

WESTERN PACIFIC RAILWAY COMPANY

WESTERN DIVISION

TIME 3 TABLE

In Effect at 12:01 A. M. Pacific or 120th Meridian Time
(One hour slower than Mountain or 105th Meridian Time)

SUNDAY, JUNE 5th, 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

EASTWARD					FIRST DISTRICT					WESTWARD										
SECOND CLASS					Station Numbers	Water, Oil, Scales, Tables and Wyes	Distance from San Francisco	Time Table No. 3			Distance from Stockton	Capacity of Side Tracks	Office Closed	SECOND CLASS						
92		64		June 5, 1910 Succeeding No. 2				STATIONS		93				65						
Mixed	Freight	Tues., Thurs., Sat.	DAILY	Telegraph Offices and Calls				Mixed	Freight	Tues., Thurs., Sat.				DAILY						
				0	O. W. C.	0.0	D...SAN FRANCISCO..Go	93.7	Yard	6 pm to 8 am										
				3	W.C.	3.5	3.5 WESTERN PACIFIC MOLE.	90.2	Yard											
						5.2	1.7.....S. P. CROSSING.....	88.5												
			A. M. L. 3.30	6	W. C. O. T. R. K.	5.5	0.3 D..OAKLAND TERMINAL.Md	88.2	Yard	7 pm to 7 am		A. M. A. 12.01								
						5.8	0.3.....S. P. CROSSING.....	87.9												
						6.6	0.8 OAKLAND	87.1												
						6.8	0.2.....S. P. CROSSING.....	86.9												
						7.2	0.4.....S. P. CROSSING.....	86.5												
						7.8	0.6.....S. P. CROSSING.....	85.9												
			4.00	10		9.7	1.9 FRUITVALE	84.0	33				11.30PM							
			4.05	11		10.3	0.6 MELROSE	83.4	10				11.25							
			4.20	13		13.5	3.2 ELMHURST	80.2	40				11.10							
			4.30	15		14.6	1.1.....SAN LEANDRO.....	79.1	5				11.00							
			5.30	20		20.5	5.9 D..... HAYWARDS ....Hy	73.2	60	5.30 pm to 5.30 am			10.30							
			5.50	27		26.6	6.1 DEOTO	67.1	20				9.55							
			6.10	30	W.	29.7	3.1 D..... NILES .....Cn	64.0	91	6 pm to 6 am			9.40							
						30.3	0.6.....S. P. CROSSING.....	63.4												
			6.25	36		35.9	5.6 SUNOL	57.8	39				9.05							
			6.45	41		41.4	5.5 D..... PLEASANTON ....Tn	52.3	33	6.30 pm to 6.30 am			8.40							
						43.0	1.6.....S. P. CROSSING.....	50.7												
			7.45	48	W.	47.6	4.6 D..... LIVERMORE ....Vn	46.1	35	7.30 pm to 7.30 am			8.05							
			8.30	56		56.5	8.9 ALTAMONT	37.2	45				7.15							
			8.55	63		62.9	6.4 MIDWAY	30.8	40				6.45							
			E. M. L. 4.00	72	W. C. Y. R.	72.0	9.1 D..... CARBONA .....Cb	21.7	127	7 pm to 7 am		A. M. A. 11.00	6.00							
			4.10	74		73.9	1.9 D..... LYOTH .....Ky	19.8	64	7 pm to 7 am		10.55	5.50							
			4.45	84	W.3.9mi.W.	84.0	10.1 LATHROP	9.7	84			10.10	4.45							
			5.00	90		90.5	6.5 ORTEGA	3.2	13			9.45	4.20							
						93.1	2.6 ...A. T. & S. F. CROSSING...	0.6												
			5.15 P. M. A.	94	W. C. O. T. R. K.	93.7	0.6 2S..... STOCKTON .....Sn	0.0	Yard	11 pm to 3am		9.30 A. M. L.	4.00 P. M. L.							
			Tues., Thurs., Sat.									Tues., Thurs., Sat.	DAILY							
			1.15									1.30	8.01							
			17.3									14.4	11.0							

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: Oakland Yard, Carbona, Stockton.
STANDARD CLOCKS: Oakland Yard, Stockton, Sacramento.

Second-class and extra trains must approach all stations under full control, where view of main track within station limits is obstructed, expecting to find main line occupied, and will be governed by Rule 93, of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.

Automatic block signals govern track through Tunnels 1 and 2, three and one-half miles east of Niles. Eastward trains governed by home signal located fifteen hundred feet west of west portal Tunnel No. 1. No distant signal. Westward trains governed by home signal located two hundred feet east of east portal Tunnel No. 2. Distant signal located

eighteen hundred feet east of home signal. A train finding the home signal in stop position will immediately send a flagman with lighted red and white lanterns ahead. After waiting five minutes the train will proceed, keeping at least one thousand feet behind the flagman until through both tunnels. If no obstruction is found, the facts will be reported to the superintendent from the first open telegraph office. In case a train is stopped within the block limits, it must be immediately protected as per Rule 99 regardless of the position of the signal. Rear brakemen will keep a red and white lantern lighted while passing through both tunnels.

All trains must consume five (5) minutes passing through Niles Tunnel between Niles and Sunol.

San Joaquin River drawbridge located 6.4 miles east of Lyoth. Home signals located five hundred feet east and west of bridge indicate position of draw. No distant signals.

INTERLOCKING PLANTS AND SIGNALS GOVERNING GRADE CROSSINGS—SEE PAGE 5.

EASTWARD						SECOND DISTRICT						WESTWARD										
SECOND CLASS						Station Numbers	Water, Oil, Scales, Tables and Wyes	Distance from San Francisco	Time Table No. 3			Distance from Oroville Terminal	Capacity of Side Tracks	Office Closed	SECOND CLASS							
64									June 5, 1910 Succeeding No. 2						65							
Freight									STATIONS						Freight							
DAILY						Telegraph Offices and Calls			DAILY													
P. M. L.	12.01					94	W. G. O. T. R. K.	93.7	2 S.	S. P. Crossing	109.2	Yard	11 pm to 3 am	P. M. A.	3.00							
								95.0	.....	S. P. CROSSING.....	107.9											
	12.45					105		104.6	.....	WEST LODI	98.3	91		2.10								
	1.05					109		109.5	.....	BRACK	93.4	20		1.45								
	1.25					114	W.	113.7	D.	THORNTON ....Nh	89.2	76	7 pm to 7 am	1.25								
	1.45					119		119.1	.....	CERRO	83.8	46		12.55								
	2.05					124		124.4	.....	FRANKLIN	78.5	90		12.35								
	2.20					129		128.6	.....	SIMS	74.3	18		12.20 PM								
	2.40					134		133.6	.....	CORDOVA	69.3	7		11.58 AM								
	2.50							136.2	....	SACRAMENTO SHOPS....	66.7	64		11.50								
	3.00								2 S.	S. P. Crossing												
	4.20					139	W. O. Y. K.	138.6	2 S.	SACRAMENTO ....Sr	64.3	Yard	11 pm to 5 am	11.40								
									.....	N. E. CROSSING.....	62.2											
	4.45					144		143.7	.....	DEL PASO	59.2	73		9.40								
	5.05					151		150.6	.....	COUNSMAN	52.3	No Siding		9.10								
									.....	N. E. CROSSING.....	50.5											
	5.35					158	W.	157.6	....	PLEASANT GROVE.....	45.3	65		8.40								
	6.30					172		172.2	.....	DENNISTON	30.7	84		7.50								
									.....	N. E. CROSSING.....	24.5											
	7.10					179	W.	179.1	D.	MARYSVILLE ....Ms	23.8	142	7 pm to 7 am	7.20								
	8.00								.....	S. P. Crossing				6.40								
									.....	S. P. CROSSING.....	22.1											
	8.30					186		185.8	.....	TAMBO	17.1	50		6.10								
	9.00					193		192.8	.....	MARSTON	10.1	62		5.40								
	9.30					199	Y.	199.0	D.	PALERMO	3.9	111	7 pm to 7 am	5.20								
	10.00					203	W. C. O. T.	202.9	...	OROVILLE TERMINAL...	0.0	Yard		5.00								
	P. M. A.													A. M. L.								
	DAILY													DAILY								
	9.59																					
	11.1																					
										Time over District				10.00								
										Average Speed per Hour				11.1								

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
STANDARD CLOCKS: Stockton, Sacramento Dispatcher's office, Oroville Terminal.
 Second-class and extra trains must approach all stations under full control, where view of main track within station limits is obstructed, expecting to find main line occupied, and will be governed by Rule 93, of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.
 Mokelumne River drawbridge, located 2.4 miles east of Thornton. Home signals five hundred feet east and west of bridge indicate position of draw. One distant signal 2,500 feet east of draw.
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. 3			Distance from Portola	Capacity of Side Tracks	Office Closed	SECOND CLASS						
		94	64				June 5, 1910 Succeeding No. 2						95	65					
		Mixed	Freight				STATIONS Telegraph Offices and Calls						Mixed	Freight					
		DAILY Except Sunday	DAILY				DAILY Except Sunday	DAILY											
		A. M. L.	A. M. L.				P. M. A.	A. M. A.											
		5.50	12.01	203	W. C. T. O.	202.9	... OROVILLE TERMINAL ...	117.5	Yard										
		6.00	12.10	205	R. K.	205.0	2 S. OROVILLE Yd	115.4	69	11 p m to 5 a m s			6.05	3.50					
		6.25	12.30	213		212.7	F. BIDWELL	107.7	38				f 5.25	3.25					
		6.50	12.50	217	W.	217.5	F. BLOOMER	102.9	54				f 5.00	3.05					
		7.15	1.02	221		221.5	..... LAS PLUMAS	98.9	11				s 4.40	2.45					
		7.25	1.10	224	W.	224.3	D. BERRY CREEK ... Bk	96.1	55	7 p m to 7 a m s			f 4.30	2.35					
		7.50	1.30	229	W.	228.6	F. BLINZIG	91.8	2				f 4.05	2.15					
		8.25	1.50	235		235.1	F. POE	85.3	48				s 3.30	1.50					
		8.50	2.35	239	W. C.	239.2	D. BIG BAR Bg	81.3	73	7 p m to 7 a m s			s 3.05	1.30					
		9.15	3.00	244		243.7	F. CRESTA	76.7	34				f 2.40	1.05					
		9.40	3.30	248	W.	247.6	F. MERLIN	72.8	35				f 2.15	12.35 AM					
		10.15	4.05	253		253.1	F. TOBIN	67.3	60				f 1.35	11.50 PM					
		10.55	4.55	260	W.	259.8	D. BELDEN Bn	60.6	64	7 p m to 7 a m s			s 12.55	11.05					
		11.20 AM	5.20	263		263.4	F. RICH	57.0	62				f 12.30	10.40					
		12.01 PM	6.10	270	W.	270.3	D. VIRGILIA Va	50.1	52	7 p m to 7 a m s			s 12.01 PM	10.10					
		12.30	6.40	274		273.8	F. TWAIN	46.6	67				f 11.40 AM	9.45					
		1.15	7.25	281	W. C.	281.0	D. KEDDIE Kd	39.4	60	11 p m to 5 a m s			s 10.55	9.00					
		1.55	8.15	288		287.8	D. HARTWELL Rt	32.6	42	7 p m to 7 a m s			s 10.05	8.30					
		2.50	9.10	297	W.	295.9	D. SPRING GARDEN ... Sg	24.5	70	7 p m to 7 a m s			s 9.10	7.45					
		3.20	9.40	301	W.	300.6	N. SLOAT	19.8	49	6 a m to 6 p m s			s 8.30	7.10					
		4.10	10.30	310	W.	309.4	F. BLAIRSDEN	11.0	30				f 7.40	6.30					
		4.30	10.50	314	W. 1 mi. E.	312.8	D. CLIO	7.6	52	7 p m to 7 a m s			s 7.15	6.10					
		5.00	11.20	318		317.4	F. MABIE	3.0	17				f 6.50	5.45					
		5.25 P. M. A.	11.45 A. M. A.	321	W. C. T. O. R. K.	320.4	DN. PORTOLA K ₁	0.0	Yard				6.30 A. M. L.	5.30 P. M. L.					
		DAILY Ex. Sunday	DAILY										DAILY Ex. Sunday	DAILY					
		11.35	11.44				Time over District						11.45	10.30					
		10.1	10.0				Average Speed per Hour						10.0	11.2					

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, Portola.

STANDARD CLOCKS: Oroville, Portola.

All trains must consume nine (9) minutes passing through Spring Garden Tunnel between Spring Garden and Sloat.

Second-class and extra trains must approach all stations under full control, where view of main track within station limits is obstructed, expecting to find main line occupied, and will be governed by Rule 93, of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.

INTERLOCKING PLANTS AND SIGNALS GOVERNING GRADE CROSSINGS.

S. V. & M. crossing M. P. 317.4. No signals. All trains come to full stop 200 feet from crossing and ascertain it is clear before proceeding.

EASTWARD

TESLA BRANCH

FOURTH DISTRICT

WESTWARD

SECOND CLASS				Time Table No. 3		STATIONS		SECOND CLASS			
216				64		June 5, 1910 Succeeding No. 2		217			
Mixed				Freight		Telegraph Offices and Calls		Mixed			
Except Sunday				DAILY				Freight			
P. M. L. 2.20				P. M. L. 1.00				P. M. A. 1.35			
P. M. A. 2.32				P. M. A. 1.15				P. M. L. 1.22			
To B. & L.				1.40				B. & L. No. 16			
				2.05				3.25			
				2.50				2.50			
				3.05				2.35			
				3.55				1.25			
				4.10				1.05			
				4.25				12.50			
				4.50				12.25 PM			
				3.63							
				3.69.6							
				5.35				11.40 AM			
				6.25				10.40			
				7.10				10.10			
				7.25				10.00			
				8.10				9.10			
				9.00				8.20			
				9.45				7.45			
				10.20				7.15			
				11.00 P. M. A.				6.30 A. M. L.			
Except Sunday				DAILY				Except Sunday			
0.12				10.00				0.13			
13.5				11.7				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.
 All trains must consume seven (7) minutes passing through Chilcoot Tunnel, between Chilcoot and Rainbow.
 Second-class and extra trains must approach all stations under full control, where view of main track within station limits is obstructed, expecting to find main line occupied, and will be governed by Rule 93, of the Transportation Department. Where there are no fixed signals indicating yard limits, trains will, when within switches, be considered as within yard limits.
INTERLOCKING PLANTS AND SIGNALS GOVERNING GRADE CROSSINGS.
 B. & L. crossing M. P. 327.1. N. C. O. crossing M. P. 369.6. No signals. All trains come to full stop 200 feet from crossing and ascertain it is clear before proceeding.

G. W. HAMILTON,
 Chief Dispatcher, Portola

W. C. SHULTS,
 Trainmaster, Portola

J. P. QUIGLEY,
 Chief Dispatcher, Sacramento

F. L. CORWIN,
 Trainmaster, Sacramento

