

WESTERN PACIFIC RAILWAY COMPANY

WESTERN DIVISION

TIME TABLE

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

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

SUNDAY, JUNE 18th, 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

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. 9 June 18, 1911 Succeeding No. 8		Distance from Stockton	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
192	90	64	8	4	2				STATIONS Telegraph Offices and Calls	1				3	7	65	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 Saturday	Way Freight Tues., Thurs., Sat.	
			P. M. L. 5.20	P. M. L. 6.30	A. M. L. 8.00	0	W. C. O.	0.0	DN. SAN FRANCISCO ..Go	93.8	Yard		P. M. A. 10.00	A. M. A. 8.50	A. M. A. 10.40				
			5.45	7.00	8.25	3	W. C.	3.5	. WESTERN PACIFIC MOLE.	90.3	Yard		9.32	8.25	10.15				
								5.2	.....S. P. CROSSING.....	88.6								
	A. M. L. 4.00	P. M. L. 10.00	5.49	7.04	8.29	6	W. C. O. T. R. K.	5.4	DN. OAKLAND TERMINAL. Md	88.4	Yard		9.28	8.20	10.11	A. M. A. 2.00	A. M. A. 12.30		
								5.8	.....S. P. CROSSING.....	88.0								
	4.05	10.06	\$ 5.52	\$ 7.08	\$ 8.33			6.6	..... OAKLAND	87.2			\$ 9.25	\$ 8.15	\$ 10.08	1.50	12.20	
								6.8	.....S. P. CROSSING.....	87.0								
								7.2	.....S. P. CROSSING.....	86.6								
								7.8	.....S. P. CROSSING.....	86.0								
	4.20	10.16	\$ 6.00	7.16	F 8.42	10		9.7	D..... FRUITVALE ....Fv	84.1	33	7 am to 7 pm	F 9.15	F 8.05	\$ 9.58	1.34	12.05AM		
	4.23	10.18	F 6.02	7.18	8.44	11		10.4	..... MELROSE	83.4	10		9.13	8.03	F 9.56	1.30	11.59PM	
								13.3	..... ELMHURST	80.5	40		9.08	F 7.56	F 9.50	1.11	11.43	
	4.35	10.28	F 6.09	7.23	8.50	13		14.7	D.....SAN LEANDRO....DR	79.1	5	7:30 am to 7:30 pm	F 9.05	\$ 7.53	\$ 9.48	1.05	11.35		
	4.45	10.33	\$ 6.12	F 7.25	F 8.53	15		20.4	D..... HAYWARDS ....Hy	73.4	60	7:30 am to 7:30 pm	F 8.55	\$ 7.40	\$ 9.38	12.30AM	10.55		
	5.10	10.55	\$ 6.22	F 7.35	F 9.03	20		26.6	D..... DECATO .....D	67.2	20	7 am to 7 pm	8.45	F 7.26	\$ 9.28	11.55PM	10.15		
	5.35	11.20	F 6.32	7.45	9.13	27		29.7	2S..... NILES .....Cn	64.1	91	7 am to 5 pm 6 pm to 4 am	8.38	F 7.18	\$ 9.20	11.40	9.55		
	5.50	11.40PM	\$ 6.38	7.50	F 9.20	30	W.	30.3	.....S. P. CROSSING.....	63.5								
	6.15	12.05AM	\$ 6.50	8.03	F 9.33	36		36.0	D..... SUNOL .....Sb	57.8	39	7 am to 7 pm	8.25	F 7.05	\$ 9.04	11.10	9.25		
	6.53	12.20	\$ 7.00	\$ 8.15	\$ 9.43	41		41.5	D..... PLEASANTON ....Tr	52.3	33	6:30 am to 6:30 pm	\$ 8.15	\$ 6.53	\$ 8.53	10.45	9.00		
								42.7	.....S. P. CROSSING.....	51.1								
								42.9	.....S. P. CROSSING.....	50.9								
	7.25	12.45	\$ 7.12	\$ 8.30	\$ 9.55	48	W.	47.6	DN.... LIVERMORE ....Vn	46.2	35	8 am to 5 pm 8 pm to 5 am	\$ 8.00	\$ 6.40	\$ 8.40	10.20	8.30		
	8.20	1.25	F 7.35	8.50	10.15	56		56.5	D..... ALTAMONT ....MN	37.8	45	7 am to 7 pm	7.35	F 6.15	F 8.20	9.35	7.35		
	8.55	1.50	F 7.53	9.05	10.30	63		62.9	..... MIDWAY	30.9	40		7.15	5.56	F 8.03	9.05	6.50	
P. M. L. 1.30	9.40	2.20	F 8.10	9.22	10.47	72	W. Y.	71.8	DN..... CARBONA .....Cb	22.0	127		6.55	F 5.36	F 7.45	8.22	6.13	A. M. A. 9.00	
1.40	9.50	2.25	F 8.14	9.25	10.51	74	C.	73.9	D..... LYOTH .....Ky	19.9	64	7 am to 7 pm	6.51	5.32	F 7.41	8.14	6.05	8.50	
2.20	11.08	2.57	F 8.31	9.42	11.08	84	W.3.9mi.W.	83.8	..... LATHROP	10.0	84		F 6.33	F 5.13	F 7.26	7.32	5.32	8.05
2.40	11.45	3.15	8.43	9.53	11.18	90		90.5	..... ORTEGA	3.3	13		6.22	5.02	7.16	7.12	5.12	7.45
								93.2	...A. T. & S. F. CROSSING...	0.6									
3.00 P. M. A.	11.59 A. M. A.	3.30 A. M. A.	8.50 P. M. A.	10.00 P. M. A.	11.25 A. M. A.	94	W. C. O. T. R. K.	93.8	DN..... STOCKTON .....Sn	0.0	Yard		6.15 P. M. L.	4.55 A. M. L.	7.10 A. M. L.	7.00 P. M. L.	5.00 P. M. L.	7.30 A. M. L.	
Tues., Thurs., Sat.	Except Sunday	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY	DAILY	DAILY	Except Saturday	Tues., Thurs., Sat.	
1.30	8.00	5.30	3.05	3.00	3.00				Time over District				3.17	3.30	3.05	7.00	7.30	1.30	
14.6	11.0	16.0	29.2	30.1	30.1				Average Speed per Hour				27.5	25.8	29.2	12.6	11.7	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.**

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. 9			Distance from Oroville	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
94	92	64	4		2				June 13, 1911 Succeeding No. 8						1	3		65	93	95
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight
Except Sunday	Except Sunday	DAILY	DAILY	DAILY	DAILY	94	W.C.O.T.R.K.	93.8	DN.... S. P. Crossing	111.3	Yard		P. M. A. 6.15	A. M. A. 4.55		P. M. A. 5.55	P. M. A. 4.00			
	A. M. L. 5.30	A. M. L. 4.55		P. M. L. 10.00	A. M. L. 11.25			95.1	.....S. P. CROSSING.....	110.0									
	6.10	5.30		F10.20	F11.45	105		104.8	D.....WEST LODI.....Di	100.3	91	7 am to 7 pm	F 5.55	F 4.35		5.20	3.10			
	6.30	5.45		F10.28	11.53AM	109		109.5	..... BRACK	95.6	62		5.45	4.25		5.05	2.45		
	6.50	6.00		F10.36	F12.01PM	114	W.	113.9	D..... THORNTON .....Nh	91.2	100	7 am to 7 pm	F 5.38	F 4.15		4.53	2.25			
	7.15	6.15		F10.46	12.11	119		119.1	..... CERRO	86.0	46		5.28	4.03		4.35	2.00		
	7.40	6.35		F10.56	F12.21	124		124.7	D..... FRANKLIN .....FR	80.4	90	7 am to 7 pm	F 5.18	F 3.53		4.18	1.40			
	7.55	6.45		F11.04	12.29	129		129.0	..... SIMS	76.1	18		5.10	3.44		4.05	1.20		
	8.15	7.00		F11.13	12.37	134		133.6	..... CORDOVA	71.5	7		5.01	3.34		3.50	12.55		
	8.30	7.10		11.18	12.42	136		136.3	..... JEFFERY SHOPS	68.8	64		4.56	3.29		3.40	12.42PM		
	9.00	7.25		\$11.24	\$12.48	139	W.O.Y.K.	138.6	DN.... S. P. Crossing	66.5	Yard		\$ 4.50	\$ 3.23		3.30	11.55AM			
								140.8	.....N. E. CROSSING.....	64.3									
	9.25	7.45		F11.36	12.59	144		143.9	..... DEL PASO	61.2	73		4.38	F 3.10		3.10	11.15		
	9.55	8.05		F11.47	1.10	151		150.9	..... COUNSMAN	54.2	70		4.27	F 2.59		2.50	10.55		
								152.5	.....N. E. CROSSING.....	52.6									
	10.30	8.25		F11.58PM	F 1.21	158	W.	156.1	D.... PLEASANT GROVE..GV	49.0	65	7 am to 7 pm	F 4.15	F 2.47		2.30	10.30			
						162		162.0	..... NICOLAUS	43.1	Spur 4								
	11.25AM	9.15		F12.23AM	1.46	172		172.5	..... DENNISTON	32.6	84		3.52	F 2.19		1.46	9.15		
								178.1	.....N. E. CROSSING.....	27.0									
	12.05PM	9.40		\$12.35	\$ 2.00	179	W.	178.8	DN.... MARYSVILLE .....Ms	26.3	142		\$ 3.38	\$ 2.07		1.10	8.45			
								180.2	S. P. Crossing	24.9										
	12.45	10.00		F12.47	2.13	186		185.8	.....S. P. CROSSING.....	19.3	50		3.25	F 1.52		12.45	8.00		
	1.15	10.25		F12.59	F 2.25	193		192.9	..... TAMBO	12.2	62		3.13	F 1.40		12.20PM	7.35		
	1.45	10.42		F 1.10	F 2.37	199		199.4	D..... MARSTON	5.7	93	7 am to 7 pm	F 3.02	F 1.28		11.58AM	7.15			
A. M. L. 5.30	2.00 P.M.A.	10.55 11.55AM		1.20	2.45	203	W.C.O.T.	202.9	DN. OROVILLE TERMINAL. Yd	2.2	Yard		2.55	1.20		11.45 10.30	7.00 A.M.L.	P. M. A. 7.45		
5.45 A.M.A.		12.10 P.M.A.		1.25 A.M.A.	2.50 P.M.A.	205	R K.	205.1	D..... OROVILLE.....Vi	0.0	69	2 pm to 2 am	2.50 P.M.L.	1.15 A.M.L.		10.15 A.M.L.		7.30 P.M.L.		
Except Sunday	Except Sunday	DAILY	DAILY	DAILY	DAILY								DAILY	DAILY		DAILY	Except Sunday	Except Sunday		
	8.30	6.00		3.25	3.25				Time over District				3.25	3.40		6.10	9.00			
	12.8	18.1		32.5	32.5				Average Speed per Hour				32.5	30.3		17.6	12.1			

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.

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.
 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, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 9		Distance from Portola	Capacity of Side Tracks	Office Open	FIRST CLASS		SECOND CLASS							
94		64		4					2					June 18, 1911 Succeeding No. 8		1		3		65		95	
Way Freight	Freight	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Way Freight	Freight	Way Freight
Except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY					
A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.	A.M.L.	P.M.L.						
						205	R. K.	205.1	D.....	OROVILLE Vi	116.3	69	2 pm to 2 am	P.M.A.	A.M.A.	A.M.A.	P.M.A.						
						213		212.7	F.....	BIDWELL W	108.7	38		2.40	1.05	10.15	7.30						
						217	W.	217.5	.....	BLOOMER W	108.9	54		2.24	F12.45	9.43	6.50					
						221		221.4	.....	LAS PLUMAS W	100.0	11		2.12	F12.33	9.23	6.25					
						224		224.3	DN....	BERRY CREEK Bk	97.1	55		F 2.03	F12.23	9.08	6.00						
						229	W.	228.5	F.....	BLINZIG W	92.9	20		1.55	F12.15	8.55	5.45						
						232		232.2	.....	INTAKE W	89.2	12		F 1.45	F12.04AM	8.35	5.25					
						235		235.2	F.....	POE W	86.2	48		1.35	F11.54PM	8.20	5.05						
						239	W. C.	239.2	D.....	BIG BAR Bg	82.2	73	7 am to 7 pm	\$ 1.27	F11.46	8.10	4.50						
						244		243.7	F.....	CRESTA W	77.7	34		\$ 1.16	\$11.35	7.55	4.26						
						248	W.	247.5	F.....	MERLIN W	73.9	45		1.04	F11.22	7.36	4.00						
						253		253.1	F.....	TOBIN W	68.3	60		12.54	F11.11	7.20	3.40						
						260	W.	259.9	DN.....	BELDEN Bn	61.5	64		12.40	F10.55	6.58	3.15						
						263		264.6	F.....	RICH W	56.8	62		F12.22	F10.38	6.30	2.45						
						270	W.	270.3	F.....	VIRGILIA W	51.1	52		12.12PM	F10.28	6.15	2.25						
						274		273.7	.....	TWAIN W	47.7	67		11.55AM	F10.10	5.50	1.50					
						281	W. C.	281.0	DN.....	KEDDIE Kd	40.4	60		F11.46	F10.00	5.35	1.35						
						288		287.8	2S.....	HARTWELL Rt	33.6	65	6 am to 4 pm 6.30 pm-6 am	\$11.28	\$ 9.40	5.03	1.00						
						297	W.	296.6	DN....	SPRING GARDEN Sg	24.8	70		\$11.10	\$ 9.20	4.15	12.30 PM						
						301		301.6	D.....	SLOAT SO	19.8	49	10am to 10pm	10.50	F 9.00	3.40	11.50AM						
						310	W.	310.3	F.....	BLAIRSDEN W	11.1	30		10.32	F 8.40	3.15	11.25						
						314		313.6	DN.....	CLIO Co	7.8	52		\$10.15	\$ 8.20	2.45	10.50						
						318		318.3	F.....	MABIE W	3.1	17		F10.05	F 8.10	2.33	10.35						
						321	W. C. T. O. R. K.	321.4	DN.....	PORTOLA Ki	0.0	Yard		9.53	F 7.58	2.12	10.12						
													9.45 A.M.L.	7.50 P.M.L.	2.00 A.M.L.	10.00 A.M.L.							
													DAILY	DAILY	DAILY	Except Sunday							
													4.55	5.15	8.15	9.30							
													23.6	22.1	14.1	12.2							

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 fuses must not be thrown off in any tunnel. If necessary to use fuses 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.

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. 9 June 18, 1911 Succeeding No. 8		Distance from Gerlach	Capacity of Sidings	Office Open	FIRST CLASS		SECOND CLASS	
216	64	4	2	STATIONS Telegraph Offices and Calls	1				3	65				217			
Mixed	Freight	Passenger	Passenger			Passenger	Passenger	Freight	Mixed								
Except Sunday	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	Except Sunday								
A.M.L.	P.M.L.	A.M.L.	P.M.L.			A.M.A.	P.M.A.	A.M.A.	A.M.A.								
10.00	10.30	7.15	8.40	321	W.C.T.O. R.K.	321.4	DN.....	PORTOLA Ki	116.9	Yard				A.M.A.	P.M.A.	A.M.A.	A.M.A.
10.15	10.40	7.20	8.45	324		324.1	.....	B. & L. JCT.....	114.2					9.35	7.40	1.00	8.30
							.....	BECKWITH JCT.....	110.2	34				F 9.30	F 7.33	12.45	8.10
	10.55	7.27	8.52	328		328.1	.....	B. & L. Crossing						F 9.23	F 7.25	12.30	A.M.L.
	11.15	7.35	9.00	332		332.4	.....	HINDOO	105.9	40				9.16	7.16	12.15AM	
	11.50PM	7.47	9.12	340	W.	339.6	2S.....	CHILCOOT Ch	98.7	56	6 am to 5 pm 6 pm to 3 am			F 9.04	F 7.04	11.50PM	
	12.05AM	7.53	9.18	342		341.8	.....	RAINBOW	96.5	30				8.58	6.58	11.35	
	12.17	8.00	9.26	345		345.8	.....	SCOTTS	92.5	35				8.49	F 6.48	11.15	
	12.35	8.11	9.38	353		352.1	.....	RED ROCK.....	86.2	21				8.36	6.32	10.45	
	12.45	8.17	9.44	356		355.5	.....	CONSTANTIA	82.8	12				8.30	F 6.25	10.30	
	12.55	8.25	9.49	358	W.C.	358.2	D.....	OMIRA Ma	80.1	82	7 am to 7 pm	\$	\$ 8.25	\$ 6.20	10.20		
	1.15	8.35	9.53	362		362.9	DN.....	DOYLE Do	75.4	58		\$	\$ 8.13	\$ 6.10	9.53		
				363		363.6	....	N. C. O. Ry. Transfer....	74.	Spur 30							
	2.15	9.00	10.23	378		371.5	....	N. C. O. Ry. Crossing....	66.8								
	2.35	9.13	10.34	384		377.6	D....	CALNEVA, Cal. Na	60.7	30	7 am to 7 pm	F	F 7.47	F 5.45	9.00		
	2.55	9.27	10.46	391		383.9	.....	FLANIGAN, Nev.....	54.4	61				7.36	F 5.34	8.43	
	3.05	9.32	10.51	394		391.7	.....	KEPLER	46.6	54				7.23	5.21	8.21	
	3.45	9.52	11.11	405		393.7	DN.....	SAND PASS..... Sa	44.6	60				F 7.20	F 5.18	8.15	
	4.25	10.15	11.31	416		404.8	.....	SANO	33.5	59				7.00	F 4.58	7.35	
	4.55	10.29	11.45	424		416.4	.....	REYNARD	21.9	57				6.40	F 4.39	7.00	
	5.25	10.42	11.57PM	431		424.0	.....	BRONTE	14.3	74				6.27	F 4.27	6.40	
	6.05	10.55	12.10	438	W.C.T.Y. R.K.	430.6	.....	PHIL	7.7	81				6.17	F 4.17	6.20	
Ex. Sun.	DAILY	DAILY	DAILY			438.8	DN.....	GERLACH Gr	0.0	Yard				6.05	4.05	6.00	
	.15	7.35	3.40	3.30										A.M.L.	P.M.L.	P.M.L.	
	10.8	15.4	31.8	33.4										DAILY	DAILY	DAILY	Ex. Sun.
														3.30	3.35	7.00	.20
														33.4	32.6	16.7	8.1

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.
 Passenger trains must consume four (4) minutes, all other trains eight (8) minutes passing through Tunnel No. 37, 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 93, regardless of the position of the signal. Rear breakman will keep a red and white lantern lighted while passing through the tunnel.

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 Register Stations Standard Clocks	Station Numbers	Distance from Tesla	Time Table No. 9 June 18, 1911 Succeeding No. 8		Distance from Carbona	Capacity of Sidings	SECOND CLASS	
				192	193				STATIONS Telegraph Offices and Calls	193				
FITCHBURG	11.9	No Siding												
HUDSON LUMBER CO.	15.9	1 E	14											
LORENZO	17.2	No Siding												
MEEK	18.5	No Siding					BA13	0.0	..... TESLA	13.3	89			
SORENSEN	22.3	No Siding					BA12	1.7	..... WALDEN	11.6	80			
OAKLAND BRICK CO. SPUR	27.7	1 E	20			W.	BA10	3.7	..... CARNEGIE	9.6	150			
EBERLY, F. 7 & 8	28.9	Siding	22				BA4	9.9	..... KERLINGER	3.4	80			
NILES PIT.	29.1	Siding	106				W.C.Y.R.	72	13.3	D..... CARBONA .....CB	0.0	133		
CALIFORNIA BRICK CO. SPUR	31.8	1 W	15											
GOOD	32.0	No Siding												
MAYBURG	33.0	No Siding												
IDYLWOOD, F 1, 2, 7 & 8	34.8	No Siding												
BONITA, F 7 & 8	37.5	No Siding												
HACIENDA, F 7 & 8	39.7	1 W	6											
PALMER	49.0	1 W	14											
GOECKEN, F 7 & 8	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, F 7 & 8	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											
OSO	172.2	No Siding												
CLEVELAND SPUR	176.1	1 W	9											
VALLEY CONTRACTING CO. SPUR	204.3	1 W	14											
QUARTZ	209.5	No Siding												
SWAYNE LUMBER CO.	229.2	Siding	7											
BURRO	252.4	1 W	4											
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 Carbona, 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. 7.8. 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. 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 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

C. L. FORBES,
Chief Dispatcher, Sacramento

W. J. DAVIS,
Trainmaster, Portola