

# WESTERN PACIFIC RAILWAY COMPANY

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WESTERN DIVISION

# TIME 2 TABLE

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

**SUNDAY, FEBRUARY 27th, 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

C. H. KETCHAM,  
Superintendent











EASTWARD					THIRD DISTRICT					WESTWARD								
SECOND CLASS					Station Numbers	Water, Oil, Scales, Tables and Wyes	Distance from San Francisco	Time Table No. 2			Distance from Portola	Capacity of Side Tracks	Office Closed	SECOND CLASS				
64								February 27, 1910						65				
Freight								Succeeding No. 1						Freight				
DAILY					STATIONS			DAILY										
					Telegraph Offices and Calls													
				A. M. L. 4.00	203	W. C. T. O.	202.9	2S. OROVILLE TERMINAL .Yd	118.4	Yard		A. M. A. 11.25						
				4.10	205		205.0	..... OROVILLE .....	116.3	69		11.10						
				4.35	213		212.7	F..... BIDWELL .....	108.6	38		10.45						
				5.00	217	W.	217.5	F..... BLOOMER .....	103.8	54		10.25						
				5.20	221		221.5	..... LAS PLUMAS .....	99.8	11		10.05						
				5.35	224	W.	224.3	D.... BERRY CREEK ...Bk	97.0	55		9.50						
				6.00	229	W.	228.6	F..... BLINZIG .....	92.7	2		9.35						
				6.35	235		235.1	F..... POE .....	86.2	48		9.00						
				7.00	239	W. C.	239.2	D..... BIG BAR .....Bg	82.1	73		8.40						
				7.25	244		243.7	F..... CRESTA .....	77.6	34		8.15						
				7.50	248	W.	247.6	F..... MERLIN .....	73.7	35		7.50						
				8.25	253		253.1	F..... TOBIN .....	68.2	60		7.10						
				9.05	260	W.	259.8	D..... BELDEN .....Bd	61.5	64		6.30						
				9.30	263		263.4	F..... RICH .....	57.9	62		6.05						
				10.10	270	W.	270.3	F..... VIRGILIA .....	51.0	52		5.35						
				10.40	274		273.8	F..... TWAIN .....	47.5	67		5.10						
				11.25AM	281	W. C.	281.0	D..... KEDDIE .....Kd	40.3	60		4.25						
				12.05PM	288		287.8	D..... HARTWELL .....Rt	33.5	42		3.35						
				1.00	297	W.	296.8	D.... SPRING GARDEN...Sg	24.5	70		2.35						
				1.30	301	W.	301.5	F..... SLOAT .....	19.8	49		2.00						
				2.20	310	W.	310.3	F..... BLAIRSDEN .....	11.0	30		1.10						
				2.40	314	W. 1 mi. E.	313.7	D..... CLIO .....Co	7.6	52		12.45						
				3.10	318		318.3	F..... MABIE .....	3.0	17		12.20						
				3.35 P. M. A.	321	W. C. T. O.	321.3	S. V. & M. Crossing D..... PORTOLA .....Pr	0.0	Yard		12.01 A. M. L.						
				DAILY								DAILY						
				11.35				Time over District				11.25						
				10.2				Average Speed per Hour				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.**

**REGISTEE AND BULLETIN STATIONS:** Oroville Terminal, Portola.  
**STANDARD CLOCKS:** Oroville Terminal, Portola.  
 From sunrise to sunset, except when weather is foggy or stormy, when way freight trains are doing work at a regular station in such position that an approaching train has a clear view of their caboose at least one mile away, it will not be necessary to protect the rear end, and the responsibility for a collision will rest with the following train.  
**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.



**COMMERCIAL SPURS**

**MAIN LINE**

STATIONS	Distance from San Francisco	How Connected	Cars Capacity
EBERLY .....	28.7	Siding	27
NILES PIT .....	29.1	Siding	106
PALMER .....	49.0	1 W	2
GOECKEN .....	54.1	1 E	2
LINNE .....	70.5	1 E	7
LUDWIG .....	73.0	1 E	7
RHODES .....	75.6	1 W	4
FITZ .....	77.2	1 W	8
GARRISON .....	82.7	1 W	13
FRENCH CAMP .....	88.6	1 W	5
HARTE .....	100.4	1 W	4
INTAKE .....	232.3	1 E	1
CROMBERG .....	303.2	Siding	4
DELLEKER .....	320.0	1 E	66

**EASTWARD**

**TESLA BRANCH**

**WESTWARD**

SECOND CLASS			Water, Oil, Scales, Tables and Wyes	Station Numbers	Distance from Tesla	Time Table No. 2 February 27, 1910 Succeeding No. 1		Distance from Carbona	Capacity of Sidings	SECOND CLASS	
92		STATIONS Telegraph Offices and Calls				93					
Mixed										Mixed	
Tues., Thurs., Sat.										Tues., Thurs., Sat.	
P. M. L. 1.30				BA1B		0.0		TESLA .....		P. M. A. 1.00	
2.00				BA12		1.7		WALDEN .....		12.30	
2.30		W.		BA10		3.7		CARNEGIE .....		12.01PM	
3.05				BA4		9.9		KERLINGER .....		11.20AM	
3.30 P. M. A.		W. C. Y.		72		13.3		CARBONA .....CB		11.00 A. 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. 5.8.  
 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. 10.3. 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. 13.5. 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. 43.0. 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. 84.0. 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. 93.7. 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.

MOTT SAWYER,  
Trainmaster, Sacramento

O. MEADOWS,  
Chief Dispatcher, Sacramento

W. C. SHULTS,  
Trainmaster, Portola

R. L. INGAM,  
Chief Dispatcher, Portola