

WESTERN PACIFIC RAILWAY COMPANY

WESTERN DIVISION

TIME 5 TABLE

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

SUNDAY, OCTOBER 30th, 1910

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

ALL TRAINS WILL BE HANDLED UNDER CONTROL REGARDLESS OF SCHEDULE TIME AT ALL POINTS WHERE SLIDES OR FALLING ROCK ARE APT TO BE ENCOUNTERED.
WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.
EXTRA TRAINS MAY PASS AND RUN AHEAD OF SECOND-CLASS TRAINS WITHOUT ORDERS.

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. 5			Distance from Stockton	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
192	64	90	4	10	8				October 30, 1910	STATIONS					3	9	7	91	193	65
Way Freight	Freight	Way Freight	Passenger	Passenger	Passenger	Telegraph Offices and Calls	Passenger	Passenger	Passenger	Way Freight	Way Freight	Freight	Way Freight	Way Freight	Freight					
Tues., Thurs., Sat.	DAILY	Except Sunday	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	Except Sunday	Tues., Thurs., Sat.	DAILY	Except Sunday	Tues., Thurs., Sat.	DAILY					
P.M.L.	A.M.L.	P.M.L.	P.M.L.	P.M.L.	A.M.L.		P.M.L.	P.M.A.	P.M.A.	P.M.A.	P.M.A.	A.M.A.	P.M.A.	A.M.A.	A.M.A.					
			8.30	4.20	7.00	0	W.C.O.	0.0	DN. SAN FRANCISCO ..Go	93.8	Yard									
			9.00	4.45	7.30	3	W.C.	3.5	D... WESTERN PACIFIC MOLE .WR	90.8	Yard	7 am to 7 pm	7.30	12.20	6.30					
								5.2	.....S. P. CROSSING.....	88.6									
								5.4	DN .OAKLAND TERMINAL. Md	88.4	Yard		7.25	12.15	\$ 6.25					
								5.8	.....S. P. CROSSING.....	88.0									
								6.6	..... OAKLAND	87.2			\$ 7.20	\$12.10	\$ 6.20				
								6.8	.....S. P. CROSSING.....	87.0									
								7.2	.....S. P. CROSSING.....	86.6									
								7.8	.....S. P. CROSSING.....	86.0									
								9.7	..... FRUITVALE	84.1	33		F 7.12	12.01PM	\$ 6.09				
								10.4	..... MELROSE	83.4	10		7.10	11.58AM	F 6.06				
								13.3	..... ELMHURST	80.5	40		7.03	11.53	F 6.00				
								14.7	D.....SAN LEANDRO....Rn	79.1	5	7 am to 7 pm	F 7.00	F11.50	\$ 5.57					
								20.4	D..... HAYWARDS	73.4	60	7 am to 7 pm	F 6.48	F11.39	\$ 5.46					
								26.6	D..... DECOTO	67.2	20	7 am to 7 pm	F 6.36	11.27	\$ 5.34					
								29.7	DN..... NILES	64.1	91		F 6.30	11.21	\$ 5.27					
								30.3	.....S. P. CROSSING.....	63.5									
								36.0	D..... SUNOL	57.8	39	7 am to 7 pm	F 6.15	11.07	\$ 5.12					
								41.5	D..... PLEASANTON ....Tn	52.3	33	6.30 am to 6.30 pm	\$ 6.04	\$10.57	\$ 5.00					
								42.7	.....S. P. CROSSING.....	51.1									
								42.9	.....S. P. CROSSING.....	50.9									
								47.6	2S.... LIVERMORE ....Vn	46.2	35	8 am to 5 pm 8 pm to 5 am	\$ 5.51	\$10.45	\$ 4.47					
								56.5	..... ALTAMONT	37.3	45		5.33	10.30	\$ 4.29				
								62.9	..... MIDWAY	30.9	40		5.13	10.16	F 4.15				
								71.8	2S..... CARBONA	22.0	127	8 am to 5 pm 9 pm to 6 am	F 4.55	10.00	\$ 3.57					
								73.9	D..... LYOTH	19.9	64	7 am to 7 pm	4.50	9.55	\$ 3.53					
								83.8	..... LATHROP	10.0	84		F 4.31	9.38	\$ 3.33				
								90.5	..... ORTEGA	3.3	13		4.18	9.27	3.18				
								93.2	...A. T. & S. F. CROSSING...	0.6										
								93.8	DN..... STOCKTON	0.0	Yard		4.10	9.20	3.10					
									S. P. Crossing				A. M. L.	A. M. L.	P. M. L.					
													DAILY	DAILY	DAILY					
									Time over District				3.20	3.00	3.20					
									Average Speed per Hour				27.0	30.1	27.0					
													9.2	11.00	11.7					

BULLETIN STATIONS: Western Pacific Mole, Oakland Terminal, 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 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.
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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. 5				Distance from Gerlach	Capacity of Sidings	Office Open	FIRST CLASS				SECOND CLASS			
216		64		4		October 30, 1910 Succeeding No. 4					3		65					217							
Mixed	Freight	Passenger	DAILY		DAILY		STATIONS Telegraph Offices and Calls				Passenger	Freight	Mixed	Except Sunday											
A.M.L. 9.15	P.M.L. 11.00	A.M.L. 10.00					321	W.C.T.O. R.K.	321.4	DN.....	PORTOLA.....	KI	116.9	Yard		P.M.A. 7.00	A.M.A. 4.15	P.M.A. 6.30							
9.27 A.M.A.	11.10	10.05					324		324.1	.....	B. & L. JCT.....	114.2			6.55	4.00	6.18 P.M.L.							
B. & L. No. 17	11.25	10.14					328		328.1	.....	BECKWITH JCT.....	110.2	34	\$ 6.49	6.49	3.45	B. & L. No. 16							
	11.40 PM	10.23					332		332.4	.....	HINDOO	105.9	40		6.41	3.25								
	12.05 AM	10.35					340	W.	339.6	2S.....	CHILCOOT	98.7	25	10 am to 7 pm 9 pm to 6 am	F 6.28	3.00									
	12.20	10.45					342		341.8	.....	RAINBOW	96.5	30		6.18	2.45								
	12.35	10.54					345		345.8	.....	SCOTTS	92.5	35		6.09	2.25								
	1.00	11.07					353		352.1	.....	RED ROCK.....	86.2	21		F 5.53	2.00								
	1.15	11.14					356		355.5	.....	CONSTANTIA	82.8	12		F 5.45	1.45								
	1.35	11.19					358	W.C.	358.2	D.....	OMIRA	80.1	82	7 am to 7 pm	\$ 5.36	1.35									
	1.50	11.32					362		362.9	DN.....	DOYLE	75.4	58		\$ 5.28	1.10									
							363		363.6	.....	N. C. O. Ry. Transfer....	74.7	Spur 30											
							372		371.5	.....	N. C. O. Ry. Crossing....	66.8												
	2.30	11.55 AM					372		377.6	.....	CALNEVA, Cal.....	60.7	30		F 5.00	12.25 AM								
	3.05	12.10 PM					384		383.9	D.....	FLANIGAN Nev.....	54.4	61	7 am to 7 pm	F 4.48	11.55 PM									
	3.30	12.25					391		391.7	.....	KEPLER	46.6	54		4.34	11.30								
	3.35	12.29					394		393.7	DN.....	SAND PASS.....	44.6	60		F 4.30	11.25									
	4.10	12.50					405		404.8	.....	SANO	33.5	59		F 4.08	10.50								
	4.50	1.10					416		416.4	.....	REYNARD	21.9	57		F 3.46	10.18								
	5.15	1.25					424		424.0	.....	BRONTE	14.3	74		F 3.34	9.55								
	5.35	1.37					481		430.6	.....	PHIL	7.7	81		3.20	9.35								
	6.00 A.M.A.	1.50 P.M.A.					488	W.C.T.Y. R.K.	433.3	DN.....	GERLACH	0.0	Yard		3.05 P.M.L.	9.15 P.M.L.									
Ex. Sun.	DAILY	DAILY													DAILY	DAILY	Ex. Sun.								
0.12	7.00	3.50													3.55	7.00	0.12								
13.5	16.7	30.5													29.8	16.7	13.5								
											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.

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. 323.1. 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 brakeman will keep a red and white lantern lighted while passing through the tunnel.

W. J. DAVIS

Trainmaster, Portola

Chief Dispatcher, Sacramento

F. L. CORWIN

Trainmaster, Stockton

**COMMERCIAL SPURS
MAIN LINE**

EASTWARD

TESLA BRANCH

WESTWARD

STATIONS	Distance from San Francisco	How Connected	Cars Capacity	SECOND CLASS		Water, Oil, Scales, Tables and Wyes and Register Stations Standard Clocks	Station Numbers	Distance from Tesla	Time Table No. 5 October 30, 1910 Succeeding No. 4			Distance from Carbona	Capacity of Sidings	SECOND CLASS	
				192	193				STATIONS Telegraph Offices and Calls	193	Way Freight				
HUDSON LUMBER CO.....	15.9	1 E	14	Way Freight											
OAKLAND BRICK CO. SPUR....	27.7	1 E	20	Tues., Thurs., Sat.											
EBERLY, F 7 & 8.....	28.9	Siding	22	P. M. L. 2.30			BA13	0.0	..... TESLA	13.3	89		P. M. A. 2.00		
NILES PIT	29.1	Siding	106	3.00			BA12	1.7	..... WALDEN	11.6	80		1.30		
CALIFORNIA BRICK CO. SPUR.	31.8	1 W	15	3.30		W.	BA10	3.7	..... CARNEGIE	9.6	150		1.00		
HACIENDA, F 7 & 8.....	39.7	1 W	6	4.05			BA4	9.9	..... KERLINGER	3.4	80		12.20		
PALMER	49.0	1 W	14	4.30 P. M. A.		W. C. Y. R.	72	13.3	D..... CARBONA .....CB	0.0	133		12.01 P. M. L.		
GOECKEN, F 7 & 8.....	53.9	1 E	5	Tues., Thurs., Sat.									Tues., Thurs., Sat.		
LINNE	70.6	1 E	7	2.00									2.00		
LUDWIG	73.0	1 E	7	6.6											
RHODES	75.5	1 W	4						Time over District						
FITZ	77.3	1 W	10						Average Speed per Hour						
GARRISON	82.7	1 W	13												
FRENCH CAMP	88.6	1 W	8												
HARTE, F 7 & 8.....	100.4	1 W	12												
GREER, F 7 & 8.....	131.6	1 E	10												
CLEVELAND SPUR	176.1	1 W	9												
SWAYNE LUMBER CO.....	229.2	Siding	7												
MASSACK	292.2	1 E	12												
CROMBERG	303.2	Siding	24												
DELLEKER	320.0	1 E	66												

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.

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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 crossing.

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 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, Portola