SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION







To Take Effect Sunday, September 18, 1932, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,

General Manager

W. B. KIRKLAND,
Superintendent of Transportation

L. U. MORRIS,
Assistant General Manager

G. E. GAYLORD,
Superintendent.

2			EAS	TWARD						Martin	ez Subo	livision.									
20	SECOND								/	FIRST	CLASS	BONK .						70			m, m 11 N 011
Capacity of sidings in car lengths	410 Freight		10 Mail and Express	208 Passenger	6 Klamath	222 Passenger	28 San Francisco Overland Limited	18 Cascade	26 Owl	206 Passenger	248 El Dorado	282 Passenger	246 Senator	20 Pacific Limited	52 San Joaquin	224 Sierra	204 Passenger	236 Passenger	58 Sequoia	tance from	Time Table No. 214 September 18, 1932
Capa	Leave Daily		Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SAT. AND SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Dist San	STATIONS
			9.40PM	8.20PM	8.00 PM	7.00 PM	6.20PM	6.20PM	6.00 PM	5.20PM	5.QOPN	4.00PM	3.00PM	11.40AM	8.00AM	7.40AN	6.40AM	6.00AN	11.40PM	0.0	SAN FRANCISCO
			9.58	8.38	8.18	7.18	6.38	6.38	6.18	5.38	5.18	4.18	3.18	11.58AM	8.18	7.58	6.58	6.18	11.58PM	3.5	OAKLAND PIER
BKWI P			10.10PM	8.43PM	8.30PM	7.25 PM	6.55 PM	6.45 PM	6.25 PM	5.45 PM	5.24 PW	4.23PM	3.22PM	12.05PM	8.25 AM	8.03AN	7.04 AM	6.23AN	12.10AM	3.5	(TO-R OAKLAND PIER
Term. Yd. P BKWOITY	6.50PM																			4.9	TO-R WEST OAKLAND
P		141 4	s10.16	s 8.49	s 8.36	s 7.31	s 7.02	s 6.51	s 6.31	s 5.51	s 5.30	s 4.29	s 3.28	s 12.11	s 8.31	s 8.08	s 7.10	s 6.28	s 12.16	5.5	OAKLAND (16th Street)
P								1 1-1							Van de la company					6.6	EMERYVILLE
IP								99300000							17.00	* *				7.0	SHELLMOUND
																				7.4	PARAFFIN
55 West P																				7.8	STOOK YARDS
P			s10.24	s 8.58	s 8.45	s 7.40	s 7.12	s 7.00	s 6.40	s 5.59	s 5.38	s 4.37	s 3.36	s 12.20	s 8.39	s 8.16	s 7.18	s 6.36	s 12.25	9.2	BERKELEY (University Ave.)
				f			AN COLUMN			f		f	3	Vivea			AND THE	THE		10.7	FLEMING
		\$				55	700	70 150					F				No China	ALL MAY		11.2	NOBEL
				f						f		f								11.6	VIGORIT
87 East P	-			f				10 130 13		f	PERMI	S		165 J. 17 T.	Will Salve		-	s		13.1	STEGE
P			s10.32	s 9.07	s 8.54	s 7.49	7.22	7.08	s 6.49	s 6.07	s 5.46	8 4.49	s 3.44	s12.29	s 8.47	s 8.24	s 7.27	s 6.45	s 12.34	15.0	RICHMOND
148 East WP				f 9.10			100	Marine Control		f		f	f					s 6.48		16.6	SAN PABLO
P 48 East				f						f	Temporal Market	s	E A				s	f		18.9	GIANT
48 East P	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	7	- 100	f			- 64			f						4				19.8	SOBRANTE
		-								f		O TOTAL								21.5	KRIEGER
74 West P		FELL	10.43	s 9.20	9.05	8.00	7.35	7.19	7.00	s 6.19	5.56	s 5.03	f 3.55	f 12.41	8.57	8.34	f 7.39	s 6.57	f 12.46	23.0	PINOLE
45 East P												f			Maria La		s	s		23.8	HEROULES
P			120	s 9.24					Life.	s 6.23		s 5.08	f				8	S	f	25.5	RODEO 0.9
69 East P		417		S						S		S		f			S	s	f	26.4	OLEUM 0.7
43 East W			-	f				Mary Mary		f		f					f		f	27.1	TORMEY
46 West P				s 9.33			7.45	7.27		s 6.31	6.03				f 9.04	A STANL	s 7.50	s 7.12		27.5	SELBY
210 West P			s10.55	s 9.37	s 9.17	s 8.13			S	s 6.35	1 28 3	s 5.21	s 4.06	s 12.56	s 9.09	s 8.46	s 7.55	s 7.17	s 1.00	29.0	OROCKETT
62 West P				f						f		f					f	f		30.1	ECKLEY
Yard BKWOT P	8.55		11.00	s 9.42	9.21	8.18	7.55	7.34	7.15	s 6.42	6.09	s 5.26	s 4.12	f 1.01	9.13	8.50	s 8.02	s 7.25	s 1.05	31.1	R PORT COSTA
P				I		- 11			(31 4)	f T TO	1:34	Yan S	wat	THE STATE	fam.	E sau	f			32.2	NEVADA DOCK
Cepter	0.65																f		4	33.1	OZOL
Center 100 WP	9.05 PM		s11.08PM			s 8.25 PM	8.03PM	7.40 PM	s 7.20PM	s 6.50 PM	s 6.15 PM	s 5.35 PM	s 4.19PM	s 1.10PM	s 9.18 AM	s 9.00 AM	s 8.12AM	s 7.35 AM	s 1.15AM	34.7	TO-R MARTINEZ
	Arrive Daily		Arrive Daily				100000		T			7	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		(31.2)
	(2.15) 13.87		(0.58) 32.27	(1.09) 27.13	(1.00) 31.20	(1.00) 31.20	(1.08) 27.53	(0.55) 34.03	0.55) 34.03	(1.05) 28.80	(0.51) 36.71	(1.12) 26.00	(0.57) 32.84	(1.05) 28.80	(0.53) 35.32	(0.57) 32.84	(1.08) 27.53	(1.12) 26.00	(1.05) 28.80		Time over District

No. 246 reduce speed to 10 M. P. H. at San Pablo to exchange mail.

Train	At	For Passengers Destined to or Beyond
6	Any Station	Gerber
10	Any Station	Ogden
18	Richmond	Klamath Falls
18	Crockett	Klamath Falls
18	Martines	Klamath Falls
20	Any Station	East of Sacramento
28	Any Station	Ogden

	ADDITIONAL FLAG STOPS										
Train	At	Frequency									
248	Crockett	Saturday only									

Al	DDITIONAL FLAG STO	PS TO RECEIVE OR D	ISCHARGE PASSENGERS
Train	At	То	For Passengers To or Beyond
236 204	Certain-teed Pro. Co. Certain-teed Pro. Co.		Any Station Any Station

									1	Aartinez	Subdivi	sion.					WES	TWARD		3
	-			- 1						FIR	ST CLASS								SECON	D CLASS
Time Table No. 214 September 18, 1932	Distance from Martinez	9 Fast Mail	205 Passenger	203 Passenger	27 San Francisco Overland	25 0wl	5 Klamath	233 Passenger	247 El Dorado	55 Tehachapi	229 Governor	243 Passenger	231 Passenger	17 Cascade	223 Sierra	21 Pacific	51 San Joaquin	209 Passenger	405	1
Stephenson 10, 1952	Dista			Arrive Daily	Limited	- 1000	1000000	42.00		553		N 100				Limited			Freight	
STATIONS	N. P. L.	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			Arrive Daily		-	EX.SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
SAN FRANCISCO	34.7	7.30 AM							12.10 PM		4.30PM	5.50PM	6.30PM	6.50PM	8.10PM	10.10PM	10.10PM			
OAKLAND PIER	31.2	7.12	7.32	8.12	8.32	8.32	.9.32	10.12	11.52AM	and the same of th	4.12	5.32	6.12	6.32	7.52	9.52	9.52	10.32	1,000	
TO-R OAKLAND PIER	31.2	s 6.53 AM	s 7.22 AM	s 8.05 AM	s 8.15AM	s 8.20AM	s 9.20 AM	s 10.05 AM	s 11.45 AM	s 1.25 PM	s 4.05 PM	s 5.28PM	s 6.05 PM	s 6.20PM	s7.46PM	s 9.35 PM	s 9.43PM	s 10.25 PM		
TO-R WEST OAKLAND	29.8					-					1000								4.15	M
OAKLAND (16th Street)	29.2	s 6.45	s 7.16	s 7.59	s 8.07	s 8.12	s 9.13	s 9.57	s 11.38	s 1.18	s 3.58	s 5.22	s 5.58	s 6.12	s7.41	s 9.27	s 9.37	s 10.18		
EMERYVILLE 0.4	28.1											4		1						
SHELLMOUND 0.4- PARAFFIN	27.7							4		-										
STOCK YARDS	27.3									4			1			1/4/				
BERKELEY (University Ave.)	26.9	- 6.00	- 5.05	7.50			- 0.01	0.45	- 1 1 00	1.05								10.00	mios o	
1.5————————————————————————————————————	25.5	s 6.28	s 7.07	s 7.50	s 7.55	s 8.02	s 9.01	s 9.45	s 11.29	s 1.06	s 3.45	s 5.13	s 5.49	s 6.00	s 7.32	s 9.14	s 9.26	s 10.07		18 100
NOBEL	24.0		1	1		-				1						1				
O.A VIGORIT	23.5		,														0			
1.5 STEGE	23.1		<u>r</u>						17											-
7.9 RICHMOND	19.7	. 6 16	s 6.55	s 7.38	s 7.43	s 7.50	s 8.50	s 9.33	s 11.20	s12.57	2.25	- 5.04	- 40	4 5 50	7.00	0.00	0.16	0.56		
SAN PABLO	18.1	s 6.16	8 6.55	f 7.33	s 7.43	s 7.50	\$ 8.50	9.29	511.20	\$12.57	s 3.35	s 5.04	s 5.40	f 5.50	7.22	9.03	9.16	s 9.56		-
2.3 GIANT	15.8			1 7.33	80.0	00.0		9.29	EL BY	END.	T 0 1 B	s 4.59		1			-			-
GIANT O.9 SOBRANTE 1.7	14.9		•	8				•		-		8							-	
1.7—KRIEGER	13.2		f						_											
1.5 PINOLE	11.7	6.05	f 6.42	s 7.25	7.29	7.38	8.37	s 9.19	11.09	12.45	3.23	s 4.49	s 5.28	5.39	7.12	8.53	9.07	9.45		
HEROULES	10.9	0.03	1 0.12	f 1.25	1.25	7.50	0.57	f	11.05	12.13	3.23	1 4.49	8 3.26	5.39	1.12	0.33	9.01	7.43	10 / 10 10 10 10 10 10 10	-
1.7—RODEO	9.2		f	g				s		+		<u>-</u>	•	-						
OLEUM	8.3		f	s				s	-	f		g	£					f		
TORMEY	7.6			f	1000	13.3	1000				-	s	f	4	+					The same
SELBY	7.2			s 7.11		-	8.28	s 9.04		f12.34	f 3,15	8 4.36	s	5.30		8.44	8.59	f		
OROOKETT	5.7	s 5.56	s 6.27		s 7.18	s 7.28		s 9.00	s 10.58				s 5.14		s7.03		-	s 9.33		
EOKLEY	4.6			f								f		1		-				
R PORT COSTA	3.6	5.49	s 6.22	s 7.04	7.11	7.21	8.20	s 8.53	10.54	12.26	3.08	s 4.27	s 5.10	5.23	6.57	8.38	8.54	s 9.28		
NEVADA DOCK	2.5			f		1 10 16 10					-1-1-1-1-1	f								
OZOL	1.6		E1.72	f		ISTAD.	1 87.9	Total Prince			19.75	10.0	(die							
TO-R MARTINEZ	0.0	5.43AM	6.15 AM	6.55 AM	7.05 AM	7.15 AM	8.12AM	8.46AM	10.48AM	12.20PM	3.02PM	4.20 PM	5.03PM	5.17PM	6.51 PM	8.32 PM	8.48 PM	9.22PM	2.50	M
(31.2)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY			Leave Daily	Leave Daily			Leave Daily	Leave Daily EX.SUNDAY	Leave Daily	Leave Daily	10 P 11 911	Leave Daily	Leave Daily	Leave Daily	Leave Daily	y
Time over District	70 1	(1.10) 26.74	(1.07) 27.94	(1.10) 26.74	(1.10) 26.74	(1.05) 28.80	(1.08) 27.53	(1.19) 23.69	(0.57) 32.84	(1.05) 28.80	(1.03) 29.71	(1.08) 27.52	(1.02) 30.19	(1.03) 29.71	(0.55) 34.03	(1.03) 29.71	(0.55) 34.03	(1.03) 29.71	(1.25) 21.03	

No. 233 reduce speed to 10 M. P. H. at Stege to receive mail except Sundays and national holidays.

No. 51 reduce speed to 10 M. P. H. at Richmond for dispatch of mail.

		ADDITIONAL FLAG STOPS TO	DISCHARGE	E PASSENGERS	
Train	At	For Passengers From or Beyond	Train	At	For Passengers From or Beyond
5 17 21 27 223	Any Station Crockett Any Station Any Station Any Station	Gerber Klamath Falls East of Sacramento Sacramento Woodland and Roseville	51 209	Richmond Any Station	Tracy Martines

Train	At	For Passengers To or From
203 and 233	Certain-teed Pro. Co.	Any Station

	DITIONAL REGU	
rain	At	Frequency
29 55	Oleum Port Costa	Saturday Only Saturday Only

	ADDITIONA	L FLAG STOPS	
Train	At	Frequency	
5 229 55 55 55	Crockett Giant Rodeo Pinole and Giant Hercules, Giant and Stege	Sunday Only Saturday Only Tuesday, Thursday and Saturday Saturday Only Sunday Only	

4			EASTWA	RD	- A - A		2 Mills		N CHILD	Martin	ez Subdi	vision.		A SERV		4.14				11.10	
22	THIRD	CLASS	6510	The	25			155	Lim	FI	RST CLAS	S	618	Tilly -	10	New York	205	tille			Time Table No. 2
of siding lengths	462			LS AL	1 5	Times o	Files	10	6	222	28	18	248	289	246	20	224	293	262	from	September 18, 193
Capacity of sidings in car lengths	Local Freight	,	Marie Co.	MATE THE	To the second	Maria Car	***************************************	Mail and Express	Klamath	Passenger	San Francisco Overland Limited	Cascade	El Dorado	Passenger	Senator	Pacific Limited	Sierra	Mixed	Passenger	Distance from San Francisco	ANTITATA .
	Leave Daily Ex. Sunday		E 45.0	1,00	352.4	40.30	-	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	LEA	STATIONS
nter 0 W P				1				11.08 PM	9.30PM	8.25 PM	8.03PM	7.40 PM	6.15PM		4.19PM	1.10PM	9.00 AM			34.7 31.7	TO-R MARTINEZ
nter P	The state of			Alexander of the second			h	11.20	9.44	8.37	8.17	7.54	6.27		f 4.30	1.22	9.10			38.0	BENICIA JUNOTIO
							No felica							1000000	f	A STATE OF				40.1	PIERCE
P	4,000														f					42.2	OYGNUS
		1000				1 +-									f					43.2	1.0 TEAL 1.9
st	Yen.		Total Park							1					f					45.1	JACKSNIPE 3.8
P	10.30AM		Two.	Carr	E E E	1, 6640	09.3	s 11.35	9.58	s 8.53	8.35	8.08	s 6.43	100	s 4.47	s 1.37	s 9.24	20 8	as a	48.9	TOSUISUN-FAIRFIE
P		/0 /													f					51.9	TOLENAS
	1 12														f					53.8	VANDEN
r		Table 1	93												f					55.4	CANNON 4.0
P			700	N BEE	1776	The second	1.50	11.50	10.13	f 9.08	8.51	8.23	6.57	0.35	s 5.07	1.50	s 9.39	200	WILK.	59.4	ELMIRA
									Q2 4				0.00		f		CALT 1			64.2	BATAVIA 3.3
P		1						11.59PM	10.23	f 9.19	9.03	8.33	f 7.07		s 5.20	f 2.02	s 9.50			67.5	DIXON 4.3
		1 3	-					_							f					71.8	TREMONT 2.0
at at			EFR	70.6	828	TERN	1000	s 12.10AM	s 10.35 PM	s 9.31	9.17	s 8.45PM	s 7.18	5.41 PM	s 5.35	f 2.15	s 10.05	9.50AM	7.12AM	73.8	BRIGGSTON 1.8 TO-R DAVIS
<u>P</u>				9														7.00	***************************************	77.1	1.5 CHILES
							1					1			f		1	f	f	79.1	SWINGLE
•		1	10					12.17	12 7	9.38	9.27		7.25	5.47	f 5.41	2.21	10.11	f 9.57	f 7.19	80.4	1.3 — WEBSTER
	1 1							The second											f	86.3	MIKON
P	M				2 /2 /2 /2		08.8			di.	PE.E.F		DU R	22 B	The same of the sa		1 1 1 1			86.9	Sacramento Northern Ry. Cro
			- Carlo	No.		107		NJ.C.	SE b	TILE !		BC LEI	130145		f	344		s	f	88.3	WASHINGTON 0.5
P	2.00PM		1 2 /2 /2				-	s 12.30AM		s 9.55PM	s 9.45PM		s 7.40PM	8 6.00 PM	s 5.55PM	s 2.35PM	s 10.25 AM	s 10.10AM	s 7.32 AM	88.8	TO-R SACRAMENTO
	Arrive Daily Ex. Sunday					1 1 1		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(57.1)
	(3.30) 11.40							(1.22) 41.78	(1.05) 40.52	(1.30) 38.06	(1.42) 33.58	(1.05) 40.52	(1.25) 40.30	(0.19) 41.68	(1.36) 35.68	(1.25) 40.30	(1.25) 40.30	(0.20) 39.60	(0.20)		Time over District Average Speed per Hour

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

Nos. 246 and 262 stop at Washington to exchange U. S. Mail. No. 20 reduce speed to 10 M. P. H. at Elmira to exchange mail.

Train	At	For Passengers Destined To or Beyond
6	Any Station	Gerber Ogden
18 20 28	Suisun-Fairfield Any Station Any Station	Klamath Falls East of Sacramento Ogden

ALO TO THE PARTY OF THE PARTY O	1					.mois	tylpdag.	relative M	Martin	ez Subd	ivision.	ASTWA					WES	TWARD			5
Time Table No. 214	-3-9		N. Jane	1,015	20070	TENT	0.0		F	IRST CLAS	55 AT A		- 1						TH	IIRD CLAS	55
September 18, 1932	E.	9	27	5	233	247	290	229	17	223	21	209	261	Bara of	In Virial	Ew gratia	CHUSSE DAY	luie time	orba : O	463	TA -
- BRATTATA	nce fro	gitters person	San Francisco	Wald Control	No.	and the	Children W.			drie X	Water Care			The state of the s	SET I		allie son	- E194	Y	Local	ob he
A COUNTY OF SHOPE	Distance from Sacramento	Fast Mail	Overland Limited	Klamath	Passenger	El Dorado	Passenger	Governor	Cascade	Sierra	Pacific Limited	Passenger	Passenger	ng side	oc xour	tent odl	i gathir b	Darina	DADLE	Local Freight	TA
STATIONS	1	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	anie n	DES PL	o dos aco	Teolisi J	Chief Care	CTW-,FT	Arrive Daily Ex. Sunday	MET 101
TO-R MARTINEZ	57.2	5.43AN	s 7.05 AM	s 8.12AN	s 8.46AM	s 10.48 AM		s 3.02 PM	s 5.17PM	s 6.51 PM	8.32 PM	s 9.22PM		winder)	aletaeles	iognastar	ly will b	1 delleses	eragos	WHIE!	1/
BENICIA JUNCTION	50.8	5.31	6.52	7.59	8.34	10.37		2.49	5.00	6.39	8.20	f 9.10			III apole	.gawff	of make	K olooma	्रात है वर्ष	of health	1
PIEROE 2.1	48.7		A SPANIS			f				100.45		f	CHILDY)					100			
OYGNUS 1.0	46.6					f			1-7		000	f	10.31								
TEAL	45.6					f	Mary L				Guard	f	W. J. P.								
JAOKSNIPE 3.8	43.7					f				02.01		f				A AN W					
TO SUISUN-FAIRFIELD	39.9	5.17	s 6.38	7.45	s 8.20	s 10.23		s 2.35	4.46	f 6.25	8.06	s 8.52				學是發	Acces (1984)	The state of the s		9.30AM	
TOLENAS 1.9	36.9	TER. E.Y	V		f	60.00	THE RESERVE			01.21.	Ob at	f									
VANDEN	35.0	80.2			f	AD.				Take 1	10.02	f									
at the second se	33.4	Mars. V			10.01	"El, Ola	80,8				11.01	f	A 45								
CANNON 4.0 FLMIRA BATAVIA 3.3	29.4	5.05	f 6.22	7.33	s 8.06	10.09	85.8	f 2.20	4.34	6.12	7.53	s 8.35		I			H'Ini I	TRUEN			
BATAVIA	24.6				f				-			f									200
DIXON &	21.3	4.56	s 6.11	7.23	s 7.54	s 10.00	25,31	s 2.09	4.24	6.03	7.44	s 8.22									
TREMONT 2.0	17.0	06,85			f	88,000	OFFI				E9101	f							observed.		10-11
BRIGGSTON 1.8	15.0	CAL				12.0	94-13		1				18					-			
TO-R DAVIS	13.2	4.47	f 5.58	7.12AM	s 7.39	s 9.49	s 10.17AM	s 1.58	4.12PM	s 5.53	7.34	s 8.09	s 10.30PM								
CHILES 2.0	11.7			TAX RED BIX A						F IMUR PAR									12 -		-08.7
SWINGLE 1.3	9.7	191		214		100	18/18						f								
WEBSTER 5.9	8.4	4.41	5.51		f 7.31	9.41	10.11	1.51		5.46	7.26	8.01	f 10.23								
MIKON 0.6	2.5	*					Botain	Printed it	. D. 24.1724				f			4/	12 18				F19
Sacramento Northern Ry. Crossing 1.4	1.9						86	NO VAILE				IN HOUSE	nuogan				DE LO TON	TY LI			
WASHINGTON 0.5 TO-R SACRAMENTO	0.5	4 20 11	F 40 ***	38	7.00:	0.20***	10.00:	1.40***		- o		- AOA	f		35					0.004	E.L.
(57.2)	0.0	4.30 AM Leave Daily		Leave Daily	7.20 AM Leave Daily	9.30 AM	10.00 AM	1.40 PM Leave Daily	Leave Daily	5.35 PM Leave Daily	7.15 PM Leave Daily	7.50PM	10.10PM Leave Daily		1	TOTAL .]	6.00 AM Leave Daily Ex. Sunday	
Time over District			- 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			-									MISSEL NES						
Average Speed per Hour		(1.13) 47.01	(1.25) 40.38	(1.00) 44.00	(1.26) 39.91	(1.18) 44.00	(0.17) 46.58	(1.22) 41.86	(1.05) 40.61	(1.16) 45.15	(1.17) 44.57	(1.32) 37.30	(0.20) 39.60		0,5 0,0	2.7				(3.30)	Tree 1

Automatic train control westward track from signal No. 347 to Martinez.

E/	ASTWA	RD	Martinez Subdivision.	WESTWAR				
Capacity of sidings in car lengths		Distance from San Francisco	Time Table No. 214 September 18, 1932 STATIONS	Distance from Benicia Junction	30.11 31.114 30.000000			
WP		32.4	BENICIA	5.6				
P	10000	33.8	ARMY POINT	4.2	NOT N			
Center 100 P		38.0	BENICIA JUNCTION	0.0				

No. 233 reduce speed to six miles per hour at Washington on Sundays to dispatch papers.

No. 229 stop at Jacksnipe, Teal, Cygnus and Pierce to unload perishable express.

No. 209 stop at Washington to exchange U. S. Mail.

		DISCHARGE PASSENGERS
Train	At	For Passengers From or Beyond
5 17 21 27 223	Any Station Sulsun-Fairfield Any Station Any Station Any Station	Gerber Klamath Falls East of Sacramento Sacramento Woodland and Roseville

EASTWARD Martinez Subdivision. Time Table No. 214 SECOND CLASS FIRST CLASS Capacity of sidin in car lengths 412 410 September 18, 1932 26 282 52 204 236 58 AT MOCOCO: Schedule time and train orders will apply at the end Local Freight Freight Owl Passenger San Joaquin Passenge Passenger Sequoia of double track. Leave Daily Leave Daily STATIONS Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily AT PORT CHICAGO: Eastward siding is the first track on bay side Center 100 WP MARTINEZ 9.05 PM 8.42M 17.25 PM 5.35 PM 9.26 AM 8.12 AM 7.35 AM 1.15 AM 34.7 of the main track. Westward siding is the first track on the station side. MOCOCO End of Double Track 36.8 PEYTON AT SHELL POINT: Location for stop of passenger trains is opposite 72 YP AVON 9.15 9.00 7.31 8 5.41 9.31 8.22 AM s 7.45 f 1.22 the platform of the Sacramento Northern Railway. East 84 West 110 WF 9.30 TO PORT CHICAGO 9.35 7.36 5.46 9.35 7.51 f 1.29 41.3 43.0 70 9.39 1.31 NICHOLS 9.38 9.50 7.40 5.50 9.39 f 7.57 1.35 44.8 McAVOY 56 SHELL POINT 42 Newlove, M. P. 56.0. Arbor, M. P. 59.4 10.00 ADDITIONAL STATIONS 9.50 f 7.47 80 5.56 s 8.05 AM s 1.44 9.45 48.9 Arbor, TO-R PITTSBURG 10.40 Silisand, M. P. 64.7 12 50.8 LOS MEDANOS 52 10.00 11.10 7.54 6.03 9.51 1.52 ANTIOCH 53.5 11.45 AN 10.07 7.59 1.56 9.55 80 6.08 57.3 NEROLY 10.17 BRENTWOOD 54 W 12.10PM 8.08 10.01 2.06 6.15 61.7 10.27 84 12.40 10.08 8.19 6.23 2.16 BYRON ADDITIONAL FLAG STOPS 66.9 BYRON HOT SPRINGS Train At For Passengers to or Beyond 10.35 HERDLYN 45 12.55 10.13 2.23 8.25 6.30 71.6 10.42 1.10 75.7 BETHANY 48 8.30 6.36 10.18 2.30 282 Any Station Tracy 42 10.48 JANNEY 1.25 8.34 6.41 10.22 2.35 79.1 Term Yard BKWOTY 11.00 PM 1.40PM 8.40PM 6.46PM s 10.27AM 2.40 AM 82.2 TO-R TRACY Arrive Daily Arrive Daily EX.SUNDAY Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily (47.5)Time over District Average Speed per Hour **EASTWARD** Lathrop Subdivision THIRD CLASS SECOND CLASS FIRST CLASS Time Table No. 214 of sidin 424 454 402 232 280 282 52 16 210 58 September 18, 1932 Local Freight Freight Stockton San Joaquin West Coast Passenger Sequoia Leave Daily Leave Daily Leave Daily Leave Daily STATIONS Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Leave Daily Term. Yard BKWOTY 7.00 AM 2.00 AM 1.30AM 70.8 TRACY 8.02PM 6.55PM 10.32AM 10.30AN 6.15 AN 4.07AM 2.45 AM 10.38 f 10.36 6.21 4.12 2.50 BANTA 9 Spur 76.8 WINSHIP SAN JOAQUIN BRIDGE IF Eastward 77 Westward 82 7.10 7.30AM 2.00AN 8.16 10.52AM s 10.55 6.33 4.30 3.03AM 81.5 TO-R LATHROP Fresno 7.20 86.1 FRENCH CAMP 7.27 s 11.05 6.41 4.37 87.7 T. S. Ry. Crossing A. T. & S. F. Crossing S. E. R. R. Crossing C. C. T. Co. Crossing TO-R STOCKTON Yard BKWOITY 3.15 AM 8.30PM s 7.36PM s11.15AM s 6.50 AM 4.45AM Arrive Daily EX.SUNDAY Arrive Daily Arrive Daily (20.1)Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily ..Time over District ..Average Speed per Hour Single track over San Joaquin bridge; trains will be governed by interlocking signals. No. 210 reduce speed on Sundays to 30 miles per hour at French Camp to discharge papers.

Miles Table No. 114		0					ez Subdivision	L. C.	WEST	WAKD	
Time Table No. 214		-0.0	039	CHU	000	FIRST	CLASS			SECON	D CLASS
September 18, 1932	Distance from Tracy	25 0wl	55 Tehachapi	243 Passenger	231 Passenger	51 San Joaquin	Animina.			405 Freight	411 Local
STATIONS	Dista	Arrive Daily	Arrive Daily	Arrive Daily EX.SUNDAY		Arrive Daily		-		Arrive Daily	Arrive Dai
(TO-R MARTINEZ	47.5	7.15AM	s 12.20 PM	s 4.20PM	s 5.03PM	s 8.48PM	District		- · · ·	2.50AM	11.30
1.3 HOCOCO End of Double Track	46.2	100.1	TEST TO	f	f - 0		Pitter 5			2.50	
PEYTON 1.3	45.4	1			f						
TO-R AVON	44.1	7.08	f 12.13	4.10PM	s 4.55	8.40				2.37	11.15
TO PORT OHIOAGO	40.9	7.03	f 12.08	S.L.3 a	s 4.48	8.36	8 9.05			2.32	11.00
NICHOLS	39.2				f						10.35
McAVOY	37.4	6.58	12.03PM	OK B W	f 4.42	na.a	STA 6			2.26	10.30
SHELL POINT	35.4				f						
TO-R PITTSBURG	33.3	f 6.53	s 11.57AM	77.8	s 4.35	s 8.27	101.0			2.18	10.10
LOS MEDANOS	31.4										
TO ANTIOCH	28.7	6.46	s 11.50		s 4.19	8.19				2.10	8.50
NEROLY 4.4	24.9	6.41	11.45	AC OF S	4.09	8.14				1.56	8.30
TO BRENTWOOD	20.5	6.35	s 11.39	1 2 13	s 4.03	f 8.08				1.43	8.05
TO BYRON	15.3	6.27	s 11.32		s 3.52	7.57				1.34	7.15
BYRON HOT SPRINGS	13.3	100	10-11-1	20-2	f	f					
HERDLYN 4.1	10.6	6.21	11.25	PO,U F	3.43	OF P				1.25	7.00
TO BETHANY	6.5	6.15	f 11.20		f 3.36	7.48				1.16	6.50
JANNEY 3.1	3.1	6.10	11.15	10'6 4	f 3.30	84.6.8				1.09	6.40
TO-R TRACY	0.0	6.05AM	11.10AM		3.25 PM	7.40PM				1.00 AM	6.30
(47.5)	TOP	Leave Daily	Leave Daily	Leave Daily EX.SUNDAY	Leave Daily	Leave Daily				Leave Daily	Leave Dai
Time over District	N. P.	(1.10) 40.71	(1.10) 40.71	(0.10) 20.40	(1.38) 29.07	(1.08) 41.91				(1.50)	(5.00) 9.50

Single track over San Joaquin bridge; trains will be governed by interlocking signals.

AT SHELL POINT: Location for stop of passenger trains is opposite the platform of the Sacramento Northern Railway.

AT PORT CHICAGO: Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.

AT MOCOCO: Schedule time and train orders will apply at the end of double track.

ADDITIONAL STATIONS | Jersey, M. P. 55.1. | Newlove, M. P. 56.0. | Arbor, M. P. 59.4. | Silisand, M. P. 64.7.

ADDITION	NAL FLAG STOP	ADDITIONAL REGULAR STOPS				
Train	At	For Passengers From or Beyond	Train	At	Frequency	
25	Martines	Glendale	55	Avon	Saturday Only	

ADDI	FIONAL FLAG STOPS TO REC	CEIVE OR DISCHARGE PASSENGERS ONLY
Train	ea.e At	For Passenger To or From
25 25	Brentwood Brentwood	For Crockett, Suisuin-Fairfield and beyond From Tracy and beyond

No. 15-60 will not stop at station at Lathrop but will use east leg of wye to the Merced Subdivision.

NO VALUE OF THE PARTY OF THE PA	1200								120.51	3.50		20	From Tracy and beyond	
MORKSHAM OF	N.C.	TOE I		54.6 A		41.4	L	athrop Subdivisi	on		3.0	12.2	WESTWARD	14 41
Time Table No. 214					F	IRST CLAS	ss		SECOND CLASS		Name and Associated		THIRD CLASS	
C-4-1-40-4000	fron	25	279	231	55	237	51	15	401	425	455			
September 18, 1932	Distance from Stockton	Owl	Stockton	Passenger	Tehachapi	Passenger	San Joaquin	West Coast	Freight	Local Freight	Local Freight	7.0.5	5 Cu 5	31-1-1
STATIONS	100	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Y								
TO-R TRACY	20.1	s 5.55 AM	s 7.33AM	s 10.50AM	s 11.00 AM	s 4.28 PM	s 7.30PM		10.00PM	1.30PM	11.20P	VI I		
BANTA	17.0	5.49		f 10.42	10.51				the state of the s		0,5		1.91	el uni se
WINSHIP 1.9	14.1			entra a a a		S.F. E	4				1.5	8.1.8		
SAN JOAQUIN BRIDGE 2.8	12.2										u.,*	01B	000 2 2 3	
TO-R LATHROP	9.4	5.35 AM	7.17	s 10.30	10.40AM	f 4.12	7.12PM	8.06PM	9.30PM	1.00 PM	10.45	2.8	02.01	- FA. 201
FRENCH CAMP	4.8			f 10.14				7.59			Parma 1	Y.	AND SERVICE OF THE PROPERTY OF THE PARTY OF	W. 12
T. S. Ry. Crossing	3.2		5.08		10.5		100					18.6 T		
A.T. & S. F. Crossing S. E. R. R. Crossing C. C. T. Co. Crossing TO-R STOCKTON	0.0	via Decot	7.05 AM	10.05AM	T orders	4.00 PM	ralit. shuhar	7.50PM		Trewis IW.	10.15P		AT STOCKTON No. 237 may occu	ıpy main track
(20.1)	go Us of	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily		AT STOCKTON No. 237 may occur fifteen minutes before scheduled le shown, but Rule 99 must be complied	eaving time as						
Time over District Average Speed per Hour		(0.20) 32.10	(0.28) 43.07	(0.45) 26.80	(0.20) 32.10	(0.28) 43.07	(0.18) 35.66	(0.16) 36.00	(0.30) 21.40	(0.30) 21.40	(1.05) 18.55	1		000

Time Tel	ma Table	o M	To	0
Time Tal	September			
STA	STATIO	IONS	s	
SAN FR	SAN FRAN	NOIS	soc)
OAKLA	OAKLANI	D PI	IEF	3
TO-R OAK	O-R OAKLA	AND	PI	EF
TO-R WES	O-R WEST	Crossing OAK	ng KL/	AN
Western F	Western Pacifi	Ific Cross	esing	,
OAKLA	OAKLANI	D (Firs	rst St	trec
EAST C	EAST OAF	KLAN	NI)
FRU	FRUITV	VALE	E	
TO-R ELM	O-R ELMHU	URST	Tack	
-	O SAN LEA	4	_	
SOUTH S	SOUTH SAN	N LE		
EST	ESTUD:	DILLO	0	V
LOI	LOREI	ENZO	,	
		6-WARD	D	V
	HALVI		1	
	2.5	5	-	
PA	PABR	RICO	,	
	O-R NILI			
NILES	NILES JU	JNCT	LIO	N
FAI	FARW	VELL	L	
TO ST	3.9 O SUNO 2.8	OL		
VE	VERO	ONA		
TO PLEA	O PLEASA	ANTO	ON	
TO RA		UM		
		.6	D	
E	ELIC 3.9	OT 9		-0
TO-R LIVE	O-R LIVERN	MOR	RE	
TRE	TREVA	ARNO	0	
נט	ULM. 4.5	AR .5	- 10	
TO ALT		MONT	T	
CA	CAYL 3.6	LEY		
MI	MIDW 5.6	WAY	7	
-	MED 2.1	6	-	
(TO-R T	O-R TRA	LOY		
((67.3	.3)		
Time	Time ove	ver Dis	istri ed p	ct

AT LIVERMORE: Eastward siding is opposite station extending 4600 feet westward. Westward siding is 2000 feet east of station extending 4000 feet eastward.

Train	At	For Passengers To or From
232 250 250-252	Bonita Gherryland Cherry, Harder	Any Station Any Station
and 280	and Tennyson	Any Station

Train	At	Frequency
210	Altamont	Mondays
280	Altamont	Sundays

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

No. 210 reduce speed at Sunol and Pleasanton sufficiently to enable safe dispatch of papers and mail.

1	Land and the second				4		4-1				Niles 8	Subdivision.		January Company		11.	WE	STWARI	D		9
1	Time Table No. 214		1			FIRST CLA	ss			10 - 110			1986	*		SECON	D CLASS	PROPERTY.	THIRD	CLASS	14 - 7
	September 19 1020	fron	251	253	73	279	255	237	257	1	14-21-20g	Skills			626	409	401	415	417		ave
	September 18, 1932	tance	Passenger	Passenger	Passenger	Stockton	Passenger	Passenger	Passenger		Table 1	Mines			AND STREET	Freight	Freight	Local Freight	Local Freight		8.65
	STATIONS	Dis	Arrive Daily	Aprive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY		121.51	2.00M			ROP'A	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		William St.
	SAN FRANCISCO	70.8	7.10AN	8.10AN	9.50A	9.50AN	6.10PM	6.50PM	=			or. 1									
LUI	OAKLAND PIER	67.3	6.52	7.52	9.32	9.32	5.52	6.32	9.52		15,55	STATE STATE			01.0						f.j.
1	TO-R OAKLAND PIER	67.3	s 6.40AN	s 7.42AN	s 9.20 A	s 9.25 AN	s 5.45 PM	s 6.25 PM	s 9.45PM		12.40	0024			6.16						9 1
	TO-R WEST OAKLAND	65.9			3					1-0						•		4.10PM	5.55 PM		4 10
	Western Pacific Crossing	64.9	72. 8 1	E1.11	RESERVE						10.82	22.27			OC E						च श
	OAKLAND (First St.)	64.1	s 6.30	s 7.35	s 9.13	s 9.17	s 5.36	s 6.18	s 9.35		53.87	EFR			-618						29
	EAST OAKLAND	62.5	f																		The second
	FRUITVALE	61.1	s 6.22	s 7.26	s 9.05	s 9.09	s 5.28	s 6.10	s 9.26		oe, pa	'03.K			00.02	1 1.4					BA:
	TO-R ELMHURST End of Double Track	57.4	s 6.16	s 7.17	8.59AM	9.03	f 5.21	6.02	9.20PM									3.40	5.25 PM		31
	TO SAN LEANDRO	56.0	s 6.13	s 7.12	128 Day	9.01	s 5.18	f 5.59				mar. sa			10.54	1		3.35			9 1
	SOUTH SAN LEANDRO	55.3	f	f	Se. a		f				A15- 811	0.8.0		-							7 1
	ESTUDILLO	54.3	f	f		-	f					63.6			NIAM DA						
	LORENZO	53.3	s 6.06	s 7.04	-	8.57	s 5.11	5.55				Ap. b						3.25		4	
	TO HAYWARD	50.7	s 5.59	s 6.56	0.1	8.53	s 5.06	s 5.51				00.4		+ -	MOS.E.			3.10	1 (- 1)		Name of
-	HALVERN	46.8	f 5.52	f 6.47	AND 25 1	8.48	f 4.50			77					TAN E			2.45		- Lu 2)	WIL I
rem	TO DECOTO	44.3	f 5.47	s 6.42		8.45	s 4.46	f 5.43				T- 11-		-				2.30			
SKC M	PABRICO	43.2	Po. DO	f	02.00		f					SP.8			2.00						9 1
ond .	ro-r niles	41.6	5.42AM	6.37AM		s 8.41	4.40PM	s 5.40										2.15PM			1/2
natic	NILES JUNCTION	40.9										Office Control			-	3.25 AM	3.45 AM			1	
rutor	FARWELL	39.1	05.45	112 30 2 1	- freeze v	8.35		f 5.33				HOE & COMMISSION OF STREET			William S.	3.15	3.37				1910
7	ro sunol	35,2				s 8.28		s 5.26								2.59	3.22				111
-	VERONA	32.4	- 12 14-1	3157	ESTERN						-					6363 1.5				1-1	
7	PLEASANTON	29.9		FE 5.5	+ to Tall f	s 8.21	-	s 5.19			C. S. C.					2.40	3.07				
2	TO RADUM	28.8																			
_	REMILLARD 0.6	28.4														alan pr					
_	ELIOT 3.9	27.8	CALL SALES		71.8313	8.18		f 5.15								2.35	2.50				
T	CO-R LIVERMORE	23.9	POLES	REEL TO	ES OT	s 8.13		s 5.10			26.5					2.25	2.35				
_		22.4	54.8	- HE-RY	35,01			f			P-1					48.6	1 1 1				Test
_		20.3	O's sele	Acceptance	F-0(8.07		f 5.02		7 1 1 1				-		2.10	2.20				
T	O ALTAMONT	15.8	Lit es	Divi-	AL CI	8.00		f 4.55			U.S.			W.		1.55	2.05			1	2//
-	3.0	11.3		77.0		7.51		4.46			1					1.35	1.45				-
-	5.6	7.7				7.45		f 4.40								1.20	1.30				-
-	MEDAL 2.1 O-R TRACY	2.1	are in a		E0191	-		4 04 5			UC- 11-					1.001	1 104				-
(1		0.0	Loone D. D.			7.36AM	To the state of	4.31 PM	Leave					1		1.00 AM	1.10AM	Leave Della	Leave Dailw	-	
7	(67.3)	111111111111111111111111111111111111111	Leave Daily EX. SUNDAY	Leave Daily	Leave SUNDAY ONLY		17 E				-/	Leave Daily		Leave Daily EX. SUNDAY			- 18				
Av	me over Districterage Speed per Hour		(0.58) 26.58	(1.05) 23.72	(0.55) 28.03	(1.49) 37.04	(1.05) 23.72	(1.54) 35.42	(0.25) 23.76						- 9-	(2.25) 16.92	(2.35) 15.77	(1.55) 12.68	(0.30) 17.00	4	Contain the

AT LIVERMORE: Eastward siding is opposite station extending 4600 feet westward. Westward siding is 2000 feet east of station extending 4000 feet eastward.

Train	At	For Passengers From or Beyond
237	Any Station West of Niles	Sunol
279	San Leandro	Stockton

and the second						
Train	At	For Passengers To or From				
251-253 and 255	Tennyson, Harder and Cherry	Any Station				

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

Train	At	Frequency
279	Altamont	Sundays

									ivision	rced Subd			D	STWAR		- 0		10
Time Table No. 2	sco ch			00	CLASS	FIRST			400		SECOND CL	404	400	CLASS	THIRD	Pidal to		in in
September 18, 1935	Distance from San Francisco Via Antioch	58 Sequoia	52 San Joaquin	60 West Coast		255	1.02	257	420 Fresno	402 Freight	NEW TOTAL STREET	424 Local Freight	426 Local Freight	TOP	418	Asto	- 4 1 1 1	Capacity of Sidings in Car Lengths
STATIONS	Dista San Via	Leave Daily	Leave Daily	Leave Daily	- arts Growt All -	- Exercise I	- Dalas I	Thursday	Freight Leave Daily	Leave Daily				No. of the last	Falls Tile 117			Car Car
TO-R LATHROP		3.06AM	11.00 AM	8.06PM	Ante (Vilg	Charles Indian	inia viš	Vidiole	12.15AM	2.00AM		7.40AM	Walter fire	interference	THE SERVICE	VASUE 33		astward 77 resno 57
0.9	93.8	3.00****	11.00	8.001	9 50 10	PALIC AN	970.• B	WIGLDIA		2.00 AIII		1.10						WYP
W. P. Crossing 3.0 TO MANTECA	96.8	f 3.16	11.06	f 8.20	88.0	2.7.0	EF S	0 = D	12.35	2.15		8.10						80 P
CALLA	99.4	3.19	11.09	8.23	USS.E.	melancia	mcs.a.	meh.c. s	12.40	2.20		8.16		*				15 P
WESTON	100.6	3.17	11.05	0.23					12.10	2.20		0.10		1	mar. b	WALE ALL		26 P
TO RIPON	103.3	f 3.27	11.13	f 8.29					12.47	2.27		8.50						79 P
TO SALIDA	106.4	f 3.34	11.17	f 8.33	700		0 F S	P5 0 1	12.53	2.33		9.15			E AT TO SEE			85 P
COVELL	108.1																	20
TO MODESTO	113.1	s 3.57	s 11.33	s 8.50	60 5 0	BEJE &	ALE I	87.11	1.20	3.20		10.00						No. 1, 106 No. 2, 100 No. 3, 100 BKWP
T. S. Ry. Crossing	114.7	0310	110000	anes to	BU.E	PER	\$17.0	SIUE W					1		11212			IP
TO CERES	117.4	f 4.06	11.40	f 8.58	1976	ard v	80,2		1.32	3.30		10.54			88.8	0-1.1		77 P
TO KEYES	120.8	4.12	11.44	9.02		7			1.38	3.50		11.15				<u>/ </u>		74 P
TO TURLOCK	126.2	s 4.25	s 11.53AM	s 9.11		4 1			1.50	4.10		11.53AM			T			83 P
ALCANT	129.3		BO T- 8	5 5.11	72.6	LIE V	223		1.50	4.42					35.5	- 1		4 Spur
TO DELHI	131.9	f 4.34	12.01 PM	9.19	50.0	00.2	LE IL A		2.02	5.00		12.20PM			91.0			99 P
4.5	136.4	4.45	12.07	f 9.25	25,45	06,6-1			2.12	5.10		1.00			2.43			34 WP
ARENA	138.9	1.15	12.01	1 3.23	ENE	MILTON B	\$ B B B		2.12	3.10		1.00			QE ST	9.45		30
TO ATWATER	143.2	f 4.57	12.14	f 9.35					2.24	5.22		2.00						73 P
BUHAOH 2.6	144.8	MECE Z	SIFE -		JES .	M.O.A.	40000								mell s			42
FERGUS	147.4	5.02	12.19	9.40			Providence		2.32	5.30		2.15				- E-last on	and the second of	25 P
TO-R MERCED	150.5	s 5.30	s 12.26	s 9.53		10			2.40 3.25	5.40AM		2.30PM	10.30AM			- 2		70 KWOTP
OREEGAN 4.7	151.9				DE IS			-						- C - E		7		24
LINGARD	156.6	f 5.40	12.34	10.02	44			**	3.56				11.00					75 P
ATHLONE	160.5	f 5.47	12.39	10.07	100		13 4 15		4.15				11.20	50				79 P
SIERRA VISTA	165.8								111									44 Spur
MINTURN 1.3	166.9	f 5.55	12.47	10.15		ne i			4.30				11.53AM			11-11-11-11	- 1- 1	85 P
TO CHOWCHILLA	168.2	s 6.00	12.49	f 10.17	81.8		21.2						12.05PM 1.30	00.8				40 WP
FAIRMEAD	173.0	f 6.07	12.55	10.23	ELE		01.8		4.42			Y. IV	1.50	EE.E				10 P
BERENDA 2.7	176.5	f 6.12	12.59	10.27					4.50				2.25					6 WOTP
NOTARB 4.7	179.2	6.16	1.02	10.30	502.8		Line		4.56				2.35	GCD				06 P
TO MADERA 2.8 BORDEN	183.9	s 6.30	s 1.10	s 10.39	0918		DE G		5.06				3.45	COL				42 BKP
3.5	186.7			4	274 10		25.6	-		A Marining Control of the Control of			4.00	25.1				31
IRRIGOSA 3.3 THARSA	190.2	f 6.40	1.17	10.46	26.7	7 //	Op a 1		5.25				4.20	OF 1	-			82 P 12 Spur
HERNDON	193.5 195.6	f 6 10	1 24	10.53					F 25				4.46			1		85 WP
BIOLA JOT.	199.3	f 6.48	1.24	10.53	MARKET -		-15 A		5.35				4.40	WOLL !		1		P
FRESNO YARD	201.8	6.55	1.32	11.00	Wind Daily	Wind June	TURES MUSIC	v/kamin	5.50				5.05	Mark Inc.	3000	A STATE OF THE STA	1	rm. Yard KWOY P
F. T. Co. Crossing	203.2					This is			0.50				(ASSE)	75.71	20 70	1042.10		I
TO-R FRESNO	205.5	s 7.10AM	s 1.45 PM	s 11.15 PM	- Pakra	31.85	NEC.	Walts	6.10AM				5.20PM	7.0	1 400.20	da e l		rm. Yard WOTYP
(112.6)	2 M. W	Arrive Daily	Arrive Daily	Arrive Daily	U gasga	The second		•		Arrive Daily		Arrive Daily EX.SUNDAY	Arrive Daily EX.SUNDAY					
Time over District Average Speed per Hour	889 7=4	(4.04) 27.69	(2.45) 40.94	(3.09) 35.74	TENTON I		THE L		(5.55) 19.03	(3.40) 15.70	White the test will be some than	(6.50) 8.43	(6.50) 8.05		,	7 11 7		10:2

Receive or Discharge To (Or Beyond) From (Or Beyond) Any Station Any Station Any Station Receive Discharge Discharge Bakersfield

No. 58 reduce speed to 6 miles per hour at Manteca and Ripon to dispatch mail and to 20 miles per hour at Salida, Ceres, Delhi, Livingston and Atwater to dispatch papers.

ADDITIONAL STATIONS: {Labranza, M.P. 162.3. Cap. 9 Cars (Spur.)

			AWIZAW				Me	erced Su	bdivision	1		WESTV	VARD	NAME OF			11
Time Table No. 214	H _O	1-11-111-1	FIRST	CLASS	The second second	1	4-5-57	SECO	ID CLASS		Carrie applica		The second second	CLASS		FASTE STATE	7 31 71
September 18, 1932	Distance fron Fresno	25 Owl	55 Telesaberi	51	B.C.	The state of the s	2882 344 250	423	401	421	US		425	427	3 - 2 Q.E.	1	1=4
STATIONS	Dista	Arrive Daily		San Joaquin Arrive Daily				Freight Arrive Daily	Freight Arrive Daily	Freight Arrive Daily			Local Freight Arrive Daily EX.SUNDAY	Local Freight Arrive Daily	8 1		
													EX.SUNDAY	Arrive Daily EX.SUNDAY			
TO-R LATHROP	112.6	s 5.33AM	s 10.35 AM	s 7.03PM	ENOUGH AS			5.25 AM	9.20PM	12.15AM	8.45		12.50PM	1111 E 100 SE.		10	
W. P. Crossing	111.7	- 25	LIL		TEL . T				W. N. IT'S	75 /4 h-			LESIT	To Carrie			- 1 P 1 P
TO MANTECA	108.7	f 5.27	s 10.27	6.57	Ku,a T		CHEDORES	5.11	9.10	12.01 AM	saa		12.40	W Ampe			I S I
OALLA 1.2	106.1	5.24	10.22	6.54		College Season	MONANCE	5.05	9.00	11.55 PM	are at		12.30	The second			9 11
WESTON 2.7	104.9	6					de de la contra		(j-11.60								ly is
TO RIPON	102.2	5.20	f 10.17	6.50	Private 1	100000	Y COM	4.55	8.50	11.48			12.20PM		9 11 1		4 0
TO SALIDA	99.1	5.16	f10.11	6.46	B4 .5 ×	Harris is	THATOM	4.45	8.33	11.42	ac el le val	The same back	11.59AM				PE 17 10
OOVELL 5.0	97.4					- A - A - B - B - B - B - B - B - B - B	SULTERNO S	CT -	0.101								m-y/E
TO MODESTO	92.4	s 5.05	s 10.00	s 6.36	84-2 4	8 8-71-017	S.CH-EXCH	4.30	8.10	11.25	03 6 1		11.33				V 10
T. S. Ry. Crossing	90.8						EAMON		D.AYT	21.6111	6.5. (6)		100				Mark II
TO CERES	88.1	4.53	f 9.47	6.24		The state of the s	, Au3603	4.06	7.18	10.59			10.54				T III
TO KEYES 5.4	84.7		f 9.42	6.20	St. N. W.	THE RESERVE OF THE	M 1/1/1/1975	3.50	7.10	10.53	Ta of Y		10.30		ER I		70 4
TO TURLOCK	79.3	and the second	s 9.34	s 6,13	1-04,8	44,6-110.4	MATTE	3.37	7.00	10.43	38.8E A		9.34				
ALOANT 2.6	76.2	E1	.0	-			Astrophic			20110			15.1				
TO DELHI	73.6	4.34	f 9.24	6.03	01.2 1	ALDER IN	T.MOD	2.00	C 10	10.00	E 50 100						-
TO LIVINGSTON	69.1		f 9.17	5.58	THE R. P. L.		AT JON	3.26	6.40	10.33	20.0		7.55				
2.5 ARENA 4.3	66.6	4.21	1 9.17	3.38			170	3.15	6.30	10.25			7.35				
TO ATWATER	62.3	4.20	f 9.07	5.51	1.61.1	04.4 11.0.54	BOILAG 8	3.03	6.17	10.13	00.02 s		01650	LINE SE	S 53 (C)	CI .	
BUHAOH	60.7	1.20	. 5.01	3.31			COLUMN TO THE	3.03	6.17	10.13			6.50	1			2.000
2.6 FERGUS 3.1	58.1	4.15	9.00	3.4	1 JE 1	THE RES	PRITAG	2.55	6.07	10.05	01.01.1		6.10			0	9.0
TO-R MERCED	55.0	s 4.10	s 8.55	s 5.42	and he a		37778	2.45	6.00PM	9.53			6.00AM	2.45 PM			10/61 13
OREEGAN 4.7	53.6		40		21 5 3	20 20 1 20	ni reise				an all						
LINGARD	48.9	3.56	8.41	5.29		1 4	7.09/10	2.28	6.00	9.08			THE RES	2.15	- 1 Jr.		
ATHLONE	45.0	3.51	8.37	5.25	716 10		- Barrier and	2.20	1-11	9.01	Le All		Digit at	2.00	100		
SIERRA VISTA	39.7						20.00		0.007				-		-		
MINTURN 1.3	38.6	3.44	8.29	5.18	- 1 1 2 1		- ATTOONE	2.08	A Court of	8.50			SO E	1.15			7 10
TO CHOWCHILLA	37.3	f 3.42	s 8.27				notain.		1457					1.00PM 11.50AM			Total M
FAIRMEAD	32.5	3.35	f 8.19					1.55	1	8.37	(8:0)		36.6	11.35	100	-	
BERENDA	29.0	3.31	8.15	5.09	1000		#.itges	1.45	1 2 12 1	8.30	DE OF		05.5				1 27 10
NOTARB	26.3	3.28	8.12	5.06			0.588.99	1.30	-	8.25	TEXA E			11.15		-	1 8 10
TO MADERA	21.6	s 3.22	s 8.06	s 5.00				1.20	1000	8.15							Supple B
BORDEN	18.8						- CO.	20		3.13	10.1			10.00			de training
IRRIGOSA	15.3	3.12	7.57	4.52			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.07	1-2-21-4	7.50				8.02			
IRRIGOSA 3.3 THARSA 2.1	12.0						847							0.02			
HERNDON 3.7	9.9	3.06	7.51	4.46			4.8	12.56		7.40				7.51			
BIOLA JOT.	6.2					1 100	A TRIPE		5 104								
FRESNO YARD 1	3.7	2.59	7.44	4.39	00.5	E E POD T	110271	12.45		7.30			h a	7.30			N 10
F. T. Co. Crossing	2.3						The same of the sa		Land I								7 1 200 10
	0.0	2.50 AM	7.35 AM	4.30PM	mad to a		LE LESS	12.30AM	D. 2005	7.15 PM	cut the		TE A	7.15AM	Photo I		
(112.6)		Leave Daily	Leave Daily	Leave Daily	The section		La particular de la constantia della constantia della constantia della constantia della constantia della con	Leave Daily	Leave Daily	Leave Daily	and the same		Leave Daily EX.SUNDAY				
Time over District	11 70	(2.43) 41.45	(3.00) 37.53	(2.33) 44.15		8 1	To read to	(4.55) 22.95	(3.20) 17.28	(5.00) 22.52	Take III		(6.40) 8.64	(7.30) 7.33			
East leg of wye at Lathrop	is not	protected	by block	signals.	50	20 1/	H spall eith fo swe			15 (16)		ADDITION		TO RECEIVE OR I	N. C.	Indiana di a	

East leg of wye at Lathrop is not protected by block signals.

ADDITIONAL STATIONS: {Cluster, M. P. 155.9. Cap. 6 Cars. (Spur)}

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
25 25 55	Any Station Any Station Any Station	Receive Discharge Receive	Sacramento Lathrop	Fresno

12	10 62 6			EASTWAR		TMI TMI		42.50	طالطفه	Los Banos Subdivision					ESTWARD		1		
-	THIRD C			SECOND CI		FIRST	CLASS	1	H S H	Time Table No. 214	E	1	FIRST CLAS	SS	-		IIRD CLAS		10pt
Sidings in Car Lengths	43:	2	430	15 q27	410		26	240	e from		se from	59	239	18	429	433	431	405	andrews
iding r Lei	Loca Freig	l ht	Local Freight	F	Freight		Owl	Passenger	Distance 1 San Franc Via Anti	September 18, 1932	stance Fresn	West Coast	Passenger	W-100 100 100	Tracy Freight	Local Freight	Local Freight	Freight	
- Ga	Leave T Thurs.,	The same of the same of	eave Daily K.SUNDAY	Lea	ave Daily		Leave Daily	Leave Daily	Sar	STATIONS	Dis	Arrive Daily	Arrive Daily	Min Service	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily EX.SUNDAY	Arrive Daily	-
n. Yard VOTYP	Thurs.,	Sat. L/	7.30 AM	1	2.10AM		8.458	11.20AM	82.2	(TO-R TRACY	126.2	s 5.55AM	s 6.30PM	meV T AN	11.15AM	0 0 0.23	2.20PM	11.45PM	T
I P			7.40		2.22		- 0,10		84.9	W. P. Crossing	123.5		f 6.23		11.00		2.05	11.30	
								f 11.27		3.0		- 4-							
4 P			7.50		2.27		8.53	f 11.32	87.9	YARMOUTH 4.7	120.5	5.45	f 6.18		10.50	200	1.55	11.23	
5 P 4 P			8.03	1	2.37		8.59	s 11.39	92.6	VERNALIS 2.3 SOLYO	115.8	5.39	s 6.11		10.35	7 830	1.20	11.13	
14 P			0.13	-	244		I	I	96.4	HALLY	112.0	1	f 6.04		10.23		12.45	11.07	
WP -			8.13		2.44		0.00	f11.44		WESTLEY	108.0	5.27	s 5.58		10.15	7.00	12.30	11.00	
Spur			8.40		2.51		9.08	s 11.51 AM	104.8	VANORMER	103.6	3.21	f 5.56		10.13		12.30	11.00	-
B P			10.00		1.04		f 9.16	s 12.04PM		TO PATTERSON	101.0	f 5.19	s 5.48		10.00		12.04PM	10.48	
P			10.40AM	0.0	1.14		9.23	s 12.14	113.2	TO CROWS LANDING	95.2	5.09	s 5.33	B 10 - 27	9.43		10.40AM	CALL STATE OF THE	
3 Spur							9.23	f	116.0	STOMAR	92.4		f			1 100			
P				NO.	gr I			f 12.20	117.3	TIMBA	91.1		f		N/4 dg 7 1 50			2 18	
7 WP			12.30PM	ne.	1.26		f 9.31	s 12.30	119.5	TO NEWMAN	88.9	f 5.01	s 5.22	735 .71	9.30	A Em	10.00 8.45	10.29	
									123.5	TO GUSTINE	84.9	f 4.54	s 5.10		9.20		8.35	10.21	-
P		-	1.25		1.32		f 9.36	s 12.40	126.9	10 GUSTINE 3.4 LINORA	81.5	1 4.54	f 5.10	51811	9.13		7.35	10.15	
-		_	1.35				0.42	f 12.45	129.3	INGOMAR	79.1	4.45	f 5.00		9.13		7.20	10.10	
P			1.50		1.41		9.43	f 12.48	135.6		72.8		f 4.52	CO TO	8.55		7.00	9.51	
P		11	2.15	100	1.50		9.51	f 12.56	138.3	TRENT	70.1	4.57	1 4.52	- XV . C	8.55	20 1 100	7.00		
Spur	9.0	OAM	2.35 PM		2.10		s 10.00	s 1.13	140.4	TO-R LOS BANOS	68.0	s 4.30	s 4.45		8.40	3.00PM	6.30AM	9.35	1
WOY P	5.0		2.331		2.10		\$10.00	f	141.6	ABATTO	66.8	- 1,00	f		0.10	3.00·m		ET AUE	
3 P	9.2	5			2.25		10.10	f 1.23	148.3	AGATHA	60.1		f 4.15		8.20	2.05		9.09	
Spur								f	149.6	BRITO	58.8		f						
) P	• 10.3	0	100		2.34		10.16	s 1.33	153.0	TO DOS PALOS	55.4	4.13	s 4.08		8.12	1.33		9.02	
P	11.0	OAM			2.46		10.24	f 1.42	159.8	OXALIS	48.6	4.05	f 3.55		8.00	12.45		8.51	
2 Spur				7.4				f	161.6	SILAXO 4.6	46.8		f	149	Tiles in the			A CONTROLL	
0 WP	12.2	OPM			2.58		10.31	s 1.52	166.2	TO FIREBAUGH	42.2	3.58	s 3.44	(C)	7.43	12.20PM		8.41	M.
ı									169.0	BENITO 1.8	39.4								
P	12.3	5			3.05			f 1.58	170.8	OROMIR 2.0 ARBIOS	37.6		f 3.36	10000	7.33	11.40AM	Na.	8.34	
Spur			100	222				f	172.8	1./	35.6		f		AND SERVICE				
P	1.0				3.10		10.41	s 2.06	174.5	TO MENDOTA 7.4	33.9	3.49	s 3.31		7.25	11.30		8.28	-
YP -	1.2				3.39		10.50	f 2.16	181.9	R INGLE	26.5	3.39	f 3.19		7.10	10.25		8.15	-
9 P	1.3	0		7E.371	3.55		10.53	f 2.20	184.5	JAMESAN 0.5	23.9	3.36	f 3.15	10/10/	7.05	10.15		8.10	
Spur	2.3			NZ-O.F	1.10		11.04		185.0	BUTTON 8.0	15.4	3.26	s 3.04		6.45	9.50		7.50	
WOY P Spur	2.3				4.40		11.04	s 2.35	196.2	TO-R KERMAN RUGG	12.2	3,20	f		0.43	9.30		1.30	-
5 Spur				0.8				f 2.40	196.7		11.7		f	20 10	T4 (V - 1 - 5)	8.35		The state of the s	
P	2.5	6			4.55		11.10	f 2.43	198.5	ROLINDA	9.9	3.20	f 2.56		6.23	8.20		7.23	
SpurP	7			7.5					200.8	KEARNEY	7.6					9 7 7 7		Inner on	
SpurY								f	201.8	NEVILLS 0.7	6.6		f						
P	3.1	0			5.05		11.15	f 2.50	202.5	PRATTON	5.9	3.15	f 2.50	6010	6.15	8.00	Lieu Li	7.15	
Spur									205.3	CRAYOLD 3.1	3.1								
m. Yard WOTYP	3.4		(P. C.	11.1	5.30 AM		s 11.30P	M s 3.10PM	208.4	(TO-R FRESNO	0.0	3.00 AM			6.00 AM			7.00 PM	-
	Arrive T Thurs.,	Sat. EX	Tive Daily		ive Daily			Arrive Daily	200	(126.2)		Leave Daily	Leave Daily		Leave Daily	Wed., Fri.	Leave Daily EX.SUNDAY	Leave Daily	
	(6.40 10.01		(7.05) 8.21		(5.20) 23.66		(2.45) 45.89	(3.50) 32.92		Time over District		(2.55) 43.26	(3.55) 32.22		(5.15) 24.06	(7.20) 8.82	(7.50) 7.43	(4.45) 26.56	10

Any Station Any Station

Receive and Discharge Receive and Discharge

Gadwall Gadwall

	EASTWA	RD		STALLT'S	Lath	rop St	ıbdivision	41	W	ESTWA	RD	
820 820			CLASS					-		FIRST	CLASS	
sidin		282	232	16	210	fron	Time Table No. 214	fron	279	231	15	
Capacity of sidings in car lengths	1 2 3 1	Passenger	Passenger	West Coast	Passenger	Distance from San Francisco Via Niles	September 18, 1932	Distance from Brighton	Stockton	Passenger	West Coast	50
Capa		Leave Daily	Leave Daily	Leave Daily	Leave Daily	O X	STATIONS	А	Arrive Daily	Arrive Daily	Arrive Daily	
Yard SKWOITY		7.45 PM	11.20AM	7.10 AM	5.00 AM	90.9	(TO-R STOCKTON	42.3	s 6.58AM	s 9.55 AM	s 7.40 PM	
I P	- NA-A HOW					92.3	STOCKTON TOWER No. 4 W. P. Crossing 0.4*	40.9		ling i m	7	Takel.
3 Spur P		1				92.7	EL PINAL	40.5	- 18 T	MA CO	TINE THE	
4 Spur						93.5	JARN 1.5	39.7	W. Market	LEIVE	The win	
W P						95.0	AKERS End of Double Track	38.2	THE MEST	Delvet -		107-
125 P		f	f			96.6	1.6 CASTLE 3.6	36.6		f	15 1.11	I as
125 P		f 7.59	f 11.35			100.2	ARMSTRONG 3.1	33.0	CIT LAND	f 9.40		0.8
BKWOYP		s 8.06	s 11.45	s 7.35	s 5.25 AM	103.3	C. C. T. Co. Crossing	29.9	6.40 AM	s 9.35	s 7.20	0.5
2 Spur P		f			and the state of the state of	105.1	URGON	28.1	11-15	1 13 1		
25 P		f 8.12	s 11.51 AM			106.2	1.8 URGON 1.1 AOAMPO 3.3 FOREST LAKE 2.2 GALT 3.8 NEED 2.0	27.0		s 9.20	f 7.11	Tallul.
25 P		f	f			109.5	FOREST LAKE	23.7		f		
KWOYP		s 8.22	s 12.08 PM	7.52		111.7	GALT 3.8	21.5		s 9.13	f 7.05	
25 P	WESTWARD	f	f	mole bulb.	Will Askill	115.5	NEED 2.0	17.7		f		
15 P		f	f			117.5	ARNO 2.0	15.7		f		
125 P		f 8.32	f 12.19	2 07 3	daT ma	119.5	MCCONNELL 3.4	13.7	Table Lin	f		ale m
133 P		f 8.38	s 12.25	erer er		122.9	ELK GROVE	10.3	True	s 8.50	f 6.50	BEEN T
125 P		f				125.7	MEADOWS 3.3	7.5		f		
135 WP	4	f 8.46	s 12.36	Amazi (Maria III	129.0	FLORIN 3.0	4.2		s 8.42	f 6.42	
10 P				arion	FATO	132.0	POLK	1.2	DATE LOS	their prints		-
WP		f 8.55PM	f 12.45 PM	8.30 AM	MALES TO	133.2	BRIGHTON	0.0	Marine Color	8.35 AM	6.35PM	Large to
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(42.3)		Leave Daily	Leave Daily	Leave Daily	
		(1.10) 36.26	(1.25) 29.86	(1.20) 31.72	(0.25) 29.28		Time over DistrictAverage Speed per Hour		(0.18) 41.33	(1.20) 31.72	(1.05) 39.04	

EASTWARD	Lat	throp Subdivision			WI	STWAF	D	and the state of
practy of sidings in car lengths	Distance from San Francisco Via Niles	Time Table No. 214 September 18, 1932	Distance from Woodbridge		28	St.2		3.00
car le	Distan Via I	Lodi Branch	Vood			-016		
Gapa in	100	STATIONS	-	1			-9	
вкуючр	103.3	TO-R LODI C C.T. Co. Crossing	2.5		uni k		7	
22	105.8	R WOODBRIDGE	0.0					
		(2.5)						100000
			ati	err aldu	ob William	at the o	Laga T	in instru
		y at the booting switz		La contract	- 15	bearsho	G-illi	o also n
ADDITIONAL FLAG STOPS TO RECEIVE OR DISC		WARD THE PARTY AND			and the same			

there into is cast of the stands building. The siding of the Centerville-Rouwno

Aprillog schedule rime and main orders for w privard trains via Decote williamply at the junction switch bounced 550 jest west

Train -	At	Receive or Discharge	To or Beyond	From or Beyond
16 16	Any Station Any Station	Receive Discharge	Beyond Sacramento	Tracy
15 15	Any Station Any Station	Receive Discharge	Manteca	Roseville

EAS	TWARD	1	Lathrop Subdivision	WES	TWARD	13
ings	SECOND CLASS	# 8	Time Table No. 214	om use	THIRD (DLASS
Capacity of sidings in car lengths	434	Distance from San Francisco Via Niles	September 18, 1932	Distance from Kentucky House	435	
car l	Freight	istano in Fr Via	Lodi Branch	istan	Freight	OLD I
Caps	Leave Daily EX. SUNDAY	ig S	STATIONS	D Ke	Arrive Daily EX. SUNDAY	122
ВКМОХЬ	9.30 AM	103.3	TO-R LODI	39.3	4.00 PM	
Jack Clay		105.1	C. C. T. Co. Crossing	37.5	407741	(This is a
15 Spur		105.2	FRANKLYN	37.4		E 75
30 P		107.1	VIOTOR 3.6	35.5		
22 P	9.55	110.7	TO LOCKEFORD	31.9	3.35	e 10.
22 WP	10.15	114.7	TO CLEMENTS	27.9	3.15	55
30	10.30	120.8	WALLACE 5.6	21.8	2.55	
14	10.47	126.4	HELISMA 2.9	16.2	2.40	
		129.3	NORVAL 0.9	13.3		Star Act
19 WTP	11.10	130.2	TO-R VALLEY SPRING	12.4	2.30	2 1125
9 P	11.25	134.7	TOYON 4.3	7.9	1.50	
12 P		139.0	MACNIDER 3.6	3.6	70 - 11 20 (4-14-14)	
52	11.55 AM	142.6	R KENTUCKY HOUSE	0.0	1.20PM	
aukirdl	Arrive Daily EX. SUNDAY	it .	(39.3)	T.OR	Leave Daily EX. SUNDAY	
ae Tab	(2.25) 16.26	110	Time over District Average Speed Per Hour		(2.40) 14.74	

EAS	TWARD		Lathrop Subdivision	7-	WESTWARD
lings	SECOND CLASS	# S	Time Table No. 214	шс	SECOND CLASS
of sid	436	ce fro ancis Niles	September 18, 1932	ance fro Ione	437
Capacity of sidings in car lengths	Mixed	Distance from San Francisco Via Niles	Ione Branch	Distance from Ione	Mixed
Cap	Leave Daily EX. SUNDAY	Δω	STATIONS		Arrive Daily EX. SUNDAY
BKWOYP	12.30PM	111.7	TO-R GALT	27.1	s 9.05AM
16	f 12.45	116.7	C. C. T. Co. Crossing VANSTOW 5.3	22.1	f 8.40
18 P	f 1.00	122.0	CLAY 10.3	16.8	f 8.15
34 P	s 1.25	132.3	CARBONDALE 0.7	6.5	s 7.35
13	f	133.0	LIGNITE	5.8	f
19 Spur		134.8	EDWIN 0.4	4.0	
19 Spur	f	135.2	OLARKSONA 2,5	3.6	f
13 Spur	f	137.7	DAGON	1.1	f
31 WTY P	s 2.00 PM	138.8	TO-R IONE	0.0	7.05 AM
m eveli	Arrive Daily EX. SUNDAY	no or	(27.1)		Leave Daily EX. SUNDAY
Santa	(1.30) 18.06	edi	Time over District		(2.00) 13.55

14	URAW	8210	noizivi	EASTV	VARD	OR/	EASTW			Niles Su	division.			40	Maball	903	WE	STWAI	RD	A 20 TO		DRAW	EAST	
2442	THIRD		SECOND	ldaT eo	um F	IRST CI	LASS			Time Tab	e No. 214		Tella a	FIRST	CLASS		618	9.0	II ROLL	3	265	in)	TAD	
Capacity of sidings in car lengths	416 Local Freight		404 Freight	deducated (E) (Be.)			252 Passenger	250 Passenger	Distance from San Francisco	September	18, 1932	Distance from San Jose	245 Passenger	255 Passenger			returner (James James	ell fi		adrawa i	140		
Capa	Leave Daily		Leave Daily	10:1	SECOND 2 IS		Leave Daily	Leave Daily	Di	STAT	ions	Dis	Arrive Daily	Afrive Daily	1-4-01	9,00	M 00.d	NO. N	MOL		EFAN.			1670
rd KWY		8.73		A TOTAL	1.80		6.55 PM	8.15AM	29.2		ILES	17.5	4	s 4.38PM		FB.			_	_				
IYP		165	3.25 AM	ENASTY.	1. 11.00		6.331m	6.15 AIII			0.5 P. Crossing ES TOWER		s 9.00 AIII	s 4.38rm				-	-					
		- 3(0)	3.23 AIII	1			A DIVINE		29.7	E -	0.9	17.0		THEAT		1 144								
37 P	11.15	400	3.35	OF ALCOHOLD	- OFFICE AND	1 20	f 7.00	f - 0.00	30.6	¥	AOKER	16.1	f	f		E 100						1		
44 P	11.35 AM	- 113 -	3.43	7.2.2	-	-	s 7.02 f 7.08	s 8.22 f 8.28	32.8	m {	NGTON 3.5 SPRINGS	13.9	f8.52 f8.46	s 4.29 f 4.21		3.49			-					7/-1
42 P	12.05PM	- Sy E. H	3.53	1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 /		1 9	s 7.14	f 8.40	40.7	Tat -	4.4 LPITAS	6.0	f 8.40	s 4.15		M. NO.			- 20	F 7 F 10	10.5			
38 P	12.20		4.00	848W	0.4002	179	f 7.19	f 8.44	43.3	1	2.6 AYNE	3.4	8.35	f 4.10	7 1			700	-			-		10
erm. Yard KWOITP	12.35 PM		4.10AM	13 ⁰ 11	7.59		s 7.25 PM		46.7	TO-R SAN	3.4	0.0	8.30AM				The state of	Edit of	E P		74.1			
	Arrive Daily EX. SUNDAY		Arrive Daily	5-11		1 -01	Arrive Daily	Arrive Daily	1000	(17	.5)	-	Leave Daily	Leave Daily	5									
				3700 E		1 11	18 - 8					- 10			15.	4,00			MI LE,	OF M. S				
	(1.35) 11.05	9.11	(0.45) 22.66				(0.30) 35.00	(0.35) 30.00		Average Spe	District ed per Hour	- A 40	(0.30) 35.00	(0.33) 31.82			1		was a					
E	EASTWA	RD		(40)		Niles	Subdivision		E PART	WESTWA	RD	12.71	EAST	TWARD		a Alle	Viles Su	bdivisio	on.	7		WI	ESTW	ARD
	THIRD	C.F.			1			-	- 0			-		100001450										70
2	THIRD	SE	COND CLA	ss	FIRST		Time Tab	le No. 2	14	FIRST	SECOND	7.87				Ti	me Tal	ole No.	214	- 5 1 6	EE B 9	F-ST		
sidings gribs			THURST NAME OF	Section of Clark		from						5.07		avar 2 km	rom			ole No. 2		st	ee.a t			
ty of sidings ar lengths	414 Local	402	406	408	258	an <mark>ce from</mark> Francisco		le No. 23 er 18, 1932			401	1.81 Last		AVAIL TO ANA	nce from		Septembe	er 18, 193		nce from nehurst	EEU 1			
spacity of sidings in car lengths	414 Local Freight	402 Freight	THURST NAME OF	Section of Clark		Distance from San Francisco					401	1.81 0.01 (A.1		AVIII DITE	Distance from		Septembe			Stonehurst	EEU 1			
Capacity of sidings in car lengths	414 Local	402 Freight	406	408	258	Distance from San Francisco	Septembe				401 Freight	LOI LOI AT LA		ALSO CONSTRUCTORS OF THE C	Distance from San Francisco		Septembe Stonehu	er 18, 193		Distance from Stonehurst	ien i			
Ospecity of sidings in car lengths	Leave Daily	402 Freight	406 Freight	408 Freight	258 Passenger	Distance from San Francisco	Septembe	er 18, 1932	2	249 Passenger	401 Freight	T.FI		EVALUATION ACTION ACTIO	Distance from San Francisco	AMIT LAND	Septembe Stonehu STA	er 18, 193 rst Branch TIONS	32		ten t			
	Leave Daily	402 Freight Leave Daily EX. SUNDAY	406 Freight	408 Freight Leave Daily	258 Passenger	3	September STAT	FIONS WOOD JOT.	2	249 Passenger	401 Freight y Arrive Daily	E.F.		ALD		AMIN'	September Stonehur STA	er 18, 193	32	o Distance from Stonehurst	ELU P			(a) (b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c
	Leave Daily	402 Freight Leave Daily EX. SUNDAY	406 Freight	408 Freight Leave Daily	258 Passenger	26.2	September STAT TO-R REDV 1 End of Do 0 SWE	rions WOOD JOT. 3 uble Track 5 EENY	2 - }:-	Passenger Arrive Dail	401 Freight y Arrive Daily	LAT BA		EVALUATION ACTION ACTIO		TO	Stonehu STA*	er 18, 193 rst Branch TIONS	32		ALE DO			19 19 19 19 19 19 19 19
	Leave Daily EX. SUNDAY	402 Freight Leave Daily EX. SUNDAY	406 Freight	408 Freight Leave Daily 12.15 AM	258 Passenger	26.2 27.5	September STAT	rions WOOD JOT.	2 . }i.	Passenger Arrive Dail	401 Freight y Arrive Daily	Let Let AT Le		ACOUNTY AND ACOUNT	13.4	TO	Stonehu STA*	er 18, 193 rst Branch TIONS HURST 0.9 acidic Crossing	32	0.9	ALE DE STORES			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
IWYP	414 Local Freight Leave Daily EX.SUNDAY	402 Freight Leave Daily EX. SUNDAY 8.00PM	406 Freight	408 Freight Leave Daily 12.15 AM	258 Passenger	26.2 27.5 28.0	September STAT TO-R REDV 1 End of Do SWE 1 HEND 1 RAVEN	FIONS WOOD JOT3 suble Track .5 EENY	2 . }e: }a	249 Passenger Arrive Dail	401 Freight Arrive Daily 4.30 AM	T.EV LOV AT EA LO		EVALUATIONS EVALU	13.4	TO	Stonehu STA*	er 18, 193 rst Branch TIONS HURST 0.9 acidic Crossing	32	0.9	ELU PARA EL PA			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
IWY P	414 Local Freight Leave Daily EX.SUNDAY	402 Freight Leave Daily EX. SUNDAY 8.00PM 8.10	406 Freight Leave Daily	408 Freight Leave Daily 12.15 AM 12.25	258 Passenger Leave Daily (See Note)	26.2 27.5 28.0 29.5 30.9 33.9	September STAT TO-R REDVING SWE 1 HEND 1 RAVEN 3 DUMB	WOOD JOT3 suble Track .5 EENY .4	2 	249 Passenger Arrive Dail 16.8 15.5 15.0	401 Freight Arrive Daily 4.30 AM	Let Let AT EA Let		AVALAGE AVALAG	13.4	TO	Stonehu STA*	er 18, 193 rst Branch TIONS HURST 0.9 acidic Crossing	32	0.9	ALE DES			191
IWY P	414 Local Freight Leave Daily EX.SUNDAY	402 Freight Leave Daily EX. SUNDAY 8.00PM	406 Freight	408 Freight Leave Daily 12.15 AM 12.25	258 Passenger Leave Daily	26.2 27.5 28.0 29.5 30.9 33.9 37.2	September STAT TO-R REDVICE SWEET STATE S	rions WOOD JOT5 EENY .5 EERSON .4 ISWOOD .ARTON .3	2 	249 Passenger Arrive Dail 16.8 15.5 15.0 13.5 12.1 9.1 5.8 \$ 9.17	401 Freight Arrive Daily 4.30 AM 4.20	T.RI LM AT BA LT		SI UPI	13.4	TO	Stonehus STA ELM Western Pr	er 18, 193 rst Branch TIONS HURST 0.9	32	0.9	MARIA MARIA			
1WY P 61 P P 56 P WIYP	414 Local Freight Leave Daily EX.SUNDAY	402 Freight Leave Daily EX. SUNDAY 8.00PM 8.10 8.22 8.35	406 Freight Leave Daily	408 Freight Leave Daily 12.15 AM 12.25 12.35 1.00	258 Passenger Leave Daily (See Note) 6.16AM	26.2 27.5 28.0 29.5 30.9 33.9 37.2 39.0	September STAT TO-R REDV End of Do SWE HEND 1 RAVEN 3 DUMB TO-R NEW 1 MAT	WOOD JOT3 suble Track .5 EENY .5 EERSON .4 GSWOOD .0 ARTON .3 VARK .8	2 	249 Passenger Arrive Dail 16.8 15.5 15.0 13.5 12.1 9.1 5.8 \$ 9.17	401 Freight y Arrive Daily 4.30 AM 4.20 4.08 4.00	LOI AT BA BT		ST UPT	14.3	TO	Stonehus STA ELM Western Pr	er 18, 193 rst Branch TIONS HURST 0.9	32	0.9	ALE OR	IAWT:	EAS.	
1WY P 61 P 56 P WIYP	414 Local Freight Leave Daily EX.SUNDAY	402 Freight Leave Daily EX. SUNDAY 8.00PM 8.10 8.22 8.35	406 Freight Leave Daily 5.55AM 6.05	408 Freight Leave Daily 12.15 AM 12.25 12.35 1.00	258 Passenger Leave Daily (See Note) 6.16AM s 6.23	26.2 27.5 28.0 29.5 30.9 33.9 37.2 39.0 40.1	September State St	WOOD JOT3 .3 .4 .5 ERSON .4 .5 ENY .5 ERSON .4 .7 .7 .8 .8 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9	2	249 Passenger Arrive Dail 16.8 15.5 15.0 13.5 12.1 9.1 5.8 s 9.17 4.0 2.9 s 9.12	401 Freight 4.30 AM 4.20 4.08 4.00 3.53	Let Let Let Let Let		MARIONE MARION CONTRACTOR OF THE PARTY OF TH	13.4	TO	Stonehus STA ELM Western Pr	er 18, 193 rst Branch TIONS HURST 0.9	32	0.9	MARIA SANA SANA SANA SANA SANA SANA SANA SA	IAWT	EAS.	
1WY P 61 P 56 P WIYP 56 P 90 P	414 Local Freight Leave Daily EX.SUNDAY 11.40AM 11.55AM 12.01PM	402 Freight Leave Daily EX. SUNDAY 8.00PM 8.10 8.22 8.35	406 Freight Leave Daily	408 Freight Leave Daily 12.15 AM 12.25 12.35 1.00	258 Passenger Leave Daily (See Note) 6.16AM 8 6.23 6.26	26.2 27.5 28.0 29.5 30.9 33.9 37.2 39.0 40.1	September September September STAT TO-R REDV 1 End of Do	rions WOOD JOT3 .5 EENY .5 EERSON .4 .5 SWOOD .ARTON .3 .8 FTOS .1 RVILLE .6	2	249 Passenger Arrive Dail 16.8 15.5 15.0 13.5 12.1 9.1 5.8 \$ 9.17	401 Freight y Arrive Daily 4.30 AM 4.20 4.08 4.00	T.EF		AL OFFE STATES OF THE STATES O	13.4 14.5	TO	Stonehus STA ELM Western Pr	er 18, 193 rst Branch TIONS HURST 0.9	32	0.9	AL A STATE OF A	AVVT	EAS	
1WY P 61 P 56 P WIYP	414 Local Freight Leave Daily EX.SUNDAY 11.40AM 11.55AM 12.01PM	402 Freight Leave Daily EX. SUNDAY 8.00PM 8.10 8.22 8.35	406 Freight Leave Daily 5.55AM 6.05	408 Freight Leave Daily 12.15 AM 12.25 12.35 1.00	258 Passenger Leave Daily (See Note) 6.16AM s 6.23	26.2 27.5 28.0 29.5 30.9 33.9 37.2 39.0 40.1	September State St	WOOD JOT3 .5 .5 .ERSON .4 .SWOOD .3 .8 .7 .8 .8 .8 .9 .1 .8 .1 .1 .8 .1 .8 .1 .8 .9 .8 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9 .9	2 	249 Passenger Arrive Dail 16.8 15.5 15.0 13.5 12.1 9.1 5.8 s 9.17 4.0 2.9 s 9.12	401 Freight y Arrive Daily 4.30 AM 4.20 4.08 4.00 3.53 3.50	LHI LHI LHI LHI LAI LAI LAI		ST. LPT. ST.	13.4 14.5	TO	Stonehus STA ELM Western Pr	er 18, 193 rst Branch TIONS HURST 0.9	32	0.9	A B T ATTORNEY	IAWT	ZA3	
1WY P 61 P 56 P WIYP 56 P 90 P	414 Local Freight Leave Daily EX.SUNDAY 11.40AM 11.55AM 12.01PM	402 Freight Leave Daily EX. SUNDAY 8.00PM 8.10 8.22 8.35	406 Freight Leave Daily 5.55AM 6.05	408 Freight Leave Daily 12.15 AM 12.25 12.35 1.00	258 Passenger Leave Daily (See Note) 6.16AM 8 6.23 6.26	26.2 27.5 28.0 29.5 30.9 33.9 37.2 39.0 40.1	September September September September STAT TO-R REDV 1 End of Do	rions Wood Jot3 .auble Track .5 .5 ERSON .4 ISWOOD .0 ATON .3 VARK .8 .7 ERVILLE .6 INN .8	2 	249 Passenger Arrive Dail 16.8 15.5 15.0 13.5 12.1 9.1 5.8 \$ 9.17 4.0 2.9 \$ 9.12 1.3 9.08	401 Freight y Arrive Daily 4.30 AM 4.20 4.08 4.00 3.53 3.50	Let Let Let		ST. LPT. ST.	13.4 14.5	TO	Stonehus STA ELM Western Pr	er 18, 193 rst Branch TIONS HURST 0.9	32	0.9	AL B STANDARD OF THE STANDARD	AVYT	EAS	
1WY P 61 P 56 P WIYP 56 P 90 P	414 Local Freight Leave Daily EX.SUNDAY 11.40AM 11.55AM 12.01PM	402 Freight Leave Daily EX. SUNDAY 8.00PM 8.10 8.22 8.35 8.45 8.48	406 Freight Leave Daily 5.55 AM 6.05 6.10	408 Freight Leave Daily 12.15 AM 12.25 12.35 1.00 1.10 1.15	258 Passenger Leave Daily (See Note) 6.16AM 8 6.23 6.26	26.2 27.5 28.0 29.5 30.9 33.9 37.2 39.0 40.1 41.7 42.5	September September September September STAT TO-R REDV 1 End of Do	WOOD JOT3 .3 .4 .5 ERSON .4 .5 ERSON .4 .7 .5 ERSON .4 .8 .9 ERVILLE .6 .1 .8 ERVILLE .6 .1 .8 ERVILLE .6 .1 .8 ERVILLE .6 .1 .8 ERVILLE .6 .5 ERVILLE .6 ERVILLE .5 ERVILLE .5 ERVILLE .5 ERVILLE .5 ERVILLE .5 ERVILLE	2 	249 Passenger Arrive Dail 16.8 15.5 15.0 13.5 12.1 9.1 5.8 \$ 9.17 4.0 2.9 \$ 9.12 1.3 9.08 0.5 9.05	401 Freight 4.30 AM 4.20 4.08 4.00 3.53 3.50	Let Let Let		STANCE OF THE ST	13.4 14.5	то	Stonehus STA ELM Western Pr	er 18, 193 rst Branch TIONS HURST 0.9	32	0.9	MAR I	IAW/To	EAS .	

At Redwood Junction schedule time and train orders will apply at the end of double track.

At Newark the schedule time of No. 258 and No. 249 applies at the passenger station.

At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood

Junction line and Elmhurst-Santa Clara line.

At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

an	PEST WA	W = 3	rozeivibd <i>u</i>	EAST	WARD	S GRA	EASTW			Niles Subdivision.		in Pays	escie	Subdivi	WE	STWAR	D	ORAW:	reas ~		15
CONT.	SECOND CLASS	is a late	e mo. 214	idal' ou	FIRST CLA	ss	17.10 (20.20.20.20.20.20.20.20.20.20.20.20.20.2	J . W . T		TO COLUMN STATE OF THE PARTY OF	15/05	-	ALD	FIRST	CLASS		ALC:	SECOND	CLASS	THIRD	CLASS
Capacity of sidings in car lengths	418 Local Freight	Name of the last o	distribution of the second	analti		Land Control	74 Passenger	244 Passenger	Distance from San Francisco	Time Table No. 214 September 18, 1932	Distance from Santa Clara	259 Passenger	73 Passenger	257 Passenger	Introduce Wash		Acres to Market areas	407 Freight		413 Local Freight	417 Local Freight
Cap	Leave Daily EX. SUNDAY	1.11	Total Line	n.ure	07 p.u.		Leave Daily	Leave Daily	A za	STATIONS	-	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY		T PAR	MAGE S	Arrive Daily		Arrive Daily EX. SUNDAY	Arrive Daily EX.SUNDAY
55 W	11.00 AM	272	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		F P. P.		8.18PM		13.4	(TO-R ELMHURST	31.4		8.59 AM	f 9.20PM	78	THE R. TW.		9-1118			5.25PM
14	11.05	4,48	Stotzosi	Ta a Ta et	11-27 京大学	MAGIE			15.5	MULFORD	29.3	3.5	CH .	f ME AND		2 8 88	BE C	10000		1	5.17
18 P	11.10	TE	thickers of	Total Spanish	9.00	I The same	f	and the same of th	17.8	ROBERT	27.0	P.E.	Marian	f	100	9.86	Edu, Si	21.6			5.12
77 WF	11.15	17,6%	03	M. 75	D. 10		f 8.28		20.2	RUSSELL	24.6	TEE 1	f 8.51	f 9.10	20	W. 19	15.5	55:35			5.05
26 P	11.30 AM	0.00	TAX.	802 Van	The state of the s		s 8.32		21.5	MOUNT EDEN	23.3	71.8	EQ.	f	REAL R	TEN BUTA	WSO t	OF.6	a a land	The same of the sa	5.00
9 Spui		2 H*1	SALL MARY	wone.	8.20				23.0	BAUMBERG	21.8			f de la	Name and						
68 P	12.30 PM	6.15	. 8.3	I ME	Torse Bills		s 8.40		25.3	TO ALVARADO	19.5		s 8.43	f 9.00	Da	1 2 32					4.45
		E RIE	pris = 45 yea	gride made	6.04				26.2	HALL	18.6			90783.63	THE STATE OF THE S	1				1	
13	12.40	9.82 - West	mate three and	NS.	THE MAIN	1 0E +		Maria a	28.4	ARDEN	16.4			f	I YL	The second		EB/S			4.07
88 WIYP	12.50 PM	6.62	THE RESIDENCE OF STREET		1 3 V	TOU.D.	s 8.50	9.18AM	30.6	TO-R NEWARK	14.2	s 6.16AM	8.35	s 8.50	NA P	THE REAL		5.50AM		11.05AM	4.00 PM
9		# /=	A LEW	T. S. P. L.					32.8	MOWRY	12.0	f	ENT YES EN	TIAM		TE BLOP		GC 35	-		ино
88 P		0.00	1.400	TO THE			f 8.58	f 9.25	34.1	ALBRAE	10.7	f 6.06	f 8.30	f 8.33	NIBTAL VA	10 80		5.40		10.50	
	101.01	K ST I	A.I.O.S	BECUST .	(-I) S. D.	P Steep		TV TW	35.5	MALLARD	9.3	121	PE I	f	AHDE III			alle.			THE HEAD
6 P	68.8	3.01	644	VSI 670	67, 5.78	-50 G	f	f	36.5	DRAWBRIDGE	8.3	f	f	f	E.B.	IV- AVSR		A LIBERT TO		Annual Printers	Lange (1/20/20)
18 P	是大学	8 %/	Latal	4212114	OT FEE	1 B1 8	f 9.08	s 9.35	39.1	ALVISO	5.7	f 5.57	de la la	f 8.23	A STATE	A KIND		5.20		10.35	CAR IN
59 P	NUS C	F. OF	JAVAN AND AND AND AND AND AND AND AND AND A	Commence	2.50	08.6	f 9.14	s 9.40	41.7	TO AGNEW	3.1	s 5.52	8.18	f 8.18	EST. 08	0.80		5.10		10.20	
Term. Yard KI P		A.M	MAR.	Noma.	1.58	Jan 20	9.20PM	s 9.45AM	44.8	SANTA CLARA	0.0	5.45 AM	8.14AM	8.13PM	AUUA	g 22		5.00 AM		10.05AM	
	Arrive Daily EX. SUNDAY	H H	W. S.		0.52	6.10	Arrive Daily	Arrive Daily		(31.4)		Leave Daily	Leave Daily	Leave SUNDAY ONLY	SCALE IN	1,04		Leave Daily		Leave Daily EX. SUNDAY	Leave Daily EX.SUNDAY
	(1.50) 4.90	h.B	- 174	I A G	# #5		(1.02) 30.39	(0.27) 31.55		Time over District		(0.31) 27.48	(0.45) 41.86	(1.07) 28.12	TY .	11.47		(0.50) 17.04		(1.00) 8.52	(1.25) 12.14

At Newark the schedule time of No. 259 and No. 244 applies at the passenger station.

At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

BROOTH	49		EASTW			T CON.	Martinez Subdivision		11		WARI	ATHE COLLER	
	188	-	SECO	ND CL	ASS		Time Table No. 214	L		SECOND	170	THIRD	CLASS
	ty of sidir ar lengths	STA	1	Local	Local	ance from Francisco	September 18, 1932	ance from	Local		No.	Local	
Description Social Property Social Propert	Capaci in c		100	Africa_		Dist San Vi		Dist	Name and American	A A	STEEL ST		1
STORY	00						STATIONS		Arrive Daily		•	EX. SUNDAY	17.
Si	BKWOYP	TARTEN NO		5.00 AM	2.30 AM			50.0	4.10AM	1	- Carrie	1.25 PM	1
77 WP 5.15 2.41 44.8 TO CORPELIA 44.3 3.45 1.10 00 P 5.25 2.51 41.0 01 P 5.40 3.05M 37.3 02 P 5.40 3.05M 37.3 03 P 7.7 Napa Valley (ip. Censing 04.0 3.55 42.3 05 P 5.55 42.3 06 P 6.05 44.8 07 44.8 10.000 11.4 08 P 10.000 11.4 09 P 10.000 11.5 09 P 10.000 11.4 09 P 10.000 11.4 09 P 10.000 11.4 09 P 10.000 11.5 09 P 10.000 11.4 09 P 10.000 11.5 09 P 10.0000 11.5 09 P 10.00000 11.5 09 P 10.00000 11.5 09 P 10.00000	rea c									15	TRACT	THE PARTY	- h =
Social State Soci		7				46.2	1.4	45.7	3.55	25	6.5	1.15	15.0.1
Solid Soli				5.15	2.41	44.8	TO CORDELIA	44.3	3.45		701	1.10	To
NYP				5.25	2.51	41.0	CRESTON	40.5	3.30	M. A.	1	12.55	4.10
37.7 Naga Valley Ry, Crossing 38.4	WYP			5.40	3.05 AM	37.3	TO-R NAPA JUNCTION	36.8	3.10			12.45 PM	91 8 41
1	AL COL			2		37.7		36.4			1999	DATAS TO	
## ## ## ## ## ## ## ## ## ## ## ## ##	Control of the Contro					38.1	LOMBARD	36.0		In The Park	- Tours	Editor of	
10 10 10 10 10 10 10 10	P					40.8	BRAZOS	33.3		B1 - []			1
44.5 MERAZO 29.6	754		5	5.55		42.3	BUCHLI	31.8	2.50	at Min	Tour live	il a	
19 P 6.15 48.8 RAMAL 22.3 2.40	900	WEST !	MO.	c,d		44.5	MERAZO	29.6		21 1	1 373	WIND BOT	
49.9			- 6	5.05		45.8	RAMAL	28.3	2.40	90			
10 P		96.00	- a			48.9	N. W. Pac. Ry. Crossing	25.2	NO B	26	Y JUX	Town .	
	19 P		6	5.15		49.3	SCHELLVILLE	24.8	2.25		1000		
74 WP 6.30 53.8 TO EL VERANO 0.7 20.3 2.05						52.4	SNYDER	21.7				E Lon	
	74 WP	25.00	6	5.30		53.8	TO EL VERANO	20,3	2.05		I Town		
Solution Solution		Tollar				54.5	BOYES SPRINGS	19.6			7.55		
SORE VISTA 17.7		10.01			- 1 v 1	55.5	AGUA CALIENTE	18.6			13/4	The state of the s	
11 56.7 N.W.Pac. By. Crossing 17.4		is fast laupta				56.4	SOBRE VISTA	17.7			18.		
11		11111				56.7	N. W. Pac. Ry. Crossing	17.4			10		
S7.6	11	•		17		56.9	YULUPA	17.2			1		
Section Sect	2					57.6	ELDRIDGE	16.5					
Section Sect						59.1	GLEN ELLEN	15.0					
Column C						59.7	WARFIELD	_			***	Somile's v	Syntex
1.6	2					61.1				T mibis		a minima	gellide
21 P 7.07 63.5 TO KENWOOD 10.6 1.15				-		62.7	1.6			- 10012	CO DO	-	Angli II o
1.4	21 P		7.	.07		63.5		_	1 15		14	-	
2							1.4		1.13		18	-	
1.3	2				- 1- 1	21,10	0.7	_			1		
1.6	20					1111111	1.3	-			1	-	
15 69.4 MELITTA 4.7 12 Spur 71.3 BAKU 2.8 2 WTYP 8.20AM 74.1 TO-R SANTA ROSA 0.0 12.15AM Arrive Daily EX. SUNDAY (50.0) Leave Daily EX. SUNDAY	-						1.6	_				-	
12 Spur	15						0.9			-	1		
							1.9	_		-			
Arrive Daily EX. SUNDAY (50.0) Leave Daily EX. SUNDAY			7.	20 AM			2.8	-	12.15AM				1 21
			Arrive	Daily E	Arrive Daily X. SUNDAY		(50.0)					Leave Daily EX. SUNDAY	
15 00 00 er (0.40)			(3.2	20)	(0.35) 22.65		Time over District		(3.55)		-	(0.40)	

	EAST	WARD		Martinez Subdivision.	V	VESTWA	RD
88	SECON	D CLASS	4.0	Time Table No. 214	-	THIRD	CLASS
Capacity of sidings in car lengths	P.4.	440 Local Freight	Distance from San Francisco	September 18, 1932 Napa Branch	Distance from Calistoga	441 Local Freight	ndpart.
Ö		Leave Daily EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY	a.g
BKWOT	1231 21/6-		30.0	TO-R SOUTH VALLEJO	41.7	Thomas a	
24	B.L.S.		34.4	FLOSDEN	37.3	Maria de la compa	Dr 41
70 WY	The Table	3.15 AM	37.3	TO-R NAPA JUNOTION	34.4	12.30PM	The state of
1			38.0	Napa Valley Ry. Crossing	33.7	Or pr	
	BS.B 1		41.0	RATTO 0.7	30.7	31/1/0	27. /4
	Call C		41.7	SUSCOL	30.0	March T	3 8
			42.8	ROCKTRAM	28.9		-2.3
	06.8		44.2	1.4 IMOLA 1.2	27.5	mos.wr l	5 0
1			45.4	Napa Valley Ry. Crossing	26.3		
30 BKW		4.30	45.5	TO NAPA	26.2	12.01 PM	u
6	02.8	4.40	47.8	UNION 2.4	23.9	10.25AM	STIM OR
12			50.2	OAK KNOLL	21.5		
9	88.6		51.7	TRUBODY 2.3	20.0		9 0
22 W		4.55	54.0	TO YOUNTVILLE	17.7	10.10	
27		5.05	57.5	TO OAKVILLE	14.2	9.55	A A
19	80.8	5.15	59.4	TO RUTHERFORD	12.3	9.45	9 44
20	The Later	5.20	61.2	ZINFANDEL	10.5	9.40	n li
15	10 R. P		62.1	THOMANN 1.5	9.6	26 7-1-1	17.4
22	and want	6.10	63.6	ST. HELENA	8.1	9.30	
11			64.5	KRUG 0.8	7.2	adads m	
13	15.08		65.3	BARRO 2.2	6.4		
7 W	1		67.5	BALE 0.8	4.2		1
16			68.3	LARKMEAD	3.4		
10 W	Higgs 4	NO. 20	69.0	MAPLE	2.7	Mark II	
10 WT,	er ppe	6.45 AM	71.7	TO-R CALISTOGA	0.0	9.00 AM	
		Arrive Daily EX. SUNDAY	dr Att	(41.7)	1 1 5 7 4 5	Leave Daily EX. SUNDAY	
		(3.30) 9.83		Time over District		(3.30) 9.83	

Crossover switch at west end of Union siding must be lined up for West Napa line and sidings must be kept clear between these switches.

	EA	STWA	RD 4	EJ MEL	Martinez Subdivision.	DAA'N	WE	STWA	RD		EASTWAR	D	N	Iartinez Subdivision		W	ESTWA	RD	17
88 88	1		FIRST	.oM	Time Table No. 214		SECOND CLASS		74.14		FIRST CLAS	s	1695	Time Table	95.5		SECONE	CLASS	
Capacity of sidings in car lengths			444 Mixed Leave Tues. Thurs. & Sat.	Distance from San Francisco	September 18, 1932 San Ramon Branch STATIONS	Distance from Radum	445 Mixed Arrive Tues., Thurs. & Sat.			Capacity of sidings in car lengths	466 Mixed	446 Mixed	Distance from San Francisco	No. 214 September 18, 1932 Rumsey Branch	Distance from Rumsey	447 Mixed	467 Mixed		
45 YP			8.40 AM	38.1	TO-R AVON	29.7	s 3.30 PM			Ca	Leave Mon., Wed. & Fri.	Leave Daily EX. SUNDAY	*	STATIONS		Arrive Daily EX. SUNDAY	Arrive Mon., Wed. & Fri.		19
			100	41.0	GALINDO 1.5	26.8	11			BK WOY P 101		6.00AM	59.4	TO-R ELMIRA	51.1	s 1.35 PM			
80 W			s 8.50	42.5	TO CONCORD	25.3	s 3.15			13		s 6.35	63.7	Block Signals TO VACAVILLE	46.8	s 1.20			
21			s 8.55	43.2	NACIO 1.9	24.6	0 1 45		-			f	65.6	VIOLET 2.9	44.9	f			1200
21				45.1	HOOKSTON 0.7 LAS JUNTAS	22.7	f 1.45			24		f 6.46	68.5	HARTLEY	42.0	f 12.45		The same	
1			f 9.00	45.8	Sacramento Northern Ry. Crossing	22.0	f 1.40					f 6.49	70.3	ALLENDALE 3.7	40.2	f 12.40		13.5	
				47.3	OXLEY 0.9	20.5				20		f 6.56	74.0	WOLFSKILL 2.0	36.5	f 12.30		1245	
24	TWIT		s 9.10	48.2	TO WALNUT CREEK	19.6	s 1.30			WT 23		s 8.00	76.0	TO WINTERS	34.5	s 12.25 PM			
10	No.	-	f	50.6	WIDBERO 2.0	17.2				16		f 8.07	80.3	NORTON 2.3		f 11.45 AM		1 68 0	
18	Tab.	- 3 - 1	f 9.25	52.6	ALAMO 2.2	15.2	f 1.10	a A				f	82.6	ARROZ	27.9	f			<u> </u>
10	Charles !		s 9.35	54.8	TO DANVILLE	13.0	s 1.00 PM			18		f 8.12	83.6	CITRONA 3.2	26.9	f 11.37		1 - 1	133 =
29 T			s 9.45AM	56.4	OSAGE 1.3 R SAN RAMON	11.4	s 10.55 AM	-		20	100.0	s 8.30	86.8	MADISON 3.1	23.7	s 11.30	. 1 1 1 5 10	-	- 12 PA
			5 9.43	61.3	FOREST HOME	10.1	S 10.55 AM	1		W 41		s 8.40AM	91.9	TO-R ESPARTO	20.6	s 11.15 AM	s 11.15 Am s 11.10		+
71	TOU ET			63.6	DOUGHERTY	4.2				20	s 9.00 f 9.08		96.6	CAPAY 4.7	18.6		f 10.59	1	19
31			790	66.4	2.8 ————————————————————————————————————	1.4					1 9.08		98.9	CADANASSA 2.3	11.6		110.59		
	-1.5.1		100	67.8	1.4					20	s 9.18		100.7	TANORED	9.8		s 10.52	-	
IYP				07.8	Western Pac. Crossing RADUM	0.0				20	f 9.24		103.3	BERWICK	7.2		f	-	7.4
			Arrive Tues., Thurs. & Sat.		(29.7)		Leave Tues., Thurs. & Sat.			3	f 5.21		104.3	AMARANTH	6.2		f		
1			(1.05) 18.08		Time over District		(4.35) 4.27	120		21	s 9.38		105.6	TO GUINDA	4.9	BLIDE	s 10.40		11 3
A.	Con Don		1 1 1 1	C DY						5	f		106.2	SAUTERNE	4.3		f		
	ast switch			or Ivo	. 444 applies at					20	f		107.9	CASHMERE 2.6	2.6		f		
	and Divitori	or stating								WT 19	s 9.55 AM		110.5	R RUMSEY	0.0		10.25 AM		
	EAS	TWAR	D		Martinez Subdivision.		WES	STWAR	RD		Wed. & Fri.	Arrive Daily EX. SUNDAY		(51.1)		Leave Daily EX. SUNDAY			
80 _					Time Table No. 214	1.11					(1.05) 19.02	(2.40) 11.44		Average speed per hour		(2.20) 13.07	(0.50) 24.72		
sidin				isco	September 18, 1932	rom			10000	ADDIT	ONAL STOPS:-No	s. 446 and 4	47 at Pa	ddon (m. p. $67\frac{1}{2}$) on signal.					
Capacity of sidings in car lengths	HART L	W		Distance from San Francisco		Distance from Union					EASTWAR	RD	1-1-1	Martinez Subdiv	ision.		WEST	WARD	
Capa				Sa	Wingo Union Branch	Dir			A LEWY LAND					Time Table No	214		44		
	_				STATIONS					idings			- 40			8			
				42.2	BUCHLI 1.6	8.6			-	of s.	THE PERSON		nce fr	September 10, 1		ingo			The state of
18				43.8	CARNEROS 1.6	7.0				Capacity of siding in car lengths	and the second		Distance from	Wingo Union Bra	nch	Distance from Wingo	151		
24 WT	7.5			45.4	STANLEY 3.4 WEST NAPA	5.4				Car	#		-	STATIONS		o despite		BIT	1
-				50.1	1.3	0.7							4!	5.7 RAMAL		2.0			
6				50.8	Napa Valley Ry. Crossing 0.7 UNION	0.7	- /			(Siding on N.W.P.Ry.)			_	2.0 WINGO		0.0			
				50.5	(8.6)	0.0				N.W.P.Ry.)				(2.0)					
										=					ct				
				T. Cont.						Man I				Average speed per h	our				1 3 5 5 15
between	these sw	itches.			siding must be lined for West ned for Santa Rosa line.	Napa L	ine and si	ding kep	t clear	Tra Time Ta	uins using siding of able N. W. P. Rail grantion switch a	of N. W. F lway. at Ramal r	P. Railw	ay at Wingo must obser lined for Santa Rosa lin	rve Ru	ile 99, and	be govern	ned by cur	rent

18	EA	STWA	RD		. N	Ierced Subd	livision		AVITED	WESTW	/ARD		23	EASTWARD	delnih del	Merc	ed Subdivision	QA	WE	STWARD	
sidings	THIRD	we had	FIRST CLA	SS	дo	Time Tab	le No. 214	4 =	FIRST	CLASS		THIRD	ngs			Time	Table No. 214				
f sidingth	454			448	Distance from San Francisco Via Niles		er 18, 1932	Distance from Merced	449			455	sidings	HALL TO A	from		tember 18, 1932	from			
ity or ar le	Local Freight	730	1 750	Mixed	Francia Ni			Merce	Mixed			Local Freight	ty of	223	ance Fran ia Ni	Бер		ance			
Capacity of a in car leng	Leave Daily			Leave Daily	Dist San V		e Branch	Dist	Arrive Daily	y	3-13-	Arrive Daily	Capacity in car]	New P	Distance from San Francisco Via Niles		Milton Branch	Distance from Milton			
	EX. SUNDAY		1-4	EX. SUNDAY			TIONS	To be	EX. SUNDA	Y	9.2.19	Arrive Daily EX. SUNDAY					STATIONS		100		
Yard BKWOITY	4.00 AM	-		11.30AM	90.9	TO-R STOO	KTON Crossing	72.0	s 9.50A	M		9.30PM	30 WYP		103.8	TOTAL	PETERS 5.7	11.5	-		
P		1	3 3 3 3		1	C. C. T. C	o. Crossing	P. J. A.	3 3.00			J.30	7		109.5	W.	WAVERLY 5.8	5.8			
8 Spur		4	THE PARTY OF THE P	f	96.0	ORF 0	ORD	66.9	f ·				4 TP	May William	115.3	TO-R	MILTON	0.0	1+/		
8 Spur	4.18	1		f 11.44	96.7	CHARI	ESTON .0	66.2	f 9.40			9.10		ME OF BRIDE	MALE	Visit Control	(11.5)				70
4 Spur		*			97.7	0	LEY .6————	65.2								Tim	e over District				1
13 Spur				f	98.3	WALT 2	HALL	64.6	f					Sect 2	-1-1		rage Speed per Hour				
8 Spur	4.33			f11.49	100.6	HOL	DEN .2	62.3	f			8.55		Other Diameter	in Relia	AL BAY	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1011			
30 WYP	4.46			s 11.54 AM	-	4	ERS	59.1	f 9.30			8.40						1			
14 P	5.10			s 12.01 PM	108.2	TO FARMI	.3	54.7	s 9.23			8.10			18 18	(NO PER)	1 311 11/11	0			
10 Spur				f	111.5	GO ₂	.6	51.4	f					EASTWARD	100	Merc	ed Subdivision	CALL STATE	WE	STWARD	W.
24	5.30	-	4 7 7 7 1	f 12.10	114.1	COM	ETA	48.8	f	1	1 1 1	7.45	5	SECOND CL	ASS		Ti T-11- 37	- 014	1	THIRD C	LASS
25 P	5.50	1		s12.15	116.7	VALLEY	HOME	46.2	f 9.09			7.30	of siding lengths	181	456	rom sco ch	Time Table N		H _O p	457	
23 Spur	1	100/10	V	f	120.6	AD	ELA	42.3	f	1 7 7 6 9			leng	The state of the s	Mixed	nce for	September 18,	1932	nce fr	Mixed	
51 WP	6.15 AM	100	USC II	s 12.25 12.50	122.4	TO-R OAK	DALE F. Crossing	40.5	s 9.00 s 8.45			7.00PM	Capacity in car			Distance from San Francisco Via Antioch	Raymond Bran	nch	Distance from Raymond		14
52		4167		f 1.00	126.3	OLAH	.9	36.6	f 8.25				Oan		Leave Tues. Thurs., Sat	AX	STATIONS	1 1	A	Arrive Tues. Thurs., Sat.	
57 P	The state of			s 1.20	132.4	6	RFORD	30.5	s 8.10				WTO P		9.00 A				90.0		-
47 P				s 1.25	134.0	1	.6 CMAN	28.9	s 7.58				T	40	9.00 A		3.3		20.9	s 12.40PM	
40 P		The state of the s		s 1.40	139.8	5	ELLIER	23.1	s 7.40		-		17		6 0 00	179.8	A. T. & S. F. Cross 4.0	sing	17.6		- 15
49 P				f 1.55	146.0	6	ER	16.9		-			22		f 9.20	183.8	TALBOT 4.1	-	13.6	f 12.15PM	N 10 10
3Spur P				1 1.55	147.5		.5		f 7.21				2 Spur		f 9.35	187.9	DAULTON 2.9	William .	9.5	f 11.59AM	
10 P		_		f 2.03	148.8	1	.3	15.4	0 5 15				13 Spur		f	190.8	JESBEL 4.2		6.6	f	2
49 P		1.00.0		f 2.15	152.5		NDEL .7————————————————————————————————————	14.1	f 7.15	1.15			13		f 10.00	195.0	HERBERT		2.4	f	
9 Spur	,			f 2.15	157.2	4	IRN	10.4	f 7.07			-	22 WTP		f	196.2	R KNOWLES JO		1.2	f 11.30	
16 P		9		f		1.	.0 ———	5.7	T .				22 WIP		s 10.15A		TO-R RAYMOND	PORTOR EAT	0.0	10.45AM	10 x 10 h
12 Spur	1 6	Mark D	4	0	158.2	FER 1	TURS	4.7	I		-				Arrive Tues Thurs., Sat.		(20.9)			Leave Tues. Thurs., Sat.	
T	7	No. of Co.	VACANG Y	1		1	.2	3.0	I			-			(1.15) 16.72		Time over District			(1.55) 10.90	
KWOTP	1	1 1 1 1 1	-	s 2.45PM	161.1	mi TO-R MER	F. Crossing	1.8			1	G/A			10.72	A RESE	Average Speed per	Hour	· hus as d	10.90	
	Arrive Daily EX. SUNDAY	1 1 1 1 1 1 1		Arrive Daily EX. SUNDAY	102.9	4 TO-R MEE		0.0	6.45A			Leave Daily									
			-		BASIN S				Leave Daily EX. SUNDA	Υ		Leave Daily EX. SUNDAY					33				10
	(2.15) 14.00			(3.15) 22.15		Average Spe	ed per Hour		(3.05) 23.35		- 46	(2.30) 12.60		EASTWARD	T	D	Cub division	-	ME	STWARD	
. 40	KENNY			Margary.	dd uig	STUD OF THE		Continue	THE TOTAL					LASTWAID	11 11	us Dai	los Subdivision	(1	VV E	SIWAND	3
		SO KITCH WINCHES	AND DESCRIPTION OF THE PARTY OF	All the second second				Eastwa	u Mer	ced Subdiv	ision W	estward	ings		884	Time '	Table No. 214	8			
F- 8 O-	714/4 DD							ding	ESA T	ime Tabl	e No. 21	4 8	of sid		e fro			e fro			
EAS	TWARD		Merced	Subdivisi	on	WESTW	VARD	of si	ancie ntlo	September		e fro	car l		Distance from San Francisco Via Antioch	Septe	mber 18, 1932	Distance from Biola Jct.			
50	SECOND	19	Time Ta	hie No O	14	THIRD	HI-V	Capacity of sidin in car lengths	Distance from San Francisco Via Antioch	Chowchilla		Distance from Dairyland	Capacity of sidings in car lengths		Sal Vi	KEAD.	1.50	Dis			
00	458	from		er 18, 193	7.7	459 Freight		Caps	Aŭ _	STAT		Dis		The state of the s		LATE S	STATIONS				
siding		ran	Coptonio	01 10, 100		Howle Howle			168.2			10.1	125BKWOY	12	193.0 To	0-R	KERMAN	15.6			
ty of siding rr lengths	The Control of the Co	E E	The state of the s	es Branch	10 W. S.	Freight Ku			172.6	CHOWO:		5.7	8 P		200.5 TO	W MARCH ST	7.5	8.1			
pacity of siding in car lengths	Freight	Distar San F Via A	Knowl		17.70	Arrive Tues.			174.1	ASI ————————————————————————————————————		4.2	3		202.0	W. Parket	BIOLA 1.5 TRUMAN	6.6			1 ,
Capacity of sidings in car lengths	The Control of the Co	Distance from San Francisco Via Antioch		TIONS		Thurs., Sat.				OVE		3.0	-6		204.0	9.05	TRUMAN 2.0 EVERTS				
Capacity of siding in car lengths	Freight Leave Tues., Thurs., Sat.		STA		n e	Arrive Tues. Thurs., Sat.		3	175.3						LUT.U						
7 8 8	Freight Leave Tues.,	196.2 R	STA KNOW	LES JCT.	10.13	2.3 11.30A		0.00	175.3	TILLN 1.9) —		5			777		4.6	-		
Capacity of siding in car lengths	Freight Leave Tues., Thurs., Sat.	196.2 R	STA KNOW HII	LES JCT. 2.1 LSIDE 0.2	IN IT DIS	2.3 11.30AN 0.2		5 Spur	177.2	TILLN 1.9 PLAI 1.1	INS	1.1	5		206.0		EST ACRES	2.6			
38 Spur	Freight Leave Tues., Thurs., Sat. 10.50AM	196.2 R	KNOW HIL KNO	LES JCT. 2.1— LSIDE 0.2— DWLES	LOUIS DES	2.3 11.30AM 0.2 0.0 11.20AM		5 Spur		TILLM 1.9 PLAI 1.1 DAIRY	LAND		5 P				2.0 EST ACRES 2.6 LA JUNCTION	2.6			
8 Spur	Freight Leave Tues., Thurs., Sat.	196.2 R	KNOW HIL KNO	LES JCT. 2.1 LSIDE 0.2		2.3 11.30AN 0.2		5 Spur	177.2	TILLN 1.9 PLAI 1.1	LAND	1.1	5 P	less Maga Line and	206.0		EST ACRES	2.6	in derew	Core-liver	
3 Spur	Freight Leave Tues., Thurs., Sat. 10.50AM 11.00AM Arrive Tues.,	196.2 R	KNOW HIL KNO	LES JCT. 2.1 LSIDE 0.2 DWLES		2.3 11.30AM 0.2 0.0 11.20AM		5 Spur 9	177.2	TILLM 1.9 PLAI 1.1 DAIRY	LAND	1.1	5 P	bus wall spall too	206.0	BIO	2.0 EST ACRES 2.6 LA JUNCTION	2.6	ia derew	Consequent	

SPEC	AL IN	STRUC	31101	12	
RULE 93. Ya	rd limits are defi	ned by yard lim	it signs at the	following stations:	
Suisun-Fairfield	Santa Rosa	Merced	Stockton	Oakdale	
			Tadi	Valley Spring	
Sacramento	Pittsburg	Fresno	Galt	Kentucky House	
South Vallejo	Tracy	Fresno Redwood Jct. Newark	Los Banos	Ione Raymond	
Napa Jct. Napa	Modesto	. Niles	Kerman	·San Jose	
Calistoga	Turlock				
Oakland Vard	Between Oakla	nd Pier and ya	rd limit sign	east of South San	
hurst, San Pablo, in	limit sign east of cluding Richmore	f Elmhurst on E ad Transfer and	Imhurst-Santa Richmond Bel	t Railway and East	
Port Costa Yard west of Avon, Mart	: Extends from	Mile Post 28.2 w	est of Crocke	tt to Mile Post 37.2 o Benicia.	
Tracy: Eastwar	rd passenger trai aster or his repi	ns arriving Trac	v via Port Cos	ta line must obtain	
West of "C" Street Eastward passe	enger trains arriv	ving Tracy via N	iles line must	receive signal from	
Yardmaster or his Fresno: Betwee move with current	en Calwa Tower	and Clinton A	re, trains and	yard engines may	
contion to evoid de	laving nassenger	trains.		signated below will	
not pass Merced or Main Track—De	Kern Streets wi pot No. 1—Depo	thout signal from t No. 2—Depot.	No. 3—Depot	No. 4—Back Lead.	
RULE D-97 (A). Will apply of Oakland Pier	n double track band Elmhurst a	etween Oakla	nd Pier and Sacra- racy and Stockton	
Tower No. 4, and b	etween Martinez	and Mococo. CROSSINGS			
RULE 98. Napa Valley Railwa Napa Valley Railwa	7 1000 feet east	of Nana Junction	on Santa Ros	sa line, STOP.	
N. W. Pac. Railway N. W. Pac. Railway	2200 feet west	of Schellville, SI	OP.	1110,02021	
Napa Valley Railway	y, 3200 feet west	of Union, on Bu	toga line, ST	JP.	
Sacramento Norther Western Pacific Rai	n Railway, 4000 i	eet east of Hook	ston on Avon-	Radum line, STOP.	
A. T. & S. F. R. R. Central California T	at Oakdale, STO	OP.		and the second second	
Central California T	raction Co. at V	enstow, STOP.			
		ED OR GOVER	NED BY BL	OCK SIGNALS.	
DRAWBRIDGE	artinez-Benicia B	ridgeSuist	in Bav.	OK SIGNALS.	
Sa	cramento	Sacr	amento River.	Joseph and Address of	
Cv	onus		lelia Slough.		
Av	on	Paci	ieco Slough.	William William	
Dt	imbarton	San	Francisco Bay	And the second	
W	est of Newark	New	m Springs Cre	ek.	
Ве	tween Albrae and	Alviso	te Creek.		
Br	azos	Nap	a River.		
Sa	n Joaquin Bridge		Joaquin River	AND RESIDENCE	
	DRAWBRID	GE NOT INTER	LOCKED:		
		switch.—Steam			
DOUBLE TRACK	AND AT IUNG	CTIONS, WILL	BE AS FOLI	AT THE END OF LOWS:	
Elmhurst	(End of dou	ch for Niles line	stward track.		
Whiatle Signals		ara line, one sho			
Willstie Signali	For Tracy lin	ne, one long, one	short, one lon	g.	
	For Stonehur	st line, one shor	t, one long, on	e short.	
Niles	West end, fo	or Oakland-Tracy	line.		
Avon Napa Junction	San Ramon	Branch, for sidir	line for South	Vallejo line	ı
Suisun-Fairfield	Santa Rosa	line for siding.	ime, for South	i valicjo ime.	
Elmira	Rumsey line	for siding.			
Tracy	West end to	r Martinez line.			
	L'ant and for	otheon Subdiv	ision.	athrop Subdivision.	
Lathrop	East end of	east and west le	gs of wye on	Merced Subdivision	
	for west	leg of wve.			
	Outside wve	e east leg for La	throp Subdivi	ision; east and west reed Subdivision.	
Lodi	Woodbridge	line, for Lathro	p Subdivision.		1
	Valley Sprin	ng line, for siding	on Lathrop	lubdivision.	1
Galt	Ione line, fo	r siding, Lathron	Subdivision.		
Ingle	Riverdale li	ne, for siding on	Los Banos Su	bdivision.	1
Kerman	Biola line fo	r Kerman-Fresn	o main track.	MAL VIDIOM.	1
Merced	Oakdale line	e, for main track	Merced Subd	ivision.	1
Berenda	Raymond li	ne, for main trac	k Merced Sub	division.	1
Biola Junction	Los Banos	Subdivision, for 1	nam track Me	erced Subdivision.	١

Biola Junction.....Los Banos Subdivision, for main track Merced Subdivision.

Peters.....Milton line, for Stockton-Oakdale main track.

Martinez. The junction switch of the eastward tracks is located 614 feet east of Martinez passenger station, and normal line-up will be for Bridge line. Train-order operator will handle this switch for eastward trains via Tracy line.

The junction switch of the westward tracks is located 1580 feet east of Martinez passenger station, and the normal line-up will be for the Bridge line. This is an oil buffer spring switch.

Crossover located 300 feet east of Signal SA 346 near east end of the bridge will be

known as "Upper Crossover." Crossover located 2700 feet east of Mile Post 35 near foot of grade on eastward track will be known as "Lower Crossover."

Whistle Signals:-For the Bridge line, one short, two long.

For Tracy line, one long, one short, one long.

Mococo(End of double track)—For westward track. This is an oil buffer

spring switch.
RULE D-152. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant, but Rule 99 must

RULE 221. Light will not be displayed in train order signals on Rumsey, Napa, Santa Rosa, San Ramon, Oakdale and Lodi lines except when train orders are to be

Trains must obtain a clearance before leaving Newark, Stockton, Merced, Napa

Junction, Valley Spring and Niles.

RULE 509. When a block signal in advance of facing point oil buffer spring switch indicates stop, careful examination of switch must be made before passing over it.

ULE 516. Overlaps are located at:	
Port Chicago	Eastward trains.
Nichols (150 ft. east of west switch)	Eastward trains.
Wayne (Highway Crossing)	Eastward trains.
Hayward (1000 feet east of signal 187)	Westward trains.
Livermore (1275 feet east of signal 473)	Westward trains.
Livermore (850 feet west of signal 470)	Eastward trains.
Manteca (2300 feet west of east switch)	Eastward trains.
Floyd (1500 feet west of east switch)	

STAFF SYSTEM

RULES 726 TO 736 INCLUSIVE:

The main track between Third Street and Calistoga Avenue, Napa, for a distance of 7200 feet used jointly by Southern Pacific Company and San Francisco, Napa and

Calistoga Railway.
Switches at above location must be lined up for the San Francisco, Napa and

Calistoga Railway.
RULE 827. TRAIN AND AIR INSPECTION.

On freight trains, when conditions are favorable and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop except that a distance of seventy (70) miles must not be exceeded between inspections.

One retainer for each 150 Ms handled must be turned up on westward freight and mixed trains between Toyon and one-half mile east of Valley Spring, and between Norval and Helisma.

All retainers must be used between Mile Posts 195 and 190 on Raymond Branch

when Ms per operative brake exceed 100.

Rule 512 (A) will govern movement to main track.

When necessary retainers will be used between Altamont and Midway, Altamont and Ulmar, Creston and Cordelia, Creston and Napa Junction and speed must not exceed 25 miles per hour. Nothing less than ten retainers will be used and alternated on heavy loads at head end of train, and must not be used continuously on any car for more than five miles to prevent hot or cracked wheels.

AIR BRAKE RULE 16. Running air brake test must be made:

Oakland, 16th St.......Westward trains for Oakland Pier.
Also equipment being handled between Oakland Pier and West Oakland. On Lathrop Subdivision eastward passenger trains will make running test leaving Tracy, Lathrop and Stockton only and westward passenger trains leaving Akers, Stockton and Lathrop only.

On Martinez Subdivision will not be necessary to make running test for draw-

bridges at Cygnus and Avon.
AIR BRAKE RULE 17. Standing air brake test must be made at: Oakland Pier..... Equipment for West Oakland. West Oakland..... Equipment for Oakland Pier. Napa Junction......Trains via Cordelia.

Cordelia. Eastward trains that stop.

At Davis Air Brake Rules 16 and 17 will not apply to a passenger train from the Woodland line unless the brake pipe has been separated, engine or cars added or crew AUTOMATIC BLOCK SYSTEM changed.

When stopped by a block signal which governs movement over a drawbridge, train must be preceded by flagman over drawbridge.

Where switch indicators and dwarf signals are used, movements to main track

will be governed as follows:

If indicator is clear, switches may be lined. The first switch or derail lined, dwarf signal will indicate red. When second switch or derail is lined, dwarf signal will indicate green. When signal indicates block occupied, after proper line-up has been made,

Switch at east end east siding is an oil buffer spring switch, normally lined for

SPECIAL INSTRUCTIONS

Automatic three indication dwarf light signal 828 governs movement from east siding to eastward main track through spring switch.

Signal will indicate "Stop" if main track is occupied between signal 818, about opposite the water tank, and signal 832, first eastward signal east of spring switch. Yellow will be displayed when signal 832 displays stop indication.

When signal indicates stop, train must stop and, if movement to main track is to be made, must protect by flag on eastward main track between signal 822 and spring switch, not proceeding until it is known that there is no train between signal 822 and the spring switch, or if there be a train in that territory, that it is stopped to await the movement of train from siding. After ascertaining that movement is protected and signal still indicates stop, proceed as per Rule 509 (f), leaving fusee between siding and main track at or near stock corral.

Signal circuits are so arranged that when eastward train movement is being made on eastward siding, after reaching point 1500 feet from east switch, caution light indication will be displayed in Signal 818 governing movement on eastward main track.

Eastward trains on eastward main track finding caution light displayed in Signal 818 with proceed indication displayed in Signal 822, will proceed with caution until east switch of siding has been passed.

TRACY YARD

Signals are numbered as automatic signals and are under control of switchtender. When "Stop" is displayed, trains must stop and not proceed until "Proceed" is indicated or proceed signal is given by hand by switchtender.

Eastward movements are governed by dwarf light signals 710, 712 and 714.

Westward movements from Lathrop Sub-Division are governed by high light type signal 713 located 300 feet east of Puzzle Switch, the high light governing movements on main track and the low light governing movements to Hill or Local Yard, and dwarf light signal 715 located on right of Eastward track 300 feet East of Puzzle Switch governing movements to all routes.

Westward movements from Los Banos Sub-Division are governed by semaphore type signal 823, located 300 feet East of Puzzle Switch, top arm governing movements on main track and lower arm governing movements to Hill or Local Yard.

Westward freight trains stopped by Signal 717, located just East of highway crossing East of Tracy, will use telephone located on this signal and call switchtender at Puzzle Switch and be governed by his instructions.

INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard signal operator may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against the current of traffic signal operator must know that track to be used is clear of opposing engines and trains.

At all interlocking plants, when route lined is not to be used, following signal will be sounded by engineers: Two short, one long, two short.

OAKLAND PIER TOWER

Limits extend eastward to signal bridge 102 on tracks 1, 2, 3 and 4, and to signal bridge 105 on tracks 5, 6, 7, 8, 9 and 10.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving

within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier is a double arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering track occupied by cars. Responsibility for collision will rest with train entering.

SIXTEENTH STREET TOWER-Oakland

Limits extend from signal bridge 200 to signal bridge 201.

Yard engines must obtain permission from signal operator before doing work on

Whistle signal for movement to West Oakland yard, one short, two long.

Enginemen, trainmen and yardmen on electric line may accept hand signal from tower window to move against fixed signals.

SHELLMOUND TOWER

Limits on main tracks extend from signal bridge 205 to signal bridge 206. Whistle signal for westward trains approaching Shellmound tower on track No. 2. for West Oakland yard, one short, two long.

WEST OAKLAND TOWER-First and Cedar Streets, Oakland

Limits on First Street main tracks extend from signal bridge 111 to signal bridge

Cedar Street single track is controlled by West Oakland and 16th Street towers. Trains will use this track against opposing trains on receiving proceed signal.

MAGNOLIA TOWER-First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing, on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of

FRUITVALE TOWER—Fruitvale

Limits on main track extend from signal bridge 123 to signal bridge 127. RADUM TOWER-Junction of Niles-Tracy line and Radum-Avon line

Limits on main track extend from home signal at west Wye switch to home signal

at east Wye switch and on Radum-Avon line to home signal at Wye switch.

Normal position of the interlocking signals for the Niles-Tracy line and Western Pacific main track will be in proceed position in both directions.

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the limits of inoperative signal.

Signal operator on duty at Radum Tower 7:00 a. m. to 12:00 noon, and 1:00 p. m. to 4:00 p. m., daily except Sundays.

After these hours when necessary for train movement from Niles-Tracy line to Radum-Avon line, or vice versa, it will be necessary to call the signal operator who resides at Pleasanton to operate signals and switches for such movements and in case unable to locate signal operator at Pleasanton, call the signal maintainer who resides on opposite side of track from the tower.

NILES TOWER-Crossing of Western Pacific Ry.

Limits extend from the junction switch of the Oakland-Tracy line to the junction switch of the Centerville-Redwood Junction line and from the Niles-San Jose Junction switch to the junction switch of the San Jose-Centerville-Redwood Junction line.

Whistle Signals:-For San Jose, one short, two long.

For Centerville, one long, one short, one long. For Niles, one short, one long, one short.

For Tracy, one long, one short, one long, one short.
Engines leaving trains and running light into Niles yard for water, one short, one long, one short, one long.

NEWARK TOWER Limits extend from two light signal fifty feet east of the wye switch on the Centerville line to two light signal 1150 feet east of the wye switch on the Santa Clara line and to two light signal 650 feet west of the wye switch on Elmhurst line and dwarf signals on Redwood Junction line near Newark station.

Whistle Signals:-For Santa Clara, one short, two long.

For Santa Clara siding, one short, two long, one short.

For Redwood Junction, one long, one short, one long, one short. For Dumbarton siding, one long, one short, one long, two short. For Centerville, one long, one short, one long.

For Elmhurst, one short, one long, one short.

Limits of Martinez-Benicia Bridge interlocking plant extend as follows: BRIDGE ZONE

On westward track from westward home signal 800 feet east of draw span to eastward dwarf signal 550 feet west of draw span.

On eastward track from eastward home signal 550 feet west of draw span to westward dwarf signal 800 feet east of draw span.

EAST END ZONE

On eastward track from signal SA 346 near Upper Crossover to westward dwarf signal at east switch of Lower Crossover.

Telephones connecting with interlocking station are located at Upper Crossover

and at Lower Crossover.

Westward trains and engines intending to move from running track through lower crossover against the current of traffic on eastward main track to upper crossover must not throw either switch of lower crossover until signal operator on bridge has been communicated with and his permission given by display of clear indication in switch indicator located at east switch of crossover. Switches may then be thrown and the movement will be governed by indication of interlocking dwarf signal at east switch of crossover. This dwarf signal will remain dark until one of the crossover switches is thrown whereupon it will indicate "Stop." After second switch of crossover is thrown it will indicate "Proceed" providing signal operator has cleared it.

Trains and engines moving westward on eastward main track through upper

crossover will first call signal operator on phone unless switch indicator at east switch of crossover shows clear indication. If indicator shows clear indication switches may be thrown and movement will then be governed by automatic dwarf signal 345.

Limits of Martinez Station Interlocking Plant extend as follows: On westward tracks of Tracy line and Bridge line, from westward home signals 2400 feet east of passenger station to westward signal No. 343 at east switch of West Siding. The two signals, one directing the movement of the Tracy westward main track and the other directing movement of the bridge westward main track, will be operated by the operator in the Martinez train order office.

Telephones connecting with interlocking station are located at each end of interlocking limits. DAVIS TOWER

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower, on Woodland line to signal bridge 1200 feet north of

Whistle signal to and from Sacramento, for the Woodland line, one short, two long. Whistle signal for Western Division, eastward trains desiring to enter siding at Davis, one long, one short, one long.

MIKON TOWER—Crossing Sacramento Northern Railway Limits on double track extend 500 feet each side of crossing.

SAN JOAQUIN RIVER BRIDGE TOWER—San Joaquin River Bridge between Banta and Lathrop Limits on eastward track extend from home signal 450 feet west of west junction switch to dwarf signal 350 feet east of east junction switch; on westward track from home signal 450 feet east of east junction switch to dwarf signal 350 feet west of west junction switch.

Both junction switches are oil buffer spring switches.

FRENCH CAMP TOWER—Tidewater Southern R. R. Crossing 1.6 miles east of French Camp
Limits on eastward track extend from home signal 750 feet west of crossing to dwarf signal 600 feet east of crossing; on westward track from home signal 600 feet east of crossing to dwarf signal 350 feet west of crossing.

Stock Yard track has a hand operated derail on which is an electric lock controlled by signal operator. Trains entering this track must restore switch and derail and lock same. Before leaving this track permission must be obtained from the signal operator and will be given in accordance with Rule 628 and may be called for by the use of whistle signal, three long, one short. Whistle signal for movements through crossover will be, one long, one short, one long.

Engineers will sound whistle signal 14 (m) when they wish to enter or pass through

STOCKTON TOWER No. 2-A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton

Limits on double track extend from signal bridge 800 feet west of crossing to the light signal 475 feet east of crossing on westward track and to the dwarf signal 350 feet east of crossing on eastward track.

Engineers will sound whistle signals as follows when they wish switches lined for:

Westward main track, two short, two long.

Eastward main track, one long, one short, one long.

Middle track, one short, two long. Siding, two long, two short.

short, one long.

Gauns track, one short, one long, one short.

Houser-Haines track, two short, one long, one short.

One short sound of tower siren (o) will be signal for all train movements to stop. Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

STOCKTON TOWER No. 3.—Western Pacific R. R. Crossing Weber Avenue and Union Street, Stockton

Limits on main track extend from home signal 500 feet east of crossing to home signal 150 feet west of crossing.

STOCKTON TOWER No. 4.—Western Pacific R. R. Crossing .4 mile west of El Pinal

Limits on eastward track extend from two light signal 660 feet west of crossing to single light signal 900 feet east of crossing. Westward track from two light signal 900 feet east of crossing to dwarf signal 200 feet west of crossing.

Switches and derails on tracks of Gulf Red Cedar Products Company and Gilmore

Oil Company are hand operated with electric lock controlled by signal operator. When engineers wish to use crossover they will sound whistle signal, one long, one

MODESTO TOWER—Tidewater Southern Rallway Crossing 1.6 miles east of Modesto

Limits extend from home signal 500 feet east of crossing to home signal 500 feet west of crossing.

Signal operator on duty 9:00 a. m. to 6:00 p. m., daily except Sunday. No signal operator on duty on Sunday and between 6:00 p. m. and 9:00 a. m. on other days. Signals will be left in "proceed" position when signal operator is off duty.

LATHROP TOWER—Western Pacific R. R. Crossing .9 mile east of Lathrop on Merced Subdivision

Limits extend from home signal 600 feet east of crossing to home signal 450 feet west of crossing.

Engineers of eastward trains will sound whistle signal, one long, one short, when they wish to enter or pass through this plant.

LYOTH TOWER-Western Pacific R. R. Crossing, Lyoth

Limits on main track extend from home signal 650 feet east of crossing to home signal 700 feet west of crossing.

Engineers will sound whistle signal, one short, one long, one short, when wish to enter or leave siding.

MERCED TOWER No. 1.—A. T. & S. F. R. R. Crossing 1.8 miles west of Merced on Oakdale Line Limits extend from home signal 550 feet east of crossing to home signal 550 feet

No signal operator on duty from 10:00 p. m. to 6:00 a. m.

KISMET TOWER-A. T. & S. F. R. Crossing Raymond Line 3.3 miles east of Berenda

Limits extend from home signal 400 feet east of crossing to home signal 400 feet west of crossing. POLK

Switch and eastward signals at Polk are operated from Elvas Tower and their use is governed by Sacramento Division interlocking rules.

BIOLA JUNCTION

Switches, derails and signals at Biola Junction are operated by remote control and their use is governed by San Joaquin Division rules.

MISCELLANEOUS

- 1. Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance shall both yardmen ride on the same platform.
- 2. Headlights of engines standing at the end of wharf at Oakland Pier must be concealed when steamers are entering slip. Headlights of eastward trains must be concealed while standing at Oakland Pier and must be dimmed until Oakland Pier tower has been passed.
- 3. A yard engine must be protected before crossing Western Pacific Ry. on Stone-hurst line and at Third and Fallon Streets, and San Francisco & Oakland Terminal-Ry. at Ward Street on Shattuck Avenue line and Parker Street on Ninth Street line.
- 4. More than one train should not occupy tracks between Franklin and Washington Streets, Oakland, at the same time. If necessary for two trains to occupy this territory, one train only should be moving. Passenger trains to have preference.
 - 5. Electric trains have preference over main line trains at Fruitvale.
- 6. The working track between Port Costa and Mile Post 28.2 west of Crockett may be used by westward freight trains, displaying markers as per Rule 19, same as though moving against current of traffic.

- 7. Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield line and go around via the Calistoga line.
- 8. Between the hours of 9:00 p. m. and 6:00 a. m. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.
- Trains must not pass the switchtender's cabin at east end of Sacramento River bridge. Sixth, Seventh and Fifteenth Streets, Sacramento, without receiving signal to proceed.

LATHROP sidings are designated as follows:

Westward siding is the siding leading from the westward main track 1500 feet east of corral and re-entering main track just east of water tank.

Eastward siding is the siding leaving eastward main track about opposite corral and re-entering eastward main track at extreme east end of Lathrop yard, and speed

must not exceed 20 M. P. H. through this siding.

Fresno siding is the siding leaving eastward main track at extreme west end of
Lathrop yard and entering Merced Subdivision main track at automatic signal 932.

- 11. Straight leg of wye at Lathrop must be left clear of cars, except upon instructions from Chief Train Dispatcher.
- 12. Westward freight trains taking water at Merced between 7:00 a. m. and 6:00 p. m. will stop east of east crossing.
- 13. Switching must not be performed over Main and Olive Street crossings, Turlock, between hours of 12 noon and 1:00 p. m. All switching between these hours must be performed from west end of melon and house tracks.
- 14. By ordinance of the Town of Newman, it is a misdemeanor to switch the house track between Merced and Fresno Streets from five minutes before arrival to five minutes after departure of passenger trains.
- 15. Engines will be turned on Santa Fe wye at Oakdale. In doing so, engines will operate over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy can be secured from SP Agent), and will secure clearance from Sierra Railway operator before leaving Oakdale, during such time as operator on duty; also be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

"All trains will approach yard limits of stations shown with trains underfull control, expecting to find main track obstructed. This does not give switching engines right over any train.'

Every precaution for safety must be observed, flagging if conditions require.

- 16. Engines of Sierra Railway Co. will take water from Southern Pacific supply at Oakdale, necessitating use of main track by Sierra engines for this purpose. All trains and engines must move with caution between "F" and "G" Streets, Oakdale, expecting to find main track occupied.
- 17. Oil cars of greater capacity than 6500 gallons must not be moved between Peters and Milton.

MAIN TRACKS

Main tracks between Oakland Pier and Bay Street (Oakland), numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, and used as follows:

No. 1-Westward Trains, via Oakland (Sixteenth Street).

2—Eastward Trains, via Oakland (Sixteenth Street).
3—Westward Electric Trains, via Oakland (Sixteenth Street).

4-Eastward Electric Trains, via Oakland (Sixteenth Street).

5-Westward Electric Trains, via Seventh Street.

6-Eastward Electric Trains, via Seventh Street.

7-Westward Trains, via Oakland (First Street).

8-Eastward Trains, via Oakland (First Street). 9-Westward running track from passenger yard (First Street).

10-Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

No. 1-Westward Freight Trains.

No. 4-Eastward Passenger Trains. 5-Westward Electric Trains.

2—Eastward Freight Trains. 3-Westward Passenger Trains.

6-Eastward Electric Trains.

Tracks between East Oakland and Sather will be designated as 1, 2, 3 and 4 and used as follows:

No. 1-Westward Electric Trains. 2-Eastward Electric Trains.

No. 3-Westward Steam Trains. 4-Eastward Steam Trains.

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN SACRAMENTO AND SUISUN-FAIRFIELD, KRIEGER AND BERKELEY-UNIVERSITY AVENUE, TRACY AND EAST SWITCH PORT CHICAGO, CASTLE AND MILE POST 132, AND LATHROP AND BIOLA JCT. THE MAXIMUM SPEED MUST NOT EXCEED 50 MILES PER HOUR. BETWEEN TRACY AND CASTLE, AND TRACY AND FRESNO THE MAXIMUM SPEED MUST NOT EXCEED 55 MILES PER HOUR. WHEN WATER CAPACITY OF ENGINE TENDER IS LESS THAN NINE THOUSAND GALLONS THE MAXIMUM SPEED OF 50 MILES PER HOUR MUST NOT BE EXCEEDED.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR, EXCEPT THAT BETWEEN SACRAMENTO AND SUISUN-FAIRFIELD, KRIEGER AND BERKELEY-UNIVERSITY AVE., TRACY AND EAST SWITCH PORT CHICAGO, CASTLE AND MILE POST 132, BETWEEN LATHROP AND BIOLA JCT. AND BETWEEN TRACY AND FRESNO THE MAXIMUM SPEED MUST NOT EXCEED 40 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG. AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES OF LESS THAN 5 DEGREES.

NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEGREES. MAXIMUM ALLOWABLE SPEED OF 2-10-2 ENGINES IN PASSENGER SERVICE WILL BE AS FOLLOWS:

(a) Tangent track-45 miles per hour.

Type F1 (Nos. 3600 to 3652 Incl.). Restricted to same speeds on curves as applicable to other passenger power.

Type F3-F4-F5 (Nos. 3653 upward). Restricted to 25 miles per hour on curvee of 7 to 10 degrees, inclusive, and on curves of less than 7 degrees subject to same restrictions applicable to engines of lighter type.

MAXIMUM ALLOWABLE SPEED OF CONSOLIDATED AND MIKADO ENGINES (57 INCH DRIVERS) IN PASSENGER SERVICE WILL BE 45 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN IN THE FOLLOWING TABLE:

Page	BETWEEN	Passen- ger	Freight	Engine Backing
2, 3	Within limits Shellmound Tower	40	25	15
2.3	No. 9 passing Richmond. San Pablo and Oakland, 16th St., on Track No. 1	12	15	
2, 3 2, 3 2, 3 2, 3 2, 3 2, 3 4, 5	Krieger and Port Costa on curves	40	30	20
2, 3	Port Costa and Mile Post 28.2 on working track	30	20 15	20
2, 3	Port Costa and Martinez	45	30	20
4, 5	Eastward track Martinez to west end of 4 deg.	45	35	20
4, 5	Krieger and Port Costa on curves. Passing Port Costa Station. Port Costa and Mile Post 28.2 on working track. Port Costa and Martinez. Eastward track Martinez to west end of 4 deg. curve at west end of bridge Eastward track Through 4 deg. curve at west end of bridge and continuing across lift snap.	25		
4, 5	Factward track From east and of lift enan to and		35	20
4, 5	through 3 deg. 34' curve just east of the east end of bridge Westward track Benicia Junction to east end of	45	35	20
4, 5	Westward track From east end of steel viaduct to lift span . Westward track Across lift span and continuing to	50 45	35 35	20
4, 5	and through 4 deg. curve at west			
4, 5	west end of bridge	35	35	20
4. 5	Suisun-Fairfield Yard	45 40	35 30	20 20
4, 5	Davis Yard	30	30	20
4, 5	Davis Yard Trestle 81-A, Webster and Mikon. Sacramento Northern Ry. Crossing.	50	95	15
4, 5 4, 5 4, 5 4, 5 4, 5 6, 7	Sacramento drawbridge	40 20	25 20	20
6, 7	End of Double Track Mococo to Martinez West-			
6. 7	San Joaquin River drawbridge	30 10	20 10	15 10
6, 7, 12	Sacramento drawbridge. End of Double Track Mococo to Martinez Westward Track. San Joaquin River drawbridge. Tracy, over double slip switch at Junction of Lathrop and Los Banos Subdivisions. From the read crossing cast of junction switch on	10	10	10
6, 7, 12	From the road crossing east of junction switch on Los Banos Subdivision, and end of double track on Lathrop Subdivision; to the road crossings			
	on Lathrop Subdivision; to the road crossings		1 3 4 1 1	
8.0	west of station on Niles line, and on Martinez line	10 10	10 10	10 10
8, 9		35	25	15
8, 9	Between curve warning signs	30	25	10 15
8, 9	Mile Post 53.5 and Mile Post 55.5.	30 40	25 25 25 25 25	15
8, 9	Mile Post 55.5 and Mile Post 58.5.	30	25	15 15
8,9	On 8 deg curve west end Cayley Siding	35 30	25	15
8, 9 8, 9 8, 9 8, 9 8, 9 8, 9 8, 9 10, 11	Between curve warning signs. Mile Post 52 and Mile Post 53.5. Mile Post 53.5 and Mile Post 55.5. Mile Post 55.5 and Mile Post 58.5. Mile Post 55.5 and Mile Post 61, Except. On 8 deg. curve west end Cayley Siding. Mile Post 61 and Midway. West Leg of Wye leading to Fresno main track Lathron.	40	25	15
	West Leg of Wye leading to Fresno main track	30	20	20
10, 11 10, 11 10, 11	Lathrop. East Leg outer Wye Lathrop. Biola Jct. to Clinton Ave., Fresno. F. T. Co. Crossing, Olive Ave., Fresno. Clinton Ave. to North City limits. Sugar Pine and Winery Spurs at Madera. Over Highway Crossing and Street Crossing Just west of station at Livingston.	15	15	15
10, 11	F T Co Crossing Olive Ave Fresno	50 20	35 20	25 20
10, 11	Clinton Ave. to North City limits	20	20	20
10, 11 10, 11 10, 11	Sugar Pine and Winery Spurs at Madera		10	10
	west of station at Livingston	30	30	25
10, 11	Spreckels Sugar Spur Manteca		10	25 10
10, 11 10, 11 10, 11 12 13 13 13 13 13 13 13 13	west of station at Livingston. Spreckels Sugar Spur Manteca. Over Highway Crossing east of station Manteca. Over W. P. R. R. Crossing Lathrop Tower.	30 30	30 30	25 20
12	Eastward trains through S. D. S. switch at Akers	25	10 25	10 25
13	Galt and Ione, except as follows:	35	30	15
13	Galt and Ione, except as follows: Mile Post 125.5 to Mile Post 125.7. Mile Post 126.5 to Mile Post 126.7.	25 25	25 25 20 25 25 25 10	15 15
13		20	20	15
13	Mile Post 131.1 to Mile Post 131.3	25	25	15 15 15
13	Lodi and Woodbridge	25 10	25	10
13	Lodi and Mile Post 121.4. Mile Post 121.4 to Mile Post 121.6. Mile Post 121.6 to Mile Post 127.7.	30	25	15
13	Mile Post 121.4 to Mile Post 121.6	15 20	15 20	15
13	Mile Post 127.7 to Mile Post 128.1	15	15	15
13	Mile Post 128.1 to Mile Post 132.3	20	20	15
13 13	Mile Post 132.3 to Mile Post 132.6	12 20	12 20	12 15
13	Mile Post 135.4 to Mile Post 136.1	12	12	12
13 13 13 13 13	Mile Post 135.4 to Mile Post 136.1 Mile Post 136.1 to Mile Post 137.4 Mile Post 137.4 to Mile Post 139.7 Mile Post 139.7 to Kentucky House	20 12	20 12	15 12
13	Mile Post 139.7 to Kentucky House	20	20	15
14	Newark and Redwood Junction, except	30	20	15
14	Newark Slough and Dumbarton drawbridges Dumbarton Salt Spur	15 8	15	10
14	Ravenswood Spur Niles and San Jose via Milpitas. Niles and San Jose via Milpitas F4and 5and AC engs.	8	8	8
14 14	Niles and San Jose via Milpitas F4 and 5 and A Conge	20	25 20	20 20
14	San Jose Yard	20	20	20
14, 15 15	San Jose Yard	15 15	15 15	15 10
15	Distillery Spur, Agnews.		6	6
16 16	Distillery Spur, Agnews. South Vallejo and Napa Jct. Napa Junction and Napa	40	30 25	15 15
		20	200	
			-	

16 16 16 16 16 16 17 17	Napa and Calistoga Napa Junction and Cordelia Cordelia Winery Spur Cordelia and Suisun-Fairfield	40 40	25	15
16 16 16 16 17	Napa Junction and Cordelia			
16 16 16 17	Cordelia Winery Spur		25	15
16 16 17		10	10	10
16 17	Cordelia and Suisun-Fairfield		25	15
17	Napa Junction and Santa Rosa, except:	40	25	15
17	Napa River drawbridge	15	15	10
17	Elmira and Violet	40	25	15
	Violet and Rumsey	30	25	15
17	Buchli and Union	30	20	15
17	Ramal and Wingo	10	10	10
17	Avon and Concord	30	18	15
17	Concord and Alamo	30	25	15
17	Alamo and San Ramon	30	18	15
17	San Ramon and Radum	30	25	15
17	Over Bridges 44-E near Hookston, 49-C West of	4 4 4 4		1 20 2
	Rady and 57-A East of Osage	10	10	10
18	Stockton and Merced via Oakdale	45	30	15
18	Peters and Milton	20	20	15
18	Peters and Milton cars in excess of 110,000 pounds	-	200	
	net weight		12	
18	net weight	10	10	10
18	Berenda and Daulton	30	25	15
	Daulton and Raymond	20	20	15
	MPs 195 and 190 descending grades		15	15
	Knowles and Knowles Jct	15	15	15
	Biola Jct. and Kerman	40	35	25
	Chowchilla and Dairyland	15	15	15
	Through interlocking limits, with caution			
	When shoving or backing passenger equipment	15		
	Through Crossovers, Turnouts and Sidings, except			
	Sidings in S. D. S	10	10	10
Jan. 1	Trains with engine backing up, Main Line			25

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	STATION	Passenger	Freight	Engine Backing
2, 3	Oakland, over, along or upon any of the public	00	00	
2, 3	streets or highways	22 10	22 10	20 10
6, 7	Martinez	40	30	20
4, 5	Dixon	30	30	20
4, 5 4, 5 6, 7 6, 7	Washington	20 25	20 25	20 20
13, 18	Stockton	8	8	8
8, 9	Oakland over, along or upon any of the public streets or highways, except	22	22	20
8, 9	Between Market and Oak Streets	15	15	15
8, 9	Oakland, 23rd Avenue	20	20	20
8. 9	Oakland, 29th Avenue	15	15	15
8, 9 8, 9 8, 9 8, 9 8, 9	Livermore	10	10	10
200	River Bridge	20	20	20
10, 11 }	Modesto, Turlock, Merced and Fresno	15	15	15
0, 11, 12	Fresno, along or across street crossings	8	8	8
13	Lodi	15	15	15
15	Alviso	35	25	15
16	Napa	8 12	8	12
16	St. Helena	5	5	5
16	Santa Rosa	10	10	10
17 18	Oakdale	20	20	20

OIL BUFFER SPRING SWITCHES

Switches are located as follows and speed indicated must not be exceeded when

Switches are located as follows and passing over such switches:

San Joaquin Bridge:
West End. Trailing eastward, 30 M.P.H.
Facing westward, 30 M.P.H.
Facing eastward, 20 M.P.H.
Lathrop.... Trailing eastward
From siding 20 M.P.H. Shinn Jct... Trailing eastward, 50 M.P.H.
Facing westward, 8 M.P.H.
Napa Jct... Trailing eastward, 30 M.P.H.
Facing westward, 30 M.P.H.
Facing westward, 30 M.P.H.
Facing westward, 30 M.P.H.
Martinez... Trailing westward, 30 M.P.H. from siding 20 M.P.H. Facing westward, 30 M.P.H

LIGHT ENGINES	Running Forward	Running Backward
Switch Engine, 6-wheel connected	20	20
Mallet Consolidated	25	25
Passenger Engines (see Exception below)	45	20
Other Engines on Main Track	35	20
Other Engines on Oakdale Line	30	20
Other Engines on Other Lines		12
Engines with main rod removed		0 miles per hour
Engines with side rods removed		0 miles per hour
Engines with side rods removed Engines with both main and side rods removed		0 miles per hour

Where, because of curvature or other physical conditions, speed is restricted, passenger engines running light in forward motion will not exceed maximum speed allowed freight and mixed trains within such limits.

Where speed restriction on curves is above 30 miles per hour, engines with tenders of 7000 gals. or less capacity, except 70-R-1 and 70-SC-1, will be restricted to 30 miles per hour.

Motor cars running backward must not exceed 10 miles per hour through yards and over highway crossings.

Relief outfit must not exceed 30 miles per hour main line or 20 miles per hour on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 miles per hour on straight track and 15 miles per hour around curves, and on branch lines must not exceed 15 miles per hour. Locomotive cranes must be handled in trains with heavy end forward. (Rule 833.)

Engines must not work over clay unloading trestles on Brickyard spur at Crayold. Engines must not exceed speed of 4 miles per hour over crossing at West Oakland roundhouse receiving track near oil column.

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6 8 10	10.00	24 25 26 27	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12 15	5.00	27	2.13	40	1.30	51 52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
16 17	3.31	28 29 30	2.00	42 43	1.23	55	1.05
18 19	3.20	31 32 33	1.56	44	1.21	54 55 56 57 58	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	46 47	1.16	59	1.01
21 22 23	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40			1000	

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing

Mile Post	EAST OF	DESCRIPTION
		OAKLAND PIER—TRACY VIA MARTINEZ
	Oakland Pier	(Posts supporting shed
	and the same of th	Freight Slip
5.5	Oakland, 16th St	Structures of Pacific Coast Canning Co
6.6	Emeryville	Freight Slip. Si Structures of Pacific Coast Canning Co. Si Structures on track No. 6 between signal bridges 204 and 205. Si
6.6	Emeryville	Transmission Pole 1770 near switch leading to Judson Iron Works
6.6	Emeryville	Machine shops Judson Iron Works Overhead and Si
6.6	Emeryville Stock Yards	Umphred WarehouseSi
7.5	Stock Yards	Corral platformSi
13.1	Stege	Ruildings and of track No. 2
4.5	Richmond	A. T. & S. F. Crossing Overhead and Si
16.5	San Pablo	A. T. & S. F. Crossing. Overhead and Signature of the Control of t
16.6	San Pablo	Eastward and Westward Water Columns
19.3	Giant	Wagon bridgeOverhead and Sie
26.5	Oleum	Loading racks, Union Oil CoSi
6.7	Oleum	Corral platform Si Fertilizer spur Si Buildings end of track No. 2 Si A. T. & S. F. Crossing Overhead and Si A. T. & S. F. Crossing Overhead and Si Eastward and Westward Water Columns Si Wagon bridge Overhead and Si Loading racks, Union Oil Co. Si Tunnel No. 1 Overhead and Si Tunnel No. 2 Overhead and Si Surgar Co. warsebouse Overhead and Si
7.7	Tormey	Sugar Co. warehouse
9.0	Crockett	Cal. Haw. S. R. Co
0.1	Eckley	Oal Haw S. R. Co
0.5		Platforms of brick company. Si Buildings; Bankers, California and Grangers Warehouse. Si
1.8	Nevada Dock	Platforms of brick company
1.8	Nevada Dock	Long and short cable, empty and house track No. 1Sic
1.8	Martines	Warehouse, Anderson Co.—Cars to be left outsideOverhead and Sie
3.2	Nichols	Wagon bridgeOverher
3.2	Nichols	A. T. & S. F. crossingOverhead and Sic
3.2	Nichols	Buildings; Bankers, California and Grangers Warehouse. Six Platforms of brick company. Six Long and short cable, empty and house track No. 1. Six Warehouse, Anderson Co.—Cars to be left outside. Overhead and Six Wagon bridge. Overhead and Six General Chemical Co., ore house on spur. Six Tracks Nos. 1 and 7. Overhead and Six Tracks Nos. 1 and 7. Overhead and Six
6.5	Shell Point	MARTINEZ—SACRAMENTO
2 2 2		MARTINEZ-SACRAMENTO
8.0	Benicia Junction	Water tank spoutSic
9.4	Elmira	Warehouse. Sic Sacramento River bridge. Sic
0.0	washington	
	Alemada I	OAKLAND PIER—TRACY VIA NILES
	Alameda Oakland Pier	Park Street Grossing, wires.
40	West Ookland	Buildings and platform at Creosote Works Overhead and Sig
	West Oakland	Buildings and platform at Creosote WorksOverhead and Signature Platforms and tracks. Kirkham St., freight vardsSignature Signature Platforms and tracks.
4.9	West Oakland	Buildings and platform at Creosote Works
4.9 7.0 7.2	West Oakland Oakland, 1st St Oakland, 1st St	Buildings and platform at Creosote Works Overhead and Si- Freight platforms and tracks, Kirkham St., freight yards Si- Warehouse track, Howard Co Si- Building Sunset Lumber Co Overhead and Si-
4.9 7.0 7.2 9.0	West Oakland Oakland, 1st St Oakland, 1st St 23rd Avenue	Park Street crossing, wires Overher Posts supporting shed. Si Buildings and platform at Creosote Works. Overhead and Si Freight platforms and tracks, Kirkham St., freight yards Si Warehouse track, Howard Co. Si Building Sunset Lumber Co. Overhead and Sic Pacific Wire and Steel Co., spur Si
4.9 4.9 7.0 7.2 9.0 9.0	West Oakland West Oakland Oakland, 1st St Oakland, 1st St 23rd Avenue	Buildings and platform at Creosote Works. Overhead and Sic Freight platforms and tracks, Kirkham St., freight yards Sic Warehouse track, Howard Co. Sic Building Sunset Lumber Co. Overhead and Sic Pacific Wire and Steel Co., spur Sic California Cotton Mills. Overhead and Sic California Cotton Mills.
4.9 7.0 7.2 9.0 9.0	West Oakland. West Oakland. Oakland, 1st St Oakland, 1st St 23rd Avenue. 23rd Avenue.	Buildings and platform at Creosote Works. Overhead and Sic Freight platforms and tracks, Kirkham St., freight yards Sic Warehouse track, Howard Co. Sic Building Sunset Lumber Co. Overhead and Sic Pacific Wire and Steel Co., spur Sic California Cotton Mills. Overhead and Sic California Pottery Co., spur and buildings. Sic Steel Little Control of the Control of the California Pottery Co., spur and buildings.
4.9 7.0 7.2 9.0 9.0 9.0	West Oakland West Oakland Oakland, 1st St Oakland, 1st St 23rd Avenue 23rd Avenue 23rd Avenue Fruitvale	Buildings and platform at Creosote Works Overhead and Sic Freight platforms and tracks, Kirkham St., freight yards Sic Warehouse track, Howard Co
4.9 7.0 7.2 9.0 9.0 9.0 9.7 0.3	West Oakland. West Oakland. Oakland, 1st St Oakland, 1st St 23rd Avenue. 23rd Avenue. 23rd Avenue. Fruitvale. Sather.	Warenouse track, Howard Co
4.9 7.0 7.2 9.0 9.0 9.0 9.7 0.3	West Oakland. West Oakland. Oakland, 1st St Oakland, 1st St 23rd Avenue. 23rd Avenue. 23rd Avenue. Fruitvale. Sather. Hayward. Niles	Warehouse track, Howard Co Overhead and Signaliding Sunset Lumber Co Overhead and Signaliding Sunset Lumber Co Signaliding Sunset Lumber Co Signaliding Sunset Lumber Co Signaliding California Cotton Mills Overhead and Signaliding Sunset Sunset College Conference Company spur Sunset Signaliding Sunset Su
4.9 7.0 7.2 9.0 9.0 9.7 0.3 0.1	West Oakland. West Oakland. Oakland, 1st St Oakland, 1st St 23rd Avenue. 23rd Avenue. 23rd Avenue. Fruitvale. Sather. Hayward. Niles	Warehouse track, Howard Co
4.9 7.0 7.2 9.0 9.0 9.0 9.7 0.3 0.1 9.2 2.4	West Oakland. West Oakland. Oakland, 1st St Oakland, 1st St 23rd Avenue. 23rd Avenue. 23rd Avenue. Fruitvale. Sather. Hayward. Niles	Warehouse track, Howard Co Overhead and Signaliding Sunset Lumber Co Overhead and Signaliding Sunset Lumber Co Signaliding Sunset Lumber Co Signaliding Sunset Lumber Co Signaliding California Cotton Mills Overhead and Signaliding Sunset Sunset College Cover estuary. Signaliding Sunset College Company spur Overhead and Signaliding Sunset Su
4.9 7.0 7.2 9.0 9.0 9.0 9.7 0.3 0.1 9.2 2.4	West Oakland. West Oakland. Oakland, 1st St Oakland, 1st St 23rd Avenue. 23rd Avenue. 23rd Avenue. Fruitvale. Sather. Hayward. Niles	Warehouse track, Howard Co Overhead and Sic Pacific Wire and Steel Co. spur Sic California Cotton Mills Overhead and Sic California Cotton Mills Sic California Pottery Co., spur and buildings Sic Steel bridge over estuary Wires Overhead and Sic Chlorox Chemical Company spur Overhead and Sic Hunt Bros., canneries Sic New bunkers of Niles Sand and Gravel Co Sic Platform and shed, Remillard Brick Co Sic Clivermore Brick Co., shed and loading platform over light line track Overhead and Sic high line track Overhead and Sic high line track
4.9 7.0 7.2 9.0 9.0 9.7 0.3 0.1 9.2 2.4 6.9	West Oakland. West Oakland. Oakland, 1st St Oakland, 1st St 23rd Avenue. 23rd Avenue. 23rd Avenue. Fruitvale. Sather. Hayward. Niles. Remillard. Livermore.	Warehouse track, Howard Co Overhead and Sie Pacific Wire and Steel Co., spur. Sic California Cotton Mills. Overhead and Sie California Pottery Co., spur and buildings. Sie Steel bridge over estuary. Wires Overhead and Sie Chlorox Chemical Company spur Overhead and Sie Hunt Bros., canneries. Sie New bunkers of Niles Sand and Gravel Co. Sie Platform and shed, Remillard Brick Co. Sie Livermore Brick Co., shed and loading platform over high line track. ELMHURST—SANTA CLARA
4.9 7.0 7.2 9.0 9.0 9.7 0.3 0.1 9.2 2.4 6.9	West Oakland. West Oakland. Oakland, 1st St Oakland, 1st St 23rd Avenue. 23rd Avenue. 23rd Avenue. Fruitvale. Sather. Hayward. Niles. Remillard. Livermore.	Warehouse track, Howard Co Overhead and Sie Pacific Wire and Steel Co. spur. Sic California Cotton Mills. Overhead and Sie California Cotton Mills. Sic California Pottery Co., spur and buildings. Sie Steel bridge over estuary. Wires Overhead and Sic Chlorox Chemical Company spur Overhead and Sic Hunt Bros., canneries. Sie New bunkers of Niles Sand and Gravel Co. Sie Platform and shed, Remillard Brick Co. Sie Clivermore Brick Co., shed and loading platform over high line track. Overhead and Sie ELMHURST—SANTA CLARA Track leading into distillery. Overhead and Sie
4.9 7.0 7.2 9.0 9.0 9.0 9.7 0.3 0.1 9.2 2.4 6.9	West Oakland. West Oakland. Oakland, 1st St Oakland, 1st St 23rd Avenue. 23rd Avenue. 23rd Avenue. Fruivale. Sather. Hayward. Niles. Remillard. Livermore.	Warehouse track, Howard Co Overhead and Sic Pacific Wire and Steel Co., spur. Sic California Cotton Mills. Overhead and Sic California Pottery Co., spur and buildings. Sic Steel bridge over estuary. Wires Overhead and Sic Chlorox Chemical Company spur. Overhead and Sic Hunt Bros., canneries. Sic New bunkers of Niles Sand and Gravel Co. Sic Platform and shed, Remillard Brick Co. Sic Livermore Brick Co., shed and loading platform over high line track. ELMHURST—SANTA CLARA Track leading into distillery. Overhead and Sic AVON—RADIUM
4.9 7.0 7.2 9.0 9.0 9.7 0.3 0.1 9.2 2.4 6.9	West Oakland. West Oakland. Oakland, 1st St Oakland, 1st St 23rd Avenue. 23rd Avenue. 23rd Avenue. Fruivale. Sather. Hayward. Niles. Remillard. Livermore.	Warehouse track, Howard Co Overhead and Sis Pacific Wire and Steel Co., spur. Sic California Cotton Mills. Overhead and Sis California Pottery Co., spur and buildings. Sic Steel bridge over estuary. Wires Overhead and Sic Chlorox Chemical Company spur. Overhead and Sic Hunt Bros., canneries. Sin New bunkers of Niles Sand and Gravel Co. Sic Platform and shed, Remillard Brick Co. Sic Livermore Brick Co., shed and loading platform over high line track. ELMHURST—SANTA CLARA Track leading into distillery. Overhead and Sic AVON—RADIUM
4.9 7.0 7.2 9.0 9.0 9.0 9.7 0.3 0.1 9.2 2.4 6.9	West Oakland. West Oakland. Oakland, 1st St Oakland, 1st St 23rd Avenue. 23rd Avenue. 23rd Avenue. Fruivale. Sather. Hayward. Niles. Remillard. Livermore.	Warehouse track, Howard Co Overhead and Sic Pacific Wire and Steel Co. spur. Sic California Cotton Mills. Overhead and Sic California Cotton Mills. Sic California Pottery Co., spur and buildings. Sic Steel bridge over estuary. Wires Overhead and Sic Chlorox Chemical Company spur Overhead and Sic Hunt Bros., canneries. Sic New bunkers of Niles Sand and Gravel Co. Sic Platform and shed, Remillard Brick Co. Sic Clivermore Brick Co., shed and loading platform over high line track. Overhead and Sic ELMHURST—SANTA CLARA Track leading into distillery. Overhead and Sic

Mile Post	EAST OF	DESCRIPTION									
40 2	SUISUN-FAIR	FIELD AND SOUTH VALLEJO—SANTA ROSA—CALISTOGA									
37.3	Napa Jct	Sheds over platforms on the two northerly spurs of Overhead and Sid									
46.2	Thomasson	Portland Cement Co. Portland Cement Co. Portland Cement Co. E. B. & A. L. Stone Co., rock crushing plant center track Overhead and Sid (spur) Sid Vertex tank spout. Sid Water tank spout. Sid Water tank spout. Sid S									
62.1	Thomann	Fence, Sutter Home Winery									
53.7	El Verano	Water tank spout									
74.0	Santa Rosa	Water tank spout.									
74.0	Santa Rosa										
45.5	Napa	Water tank spoutSid									
54.0	Yountville	Water tank spoutSid									
67.5	Bale	Water tank spoutSic									
71.7	Calistoga	Water tank spout									
		ELMIRA—RUMSEY									
76.0 [Winters	Fruit shedOverhead and Sid									
76 0	Winters	Water tank spoutSid									
110 5	Rumsey	Water tank spoutSid									

TRACY-BRIGHTON, TRACY-FRESNO, LATHROP-FRESNO AND BRANCHES. MAIN TRACKS

Post	Top of Rail	Side Clearance			
S2.0	19 ft. 9 in. 21 ft. 10 in. 20 ft. 6 in. 22 feet	6ft. 667466447774466677774466677774466677774466677774466677774466677664466777744666776644667766446677664466776644667766446677664466776644667766446677664466776644667766446677664466776644667766446677664466776644667667		in.	

Following structures, Stockton, will not clear man on side of car: Girvin Warehouse, located at westerly end of Hazelton Ave.; Union Mills, Farmers' Union Milling Company and California Navigation and Imp. Co.'s Buildings on water front track Weber Ave.

To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks at Lathrop, cars should not be moved through east switch to west of west house track account impaired clearance.

Clay loading chutes on Edwin Spur when in position for loading into gondola cars

will not clear high cars nor clear man on top or side of cars.

Bridge for loading clay at Cluster will not clear high cars or man standing on loaded gondola when in loading position.

Electric light brackets on sign boards paralleling team track extension to Sites warehouse at Modesto will not clear man on side of car. Sugar beet dump at Spreckels Sugar Beet Factory Manteca and Clay dump on brick yard spur at Crayold are uncovered and care should be exercised by trainmen

while working thereon. Gravel loading chute at Timba Pit impaired clearance, and engine or cars must not move beyond it.

Overhead ice platform and loading platform on John R. Graham spur track at

Merced will not clear man on top or side of car.

Cars spotted at Door No. 6 of Rumble Shed at Salida will not clear man on side of car and afford scant clearance of engines and cars using lead.

In making movements into and out of this track use extreme care and be certain that cars will clear before movement commenced.

LOCATION OF STRETCHERS.

OAKLAND WHARF	NILES	ANTIOCH	SUISUN-FAIL
WEST OAKLAND	PLEASANTON	CONCORD	FIELD
EAST OAKLAND	LIVERMORE	TRACY	VACAVILLE
FRUITVALE	SANTA CLARA	SANTA ROSA	WINTERS
ALAMEDA	SAN JOSE	CALISTOGA	DIXON
BERKELEY	PORT COSTA	NAPA	DAVIS
RICHMOND	MARTINEZ	SOUTH VALLEJO	KERMAN
STOCKTON	GALT	MERCED	LOS BANOS
LODI	BERENDA	MODESTO	
TRACY RELIEF OUT	TFIT	TRACY CLUB HOUSE	

HOSPITALS.	
GENERAL HOSPITALSAN FRA	NCISCO
SOUTHERN PACIFIC HOSPITALSACRA	MENTO
S. P. EMERGENCY HOSPITAL WEST OA	KLAND

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey.	Chief Surgeon.
San Francisco	Dr. J. H. O'Connor.	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. J. H. O'Connor. Dr. C. A. Walker. Dr. G. R. Carson.	District Surgeon.
San Francisco	Dr. Grant Selfridge. Dr. H. B. Graham Dr. O. D. Hamlin. Dr. F. H. Tebbe	Aurist.
San Francisco	Dr. H. B. Graham	Aurist. Division Surgeon.
Dakland	Dr. C. D. Hamin	Division Surgeon.
Oakland	Dr. H. H. Tedde Dr. Milton H. Shutes Dr. J. I. Vickerson Dr. Harry H. Appledorn Dr. L. E. Kindal Dr. A. M. McIntosh Dr. J. R. Masterson	Assistant Surgeon. Oculist and Aurist.
Oakland	Dr. J. I. Vickerson	District Surgeon.
Oakland (Central)	Dr. Harry H. Appledorn	District Surgeon.
Oakland (Central) Oakland (North)	Dr. L. E. Kindall	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson Dr. H. L. Carpenter Dr. W. E. Cunningham Dr. J. M. McCullough Dr. E. A. Peterson Dr. D. H. Murray Dr. Dr. M. M. Booth	District Surgeon.
cienmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningnam	Assistant Surgeon. District Surgeon.
Crockett	Dr. E. A. Peterson	District Surgeon.
Vapa	Dr. D. H. Murray.	District Surgeon.
t. Helena	Dr. M. M. Booth. Dr. W. L. Blodgett. Dr. J. D. Finnerty.	Emergency Surgeon.
alistoga	Dr. W. L. Blodgett	District Surgeon.
onoma	Dr. J. D. Finnerty	Emergency Surgeon.
anta Rosa	Dr. A. B. Herrick	District Surgeon.
ort Costa	Dr. A. B. Herrick Dr. P. B. Fry. Dr. Edwin Merribhew.	District Surgeon.
Martines	Dr. Edwin Merrithew	District Surgeon.
Concord	Dr. Geo. McKenzie	Emergency Surgeon.
Danville	Dr. C. R. Leach. Dr. M. C. Bolender.	Emergency Surgeon. Emergency Surgeon.
Port Chicago	Dr. H. D. Neufeld	Emergency Surgeon. Emergency Surgeon.
ittsburg	Dr. H. E. Peters.	District Surgeon.
ntioch Brentwood Byron. uisun-Fairfield	Dr. L. B. Weatherbee	District Surgeon.
Brentwood	Dr. N. C. MacLafferty	District Surgeon.
yron	Dr. J. W. Hammond	District Surgeon.
uisun-Fairfield	Dr. S. J. Bransford	District Surgeon.
uisun-Fairheid	Dr. H. V. Clymer	District Surgeon.
VacavilleVinters	Dr. M. P. Stansbury	District Surgeon.
Sparto	Dr. M. C. Bolender. Dr. H. D. Neufeld. Dr. H. E. Peters. Dr. L. B. Weatherbee. Dr. N. C. MacLafferty. Dr. J. W. Hammond. Dr. S. J. Bransford. Dr. H. V. Clymer. Dr. M. P. Stansbury. Dr. H. R. King. Dr. F. P. McManus. Dr. F. P. McManus.	District Surgeon.
Dixon	Dr F Stolle	Emergency Surgeon.
Davis	Dr. F. Stolle. Dr. W. E. Bates Dr. T. E. Cooper. Dr. A. M. Henderson.	District Surgeon. Emergency Surgeon.
Davis.	Dr. T. E. Cooper	Emergency Surgeon.
acramento	Dr. A. M. Henderson	Division Surgeon.
acramento		District Surgeon.
acramento	Dr. J. Roy Jones	Aurist.
acramento	Dr. E. C. Turner	Oculist.
lameda	Dr. A. L. Guerra	District Surgeon.
Alameda	Dr. J. Roy Jones. Dr. E. C. Turner. Dr. A. L. Guerra. Dr. Douglas D. Stafford.	Associate District Surgeon
Cast Oakland	Dr. C. P. Higgins. Dr. W. H. C. Hatteroth. Dr. J. W. Scamell. Dr. L. E. Lacey. Dr. O. T. Leftwich. Dr. M. F. Frandy. Dr. C. H. Miller. Dr. Dr. D. J. Manley	District Surgeon,
ruitvale	Dr. W. H. C. Hatteroth	District Surgeon.
ruitvale	Dr I. E Locay	District Surgeon. District Surgeon.
rnitvola	Dr. O. T. Leftwich	Oculist and Aurist.
Elmhurst	Dr. M. F. Frandy	District Surgeon.
an Leandro	Dr. C. H. Miller	District Surgeon.
layward	Dr. D. J. Manley Dr. G. S. Holeman Dr. J. Hal Cope.	District Surgeon.
Viles	Dr. G. S. Holeman	District Surgeon.
Pleasanton	Dr. J. Hal Cope	District Surgeon.
ivermore	Dr. Paul Dolan.	District Surgeon.
rvington	Dr. I I Resttie	Emergency Surgeon. District Surgeon.
an Jose	Dr. Harry J. Arnold	District Surgeon.
an Jose	Dr. T. V. Moore	District Surgeon.
racy	Dr. E. M. Grimmer Dr. J. I. Beattie. Dr. Harry J. Arnold Dr. T. V. Moore Dr. Allan R. Powers.	District Surgeon.
racy		District Surgeon.
Elk Grove	Dr. H. Beattie Dr. J. T. Christian	District Surgeon.
alt	Dr. J. T. Christian	District Surgeon.
one	Dr. Hugo Childress. Dr. B. J. Powell. Dr. D. R. Powell.	District Surgeon.
Stockton	Dr. D. D. Powell	Oculist and Aurist.
Stockton	Dr. James P. Hull	Assistant Oculist and Auri District Surgeon.
Stockton	Dr. Ellis Harbert	District Surgeon. District Surgeon.
odi	Dr. R. A. Buchanan	District Surgeon.
odi. ockeford	Dr. R. A. Buchanan Dr. H. A. Morel.	District Surgeon.
ockeford	Dr. N. R. Barbour Dr. F. W. McKibbon Dr. K. W. Kidy Dr. L. E. Tretheway Dr. H. B. Stewart Dr. E. R. McPheeters. Dr. Hable F. Smith	Emergency Surgeon.
Dakdale	Dr. F. W. McKibbon	District Surgeon.
Manteca	Dr. K. W. Kidy	Emergency Surgeon.
Manteca	Dr. L. E. Tretneway	Emergency Surgeon.
Ripon	Dr E R McPhostore	Emergency Surgeon.
Modesto		District Surgeon.
Modesto		District Surgeon. Oculist and Aurist.
orgo	Dr. J. A. Porter. Dr. F. K. Lord. Dr. J. L. Collins.	Emergency Surgeon.
Turlock	Dr. J. L. Collins.	District Surgeon.
Avingston		District Surgeon.
Merced	Dr. E. R. Fountain. Dr. H. G. Martin. Dr. D. H. Ransome.	District Surgeon.
Chowchilla	Dr. H. G. Martin	Emergency Surgeon.
Madera	Dr. D. H. Ransome	District Surgeon.
Madera	Dr. R. R. Dearborn	District Surgeon.
resno	Dr. J. D. Morgan	District Surgeon.
resno	Dr. D. H. Trowbridge	District Surgeon.
Kerman	Dr. Chas, A. James. Dr. D. H. Trowbridge. Dr. J. C. Drake.	Oculist and Aurist.
Pottomon	Dr. A. M. Field	District Surgeon.
	Dr. H. V. Armistead	District Surgeon. District Surgeon.
Vewman		DISTRICT DURGEON.
Newman	Dr. A. W. Gustafson	Emergency Surgeon
Newman Gustine Los Banos	Dr. A. W. Gustafson	Emergency Surgeon.
Patterson. Newman Gustine Los Banos. Dos Palos	Dr. A. M. Field. Dr. H. V. Armistead. Dr. A. W. Gustafson. Dr. L. R. Hillyer. Dr. F. W. Overdahl.	Emergency Surgeon. District Surgeon. Emergency Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

0						ING O	F LOCON	OTIVES	-WEST	ERN D	IVISIO	N. In M	i's of 1,000	pounds bac	k of Tender		Revised September, 1933	2.	23
1			MALAG		Oakland and Tracy via Antioch						1			Wana Tak	June 1		AVERAGE TARE WEIGHTS OF PASS	ENGER TRAII	N CARS
	NOMINAL		HTC TO	Boiler	Oakland and Santa Clara Tracy and	Martinez to	Bridge Summit	Sacramento	Oakland and	Niles and	Tracy	Niles	Suisun- Fairfield	Napa Jct. to Suisun-	Napa Jct. and Santa Rosa	Stockton and Merced via		All Steel Under-	Wood
	CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Pressure	Fresno Tracy and	Bridge Summit	Sacramento	Martinez	San Jose via Niles	Redwood	Niles	Tracy	Napa Jct.	Fairfield Napa Jct. to Calistoga	Calistoga to Napa Jct.	Oakdale Branch		Steel frame	
					Brighton Lathrop and Fresno							1	Total	to Canstoga			# —66 ft	27,610	
	M-4 M-4	M-63 20/28 126 M-63 20/28 135-S	1615 to 1717	190	4300	1850	3750	3550	3350	5000	1350	1450	. 1100	1550	1750	2950		25,800 18,730	81,120
	M-8 M-6	M-63 21/28 159-S M-63 21/28 150-S	1720 to 1724, 1770 to 1779 1725 to 1769, 1780 to 1803	200	5250	2250	4600	1950	4100	6150	1050	1750	1950	1870	0150	9050	Baggage and Mail—60 ft	3,620 4,760	
	M-6 M-9	M-63 21/28 153-S M-63 21/28 150-S	1823 to 1825		5250	2200	4000	4350	4100	6150	1650	1750	1350	1750	2150	3650	# # # —101t	9,140 	99,200 76,320
-	M-9 T-1	M-63 21/28 156-S	1826 to 1827	210	5550	2400	4850	4600	4300	6500	1750	1900	1400	1800	2250	3850	" "—G.N.Ry.	74,000	. 60,000
	T-26	T-63 20/26 112 T-69 21/28 152-S	2235 to 2271	180 200	3850 4850	1600 2000	3350 4250	3100 3900	3000 3750	4450 5550	1200 1500	1300 1600	960 1150	1300 1600	1550 1950	2650 3350	" " — " " 155- 224	89,000 110,000	
	T-23 T-23	T-63 21/28 156-S T-63 21/28 163-SF	2301 to 2310	210	5500	2400	4850	4600	4300	6450	1750	1850	1400	1900	2250	3850	" - " 1101-1175	85,000 83,000	48.180
	T-28, 31 T-32, 40	T-63 22/28 162-S T-69 23/28 174-S	2311 to 2362	210 210	6050 6150	2600 2600	5300 5400	4950 4950	4750 4800	7100 7100	1950 2000	2050 2100	1550 1550	2100 2100	2450 2500	4200 4300	Postal	3,050	81,033
	P-1,3,5 P-1	P-77 22/28 141-S P-77 22/28 152-SF	2400 to 2452, 2459, 2460	210	5000	2050	4350	4000	3900	5700	1550	1650	1200	1650	2000	3400	" —60 ft	4,530 5,120 6,210	:
	P-1 P-1	P-77 22/28 160/B-54-S P-77 22/28 163/B-54-SF	2400 to 2427	210	5400	2150	4800	4200	4300	6000	1600	1700	1300	1800	2200	3650	Chair—60 ft. 10	0,700 0,620	. 109,370 84,740
	P-4 P-6	P-77 23/28 155/B-58-SF. P-77 25/28 172-S	2400 to 2437	210	5850	2350	5200	4350	4600	6550	1700	1850	1400	1950	2350	4000	Coaches—60 ft. 9.	8,130 7,640	
	P-6 P-8, 10	P-77 25/28 179-SF	2453 to 2458	200	6100 6800	2550 2900	5350 5950	4950 5550	4750 5300	7050 7950	1900 2100	2000 2200	••••			4200 4650	" —72 ft	9,660 8,040 0,000	:
1	P-8, 10 C-9, 10		2475, 2484 to 2491	200	7200	3050	6300	5850	5600	8350	2200	2300	****			4950	All-Day Lunch—Chair. 10	5,970	. 81,210
	C-9, 10 C-8	C-57 22/30 194-S C-57 22/30 192-S	2513 to 2599, 2698 to 2860	210	6650	2000	FOFO	-	7070	7000	0170	0050		0000	0	4000	Cafe Coach. Diner—70 ft.	3,875	131,040
	C-5 C-5	C-57 22/30 187-S C-57 22/30 185-S	2624 to 2679	210	6650	2900	5850	5550	5250	7900	2150	2250	1750	2350	2750	4600	" —72 ft	5,330 6,000 1,520 165,530	134,530
	C-5 C-5	C-57 22/30 180	2624 to 2679	200	5950	2600	5200	4950	4650	7050	1900	2000	1550	2100	2400	4100	# —79 ft	9,100 5,200	The second secon
	W-3	TW-50 20/26 120	2680 to 2693	170	4250	1750	3700										Lounge	8,950 3,000 4,400	
	W-6	ΓW-50 20/26 118 ΓW-50 20/26 110	2954, 2957	160	3850	1650	3350	3400 3200	3300 3000	4850 4550	1350 1200	1450 1250	1100 960	1500 1300	1700 1550	3000 2600	" —77 ft	3,300 141,870	121,300
	A-3 A-3	A-81 20/28 112-S A-81 20/28 116-SF	3025 to 3040, 3042 to 3071.	210	3950	1550	3450	3100	3100	4450	1200	1300	890	1250	1550	2650	" —Observation Lounge	1,200 8,700	
	A-3 A-3	A-81 20/28 116/B-59-S A-81 20/28 120/B-64-SF	3025 to 3040, 3042 to 3071.	210	4200	1650	3800	3250	3700	4650	1350	1450	1150	1550	1800	2900	" —Bedroom Car 163	5,600 147,500 7,600 4,600 144,000	
	A-3 A-6	A-73 20/28 111-S A-81 22/28 127/B-64-SF.	3041 3000 to 3003	210 210	4350 4750	1800 1900	3750 4550	3500 3750	3350 4050	5000 5650	1350 1600	1400 1700	1000 1250	1400 1700	1700 2050	2800 3250	-Tourist	0,600 133,000	
		$\frac{\text{MK-57 } 23\frac{3}{4}/30206\text{-S}}{\text{MK-57 } 23\frac{3}{4}/30222\text{-SF}}$	3200 to 3240	11						The state of the s							" —McKeen—55 ft 64	7,200 4,140 1,530	
M	K-4 1	MK-57 23 ³ /30230-SF MK-63 26/28 210-S	5200 to 5240	210	7800	3400	6800	6500	6100	9100	2500	2650	2000	2750	3150	5400	Observation (Open Top)		.1 62,000
M	K-5, 6 N		3241 to 3277	210	8000	3650	7450	7000	6650	9950	2750	2900	2200	2950	3450	5800	all and the second		1 - 11.77
1	F-4, 5	F-63 29 1/32 306/B-61-SF)	3668 to 3768	200	11000	4850	8000	8000	8000	19000	2550	2750	2000	2070	4550		Main Lines Oakland Pier to West Oakland		1.01
	F-5 C-1,2,3	F-63 29 1/32 306/B-62-SF) AC-57 22 30 441-SF	4000 to 4048	210	12000	5500	8000	8000	8000	12000	3550 4000	3750 4250	3300	3950 4450	4550 5100	8000	Oakland Pier to West Oakland C. P. Ry. Oakland Pier to Tracy, via Niles C. P. Ry. Elmhurst to Santa Clara S. P. C. R Niles to San Jose C. P. Ry. End Coast Division to Niles Junction C. P. Ry. Wort Callend to Sargement via Martinez S. P. P. R.	y	65.90 30.26 16.08
I	C-5		4100 to 4125	235	12000									*****		11000			14.85 88.09
	t-1,3,4,5	Mt-73 28/30 246/B-60-SF.	4300 to 4376	210	9000	4050	7850	7800	7000	11100	2800	3000				6150	Martinez to Tracy. S. P. R. R Tracy to Biola Junction. S. P. R. R [S. P. R. R [F. T. Co		19.01 8.69
	P-2, 3	SP-63 28-32 317/B-61-SF.	[5016 to 5048]	225	12000	5350	8000	8000	8000	12000	3950	4200	••••		••••	8600	Kerman to Fresno. S. P. R. R Tracy to Brighton. C. P. Ry. Lathrop to Biola Junction. C. P. Ry.		12.70 62.79 06.45
	Allowan	ce for Empty and Underlo	aded Cars Less than 40 M		6 3	6 3	6 3	6 3	6 3	6 3	3	3 0	3	3 0	3	6 3			571.76
=	These	tings include the total	More than 50 M		0	0	0	0	0	0	0	0	0	0	0	0	Branches AlvaradoC. P. Ry Halvern Alvarado	Valleie 10.05	2.63
	of train, ex	clusive of engine and ten	ight CLASS "E"—Eight-w der, "M"—Moguls		"C"-Con	we ve-w	neelers "	AC"—Arti	culated C	onsolidat	Eion ers.	xample.— Cylinde	Consolidates 22-inch	tion engine diameter a	having 57-	inch driv-	Alvarado. C. P. Ry. Halvern to Alvarado. Napa. S. P. R. R. Suisun-Fairfield to South Richmond Spur. S. P. R. R. San Pablo to Richmond T	vallejo 19.95 a 34.53 / ransfer	54.48 2.03
1	vill haul i	different class of locomotine each direction between	ives "T"—Ten-whe	elers	"A"—Atla	antic Tvr	oe "I	MT"—Mou SP"—South	intain Tyr	e	30-i	nch strok	e, and weig	ghing 187,00	00 C-5	7——187	Rumsey S. P. R. R. Elmira to Rumsey. San Ramon S. P. R. R. Avon to Radum. Santa Rosa S. P. R. R. Napa Junction to Santa R Stonehurst. C. P. Ry. Elmhurst to Stonehurst.	000	51.22 29.85 36.86
	tations sh	OWIL.		Man					14	7 74						1			.75
		(NT) 1 TT TE .	CARD C														Wingo-UnionS. P. R. R. (Union to Buchli	the second second second	10.70 10.23
	W. S. TO	TRAIN MAS		d a	A BETTE	UPLOG	M Chic	Disease		11- 1-						-/	IoneS. P. R. R. Galt to Ione KermanS. P. R. R. Kerman to Kerman		26.91 1.27
W. S. JOY Oakland H. L. KENT Oakland V. S. BURNHAM Suisun-Fairfield M. A. MICHELSON, Chief Dispatcher Oakland Pier D. BLAKE, Asst. Chief Dispatcher Oakland Pier ROAD FOREMAN OF ENGINES Kerman S. P. R. R. Kerman to Kerman Oakland Pier ROAD FOREMAN OF ENGINES Kerman S. P. R. R. Kerman to Kerman Oakland Pier ROAD FOREMAN OF ENGINES Lodi S. P. R. R. Lodi to Lodi										2.40									
	O. S. YO	RK HAM	Suisun-Fairfield		A. SHOC									. R. PARK			Knowles S. P. R. Knowles Jet. to Knowles C. C. P. Ry. Lodi to Lodi S. P. R. R. Lodi to Woodbridge S. P. R. R. Lodi to Valley Spring S. P. R. Lodi to Valley Spring S. P. Co. Valley Spring to Kentuck Madera Spur. S. P. R. R. Madera to Italian Swiss C. Willey Spring to Kentuck Madera Spur. S. P. R. R. Madera to Italian Swiss C. R. R. R. R. Madera to Italian Swiss C. R.	y House. 12.65	41.91 3.89
_						,		spator			-300	77					OakdaleS. P. R. R. Stockton to Merced		11.78 72.05
:	H. R.:	GERNREICH,			1911					1		T. P	. SMIT	'H	100		RaymondS. P. R. R. Berenda to Raymond RiverdaleS. P. R. R. Ingle Easterly		21.10
		Assistant Superintene	dent, Oakland Pier.									Assiste	int Superi	intendent,	Stockton.		Total Branches		380.31 952.07
_																	Total Hostoff Division.		802.01

