

# WESTERN PACIFIC RAILWAY COMPANY

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WESTERN DIVISION

# TIME **4** TABLE

In Effect at 12:01 P. M. Pacific or 120th Meridian Time

(One hour slower than Mountain or 105th Meridian Time)

**MONDAY, AUGUST 22nd, 1910**

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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

J. W. MULHERN  
Superintendent

EASTWARD			FIRST DISTRICT										WESTWARD				
SECOND CLASS			FIRST CLASS		Station Numbers	Water, Oil, Scales, Tables and Weighing Stations Registered Standard Clocks	Distance from San Francisco	Time Table No. 4		Distance from Stockton	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS		
192	64	90	4	8				August 22, 1910	Succeeding No. 3				3	7	65	91	193
Way Freight Tues., Thurs., Sat.	Freight DAILY	Way Freight Except Sunday	Passenger DAILY	Passenger DAILY			STATIONS	Telegraph Offices and Calls				Passenger DAILY	Passenger DAILY	Freight DAILY	Way Freight Except Sunday	Way Freight Tues., Thurs., Sat.	
			P.M.L. 6.00	A.M.L. 8.30	0	W.C.O.	DN. SAN FRANCISCO ..Go		93.8	Yard	8 am to 6 pm 8 pm to 6 am	A.M.A. 11.59	P.M.A. 7.00				
			6.30	9.00	3	W.C.	D... WESTERN PACIFIC MOLE .WR		90.3	Yard	8 am to 7 pm	11.30	6.30				
							.....S. P. CROSSING.....		88.6								
	P.M.L. 9.00	A.M.L. 8.00	6.35	9.05	6	W.C.O.T. R.K.	DN .OAKLAND TERMINAL. Md		88.4	Yard		11.25	6.20	A.M.A. 6.30	P.M.A. 5.25		
							.....S. P. CROSSING.....		88.0								
	9.07	8.10	\$ 6.40	\$ 9.10			.....OAKLAND.....		87.2			\$11.20	\$ 6.17	6.23	5.18		
							.....S. P. CROSSING.....		87.0								
							.....S. P. CROSSING.....		86.6								
							.....S. P. CROSSING.....		86.0								
	9.27	8.35	F 6.48	\$ 9.20	10		.....FRUITVALE.....		84.1	33		\$11.09	\$ 6.04	5.58	4.53		
	9.30	8.40	6.49	F 9.21	11		.....MELROSE.....		83.4	10		11.08	F 6.02	5.55	4.30		
							S. P. Crossing										
	9.42	8.55	6.56	F 9.29	13		.....ELMHURST.....		80.5	40		10.58	F 5.51	5.35	4.10		
							S. P. Crossing										
	9.46	9.00	F 6.59	\$ 9.32	15		D.....SAN LEANDRO.....Ro		79.1	5	7 am to 7 pm	\$10.55	\$ 5.48	5.30	4.05		
	10.10	9.45 10.38	F 7.11	\$ 9.45	20		D..... HAYWARDS .....Hy		78.4	60	7 am to 7 pm	\$10.38	\$ 5.32	5.05	3.30		
	10.35	11.08	F 7.23	\$10.03	27		.....DECOTO.....		67.2	20		\$10.21	F 5.15	4.40	2.50		
	10.50	11.20	F 7.30	\$10.14	30	W.	2S..... NILES .....Cn		64.1	91	7 am to 5 pm 9 pm to 7 am	\$10.14	\$ 5.05	4.25	2.30		
							.....S. P. CROSSING.....		63.5								
	11.15	11.45AM	F 7.48	\$10.30	36		D..... SUNOL .....Su		57.8	39	7 am to 7 pm	F 9.55	\$ 4.47	3.55	1.50		
	11.37PM	12.15PM	\$ 7.59	\$10.41	41		D..... PLEASANTON ....Tn		52.3	33	6.30 am to 6.30 pm	\$ 9.44	\$ 4.33	3.35	1.15		
							.....S. P. CROSSING.....		50.7								
	12.05AM	12.45	\$ 8.10	\$10.53	48	W.	2S..... LIVERMORE .....Vn		46.1	35	7 am to 5 pm 9 pm to 7 am	\$ 9.29	\$ 4.18	3.10	12.45PM		
	12.35	1.30	8.28	\$11.09	56		.....ALTAMONT.....		37.2	45		9.12	F 4.00	2.35	11.09AM		
	12.57	2.10	8.43	\$11.18	63		.....MIDWAY.....		30.8	40		8.57	F 3.47	2.10	10.30		
P.M.L. 5.00	1.30	3.30	F 9.05	\$11.38	72	W.C.Y.R.	2S..... CARBONA .....Cb		22.0	127	7 am to 5 pm 9 pm to 7 am	F 8.37	\$ 3.30	1.30	9.45	A.M.A. 11.59	
5.20	1.40	3.35	9.10	\$11.43AM	74		D..... LYOTH .....Ky		19.9	64	7 am to 7 pm	8.32	F 3.26	1.15	9.30	11.43	
							S. P. Crossing										
6.35	2.25	4.15	F 9.30	\$12.05PM	84	W.3.9mi.W.	.....LATHROP.....		10.0	84		F 8.10	\$ 3.02	12.40	8.50	10.35	
							S. P. Crossing										
7.10	2.50	4.40	9.42	12.18	90		.....ORTEGA.....		3.3	13		7.58	2.48	12.13	8.15	9.55	
							.....A. T. & S. F. CROSSING...		0.7								
7.30 P.M.A.	3.15 A.M.A.	5.00 P.M.A.	9.50 P.M.A.	12.30 P.M.A.	94	W.C.O.T. R.K.	DN..... STOCKTON .....Sn		0.0	Yard		7.50 A.M.L.	2.40 P.M.L.	12.01 A.M.L.	8.00 A.M.L.	9.30 A.M.L.	
Tues., Thurs., Sat.	DAILY	Except Sunday	DAILY	DAILY			S. P. Crossing					DAILY	DAILY	DAILY	Except Sunday	Tues., Thurs., Sat.	
2.30	6.15	9.00	3.20	3.30			Time over District					3.40	3.50	6.30	9.25	2.29	
8.6	14.4	10.0	27.0	25.7			Average Speed per Hour					24.6	23.5	13.8	9.6	8.6	

**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.**

**BULLETIN STATIONS:** Western Pacific Mole, Oakland Terminal, Carbona, Stockton. Nos. 90-91-192 and 193 will carry passengers in caboose.  
 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.**

**EXTRA TRAINS MAY PASS AND RUN AHEAD OF SECOND-CLASS TRAINS WITHOUT ORDERS.**

EASTWARD				SECOND DISTRICT										WESTWARD			
SECOND CLASS		FIRST CLASS		Station Numbers	Water, Oil, Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 4		Distance from Oroville	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS			
92	64	4	8				August 22, 1910 Succeeding No. 3					3	7	93	65		
Way Freight	Freight	Passenger	Passenger	DAILY	DAILY	DAILY	STATIONS		Yard	91	7 am to 7 pm	Passenger	Passenger	Way Freight	Freight		
Except Sunday	DAILY	DAILY	DAILY				Telegraph Offices and Calls					DAILY	DAILY	Except Sunday	DAILY		
A.M.L. 9.00	A.M.L. 4.15	P.M.L. 9.50	P.M.L. 12.30	94	W.C.O.T.R.K.	93.8	DN.....	S. P. Crossing	111.3			A.M.A. 7.50	P.M.A. 2.40	P.M.A. 6.00	P.M.A. 11.00		
						95.0	.....	STOCKTON.....Sn	110.1								
9.45	4.50	F 10.10	\$12.51	105		104.8	D.....	WEST LODI.....WD	100.3	91	7 am to 7 pm	F 7.19	\$ 2.18	5.05	10.10		
10.10	5.10	10.20	F 1.03	109		109.5	.....	BRACK .....	95.6	20		F 7.07	F 2.07	4.40	9.50		
10.35	5.25	\$10.29	\$ 1.13	114	W.	113.9	D.....	THORNTON .....Nh	91.2	76	7 am to 7 pm	\$ 6.56	\$ 1.57	4.15	9.35		
10.55	5.45	F 10.40	F 1.24	119		119.1	.....	CERRO .....	86.0	46		F 6.40	F 1.46	3.40	9.15		
11.30	6.25	\$10.50	\$ 1.35	124		124.7	D.....	FRANKLIN .....FR	80.4	90	7 am to 7 pm	F 6.25	\$ 1.35	3.15	8.55		
11.50AM	6.50	10.58	F 1.45	129		129.0	.....	SIMS .....	76.1	18		6.12	F 1.23	2.55	8.43		
12.15PM	7.15	11.08	F 1.56	134		133.6	.....	CORDOVA .....	71.5	7		F 6.00	F 1.10	2.30	8.25		
1.03	7.28	11.12	F 2.03	136		136.3	.....	JEFFERY SHOPS .....	68.8	64		5.53	F 1.03	2.20	8.15		
2.10	7.43	\$11.20	\$ 2.10	139	W.O.Y.K.	138.6	DN.....	S. P. Crossing SACRAMENTO .....Sf	66.5			\$ 5.45	\$12.56	2.10 12.56	8.05		
						140.8	.....	N. E. CROSSING.....	64.3								
2.45	8.05	F 11.33	F 2.23	144		143.9	.....	DEL PASO .....	61.2	73		F 5.30	F 12.43	12.15PM	7.45		
3.15	8.35	F 11.50PM	F 2.38	151		150.8	.....	COUNSMAN .....	54.3	65		F 5.15	F 12.25	11.45AM	7.20		
						152.5	.....	N. E. CROSSING.....	52.6								
3.45	9.15	F 12.05AM	S 2.55	158	W.	156.1	D....	PLEASANT GROVE..GV	47.0	65	7 am to 7 pm	F 5.00	\$12.10PM	11.15	6.55		
						162.0	.....	NICOLAUS .....	41.1	Spur 4							
4.45	10.30	F 12.33	F 3.25	172		172.5	.....	DENNISTON .....	30.6	84		F 4.30	F 11.44AM	10.30	6.05		
						178.1	.....	N. E. CROSSING.....	27.0								
5.40	11.30	\$12.48	\$ 3.45	179	W.	178.8	2S....	MARYSVILLE .....Ms	26.3	142	12.01 am to 10.00 am. 12.01 pm to 10.00 pm.	\$ 4.17	\$11.30	9.55	5.40		
						180.2	.....	S. P. CROSSING.....	24.9								
6.03	11.57AM	F 1.04	F 4.00	186		185.8	.....	TAMBO .....	19.3	50		F 4.00	F 11.15	9.00	5.15		
6.25	12.25PM	F 1.18	F 4.14	193		192.9	.....	MARSTON .....	12.2	62		F 3.45	F 11.00	8.42	4.50		
6.45	12.50	\$ 1.33	\$ 4.28	199	Y.	199.4	D.....	PALERMO .....Mo	5.7	111	7 am to 7 pm	\$ 3.31	\$10.47	8.25	4.28		
7.00	1.10	1.45	4.40	203	W.C.O.T.	202.9	...	OROVILLE TERMINAL...	2.2	Yard		3.20	10.37	8.10	4.08		
7.10 P.M.A.	1.20 P.M.A.	1.55 A.M.A.	4.45 P.M.A.	205	R.K.	205.1	DN.....	OROVILLE .....Yd	0.0	69		3.15 A.M.L.	10.30 A.M.L.	8.00 A.M.L.	4.00 P.M.L.		
Except Sunday	DAILY	DAILY	DAILY									DAILY	DAILY	Except Sunday	DAILY		
10.10	9.05	4.05	4.15					Time over District				4.35	4.10	10.00	7.00		
10.9	12.2	27.2	26.2					Average Speed per Hour				24.3	26.7	11.1	15.9		

**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. TRAINS MUST GET CLEARANCE AT SACRAMENTO DISPATCHER'S OFFICE BEFORE LEAVING THAT POINT.**  
**EXTRA TRAINS MAY PASS AND RUN AHEAD OF SECOND CLASS TRAINS WITHOUT ORDERS.**

**BULLETIN STATIONS:** Stockton, Oroville.  
 Nos. 92 and 93 will carry passengers in caboose.  
 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. 178.8. 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. 180.2. Interlocked. Home signals four hundred and fifty feet east and west of crossing. Distant signals two thousand feet east and west of home signals.  
 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				FIRST CLASS		Station Numbers	Water, Oil, Scales, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 4		Distance from Portola	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS			
64		94		4					August 22, 1910 Succeeding No. 3					STATIONS Telegraph Offices and Calls		3		65	
Freight		Mixed		Passenger		DAILY	R. K.	205.1	DN..... OROVILLE..... Yd		115.5	69	Passenger		Freight		Mixed		
DAILY		Except Sunday		DAILY					7.6				F..... BIDWELL.....		9 pm to 9 am		DAILY		Except Sunday
P.M.L. 3.00		A.M.L. 6.45		A.M.L. 2.05		205		7.6		107.9		A.M.A. 3.05		P.M.A. 3.00		P.M.A. 6.45			
3.45		\$ 7.25		2.21		213		4.8		108.1		F 2.47		2.20		\$ 5.55			
4.15		\$ 7.55		F 2.35		217		3.9		54		F 2.35		2.00		\$ 5.30			
4.37		\$ 8.15		F 2.45		221		2.9		11		F 2.23		1.45		\$ 5.10			
4.55		\$ 8.35		2.52		224		2.9		55		9 am to 7 pm 11 pm to 9 am		F 2.15		1.35		\$ 4.55	
5.15		\$ 9.00		F 3.05		229		4.2		2		F 2.03		1.15		\$ 4.30			
5.35		F 9.20		F 3.13		232		3.7		6		F 1.53		12.58		F 4.10			
5.55		F 9.40		F 3.23		235		3.0		48		F 1.45		12.46		F 3.55			
6.20		\$10.05		\$ 3.37		239		4.0		73		9 am to 7 pm 11 pm to 9 am		\$ 1.35		12.30		\$ 3.35	
6.45		\$10.30		3.50		244		4.5		34		1.22		12.10 PM		\$ 3.10			
7.10		F10.55		F 4.00		248		3.8		35		F 1.10		11.55 AM		F 2.50			
7.40		F11.30 AM		4.15		253		5.6		60		12.55		11.30		F 2.20			
8.25		\$12.04 PM		F 4.37		260		6.8		64		7 am to 7 pm		F 12.36		11.00		\$ 1.45	
8.43		F12.20		F 4.49		263		4.7		62		F 12.25		10.40		F 1.20			
9.25		\$12.50		F 5.10		270		5.7		52		F 12.05 AM		10.10		\$12.50			
9.50		\$ 1.10		F 5.20		274		3.4		67		F 11.55 PM		9.55		\$12.30 PM			
10.35		\$ 1.50		\$ 5.40		281		7.3		60		\$11.35		9.25		\$11.45 AM			
11.15		\$ 2.30		\$ 6.02		288		6.8		42		7 am to 7 pm		11.15		8.55		\$11.05	
11.55 PM		3.10		\$ 6.27		297		8.2		70		\$10.50		8.20		\$10.20			
12.15 AM		F 3.40		F 6.47		301		4.8		49		6 pm to 6 am		F 10.30		7.55		F 9.50	
12.55		F 4.25		F 7.13		310		8.8		30		F 10.09		7.13		F 8.55			
1.15		\$ 4.45		F 7.24		314		3.3		52		7 am to 7 pm		F 10.00		6.45		\$ 8.35	
1.40		F 5.15		F 7.40		318		4.6		17		F 9.50		6.30		F 8.05			
2.00		5.30		7.50		321		3.1		0.0		9.40		6.20		7.50			
A.M.A.		P.M.A.		A.M.A.		W.C.T.O. R.K.		S. V. & M. Crossing		Yard		P.M.L.		A.M.L.		A.M.L.			
DAILY		Except Sunday		DAILY				DN..... PORTOLA..... K <sub>i</sub>				DAILY		DAILY		Except Sunday			
11.00		10.45		5.45				Time over District				5.25		8.40		10.55			
10.5		10.7		20.0				Average Speed per Hour				21.3		13.3		10.5			

**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. WHEN TRAINS OF THE SAME CLASS MEET ON THE THIRD DISTRICT THE WESTBOUND TRAIN WILL TAKE SIDING.**  
**EXTRA TRAINS MAY PASS AND RUN AHEAD OF SECOND CLASS TRAINS WITHOUT ORDERS.**

**BULLETIN STATIONS:** 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. 317.5. No signals. All trains come to full stop 200 feet from crossing and ascertain it is clear before proceeding.

Automatic signals govern track through tunnel No. 35, between Sloat and Spring Garden. Eastward trains governed by home signal, located 1,000 feet west of tunnel. Westward trains governed by home signal located 400 feet east of tunnel and distant signal located 2,000 feet east of the 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 1,000 feet behind the flagman until through tunnel. If no obstruction is found, the fact will be reported to Superintendent from first 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 brakeman will keep a red and white lantern lighted while passing through the tunnel.

EASTWARD

FOURTH DISTRICT

WESTWARD

SECOND CLASS				FIRST CLASS		Station Numbers	Water, Oil Tables Scales and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 4 August 22, 1910 Succeeding No. 3			Distance from Gerlach	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS	
	216	64			4				3		65				217			
	Mixed	Freight			Passenger									Passenger	Freight	Mixed		
	Except Sunday	DAILY			DAILY									DAILY	DAILY	Except Sunday		
	P. M. L. 2.20	A. M. L. 3.30			A. M. L. 8.00	321	W. C. T. O. R. K.	320.6	DN.....	PORTOLA.....Ki	117.0	Yard		P. M. A. 9.30	A. M. A. 5.20	P. M. A. 1.35		
	2.32	3.45			8.05	324	R.	323.4	.....	B. & L. JCT.....	114.2		9.23	5.05	1.22 P. M. L.			
	P. M. A. B. & L. 17	4.05			8.14	328		327.1	.....	BECKWITH.....	110.5	34	\$ 9.13	4.50	B. & L. 16			
		4.30			8.23	332		331.7	.....	HINDOO.....	105.9	25	9.02	4.30				
		5.05			8.39	340	W.	338.8	2S.....	CHILCOOT.....Ch	98.8	25	7 am to 5 pm 8 pm to 6 am	F 8.45	4.00			
		5.20			8.49	342	W.	341.1	.....	RAINBOW.....	96.5	30		8.35	3.45			
		5.45			8.57	345		345.1	.....	SCOTTS.....	92.5			8.24	3.20			
		6.15			9.10	353		351.6	.....	RED ROCK.....	86.0	21		F 8.10	2.55			
		6.30			9.17	356		354.8	.....	CONSTANTIA.....	82.8	4		F 8.03	2.43			
		6.40			9.23	358	W. C.	357.5	DN.....	OMIRA.....Ma	80.1	82		\$ 7.57	2.30			
		7.05			9.32	362		362.2	D.....	DOYLE.....DO	75.4	58	7 am to 7 pm	\$ 7.46	2.05			
						363		362.9	.....	N. C. O. Ry. Transfer....	74.7	Spur 30						
								370.8	.....	N. C. O. Ry. Crossing....	66.8							
		8.10			10.00	372		376.9	.....	CALNEVA, Cal.....	60.7	30		F 7.17	1.15			
		8.45			10.12	384	W.	383.5	D.....	FLANIGAN Nev.....Fn	54.1	61	7 am to 7 pm	F 7.05	12.55			
		9.25			10.23	391		391.0	.....	KEPLER.....	46.6	54		6.50	12.32			
		9.35			10.33	394		392.9	DN.....	SAND PASS.....Sa	44.7	60		F 6.45	12.25AM			
		10.55			10.55	405		404.1	.....	SANO.....	33.5	59		F 6.20	11.45PM			
		11.55AM			11.20	416	W.	415.7	.....	REYNARD.....	21.9	57		F 5.58	11.15			
		12.30PM			11.35	424		423.2	.....	BRONTE.....	14.4	74		F 5.43	10.55			
		12.55			11.50AM	431		429.9	.....	PHIL.....	7.7	81		5.30	10.35			
		1.30 P. M. A.			12.05 P. M. A.	438	W. C. T. Y. R. K.	437.6	DN.....	GERLACH.....Gr	0.0	Yard		5.15 P. M. L.	10.15 P. M. L.			
		DAILY			DAILY									DAILY	DAILY			
	0.12	10.00			4.05					Time over District				4.15	7.05	0.13		
	13.5	11.6			28.6					Average Speed per Hour				27.5	16.5	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.  
 EXTRA TRAINS MAY PASS AND RUN AHEAD OF SECOND-CLASS TRAINS WITHOUT ORDERS.

**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. 370.8. No signals. All trains come to full stop 200 feet from crossing and ascertain it is clear before proceeding.  
 Automatic block signals govern track through tunnel No. 37, between Chilcoot and Rainbow. Eastward trains governed by home signal located 450 feet west of tunnel. Westward trains governed by home signal located 2,000 feet east of tunnel. 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 1,000 feet behind the flagman, until through tunnel. If no obstruction is found, the facts will be reported to Superintendent from first 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 brakeman will keep a red and white lantern lighted while passing through the tunnel.

**COMMERCIAL SPURS**

**MAIN LINE**

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
HUDSON LUMBER CO.....	15.9	1 E	14
OAKLAND BRICK CO. SPUR....	27.7	1 E	20
EBERLY .....	28.9	Siding	22
NILES PIT .....	29.1	Siding	106
CALIFORNIA BRICK CO. SPUR.	31.8	1 W	15
HEARST .....	39.5	1 W	6
PALMER .....	49.0	1 W	14
GOECKEN .....	53.9	1 E	5
LINNE .....	70.6	1 E	7
LUDWIG .....	73.0	1 E	7
RHODES .....	75.5	1 W	4
FITZ .....	77.3	1 W	10
GARRISON .....	82.7	1 W	13
FRENCH CAMP .....	88.6	1 W	5
HARTE .....	100.4	1 W	6
GREER .....	131.6	1 E	10
SWAYNE LUMBER CO.....	229.2	1 E	4
MASSACK .....	292.2	1 E	12
CROMBERG .....	303.2	Siding	4
DELLEKER .....	320.0	1 E	66

**EASTWARD**

**TESLA BRANCH**

**WESTWARD**

SECOND CLASS		Water, Oil, Scales, Tables and Wyes Register Stations Standard Clocks	Station Numbers	Distance from Tesla	Time Table No. 4 August 23, 1910 Succeeding No. 3		Distance from Carbona	Capacity of Sidings	SECOND CLASS	
192	193				STATIONS Telegraph Offices and Calls	193				
Way Freight Tues., Thurs., Sat.									Way Freight Tues., Thurs., Sat.	
P. M. L. 2.30			BA13	0.0	..... TESLA .....	13.3	89		P. M. A. 2.00	
3.00			BA12	1.7	..... WALDEN .....	11.6	80		1.30	
3.30		W.	BA10	3.7	..... CARNEGIE .....	9.6	150		1.00	
4.05			BA4	9.9	..... KERLINGER .....	3.4	80		12.20	
4.30 P. M. A.		W. C. Y. R.	72	13.3	D..... CARBONA .....CB	0.0	133		12.01 P. M. L.	
Tues., Thurs., Sat.									Tues., Thurs., Sat.	
2.00					Time over District				2.00	
6.6					Average Speed per Hour				6.6	

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. 5.3.  
 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. 10.4. 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. 13.3. 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. 43.1. 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. 83.8. 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 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. 93.8. 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.

**FLAGGING RULES FOR BRIDGE AND TRACK FOREMEN**

Bridge and track foremen must be familiar with the use and meaning of all signals and see that they are clearly understood and rightly used by persons employed under them. When making repairs to track or bridges, they must endeavor to keep the main track safe for the passage of trains. The main track must never be obstructed in any way without first conspicuously displaying the stop signal. When changing rails or in any way working on the track or bridges, rendering track impassable, first put out a red flag in the hands of a reliable man (which must be kept in his hands), twenty telegraph poles in each direction from the impassable point and the flagmen must also place one torpedo at a distance of four telegraph poles beyond the point of the flag. In foggy weather on heavy down grade or curves, flags must be placed at least ten telegraph poles farther distant than above. When necessary to protect a section of track that is not impassable, but over which speed should be reduced, the following rule will govern: A yellow flag by day or a yellow light at night should be placed, on the engineer's side in both directions, twenty telegraph poles from the point where the slow track begins, and a green flag on the same side of track at a point where the slow track ends; the yellow flag to indicate to engineer the restrictions to be observed, green flag will indicate that he has passed over the slow track. Track and bridge men will be held responsible for the strict compliance with these rules by their men and must report any violations on the part of train or enginemen to observe same.

F. L. CORWIN,  
Trainmaster, Sacramento

J. P. QUIGLEY,  
Chief Dispatcher, Sacramento

W. C. SHULTS,  
Trainmaster, Portola

C. L. FORBES,  
Chief Dispatcher, Portola