

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, JANUARY 21st, 1912

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, Seals, Tables and Wyes Register Stations Standard Clocks	Distance from San Francisco	Time Table No. 11		Distance from Stockton	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS		
192	90	52	8	4	2				STATIONS	Telegraph Offices and Calls				1	3	7	51	91	193
Way Freight	Way Freight	Freight	Passenger	Passenger	Passenger							Passenger	Passenger	Passenger	Freight	Way Freight	Way Freight		
Tues., Thurs., Sat.	Mon., Wed., Fri.	DAILY	DAILY	DAILY	DAILY							DAILY	DAILY	DAILY	DAILY	Tues., Thurs., Sat.	Tues., Thurs., Sat.		
			P. M. L.	P. M. L.	A. M. L.							P. M. A.	A. M. A.	A. M. A.					
			5.20	9.00	9.10	0	W. C. O.	0.0	DN. SAN FRANCISCO ..Go	93.8	Yard	8.45	8.50	10.20					
			5.42	9.25	9.35	3	W. C.	3.5	WESTERN PACIFIC MOLE.	90.3	Yard	8.15	8.20	9.55					
								5.2	.....S. P. CROSSING.....	88.6								
	A. M. L.	P. M. L.	5.46	9.29	9.39	6	W. C. O. T. R. K.	5.4	DN. OAKLAND TERMINAL. Md	88.4	Yard	8.10	8.15	9.50	A. M. A.	P. M. A.			
								5.8	.....S. P. CROSSING.....	88.0								
	6.56	10.36	s 5.50	s 9.35	s 9.45			6.6	..... OAKLAND	87.2		s 8.05	s 8.10	s 9.45	12.50	4.05		
								6.8	.....S. P. CROSSING.....	87.0								
								7.2	.....S. P. CROSSING.....	86.6								
								7.8	.....S. P. CROSSING.....	86.0								
	7.15	10.47	f 5.58	9.45	f 9.53	10		9.7	D..... FRUITVALE ....Fv	84.1	40	7.30 am to 7.30 pm	f 7.54	f 7.58	f 9.35	12.30	3.45		
	7.20	10.50		6.00	9.47	9.55		10.4	..... MELROSE	83.4	10		7.52	7.55	9.33	12.25	3.40	
	7.45	11.02	f 6.05	9.52	10.00	13		13.3	..... ELMHURST	80.5	40		7.46	f 7.45	f 9.24	12.07	3.20	
	7.55	11.05	s 6.07	f 9.55	f 10.03	15		14.7	D..... SAN LEANDRO...DR	79.1	65	7:45 am to 7:45 pm	f 7.43	s 7.42	s 9.21	12.01 AM	3.15		
	8.20	11.30	s 6.17	f 10.06	f 10.14	20		20.4	D..... HAYWARDS ....Hy	73.4	60	8:00 am to 8:00 pm	f 7.33	s 7.28	s 9.11	11.30 PM	2.45		
	9.00	11.50 PM	f 6.26	10.16	10.24	27		26.6	D..... DECOTO .....D	67.2	20	7 am to 7 pm	7.22	f 7.13	f 9.00	11.07	2.05		
	9.15	12.01 AM	f 6.31	10.21	f 10.29	30	W.	29.7	2S..... NILES .....Cn	64.1	91	7 a to 11.30 a 2.30 p to 7 p 8 p to 1.00 a 3 a to 7 a	7.16	f 7.06	f 8.55	10.55	1.45		
								30.3	.....S. P. CROSSING.....	63.5								
	9.35	12.20	f 6.42	10.33	f 10.40	36		36.0	D..... SUNOL .....Sb	57.8	39	7.30 am to 7.30 pm	f 7.04	f 6.53	f 8.45	10.33	1.15		
	10.05	12.35	s 6.53	s 10.43	s 10.50	41		41.5	D..... PLEASANTON ...Tn	52.3	33	8.00 am to 8.00 pm	s 6.53	s 6.40	s 8.35	10.00	12.45		
								42.7	.....S. P. CROSSING.....	51.1								
								42.9	.....S. P. CROSSING.....	50.9								
	11.02	1.00	s 7.05	s 10.58	s 11.02	48	W.	47.6	DN.... LIVERMORE ....Vn	46.2	35		s 6.40	s 6.27	s 8.25	9.35	12.10 PM		
	11.55 AM	1.35	7.23	11.16	11.20	56		56.5	..... ALTAMONT.		45		6.19	f 6.07	8.10	9.00	11.20 AM	
	12.30 PM	2.00	7.38	11.30	11.35	63		62.9	..... MIDWAY	30.9	40		6.04	5.52	8.00	8.35	10.20	
P. M. L.	1.20	2.30	f 7.54	11.47	11.50	72	W. Y.	71.8	DN..... CARBONA .....Cb	22.0	127		5.40	f 5.31	f 7.45	7.54	9.35		
3.10	1.35	2.35	f 7.57	11.50 PM	11.53 AM	74	C.	73.9	D..... LYOTH .....Ky	19.9	64	7 am to 7 pm	5.37	5.28	f 7.42	7.25	9.15		
3.45	2.35	3.05	f 8.12	12.08 AM	12.08 PM	84	W. 3.9 ml. W.	83.8	..... LATHROP	10.0	84		f 5.20	f 5.10	f 7.27	6.40	8.30	
4.10	3.10	3.37	8.23	12.21	12.18	90		90.5	..... ORTEGA	3.3	13		5.07	4.57	7.17	6.15	8.00	
								93.2	...A. T. & S. F. CROSSING...	0.6									
4.30 P. M. A.	3.30 P. M. A.	4.00 A. M. A.	8.30 P. M. A.	12.30 A. M. A.	12.25 P. M. A.	94	W. C. O. T. R. K.	93.8	DN..... STOCKTON .....Sn	0.0	Yard	5.00 P. M. L.	4.50 A. M. L.	7.10 A. M. L.	6.00 P. M. L.	7.45 A. M. L.	8.30 A. M. L.		
Tues., Thurs., Sat.	Mon., Wed., Fri.	DAILY	DAILY	DAILY	DAILY				Time over District			DAILY	DAILY	DAILY	DAILY	Tues., Thurs., Sat.	Tues., Thurs., Sat.		
1.30	8.40	5.30	2.48	3.05	2.50				Average Speed per Hour			3.15	3.30	2.45	7.00	8.30	1.30		
14.6	10.2	16.0	32.2	29.3	31.8							27.7	25.8	32.8	12.9	10.4	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 1,300 feet east and 2,200 feet west of bridge indicate position of draw. Distant signals, 1,500 feet east and west of home 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.

No. 7 will use north track between Oak Street and S. P. Crossing at First and Adeline Streets, Oakland. No. 2 will use Main Line between these points.

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. 11			Distance from Oroville	Capacity of Side Tracks	Office Open	FIRST CLASS			SECOND CLASS	
94	92	52		4	2				STATIONS	1	3				51	93	Passenger	Passenger	Freight
Way Freight	Way Freight	Freight		Passenger	Passenger	Telegraph Offices and Calls													
Mon., Wed., Fri.	Tues., Thurs., Sat.	DAILY		DAILY	DAILY									DAILY	DAILY	DAILY	Mon., Wed., Fri.		
A.M.L.	A.M.L.			A.M.L.	P.M.L.									P.M.A.	A.M.A.	P.M.A.	P.M.A.		
	8.00	5.00		12.30	12.25	94	W.C.O.T.R.K.	93.8	DN....STOCKTON.....Sn	111.3	Yard			P.M.A. 5.00	A.M.A. 4.50	P.M.A. 4.40	P.M.A. 6.30		
								95.1	.....S. P. CROSSING.....	110.0								
	8.40	5.30		f 12.52	f 12.45	105		104.8	D.....KINGDON.....Di	100.3	91	7 am to 7 pm	f 4.40	f 4.28			4.10	5.45	
	8.55	5.45		f 1.01	12.52	109		109.5	.....BRACK.....	95.6	62			4.30	4.18		3.55	5.20
	9.10	6.00		f 1.10	f 12.59	114	W.	113.9	D.....THORNTON.....Nh	91.2	100	7 am to 7 pm	f 4.20	f 4.10			3.40	5.00	
	9.30	6.20		f 1.20	f 1.08	119		119.1	.....CERRO.....	86.0	46		f 4.10	3.59			3.25	4.35
	9.50	6.40		f 1.30	f 1.16	124		124.7	D.....FRANKLIN.....FR	80.4	90	7 am to 7 pm	f 3.59	f 3.48			3.10	3.59	
	10.05	6.55		f 1.40	f 1.23	129		129.0	.....SIMS.....	76.1	18		f 3.51	3.40			2.55	3.30
				f		134		138.6	.....CORDOVA.....	71.5	No Siding							
	10.45	7.20		1.55	1.35	136		136.3	.....JEFFERY SHOPS.....	68.8	64			3.39	3.25		2.30	3.00
	11.40AM	7.35		s 2.02	s 1.42	139	W.O.Y.K.	138.6	DN....SACRAMENTO.....Sr	66.5	Yard		s 3.31	s 3.17			2.10	2.45	
								140.8	.....N. E. CROSSING.....	64.3								
	12.10PM	7.55		f 2.13	1.53	144		143.9	.....DEL PASO.....	61.2	73		3.19	f 3.05			1.53	1.53
	12.35	8.20		f 2.27	2.03	151		150.9	.....COUNSMAN.....	54.2	70		3.08	f 2.52			1.25	12.35PM
								152.5	.....N. E. CROSSING.....	52.6								
	1.05	8.35		f 2.40	2.12	156	W.	156.1	D....PLEASANT GROVE..GV	49.0	65	7 am to 7 pm	f 2.58	f 2.40			1.05	11.45AM	
						162		162.0	.....NICOLAUS.....	48.1	Spur 4							
	2.35	9.10		f 3.05	2.35	172		172.5	.....DENNISTON.....	32.6	84		2.35	f 2.10			12.15PM	10.55
								178.1	.....N. E. CROSSING.....	27.0								
	3.30	9.30		s 3.18	s 2.50	179	W.	178.8	DN....MARYSVILLE.....Ma	26.3	142		s 2.20	s 1.57			11.55AM	10.25	
								180.2	.....S. P. CROSSING.....	24.9								
	4.10	9.55		f 3.32	3.02	186		185.8	.....TAMBO.....	19.3	50		2.09	f 1.42			11.30	9.55
	4.50	10.20		f 3.44	f 3.14	193		192.9	.....CRAIG.....	12.2	85		1.58	f 1.27			11.10	9.20
	5.30	10.50		f 3.55	f 3.25	199		199.4	D.....PALERMO.....Mo	5.7	93	7 am to 7 pm	f 1.49	f 1.15			10.50	8.50	
A.M.L. 7.00	6.00 P.M.A.	11.10AM 12.10PM		4.02	3.32	203	W.C.O.T.	202.9	DN.ROVILLE TERMINAL.Yd	2.2	Yard		1.43	1.08			10.30 9.25	8.30 A.M.L.	
7.15 A.M.A.		12.20 P.M.A.		4.10 A.M.A.	3.40 P.M.A.	205	R.K.	205.1	D.....OROVILLE.....Vi	0.0	69		1.35 P.M.L.	1.00 A.M.L.			9.15 A.M.L.		
Mon. Wed. Fri.	Tues. Thurs. Sat.	DAILY		DAILY	DAILY								DAILY	DAILY			DAILY	Mon. Wed. Fri.	
	10.00	6.10		3.40	3.15				Time over District				3.25	3.50			6.10	10.00	
	10.9	17.6		30.3	34.2				Average Speed per Hour				32.5	29.0			17.6	10.9	

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.
ALL EXCEPT FIRST-CLASS TRAINS WILL SEND FLAGMAN AHEAD AROUND CURVE JUST WEST OF OROVILLE.

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.
 Nos. 1, 2, 3 and 4 will register by ticket at Stockton.

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 of crossing.
 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

TESTA BRANCH

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. 11 January 21st, 1912 Succeeding No. 10			Distance from Gerlach	Capacity of Sidings	Office Open	FIRST CLASS			SECOND CLASS		
52	4	2	1	3	51				1	3	51				1	3	51	1	3	51
Freight	Passenger	Passenger	Passenger	Passenger	Freight	STATIONS	Telegraph Offices and Calls													
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY									
P.M.L. 11.00	A.M.L. 10.10	P.M.L. 9.20				321	W.C.T.O. R.K.	321.4	DN.....	PORTOLA.....	Ki	116.9	Yard		A.M.A. 8.20	P.M.A. 7.10	P.M.A. 11.59			
11.10	10.15	9.25				324		324.1	.....B. & L. JCT.....		114.2			8.12	7.02	11.45			
11.30	10.22	9.32				328		328.1	.....BECKWITH JCT.....		110.2	60		f 8.05	f 6.53	11.30			
11.50 PM	10.30	9.39				332		332.4	.....HINDOO.....		105.9	50		7.57	6.43	11.15			
12.15 AM	10.41	9.51				340	W.	339.6	2S.....	CHILCOOT.....	Ch	98.7	53	6 am to 4 pm 5 pm to 3 am	f 7.45	f 6.30	10.50			
12.30	10.48	9.58				342		341.8	.....	RAINBOW.....		96.5	30		7.38	6.22	10.30		
12.42	10.56	10.05				345		345.8	.....	SCOTTS.....		92.5	60		7.30	f 6.12	10.05		
1.02	11.08	10.16				353		352.1	.....	RED ROCK.....		86.2	Spur 24		7.17	f 5.58	9.15		
1.13	11.14	10.21				356		355.5	.....	CONSTANTIA.....		82.8	Spur 45		7.10	f 5.51	8.55		
1.25	11.20	10.27				358	W.C.	358.2	D.....	OMIRA.....	Ma	80.1	82	7 am to 7 pm	s 7.05	s 5.45	8.45			
1.45	11.33	10.37				362		362.9	DN.....	DOYLE.....	Do	75.4	58		s 6.55	s 5.33	8.30			
						363		363.6	....	N. C. O. Ry. Transfer....		74.	Spur 30						
						378		371.5	....	N. C. O. Ry. Crossing....		66.8							
2.40	11.57 AM	11.02				378		377.6	D....	CALNEVA, Cal.	Na	60.7	Spur 59	7 am to 7 pm	f 6.31	f 5.06	7.50			
3.00	12.10 PM	11.13				384		383.9	.....	FLANIGAN, Nev.....		54.4	61		6.20	f 4.55	7.30		
3.23	12.23	11.25				391		391.7	.....	KEPLER.....		46.6	54		6.08	4.43	7.15		
3.30	12.27	11.29				394		393.7	2S.....	SAND PASS.....	Sa	44.6	60	5.30 to 3.30 p 6 p to 4 a	f 6.05	f 4.40	7.05			
4.05	12.47	11.49 PM				405		404.8	.....	SANO.....		33.5	59		5.45	f 4.18	6.30		
4.40	1.10	12.09 AM				416		416.4	.....	REYNARD.....		21.9	57		5.25	f 3.56	6.00		
5.12	1.27	12.23				424		424.0	.....	BRONTE.....		14.3	74		5.12	f 3.40	5.40		
5.45	1.40	12.35				431		430.6	.....	PHIL.....		7.7	81		5.02	f 3.28	5.20		
6.30 A.M.A.	1.55 P.M.A.	12.50 A.M.A.				438	W.C.T.Y. R.K.	438.3	DN.....	GERLACH.....	Gr	0.0	Yard		4.50 A.M.L.	3.15 P.M.L.	5.00 P.M.L.			
DAILY	DAILY	DAILY													DAILY	DAILY	DAILY			
7.30	3.45	3.30													3.30	3.55	6.59			
15.6	31.1	33.4													33.4	29.8	16.7			
									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.

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

J. S. STELMAN,
 Trainmaster, Portola

C. L. FORBES,
 Chief Dispatcher, Sacramento

F. L. CORWIN,
 Trainmaster, Stockton

COMMERCIAL SPURS

EASTWARD

TESLA BRANCH

WESTWARD

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	
MBEK	18.5	No Siding	
SORENSEN	22.3	1 W-10	
OAKLAND BRICK CO. SPUR.	27.7	1 E	20
EBERLY, F. 7 & 8.	28.9	Siding	22
NILES PIT.	29.1	Siding	30
CALIFORNIA BRICK CO. SPUR.	31.8	1 W	15
GOOD	32.0	No Siding	
MAYBURG	33.0	No Siding	
IDYLWOOD	34.8	No Siding	
BONITA	37.5	No Siding	
HACIENDA, F 7 & 8.	39.7	1 W	6
PALMER	49.0	1 W	14
GOECKEN	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 E	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
REVILO	166.1	1 W	2
OSO	167.5	No Siding	
ABOGA	173.2	1 E	10
CLEVELAND SPUR	176.1	1 W	9
VISTA ROBLES	198.8	1 E	34
VALLEY CONTRACTING CO. SPUR.	204.3	1 W	14
QUARTZ	209.5	No Siding	
SWAYNE LUMBER CO.	229.2	Siding	7
ROCK CREEK	249.2	Siding	20
SMITH'S POINT, F 1-2-3-4.	263.9	No Siding	
MASSACK, F 3 & 4.	292.2	1 E	12
TRUMBLE	298.8	No Siding	
CROMBERG, F 3 & 4.	303.2	1 E	46
DELLEKER	320.0	1 E	74

SECOND CLASS

192	Way Freight	Tues., Thurs., Sat.	P.M.L. 12.45	1.00	1.30	2.10	2.40 P.M.A.	Tues., Thurs., Sat.	1.55	7.0
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Water, Oil, Seales, Tapes and Wires Register Stations Standard Clocks	Station Numbers	Distance from Tesla
	BA13	0.0
	BA12	1.7
W.	BA10	3.7
	BA4	9.9
W.C.Y.R.	72	13.3

Time Table No. 11

January 21st, 1912
Succeeding No. 10

STATIONS

STATIONS	Distance from Carbona	Capacity of Sidings
..... TESLA	18.3	89
..... WALDEN	11.6	80
..... CARNEGIE	9.6	150
..... KERLINGER	3.4	80
D..... CARBONA .....CB	0.0	133
Time over District		
Average Speed per Hour		

SECOND CLASS

193	Way Freight	Tues., Thurs., Sat.	A.M.A. 11.45	11.30	10.55	10.25	10.00 A.M.L.	Tues., Thurs., Sat.	1.45	7.4
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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. 5.3. 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. 7.3. 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. 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. Interlocked. S. P. crossing M. P. 42.9. Interlocked. 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. 83.3. 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 of old Tesla Line. Ortega, M. P. 90.5. Interlocked. Two-arm home main line; lower arm governs westward trains over S. P. crossing old line. Home signal five hundred 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

J. S. SPELMAN,
Trainmaster, Portola