

WESTERN PACIFIC RAILWAY COMPANY

WESTERN DIVISION

TIME 13 TABLE

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

SUNDAY, APRIL 6th, 1913

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. P. QUIGLEY,
Superintendent of Transportation

E. W. MASON,
Superintendent

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. 13			Distance from Stockton	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
192	90	52	8	4	2				April 6, 1913 Succeeding No. 12						1	3	7	51	91	193
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger				STATIONS Telegraph Offices and Calls						Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight
Sat. Only	Daily, Except Sunday	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	Daily, Except Sunday	Sat. Only						
			P.M.L. 4.10	P.M.L. 7.30	A.M.L. 9.10	0	W.C.O.	0.0	DN. SAN FRANCISCO ..Go	93.8	Yard		P.M.A. 6.30	A.M.A. 8.30	A.M.A. 10.20					
			4.35	8.00	9.40	3	W.C.	3.5	WESTERN PACIFIC MOLE.	90.8	Yard		6.00	8.00	9.55					
								5.2	S. P. Crossing.....	88.6										
	A.M.L. 5.45	P.M.L. 10.30	4.40	8.05	9.44	6	W.C.O.T. R.K.	5.4	DN. OAKLAND TERMINAL. Md	88.4	Yard		5.55	7.55	9.51	A.M.A. 1.00	P.M.A. 5.55			
								5.8	S. P. Crossing.....	88.0										
	5.55	10.36	s 4.45	s 8.10	s 9.48			6.6	OAKLAND	87.2			s 5.50	s 7.50	s 9.48	12.50	5.39			
								6.8	S. P. Crossing.....	87.0										
								7.2	S. P. Crossing.....	86.6										
								7.8	S. P. Crossing.....	86.0										
	6.15	10.47	f 4.55	f 8.20	f 9.58	10		9.7	D..... FRUITVALE .....Fv	84.1	50	7.30 am to 7.30 pm	f 5.39	f 7.40	f 9.35	12.30	5.25			
	6.20	10.50	4.57	8.22	10.00	11		10.4	MELROSE	83.4	10		5.37	7.37	9.33	12.25	5.15			
								13.4	ELMHURST	80.4	40		5.31	f 7.30	f 9.24	12.05 AM	5.02			
	6.45	11.05	s 5.05	f 8.30	f 10.08	15		14.8	D..... SAN LEANDRO....DR	79.0	81	8:00 am to 8:00 pm	f 5.28	s 7.27	s 9.21	11.55 PM	4.50			
	7.15	11.30	s 5.18	f 8.40	f 10.19	20		20.4	D..... HAYWARD .....Hy	73.4	60	8:00 am to 8:00 pm	f 5.18	s 7.15	s 9.11	11.30	4.20			
	7.50	11.50 PM	f 5.28	8.50	10.29	27		26.6	D..... DECOTO .....D	67.2	20	7 am to 7 pm	5.07	f 7.02	f 9.00	11.10	3.40			
	8.10	12.01 AM	f 5.38	8.55	f 10.34	30	W.	29.7	2S..... NILES .....Cn	64.1	99	7 a to 11.30 a 2.30 p to 7 p 8 p to 1.00 a 3 a to 7 a	5.01	f 6.56	f 8.55	10.55	3.20			
								30.3	S. P. Crossing.....	63.5										
	8.45	12.20	f 5.45	f 9.07	f 10.45	36		36.0	D..... SUNOL .....Sb	57.8	50	7.30 am to 7.30 pm	f 4.46	f 6.41	f 8.45	10.30	2.40			
	9.25	12.35	s 5.56	s 9.18	s 10.55	41		41.5	D..... PLEASANTON ....Tn	52.3	33	8:00 am to 8:00 pm	s 4.35	s 6.28	s 8.35	10.00	2.10			
								42.7	S. P. Crossing.....	51.1										
								42.9	S. P. Crossing.....	50.9										
	10.10	1.00	s 6.10	s 9.32	s 11.07	48	W.	47.6	DN... LIVERMORE .....Vn	46.2	68		s 4.22	s 6.15	s 8.25	9.32	1.30			
	11.25 AM	1.35	6.25	9.50	11.25	56		56.5	ALTAMONT.....	37.3	45		4.04	f 5.56	8.10	8.50	12.25			
	12.01 PM	2.00	6.36	10.04	11.35	63		62.9	MIDWAY	30.9	40		3.49	5.41	8.00	8.25	12.01 PM 11.35 AM			
P.M.L. 6.00	12.35	2.30	f 6.50	10.20	11.50	72	W.Y.	71.8	DN..... CARBONA .....Cb	22.0	127		3.29	f 5.21	f 7.45	7.50	11.00	P.M.A. 2.30		
6.10	1.10	2.35	f 6.52	10.23	11.53 AM	74	C.	73.9	D..... LYOTH .....Ky	19.9	50	7 am to 7 pm	3.26	5.18	f 7.42	7.45	10.45	2.25		
7.10	1.55	3.05	f 7.10	10.38	12.08 PM	84	W.3.9mi.W.	83.8	S. P. Crossing LATHROP	10.0	84		f 3.09	f 5.00	f 7.27	7.10	9.45	1.55		
7.40	2.25	3.37	7.22	10.49	12.18	90		90.5	S. P. Crossing ORTEGA	3.3	13		2.57	4.47	7.17	6.20	9.20	1.20		
								93.2	A. T. & S. F. Crossing	0.6										
8.00 P.M.A.	2.50 P.M.A.	4.00 A.M.A.	7.30 P.M.A.	11.00 P.M.A.	12.25 P.M.A.	94	W.C.O.T. R.K.	93.8	DN..... STOCKTON .....Sn	0.0	Yard		2.50 P.M.L.	4.40 A.M.L.	7.10 A.M.L.	6.00 P.M.L.	9.00 A.M.L.	1.00 P.M.L.		
Sat. Only	Daily, Except Sunday	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	Daily, Except Sunday	Sat. Only		
2.00	9.00	5.30	2.55	3.00	2.45				Time over District				3.10	3.20	2.45	7.00	8.55	1.30		
11.0	9.8	16.0	30.9	30.1	32.8				Average Speed per Hour				28.5	27.0	32.8	12.9	10.0	14.6		

BULLETIN STATIONS: Western Pacific Mole, Oakland Terminal, Stockton.
 Nos. 192 and 193 will carry passengers in caboose.
 Nos. 192 and 193 will register at Carbona.
 No. 7 will use passing track between Oak St. and S. P. Crossing at First and Adeline Streets, Oakland. No. 2 will use main line between these points. When No. 7 is on time they will do station work at Oakland and proceed to west end of passing track to meet No. 2. When this cannot be done before arrival of No. 2 at Oakland, No. 2 will do station work ahead of No. 7.

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. 13				Distance from Oroville	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
94	92	52	4	2	Passenger	Passenger				April 6, 1913 Succeeding No. 12	STATIONS Telegraph Offices and Calls	1	3				51	93	95	Freight	Way Freight	Way Freight
Way Freight Daily, Except Sunday	Way Freight Daily, Except Sunday	Freight DAILY			Passenger DAILY	Passenger DAILY																
	A.M.L. 8.00	A.M.L. 5.00			P.M.L. 11.00	P.M.L. 12.25	94	W.C.O.T.R.K.	93.8	DN....STOCKTON.....Sn	111.3	Yard		P.M.A. 2.50	A.M.A. 4.40			P.M.A. 5.00	P.M.A. 6.30			
									95.1	.....S. P. Crossing.....	110.0										
	8.40	5.30			f11.25	f12.45	105		104.8	D.....KINGDON.....Di	100.3	91	7 am to 7 pm	f 2.30	s 4.19			4.20	5.45			
	8.55	5.45			f11.34	12.52	109		109.5	.....BRACK.....	95.6	55		2.22	4.09			4.05	5.20		
	9.10	6.00			f11.42	f12.59	114	W.	113.9	D.....THORNTON.....Nh	91.2	105	7 am to 7 pm	f 2.15	f 4.00			3.50	5.00			
	9.30	6.20			f11.52PM	s 1.08	119		118.6	.....GLANVALE.....	86.5	46		s 2.05	f 3.49			3.35	4.35		
	9.50	6.40			f12.03AM	f 1.16	124		124.7	D.....FRANKLIN.....FR	80.4	90	7 am to 7 pm	f 1.54	f 3.38			3.20	4.00			
	10.05	6.55			f12.12	f 1.23	129		128.8	.....SIMS.....	76.3	20		f 1.47	3.29			3.05	3.30		
					f		134		133.6	.....CORDOVA.....	71.5	No Siding									
	10.45	7.20			12.25	1.35	136	W. C.	136.3	D...JEFFERY SHOPS...JS	68.8	150		1.35	3.16			2.45	3.00			
	11.40AM	7.35			s12.35	s 1.45	139	Y.K.	138.6	S. P. Crossing DN....SACRAMENTO.....Sr	66.5	Yard		s 1.25	s 3.08			2.30	2.45			
									140.8	.....N. E. Crossing.....	64.3										
	12.10PM	7.55			f12.46	1.58	144		143.9	.....DEL PASO.....	61.2	73		1.10	f 2.55			1.58	1.58		
	12.58 1.25	8.20			f12.58	2.10	151		150.6	.....COUNSMAN.....	54.5	70		12.58	f 2.43			1.25	12.58PM		
									152.5	.....N. E. Crossing.....	52.6										
	2.20	8.35			f 1.10	2.20	156	W.	156.1	D...PLEASANT GROVE..GV	49.0	65	7 am to 7 pm	f12.48	f 2.31			1.05	11.45AM			
							162		162.0	.....TROWBRIDGE.....	43.1	Spur 6									
	3.20	9.10			f 1.35	2.45	172		172.5	.....DENNISTON.....	32.6	80		12.23	f 2.01			12.23PM	10.55		
									178.1	.....N. E. Crossing.....	27.0										
	4.00	9.30			s 1.48	s 2.57	179	W.	178.8	DN....MARYSVILLE.....Ms	26.3	280		s12.10PM	s 1.48			11.50AM	10.25			
									180.2	.....S. P. Crossing.....	24.9										
	4.30	9.55			f 2.02	3.09	186		185.8	.....TAMBO.....	19.3	50		11.58AM	f 1.36			11.25	9.55		
	5.00	10.20			f 2.15	f 3.21	193		192.9	.....CRAIG.....	12.2	85		f11.47	f 1.24			11.05	9.20		
	5.30	10.45			f 2.26	f 3.32	199		199.4	D.....PALERMO.....Mo	5.7	93	7 am to 7 pm	f11.37	f 1.13			10.45	8.50			
A.M.L. 5.00	6.00	11.10AM			2.33	3.39	203	W.C.O.T.	202.9	DN.ROVILLE TERMINAL Yd.	2.2	Yard		11.31	1.06			10.30	8.30	P.M.A. 3.39		
5.15	P.M.A.	12.10PM			2.40	3.45	205	RK.	205.1	2S.....OROVILLE.....Vi	0.0	100		11.25	1.00			9.25	8.30	P.M.A. 3.39		
A.M.A.		P.M.A.			A.M.A.	P.M.A.								A.M.L.	A.M.L.			9.15	8.15	P.M.L. 3.15		
Daily, Ex. Sun.	Daily, Ex. Sun.	DAILY			DAILY	DAILY								DAILY	DAILY			DAILY	Daily, Ex. Sun.	Daily, Ex. Sun.		
	10.00	6.10			3.40	3.20				Time over District				3.25	3.40			6.30	10.00			
	10.9	17.6			30.3	33.3				Average Speed per Hour				32.5	30.3			17.1	10.9			

BULLETIN STATIONS: Stockton, Oroville Terminal, Oroville.
 Nos. 1, 2, 3 and 4 will register by ticket at Stockton.
 Trains must get clearance at Sacramento dispatcher's office before leaving that point.
 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.
 All except first-class trains will send flagman ahead around curve just west of Oroville.

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. 13 April 6, 1913 Succeeding No. 12		Distance from Portola	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS			
94	52	4	2	1	3				51	95				52	58	59			
Way Freight Daily, Except Sunday	Freight DAILY	Passenger DAILY	Passenger DAILY	Passenger	Passenger				STATIONS Telegraph Offices and Calls				Passenger	Passenger	Freight	Way Freight Daily, Except Sunday			
A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.								A.M.A.	A.M.A.	A.M.A.	P.M.A.			
5.15	12.20	f 3.06	f 4.10	205	R. K.	205.1	2S.....	OROVILLE .....Vi	116.3	69			A.M.A.	A.M.A.	A.M.A.	P.M.A.			
5.40	1.05	f 3.16	f 4.20	213		212.7	F.....	BIDWELL .....W	108.7	38			11.15	12.50	9.15	3.15			
5.55	1.30	f 3.26	f 4.30	217	W.	217.5		BLOOMER .....W	103.9	54			10.59	f12.32	8.45	2.50			
6.10	1.45	f 3.35	f 4.38	221		221.4		LAS PLUMAS.....W	100.0	11			10.49	f12.21	8.25	2.30			
6.25	2.02	f 3.47	f 4.48	224		224.3	DN....	BERRY CREEK.....Bk	97.1	55			f10.41	f12.11	8.08	2.13			
6.40	2.15	f 3.57	f 4.57	229	W.	228.5	F.....	BLINZIG .....W	92.6	17			f10.35	f12.03AM	7.55	2.02			
6.55	2.30	f 4.05	5.05	232		231.9		INTAKE .....W	89.5	16	Spur 1 E		f10.25	f11.55PM	7.38	1.44			
7.10	2.45	s 4.17	s 5.15	235		235.2	F.....	POE .....W	86.2	48			f10.15	f11.45	7.22	1.30			
7.40	3.05	f 4.30	5.28	239	W.C.	239.2	2S.....	BIG BAR.....Bg	82.2	73	See Bulletin	s	9.55	s11.24	6.55	1.00			
8.05	3.30	f 4.41	5.38	244		243.7		CRESTA .....W	77.7	30			9.42	f11.10	6.35	12.40			
8.30	3.45	f 4.58	5.53	248	W.	247.5		MERLIN .....W	73.9	56			9.30	f10.59	6.10	12.25			
9.15	4.10	f 5.18	f 6.11	253		253.1	F.....	TOBIN .....W	68.3	60			9.15	f10.42	5.45	12.01PM			
9.45	4.40	f 5.31	6.23	260	W.	259.9	DN.....	BELDEN .....Bn	61.5	60			f 8.57	f10.22	5.18	11.35AM			
10.05	5.00	f 5.51	f 6.40	263		264.6	F.....	RICH .....W	56.8	55			8.44	f10.10	4.55	11.15			
10.36	5.25	f 6.01	f 6.50	270	W.	270.3	F.....	VIRGILIA .....W	51.1	52			f 8.26	f 9.52	4.25	10.36			
10.55	5.40	s 6.25	s 7.13	274		273.7	F.....	TWAIN .....W	47.7	87			f 8.17	f 9.42	4.10	10.05			
11.35AM	6.10	s 6.50	s 7.34	281	W.C.	281.0	DN.....	KEDDIE .....Kd	40.4	95			s 7.58	s 9.22	3.40	9.25			
12.20PM	6.40	f 7.20	f 8.00	288		287.8	D.....	MARSTON .....Rt	33.6	82	See Bulletin	s	7.40	s 9.02	3.10	8.50			
1.45	7.20	f 7.40	8.20	297	W.	296.6	DN....	SPRING GARDEN...Sg	24.8	70			f 7.20	f 8.40	2.40	8.10			
2.10	8.20	s 8.00	s 8.45	301		301.6	D.....	SLOAT .....SO	19.8	49	See Bulletin	f	7.02	f 8.20	2.10	7.40			
2.40	9.00	f 8.07	f 8.52	310	W.	310.3	D.....	BLAIRSDEN .....BD	11.1	30	See Bulletin	s	6.44	s 7.53	1.42	6.44			
3.05	9.15			314		313.6	D.....	CLIO .....Co	7.8	56	See Bulletin	f	6.38	f 7.43	1.30	6.15			
3.40	9.30	8.20	9.05	318		318.3		MABIE .....S. V. & M. Crossing	3.1	17			6.27	7.30	1.12	5.45			
4.00 P.M.A.	9.45 P.M.A.	8.30 A.M.A.	9.15 P.M.A.	321	W.C.T.O. R. K.	321.4	DN.....	PORTOLA .....Kl	0.0	Yard			6.20 A.M.L.	7.20 P.M.L.	1.00 A.M.L.	5.30 A.M.L.			
Daily, Ex. Sun.	DAILY	DAILY	DAILY										DAILY	DAILY	DAILY	Daily, Ex. Sun.			
10.45	9.25	5.40	5.20					Time over District					4.55	5.30	8.15	9.45			
10.8	12.3	20.5	21.4					Average Speed per Hour					23.6	21.1	14.1	11.6			

BULLETIN STATIONS: Oroville, Portola.

Nos. 94 and 95 will carry passengers in cabooses.

When passenger trains meet at Portola, unless otherwise specified by train order, the pocket track in front of the depot is designated as the proper track on which the inferior train will take siding.

EASTWARD

FOURTH DISTRICT

WESTWARD

SECOND CLASS			FIRST CLASS		Station Numbers	Water, Oil, Tables, Scales and Weighs Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 13 April 6, 1913 Succeeding No. 12		Distance from Gerlach	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS		
	52		4	2				1	3				51				
	Freight		Passenger	Passenger				STATIONS Telegraph Offices and Calls					Passenger	Passenger	Freight		
	DAILY		DAILY	DAILY									DAILY	DAILY	DAILY		
	P.M.L. 11.00		A.M.L. 8.40	P.M.L. 9.25	321	W.C.T.O. R.K.	321.4	DN.....PORTOLA.....Ki	118.9	Yard			A.M.A. 6.10	P.M.A. 7.10	P.M.A. 11.59		
	11.10		8.45	9.30	324		324.1	.....B. & L. JCT.....	114.2				6.02	7.02	11.45		
	11.30	s 8.52	f 9.37		328		328.1	D.....HAWLEY.....Jc B. & L. Crossing	110.2	89	7 am to 7 pm	f 5.55	f 6.53	11.30			
	11.50PM		9.00	9.44	332		332.4	.....HINDOO.....	105.9	60			5.47	6.43	11.15		
	12.15AM	f 9.11	f 9.56		340	W.	339.6	DN.....CHILCOOT.....Ch	98.7	53		f 5.35	f 6.30	10.55			
	12.42	f 9.30	10.10		345		346.0	.....SCOTTS.....	92.3	57			5.17	f 6.12	10.10		
	1.02	f 9.44	10.21		353		352.1	.....RED ROCK.....	86.2	Spur 24			5.02	f 5.58	9.10		
	1.13	f 9.52	f 10.26		356		355.5	.....CONSTANTIA.....	82.8	Spur 45			4.54	f 5.51	8.50		
	1.25	s 10.00	f 10.32		358	W.C.	358.2	D.....OMIRA.....Ma	80.1	82	7 am to 7 pm	f 4.49	s 5.45	8.40			
	1.45	s 10.13	s 10.42		362		362.9	DN.....DOYLE.....Do	75.4	58		s 4.38	s 5.33	8.15			
					363		363.6	....N. C. O. Ry. Transfer....	74.7	Spur 30							
							371.5	....N. C. O. Ry. Crossing....	66.8								
	2.40	f 10.38	f 11.07		378	W	377.6	D....CALNEVA, Cal. ....Na	60.7	Spur 59	7 am to 7 pm	f 4.11	f 5.06	7.20			
	3.00	f 10.53	11.18		384		383.9	.....FLANIGAN, Nev.....	54.4	61			4.01	f 4.55	7.00		
							384.7	.....S. P. Crossing.....	53.6								
	3.23	11.08	11.30		391		391.5	.....KEPLER.....	46.8	54			3.50	4.43	6.40		
	3.47	f 11.13	f 11.34		394	W. 3.5 miles east	393.5	2S.....SAND PASS.....Sa	44.8	60	See Bulletin	f 3.47	f 4.40	6.35			
	4.25	f 11.35	11.54PM		405		405.0	.....SANO.....	33.3	59			3.27	f 4.18	6.00		
	5.00	f 11.58AM	12.14AM		416		416.2	.....REYNARD.....	22.1	57			3.12	f 3.56	5.30		
	5.30	f 12.15PM	12.28		424		424.0	.....BRONTE.....	14.3	74			3.01	f 3.40	5.10		
	6.00	f 12.31	12.40		431		430.6	.....PHIL.....	7.7	81			2.51	f 3.28	4.50		
	6.30 A.M.A.	12.50 P.M.A.	12.55 A.M.A.		438	W.C.T. R.K.	438.3	DN.....GERLACH.....Cr	0.0	Yard			2.40 A.M.L.	3.15 P.M.L.	4.30 P.M.L.		
	DAILY	DAILY	DAILY										DAILY	DAILY	DAILY		
	7.30	4.10	3.30					Time over District					3.30	3.55	7.29		
	15.6	28.0	33.4					Average Speed per Hour					33.4	29.8	15.6		

BULLETIN STATIONS: Portola, Gerlach.

SPECIAL RULES

Westward trains are superior to eastward trains of the same class.
Extra trains may pass and run ahead of second class trains without orders.

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.

Second class and extra trains must approach all stations under 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.

All trains and engines will stop at "D" Street, just east of Marysville freight station and send flagman ahead before crossing this street.

After a continuous run of 30 miles, freight trains must stop to inspect train. On the third district westward freight trains will inspect at Sloat, Keddie, Belden and Big Bar.

SPEED RESTRICTIONS

All trains will be handled under control regardless of schedule time at all points where slides or falling rocks are apt to be encountered.

Special attention is called to Rule 373 of the Transportation Department. Passenger trains will not exceed a speed of 50 miles per hour.

Consolidation engines will not exceed a speed of 30 miles per hour.

Speed of engines backing up will not exceed 20 miles per hour on straight track. On curves and where track conditions are unfavorable speed must be still further reduced to a rate consistent with safety.

Passenger trains will consume three (3) minutes, all other trains six (6) minutes passing through tunnel No. 1.

All trains reduce speed to 15 miles per hour between A. T. & S. F. Crossing and Park Street, Stockton.

Passenger trains will consume six (6) minutes, all other trains ten (10) minutes passing through tunnel 35.

On the third district, maximum speed for westward trains as follows: Passenger trains—Portola to Keddie, 35 miles per hour; Keddie to Berry Creek, 30 miles per hour; Berry Creek to Oroville, 35 miles per hour. Freight trains—Portola to Oroville, 20 miles per hour.

Light engines, or engines with cabooses only, may make No. 3's schedule, Portola to Oroville.

Passenger trains must consume four (4) minutes, all other trains eight (8) minutes passing through tunnel 37.

INTERLOCKING PLANTS AND SIGNALS

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. Interlocked. Eastward trains on main line governed by home signal 700 feet west of crossing and distant signal two thousand feet west of home signal. Eastward trains on No. 1 track at Oakland Terminal governed by dwarf signal just west of east switch of No. 1 track. Westward trains on main line and passing track governed by signals on bracket post seven hundred and fifty feet east of crossing. Distant signal two thousand feet east of home signals governs trains on main line only.

S. P. crossing M. P. 6.8. Interlocked. Eastward trains on main line governed by home signal five hundred feet west of crossing. Eastward trains

on passing track governed by dwarf signal two hundred and fifty feet west of crossing on north side of William Cluff Co. spur. Westward trains governed by signals on bracket post five hundred feet east of crossing; home signal arm governs trains on main line and dwarf signal governs trains on passing track.

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. 13.4. 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. Interlocked.

S. P. crossing M. P. 42.9.

Home signals four hundred and eighty feet east of crossing at M. P. 42.9 and four hundred and eighty feet west of crossing at M. P. 42.7. Distant signals two thousand feet east and west of home 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 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 on old Tesla line. Home signal five hundred feet east of junction switch governs westward trains on main line. Distant signals two thousand feet east and west of home signals. Westward trains on old Tesla line governed by home signal four hundred and fifty feet east of crossing.

Santa 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.

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.

N. E. crossing X St., Sacramento. No signals.

S. P. crossing M. P. 138.6. Interlocked. Trains governed by two-arm home signals located nine hundred and forty-five feet east and seven hundred feet west of crossing. Upper arms govern main line, lower arms govern legs of wye.

N. E. crossing C St., Sacramento. No signals.

N. E. crossing M. P. 140.8. No signals.

N. E. crossing M. P. 152.5. No signals.

SPECIAL RULES—Continued

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.

S. V. & M. crossing M. P. 318.3. No signals.

B. & L. crossing M. P. 328.1. Protected by gates which, in normal position, block B. & L. track. Trains approach under control expecting to find signals connected with gates at danger and gates blocking our track.

N. C. O. crossing M. P. 371.5. No signals.

S. P. crossing M. P. 384.7. No signals.

At grade crossings not interlocked nor protected by signals, trains will stop two hundred feet from crossings and ascertain they are clear before proceeding.

TUNNEL SIGNALS.

Automatic block signals govern track through tunnels 1, 2, 4, 35 and 37.

At tunnels 1 and 2 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 eighteen hundred feet east of home signal.

At tunnel 4 eastward trains governed by home signal located eleven hundred and fifty feet west of tunnel.

Westward trains governed by home signal seventeen hundred and sixteen feet east of tunnel.

At tunnel 35 eastward trains governed by home signal located one thousand feet west of tunnel.

Westward trains governed by home signal located four hundred feet east of tunnel and distant signal two thousand feet east of home signal.

At tunnel 37 eastward trains governed by home signal located four hundred and fifty feet west of tunnel. Westward trains governed by home signal located two thousand 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 one thousand feet behind the flagman, until through tunnel. If no obstruction is found, the facts will be reported to the Superintendent from first telegraph office. In a 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 these tunnels.

DRAWBRIDGE SIGNALS.

San Joaquin River drawbridge, located at M. P. 80.3. Home signals located thirteen hundred feet east and twenty-two hundred feet west of bridge indicate position of draw. Distant signals fifteen hundred feet east and west of home signals.

Mokelumne River drawbridge, located at M. P. 116.3. Home signals five hundred feet east and west of bridge indicate position of draw. One distant signal twenty-five hundred feet east of draw.

TONNAGE RATING.

Consolidation Engines

First district, Eastward	1300 tons;
Westward	1200 tons.
Second district, Eastward	car limit;
Westward	car limit.
Third district, Eastward	1100 tons;
Westward	car limit.
Fourth district, Eastward	1400 tons;
Westward	1300 tons.

The rating for the "ONE" class engines which have steam pressure cut to 180 pounds will be 1800 tons on second district and ten per cent less than the rating for other consolidation engines on other districts. The rating for passenger engines on the second district will be 1700 tons and on other districts will be seventy-three per cent of the consolidation engine rating. The rating for engines 121 and 122 will be forty-five per cent of the consolidation engine rating.

The tonnage rating is based on the maximum grade on each district. Between points where grades are less than maximum greater tonnage can be handled and conductors and enginemen will be expected to fill trains to full capacity of engines.

COMPANY SURGEONS.

- Dr. Thomas W. Huntington, Chief Surgeon, San Francisco, Cal.
- Dr. L. P. Howe, Local Surgeon, San Francisco, Cal.
- Dr. Mark H. Woolsey, Oculist and Aurist, San Francisco, Cal.
- Dr. Alvin Powell, Local Surgeon, Oakland, Cal.
- Dr. A. Galbraith, Oculist and Aurist, Oakland, Cal.
- Dr. F. W. Simpson, Local Surgeon, Berkeley, Cal.
- Dr. F. W. Browning, Local Surgeon, Hayward, Cal.
- Dr. J. K. Warner, Local Surgeon, Livermore, Cal.
- Dr. R. R. Hammond, Local Surgeon, Stockton, Cal.
- Dr. Barton J. Powell, Oculist and Aurist, Stockton, Cal.
- Dr. Thos. J. Cox, Local Surgeon, Sacramento, Cal.
- Dr. R. G. Pearson, Assistant Surgeon, Sacramento, Cal.
- Dr. G. A. Briggs, Oculist and Aurist, Sacramento, Cal.
- Dr. David Powell, Local Surgeon, Marysville, Cal.
- Dr. E. A. Kusel, Local Surgeon, Oroville, Cal.
- Dr. I. E. Bennett, Division Surgeon, Portola, Cal.

In all cases of serious emergency, medical attention will be secured for sick or injured patients with the greatest possible expedition, whether such attendant be a Company Surgeon or not, always using proper effort to secure attendance of the latter, and turning patient over to Company Surgeon at first opportunity. For cases of ordinary illness and slight injuries the Company will not be responsible for expenses of physicians other than those regularly employed.

Stretchers are located at:
8th and Brannan Sts., San Francisco,
Oakland Mole,
Jeffery Shops,
Sacramento,

Oroville Shops,
Portola Hospital,
Gerlach,
In baggage cars on all passenger trains.

After stretchers have been used they must be promptly returned to point from which taken.

**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, F 3.....	22.4	1 W	10
OAKLAND BRICK CO. SPUR....	27.7	1 E	20
EBERLY, F. 7 & 8.....	28.9	Siding	22
NILES PIT.....	29.1	1 W	30
CALIFORNIA BRICK CO. SPUR.	31.8	1-W	15
GOOD	32.0	No Siding	
MAYBURG	33.0	No Siding	
IDYLYWOOD	34.8	No Siding	
BONITA	37.5	No Siding	
HACIENDA, F 7 & 8.....	39.6	1 W	8
PALMER	49.0	1 W	14
GOECKEN	53.9	1 E	5
REDMOND CUT SHOOFLY.....	59.1	Siding	38
LINNE	70.6	1 E	7
LUDWIG	73.0	1 E	7
RHODES	75.5	1 W	4
FITZ	77.3	1 E	18
PARADISE CUT, F 7 & 3.....	78.8	No Siding	
SAN JOAQUIN RIVER.....	80.3	No Siding	
GARRISON	82.7	1 W	13
FRENCH CAMP	88.6	1 W	8
HARTE	100.5	1 W	7
BLACKLAND F 3 & 4.....	101.3	No Siding	
BRADFORD SPUR.....	119.0	1 W	
GREER	131.6	1 E	4
OSO	167.5	No Siding	
ARBOGA	173.2	1 E	10
CLEVELAND SPUR	176.1	1 W	9
VISTA ROBLES	198.8	1 E	34
QUARTZ	209.5	No Siding	
SWAYNE LUMBER CO, F 1-2-3-4.	229.2	Siding	7
ROCK CREEK	249.1	1 W	10
SMITH'S POINT, F 1-2-3-4.....	263.9	No Siding	
MASSACK, F 3 & 4.....	292.2	1 E	12
ESTRAY CREEK.....	296.7	1 W	
TRUMBLE	298.8	No Siding	
CROMBERG, F 3 & 4.....	303.4	1 E	42
DELLEKER	320.0	1 E	80
CROMWELL	371.4	1 E	3

K. M. NICOLES,
Trainmaster, Stockton

EASTWARD

SECOND CLASS		Water, Oil, Scales, Tables and Wyes Register Stations Standard Clocks	Station Numbers	Distance from Tesla
192	Way Freight			
	Saturday Only			
	P.M.L. 4.35		BA13	0.0
	4.45		BA12	1.8
	5.00	W.	BA10	4.3
	5.45		BA4	11.4
	6.00 P.M.A.	W.C.Y.R.	72	13.1
	Saturday Only			
	1.25			
	9.2			

TESLA BRANCH

Time Table No. 13 April 6, 1913 Succeeding No. 12					Distance from Carbona	Capacity of Sidings
STATIONS Telegraph Offices and Calls			Distance from Tesla	Station Numbers		
		TESLA .....					13.1	52
		WALDEN			11.3	33
		CARNEGIE			8.8	90
		KERLINGER			1.7	27
		CARBONA	CB		0.0	127
Time over District						
Average Speed per Hour						

WESTWARD

SECOND CLASS	
193	Way Freight
	Saturday Only
	P.M.A. 4.20
	4.10
	3.50
	3.05
	2.45 P.M.L.
	Saturday Only
	1.35
	8.2

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.

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.

G. W. HAMILTON,
Trainmaster, Portola

C. L. FORBES,
Chief Dispatcher, Sacramento