

WESTERN PACIFIC RAILWAY COMPANY

WESTERN DIVISION

TIME **6** TABLE

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

(One hour slower than Mountain or 105th Meridian Time)

SUNDAY, NOVEMBER 13th, 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

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. 6			Distance from Stockton	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
192	64	90	4	10	8				November 13, 1910 Succeeding No. 5						3	9	7	91	193	65
Way Freight Tues., Thurs., Sat.	Freight	Way Freight Except Sunday	Passenger	Passenger	Passenger				STATIONS Telegraph Offices and Calls						Passenger	Passenger	Passenger	Way Freight Except Sunday	Way Freight Tues., Thurs., Sat.	Freight
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						
			P. M. L. 7.30	P. M. L. 4.30	A. M. L. 8.00	0	W. C. O.	0.0	DN. SAN FRANCISCO ..Go	93.8	Yard		A. M. A. 8.00	P. M. A. 12.30	P. M. A. 7.00					
			8.00	4.55	8.25	3	W. C.	3.5	D... WESTERN PACIFIC MOLE .WR	90.8	Yard	8 am to 8 pm	7.30	12.05PM	6.30					
								5.2	.....S. P. CROSSING.....	88.6									
	P. M. L. 10.00	A. M. L. 8.00	8.05	4.58	8.30	6	W. C. O. T. R. K.	5.4	DN .OAKLAND TERMINAL. Md	88.4	Yard		7.25	11.59AM	6.25	P. M. A. 5.15		A. M. A. 2.00		
								5.8	.....S. P. CROSSING.....	88.0									
	10.05	8.10	\$ 8.11	\$ 5.02	\$ 8.35			6.6	..... OAKLAND	87.2			\$ 7.20	\$11.54	\$ 6.20	5.02		1.50	
								6.8	.....S. P. CROSSING.....	87.0									
								7.2	.....S. P. CROSSING.....	86.6									
								7.8	.....S. P. CROSSING.....	86.0									
	10.18	8.25	F 8.20	5.10	\$ 8.43	10		9.7	..... FRUITVALE	84.1	33		F 7.12	11.45	\$ 6.09	4.40		1.30	
	10.25	8.30	8.23	5.11	F 8.44	11		10.4	..... MELROSE	83.4	10		7.10	11.43	F 6.06	4.30		1.25	
									S. P. Crossing											
	10.32	8.40	8.30	5.16	F 8.51	13		13.3	..... ELMHURST	80.5	40		7.03	11.37	F 6.00	4.10		1.07	
									S. P. Crossing											
	10.36	8.54	F 8.34	F 5.19	\$ 8.54	15		14.7	D.....SAN LEANDRO....DR	79.1	5	7 am to 7 pm	F 7.00	F11.34	\$ 5.57	4.05		1.00		
	10.52	9.30	F 8.47	F 5.28	\$ 9.04	20		20.4	D..... HAYWARDS .....Hy	73.4	60	7 am to 7 pm	F 6.48	F11.23	\$ 5.49	3.30		12.30AM		
	11.15	10.00	F 9.00	5.37	F 9.16	27		26.6	D..... DECOTO .....D	67.2	20	7 am to 7 pm	6.36	11.12	\$ 5.37	2.50		11.55PM		
	11.35PM	10.20	\$ 9.07	F 5.49	\$ 9.23	30	W.	29.7	DN..... NILES .....Cn	64.1	91		F 6.30	11.07	\$ 5.25	2.25		11.35		
	12.01AM	10.55	F 9.23	5.55	\$ 9.35	36		30.3	.....S. P. CROSSING.....	63.5									
	12.20	11.32AM	\$ 9.35	\$ 6.03	\$ 9.44	41		36.0	D..... SUNOL .....Sb	57.8	39	7 am to 7 pm	F 6.15	10.55	\$ 5.12	1.40		10.55		
	12.45	12.15PM	\$ 9.50	\$ 6.15	\$ 9.57	48	W.	47.6	2S..... LIVERMORE ....Vn	46.2	35	8 am to 5 pm 8 pm to 5 am	\$ 5.51	\$10.36	\$ 4.54	12.15PM		9.50		
	1.25	1.04	10.10	6.31	F10.22	56		56.5	D..... ALTAMONT .....N	37.3	45		5.33	10.22	\$ 4.40	11.10AM		9.15		
	1.50	1.35	10.28	6.45	F10.33	63		62.9	..... MIDWAY	30.9	40		5.13	10.09	F 4.27	10.33		8.50	
P. M. L. 5.00	2.25	2.25	\$10.45	7.00	\$10.47	72	W. Y.	71.8	2S..... CARBONA .....Cb	22.0	127	8 am to 5 pm 9 pm to 6 am	F 4.55	9.54	\$ 4.10	9.54	A. M. A. 11.10	8.10		
5.10	2.35	2.35	10.50	7.04	F10.50	74	C.	73.9	D..... LYOTH .....Ky	19.9	64	7 am to 7 pm	4.50	9.50	\$ 4.08	9.40	10.50	8.00		
6.00	3.20	3.50	F11.10	7.23	\$11.10	84	W.3.9mi.W.	83.8	..... LATHROP	10.0	84		F 4.31	9.35	\$ 3.50	8.48	10.05	7.23	
6.30	3.45	4.30	11.25	7.34	11.20	90		90.5	..... ORTEGA	3.3	13		4.18	9.26	3.38	8.20	9.45	6.55	
6.45 P. M. A.	4.00 A. M. A.	5.00 P. M. A.	11.40 P. M. A.	7.40 P. M. A.	11.30 A. M. A.	94	W. C. O. T. R. K.	93.8	DN..... STOCKTON .....Sn	0.0	Yard		4.10 A. M. L.	9.20 A. M. L.	3.30 P. M. L.	8.00 A. M. L.	9.30 A. M. L.	6.45 P. M. L.		
Tues., Thurs., Sat.	DAILY	Except Sunday	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	Except Sunday	Tues., Thurs., Sat.	DAILY		
	1.45	6.00	9.00	3.40	2.45	3.05			Time over District				3.20	2.45	3.00	9.15	1.40	7.15		
	12.5	15.0	10.0	24.5	32.7	29.1			Average Speed per Hour				27.0	32.7	30.0	9.7	13.2	12.4		

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

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. 6		Distance from Portola	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS							
64		94		8					4					November 13, 1910 Succeeding No. 5		7		3		65		95	
Freight	Way Freight	Passenger	Passenger	DAILY	DAILY				Passenger	Passenger				Freight	Way Freight	DAILY	DAILY	DAILY	Except Sunday				
DAILY				Except Sunday		DAILY		DAILY		DAILY		DAILY		DAILY		Except Sunday							
P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	DN.....	Oroville	Yd	116.3	69	A.M.A.	A.M.A.	A.M.A.	P.M.A.							
12.01	6.45	3.25	4.00	205	R. K.	205.1	DN.....	Oroville	Yd	116.3	69	11.30	12.10	9.30	4.45								
12.25	7.15	F 3.39	4.15	213		212.7	F.....	BIDWELL	.....	108.7	38	F11.14	F11.56PM	8.55	4.10							
12.40	7.35	F 3.48	F 4.25	217	W.	217.5	N.....	BLOOMER	.....BR	103.9	54	9 pm to 9 am F11.05	F11.46	8.35	3.48							
12.50	7.50	F 3.56	F 4.35	221		221.4	.....	LAS PLUMAS	.....	100.0	11	F10.57	F11.38	8.15	3.25						
1.00	8.05	F 4.02	4.42	224		224.3	2S.....	BERRY CREEK	.....Bk	97.1	55	8 am to 5 pm 11 pm to 8 am F10.51	F11.31	8.05	3.15							
1.20	8.25	F 4.14	F 4.55	229	W.	228.5	F.....	BLINZIG	.....	92.9	20	F10.39	F11.19	7.50	3.00							
1.30	8.40	F 4.21	F 5.08	232		232.2	.....	INTAKE	.....	89.2	12	F10.29	F11.09	7.35	2.50						
1.45	9.05	4.30	F 5.14	235		235.2	F.....	POE	.....	86.2	48	F10.19	F10.59	7.20	2.30							
2.10	9.25	S 4.42	S 5.29	239	W.C.	239.2	2S.....	BIG BAR	.....Bg	82.2	73	10 pm to 7 am 9 am to 6 pm \$10.02	\$10.49	7.05	2.10							
2.35	9.57	4.52	5.43	244		243.7	F.....	CRESTA	.....	77.7	34	9.57	10.35	6.45	1.50							
3.00	10.20	F 5.03	F 5.53	248	W.	247.5	F.....	MERLIN	.....	73.9	45	F 9.47	F10.24	6.30	1.25							
3.30	10.45	5.17	6.09	253		253.1	F.....	TOBIN	.....	68.3	60	9.32	10.08	6.09	12.55							
4.05	11.30	F 5.37	F 6.32	260	W.	259.9	2S.....	BELDEN	.....Bh	61.5	64	7 am to 1 am F 9.15	F 9.50	5.25	12.15PM							
4.25	11.55AM	F 5.48	F 6.45	263		264.6	F.....	RICH	.....	56.8	62	F 9.04	F 9.39	5.10	11.55AM							
4.50	12.35PM	F 6.08	F 7.05	270	W.	270.3	F.....	VIRGILIA	.....	51.1	52	F 8.47	F 9.22	4.40	11.20							
5.10	12.55	F 6.18	F 7.15	274		273.7	D.....	TWAIN	.....An	47.7	67	F 8.38	F 9.13	4.25	11.05							
5.45	1.40	S 6.38	S 7.37	281	W.C.	281.0	DN.....	KEDDIE	.....Ka	40.4	60	\$ 8.20	\$ 8.55	4.10	10.30							
6.15	2.25	S 7.01	S 8.00	288		287.8	D.....	HARTWELL	.....Rt	33.6	65	7 am to 7 pm \$ 8.00	\$ 8.38	3.30	9.55							
7.30	3.15	S 7.30	S 8.25	297	W.	296.6	DN...	SPRING GARDEN	.....Sg	24.8	70	\$ 7.38	\$ 8.10	2.50	9.05							
8.10	3.55	F 7.50	F 8.45	301		301.6	D.....	SLOAT	.....SO	19.8	49	6 am to 6 pm F 7.22	F 7.50	2.30	8.45							
9.15	4.30	F 8.10	F 9.05	310	W.	310.3	F.....	BLAIRSDEN	.....	11.1	30	F 7.03	F 7.35	1.50	8.05							
9.28	4.50	S 8.17	F 9.15	314		313.6	2S.....	CLIO	.....Co	7.8	52	7 am to 1 am F 6.53	F 7.27	1.35	7.45							
9.47	5.15	F 8.35	F 9.30	318		318.3	F.....	MABIE	.....	3.1	17	F 6.40	F 7.17	1.15	7.15							
10.00	5.30	8.45	9.40	321	W.C.T.O. R.K.	321.4	DN.....	PORTOLA	.....K	0.0	Yard	6.30 A.M.L.	7.10 P.M.L.	1.00 A.M.L.	7.00 A.M.L.							
DAILY	Except Sunday	DAILY	DAILY									DAILY	DAILY	DAILY	Except Sunday								
10.00	10.45	5.20	5.40									5.00	5.00	8.30	9.45								
11.6	10.7	21.7	20.4									23.1	23.1	13.6	11.9								
Time over District													5.00	5.00	8.30	9.45							
Average Speed per Hour													23.1	23.1	13.6	11.9							

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 93, regardless of the position of the signal. Rear brakeman will keep a red and white lantern lighted while passing through the tunnel.

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. 6			Distance from Gerlach	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS	
216	64	4					November 13, 1910 Succeeding No. 5						3	65	217	
Mixed	Freight	Passenger		DAILY	W. C. T. O. R. K.	DN.....	STATIONS			Yard	Passenger	Freight	Mixed			
Except Sunday	DAILY	DAILY					Telegraph Offices and Calls							DAILY	DAILY	Except Sunday
A. M. L. 9.15	P. M. L. 11.00	A. M. L. 9.50	321	321.4	DN.....	PORTOLA.....Ki	116.9	Yard	P. M. A. 7.00	P. M. A. 11.59	P. M. A. 6.30					
9.27 A. M. A.	11.10	9.55	324	324.1	.....	B. & L. JCT.....	114.2		6.55	11.45	6.18 P. M. L.				
B. & L. No. 17	11.25	\$10.05	328	328.1	.....	BECKWITH JCT.....	110.2	34	\$ 6.49	11.25	B. & L. No. 16				
	11.40 PM	10.17	332	332.4	.....	HINDOO.....	105.9	40	6.41	11.05					
	12.05 AM	F10.32	340	339.6	W.	2S.....	98.7	25	10 am to 7 pm 9 pm to 6 am	F 6.28	10.40					
	12.20	10.42	342	341.8	.....	RAINBOW.....	96.5	30	6.18	10.25					
	12.35	10.52	345	345.8	.....	SCOTTS.....	92.5	35	6.09	10.10					
	1.00	F11.05	353	352.1	.....	RED ROCK.....	86.2	21	F 5.53	9.45					
	1.15	F11.14	356	355.5	.....	CONSTANTIA.....	82.8	12	F 5.45	9.30					
	1.35	\$11.19	358	358.2	W. C.	D.....	80.1	82	7 am to 7 pm	\$ 5.36	9.20					
	1.50	\$11.32	362	362.9	DN.....	DOYLE.....Do	75.4	58	\$ 5.28	9.00						
			363	363.6	.....	N. C. O. Ry. Transfer....	74.7	Spur 30							
				371.5	.....	N. C. O. Ry. Crossing....	66.8								
	2.30	F11.55 AM	372	377.6	.....	CALNEVA, Cal.....	60.7	30	F 5.00	8.20					
	3.05	F12.10 PM	384	383.9	D.....	FLANIGAN Nev.....Fn	54.4	61	7 am to 7 pm	F 4.48	7.50					
	3.30	12.25	391	391.7	.....	KEPLER.....	46.6	54	4.34	7.25					
	3.35	F12.29	394	393.7	DN.....	SAND PASS.....Sa	44.6	60	F 4.30	7.20						
	4.10	F12.50	405	404.8	.....	SANO.....	33.5	59	F 4.08	6.50					
	4.50	F 1.10	416	416.4	.....	REYNARD.....	21.9	57	F 3.46	6.15					
	5.15	F 1.25	424	424.0	.....	BRONTE.....	14.3	74	F 3.34	5.55					
	5.35	1.37	431	430.6	.....	PHIL.....	7.7	81	3.20	5.35					
	6.00 A. M. A.	1.50 P. M. A.	438	438.3	W. C. T. Y. R. K.	DN.....	GERLACH.....Gr	0.0	Yard	3.05 P. M. L.	5.15 P. M. L.					
Ex. Sun.	DAILY	DAILY							DAILY	DAILY	Ex. Sun.					
0.12	7.00	4.00							3.55	6.45	0.12					
13.5	16.7	29.0							29.8	17.1	13.5					
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. 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 brakeman 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
HUDSON LUMBER CO.....	15.9	1 E	14
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
HACIENDA, F 7 & 8.....	39.7	1 W	6
PALMER	49.0	1 W	14
GOECKEN, F 7 & 8.....	53.9	1 E	5
LINNE	70.6	1 E	7
LUDWIG	73.0	1 E	7
RHODES	75.5	1 W	4
FITZ	77.3	1 W	10
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., F 7 & 8.	229.2	Siding	7
MASSACK	292.2	1 E	12
CROMBERG	303.2	Siding	24
DELLEKER	320.0	1 E	66

EASTWARD

TESLA BRANCH

WESTWARD

SECOND CLASS		Water, Oil, Scales, Tables and Wyes Register Stations Standard Clocks	Station Numbers	Distance from Tesla	Time Table No. 6 November 13, 1910 Succeeding No. 5		Distance from Carbona	Capacity of Sidings	SECOND CLASS	
192	193				STATIONS Telegraph Offices and Calls	193				
Way Freight									Way Freight	
Tues., Thurs., Sat.									Tues., Thurs., Sat.	
P. M. L. 2.30			BA13	0.0	..... TESLA	13.3	89		P. M. A. 2.00	
3.00			BA12	1.7	..... WALDEN	11.6	80		1.30	
3.30		W.	BA10	3.7	..... CARNEGIE	9.6	150		1.00	
4.05			BA4	9.9	..... KERLINGER	3.4	80		12.20	
4.30 P. M. A.		W. C. Y. R.	72	13.3	D..... CARBONA .....CB	0.0	133		12.01 P. 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. 10.4. 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. 33.8. 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, Port

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