EASTWARD				FOURTH DISTRICT								WESTWARD						
SECOND CLASS				Station Numbers	Water, Oil, Tables, Seales and Wyes	Distance from San Francisco	Time Table No. 1 January 16, 1910				Distance from Gerlach	Capacity of Sidings	Office Closed	SECOND CLASS				
	216	64					STATIONS Telegraph Offices and Calls								65	217		
	Mixed	Freight											Freight	Mixed				
	Except Sunday	DAILY											DAILY	Except Sunday				
	P. M. L. 2.20	P. M. L. 4.35	321	W. C. T. O.	321.3	D.....	PORTOLA.....Pr	116.9	Yard				P. M. A. 11.00	P. M. A. 1.35				
	2.32 P. M. A.	4.50	324		324.0	.....	B. & L. JCT.....	114.2					10.45	1.22 P. M. L.				
	To B. & L.	5.15	328		328.0	.....	BECKWITH.....	110.2	85				10.20	B. & L. No. 16				
		5.40	332		332.5	.....	HINDOO.....	105.7	27				9.50					
		6.25	340	W.	339.6	D.....	CHILCOOT.....Ch	98.6	54				9.10					
		6.40	342	W.	341.8	.....	RAINBOW.....	96.4	25				8.55					
		7.40	353		352.8	.....	RED ROCK.....	85.4	61				7.40					
		7.55	356		355.7	.....	CONSTANTIA.....	82.5	4				7.20					
		8.10	358	W. C.	358.2	D.....	OMIRA.....Ma	80.0	82				7.05					
		8.35	362		362.5	.....	DOYLE.....	75.7	66				6.40					
		9.30	372		371.6	.....	LIEGAN.....	66.6	61				5.55					
		10.35	384	W.	384.0	D.....	FLANIGAN.....Fn	54.2	61				4.45					
		11.20	391		391.5	.....	KEPLER.....	46.7	55				4.10					
		11.35AM	394		393.7	.....	SAND PASS.....	44.5	61				4.00					
		12.35PM	405		405.0	D.....	SANO.....An	33.2	61				2.50					
		1.35	416	W.	416.5	.....	REYNARD.....	21.7	61				1.50					
		2.20	424		424.0	.....	BRONTE.....	14.2	78				1.15					
		2.55	431		430.7	.....	PHIL.....	7.5	85				12.45					
	3.35 A. M. A.		438	W. C. T. O.	438.2	D.....	GERLACH.....Gr	0.0	Yard		7:30 pm to 7:30 am		12.01 P. M. L.					
	Except Sunday	DAILY											DAILY	Except Sunday				
	0.12	11.00					Time over District						11.00	0.13				
	13.5	10.6					Average Speed per Hour						10.6	12.5				

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

ALL TRAINS WILL BE HANDLED UNDER CONTROL REGARDLESS OF SCHEDULE TIME AT ALL POINTS WHERE SLIDES OR FALLING ROCK ARE APT TO BE ENCOUNTERED.

REGISTER AND BULLETIN STATIONS: Portola, B. & L. Junction, Gerlach.

STANDARD CLOCKS: Portola, Gerlach.

From sunrise to sunset, except when weather is foggy or stormy, when way freight trains are doing work at a regular station in such position that an approaching train has a clear view of their caboose at least one mile away, it will not be necessary to protect the rear end, and the responsibility for a collision will rest with the following train.

INTERLOCKING PLANTS AND SIGNALS GOVERNING GRADE CROSSINGS.

B. & L. crossing M. P. 328.0. N. C. O. crossing M. P. 371.6. No signals. All trains come to full stop 200 feet from crossing and ascertain it is clear before proceeding.

COMMERCIAL SPURS MAIN LINE				EASTWARD		TESLA BRANCH				WESTWARD				
STATIONS	Distance from San Francisco	How Connected	Cars Capacity	SECOND CLASS		Water, Oil, Scales, Tables and Wyes	Station Numbers	Distance from Tesla	Time Table No. 1 January 16, 1910		Distance from Carbona	Capacity of Sidings	SECOND CLASS	
				92					STATIONS Telegraph Offices and Calls	93				
EBERLY	28.7	Siding	27	Mixed									Mixed	
NILESPIT	29.1	Siding	106	Tues., Thurs., Sat.									Tues., Thurs., Sat.	
PALMER	49.0	1 W.	2	P. M. L. 1.30			BA13	0.0	..... TESLA	13.3	89		P. M. A. 1.00	
GOECKEN	54.1	1 E	2	2.00			BA12	1.7	..... WALDEN	11.6	80		12.30	
LINNE	70.5	1 E	7	2.30	W.		BA10	3.7	..... CARNEGIE	9.6	150		12.01PM	
LUDWIG	73.0	1 E	7	3.05			BA4	9.9	..... KERLINGER	3.4	80		11.20AM	
RHODES	75.6	1 W	4	3.30 P. M. A.	W. C. Y.		72	13.3	D..... CARBONA .....CB	0.0	133		11.00 A. M. L.	
FITZ	77.2	1 W	8	Tues., Thurs., Sat.									Tues., Thurs., Sat.	
GARRISON	82.7	1 W	13	2.00					Time over District				2.00	
FRENCH CAMP	88.6	1 W	5	6.6					Average Speed per Hour				6.6	
HARTE	100.4	1 W	4											
CROMBERG	303.2	Siding	4											
DELLEKER	320.0	1 E	66											

Derailing switches in main line just east of east switches at Carnegie and Tesla. All trains in both directions will stop and set these for the ground after passing over. Clay bunkers on main line at Tesla will not clear men on sides or top of box cars. Trains on Tesla Branch will not exceed speed of 12 miles per hour. When there are cars on the short track on the north side of main line just west of freight house at Carnegie, they will not clear a man on the side of a car on the main line. Bunkers on north side of main line at Manganese, seven miles west of Carbona, will not clear man on side of car.

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

ALL TRAINS WILL BE HANDLED UNDER CONTROL REGARDLESS OF SCHEDULE TIME AT ALL POINTS WHERE SLIDES OR FALLING ROCK ARE APT TO BE ENCOUNTERED.

INTERLOCKING PLANTS AND SIGNALS GOVERNING GRADE CROSSINGS ON FIRST DISTRICT.

S. P. crossing M. P. 5.2. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.
 S. P. crossing M. P. 5.8.
 S. P. crossing M. P. 6.8.
 Temporary home signals located five hundred feet east and west of each crossing. All trains come to full stop regardless of position of signals and not proceed until given hand signal by flagman.
 S. P. crossing M. P. 7.2. No signals.
 S. P. crossing M. P. 7.8. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.
 S. P. crossing M. P. 10.3. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.
 S. P. crossing M. P. 13.5. No signals.
 S. P. crossing M. P. 30.3. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.
 S. P. crossing M. P. 43.0. No signals.
 S. P. crossing M. P. 73.9. Interlocked. Home signals eight hundred feet west and four hundred and fifty feet east of crossing. Distant signals two thousand feet east and west of home signals. Two-arm signal two hundred and ten feet west of crossing; upper arm gov-

erns main line westward over crossover switch; lower arm governs movement from main track to passing track through crossover. Dwarf signal fifty feet west of crossover between main line and passing track governs movement from passing track through crossover to main line.
 S. P. crossing M. P. 84.0. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.
 S. P. crossing of old Tesla Line. Ortega, M. P. 90.5. Interlocked. Two-arm home signal five hundred feet west of junction switch. Upper arm governs eastward trains on main line; lower arm governs trains over S. P. crossing old line. Home signal five hundred feet east of junction governs westward trains on main line. Distant signals two thousand feet east and west of home signals.
 Santa Fe crossing M. P. 93.1. Interlocked. Home signals four hundred and fifty feet east and west of crossing. One distant signal twenty-four hundred and fifty feet west of crossing.
 S. P. crossing M. P. 93.7. Interlocked. Home signals four hundred and fifty feet east and west of crossing. No distant signals.
 At grade crossings not interlocked or protected by signals, all trains will come to full stop 200 feet from crossing and ascertain it is clear before proceeding.

MOTT SAWYER,
Trainmaster, Sacramento

O. MEADOWS,
Chief Dispatcher, Sacramento

W. C. SHULTS,
Trainmaster, Portola

R. L. INGAM,
Chief Dispatcher, Portola