

# WESTERN PACIFIC RAILWAY COMPANY

WESTERN DIVISION

# TIME 10 TABLE

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

## SUNDAY, NOVEMBER 12th, 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

E. W. MASON,  
Superintendent

TAYLOR, NASH & TAYLOR, SAN FRANCISCO

EASTWARD			FIRST 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. 10 November 12, 1911 Succeeding No. 9		Distance from Stockton	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
192	90	52	8	4	2				STATIONS Telegraph Offices and Calls	1				3	7	51	91	193	
Way Freight Tues., Thurs., Sat.	Way Freight Except Sunday	Freight DAILY	Passenger DAILY	Passenger DAILY	Passenger DAILY								Passenger DAILY	Passenger DAILY	Passenger DAILY	Freight DAILY	Way Freight Except Sunday	Way Freight Tues., Thurs., Sat.	
			P. M. L. 5.20	P. M. L. 9.50	A. M. L. 9.10	0	W. C. O.	0.0	DN. SAN FRANCISCO .. Go	98.8	Yard		P. M. A. 8.45	A. M. A. 7.30	A. M. A. 10.20				
			5.42	10.15	9.35	3	W. C.	3.5	WESTERN PACIFIC MOLE.	90.3	Yard		8.15	7.00	9.55				
								5.2	..... S. P. CROSSING.....	88.6									
	A. M. L. 3.30	P. M. L. 10.30	5.46	10.19	9.39	6	W. C. O. T. R. K.	5.4	DN. OAKLAND TERMINAL. Md	88.4	Yard		8.11	6.56	9.51	A. M. A. 1.00	P. M. A. 4.00		
								5.8	..... S. P. CROSSING.....	88.0									
	3.36	10.36	\$ 5.52	\$10.25	\$ 9.45			6.6	..... OAKLAND .....	87.2			\$ 8.05	\$ 6.50	\$ 9.45	12.50	3.50		
								6.8	..... S. P. CROSSING.....	87.0									
								7.2	..... S. P. CROSSING.....	86.6									
								7.8	..... S. P. CROSSING.....	86.0									
	3.53	10.47	F 6.02	10.35	F 9.55	10		9.7	D..... FRUITVALE .....Fv	84.1	33	7 am to 7 pm	F 7.52	F 6.38	F 9.35	12.30	3.30		
	3.57	10.50		6.04	10.37	11		10.4	..... MELROSE .....	83.4	10		7.50	6.35	9.33	12.25	3.25		
								13.3	..... ELMHURST .....	80.5	40		7.40	F 6.25	F 9.24	12.07 AM	3.07		
								14.7	D..... SAN LEANDRO....DR	79.1	5	7:30 am to 7:30 pm	F 7.37	\$ 6.21	\$ 9.21	11.59 PM	3.00		
	4.20	11.05	\$ 6.15	F10.47	F10.07	15		20.4	D..... HAYWARDS .....Hy	73.4	60	7:30 am to 7:30 pm	F 7.25	\$ 6.07	\$ 9.11	11.25	2.30		
	4.50	11.25	\$ 6.26	F10.58	F10.18	20		26.6	D..... DECOTO .....D	67.2	20	7 am to 7 pm	7.12	F 5.52	F 9.00	10.17	1.55		
	5.25	11.48 PM	F 6.36	11.08	10.28	27		29.7	2S..... NILES .....Cn	64.1	91	7 am to 5 pm 6 pm to 4 am	7.05	F 5.45	F 8.55	10.05	1.40		
	5.45	12.01 AM	F 6.41	11.15	F10.33	30	W.	30.3	..... S. P. CROSSING.....	63.5									
								36.0	D..... SUNOL .....Sb	57.8	39	7 am to 7 pm	6.53	F 5.32	F 8.45	9.40	1.10		
	6.15	12.20	F 6.53	\$11.25	F10.43	36		41.5	D..... PLEASANTON ....Tn	52.3	33	6.30 am to 6.30 pm	\$ 6.40	\$ 5.20	\$ 8.35	9.20	12.40		
	6.45	12.35	\$ 7.03	\$11.35	\$10.53	41		42.7	..... S. P. CROSSING.....	51.1									
								42.9	..... S. P. CROSSING.....	50.9									
	7.15	1.00	\$ 7.13	11.50 PM	\$11.04	48	W.	47.6	DN.... LIVERMORE .....Vn	46.2	35	8 am to 5 pm 8 pm to 5 am	\$ 6.28	\$ 5.05	\$ 8.25	8.55	12.10 PM		
	8.10	1.35		7.30	12.09 AM	56		56.5	D..... ALTAMONT .....MN	37.3	45	7 am to 7 pm	6.07	F 4.45	8.10	8.13	11.20 AM		
	8.45	2.00		7.42	12.22	63		62.9	..... MIDWAY .....	30.9	40		5.53	4.31	8.00	7.42	10.20		
P. M. L. 3.00	9.30	2.30	F 7.55	12.38	11.50	72	W. Y.	71.8	DN..... CARBONA .....Cb	22.0	127		5.36	F 4.10	F 7.45	6.55	9.30	A. M. A. 10.00	
	3.10	9.50	F 7.58	12.41	11.53 AM	74	C.	73.9	D..... LYOTH .....Ky	19.9	64	7 am to 7 pm	5.33	4.07	F 7.42	6.45	9.10	9.50	
	3.45	10.55	F 8.13	12.59	12.08 PM	84	W. 3.9 ml. W.	83.8	..... LATHROP .....	10.0	84		F 5.18	F 3.49	F 7.27	6.15	8.10	9.05	
	4.10	11.40	3.37	8.23	1.12	90		90.5	..... ORTEGA .....	3.3	13		5.07	3.37	7.17	5.55	7.45	8.43	
								93.2	...A. T. & S. F. CROSSING...	0.6									
4.30 P. M. A.	11.59 A. M. A.	4.00 A. M. A.	8.30 P. M. A.	1.20 A. M. A.	12.25 P. M. A.	94	W. C. O. T. R. K.	93.8	DN..... STOCKTON .....Sn	0.0	Yard		5.00 P. M. L.	3.30 A. M. L.	7.10 A. M. L.	5.45 P. M. L.	7.30 A. M. L.	8.30 A. M. L.	
Tues., Thurs., Sat.	Except Sunday	DAILY	DAILY	DAILY	DAILY				Time over District				DAILY	DAILY	DAILY	DAILY	Except Sunday	Tues., Thurs., Sat.	
1.30	8.29	5.30	2.45	3.05	2.50				Average Speed per Hour				3.15	3.30	2.45	7.15	8.30	1.30	
14.6	10.4	16.0	32.2	29.3	31.8								27.7	25.8	32.8	12.2	10.4	14.6	

**BULLETIN STATIONS:** Western Pacific Mole, Oakland Terminal, Stockton. Nos. 90-91-192 and 193 will carry passengers in caboose. Nos. 192 and 193 will register at Carbona. 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. Passenger trains must consume three (3) minutes, all other trains six (6) minutes passing through Tunnel No. 1. 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.**

No. 7 will use north track between Oak Street and S. P. Crossing at First and Adeline Streets, Oakland. No. 2 will use Main Line between these points.

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. 10				Distance from Oroville	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS		
94	92	52	4	2	November 12, 1911 Succeeding No. 9				1	3	51	93				95				
Way Freight	Way Freight	Freight	Passenger	Passenger	STATIONS				Passenger	Passenger	Freight	Way Freight	Way Freight							
Except Sunday	Except Sunday	DAILY	DAILY	DAILY	Telegraph Offices and Calls				DAILY	DAILY	DAILY	Except Sunday	Except Sunday							
	A.M.L. 8.00	A.M.L. 5.00		A.M.L. 1.20	P.M.L. 12.25	94	W.C.O.T.R.K.	93.8	DN.... S. P. Crossing	111.3	Yard		P. M. A. 5.00	A.M.A. 3.30		A.M.A. 4.40	P.M.A. 6.30			
								95.1	.....S. P. CROSSING.....	110.0										
	8.40	5.30		F 1.40	F 12.45	105		104.8	D..... KINGDON .....Di	100.3	91	7 am to 7 pm	F 4.40	F 3.07		4.10	5.45			
	8.55	5.45		F 1.47	12.52	109		109.5	..... BRACK .....	95.6	62		4.30	2.58		3.55	5.20			
	9.10	6.00		F 1.53	F 12.59	114	W.	113.9	D..... THORNTON .....Nh	91.2	100	7 am to 7 pm	F 4.20	F 2.50		3.40	5.00			
	9.30	6.20		F 2.01	F 1.08	119		119.1	..... CERRO .....	86.0	46		F 4.10	2.38		3.25	4.35			
	9.50	6.40		F 2.10	F 1.16	124		124.7	D..... FRANKLIN .....FR	80.4	90	7 am to 7 pm	F 3.59	F 2.28		3.10	3.59			
	10.05	6.55		F 2.20	1.23	129		129.0	..... SIMS .....	76.1	18		3.51	2.20		2.55	3.30			
						134		133.6	..... CORDOVA .....	71.5	No Siding									
	10.45	7.20		2.33	1.35	136		136.3	..... JEFFERY SHOPS .....	68.8	64		3.39	2.07		2.30	3.00			
	11.40AM	7.35		\$ 2.40	\$ 1.42	139	W.O.Y.K.	138.6	S. P. Crossing X DN.... SACRAMENTO .....Sr	66.5	Yard		\$ 3.31	\$ 2.00		2.10	2.45			
								140.8	.....N. E. CROSSING.....	64.3										
	12.10PM	7.55		F 2.52	1.53	144		143.9	..... DEL PASO .....	61.2	73		3.19	F 1.46		1.53	1.53			
	12.35	8.20		F 3.05	2.03	151		150.9	..... COUNSMAN .....	54.2	70		3.08	F 1.32		1.25	12.35PM			
								152.5	.....N. E. CROSSING.....	52.6										
	1.05	8.35		F 3.16	2.12	158	W.	156.1	D...PLEASANT GROVE..GV	49.0	65	7 am to 7 pm	F 2.58	F 1.20		1.05	11.45AM			
						162		162.0	..... NICOLAUS .....	48.1	Spur 4									
	2.35	9.10		F 3.40	2.35	172		172.5	..... DENNISTON .....	32.6	84		2.35	F 12.55		12.15PM	10.55			
								178.1	.....N. E. CROSSING.....	27.0										
	3.30	9.30		\$ 3.53	\$ 2.50	179	W.	178.8	DN.... MARYSVILLE .....Ms	26.3	142		\$ 2.20	\$ 12.41		11.55AM	10.25			
								180.2	S. P. Crossing	24.9										
	4.10	9.55		F 4.05	3.04	186		185.8	..... TAMBO .....	19.3	50		2.09	F 12.28		11.30	9.55			
	4.50	10.20		F 4.17	F 3.17	193		192.9	..... CRAIG .....	12.2	70		1.58	F 12.16		11.10	9.20			
	5.30	10.50		F 4.29	F 3.30	199		199.4	D..... PALERMO .....Mo	5.7	93	7 am to 7 pm	F 1.49	F 12.05AM		10.50	8.50			
A.M.L. 9.00	6.00 P.M.A.	11.10AM 12.10PM		4.37	3.37	203	W.C.O.T.	202.9	DN. OROVILLE TERMINAL. Yd	2.2	Yard		1.43	11.58PM		10.30	8.30	P.M.A. 6.40		
9.15 A.M.A.		12.20 P.M.A.		4.45 A.M.A.	3.45 P.M.A.	205	R K.	205.1	D..... OROVILLE.....Vi	0.0	69	2 pm to 2 am	1.35 P.M.L.	11.50 P.M.L.		9.15 A.M.L.		6.25 P.M.L.		
Except Sunday	Except Sunday	DAILY		DAILY	DAILY								DAILY	DAILY		DAILY	Except Sunday	Except Sunday		
	10.00	6.10		3.25	3.20				Time over District				3.25	3.40		6.10	10.00			
	10.9	17.6		32.5	33.3				Average Speed per Hour				32.5	30.3		17.6	10.9			

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 Terminal, 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.  
 Nos. 1, 2, 3 and 4 will register by ticket at Stockton.

**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. 178.8. 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, Tapes and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 10 November 12, 1911 Succeeding No. 9		Distance from Portola	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS		
94	52	4	2	1	3				51	95								
Way Freight	Freight	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	1	3	51	95	1	3	51	95			
Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Except Sunday	DAILY	DAILY	DAILY	Except Sunday	DAILY	DAILY	DAILY	Except Sunday			
A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.	P.M.A.	P.M.A.	A.M.A.	P.M.A.	P.M.A.	P.M.A.	A.M.A.	P.M.A.			
9.15	12.20	4.55	3.55	5.11	4.10	205	R.K.	205.1	D.....	OROVILLE	VI	116.3	69	2 pm to 2 am	P.M.A. 1.25	P.M.A. 11.40	A.M.A. 9.15	P.M.A. 6.25
9.45	1.09	F 5.11	4.10	213		212.7		F.....	BIDWELL		108.7	38		1.09	F 11.21	8.45	5.45	
10.05	1.30	F 5.21	4.20	217	W.	217.5		.....	BLOOMER		103.9	54		12.59	F 11.08	8.25	5.20	
10.20	1.45	F 5.30	F 4.30	221		221.4		.....	LAS PLUMAS		100.0	11		F 12.51	F 10.58	8.08	5.00	
10.35	2.00	F 5.38	F 4.38	224		224.3		DN....	BERRY CREEK	Bk	97.1	55		F 12.45	F 10.50	7.55	4.38	
10.50	2.15	F 5.50	F 4.50	229	W.	228.5		F.....	BLINZIG		92.9	20		F 12.35	F 10.40	7.38	4.05	
11.10	2.30	F 5.59	F 4.58	232		232.2		.....	INTAKE		89.2	12		F 12.25	F 10.29	7.22	3.36	
11.30 AM	2.45	F 6.08	5.05	235		235.2		F.....	POE		86.2	48		12.17	F 10.20	7.10	3.25	
12.05 PM	3.05	\$ 6.20	\$ 5.15	239	W.C.	239.2		D.....	BIG BAR	Bg	82.2	73	7 am to 7 pm	\$ 12.05 PM	\$ 10.08	6.55	3.05	
12.35	3.30	F 6.35	5.27	244		243.7		F.....	CRESTA		77.7	34		11.52 AM	F 9.54	6.35	2.25	
12.55	3.45	F 6.48	5.37	248	W.	247.5		F.....	MERLIN		73.9	45		11.40	F 9.42	6.05	2.05	
1.30	4.10	F 7.05	5.53	253		253.1		F.....	TOBIN		68.3	60		11.25	F 9.25	5.42	1.30	
2.00	4.40	F 7.28	F 6.13	260	W.	259.9		DN.....	BELDEN	Bn	61.5	64		F 11.07	F 9.05	5.15	12.55	
2.20	5.00	F 7.40	6.25	263		264.6		F.....	RICH		56.8	62		10.54	F 8.52	4.55	12.35	
2.45	5.25	F 8.02	F 6.43	270	W.	270.3		F.....	VIRGILIA		51.1	52		F 10.36	F 8.33	4.30	12.10 PM	
3.00	5.40	F 8.12	F 6.53	274		273.7		.....	TWAIN		47.7	67		F 10.27	F 8.23	4.15	11.55 AM	
3.45	6.10	\$ 8.37	\$ 7.15	281	W.C.	281.0		DN.....	KEDDIE	Kd	40.4	60		\$ 10.08	\$ 8.00	3.45	11.25	
4.25	6.40	\$ 9.02	\$ 7.40	288		287.8		2S.....	MARSTON	Rt	33.6	65	6 am to 4 pm 6.30 pm-6 am	\$ 9.50	\$ 7.40	3.15	10.55	
5.10	7.20	F 9.30	F 8.05	297	W.	296.6		DN...	SPRING GARDEN	Sg	24.8	70		9.30	F 7.20	2.45	10.20	
5.40	7.50	F 9.50	8.25	301		301.6		D.....	SLOAT	SO	19.8	49	10 am to 10 pm	9.12	F 7.00	2.15	9.50	
6.40	8.30	\$ 10.06	\$ 8.50	310	W.	310.3		F.....	BLAIRSDEN		11.1	30		\$ 8.54	\$ 6.40	1.42	8.54	
7.05	9.00	F 10.12	F 9.00	314		313.6		DN.....	CLIO	Co	7.8	52		F 8.48	F 6.33	1.30	8.20	
7.40	9.30	10.23	9.12	318		318.3		F.....	MABIE		3.1	17		8.37	6.22	1.12	7.52	
8.00 P.M.A.	9.45 P.M.A.	10.30 A.M.A.	9.20 P.M.A.	321	W.C.T.O. R.K.	321.4		DN.....	PORTOLA	Ki	0.0	Yard		8.30 A.M.L.	6.15 P.M.L.	1.00 A.M.L.	7.40 A.M.L.	
Except Sunday	DAILY	DAILY	DAILY											DAILY	DAILY	DAILY	Except Sunday	
10.45	9.25	5.35	5.25						Time over District					4.55	5.25	8.15	10.45	
10.8	12.3	20.8	21.4						Average Speed per Hour					23.6	21.4	14.1	10.8	

**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:** Oroville, Portola.  
 Passenger trains must consume six (6) minutes, all other trains ten (10) minutes passing through Tunnel No. 35, 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.  
 Nos. 94 and 95 will carry passengers in caboose.  
**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.  
 Lighted fuseses must not be thrown off in any tunnel. If necessary to use fuseses inside tunnels they must be held in the hand or securely placed in the earth or ballast in such a manner that it will be impossible for fire to be communicated to any woodwork within tunnel.  
 Maximum speed for westward trains as follows: Portola to Tobin, passenger trains, 30 miles per hour; freight trains, 18 miles per hour. Tobin to Blinzig, passenger trains, 25 miles per hour; freight trains, 15 miles per hour. Blinzig to Oroville, passenger trains, 35 miles per hour; freight trains, 20 miles per hour.



COMMERCIAL SPURS

EASTWARD

TESLA BRANCH

WESTWARD

MAIN LINE				SECOND CLASS		Time Table No. 10		SECOND CLASS	
STATIONS	Distance from San Francisco	How Connected	Cars Capacity	192		November 12, 1911 Succeeding No. 9		193	
				Way Freight	Station Numbers	STATIONS	Distance from Carbons	Capacity of Sidings	Way Freight
FITCHBURG	11.9	No Siding				TESLA	13.3	89	A.M.A. 11.45
HUDSON LUMBER CO.	15.9	1 E	14			WALDEN	11.6	80	11.30
LORENZO	17.2	No Siding				CARNEGIE	9.6	150	10.55
MEEK	18.5	No Siding				KERLINGER	3.4	80	10.25
SORENSEN	22.3	No Siding				CARBONA	0.0	133	10.00 A.M.L.
OAKLAND BRICK CO. SPUR	27.7	1 E	20						Tues., Thurs., Sat. 1.45
EBERLY, F. 7 & 8	28.9	Siding	22						7.4
NILES PIT	29.1	Siding	30						
CALIFORNIA BRICK CO. SPUR	31.8	1 W	15						
GOOD	32.0	No Siding							
MAYBURG	33.0	No Siding							
IDYLWOOD	34.8	No Siding							
BONITA	37.5	No Siding							
HACIENDA, F 7 & 8	39.7	1 W	6						
PALMER	49.0	1 W	14						
GOECKEN	53.9	1 E	5						
STONE CUT	58.5	Siding	15						
LINNE	70.6	1 E	7						
LUDWIG	73.0	1 E	7						
RHODES	75.5	1 W	4						
FITZ	77.3	1 W	10						
PARADISE CUT	78.8	No Siding							
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						
REVILO	166.1	1 W	2						
OSO	167.5	No Siding							
ABOGA	175.5	1 E	10						
CLEVELAND SPUR	176.1	1 W	9						
VISTA ROBLES	198.8	1 E	34						
VALLEY CONTRACTING CO. SPUR	204.3	1 W	14						
QUARTZ	209.5	No Siding							
SWAYNE LUMBER CO.	229.2	Siding	7						
ROCK CREEK	249.2	Siding	20						
MASSACK, F 3 & 4	292.2	1 E	12						
TRUMBLE	298.8	No Siding							
CROMBERG, F 3 & 4	303.2	Siding	24						
DELLEKER	320.0	1 E	66						

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 Carbons, 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. 7.3. 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. 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. 93.3. 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

C. L. FORBES,  
Chief Dispatcher, Sacramento

J. S. SPELMAN,  
Trainmaster, Portola