

WESTERN PACIFIC RAILWAY COMPANY

WESTERN DIVISION

TIME 8 TABLE

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

Wednesday, March 29th, 1911

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

Ch. Flaig.

EASTWARD

FIRST DISTRICT

WESTWARD

SECOND CLASS			FIRST CLASS			Station Numbers	Water, Oil, Scales, Tables and Wyes at Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 8			Distance from Stockton	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
192	64	90	4	10	8				STATIONS Telegraph Offices and Calls						7	9	1	91	193	65
Way Freight Tues., Thurs., Sat.	Freight DAILY	Way Freight Except Sunday	Passenger DAILY	Passenger DAILY	Passenger DAILY				March 29, 1911 Succeeding No. 7	Passenger DAILY	Passenger DAILY				Passenger DAILY	Way Freight Except Saturday	Way Freight Tues., Thurs., Sat.	Freight DAILY		
			P. M. L. 7.30	P. M. L. 5.20	A. M. L. 9.00	0	W. C. O.	0.0	DN. SAN FRANCISCO...Go	93.8	Yard		A. M. A. 10.30	P. M. A. 12.55	P. M. A. 9.00					
			8.00	5.45	9.25	3	W. C.	3.5	D... WESTERN PACIFIC MOLE..WR	90.3	Yard	9 am to 9 pm	10.05	12.30	8.37					
								5.2	.....S. P. CROSSING.....	88.6									
	P. M. L. 10.00	A. M. L. 7.00		8.04	5.49	9.30	6	W. C. O. T. R. K.	5.4	DN OAKLAND TERMINAL. Md	88.4	Yard	\$10.00	12.25	8.33		P. M. A. 9.20	A. M. A. 2.00		
	10.07	7.08	\$ 8.08	\$ 5.52	\$ 9.34			5.8	.....S. P. CROSSING.....	88.0									
								6.6	..... OAKLAND	87.2			\$ 9.56	\$12.21	\$ 8.29		9.10	1.50	
								6.8	.....S. P. CROSSING.....	87.0									
								7.2	.....S. P. CROSSING.....	86.6									
								7.8	.....S. P. CROSSING.....	86.0									
	10.15	7.25	F 8.19	5.59	\$ 9.42	10		9.7	..... FRUITVALE	84.1	33		\$ 9.48	12.11	F 8.19		8.50	1.43	
	10.17	7.30		8.21	6.00	F 9.46		10.4	..... MELROSE	83.4	10		F 9.46	12.09	8.17		8.45	1.40	
	10.30	7.45		8.27	6.06	F 9.52		13.3	..... ELMHURST	80.5	40		F 9.40	12.03PM	8.11		8.27 <u>8.11</u>	1.30	
	10.35	7.50	F 8.31	F 6.09	\$ 9.55	15		14.7	.....S. P. CROSSING.....	79.1	5	7 am to 7 pm	\$ 9.37	F11.59AM	F 8.08		7.45	1.25	
	10.55	8.30	F 8.43	F 6.19	\$10.05	20		20.4	D..... HAYWARDS .....Hy	73.4	60	9 am to 9 pm	\$ 9.27	F11.50	F 7.57		7.15	1.00		
	11.20	9.17	F 8.55	F 6.28	F10.15	27		26.6	D..... DECOTO .....D	67.2	20	7 am to 7 pm	\$ 9.17	11.40	7.45		6.45	12.35		
	11.35PM	9.40	\$ 9.01	F 6.33	\$10.21	30	W.	29.7	2S..... NILES .....Cn	64.1	91	8 am to 2 am	\$ 9.11	F11.34	F 7.39		6.33	12.20		
								30.3	.....S. P. CROSSING.....	63.5									
	12.01AM	10.10	F 9.15	6.46	\$10.34	36		36.0	D..... SUNOL .....Sb	57.8	39	7 am to 7 pm	\$ 8.58	11.21	F 7.26		5.55	12.01AM		
	12.20	10.45 11.12	\$ 9.29	\$ 6.54	\$10.45	41		41.5	D..... PLEASANTON ....Tn	52.3	33	6.30 am to 6.30 pm	\$ 8.48	\$11.12	\$ 7.16		5.30	11.35PM		
								42.7	.....S. P. CROSSING.....	51.1									
								42.9	.....S. P. CROSSING.....	50.9									
	12.40	11.50AM	\$ 9.44	\$ 7.05	\$11.00	48	W.	47.6	2S..... LIVERMORE .....Vn	46.2	35	8 am to 5 pm 8 pm to 5 am	\$ 8.36	\$11.00	\$ 7.05		5.00	11.15		
	1.15	12.35PM		10.05	7.22	F11.17		56.5	N..... ALTAMONT .....MN	37.3	45	7 pm to 7 am	\$ 8.19	10.44	6.47		4.30	10.45		
	1.40	1.05	10.22	7.36	F11.31	63		62.9	..... MIDWAY	30.9	40		F 8.04	10.32	6.27		4.00	10.22	
P. M. L. 3.00	2.10	1.40	\$10.44	7.52	\$11.47	72	W. Y.	71.8	D..... CARBONA .....Cb	22.0	127	7 am to 7 pm	\$ 7.48	10.17	F 6.08		3.20	A. M. A. 10.00	9.35	
3.10	2.20	1.55		10.48	7.56	F11.51AM		73.9	D..... LYOTH .....Ky	19.9	64	7 pm to 7 am	\$ 7.44	10.14	6.04		3.10	9.50	9.30	
	3.50	2.55	2.40	F11.08	8.12	\$12.07PM	84	W.3.9ml.W. LATHROP	10.0	84		\$ 7.28	10.01	F 5.48		2.40	9.05	9.00	
	4.10	3.15	3.10	11.22	8.23	12.18	90		.....S. P. CROSSING.....	90.5									
								93.2 ORTEGA	3.3	13		7.17	9.51	5.37		2.15	8.45	8.40	
									...A. T. & S. F. CROSSING...	0.6										
4.30 P.M.A.	3.30 A.M.A.	3.30 P.M.A.	11.30 P.M.A.	3.30 P.M.A.	12.25 P.M.A.		94	W.C.O.T. R.K.	93.8	DN..... STOCKTON .....Sn	0.0	Yard	7.10 A.M.L.	9.45 A.M.L.	5.30 P.M.L.		2.00 P.M.L.	8.30 A.M.L.	8.30 P.M.L.	
Tues., Thurs., Sat.	DAILY	Except Sunday	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY		Except Saturday	Tues., Thurs., Sat.	DAILY	
1.30	5.30	8.30	3.30	2.45	3.00								2.55	2.45	3.07		7.20	1.30	5.30	
14.6	16.0	10.3	25.8	32.7	30.1								30.9	32.7	28.9		12.0	14.6	16.0	

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

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.

**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.**

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EASTWARD

SECOND DISTRICT

WESTWARD

Table with columns for Second Class (94, 92, 64), First Class (4, 10), Station Numbers, Water/Oil Scales, Distance from San Francisco, Time Table No. 8 (March 29, 1911), Stations, Distance from Oroville, Capacity of Side Tracks, Office Open, and Westward First Class (9, 1) and Second Class (93, 65, 95).

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS. 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. OROVILLE YARD EXTENDS FROM THE WEST SWITCH AT OROVILLE TERMINAL TO THE EAST SWITCH AT OROVILLE. TRAINS MOVING BETWEEN OROVILLE TERMINAL AND OROVILLE WILL BE GOVERNED BY RULE 93 OF THE TRANSPORTATION DEPARTMENT.

BULLETIN STATIONS: Stockton, Oroville. Nos. 9 and 10 will register at Sacramento. Nos. 92 and 93 will carry passengers in cabooses.

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. 95.1. 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. 178.3. 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. 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. 8 March 29, 1911 Succeeding No. 7			Distance from Portola	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS						
64		94	4		1	65 95																		
Freight	Way Freight	Passenger	DAILY	DAILY	Passenger	Freight				Way Freight	Except Sunday													
							STATIONS			Telegraph Offices and Calls														
A.M.L.	A.M.L.	A.M.L.				R. K.	205.1	DN.....	OROVILLE.....	Ya	116.3	69		P.M.A.	P.M.A.									
11.59	6.15	3.40			205									1.45	3.45									
12.25 PM	6.45	3.55			213		212.7	F.....	BIDWELL.....		103.7	38		F 1.30		11.00	3.15							
12.40	7.05	F 4.05			217	W.	217.5		BLOOMER.....		103.9	54		F 1.20		10.40	2.55							
12.50	7.20	F 4.17			221		221.4		LAS PLUMAS.....		100.0	11		F 1.10		10.24	2.40							
1.03	7.30	F 4.26			224		224.3	DN....	BERRY CREEK.....	Bk	97.1	55		F 1.03		10.13	2.25							
1.20	7.50	F 4.40			229	W.	228.5	F.....	BLINZIG.....		92.9	20		F 12.52		9.55	2.10							
1.30	8.00	F 4.50			232		232.2		INTAKE.....		89.2	12		F 12.42		9.45	2.00							
1.45	8.15	F 4.59			235		235.2	F.....	POE.....		86.2	48		F 12.34		9.27	1.45							
2.08	8.30	S 5.12			239	W.C.	239.2	D.....	BIG BAR.....	Bg	82.2	73	7 am to 7 pm	S 12.24		9.10	1.25							
2.32	8.50	5.26			244		243.7	F.....	CRESTA.....		77.7	34		12.12		8.50	12.50							
2.50	9.05	F 5.38			248	W.	247.5	F.....	MERLIN.....		73.9	45		F 12.01 PM		8.30	12.25 PM							
3.20	9.30	5.54			253		253.1	F.....	TOBIN.....		68.3	60		11.44 AM		8.05	11.44 AM							
3.55	10.05	F 6.14			260	W.	259.9	DN.....	BELDEN.....	Bn	61.5	64		F 11.27		7.35	10.55							
4.15	10.30	F 6.29			263		264.6	F.....	RICH.....		56.8	62		F 11.16		7.20	10.30							
4.50	11.00	F 6.49			270	W.	270.3	F.....	VIRGILIA.....		51.1	52		F 11.00		6.49	9.55							
5.10	11.20 AM	F 7.00			274		273.7		TWAIN.....		47.7	87		F 10.51		6.30	9.40							
5.45	12.05 PM	S 7.20			281	W.C.	281.0	DN.....	KEDDIE.....	Kd	40.4	60		S 10.33		6.00	9.10							
6.20	12.45	S 7.40			288		287.8	D.....	HARTWELL.....	Rt	33.6	65	7 am to 7 pm	S 10.15		5.35	8.38							
7.10	1.40	S 8.10			297	W.	296.6	DN...S	SPRING GARDEN...	Sg	24.8	70		S 9.54		4.55	8.10							
7.35	2.00	F 8.30			301		301.6	N.....	SLOAT.....	SO	19.8	49	7 pm to 7 am	F 9.36		4.30	7.40							
8.25	2.55	F 8.53			310	W.	310.3	F.....	BLAIRSDEN.....		11.1	30		F 9.20		3.55	7.00							
8.40	3.15	F 9.10			314		313.6	D.....	CLIO.....	Co	7.8	52	7 am to 7 pm	F 9.10		3.35	6.35							
9.10	3.40	F 9.25			318		318.3	F.....	MABIE.....		3.1	17		F 8.58		3.15	6.15							
9.30	4.00	9.35			321	W.C.T.O. R.K.	321.4	DN.....	PORTOLA.....	K	0.0	Yard		8.50		3.00	6.00							
	Except Sunday	A.M.L.												A.M.L.		A.M.L.	A.M.L.							
	DAILY	DAILY												DAILY		DAILY	Except Sunday							
	9.30	9.45												4.55		8.30	9.45							
	12.2	11.8												23.6		13.6	11.9							
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. WHEN TRAINS OF THE SAME CLASS MEET ON THE THIRD DISTRICT, THE WEST-BOUND 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. 318.3. 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.

Automatic signals govern track through Tunnels 39 and 41. Home signal governing eastward trains located 315 feet west of portal Tunnel 39. Home signal governing westward trains located 944 feet east of portal Tunnel 39. Distant signal located 2,099 feet east of home signal. Home signal governing eastward trains located 858 feet west of portal Tunnel 41. Home signal governing westward trains located 231 feet east of portal Tunnel 41.

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. 8		Distance from Gerlach	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS			
216	64	4	March 29, 1911 Succeeding No. 7				1	65				217					
Mixed	Freight	Passenger	STATIONS	Passenger	Freight	Mixed											
Except Sunday	DAILY	DAILY	Telegraph Offices and Calls	DAILY	DAILY	Except Sunday											
A.M.L.	P.M.L.	A.M.L.		A.M.A.	A.M.A.	A.M.A.											
9.00	10.30	9.45	DN.....PORTOLA..... Ki	8.40	2.00	8.30											
9.15	10.40	9.51	.....B. & L. JCT.....	8.33	1.45	8.10										
To B. & L.	10.55	\$10.01	.....BECKWITH JCT.....	\$ 8.27	1.30	From B. & L.										
	11.10		B. & L. Crossing														
	11.35	F10.26	.....HINDOO.....	8.20	1.12											
	11.50PM		.....CHILCOOT.....Ch	F 8.10	12.50											
	12.20AM		.....RAINBOW.....	8.00	12.35											
	12.38	F10.56	.....SCOTTS.....	7.51	12.20AM											
	12.48	F11.02	.....RED ROCK.....	F 7.35	11.55PM											
	12.58	\$11.08	.....CONSTANTIA.....	F 7.28	11.45											
	1.15	\$11.18	.....OMIRA.....Ma	\$ 7.22	11.30											
			DN.....DOYLE.....Do	\$ 7.11	11.15												
			.....N. C. O. Ry. Transfer....													
			.....N. C. O. Ry. Crossing....													
	2.00	F11.43	D....CALNEVA, Cal. ....Na	F 6.46	10.30												
	2.35	F11.58AM	.....FLANIGAN, Nev.....	F 6.35	10.10											
	3.00	12.13PM	.....KEPLER.....	6.22	9.46											
	3.10	F12.18	DN.....SAND PASS.....Sa	F 6.19	9.40												
	3.45	F12.38	.....SANO.....	F 5.59	9.03											
	4.20	F 1.00	.....REYNARD.....	F 5.39	8.25											
	4.50	F 1.15	.....BRONTE.....	F 5.27	8.00											
	5.17	1.27	.....PHIL.....	5.17	7.38											
	6.00	1.40	DN.....GERLACH.....Gr	5.05	7.15												
Ex. Sun.	DAILY	DAILY		A.M.L.	P.M.L.												
0.15	7.30	3.55	Time over District	DAILY	DAILY	Ex. Sun.											
10.8	15.3	29.8	Average Speed per Hour	3.35	6.45	0.20											
				32.6	17.1	8.1											

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.

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

BULLETIN STATIONS: 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. 328.1. N. C. O. crossing M. P. 371.5. 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 breakman 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
FITCHBURG	11.9	No Siding	
HUDSON LUMBER CO.	15.9	1 E	14
LORENZO	17.2	No Siding	
MEEK	18.5	No Siding	
SORENSEN	22.3	No Siding	
OAKLAND BRICK CO. SPUR	27.7	1 E	20
EBERLY, F. 7 & 8.	28.9	Siding	22
NILES PIT.	29.1	Siding	106
CALIFORNIA BRICK CO. SPUR	31.8	1 W	15
GOOD	32.0	No Siding	
MAYBURG	33.0	No Siding	
HACIENDA, F 7 & 8.	39.7	1 W	6
PALMER	49.0	1 W	14
GOECKEN, F 7 & 8.	53.9	1 E	5
STONE CUT	58.5	Siding	15
LINNE	70.6	1 E	7
LUDWIG	73.0	1 E	7
THODES	75.5	1 W	4
FITZ	77.8	1 W	10
SAN JOAQUIN RIVER	80.2	No Siding	
GARRISON	82.7	1 W	13
FRENCH CAMP	88.6	1 W	8
HARTE	100.4	1 W	12
GREER	131.6	1 E	10
OSO	172.2	No Siding	
CLEVELAND SPUR	176.1	1 W	9
VALLEY CONTRACTING CO. SPUR	204.3	1 W	14
QUARTZ	209.5	No Siding	
SWAYNE LUMBER CO.	229.2	Siding	7
BURRO	252.4	1 W	4
MASSACK	292.2	1 E	12
TRUMBLE	298.8	No Siding	
CROMBERG	303.2	Siding	24
DELLEKER	320.0	1 E	66

EASTWARD

SECOND CLASS		Water, Oil, Scales, Tables and Wyes and Register Stations Standard Clocks	Station Numbers	Distance from Tesla	Time Table No. 8		Distance from Carbona	Capacity of Sidings	SECOND CLASS	
192	193				March 29, 1911 Succeeding No. 7	STATIONS			Way Freight	
Way Freight	Way Freight				Telegraph Offices and Calls				Way Freight	
Tues., Thurs., Sat.	Tues., Thurs., Sat.								Tues., Thurs., Sat.	
P. M. L. 1.15	P. M. L. 1.15		BA13	0.0	..... TESLA	13.3	89		A. M. A. 11.45
1.30	1.30		BA12	1.7	..... WALDEN	11.6	80		11.30
2.00	2.00	W.	BA10	3.7	..... CARNEGIE	9.6	150		10.55
2.35	2.35		BA4	9.9	..... KERLINGER	3.4	80		10.25
3.00 P. M. A.	3.00 P. M. A.	W.C.Y.R.	72	13.3	D..... CARBONA .....CB	0.0	133		10.00 A. M. L.	
Tues., Thurs., Sat.	Tues., Thurs., Sat.								Tues., Thurs., Sat.	
1.45	1.45				Time over District				1.45	
7.4	7.4				Average Speed per Hour				7.4	

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS

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.

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. 10.4. 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. 42.7. No signals.
 S. P. crossing M. P. 42.9. 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 governs 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 signal five hundred feet west of junction switch. Upper arm governs eastward trains on 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 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.
 Sante Fe crossing M. P. 93.2. 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, Stockton

J. P. QUIGLEY,
Chief Dispatcher, Sacramento

W. J. DAVIS,
Trainmaster, Porto