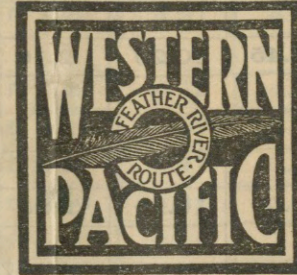


THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION



TIME

11

TABLE

In Effect 12:01 A. M. "Pacific" Time

SUNDAY, JUNE 1, 1930

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 the revised Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,
Vice President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

T. E. COYLE,
Superintendent, Western Division.

J. H. LEARY,
Superintendent, Terminal Division.

2 Eastward

FIRST SUBDIVISION

Westward

Fuel, Water, Force, Tables, Scales, Weights, Bulbs, Regulators, Standard Clocks.	SECOND CLASS					FIRST CLASS		Distance from San Francisco	Time Table No. 11 June 1, 1930		Distance from Stockton	FIRST CLASS		SECOND CLASS				Capacity of Sidings
	46	50	92	78	62	4	2		1	3		55	61	77	91			
	Fast Freight Leave Daily	Fast Freight Leave Daily	Local Freight Leave Daily Ex. Sunday	Fast Freight Leave Daily Ex. Sunday	Fast Freight Leave Daily	Pacific Express Leave Daily	Scenic Limited Leave Daily		Scenic Limited Arrive Daily	Pacific Express Arrive Daily		Fast Freight Arrive Daily	Fast Freight Arrive Daily	Fast Freight Arrive Daily Ex. Sunday	Local Freight Arrive Daily Ex. Sunday			
W. F. O.						8.00PM	10.00AM	0.0	DN	SAN FRANCISCO	93.8	4.15 PM	8.15AM					
B. R. P.						8.35	10.30	3.5		WESTERN PACIFIC MOLE	90.3	s 3.45	s 7.45					
F. W. T. O. P. B. R. K.			7.40AM	10.15PM	2.00AM	8.40	10.35	5.5	DN	OAKLAND YARD	88.3	3.40	7.40	2.00PM	11.59PM	2.00AM	2.40PM	Yard
			7.45	10.20	2.10	s 8.55	s 10.40	6.6		OAKLAND	87.2	s 3.35	s 7.35	1.50	11.49	1.50	2.30	
			8.00	10.30	2.25	f 9.05	10.49	9.6		FRUITVALE	84.2	3.17	f 7.16	1.35	11.35	1.25	2.10	
P.			8.15	10.44	2.40	9.12	10.56	13.5		ELMHURST	80.3	3.10	f 7.06	1.21	11.23	1.00	1.50	36
P.			8.35	10.47	2.45	f 9.15	10.59	14.8	D	SAN LEANDRO	79.0	3.08	f 7.03	1.16	11.18	12.50	1.45	
P.			9.15	11.05	3.10	f 9.25	11.07	20.5	D	HAYWARD	73.3	2.58	f 6.53	1.01	11.05	12.30	1.01PM	80
			9.35	11.22	3.37	f 9.34	11.15	26.6		DECOTO	67.2	2.47	f 6.40	12.40	10.42	12.10AM	11.45AM	18
W. P.			9.55	11.55	4.20	f 9.43	s 11.23	29.7	DN	NILES	64.1	s 2.42	f 6.34	12.30	10.30	11.55PM	11.23	50
P. Y.			9.59	11.59PM	4.25	9.45	11.25	30.5		NILES JUNCTION	63.3	2.35	6.24	12.17	10.14	11.45	11.00	
P.			10.30	12.20AM	5.00	f 9.56	11.34	36.0	D	SUNOL	57.8	2.28	f 6.16	12.01PM	9.56	11.33	10.30	74
P.			10.55	12.35	5.25	f 10.07	11.42	41.5	D	PLEASANTON	52.3	2.20	f 6.06	11.42AM	9.33	11.18	10.10	74
W. P.			11.20AM	12.50	5.55	f 10.20	11.52AM	47.6	D	LIVERMORE	46.2	2.11	f 5.55	11.20	9.15	11.03	9.50	74
P.			12.08PM	1.20	6.33	f 10.38	12.08PM	56.5		ALTAMONT	37.3	1.58	f 5.39	10.55	8.48	10.38	9.20	56
P.			12.50	1.38	6.48	f 10.50	12.17	63.0		MIDWAY	30.8	1.42	f 5.20	10.25	8.18	10.00	8.40	48
W. Y. P.			1.24	1.59	7.08	f 11.04	12.28	71.8	DN	CARBONA	22.0	1.24	f 5.01	9.45	7.35	9.15	8.00	46
P.			2.01	2.04	7.13	f 11.07	12.31	73.9	D	LYOTH	19.9	1.21	f 4.56	9.30	7.20	8.55	7.40	20
P.			2.20	2.11	7.25	11.13	12.35	76.8		FITZ	17.0	1.16	4.50	9.20	7.10	8.43	7.25	80
			2.45	2.25	7.50	f 11.23	12.42	82.8		NILEGARDEN	11.0	1.08	f 4.41	9.02	6.52	8.23	7.10	Spur 1 W. 17
P.			2.55	2.28	7.55	f 11.25	12.44	83.8		LATHROP	10.0	1.06	f 4.39	8.59	6.49	8.20	7.05	51
P.			3.10	2.43	8.20	11.34	12.52	90.3		ORTEGA	3.5	12.57	4.28	8.40	6.30	7.50	6.50	50
F. W. T. O. P. B. R. K.	10.20PM	4.25AM	3.20PM	2.50AM 3.40AM	8.30AM 10.00AM	f 11.40	12.55	92.0	DN	STOCKTON YARD	1.8	12.55	f 4.25	8.30AM 7.20AM	6.20PM 5.20PM	7.45PM 7.15PM	6.45AM	Yard
P. R. K.	10.30PM	4.35AM		3.50AM	10.15AM	s 11.50PM	s 1.00PM	93.8	2S	STOCKTON	0.0	12.50PM	4.15AM	7.05AM	5.05PM	7.00PM		
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	
	.10	.10	7.40	4.35	6.30	3.15	2.30			Time over Subdivision		2.55	3.30	5.30	5.39	6.15	7.55	
	10.8	10.8	11.3	18.9	13.3	27.8	36.1			Average Speed per Hour		31.0	25.8	15.7	15.3	13.8	10.9	

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Oakland, Niles, Carbona and Stockton. Oakland Yard extends from W. P. Mole to M. P. 13. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board 19 1/2 poles east of Mile Post 96.

Maximum speed, passenger trains 60, freight and mixed trains 40 miles an hour, except passenger trains will not exceed 35, freight and mixed trains 20 miles an hour between bridges 23.93 and 24.31, and passenger trains will not exceed 45, freight and mixed trains 25 miles an hour between Niles and Mile Post 37 1/2, and between Mile Posts 52 and 67.

W. P. Mole is initial station for Nos. 2 and 4. Nos. 2 and 4 will obtain clearance card at Oakland Yard.

Trains must not exceed 15 miles an hour approaching and passing over S. P. crossings, Mile Post 7.2 and Mile Post 10.3, stopping if being used by a train or engine of that railroad.

Stockton is register station for first class trains only. At Stockton second class and extra trains will not require clearance card unless they receive train order. First class trains will not register at Stockton Yard. Operator at Stockton will transmit register of first class trains to operator at Stockton Yard, who will enter on register for information of trains originating at Stockton Yard. The register of first class

trains appearing on Stockton Yard register is the time at Stockton, and does not indicate that a westward first class train has passed Stockton Yard.

Automatic Block System signals located as follows:

Eastward: Home signals Mile Post 29.4, Mile Post 30.0 and Mile Post 30.4.

Westward: Distant signal Mile Post 31.7; Home signals Mile Post 31.3 and Mile Post 30.3.

Trains moving from San Jose Branch: Switch indicators located at head block of east and west main track wye switches govern trains from wye to main track.

Nos. 1 and 2 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Force, Tables, Scales, Wyes, Bulletin, Register Stations, Standard Clocks	SECOND CLASS								FIRST CLASS		Distance from San Francisco	Time Table No. 11 June 1, 1930		Distance from Oroville	FIRST CLASS		SECOND CLASS				Capacity of Sidings			
	84	74	96	54	46	62	50	78	4	2		STATIONS Telegraph Offices and Calls			1	3	55	61	77	95				
	Fast Freight Leave Daily	Fast Freight Leave Daily	Local Freight Leave Mon., Wed. & Fri.	Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily	Fast Freight Leave Daily Ex. Monday	Pacific Express Leave Daily	Scenic Limited Leave Daily		Arrive Daily	Arrive Daily		Scenic Limited Arrive Daily	Pacific Express Arrive Daily	Fast Freight Arrive Daily	Fast Freight Arrive Daily	Fast Freight Arrive Daily Ex. Saturday	Local Freight Arrive Tues., Thurs. & Sat.				
P. R. K.					10.30 PM	10.15 AM	4.35 AM	3.50 AM			11.50 PM	1.00 PM	93.8	2S	STOCKTON S.P. Crossing 0.5	Fe	111.3	s 12.50 PM	s 4.15 AM	7.05 AM	5.05 PM	7.00 PM		
					10.35	10.20	4.40	4.05			12.01 AM	1.05	94.3		FLORA STREET 0.8		110.8	12.43	4.05	7.00	5.00	6.55	Yard	
													95.1		S. P. Crossing 9.7		110.0							
P.					10.59	11.00	5.05	4.34			f 12.21	1.19	104.8	D	KINGDON 0.5	Di	100.3	12.29	f 3.49	6.27	4.34	6.30	74	
P. Y.													105.3		TERMINOUS JUNCT. 4.2		99.8						20	
P.					11.09	11.15	5.15	4.46			f 12.29	1.26	109.5		LAS VINAS 4.4		95.6	12.22	f 3.40	6.12	4.21	6.17	52	
W. P.					11.18	11.41 AM	5.26	4.57			f 12.37	f 1.36	113.9	D	THORNTON 4.7	Nh	91.2	f 12.16	f 3.31	5.57	4.08	6.05	74	
P.					11.28	12.09 PM	5.41	5.09			f 12.45	1.44	118.6		GLANNVALE 6.1		86.5	12.09	f 3.20	5.41	3.55	5.45	74	
P.					11.41	12.28	5.53	5.24			f 12.55	1.52	124.7	D	FRANKLIN 4.0	Fr	80.4	12.01 PM	f 3.10	5.24	3.40	5.30	74	
					11.49 PM	12.38	6.01	5.33			f 1.02	1.58	128.7		RUNYON 7.8		76.4	11.55 AM	f 3.00	5.14	3.30	5.20	20	
F. W. P. K.					12.40 AM	1.15	6.35	6.00 AM			f 1.12	2.08	136.5	2S	SOUTH SACRAMENTO 2.1	Jy	68.6	11.46	f 2.48	4.50	3.10	5.00 PM	Yard	
O. Y. K. P. R.					12.50	1.25	6.45				s 1.40	s 2.20	138.6	DN	S. P. Crossing SACRAMENTO 2.2	Ds Sr Ra	66.5	s 11.40	s 2.40	4.22	2.45			
													140.8		S. N. Crossing 3.0		64.3							
P.					1.00	1.45	6.55				1.53	2.30	143.8		DEL PASO 6.8		61.3	11.26	2.15	4.07	2.30		74	
P.					1.11	2.10	7.06				f 2.04	2.39	150.6		COUNSMAN 1.9		54.5	11.17	f 2.04	3.48	2.10		74	
													152.5		S. N. Crossing 3.6		52.6							
W. P.					1.23	2.30	7.19				f 2.18	2.47	156.1	D	PLEASANT GROVE 5.5	Gv	49.0	11.08	f 1.50	3.30	1.55		74	
P.					1.38	2.43	7.30				f 2.29	2.55	161.6		TROWBRIDGE 10.9		48.5	11.01	f 1.38	3.15	1.42		74	
P.					1.57	3.09	7.49				f 2.44	3.09	172.5		ARBOGA 5.6		32.6	10.48	f 1.22	2.44	1.20		80	
													178.7		S. N. Crossing 0.7		27.0							
W. P.					2.15	3.35	8.09				s 3.05	s 3.20	178.8	DN	MARYSVILLE S. P. Crossing 1.4	Ms	26.3	s 10.39	s 1.12	2.15	1.05		62	
													180.2		S. P. Crossing 5.8		24.9							
P.					2.30	3.53	8.24				f 3.16	3.30	186.0		TAMBO 7.0		19.1	10.27	f 12.57	1.43	12.43		74	
P.					2.42	4.10	8.36				f 3.27	3.39	193.0		CRAIG 6.5		12.1	10.18	f 12.46	1.23	12.25		74	
P.					2.52	4.25	8.46				f 3.36	3.48	199.5	D	PALERMO 3.4	Mo	5.6	10.10	f 12.36	1.05	12.10 PM		70	
F. W. T. O. Y. B. R. K. P.	11.25 PM	11.10 AM	7.00 AM	5.00 AM	3.05 AM	4.35 PM 5.35 PM	8.55 AM				3.43	3.54	202.9	DN	OROVILLE YARD 2.2	Yd	2.2	10.05	12.30	12.50 AM 11.45 PM	11.55 AM 10.55 AM		1.35 PM	Yard
B. R. K. P.	11.34 PM	11.20 AM	7.10 AM	5.10 AM		5.45 PM					s 3.50 AM	s 4.00 PM	205.1	2S	OROVILLE 2.2	Vi	0.0	10.00 AM	12.25 AM	11.34 PM	10.45 AM		1.25 PM	55
	Arrive Daily	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday			Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Tues., Thurs. & Sat.	
	.09	.10	.10	.10	4.35	6.20	4.20	2.10			4.00	3.00			Time over Subdivision			2.50	3.50	6.15	5.10	2.00	.10	
	14.7	13.2	13.2	13.2	23.8	17.2	25.2	19.7			27.8	37.1			Average Speed per Hour			39.3	29.0	17.5	21.1	21.4	13.2	

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Stockton, Sacramento, Marysville and Oroville. Stockton Yard extends from yard limit board at bridge 89.82 to yard limit board 19½ poles east of Mile Post 96. Oroville Yard extends from yard limit board 13 poles west of Mile Post 202 to yard limit board at Mile Post 206.

Maximum speed, passenger trains 60, freight and mixed trains 40 miles an hour, except passenger trains will not exceed 45, freight and mixed trains 25 miles an hour between Mile Posts 129 and 131.

Stockton, S. P. Tower "R" Street Sacramento and Oroville are register stations for first class trains only. First class trains will register by ticket at S. P. Tower "R" Street Sacramento and Oroville Yard. At Stockton second class and extra trains will not require clearance card unless they receive train order. At Oroville second class and extra trains will not require clearance card unless train order signal is at STOP.

At Flora Street, Track No. 7, located on north side of main track, west switch at Park Street, east switch immediately west of Harding Way, will be used as siding.

Automatic Block System signals located as follows:

At Oroville: Eastward signals, at Mile Post 204.5 and 450 feet west of house track switch.

Westward signals, at East siding switch and at Mile Post 205.

Nos. 1 and 2 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Fuel, Water, Fone, Tables, Scales, Wyea, Bulletin, Register Stations, Standard Clocks.	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 11 June 1, 1930	Distance from Gerlach	FIRST CLASS		SECOND CLASS		Capacity of Stairs
	56	64	62	4	2				1	3	55	61	
	Fast Freight	Fast Freight	Fast Freight	Pacific Express	Scenic Limited				Scenic Limited	Pacific Express	Fast Freight	Fast Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS Telegraph Offices and Calls	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
F. W. T. O. P. Y. B. R. K.	7.45 PM	12.30 PM	2.30 AM	10.30 AM	9.20 PM	321.4	DN PORTOLA	116.9	s 5.30 AM	s 6.15 PM	3.00 PM	2.05 AM	Yard
P.	7.55	12.40	2.40	10.36	9.27	324.1	GULLING JUNCTION	114.2	5.23	6.08	2.49	1.48	
P.Y.	8.00	12.45	2.48	f 10.40	9.31	326.1	CALPINE JUNCTION	112.2	5.19	f 6.04	2.41	1.42	18
P.	8.05	12.50	2.56	s 10.48	9.35	328.1	D HAWLEY Loyalton Branch Crossing	110.2	5.15	s 6.00	2.33	1.36	75
P.	8.14	12.59	3.08	f 10.55	9.43	332.4	HINDOO	105.9	5.09	f 5.49	2.20	1.25	75
P.W.	8.30	1.14	3.28	s 11.09	9.55	339.6	D OHILCOOT	98.7	5.00	s 5.39	2.03	1.10	74
P.Y.	8.35	1.19	3.38	s 11.27	10.01	341.7	D RENO JUNCTION	96.6	4.55	s 5.30	1.52	1.01	60
P.	8.44	1.29	4.01	f 11.34	10.10	346.0	SOOTTS	92.3	4.46	f 5.04	1.29	12.42	74
P.	8.57	1.42	4.33	f 11.44	10.21	352.5	RED ROCK	85.8	4.33	f 4.49	12.57	12.17 AM	74
P.	9.09	1.54	4.59	f 11.54 AM	10.31	358.3	OMIRA	80.0	4.21	f 4.34	12.24	11.50 PM	75
P.W.	9.34	2.17	5.25	s 12.09 PM	f 10.45	362.9	DN DOYLE	75.4	f 4.13	s 4.24	12.09 PM	11.35	74
P.	9.51	2.34	5.50	f 12.22	10.57	371.5	HACKSTAFF	66.8	3.58	f 4.05	11.34 AM	10.57	74
P.	10.03	2.46	6.10	f 12.32	11.07	377.6	OALNEVA, OAL.	60.7	3.50	f 3.55	11.20	10.32	75
P.	10.17	2.59	6.30	f 12.42	11.17	384.0	FLANIGAN, NEV.	54.3	3.42	f 3.45	11.06	10.17	76
						384.3	S. P. Crossing	54.0					
P.	10.47	3.29	7.10	f 1.00	11.35	393.5	DN SAND PASS	44.8	3.29	f 3.29	10.46	9.55	76
P.	10.55	3.37	7.25	1.07	11.42	397.4	BRYANT	40.9	3.21	3.18	10.33	9.38	75
P.	11.10	3.52	7.50	f 1.18	11.54 PM	405.0	SANO	33.3	3.09	f 3.06	10.13	9.15	74
W. 4 miles P. west	11.47 PM	4.29	8.40	f 1.36	12.12 AM	416.1	REYNARD	22.2	2.53	f 2.47	9.33	8.40	75
P.	12.03 AM	4.45	9.15	f 1.48	12.25	424.0	BRONTE	14.3	2.41	f 2.33	9.15	8.21	74
P.	12.16	4.58	9.35	f 1.58	12.36	430.6	PHIL	7.7	2.31	f 2.21	9.01	8.05	75
F. W. Y. B. R. K. P.	12.35 AM	5.20 PM	10.00 AM	s 2.10 PM	s 12.50 AM	438.3	DN GERLACH	0.0	2.20 AM	2.10 PM	8.40 AM	7.40 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	4.50	4.50	7.30	3.40	3.30		Time over Subdivision		3.10	4.05	6.20	6.25	
	24.2	24.2	15.6	31.9	33.4		Average Speed per Hour		36.9	23.6	18.5	18.2	

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Portola and Gerlach.

No. 4 will hold main track at Gerlach against No. 3.

Maximum speed, passenger trains 50, freight and mixed trains 35 miles an hour, except passenger trains will not exceed 40, freight and mixed trains 30 miles an hour between Reno Junction and Constantia and between Flanigan Pit and Sano.

When Passenger trains meet at Portola, pocket track in front of depot will be used by train taking siding unless otherwise specified by train order.

Nos. 1 and 2 will stop on flag at all stations in California for revenue passengers to or from points Salt Lake and East.

Nos. 1 and 2 will stop on flag at all stations in Nevada for revenue passengers to or from points Pueblo and East.

Eastward

FIRST SUBDIVISION "A"—SAN JOSE BRANCH.

Westward

Table with columns for Second Class (178 Freight), First Class (102 Passenger), and Time Table No. 11 (June 1, 1930). Includes stations like Niles, Niles Junction, Irvington, Warm Springs, Milpitas, Berryessa, and San Jose.

Westward Trains are superior to Eastward Trains of the same class.

Yard Limits: Niles and San Jose. Niles yard extends to yard limit board at Mile Post 2. San Jose yard extends to yard limit board M. P. 16.2. Maximum speed, passenger trains 30, freight trains 25 miles an hour.

Eastward

FOURTH SUBDIVISION "D"—RENO BRANCH.

Westward

Table with columns for Second Class (220 Freight), First Class (202 Passenger, 204 Passenger), and Time Table No. 11 (June 1, 1930). Includes stations like Reno Junction, Plumas, Peavine, Copperfield, Anderson, Panther, and Reno.

Westward Trains are superior to Eastward Trains of the same class, except No. 204 is superior to No. 203.

Maximum speed, passenger trains 35, freight trains 20 miles an hour. Road crossings east and west Nevada Transportation Company warehouse, Reno, must be flagged and caution used in switching this track.

Eastward FIRST SUBDIVISION "B"—CARBONA BRANCH. Westward

Table with columns for Time Table No. 11 (June 1, 1930) and STATIONS (Carbona, Kerlinger, River Rook, Moy). Includes distance from Carbona and Moy.

Westward Trains are superior to Eastward Trains of the same class. Derailed on main track M. P. 3.3. Maximum speed 12 miles an hour.

Eastward FOURTH SUBDIVISION "A"—GULLING BRANCH. Westward

Table with columns for Time Table No. 11 (June 1, 1930) and STATIONS (Gulling Junct., Grizzly, Gulling). Includes distance from Gulling.

Westward Trains are superior to Eastward trains of the same class. Maximum speed 12 miles an hour.

Eastward FOURTH SUBDIVISION "B"—CALPINE BRANCH. Westward

Table with columns for Second Class (314 Mixed), Time Table No. 11 (June 1, 1930), and STATIONS (Calpine Junct., Summitt, Fir, Davies Junct., Calpine). Includes distance from Calpine.

Westward Trains are superior to Eastward Trains of the same class, except No. 314 is superior to No. 313. Derailed on main track 50 feet west of west house track switch at Calpine.

Eastw'd FOURTH SUBDIVISION "C"—LOYALTON BRANCH. Westw'd

Table with columns for Second Class (416 Mixed), Time Table No. 11 (June 1, 1930), and STATIONS (Clover Valley Jct., Hawley, Loyalton). Includes distance from Loyalton.

Westward Trains are superior to Eastward Trains of the same class, except No. 416 is superior to No. 415. Maximum speed 15 miles an hour.

