

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION

214



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

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

F. L. BURCKHALTER,
General Manager

W. B. KIRKLAND,
Superintendent of Transportation

L. U. MORRIS,
Assistant General Manager

G. E. GAYLORD,
Superintendent.

EASTWARD

Martinez Subdivision.

Time Table No. 214
September 18, 1932

| Capacity of sidings in car lengths | SECOND CLASS | | FIRST CLASS | | | | | | | | | | | | | | | | Distance from San Francisco |
|------------------------------------|-----------------|-------------------|--------------------|-----------------|-----------------|--------------------------------|-----------------|-----------------|----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------------|-----------------|-----------------|-----------------------------|
| | 410 | 10 | 208 | 6 | 222 | 28 | 18 | 26 | 206 | 248 | 282 | 246 | 20 | 52 | 224 | 204 | 236 | 58 | |
| | Freight | Mail and Express | Passenger | Klamath | Passenger | San Francisco Overland Limited | Cascade | Owl | Passenger | El Dorado | Passenger | Senator | Pacific Limited | San Joaquin | Sierra | Passenger | Passenger | Sequoia | |
| Leave Daily | Leave Daily | Leave SUNDAY ONLY | Leave Daily | 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 | |
| | | 9.40PM | 8.20PM | 8.00PM | 7.00PM | 6.20PM | 6.20PM | 6.00PM | 5.20PM | 5.00PM | 4.00PM | 3.00PM | 1.40AM | 8.00AM | 7.40AM | 6.40AM | 6.00AM | 11.40PM | 0.0 |
| | | 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 |
| BKWI P | | 10.10PM | 8.43PM | 8.30PM | 7.25PM | 6.55PM | 6.45PM | 6.25PM | 5.45PM | 5.24PM | 4.23PM | 3.22PM | 12.05PM | 8.25AM | 8.03AM | 7.04AM | 6.23AM | 12.10AM | 3.5 |
| Term. Yd. P BKWOITY | 6.50PM | | | | | | | | | | | | | | | | | | 4.9 |
| P | | 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 |
| P | | | | | | | | | | | | | | | | | | | 6.6 |
| IP | | | | | | | | | | | | | | | | | | | 7.0 |
| 55 West P | | | | | | | | | | | | | | | | | | | 7.4 |
| 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 | 7.8 |
| | | | f | | | | | | f | | f | | | | | | | | 9.2 |
| | | | | | | | | | | | | | | | | | | | 10.7 |
| | | | f | | | | | | f | | f | | | | | | | | 11.2 |
| | | | f | | | | | | f | | f | | | | | | | | 11.6 |
| 87 East P | | | | | | | | | | | | | | | | | | | 13.1 |
| 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 | s 4.49 | s 3.44 | s 12.29 | s 8.47 | s 8.24 | s 7.27 | s 6.45 | s 12.34 | 15.0 |
| 148 East WP | | | f 9.10 | | | | | | f | | f | f | | | | | s 6.48 | | 16.6 |
| P | | | f | | | | | | f | | s | | | | | | f | | 18.9 |
| 48 East P | | | f | | | | | | f | | | | | | | | | | 19.8 |
| 52 West P | | | | | | | | | f | | | | | | | | | | 21.5 |
| 74 West P | | 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 |
| 45 East P | | | | | | | | | | | f | | | | | | | | 23.8 |
| P | | | s 9.24 | | | | | | s 6.23 | | s 5.08 | f | | | | | | f | 25.5 |
| 69 East P | | | s | | | | | | s | | s | | f | | | | | | 26.4 |
| 43 East W | | | f | | | | | | f | | f | | | | | | | f | 27.1 |
| 46 West P | | | s 9.33 | | | 7.45 | 7.27 | 7.08 | s 6.31 | 6.03 | s | | f | f 9.04 | | s 7.50 | s 7.12 | | 27.5 |
| 210 West P | | s10.55 | s 9.37 | s 9.17 | s 8.13 | | | s | s 6.35 | | 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 |
| 62 West P | | | f | | | | | | f | | f | | | | | f | f | | 30.1 |
| 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 |
| P | | | f | | | | | | f | | | | | | | f | | | 32.2 |
| Center 100 WP | 9.05 PM | s11.08PM | s 9.52PM | s 9.30PM | s 8.25PM | 8.03PM | 7.40PM | s 7.20PM | s 6.50PM | s 6.15PM | s 5.35PM | s 4.19PM | s 1.10PM | s 9.18AM | s 9.00AM | s 8.12AM | s 7.35AM | s 1.15AM | 34.7 |
| Arrive Daily | | Arrive Daily | Arrive SUNDAY ONLY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SAT. AND SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | |
| | (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 | |

| STATIONS | |
|----------------------------|-----|
| SAN FRANCISCO | 0.0 |
| OAKLAND PIER | 3.5 |
| TO-R OAKLAND PIER | 1.4 |
| TO-R WEST OAKLAND | 0.6 |
| OAKLAND (16th Street) | 1.1 |
| EMERYVILLE | 0.4 |
| SHELLMOUND | 0.4 |
| PARAFFIN | 0.4 |
| STOCK YARDS | 1.4 |
| BERKELEY (University Ave.) | 1.5 |
| FLEMING | 0.5 |
| NOBEL | 0.4 |
| VIGORIT | 1.5 |
| STEGE | 1.9 |
| RICHMOND | 1.6 |
| SAN PABLO | 2.3 |
| GIANT | 0.9 |
| SOBRANTE | 1.7 |
| KRIEGER | 1.5 |
| PINOLE | 0.8 |
| HERCULES | 1.7 |
| RODEO | 0.9 |
| OLEUM | 0.7 |
| TORMEY | 0.4 |
| SELBY | 1.5 |
| CROCKETT | 1.1 |
| ECKLEY | 1.0 |
| PORT COSTA | 1.1 |
| NEVADA DOCK | 0.9 |
| OZOL | 1.6 |
| TO-R MARTINEZ | |

(31.2)

.....Time over District
.....Average Speed per Hour

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

| ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS | | |
|---|-------------|--------------------------------------|
| 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 | Martinez | Klamath Falls |
| 20 | Any Station | East of Sacramento |
| 28 | Any Station | Ogden |

| ADDITIONAL FLAG STOPS | | |
|-----------------------|----------|---------------|
| Train | At | Frequency |
| 248 | Crockett | Saturday only |

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | |
|--|--|-----------------------------------|-----------------------------|
| Train | At | To | For Passengers To or Beyond |
| 236 204 | Certain-tered Pro. Co. Certain-tered Pro. Co. | Receive or Discharge Discharge | Any Station Any Station |

Martinez Subdivision.

WESTWARD

Time Table No. 214
September 18, 1932

| STATIONS | Distance from Martinez | FIRST CLASS | | | | | | | | | | | | | | | | SECOND CLASS | |
|----------------------------|------------------------|-------------------------|--------------|------------------------|--------------------------------|--------------|--------------|--------------|--------------|--------------|-------------------------|------------------------|--------------|--------------|--------------|-----------------|--------------|--------------|-------------|
| | | 9 | 205 | 203 | 27 | 25 | 5 | 233 | 247 | 55 | 229 | 243 | 231 | 17 | 223 | 21 | 51 | 209 | 405 |
| | | Fast Mail | Passenger | Passenger | San Francisco Overland Limited | Owl | Klamath | Passenger | El Dorado | Tehachapi | Governor | Passenger | Passenger | Cascade | Sierra | Pacific Limited | San Joaquin | Passenger | Freight |
| Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | 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 | 7.50 AM | 8.30 AM | 8.50 AM | 8.50 AM | 9.50 AM | 10.30 AM | 12.10 PM | 1.50 PM | 4.30 PM | 5.50 PM | 6.30 PM | 6.50 PM | 8.10 PM | 10.10 PM | 10.10 PM | 10.50 PM | |
| OAKLAND PIER | 31.2 | 7.12 | 7.32 | 8.12 | 8.32 | 8.32 | 9.32 | 10.12 | 11.52 AM | 1.32 | 4.12 | 5.32 | 6.12 | 6.32 | 7.52 | 9.52 | 9.52 | 10.32 | |
| TO-R OAKLAND PIER | 31.2 | s 6.53 AM | s 7.22 AM | s 8.05 AM | s 8.15 AM | s 8.20 AM | s 9.20 AM | s 10.05 AM | s 11.45 AM | s 1.25 PM | s 4.05 PM | s 5.28 PM | s 6.05 PM | s 6.20 PM | s 7.46 PM | s 9.35 PM | s 9.43 PM | s 10.25 PM | |
| TO-R WEST OAKLAND | 29.8 | | | | | | | | | | | | | | | | | | 4.15 AM |
| 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 | s 7.41 | s 9.27 | s 9.37 | s 10.18 | |
| EMERYVILLE | 28.1 | | | | | | | | | | | | | | | | | | |
| SHELLMOUND | 27.7 | | | | | | | | | | | | | | | | | | |
| PARAFFIN | 27.3 | | | | | | | | | | | | | | | | | | |
| STOCK YARDS | 26.9 | | | | | | | | | | | | | | | | | | |
| BERKELEY (University Ave.) | 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 | |
| FLEMING | 24.0 | | f | f | | | | | | | | | | | | | | | |
| NOBEL | 23.5 | | | | | | | | | | | | | | | | | | |
| VIGORIT | 23.1 | | f | | | | | | | | | | | | | | | | |
| STEGE | 21.6 | | f | f | | | | f | | | | f | | | | | | | |
| RICHMOND | 19.7 | s 6.16 | s 6.55 | s 7.38 | s 7.43 | s 7.50 | s 8.50 | s 9.33 | s 11.20 | s 12.57 | s 3.35 | s 5.04 | s 5.40 | f 5.50 | 7.22 | 9.03 | 9.16 | s 9.56 | |
| SAN PABLO | 18.1 | | | f 7.33 | | | | 9.29 | | | | s 4.59 | | | | | | | |
| GIANT | 15.8 | | f | s | | | | f | | | | s | | | | | | | |
| SOBRANTE | 14.9 | | | | | | | | | | | | | | | | | | |
| KRIEGER | 13.2 | | f | | | | | | | | | | | | | | | | |
| 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 | |
| HERCULES | 10.9 | | | f | | | | f | | | | f | | | | | | | |
| RODEO | 9.2 | | f | s | | | | s | | | | s | s | | | | | | |
| OLEUM | 8.3 | | f | s | | | | s | f | | | s | f | | | | | f | |
| TORMEY | 7.6 | | | f | | | | | | | | s | f | | | | | | |
| SELBY | 7.2 | | | s 7.11 | | | 8.28 | s 9.04 | | f 12.34 | f 3.15 | s 4.36 | s | 5.30 | | 8.44 | 8.59 | f | |
| CROCKETT | 5.7 | s 5.56 | s 6.27 | s 7.08 | s 7.18 | s 7.28 | | s 9.00 | s 10.58 | s 12.31 | s 3.13 | s 4.33 | s 5.14 | | s 7.03 | | | s 9.33 | |
| EOKLEY | 4.6 | | | f | | | | | | | | f | | | | | | | |
| PORT OOSTA | 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 | | | | | | | | f | | | | | | | |
| OZOL | 1.6 | | | f | | | | | | | | | | | | | | | |
| TO-R MARTINEZ | 0.0 | 5.43 AM | 6.15 AM | 6.55 AM | 7.05 AM | 7.15 AM | 8.12 AM | 8.46 AM | 10.48 AM | 12.20 PM | 3.02 PM | 4.20 PM | 5.03 PM | 5.17 PM | 6.51 PM | 8.32 PM | 8.48 PM | 9.22 PM | 2.50 AM |
| (31.2) | | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Time over District | | (1.10) | (1.07) | (1.10) | (1.10) | (1.05) | (1.08) | (1.19) | (0.57) | (1.05) | (1.03) | (1.08) | (1.02) | (1.03) | (0.55) | (1.03) | (0.55) | (1.03) | (1.25) |
| Average Speed per Hour | | 26.74 | 27.94 | 26.74 | 26.74 | 28.80 | 27.53 | 23.69 | 32.84 | 28.80 | 29.71 | 27.52 | 30.19 | 29.71 | 34.03 | 29.71 | 34.03 | 29.71 | 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.

623

| ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS | | | ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | ADDITIONAL REGULAR STOPS | | | ADDITIONAL FLAG STOPS | | |
|---|-------------|-------------------------------|--|-------------|-------------------------------|--------------------------|----------------------|---------------|-----------------------|---------------------------|--------------------------------|
| Train | At | For Passengers From or Beyond | Train | At | For Passengers From or Beyond | Train | At | Frequency | Train | At | Frequency |
| 5 | Any Station | Gerber | 51 | Richmond | Tracy | 229 | Oleum | Saturday Only | 5 | Crockett | Sunday Only |
| 17 | Crockett | Klamath Falls | 209 | Any Station | Martinez | 55 | Port Costa | Saturday Only | 229 | Giant | Saturday Only |
| 21 | Any Station | East of Sacramento | | | | 203 and 233 | Certain-tee Pro. Co. | Any Station | 55 | Rodeo | Tuesday, Thursday and Saturday |
| 27 | Any Station | Sacramento | | | | | | | 55 | Pinole and Giant | Saturday Only |
| 223 | Any Station | Woodland and Roseville | | | | | | | 231 | Hercules, Giant and Stege | Sunday Only |

EASTWARD

Martinez Subdivision.

Time Table No. 214

September 18, 1932

| Capacity of sidings in car lengths | THIRD CLASS | | FIRST CLASS | | | | | | | | | | | | | | Distance from San Francisco |
|---------------------------------------|----------------------------|--|---------------------|-----------------|-----------------|--------------------------------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----------------|-----------------|-----------------|------|--|--------------------------------|
| | 462 | | 10 | 6 | 222 | 28 | 18 | 248 | 289 | 246 | 20 | 224 | 293 | 262 | | | |
| | Local Freight | | Mail and Express | Klamath | Passenger | San Francisco Overland Limited | Cascade | El Dorado | Passenger | Senator | Pacific Limited | Sierra | Mixed | Passenger | | | |
| | Leave Daily Ex. Sunday | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| Center 100 W P | | | 11.08 PM | 9.30 PM | 8.25 PM | 8.03 PM | 7.40 PM | 6.15 PM | | 4.19 PM | 1.10 PM | 9.00 AM | | | 34.7 | | |
| Center 100 P | | | 11.20 | 9.44 | 8.37 | 8.17 | 7.54 | 6.27 | | f 4.30 | 1.22 | 9.10 | | | 31.7 | | |
| | | | | | | | | | | f | | | | | 40.1 | | |
| | | | | | | | | | | f | | | | | 42.2 | | |
| | | | | | | | | | | f | | | | | 43.2 | | |
| | | | | | | | | | | f | | | | | 45.1 | | |
| 93 East 90 West BKWOY P | 10.30 AM | | s 11.35 | 9.58 | s 8.53 | 8.35 | 8.08 | s 6.43 | | s 4.47 | s 1.37 | s 9.24 | | | 48.9 | | |
| 48 East 82 West P | | | | | | | | | | f | | | | | 51.9 | | |
| | | | | | | | | | | f | | | | | 53.8 | | |
| | | | | | | | | | | f | | | | | 55.4 | | |
| Center 101 BKWOY P | | | 11.50 | 10.13 | f 9.08 | 8.51 | 8.23 | 6.57 | | s 5.07 | 1.50 | s 9.39 | | | 59.4 | | |
| | | | | | | | | | | f | | | | | 64.2 | | |
| Center 86 W P | | | 11.59 PM | 10.23 | f 9.19 | 9.03 | 8.33 | f 7.07 | | s 5.20 | f 2.02 | s 9.50 | | | 67.5 | | |
| 83 East | | | | | | | | | | f | | | | | 71.8 | | |
| | | | | | | | | | | | | | | | 73.8 | | |
| 88 East 88 West WY P | | | s 12.10 AM | s 10.35 PM | s 9.31 | 9.17 | s 8.45 PM | s 7.18 | 5.41 PM | s 5.35 | f 2.15 | s 10.05 | 9.50 AM | 7.12 AM | 75.6 | | |
| | | | | | | | | | | | | | | | 77.1 | | |
| | | | | | | | | | | f | | | f | f | 79.1 | | |
| Center 114 | | | 12.17 | | 9.38 | 9.27 | | 7.25 | 5.47 | f 5.41 | 2.21 | 10.11 | f 9.57 | f 7.19 | 80.4 | | |
| | | | | | | | | | | | | | | f | 86.3 | | |
| 1 P | | | | | | | | | | | | | | | 86.9 | | |
| Term Yard BKWOY P | 2.00 PM | | s 12.30 AM | | s 9.55 PM | s 9.45 PM | | s 7.40 PM | s 6.00 PM | s 5.55 PM | s 2.35 PM | s 10.25 AM | s 10.10 AM | s 7.32 AM | 88.3 | | |
| | Arrive Daily Ex. Sunday | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | 88.8 | | |
| | (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) 39.60 | | | |

STATIONS

| | |
|----------------------------------|-----|
| TO-R MARTINEZ | 6.3 |
| BENICIA JUNCTION | 2.1 |
| PIERCE | 2.1 |
| OYGNUS | 1.0 |
| TEAL | 1.9 |
| JACKSNIPE | 3.8 |
| TO SUISUN-FAIRFIELD | 3.0 |
| TOLENAS | 1.9 |
| VANDEN | 1.6 |
| CANNON | 4.0 |
| ELMIRA | 4.8 |
| BATAVIA | 3.3 |
| DIXON | 4.3 |
| TREMONT | 2.0 |
| BRIGGSTON | 1.8 |
| TO-R DAVIS | 1.5 |
| CHILES | 2.0 |
| SWINGLE | 1.3 |
| WEBSTER | 5.9 |
| MIKON | 0.6 |
| Sacramento Northern Ry. Crossing | 1.4 |
| WASHINGTON | 0.5 |
| TO-R SACRAMENTO | |

Automatic Block System

Double Track

(57.1)
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.

| ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS | | |
|---|------------------|--------------------------------------|
| Train | At | For Passengers Destined To or Beyond |
| 6 | Any Station | Gerber |
| 10 | Any Station | Ogden |
| 18 | Suisun-Fairfield | Klamath Falls |
| 20 | Any Station | East of Sacramento |
| 28 | Any Station | Ogden |

Martinez Subdivision.

WESTWARD

Time Table No. 214
September 18, 1932

FIRST CLASS

THIRD CLASS

| STATIONS | Distance from Sacramento | 9 | 27 | 5 | 233 | 247 | 290 | 229 | 17 | 223 | 21 | 209 | 261 | | | | | 463 |
|---|--------------------------|--------------|--------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|--------------|--------------|--------------|--|--|--|------------------------|
| | | Fast Mail | San Francisco Overland Limited | Klamath | Passenger | El Dorado | Passenger | Governor | Cascade | Sierra | Pacific Limited | Passenger | Passenger | | | | | Local Freight |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | |
| TO-R MARTINEZ 6.4 | 57.2 | 5.43 AM | s 7.05 AM | s 8.12 AM | s 8.46 AM | s 10.48 AM | | s 3.02 PM | s 5.17 PM | s 6.51 PM | 8.32 PM | s 9.22 PM | | | | | | |
| BENICIA JUNCTION 2.1 | 50.8 | 5.31 | 6.52 | 7.59 | 8.34 | 10.37 | | 2.49 | 5.00 | 6.39 | 8.20 | f 9.10 | | | | | | |
| PIERCE 2.1 | 48.7 | | | | | f | | | | | | f | | | | | | |
| OYGNUS 1.0 | 46.6 | | | | | f | | | | | | f | | | | | | |
| TEAL 1.9 | 45.6 | | | | | f | | | | | | f | | | | | | |
| JACKSNIPE 3.8 | 43.7 | | | | | f | | | | | | f | | | | | | |
| TO SUISUN-FAIRFIELD 3.0 | 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 | | | | | | 9.30 AM |
| TOLENAS 1.9 | 36.9 | | | | f | | | | | | | f | | | | | | |
| VANDEN 1.6 | 35.0 | | | | f | | | | | | | f | | | | | | |
| CANNON 4.0 | 33.4 | | | | | | | | | | | f | | | | | | |
| ELMIRA 4.8 | 29.4 | 5.05 | f 6.22 | 7.33 | s 8.06 | 10.09 | | f 2.20 | 4.34 | 6.12 | 7.53 | s 8.35 | | | | | | |
| BATAVIA 3.3 | 24.6 | | | | f | | | | | | | f | | | | | | |
| DIXON 4.3 | 21.3 | 4.56 | s 6.11 | 7.23 | s 7.54 | s 10.00 | | s 2.09 | 4.24 | 6.03 | 7.44 | s 8.22 | | | | | | |
| TREMONT 2.0 | 17.0 | | | | f | | | | | | | f | | | | | | |
| BRIGGSTON 1.8 | 15.0 | | | | | | | | | | | | | | | | | |
| TO-R DAVIS 1.5 | 13.2 | 4.47 | f 5.58 | 7.12 AM | s 7.39 | s 9.49 | s 10.17 AM | s 1.58 | 4.12 PM | s 5.53 | 7.34 | s 8.09 | s 10.30 PM | | | | | |
| OHILES 2.0 | 11.7 | | | | | | | | | | | | | | | | | |
| SWINGLE 1.3 | 9.7 | | | | | | | | | | | | 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 | | | | | | | | | | | | f | | | | | |
| Sacramento Northern Ry. Crossing 1.4 | 1.9 | | | | | | | | | | | | | | | | | |
| WASHINGTON 0.5 | 0.5 | | | | | | | | | | | | f | | | | | |
| TO-R SACRAMENTO (57.2) | 0.0 | 4.30 AM | 5.40 AM | | 7.20 AM | 9.30 AM | 10.00 AM | 1.40 PM | | 5.35 PM | 7.15 PM | 7.50 PM | 10.10 PM | | | | | 6.00 AM |
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | | Leave Daily Ex. Sunday |
| Time over District..... | | (1.13) | (1.25) | (1.00) | (1.26) | (1.18) | (0.17) | (1.22) | (1.05) | (1.16) | (1.17) | (1.32) | (0.20) | | | | | (3.30) |
| Average Speed per Hour..... | | 47.01 | 40.38 | 44.00 | 39.91 | 44.00 | 46.58 | 41.86 | 40.61 | 45.15 | 44.57 | 37.30 | 39.60 | | | | | 11.40 |

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

| EASTWARD | | Martinez Subdivision. | WESTWARD | |
|------------------------------------|-----------------------------|--|--------------------------------|--|
| Capacity of sidings in car lengths | Distance from San Francisco | Time Table No. 214 September 18, 1932 | Distance from Benicia Junction | |
| VP | 32.4 | STATIONS | | |
| P | 33.8 | BENICIA 1.4 | 5.6 | |
| Center 100 P | 38.0 | ARMY POINT 4.2 | 4.2 | |
| | | 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.

| ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS | | |
|---|------------------|-------------------------------|
| Train | At | For Passengers From or Beyond |
| 5 | Any Station | Gerber |
| 17 | Suisun-Fairfield | Klamath Falls |
| 21 | Any Station | East of Sacramento |
| 27 | Any Station | Sacramento |
| 223 | Any Station | Woodland and Roseville |

EASTWARD

Martinez Subdivision.

| Capacity of sidings in car lengths | SECOND CLASS | | FIRST CLASS | | | | | | Distance from San Francisco |
|---------------------------------------|-----------------|------------------------------|-----------------|------------------|-------------------|---------------------------|------------------|-----------------|--------------------------------|
| | 410 Freight | 412 Local Freight | 26 Owl | 282 Passenger | 52 San Joaquin | 204 Passenger | 236 Passenger | 58 Sequoia | |
| | Leave Daily | Leave Daily EX.SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX.SUNDAY | Leave Daily | Leave Daily | |
| Center 100 WP | 9.05 PM | 8.42 AM | 7.25 PM | 5.35 PM | 9.26 AM | 8.12 AM | 7.35 AM | 1.15 AM | 34.7 |
| P | | | | f | | f | f | | 36.0 |
| 72 YP | 9.15 | 9.00 | 7.31 | s 5.41 | 9.31 | s 8.22 AM | s 7.45 | f 1.22 | 38.1 |
| East 84 West 110 WP | 9.30 | 9.35 | 7.36 | f 5.46 | 9.35 | | s 7.51 | f 1.29 | 41.3 |
| 70 P | | 9.39 | | f | | | f | f 1.31 | 43.0 |
| 56 P | 9.38 | 9.50 | 7.40 | 5.50 | 9.39 | | f 7.57 | 1.35 | 44.8 |
| 42 | | | | | | | f | | 46.8 |
| 80 P | 9.50 | 10.00 10.40 | f 7.47 | s 5.56 | f 9.45 | | s 8.05 AM | s 1.44 | 48.9 |
| 12 | | | | | | | | | 50.8 |
| 52 P | 10.00 | 11.10 | 7.54 | s 6.03 | 9.51 | | | f 1.52 | 53.5 |
| 80 | 10.07 | 11.45 AM | 7.59 | 6.08 | 9.55 | | | 1.56 | 57.3 |
| 54 WP | 10.17 | 12.10 PM | 8.08 | s 6.15 | 10.01 | | | f 2.06 | 61.7 |
| 84 P | 10.27 | 12.40 | 8.19 | s 6.23 | 10.08 | | | f 2.16 | 66.9 |
| P | | | | | f | | | | 68.9 |
| 45 P | 10.35 | 12.55 | 8.25 | 6.30 | 10.13 | | | 2.23 | 71.6 |
| 48 P | 10.42 | 1.10 | 8.30 | f 6.36 | 10.18 | | | f 2.30 | 75.7 |
| 42 | 10.48 | 1.25 | 8.34 | 6.41 | 10.22 | | | 2.35 | 79.1 |
| Term Yard BKWOTY P | 11.00 PM | 1.40 PM | s 8.40 PM | s 6.46 PM | s 10.27 AM | | | s 2.40 AM | 82.2 |
| | Arrive Daily | Arrive Daily EX.SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX.SUNDAY | Arrive Daily | Arrive Daily | |
| | (1.55) 24.78 | (4.58) 9.53 | (1.15) 38.00 | (1.11) 40.14 | (1.01) 46.72 | (0.10) 20.40 | (0.30) 28.40 | (1.25) 33.52 | |

Time Table No. 214
September 18, 1932

STATIONS

| | | |
|------|---------------------|--------|
| TO-R | MARTINEZ | 1.3 |
| | MOCOCO | 0.8 |
| | End of Double Track | 0.8 |
| | PEYTON | 1.3 |
| TO-R | AVON | 3.2 |
| TO | PORT CHICAGO | 1.7 |
| | NICHOLS | 1.8 |
| | McAVOY | 2.0 |
| | SHELL POINT | 2.1 |
| TO-R | PITTSBURG | 1.9 |
| | LOS MEDANOS | 2.7 |
| TO | ANTIOCH | 3.8 |
| | NEROLY | 4.4 |
| TO | BRENTWOOD | 5.2 |
| TO | BYRON | 2.0 |
| | BYRON HOT SPRINGS | 2.7 |
| | HERDLYN | 4.1 |
| TO | BETHANY | 3.4 |
| | JANNEY | 3.1 |
| TO-R | TRACY | (47.5) |

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

| ADDITIONAL FLAG STOPS | | |
|-----------------------|-------------|-----------------------------|
| Train | At | For Passengers to or Beyond |
| 282 | Any Station | Tracy |

EASTWARD

Lathrop Subdivision

| Capacity of sidings in car lengths | THIRD CLASS | | SECOND CLASS | FIRST CLASS | | | | | | Distance from San Francisco Via Niles | |
|---|---------------------------|---------------------------|-----------------|-----------------|------------------|-------------------|------------------|------------------|------------------|---|---------------|
| | 424 Local Freight | 454 Local Freight | 402 Freight | 280 Stockton | 282 Passenger | 52 San Joaquin | 232 Passenger | 16 West Coast | 210 Passenger | | 58 Sequoia |
| | Leave Daily EX.SUNDAY | Leave Daily EX.SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily |
| Term. Yard BKWOTY P | 7.00 AM | 2.00 AM | 1.30 AM | 8.02 PM | 6.55 PM | 10.32 AM | 10.30 AM | 6.15 AM | 4.07 AM | 2.45 AM | 70.8 |
| P | | | | | | 10.38 | f 10.36 | 6.21 | 4.12 | 2.50 | 73.9 |
| 9 Spur | | | | | | | | | | | 76.8 |
| I P | | | | | | | | | | | 78.7 |
| Eastward 77 Westward 82 Fresno 57 WY | 7.30 AM | | 2.00 AM | 8.16 | s 7.10 7.20 | s 10.52 AM | s 10.55 | 6.33 | s 4.30 | s 3.03 AM | 81.5 |
| P | | | | | f 7.27 | | s 11.05 | 6.41 | 4.37 | | 86.1 |
| I | | | | | | | | | | | 87.7 |
| Yard BKWOTY P | | 3.15 AM | | s 8.30 PM | s 7.36 PM | s 11.15 AM | s 6.50 AM | s 4.45 AM | | | 90.9 |
| | Arrive Daily EX.SUNDAY | Arrive Daily EX.SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| | (0.30) 21.40 | (1.15) 16.08 | (0.30) 21.40 | (0.28) 43.07 | (0.41) 29.41 | (0.20) 32.10 | (0.45) 26.80 | (0.35) 34.45 | (0.38) 31.73 | (0.18) 35.66 | |

Time Table No. 214
September 18, 1932

STATIONS

| | | |
|------|------------------------|--------|
| TO-R | TRACY | 3.1 |
| | BANTA | 2.9 |
| | WINSHIP | 1.9 |
| | SAN JOAQUIN BRIDGE | 2.8 |
| TO-R | LATHROP | 4.6 |
| | FRENCH CAMP | 1.6 |
| | T. S. Ry. Crossing | 3.2 |
| | A. T. & S. F. Crossing | 3.2 |
| | S. E. R. R. Crossing | 3.2 |
| | C. C. T. Co. Crossing | 3.2 |
| TO-R | STOCKTON | (20.1) |

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.

Time Table No. 214
September 18, 1932

Martinez Subdivision.

WESTWARD

| STATIONS | Distance from Tracy | FIRST CLASS | | | | | SECOND CLASS | | | |
|--|---------------------|--------------|--------------|-------------------------|---------------|----------------|--------------|-------------------------|-------------|-----------------------------|
| | | 25 Owl | 55 Tehachapi | 243 Passenger | 231 Passenger | 51 San Joaquin | 405 Freight | 411 Local Freight | | |
| | | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | | |
| TO-R MARTINEZ 1.3 MOCOCO End of Double Track 0.8 | 47.5 | 7.15 AM | s 12.20 PM | s 4.20 PM | s 5.03 PM | s 8.48 PM | | | | |
| PEYTON 1.3 | 45.4 | | | f | f | | | | | |
| TO-R AVON 3.2 | 44.1 | 7.08 | f 12.13 | 4.10 PM | s 4.55 | 8.40 | | | 2.37 | 11.15 |
| TO PORT CHICAGO 1.7 | 40.9 | 7.03 | f 12.08 | | s 4.48 | 8.36 | | | 2.32 | 11.00 |
| NICHOLS 1.8 | 39.2 | | | | f | | | | | 10.35 |
| McAVOY 2.0 | 37.4 | 6.58 | 12.03 PM | | f 4.42 | | | | 2.26 | 10.30 |
| SHELL POINT 2.1 | 35.4 | | | | f | | | | | |
| TO-R PITTSBURG 1.9 | 33.3 | f 6.53 | s 11.57 AM | | s 4.35 | s 8.27 | | | 2.18 | 10.10 9.05 |
| LOS MEDANOS 2.7 | 31.4 | | | | | | | | | |
| TO ANTIOCH 3.8 | 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 | | 4.09 | 8.14 | | | 1.56 | 8.30 |
| TO BRENTWOOD 5.2 | 20.5 | 6.35 | s 11.39 | | s 4.03 | f 8.08 | | | 1.43 | 8.05 |
| TO BYRON 2.0 | 15.3 | 6.27 | s 11.32 | | s 3.52 | 7.57 | | | 1.34 | 7.15 |
| BYRON HOT SPRINGS 2.7 | 13.3 | | | | f | f | | | | |
| HERDLYN 4.1 | 10.6 | 6.21 | 11.25 | | 3.43 | | | | 1.25 | 7.00 |
| TO BETHANY 3.4 | 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 | | f 3.30 | | | | 1.09 | 6.40 |
| TO-R TRACY | 0.0 | 6.05 AM | 11.10 AM | | 3.25 PM | 7.40 PM | | | 1.00 AM | 6.30 AM |
| (47.5) | | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | | | Leave Daily | Leave Daily EX. SUNDAY |
| Time over District..... | | (1.10) | (1.10) | (0.10) | (1.38) | (1.08) | | | (1.50) | (5.00) |
| Average speed per hour..... | | 40.71 | 40.71 | 20.40 | 29.07 | 41.91 | | | 25.91 | 9.50 |

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.

| ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS | | | ADDITIONAL REGULAR STOPS | | |
|---|----------|-------------------------------|--------------------------|------|---------------|
| Train | At | For Passengers From or Beyond | Train | At | Frequency |
| 25 | Martinez | Glendale | 55 | Avon | Saturday Only |

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS ONLY | | | | | |
|---|------------------------|--|--|--|--|
| Train | At | For Passenger To or From | | | |
| 25 25 | Brentwood Brentwood | For Crockett, Suisun-Fairfield and beyond From Tracy and beyond | | | |

Time Table No. 214
September 18, 1932

Lathrop Subdivision

WESTWARD

| STATIONS | Distance from Stockton | FIRST CLASS | | | | | | | SECOND CLASS | | THIRD CLASS | | | |
|--|------------------------|--------------|--------------|---------------|--------------|---------------|----------------|---------------|--------------|-------------------------|-------------------------|--|--|--|
| | | 25 Owl | 279 Stockton | 231 Passenger | 55 Tehachapi | 237 Passenger | 51 San Joaquin | 15 West Coast | 401 Freight | 425 Local Freight | 455 Local Freight | | | |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | | | |
| TO-R TRACY 3.1 | 20.1 | s 5.55 AM | s 7.33 AM | s 10.50 AM | s 11.00 AM | s 4.28 PM | s 7.30 PM | | 10.00 PM | 1.30 PM | 11.20 PM | | | |
| BANTA 2.9 | 17.0 | 5.49 | | f 10.42 | 10.51 | | | | | | | | | |
| WINSHIP 1.9 | 14.1 | | | | | | | | | | | | | |
| SAN JOAQUIN BRIDGE 2.8 | 12.2 | | | | | | | | | | | | | |
| TO-R LATHROP 4.6 | 9.4 | 5.35 AM | 7.17 | s 10.30 | 10.40 AM | f 4.12 | 7.12 PM | 8.06 PM | 9.30 PM | 1.00 PM | 10.45 | | | |
| FRENCH CAMP 1.6 | 4.8 | | | f 10.14 | | | | 7.59 | | | | | | |
| T. S. Ry. Crossing 3.2 | 3.2 | | | | | | | | | | | | | |
| A. T. & S. F. Crossing S. E. R. Crossing C. C. T. Co. Crossing | 0.0 | | 7.05 AM | 10.05 AM | | 4.00 PM | | 7.50 PM | | | 10.15 PM | | | |
| TO-R STOCKTON | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | | | |
| (20.1) | | | | | | | | | | | | | | |
| Time over District..... | | (0.20) | (0.28) | (0.45) | (0.20) | (0.28) | (0.18) | (0.16) | (0.30) | (0.30) | (1.05) | | | |
| Average Speed per Hour..... | | 32.10 | 43.07 | 26.80 | 32.10 | 43.07 | 35.66 | 36.00 | 21.40 | 21.40 | 18.55 | | | |

AT STOCKTON No. 237 may occupy main track fifteen minutes before scheduled leaving time as shown, but Rule 99 must be complied with.

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

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

EASTWARD

Niles Subdivision.

Time Table No. 214

September 18, 1932

| Capacity of sidings in car lengths | THIRD CLASS | | SECOND CLASS | | | FIRST CLASS | | | | | | Distance from San Francisco |
|---------------------------------------|---------------------------|---------------------------|---------------------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|------------------|------------------|--------------------------------|
| | 418 Local Freight | 416 Local Freight | 402 Freight | 406 Freight | 408 Freight | 74 Passenger | 280 Stockton | 252 Passenger | 232 Passenger | 250 Passenger | 210 Passenger | |
| | Leave Daily EX.SUNDAY | Leave Daily EX.SUNDAY | Leave Daily EX.SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |
| | | | | | | 7.20 PM | 5.20 PM | 4.00 PM | 7.40 AM | 7.00 AM | 1.20 AM | 0.0 |
| | | | | | | 7.38 | 5.38 | 4.18 | 7.58 | 7.18 | 1.38 | 3.5 |
| BKWI P | | | | | | 7.50 PM | 5.46 PM | 4.25 PM | 8.05 AM | 7.23 AM | 1.50 AM | 3.5 |
| Term. Yard BKWOITY P | 10.30 AM | 5.30 AM | | | | | | | | | | 4.9 |
| I | | | | | | | | | | | | 5.9 |
| I P | | | | | | s 8.05 | s 5.55 | s 4.34 | s 8.12 | s 7.30 | s 1.57 | 6.7 |
| P | | | | | | | | f | | f | | 8.3 |
| I P | | | | | | s 8.12 | s 6.02 | s 4.44 | s 8.20 | s 7.38 | 2.04 | 9.7 |
| 55 WP | 11.00 AM | 6.00 | | | | 8.18 PM | f 6.08 | s 4.51 | f 8.27 | s 7.45 | 2.11 | 13.4 |
| 38 P | | 6.13 | | | | | f 6.11 | f 4.54 | s 8.30 | s 7.48 | s 2.14 | 14.8 |
| | | | | | | | f | f | | f | | 15.5 |
| | | | | | | | f | f | f | f | | 16.5 |
| 40 P | | 6.25 | | | | | f 6.18 | s 5.01 | f 8.35 | s 7.54 | 2.18 | 17.5 |
| 100 WP | | 6.35 7.35 | | | | | s 6.25 | s 5.06 | s 8.41 | s 8.00 | s 2.29 | 20.1 |
| 33 P | | 7.45 | | | | | f 6.34 | f 5.15 | 8.48 | f 8.05 | 2.34 | 24.0 |
| 36 P | | 8.09 | | | | | f 6.40 | s 5.20 | s 8.54 | s 8.09 | 2.37 | 26.5 |
| | | | | | | | | f | | f | | 27.6 |
| 70 KWYP | | 8.25 AM | | | | | s 6.48 | s 5.25 PM | s 9.01 | s 8.14 AM | s 2.47 | 29.2 |
| IY | | | | | | | | | | | | 29.9 |
| 74 P | | | 8.55 PM | 6.20 AM | 1.25 AM | | | | | | | 31.7 |
| 95 P | | | 9.05 | 6.30 | 1.35 | | | 6.55 | | f 9.07 | 2.52 | 31.7 |
| | | | 9.17 | 6.42 | 1.47 | | | s 7.02 | | s 9.15 | 2.59 | 35.6 |
| | | | | | | | | | | f | | 38.4 |
| 79 P | | | 9.32 | 6.57 | 2.02 | | | s 7.10 | | s 9.23 | f 3.07 | 40.9 |
| IY P | | | | | | | | | | | | 42.0 |
| | | | | | | | | | | | | 42.4 |
| East-100 West-100 P | | | 9.37 | 7.05 | 2.10 | | | 7.13 | | f 9.26 | 3.10 | 43.0 |
| East 85 West 88 KWYP | | | 9.47 | 7.20 | 2.25 2.35 | | | s 7.20 | | s 9.38 | s 3.20 | 46.9 |
| | | | | | | | | | | f | | 48.4 |
| 80 P | | | 9.58 | 7.35 | 2.48 | | | 7.25 | | f 9.45 | 3.26 | 50.5 |
| 97 WT P | | | 10.10 | 8.00 | 3.00 | | | 7.34 | | s 9.55 | 3.35 | 55.0 |
| 74 P | | | 10.24 | 8.13 | 3.15 | | | 7.42 | | f 10.05 | 3.44 | 59.5 |
| 78 P | | | 10.35 | 8.25 | 3.30 | | | 7.49 | | f 10.12 | 3.52 | 63.1 |
| 30 P | | | | | | | | | | | | 68.7 |
| Term. Yard BKWOITY P | | | 10.50 PM | 8.45 AM | 3.50 AM | | | s 7.59 PM | | s 10.22 AM | s 4.02 AM | 70.8 |
| | Arrive Daily EX.SUNDAY | Arrive Daily EX.SUNDAY | Arrive Daily EX.SUNDAY | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| | (0.30) 17.00 | (2.55) 8.33 | (1.55) 21.34 | (2.25) 16.92 | (2.25) 16.92 | | (0.28) 21.21 | (2.11) 30.82 | (1.00) 25.70 | (2.17) 29.47 | (0.51) 30.21 | (2.12) 30.59 |

STATIONS

SAN FRANCISCO }
3.5 }
OAKLAND PIER }
Oakland Ferry

TO-R OAKLAND PIER }
1.4 }
Cedar St. Crossing }
TO-R WEST OAKLAND }
1.0 }
Western Pacific Crossing }
0.8 }
OAKLAND (First Street) }
1.6 }
EAST OAKLAND }
1.4 }
FRUITVALE }
3.7 }
TO-R ELMHURST }
End of Double Track }
1.4 }
TO SAN LEANDRO }
0.7 }
SOUTH SAN LEANDRO }
1.0 }
ESTUDILLO }
1.0 }
LORENZO }
2.6 }
TO HAYWARD }
3.9 }
HALVERN }
2.5 }
TO DECOTO }
1.1 }
FABRICO }
1.6 }
TO-R NILES }
0.7 }
NILES JUNCTION }
1.8 }
FARWELL }
3.9 }
TO SUNOL }
2.8 }
VERONA }
2.5 }
TO PLEASANTON }
1.1 }
TO RADUM }
0.4 }
REMILLARD }
0.6 }
ELIOT }
3.9 }
TO-R LIVERMORE }
1.5 }
TREVARNIO }
2.1 }
ULMAR }
4.5 }
TO ALTAMONT }
4.5 }
CAYLEY }
3.6 }
MIDWAY }
5.6 }
MEDAL }
2.1 }
TO-R TRACY }
4.5 }

(67.3)

.....Time over District
.....Average Speed per Hour

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

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.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | |
|--|--------------------------------|---------------------------|
| Train | At | For Passengers To or From |
| 232 | Bonita | Any Station |
| 250 | Cherryland | Any Station |
| 250-252 and 280 | Cherry, Harder and Tennyson | Any Station |

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | |
|--|----------|-----------|
| Train | At | Frequency |
| 210 | Altamont | Mondays |
| 280 | Altamont | Sundays |

Niles Subdivision.

WESTWARD

Time Table No. 214

September 18, 1932

| STATIONS | Distance from Tracy | FIRST CLASS | | | | | | | SECOND CLASS | | THIRD CLASS | | |
|--------------------------|---------------------|------------------------|--------------|--------------|--------------|--------------|--------------------|-------------------|--------------|-------------------------|-------------------------|------------------------|------------------------|
| | | 251 | 253 | 73 | 279 | 255 | 237 | 257 | 409 | 401 | 415 | 417 | |
| | | Passenger | Passenger | Passenger | Stockton | Passenger | Passenger | Passenger | Freight | Freight | Local Freight | Local Freight | |
| Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive SUNDAY ONLY | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | | |
| SAN FRANCISCO | 70.8 | 7.10 AM | 8.10 AM | 9.50 AM | 9.50 AM | 6.10 PM | 6.50 PM | 10.10 PM | | | | | |
| OAKLAND PIER | 67.3 | 6.52 | 7.52 | 9.32 | 9.32 | 5.52 | 6.32 | 9.52 | | | | | |
| TO-R OAKLAND PIER | 67.3 | s 6.40 AM | s 7.42 AM | s 9.20 AM | s 9.25 AM | s 5.45 PM | s 6.25 PM | s 9.45 PM | | | | | |
| Cedar St. Crossing | 65.9 | | | | | | | | | | 4.10 PM | 5.55 PM | |
| TO-R WEST OAKLAND | 64.9 | | | | | | | | | | | | |
| Western Pacific Crossing | 64.1 | s 6.30 | s 7.35 | s 9.13 | s 9.17 | s 5.36 | s 6.18 | s 9.35 | | | | | |
| OAKLAND (First St.) | 62.5 | f | | | | | | | | | | | |
| EAST OAKLAND | 61.1 | s 6.22 | s 7.26 | s 9.05 | s 9.09 | s 5.28 | s 6.10 | s 9.26 | | | | | |
| FRUITVALE | 57.4 | s 6.16 | s 7.17 | 8.59 AM | 9.03 | f 5.21 | 6.02 | 9.20 PM | | | 3.40 | 5.25 PM | |
| TO-R ELMHURST | 56.0 | s 6.13 | s 7.12 | | 9.01 | s 5.18 | f 5.59 | | | | 3.35 | | |
| TO SAN LEANDRO | 55.3 | f | f | | | f | | | | | | | |
| SOUTH SAN LEANDRO | 54.3 | f | f | | | f | | | | | | | |
| ESTUDILLO | 53.3 | s 6.06 | s 7.04 | | 8.57 | s 5.11 | 5.55 | | | | 3.25 | | |
| LORENZO | 50.7 | s 5.59 | s 6.56 | | 8.53 | s 5.06 | 5.51 | | | | 3.10 | | |
| TO HAYWARD | 46.8 | f 5.52 | f 6.47 | | 8.48 | f 4.50 | | | | | 2.45 | | |
| HALVERN | 44.3 | f 5.47 | s 6.42 | | 8.45 | s 4.46 | f 5.43 | | | | 2.30 | | |
| TO DECOTO | 43.2 | | f | | | f | | | | | | | |
| PABRICO | 41.6 | 5.42 AM | 6.37 AM | | s 8.41 | 4.40 PM | s 5.40 | | | | 2.15 PM | | |
| TO-R NILES | 40.9 | | | | | | | | | | | | |
| NILES JUNCTION | 39.1 | | | | 8.35 | | f 5.33 | | | 3.25 AM | 3.45 AM | | |
| FARWELL | 35.2 | | | | s 8.28 | | s 5.26 | | | 3.15 | 3.37 | | |
| TO SUNOL | 32.4 | | | | | | | | | 2.59 | 3.22 | | |
| VERONA | 29.9 | | | | s 8.21 | | s 5.19 | | | 2.40 | 3.07 | | |
| TO PLEASANTON | 28.8 | | | | | | | | | | | | |
| TO RADUM | 28.4 | | | | | | | | | | | | |
| REMILLARD | 27.8 | | | | 8.18 | | f 5.15 | | | 2.35 | 2.50 | | |
| ELIOT | 23.9 | | | | s 8.13 | | s 5.10 | | | 2.25 | 2.35 | | |
| TO-R LIVERMORE | 22.4 | | | | | | f | | | | | | |
| TREVARNO | 20.3 | | | | 8.07 | | f 5.02 | | | 2.10 | 2.20 | | |
| ULMAR | 15.8 | | | | 8.00 | | f 4.55 | | | 1.55 | 2.05 | | |
| TO ALTAMONT | 11.3 | | | | 7.51 | | 4.46 | | | 1.35 | 1.45 | | |
| OAYLEY | 7.7 | | | | 7.45 | | f 4.40 | | | 1.20 | 1.30 | | |
| MIDWAY | 2.1 | | | | | | | | | | | | |
| MEDAL | 0.0 | | | | 7.36 AM | | 4.31 PM | | | 1.00 AM | 1.10 AM | | |
| TO-R TRACY | | | | | | | | | | | | | |
| (67.3) | | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave SUNDAY ONLY | | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY |
| Time over District | | (0.58) | (1.05) | (0.55) | (1.49) | (1.05) | (1.54) | (0.25) | | (2.25) | (2.35) | (1.55) | (0.30) |
| Average Speed per Hour | | 26.58 | 23.72 | 28.03 | 37.04 | 23.72 | 35.42 | 23.76 | | 16.92 | 15.77 | 12.68 | 17.00 |

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

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.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

| Train | At | Frequency |
|-------|----------|-----------|
| 279 | Altamont | Sundays |

| Capacity of Sidings in Car Lengths | THIRD CLASS | | | | | | SECOND CLASS | | | | FIRST CLASS | | | | | | Distance from San Francisco Via Antioch |
|--|-------------------|-----------|-------------------|-----------|---------------------------|---------------------------|--------------------|-----------------|-----------------|-------------|----------------|-------------|-------------|-----------------|-----------------|-----------------|---|
| | 426 Local Freight | | 424 Local Freight | | 402 Freight | | 420 Fresno Freight | | 60 West Coast | | 52 San Joaquin | | 58 Sequoia | | | | |
| | Leave Daily | EX.SUNDAY | Leave Daily | EX.SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | |
| Eastward 77 Fresno 57 WYP | | | | | 7.40 AM | | | 2.00 AM | 12.15 AM | | | | | 8.06 PM | 11.00 AM | 3.06 AM | 92.9 |
| I | | | | | | | | | | | | | | | | | 93.8 |
| 80 P | | | | | 8.10 | | | 2.15 | 12.35 | | | | | f 8.20 | 11.06 | f 3.16 | 96.8 |
| 115 P | | | | | 8.16 | | | 2.20 | 12.40 | | | | | 8.23 | 11.09 | 3.19 | 99.4 |
| 26 P | | | | | | | | | | | | | | | | | 100.6 |
| 79 P | | | | | 8.50 | | | 2.27 | 12.47 | | | | | f 8.29 | 11.13 | f 3.27 | 103.3 |
| 85 P | | | | | 9.15 | | | 2.33 | 12.53 | | | | | f 8.33 | 11.17 | f 3.34 | 106.4 |
| 20 | | | | | | | | | | | | | | | | | 108.1 |
| No. 1, 106 No. 2, 100 No. 3, 100 BKWP | | | | | 10.00 | | | 3.20 | 1.20 | | | | | s 8.50 | s 11.33 | s 3.57 | 113.1 |
| IP | | | | | | | | | | | | | | | | | 114.7 |
| 77 P | | | | | 10.54 | | | 3.30 | 1.32 | | | | | f 8.58 | 11.40 | f 4.06 | 117.4 |
| 74 P | | | | | 11.15 | | | 3.50 | 1.38 | | | | | 9.02 | 11.44 | 4.12 | 120.8 |
| 83 P | | | | | 11.53 AM | | | 4.10 4.42 | 1.50 | | | | | s 9.11 | s 11.53 AM | s 4.25 | 126.2 |
| 4 Spur | | | | | | | | | | | | | | | | | 129.3 |
| 99 P | | | | | 12.20 PM | | | 5.00 | 2.02 | | | | | 9.19 | 12.01 PM | f 4.34 | 131.9 |
| 84 WP | | | | | 1.00 | | | 5.10 | 2.12 | | | | | f 9.25 | 12.07 | 4.45 | 136.4 |
| 30 | | | | | | | | | | | | | | | | | 138.9 |
| 73 P | | | | | 2.00 | | | 5.22 | 2.24 | | | | | f 9.35 | 12.14 | f 4.57 | 143.2 |
| 42 | | | | | | | | | | | | | | | | | 144.8 |
| 125 P | | | | | 2.15 | | | 5.30 | 2.32 | | | | | 9.40 | 12.19 | 5.02 | 147.4 |
| 70 BKWOTP | | | | | 10.30 AM | 2.30 PM | | 5.40 AM | 3.25 | | | | | s 9.53 | s 12.26 | s 5.30 | 150.5 |
| 24 | | | | | | | | | | | | | | | | | 151.9 |
| 75 P | | | | | 11.00 | | | | 3.56 | | | | | 10.02 | 12.34 | f 5.40 | 156.6 |
| 79 P | | | | | 11.20 | | | | 4.15 | | | | | 10.07 | 12.39 | f 5.47 | 160.5 |
| 44 Spur | | | | | | | | | | | | | | | | | 165.8 |
| 85 P | | | | | 11.53 AM | | | | 4.30 | | | | | 10.15 | 12.47 | f 5.55 | 166.9 |
| 40 WP | | | | | 12.05 PM 1.30 | | | | | | | | | f 10.17 | 12.49 | s 6.00 | 168.2 |
| 80 P | | | | | 1.50 | | | | 4.42 | | | | | 10.23 | 12.55 | f 6.07 | 173.0 |
| 76 WOTP | | | | | 2.25 | | | | 4.50 | | | | | 10.27 | 12.59 | f 6.12 | 176.5 |
| 106 P | | | | | 2.35 | | | | 4.56 | | | | | 10.30 | 1.02 | 6.16 | 179.2 |
| 142 BKP | | | | | 3.45 | | | | 5.06 | | | | | s 10.39 | s 1.10 | s 6.30 | 183.9 |
| 31 | | | | | 4.00 | | | | | | | | | | | | 186.7 |
| 82 P | | | | | 4.20 | | | | 5.25 | | | | | 10.46 | 1.17 | f 6.40 | 190.2 |
| 12 Spur | | | | | | | | | | | | | | | | f | 193.5 |
| 85 WP | | | | | 4.46 | | | | 5.35 | | | | | 10.53 | 1.24 | f 6.48 | 195.6 |
| P | | | | | | | | | | | | | | | | | 199.3 |
| Term. Yard BKWOYP | | | | | 5.05 | | | | 5.50 | | | | | 11.00 | 1.32 | 6.55 | 201.8 |
| I | | | | | | | | | | | | | | | | | 203.2 |
| Term. Yard BKWOTYP | | | | | 5.20 PM | | | | 6.10 AM | | | | | s 11.15 PM | s 1.45 PM | s 7.10 AM | 205.5 |
| | | | | | Arrive Daily EX.SUNDAY | Arrive Daily EX.SUNDAY | | Arrive Daily | Arrive Daily | | | | | Arrive Daily | Arrive Daily | Arrive Daily | |
| | | | | | (6.50) 8.05 | (6.50) 8.43 | | (3.40) 15.70 | (5.55) 19.03 | | | | | (3.09) 35.74 | (2.45) 40.94 | (4.04) 27.69 | |

| STATIONS | | Distance from San Francisco Via Antioch |
|----------|-----------------------------|---|
| TO-R | LATHROP | 92.9 |
| | 0.9 | |
| | W. P. Crossing | 93.8 |
| | 3.0 | |
| TO | MANTECA | 96.8 |
| | 2.6 | |
| | CALLA | 99.4 |
| | 1.2 | |
| | WESTON | 100.6 |
| | 2.7 | |
| TO | RIPON | 103.3 |
| | 3.1 | |
| TO | SALIDA | 106.4 |
| | 1.7 | |
| | COVELL | 108.1 |
| | 5.0 | |
| TO | MODESTO | 113.1 |
| | 1.6 | |
| | T. S. Ry. Crossing | 114.7 |
| | 2.7 | |
| TO | CERES | 117.4 |
| | 3.4 | |
| TO | KEYES | 120.8 |
| | 5.4 | |
| TO | TURLOCK | 126.2 |
| | 3.1 | |
| | ALCANT | 129.3 |
| | 2.6 | |
| TO | DELHI | 131.9 |
| | 4.5 | |
| TO | LIVINGSTON | 136.4 |
| | 2.5 | |
| | ARENA | 138.9 |
| | 4.3 | |
| TO | ATWATER | 143.2 |
| | 1.6 | |
| | BUHAOH | 144.8 |
| | 2.6 | |
| | FERGUS | 147.4 |
| | 3.1 | |
| TO-R | MERCED | 150.5 |
| | 1.4 | |
| | OREGAN | 151.9 |
| | 4.7 | |
| | LINGARD | 156.6 |
| | 3.9 | |
| | ATHLONE | 160.5 |
| | 5.3 | |
| | SIERRA VISTA | 165.8 |
| | 1.1 | |
| | MINTURN | 166.9 |
| | 1.3 | |
| TO | CHOWCHILLA | 168.2 |
| | 4.8 | |
| | FAIRMEAD | 173.0 |
| | 3.5 | |
| | BERENDA | 176.5 |
| | 2.7 | |
| | NOTARB | 179.2 |
| | 4.7 | |
| TO | MADERA | 183.9 |
| | 2.8 | |
| | BORDEN | 186.7 |
| | 3.5 | |
| | IRRIGOSA | 190.2 |
| | 3.3 | |
| | THARSA | 193.5 |
| | 2.1 | |
| | HERNDON | 195.6 |
| | 3.7 | |
| | BIOLA JOT. | 199.3 |
| | 2.5 | |
| | FRESNO YARD | 201.8 |
| | 1.4 | |
| | F. T. Co. Crossing | 203.2 |
| | 2.3 | |
| TO-R | FRESNO | 205.5 |
| | (112.6) | |
| | Time over District..... | |
| | Average Speed per Hour..... | |

Automatic Block System

Double Track

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | | |
|--|-------------|----------------------|----------------|------------------|
| Train | At | Receive or Discharge | To (Or Beyond) | From (Or Beyond) |
| 52 | Any Station | Receive | Bakersfield | Lathrop |
| 52 | Any Station | Discharge | | Manteca |
| 60 | Any Station | Discharge | | |

East leg of wye at Lathrop is not protected by block signals.
 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: {Cluster, M.P. 155.9. Cap. 6 Cars.
 {Labranza, M.P. 162.3. Cap. 9 Cars (Spur.)

Time Table No. 214

September 18, 1932

Merced Subdivision

WESTWARD

| STATIONS | Distance from Fresno | FIRST CLASS | | | SECOND CLASS | | | THIRD CLASS | |
|-----------------------------|----------------------|--------------|--------------|----------------|--------------|--------------|--------------|------------------------|------------------------|
| | | 25 Owl | 55 Tehachapi | 51 San Joaquin | 423 Freight | 401 Freight | 421 Freight | 425 Local Freight | 427 Local Freight |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX.SUNDAY | Arrive Daily EX.SUNDAY |
| TO-R LATHROP 0.9 | 112.6 | s 5.33AM | s 10.35AM | s 7.03PM | | | | | |
| W. P. Crossing 3.0 | 111.7 | | | | | | | | |
| TO MANTECA 2.6 | 108.7 | f 5.27 | s 10.27 | 6.57 | | | | | |
| CALLA 1.2 | 106.1 | 5.24 | 10.22 | 6.54 | | | | | |
| WESTON 2.7 | 104.9 | | | | | | | | |
| TO RIPON 3.1 | 102.2 | 5.20 | f 10.17 | 6.50 | | | | | |
| TO SALIDA 1.7 | 99.1 | 5.16 | f 10.11 | 6.46 | | | | | |
| COVELL 5.0 | 97.4 | | | | | | | | |
| TO MODESTO 1.6 | 92.4 | s 5.05 | s 10.00 | s 6.36 | | | | | |
| T. S. Ry. Crossing 2.7 | 90.8 | | | | | | | | |
| TO CERES 3.4 | 88.1 | 4.53 | f 9.47 | 6.24 | | | | | |
| TO KEYES 5.4 | 84.7 | 4.49 | f 9.42 | 6.20 | | | | | |
| TO TURLOOK 3.1 | 79.3 | s 4.42 | s 9.34 | s 6.13 | | | | | |
| ALCANT 2.6 | 76.2 | | | | | | | | |
| TO DELHI 4.5 | 73.6 | 4.34 | f 9.24 | 6.03 | | | | | |
| TO LIVINGSTON 2.5 | 69.1 | 4.27 | f 9.17 | 5.58 | | | | | |
| ARENA 4.3 | 66.6 | | | | | | | | |
| TO ATWATER 1.6 | 62.3 | 4.20 | f 9.07 | 5.51 | | | | | |
| BUHACH 2.6 | 60.7 | | | | | | | | |
| FERGUS 3.1 | 58.1 | 4.15 | 9.00 | | | | | | |
| TO-R MEROED 1.4 | 55.0 | s 4.10 | s 8.55 | s 5.42 | | | | | |
| OREGAN 4.7 | 53.6 | | | | | | | | |
| LINGARD 3.9 | 48.9 | 3.56 | 8.41 | 5.29 | | | | | |
| ATHLONE 5.3 | 45.0 | 3.51 | 8.37 | 5.25 | | | | | |
| SIERRA VISTA 1.1 | 39.7 | | | | | | | | |
| MINTURN 1.3 | 38.6 | 3.44 | 8.29 | 5.18 | | | | | |
| TO CHOWCHILLA 4.8 | 37.3 | f 3.42 | s 8.27 | | | | | | |
| FAIRMEAD 3.5 | 32.5 | 3.35 | f 8.19 | | | | | | |
| BERENDA 2.7 | 29.0 | 3.31 | 8.15 | 5.09 | | | | | |
| NOTARB 4.7 | 26.3 | 3.28 | 8.12 | 5.06 | | | | | |
| TO MADERA 2.8 | 21.6 | s 3.22 | s 8.06 | s 5.00 | | | | | |
| BORDEN 3.5 | 18.8 | | | | | | | | |
| IRRIGOSA 3.3 | 15.3 | 3.12 | 7.57 | 4.52 | | | | | |
| THARSA 2.1 | 12.0 | | | | | | | | |
| HERNDON 3.7 | 9.9 | 3.06 | 7.51 | 4.46 | | | | | |
| BIOLA JOT. 2.5 | 6.2 | | | | | | | | |
| FRESNO YARD 1.4 | 3.7 | 2.59 | 7.44 | 4.39 | | | | | |
| F. T. Co. Crossing 2.3 | 2.3 | | | | | | | | |
| TO-R FRESNO (112.6) | 0.0 | 2.50AM | 7.35AM | 4.30PM | | | | | |
| | | Leave Daily | Leave Daily | Leave Daily | | | | | |
| Time over District..... | | (2.43) | (3.00) | (2.33) | | | | | |
| Average Speed per Hour..... | | 41.45 | 37.53 | 44.15 | | | | | |
| | | (4.55) | (3.20) | (5.00) | | | | | |
| | | 22.95 | 17.28 | 22.52 | | | | | |
| | | (6.40) | (7.30) | | | | | | |
| | | 8.64 | 7.33 | | | | | | |

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

ADDITIONAL STATIONS: Cluster, M. P. 155.9. Cap. 6 Cars.
Labranza M. P. 163.3. Cap. 9 Cars. (Spur)

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | | |
|--|-------------|----------------------|----------------|------------------|
| Train | At | Receive or Discharge | To (Or Beyond) | From (Or Beyond) |
| 25 | Any Station | Receive | Sacramento | Fresno |
| 25 | Any Station | Discharge | Lathrop | |
| 55 | Any Station | Receive | | |

EASTWARD

Los Banos Subdivision

WESTWARD

| Capacity of Sidings in Car Lengths | EASTWARD | | | | Distance from San Francisco Via Antioch | WESTWARD | | | | | |
|------------------------------------|---|---|-------------------------------|--------------------------|---|---------------------------------|----------------------------------|----------------------------------|--------------------------------------|---|--|
| | THIRD CLASS | | SECOND CLASS | | | FIRST CLASS | | THIRD CLASS | | | |
| | 432 Local Freight Leave Tues., Thurs., Sat. | 430 Local Freight Leave Daily EX.SUNDAY | 410 Freight Leave Daily | 26 Owl Leave Daily | | 240 Passenger Leave Daily | 59 West Coast Arrive Daily | 239 Passenger Arrive Daily | 429 Tracy Freight Arrive Daily | 433 Local Freight Arrive Mon., Wed., Fri. | 431 Local Freight Arrive Daily EX.SUNDAY |
| Term. Yard BKWOTYP | | 7.30 AM | 12.10 AM | | 82.2 | | | | | | |
| 48 I P | | 7.40 | 12.22 | | 84.9 | | f 11.27 | | | | |
| 54 P | | 7.50 | 12.27 | | 87.9 | | f 11.32 | | | | |
| 55 P | | 8.03 | 12.37 | | 92.6 | | s 11.39 | | | | |
| 24 P | | | | | 94.9 | | f | | | | |
| 45 P | | 8.13 | 12.44 | | 96.4 | | f 11.44 | | | | |
| 100 WP | | 8.40 | 12.51 | | 100.4 | | s 11.51 AM | | | | |
| 13 Spur | | | | | 104.8 | | f | | | | |
| 56 P | | 10.00 | 1.04 | | 107.4 | | f 9.16 s 12.04 PM | | | | |
| 54 P | | 10.40 AM | 1.14 | | 113.2 | | s 12.14 | | | | |
| 13 Spur | | | | | 116.0 | | f | | | | |
| 53 P | | | | | 117.3 | | f 12.20 | | | | |
| 57 WP | | 12.30 PM | 1.26 | | 119.5 | | f 9.31 s 12.30 | | | | |
| 52 P | | 1.25 | 1.32 | | 123.5 | | f 9.36 s 12.40 | | | | |
| 42 | | 1.35 | 1.37 | | 126.9 | | f 12.45 | | | | |
| 73 P | | 1.50 | 1.41 | | 129.3 | | 9.43 f 12.48 | | | | |
| 57 P | | 2.15 | 1.50 | | 135.6 | | 9.51 f 12.56 | | | | |
| 13 Spur | | | | | 138.3 | | f | | | | |
| 86 BKWOYP | 9.00 AM | 2.35 PM | 2.10 | | 140.4 | | s 10.00 s 1.13 | | | | |
| 30 | | | | | 141.6 | | f | | | | |
| 56 P | | 9.25 | 2.25 | | 148.3 | | 10.10 f 1.23 | | | | |
| 13 Spur | | | | | 149.6 | | f | | | | |
| 100 P | | 10.30 | 2.34 | | 153.0 | | 10.16 s 1.33 | | | | |
| 43 P | | 11.00 AM | 2.46 | | 159.8 | | 10.24 f 1.42 | | | | |
| 12 Spur | | | | | 161.6 | | f | | | | |
| 100 WP | | 12.20 PM | 2.58 | | 166.2 | | 10.31 s 1.52 | | | | |
| 14 | | | | | 169.0 | | | | | | |
| 46 P | | 12.35 | 3.05 | | 170.8 | | f 1.58 | | | | |
| 13 Spur | | | | | 172.8 | | f | | | | |
| 98 P | | 1.00 | 3.10 | | 174.5 | | 10.41 s 2.06 | | | | |
| 44 YP | | 1.20 | 3.39 | | 181.9 | | 10.50 f 2.16 | | | | |
| 49 P | | 1.30 | 3.55 | | 184.5 | | 10.53 f 2.20 | | | | |
| 9 Spur | | | | | 185.0 | | | | | | |
| 125 BKWOYP | | 2.35 | 4.40 | | 193.0 | | 11.04 s 2.35 | | | | |
| 13 Spur | | | | | 196.2 | | f | | | | |
| 55 | | | | | 196.7 | | f 2.40 | | | | |
| 47 P | | 2.56 | 4.55 | | 198.5 | | 11.10 f 2.43 | | | | |
| 236 Spur P | | | | | 200.8 | | | | | | |
| 23 Spur Y | | | | | 201.8 | | f | | | | |
| 47 P | | 3.10 | 5.05 | | 202.5 | | 11.15 f 2.50 | | | | |
| 18 Spur | | | | | 205.3 | | | | | | |
| Term. Yard BKWOTYP | 3.40 PM | | 5.30 AM | | 208.4 | | s 11.30 PM s 3.10 PM | | | | |
| | Arrive Tues. Thurs., Sat. (6.40) 10.01 | Arrive Daily EX.SUNDAY (7.05) 8.21 | Arrive Daily (5.20) 23.66 | | | | Arrive Daily (2.45) 45.89 | Arrive Daily (3.50) 32.92 | | | |

Time Table No. 214
September 18, 1932

STATIONS

| | | |
|------------------|-----|-------|
| TO-R TRACY | 2.7 | 126.2 |
| W. P. Crossing | | |
| LYOTH | 3.0 | 123.5 |
| YARMOUTH | 4.7 | 120.5 |
| VERNALIS | 2.3 | 115.8 |
| SOLYO | 1.5 | 113.5 |
| HALLY | 4.0 | 112.0 |
| WESTLEY | 4.4 | 108.0 |
| VANORMER | 2.6 | 103.6 |
| TO PATTERSON | 5.8 | 101.0 |
| TO CROWS LANDING | 2.8 | 95.2 |
| STOMAR | 1.3 | 92.4 |
| TIMBA | 2.2 | 91.1 |
| TO NEWMAN | 4.0 | 88.9 |
| TO GUSTINE | 3.4 | 84.9 |
| LINORA | 2.4 | 81.5 |
| INGOMAR | 6.3 | 79.1 |
| VOLTA | 2.7 | 72.8 |
| TRENT | 2.1 | 70.1 |
| TO-R LOS BANOS | 1.2 | 68.0 |
| ABATTO | 6.7 | 66.8 |
| AGATHA | 1.3 | 60.1 |
| BRITO | 3.4 | 58.8 |
| TO DOS PALOS | 6.8 | 55.4 |
| OXALIS | 1.8 | 48.6 |
| SILAXO | 4.6 | 46.8 |
| TO FIREBAUGH | 2.8 | 42.2 |
| BENITO | 1.8 | 39.4 |
| OROMIR | 2.0 | 37.6 |
| ARBOS | 1.7 | 35.6 |
| TO MENDOTA | 7.4 | 33.9 |
| R INGLE | 2.6 | 26.5 |
| JAMESAN | 0.5 | 23.9 |
| BUTTON | 8.0 | 23.4 |
| TO-R KERMAN | 3.2 | 15.4 |
| RUGG | 0.5 | 12.2 |
| FLOYD | 1.8 | 11.7 |
| ROLINDA | 2.3 | 9.9 |
| KEARNEY | 1.0 | 7.6 |
| NEVILLS | 0.7 | 6.6 |
| PRATTON | 2.8 | 5.9 |
| CRAYOLD | 3.1 | 3.1 |
| TO-R FRESNO | | 0.0 |

(126.2)

.....Time over District..... (2.55) (3.55)

.....Average Speed per Hour..... 43.26 32.22

No. 26 reduce speed Saturdays to 20 miles per hour at Gustine and Dos Palos to dispatch papers.

| ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS | | | | |
|--|---------|-----------------------|----------------|------------------|
| Train | At | Receive or Discharge | To (Or Beyond) | From (Or Beyond) |
| 239 | Gadwall | Receive and Discharge | Any Station | Any Station |
| 240 | Gadwall | Receive and Discharge | Any Station | Any Station |

ADDITIONAL STATIONS: (Ohm, M.P. 93.5 Cap. 13 Cars. (Spur). Forsey, M.P. 203.7 Cap. 9 Cars. (Spur).)

EASTWARD

Lathrop Subdivision

WESTWARD

| Capacity of sidings in car lengths | FIRST CLASS | | | | Distance from San Francisco Via Niles | Time Table No. 214 September 18, 1932 | Distance from Brighton | FIRST CLASS | | |
|------------------------------------|-----------------|-----------------|-----------------|-----------------|---------------------------------------|--|------------------------|-----------------|-----------------|------------|
| | 282 | 232 | 16 | 210 | | | | 279 | 231 | 15 |
| | Passenger | Passenger | West Coast | Passenger | | | | Stockton | Passenger | West Coast |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | Arrive Daily | Arrive Daily | Arrive Daily | |
| Yard BKWOITY P | 7.45 PM | 11.20 AM | 7.10 AM | 5.00 AM | 90.9 | 42.3 | s 6.58 AM | s 9.55 AM | s 7.40 PM | |
| I P | | | | | 92.3 | 40.9 | | | | |
| 63 Spur P | | | | | 92.7 | 40.5 | | | | |
| 4 Spur | | | | | 93.5 | 39.7 | | | | |
| W P | | | | | 95.0 | 38.2 | | | | |
| 125 P | f | f | | | 96.6 | 36.6 | | f | | |
| 125 P | f 7.59 | f 11.35 | | | 100.2 | 33.0 | | f 9.40 | | |
| BKWOYP 125 | s 8.06 | s 11.45 | s 7.35 | s 5.25 AM | 103.3 | 29.9 | 6.40 AM | s 9.35 | s 7.20 | |
| 42 Spur P | f | | | | 105.1 | 28.1 | | | | |
| 125 P | f 8.12 | s 11.51 AM | | | 106.2 | 27.0 | | s 9.20 | f 7.11 | |
| 125 P | f | f | | | 109.5 | 23.7 | | f | | |
| BKWOYP 178 | s 8.22 | s 12.08 PM | 7.52 | | 111.7 | 21.5 | | s 9.13 | f 7.05 | |
| 125 P | f | f | | | 115.5 | 17.7 | | f | | |
| 15 P | f | f | | | 117.5 | 15.7 | | f | | |
| 125 P | f 8.32 | f 12.19 | | | 119.5 | 13.7 | | f | | |
| 133 P | f 8.38 | s 12.25 | | | 122.9 | 10.3 | | s 8.50 | f 6.50 | |
| 125 P | f | | | | 125.7 | 7.5 | | f | | |
| 135 WP | f 8.46 | s 12.36 | | | 129.0 | 4.2 | | s 8.42 | f 6.42 | |
| 10 P | | | | | 132.0 | 1.2 | | | | |
| WP | f 8.55 PM | f 12.45 PM | 8.30 AM | | 133.2 | 0.0 | | 8.35 AM | 6.35 PM | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | Leave Daily | Leave Daily | Leave Daily | |
| | (1.10) 36.26 | (1.25) 29.86 | (1.20) 31.72 | (0.25) 29.28 | | | (0.18) 41.33 | (1.20) 31.72 | (1.05) 39.04 | |

EASTWARD

Lathrop Subdivision

WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS | | Distance from San Francisco Via Niles | Time Table No. 214 September 18, 1932 | Distance from Kentucky House | THIRD CLASS | |
|------------------------------------|-------------------------|------------------------|---------------------------------------|--|------------------------------|-------------------------|--|
| | 434 | 435 | | | | | |
| | Freight | Freight | | | | | |
| | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | | | | Arrive Daily EX. SUNDAY | |
| BKWOYP | 9.30 AM | 103.3 | TO-R Lodi Branch | 39.3 | 4.00 PM | | |
| 15 Spur | | 105.1 | LODI | 1.8 | | | |
| 30 P | | 105.2 | C. C. T. Co. Crossing | 0.1 | | | |
| 22 P | 9.55 | 107.1 | FRANKLYN | 1.9 | | | |
| 22 WP | 10.15 | 110.7 | VICTOR | 3.6 | 3.35 | | |
| 30 | 10.30 | 114.7 | LOCKEFORD | 4.0 | 3.15 | | |
| 14 | 10.47 | 120.8 | CLEMENTS | 6.1 | 2.55 | | |
| | | 129.3 | WALLACE | 5.6 | 2.40 | | |
| 19 WTP | 11.10 | 130.2 | HELISMA | 2.9 | 2.30 | | |
| 9 P | 11.25 | 134.7 | NORVAL | 0.9 | 1.50 | | |
| 12 P | | 139.0 | TO-R VALLEY SPRING | 4.5 | | | |
| 52 | 11.55 AM | 142.6 | TOYON | 4.3 | | | |
| | Arrive Daily EX. SUNDAY | | MACNIDER | 3.6 | | | |
| | (2.25) 16.26 | | R KENTUCKY HOUSE | 0.0 | 1.20 PM | | |
| | | | (39.3) | | Leave Daily EX. SUNDAY | | |
| | | |Time over District..... | | (2.40) | | |
| | | |Average Speed Per Hour..... | | 14.74 | | |

EASTWARD

Lathrop Subdivision

WESTWARD

| Capacity of sidings in car lengths | Time Table No. 214 September 18, 1932 | | | | Distance from San Francisco Via Niles | Distance from Woodbridge |
|------------------------------------|--|-----------------------|--|-------|---------------------------------------|--------------------------|
| | Lodi Branch | | | | | |
| | STATIONS | | | | | |
| BKWOYP | TO-R | LODI | | 103.3 | 2.5 | |
| | | C. C. T. Co. Crossing | | 105.8 | 0.0 | |
| 22 | R | WOODBIDGE | | | | |
| | | (2.5) | | | | |

EASTWARD

Lathrop Subdivision

WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS | | Distance from San Francisco Via Niles | Time Table No. 214 September 18, 1932 | Distance from Ione | SECOND CLASS | |
|------------------------------------|-------------------------|------------------------|---------------------------------------|--|------------------------|-------------------------|--|
| | 436 | 437 | | | | | |
| | Mixed | Mixed | | | | | |
| | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | | | | Arrive Daily EX. SUNDAY | |
| BKWOYP | 12.30 PM | 111.7 | TO-R Ione Branch | 27.1 | 9.05 AM | | |
| 16 | f 12.45 | 116.7 | GALT | 5.0 | 8.40 | | |
| 18 P | f 1.00 | 122.0 | C. C. T. Co. Crossing | 5.3 | 8.15 | | |
| 34 P | s 1.25 | 132.3 | VANSTOW | 0.7 | 7.35 | | |
| 13 | f | 133.0 | CLAY | 10.3 | | | |
| 19 Spur | | 134.8 | CARBONDALE | 0.7 | | | |
| 19 Spur | f | 135.2 | LIGNITE | 1.8 | | | |
| 13 Spur | f | 137.7 | EDWIN | 0.4 | | | |
| 31 WTY P | s 2.00 PM | 138.8 | OLARKSONA | 2.5 | | | |
| | Arrive Daily EX. SUNDAY | | DAGON | 1.1 | | | |
| | (1.30) 18.06 | | TO-R IONE | 0.0 | 7.05 AM | | |
| | | | (27.1) | | Leave Daily EX. SUNDAY | | |
| | | |Time over District..... | | (2.00) | | |
| | | |Average Speed per Hour..... | | 13.55 | | |

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

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

EASTWARD

Niles Subdivision.

WESTWARD

| Capacity of sidings in car lengths | THIRD CLASS | FIRST CLASS | | | | Distance from San Francisco | Time Table No. 214 | | Distance from San Jose | FIRST CLASS | | | |
|---------------------------------------|----------------------------|-----------------|--|-----------------|-----------------|--------------------------------|----------------------------------|------------------------------|---------------------------|-----------------|-----------------|--|--|
| | 416 | 404 | | 252 | 250 | | September 18, 1932 | | | 245 | 255 | | |
| | Local Freight | Freight | | Passenger | Passenger | | | | | Passenger | Passenger | | |
| | Leave Daily EX. SUNDAY | Leave Daily | | Leave Daily | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily | | | |
| Yard KWYP | 11.00 AM | | | 6.55 PM | 8.15 AM | 29.2 | Automatic Block System | TO-R NILES | 17.5 | s 9.00 AM | s 4.38 PM | | |
| IYP | | 3.25 AM | | | | 29.7 | | 0.5 W. P. Crossing | | | | | |
| | | | | f | f | 30.6 | | TO-R NILES TOWER | 17.0 | | | | |
| 37 P | 11.15 | 3.35 | | s 7.02 | s 8.22 | 32.8 | | 0.9 OVERACKER | 16.1 | f | f | | |
| 44 P | 11.35 AM | 3.43 | | f 7.08 | f 8.28 | 36.3 | | 2.2 IRVINGTON | 13.9 | f 8.52 | s 4.29 | | |
| 42 P | 12.05 PM | 3.53 | | s 7.14 | f 8.40 | 40.7 | | 3.5 WARM SPRINGS | 10.4 | f 8.46 | f 4.21 | | |
| 38 P | 12.20 | 4.00 | | f 7.19 | f 8.44 | 43.3 | | 4.4 TO MILPITAS | 6.0 | f 8.40 | s 4.15 | | |
| Term. Yard BKWOITP | 12.35 PM | 4.10 AM | | s 7.25 PM | s 8.50 AM | 46.7 | | 2.6 WAYNE | 3.4 | 8.35 | f 4.10 | | |
| | Arrive Daily EX. SUNDAY | Arrive Daily | | Arrive Daily | Arrive Daily | | | 3.4 TO-R SAN JOSE | 0.0 | 8.30 AM | 4.05 PM | | |
| | (1.35) 11.05 | (0.45) 22.66 | | (0.30) 35.00 | (0.35) 30.00 | | | (17.5) | | Leave Daily | Leave Daily | | |
| | | | | | | | |Time over District..... | | (0.30) 35.00 | (0.33) 31.82 | | |
| | | | | | | |Average Speed per Hour..... | | | | | | |

EASTWARD

Niles Subdivision.

WESTWARD

EASTWARD

Niles Subdivision.

WESTWARD

| Capacity of sidings in car lengths | THIRD CLASS | SECOND CLASS | | | FIRST CLASS | Distance from San Francisco | Time Table No. 214 | | Distance from Niles | FIRST CLASS | SECOND CLASS | Distance from San Francisco | Time Table No. 214 | | Distance from Stonehurst | |
|---------------------------------------|----------------------------|----------------------------|-----------------|-----------------|-----------------|--------------------------------|----------------------------------|----------------------------|------------------------|-----------------|--------------|--------------------------------|--------------------|---------------------------------|-----------------------------|-----|
| | 414 | 402 | 406 | 408 | 258 | | September 18, 1932 | | | 249 | 401 | | September 18, 1932 | | | |
| | Local Freight | Freight | Freight | Freight | Passenger | | | | | Passenger | Freight | | Stonehurst Branch | | | |
| | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily | STATIONS | | | | | |
| IWYP | | 8.00 PM | | 12.15 AM | | 26.2 | Automatic Block System | TO-R REDWOOD JCT. | 16.8 | | 4.30 AM | 13.4 | TO ELMHURST | 0.9 | | |
| | | | | | | 27.5 | | 1.3 End of Double Track | 15.5 | | | | | 0.9 Western Pacific Crossing | STONEHURST | 0.0 |
| | | | | | | 28.0 | | 0.5 SWEENEY | 15.0 | | | | | | | |
| 61 P | | 8.10 | | 12.25 | | 29.5 | | 1.5 HENDERSON | 13.5 | | 4.20 | | | | | |
| P | | | | | | 30.9 | | 1.4 RAVENSWOOD | 12.1 | | | | | | | |
| 56 P | | 8.22 | | 12.35 | (See Note) | 33.9 | | 3.0 DUMBARTON | 9.1 | | 4.08 | | | | | |
| 95 WIYP | 11.40 AM | 8.35 | 5.55 AM | 1.00 | 6.16 AM | 37.2 | | 3.3 TO-R NEWARK | 5.8 | s 9.17 AM | 4.00 | | | | | |
| | | | | | | 39.0 | | 1.8 MATOS | 4.0 | | | | | | | |
| 56 P | 11.55 AM | 8.45 | 6.05 | 1.10 | s 6.23 | 40.1 | | 1.1 CENTERVILLE | 2.9 | s 9.12 | 3.53 | | | | | |
| 90 P | 12.01 PM | 8.48 | 6.10 | 1.15 | 6.26 | 41.7 | | 1.6 SHINN | 1.3 | 9.08 | 3.50 | | | | | |
| IYP | 12.05 PM | | | | s 6.28 AM | 42.5 | | 0.8 W. P. Crossing | 0.5 | 9.05 AM | | | | | | |
| | | 8.55 PM | 6.20 AM | 1.25 AM | | 43.0 | 0.5 TO-R NILES TOWER | 0.0 | | 3.45 AM | | | | | | |
| | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | | (16.8) | | Leave Daily | Leave Daily | | | | | | |
| | (0.25) 12.72 | (0.55) 18.33 | (0.25) 13.92 | (1.10) 14.40 | (0.12) 26.50 | |Time over District..... | | (0.12) 26.50 | (0.45) 22.40 | | | | | | |
| | | | | | | |Average Speed per Hour..... | | | | | | | | | |

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.

EASTWARD

Niles Subdivision.

WESTWARD

| Capacity of sidings in car lengths | FIRST CLASS | | | | | | Distance from San Francisco | STATIONS | Distance from Santa Clara | FIRST CLASS | | | SECOND CLASS | | THIRD CLASS | |
|---------------------------------------|-------------------------|-------------|-------------|-------------|-----------------|-----------------|----------------------------------|----------|------------------------------|-----------------|--------------------|-----------------|-------------------------|-------------------------|-----------------|---------------|
| | 418 | | 74 | | 244 | | | | | 259 | 73 | 257 | 407 | | 413 | 417 |
| | Local Freight | Passenger | Passenger | Passenger | Passenger | Passenger | | | | Passenger | Passenger | Passenger | Freight | Freight | Local Freight | Local Freight |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | Arrive Daily | Arrive Daily | Arrive SUNDAY ONLY | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | | |
| 55 WP | 11.00 AM | | | | 8.18 PM | | TO-R ELMHURST 2.1 | 31.4 | | 8.59 AM | f 9.20 PM | | | 5.25 PM | | |
| 14 | 11.05 | | | | | | MULFORD 2.3 | 29.3 | | | f | | | 5.17 | | |
| 18 P | 11.10 | | | f | | | ROBERT 2.4 | 27.0 | | | f | | | 5.12 | | |
| 77 WP | 11.15 | | | f | 8.28 | | RUSSELL 1.3 | 24.6 | f | 8.51 | f 9.10 | | | 5.05 | | |
| 26 P | 11.30 AM | | | s | 8.32 | | MOUNT EDEN 1.5 | 23.3 | | | f | | | 5.00 | | |
| 9 Spur | | | | | | | BAUMBERG 2.3 | 21.8 | | | f | | | | | |
| 68 P | 12.30 PM | | | s | 8.40 | | TO ALVARADO 0.9 | 19.5 | s | 8.43 | f 9.00 | | | 4.45 | | |
| | | | | | | | HALL 2.2 | 18.6 | | | | | | | | |
| 13 | 12.40 | | | | | | ARDEN 2.2 | 16.4 | | | f | | | 4.07 | | |
| 88 WIYP | 12.50 PM | | | s | 8.50 | 9.18 AM | TO-R NEWARK 2.2 | 14.2 | s | 6.16 AM | 8.35 | s 8.50 | 5.50 AM | 11.05 AM | 4.00 PM | |
| 9 | | | | | | | MOWRY 1.3 | 12.0 | f | | | | | | | |
| 88 P | | | | f | 8.58 | f 9.25 | ALBRAE 1.4 | 10.7 | f | 6.06 | f 8.30 | f 8.33 | 5.40 | 10.50 | | |
| | | | | | | | MALLARD 1.0 | 9.3 | | | f | | | | | |
| 6 P | | | | f | | f | DRAWBRIDGE 2.6 | 8.3 | f | | f | | | | | |
| 18 P | | | | f | 9.08 | s 9.35 | ALVISO 2.6 | 5.7 | f | 5.57 | | f 8.23 | 5.20 | 10.35 | | |
| 59 P | | | | f | 9.14 | s 9.40 | TO AGNEW 3.1 | 3.1 | s | 5.52 | 8.18 | f 8.18 | 5.10 | 10.20 | | |
| Term. Yard KI P | | | | | 9.20 PM | s 9.45 AM | SANTA CLARA | 0.0 | | 5.45 AM | 8.14 AM | 8.13 PM | 5.00 AM | 10.05 AM | | |
| | Arrive Daily EX. SUNDAY | | | | Arrive Daily | Arrive Daily | (31.4) | | Leave Daily | Leave Daily | Leave SUNDAY ONLY | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | | |
| | (1.50) 4.90 | | | | (1.02) 30.39 | (0.27) 31.55 | | | | (0.31) 27.48 | (0.45) 41.86 | (1.07) 28.12 | (0.50) 17.04 | (1.00) 8.52 | (1.25) 12.14 | |
| | | | | | | |Time over District..... | | | | | | | | | |
| | | | | | | |Average speed per hour..... | | | | | | | | | |

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.

EASTWARD

Martinez Subdivision.

WESTWARD

EASTWARD

Martinez Subdivision.

WESTWARD

| Capacity of sidings in car lengths | SECOND CLASS | | | | Distance from San Francisco Via Vallejo | Time Table No. 214 September 18, 1932 | | Distance from Santa Rosa | SECOND CLASS | | THIRD CLASS | | | |
|---------------------------------------|---------------|--------------|---------------|----------------------------------|---|--|-------------|-----------------------------|--------------|--|--------------|--|------------|--|
| | 438 | | 440 | | | Santa Rosa Branch | | | 439 | | 441 | | | |
| | Local Freight | | Local Freight | | | STATIONS | | | Arrive Daily | | Arrive Daily | | EX. SUNDAY | |
| | Leave Daily | Leave Daily | | | | | | | | | | | | |
| 99 BKWOYP | 5.00 AM | 2.30 AM | 50.5 | TO-R SUISUN-FAIRFIELD | 50.0 | 4.10 AM | 1.25 PM | | | | | | | |
| | | | 47.9 | SUBEET | 47.4 | | | | | | | | | |
| 33 | 5.10 | 2.38 | 46.2 | THOMASSON | 45.7 | 3.55 | 1.15 | | | | | | | |
| 27 WP | 5.15 | 2.41 | 44.8 | TO CORDELIA | 44.3 | 3.45 | 1.10 | | | | | | | |
| 60 P | 5.25 | 2.51 | 41.0 | ORESTON | 40.5 | 3.30 | 12.55 | | | | | | | |
| WYP | 5.40 | 3.05 AM | 37.3 | TO-R NAPA JUNCTION | 36.8 | 3.10 | 12.45 PM | | | | | | | |
| | | | 37.7 | Napa Valley Ry. Crossing | 36.4 | | | | | | | | | |
| 74 | | | 38.1 | LOMBARD | 36.0 | | | | | | | | | |
| P | | | 40.8 | BRAZOS | 33.3 | | | | | | | | | |
| | 5.55 | | 42.3 | BUOHLI | 31.8 | 2.50 | | | | | | | | |
| | | | 44.5 | MERAZO | 29.6 | | | | | | | | | |
| | 6.05 | | 45.8 | RAMAL | 28.3 | 2.40 | | | | | | | | |
| | | | 48.9 | N. W. Pac. Ry. Crossing | 25.2 | | | | | | | | | |
| 10 P | 6.15 | | 49.3 | SCHELLVILLE | 24.8 | 2.25 | | | | | | | | |
| | | | 52.4 | SNYDER | 21.7 | | | | | | | | | |
| 74 WP | 6.30 | | 53.8 | TO EL VERANO | 20.3 | 2.05 | | | | | | | | |
| | | | 54.5 | BOYES SPRINGS | 19.6 | | | | | | | | | |
| | | | 55.5 | AGUA CALIENTE | 18.6 | | | | | | | | | |
| | | | 56.4 | SOBRE VISTA | 17.7 | | | | | | | | | |
| | | | 56.7 | N. W. Pac. Ry. Crossing | 17.4 | | | | | | | | | |
| 11 | | | 56.9 | YULUPA | 17.2 | | | | | | | | | |
| 2 | | | 57.6 | ELDRIDGE | 16.5 | | | | | | | | | |
| | | | 59.1 | GLEN ELLEN | 15.0 | | | | | | | | | |
| | | | 59.7 | WARFIELD | 14.4 | | | | | | | | | |
| 2 | | | 61.1 | BELTANE | 13.0 | | | | | | | | | |
| | | | 62.7 | WILDWOOD | 11.4 | | | | | | | | | |
| 21 P | 7.07 | | 63.5 | TO KENWOOD | 10.6 | 1.15 | | | | | | | | |
| | | | 64.9 | LAWDALE | 9.2 | | | | | | | | | |
| 2 | | | 65.6 | LOS GUILICOS | 8.5 | | | | | | | | | |
| 20 | | | 66.9 | ANNADEL | 7.2 | | | | | | | | | |
| | | | 68.5 | OLESON | 5.6 | | | | | | | | | |
| 15 | | | 69.4 | MELITTA | 4.7 | | | | | | | | | |
| 12 Spur | | | 71.3 | BAKU | 2.8 | | | | | | | | | |
| 22 WTYP | 8.20 AM | | 74.1 | TO-R SANTA ROSA | 0.0 | 12.15 AM | | | | | | | | |
| | Arrive Daily | Arrive Daily | | (50.0) | | Leave Daily | Leave Daily | | | | | | | |
| | (3.20) | (0.35) | |Time over District..... | | (3.55) | (0.40) | | | | | | | |
| | 15.00 | 22.65 | |Average speed per hour..... | | 12.77 | 19.80 | | | | | | | |

| Capacity of sidings in car lengths | SECOND CLASS | | Distance from San Francisco | Time Table No. 214 September 18, 1932 | | Distance from Calistoga | THIRD CLASS | |
|---------------------------------------|---------------|-------------|--------------------------------|--|------|----------------------------|--------------|--|
| | 440 | | | Napa Branch | | | 441 | |
| | Local Freight | | | STATIONS | | | Arrive Daily | |
| | Leave Daily | Leave Daily | | | | | EX. SUNDAY | |
| BKWOT | | | 30.0 | TO-R SOUTH VALLEJO | 41.7 | | | |
| 24 | | | 34.4 | FLOSDEN | 37.3 | | | |
| 70 WY P | 3.15 AM | | 37.3 | TO-R NAPA JUNCTION | 34.4 | 12.30 PM | | |
| | | | 38.0 | Napa Valley Ry. Crossing | 33.7 | | | |
| | | | 41.0 | RATTO | 30.7 | | | |
| | | | 41.7 | SUSCOL | 30.0 | | | |
| | | | 42.8 | ROCKTRAM | 28.9 | | | |
| | | | 44.2 | IMOLA | 27.5 | | | |
| | | | 45.4 | Napa Valley Ry. Crossing | 26.3 | | | |
| 30 BKW | 4.30 | | 45.5 | TO NAPA | 26.2 | 12.01 PM | | |
| 6 | 4.40 | | 47.8 | UNION | 23.9 | 10.25 AM | | |
| 12 | | | 50.2 | OAK KNOLL | 21.5 | | | |
| 9 | | | 51.7 | TRUBODY | 20.0 | | | |
| 22 W | 4.55 | | 54.0 | TO YOUNTVILLE | 17.7 | 10.10 | | |
| 27 | 5.05 | | 57.5 | TO OAKVILLE | 14.2 | 9.55 | | |
| 19 | 5.15 | | 59.4 | TO RUTHERFORD | 12.3 | 9.45 | | |
| 20 | 5.20 | | 61.2 | ZINFANDEL | 10.5 | 9.40 | | |
| 15 | | | 62.1 | THOMANN | 9.6 | | | |
| 22 | 6.10 | | 63.6 | ST. HELENA | 8.1 | 9.30 | | |
| 11 | | | 64.5 | KRUG | 7.2 | | | |
| 13 | | | 65.3 | BARRO | 6.4 | | | |
| 7 W | | | 67.5 | BALE | 4.2 | | | |
| 16 | | | 68.3 | LARKMEAD | 3.4 | | | |
| 10 W | | | 69.0 | MAPLE | 2.7 | | | |
| 10 WT | 6.45 AM | | 71.7 | TO-R CALISTOGA | 0.0 | 9.00 AM | | |
| | Arrive Daily | | | (41.7) | | Leave Daily | | |
| | (3.30) | | |Time over District..... | | (3.30) | | |
| | 9.83 | | |Average speed per hour..... | | 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.

EASTWARD

Martinez Subdivision.

WESTWARD

| Capacity of sidings in car lengths | FIRST CLASS | | Distance from San Francisco | Time Table No. 214 September 18, 1932 San Ramon Branch | | Distance from Radum | SECOND CLASS | |
|---------------------------------------|--------------------------------|--|--------------------------------|--|------|------------------------|-----------------------------------|--|
| | 444 Mixed | | | 445 Mixed | | | | |
| | Leave Tues., Thurs. & Sat. | | | STATIONS | | | Arrive Tues., Thurs. & Sat. | |
| 45 Y P | 8.40 AM | | 38.1 | TO-R AVON 2.9 | 29.7 | s 3.30 PM | | |
| | | | 41.0 | GALINDO 1.5 | 26.8 | | | |
| 80 W | s 8.50 | | 42.5 | TO CONCORD 0.7 | 25.3 | s 3.15 | | |
| 12 | f | | 43.2 | NACIO 1.9 | 24.6 | | | |
| 21 | s 8.55 | | 45.1 | HOOKESTON 0.7 | 22.7 | f 1.45 | | |
| | f 9.00 | | 45.8 | LAS JUNTAS Sacramento Northern Ry. Crossing 1.5 | 22.0 | f 1.40 | | |
| | | | 47.3 | OXLEY 0.9 | 20.5 | | | |
| 24 | s 9.10 | | 48.2 | TO WALNUT OREEK 2.4 | 19.6 | s 1.30 | | |
| | f | | 50.6 | WIDBERO 2.0 | 17.2 | | | |
| 18 | f 9.25 | | 52.6 | ALAMO 2.2 | 15.2 | f 1.10 | | |
| 57 | s 9.35 | | 54.8 | TO DANVILLE 1.6 | 13.0 | s 1.00 PM | | |
| 10 | f | | 56.4 | OSAGE 1.3 | 11.4 | | | |
| 29 T | s 9.45 AM | | 57.7 | R SAN RAMON 3.6 | 10.1 | s 10.55 AM | | |
| | | | 61.3 | FOREST HOME 2.3 | 6.5 | | | |
| 71 | | | 63.6 | DOUGHERTY 2.8 | 4.2 | | | |
| 31 | | | 66.4 | ASCO 1.4 | 1.4 | | | |
| I Y P | | | 67.8 | Western Pac. Crossing RADUM | 0.0 | | | |
| | Arrive Tues., Thurs. & Sat. | | | (29.7) | | | Leave Tues., Thurs. & Sat. | |
| | (1.05) 18.08 | | | Time over District..... | | (4.35) | Average Speed per Hour..... | |
| | | | | Average Speed per Hour..... | | 4.27 | | |

At San Ramon the schedule time of No. 444 applies at the east switch of siding.

EASTWARD

Martinez Subdivision.

WESTWARD

| Capacity of sidings in car lengths | FIRST CLASS | | Distance from San Francisco | Time Table No. 214 September 18, 1932 Wingo Union Branch | | Distance from Union | SECOND CLASS | |
|---------------------------------------|--------------------------------|--|--------------------------------|--|-----|------------------------|-----------------------------------|--|
| | 444 Mixed | | | 445 Mixed | | | | |
| | Leave Tues., Thurs. & Sat. | | | STATIONS | | | Arrive Tues., Thurs. & Sat. | |
| | 8.40 AM | | 42.2 | BUCHLI 1.6 | 8.6 | | | |
| | | | 43.8 | CARNEROS 1.6 | 7.0 | | | |
| 18 | s 8.50 | | 45.4 | STANLEY 3.4 | 5.4 | | | |
| 24 WT | f 9.00 | | 48.8 | WEST NAPA 1.3 | 2.0 | | | |
| | s 9.10 | | 50.1 | Napa Valley Ry. Crossing 0.7 | 0.7 | | | |
| 6 | f 9.25 | | 50.8 | UNION | 0.0 | | | |
| | | | | (8.6) | | | | |
| | Arrive Tues., Thurs. & Sat. | | | Time over District..... | | | Average speed per hour..... | |
| | (1.05) 18.08 | | | Average speed per hour..... | | | | |

Cross-over switch at west end of Union siding must be lined for West Napa Line and siding kept clear between these switches.
The Junction switch at Buchli must be lined for Santa Rosa line.

EASTWARD

Martinez Subdivision.

WESTWARD

| Capacity of sidings in car lengths | FIRST CLASS | | Distance from San Francisco | Time Table No. 214 September 18, 1932 Rumsey Branch | | Distance from Rumsey | SECOND CLASS | |
|---------------------------------------|-----------------------------|--|--------------------------------|---|------|-------------------------|-----------------------------------|----------------------------|
| | 466 Mixed | | | 467 Mixed | | | | |
| | Leave Mon., Wed. & Fri. | | | STATIONS | | | Arrive Daily EX. SUNDAY | |
| BK WOY P 101 | | | 59.4 | TO-R ELMIRA 4.3 | 51.1 | s 1.35 PM | Arrive Mon., Wed. & Fri. | |
| 13 | | | 63.7 | Block Signals TO VACAVILLE 1.9 | 46.8 | s 1.20 | | |
| | | | 65.6 | VIOLET 2.9 | 44.9 | f | | |
| 24 | | | 68.5 | HARTLEY 1.8 | 42.0 | f 12.45 | | |
| | | | 70.3 | ALLENDALE 3.7 | 40.2 | f 12.40 | | |
| 20 | | | 74.0 | WOLFSKILL 2.0 | 36.5 | f 12.30 | | |
| WT 23 | | | 76.0 | TO WINTERS 4.3 | 34.5 | s 12.25 PM | | |
| | | | 80.3 | NORTON 2.3 | 30.2 | f 11.45 AM | | |
| 16 | | | 82.6 | ARROZ 1.0 | 27.9 | f | | |
| | | | 83.6 | CITRONA 3.2 | 26.9 | f 11.37 | | |
| 18 | | | 86.8 | MADISON 3.1 | 23.7 | s 11.30 | | |
| 20 | | | 89.9 | TO-R ESPARTO 2.0 | 20.6 | s 11.15 AM | s 11.15 AM | |
| W 41 | 8.50 AM | | 91.9 | CAPAY 4.7 | 18.6 | | s 11.10 | |
| 20 | s 9.00 | | 96.6 | CADANASSA 2.3 | 13.9 | | f 10.59 | |
| | f 9.08 | | 98.9 | ECKHARD 1.8 | 11.6 | | s | |
| | s 9.18 | | 100.7 | TANORED 2.6 | 9.8 | | s 10.52 | |
| 20 | f 9.24 | | 103.3 | BERWICK 1.0 | 7.2 | | f | |
| | f 9.38 | | 104.3 | AMARANTH 1.3 | 6.2 | | f | |
| 3 | s 9.38 | | 105.6 | TO GUINDA 0.6 | 4.9 | | s 10.40 | |
| 5 | f | | 106.2 | SAUTERNE 1.7 | 4.3 | | f | |
| 20 | f | | 107.9 | CASHMERE 2.6 | 2.6 | | f | |
| WT 19 | s 9.55 AM | | 110.5 | R RUMSEY | 0.0 | | | 10.25 AM |
| | Arrive Mon., Wed. & Fri. | | | (51.1) | | | Leave Daily EX. SUNDAY | Leave Mon., Wed. & Fri. |
| | (1.05) 19.02 | | | Time over District..... | | (2.20) | Average speed per hour..... | (0.50) 24.72 |
| | | | | Average speed per hour..... | | 13.07 | | |

ADDITIONAL STOPS:—Nos. 446 and 447 at Paddon (m. p. 67½) on signal.

EASTWARD

Martinez Subdivision.

WESTWARD

| Capacity of sidings in car lengths | FIRST CLASS | | Distance from San Francisco | Time Table No. 214 September 18, 1932 Wingo Union Branch | | Distance from Wingo | SECOND CLASS | |
|---------------------------------------|--------------------------------|--|--------------------------------|--|-----|------------------------|-----------------------------------|--|
| | 444 Mixed | | | 445 Mixed | | | | |
| | Leave Tues., Thurs. & Sat. | | | STATIONS | | | Arrive Tues., Thurs. & Sat. | |
| | 8.40 AM | | 45.7 | RAMAL 2.0 | 2.0 | | | |
| (Siding on N.W.P.Ry.) | | | 47.7 | WINGO | 0.0 | | | |
| | | | | (2.0) | | | | |
| | Arrive Tues., Thurs. & Sat. | | | Time over District..... | | | Average speed per hour..... | |
| | (1.05) 18.08 | | | Average speed per hour..... | | | | |

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.
The Junction switch at Ramal must be lined for Santa Rosa line.

| 18 | | EASTWARD | | | | Merced Subdivision | | | | WESTWARD | | | |
|---------------------------------------|---------------------------|----------------------------|--|---|---|-------------------------|----------------------------|---------------------------|-----------------|----------|--|--|--|
| Capacity of sidings in car lengths | THIRD CLASS | FIRST CLASS | | Distance from San Francisco Via Niles | Time Table No. 214 September 18, 1932 | Distance from Merced | FIRST CLASS | | THIRD CLASS | | | | |
| | 454 | 448 | | | | | 449 | 455 | | | | | |
| | Local Freight | Mixed | | | | | Mixed | Local Freight | | | | | |
| | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | | | Arrive Daily EX. SUNDAY | | Arrive Daily EX. SUNDAY | | | | | | |
| Yard BKWOITY P | 4.00 AM | 11.30 AM | | 90.9 | TO-R STOCKTON W. P. Crossing C. C. T. Co. Crossing 5.1 | 72.0 | s | 9.50 AM | 9.30 PM | | | | |
| 8 Spur | | f | | 96.0 | ORFORD 0.7 | 66.9 | f | | | | | | |
| 8 Spur | 4.18 | f 11.44 | | 96.7 | CHARLESTON 1.0 | 66.2 | f | 9.40 | 9.10 | | | | |
| 4 Spur | | | | 97.7 | SIBLEY 0.6 | 65.2 | | | | | | | |
| 13 Spur | | f | | 98.3 | WALTHALL 2.3 | 64.6 | f | | | | | | |
| 8 Spur | 4.33 | f 11.49 | | 100.6 | HOLDEN 3.2 | 62.3 | f | | 8.55 | | | | |
| 30 WYP | 4.46 | s 11.54 AM | | 103.8 | PETERS 4.4 | 59.1 | f | 9.30 | 8.40 | | | | |
| 14 P | 5.10 | s 12.01 PM | | 108.2 | TO FARMINGTON 3.3 | 54.7 | s | 9.23 | 8.10 | | | | |
| 10 Spur | | f | | 111.5 | GOTRI 2.6 | 51.4 | f | | | | | | |
| 24 | 5.30 | f 12.10 | | 114.1 | COMETA 2.6 | 48.8 | f | | 7.45 | | | | |
| 25 P | 5.50 | s 12.15 | | 116.7 | VALLEY HOME 3.9 | 46.2 | f | 9.09 | 7.30 | | | | |
| 23 Spur | | f | | 120.6 | ADELA 1.8 | 42.3 | f | | | | | | |
| 51 WP | 6.15 AM | s 12.25 12.50 | | 122.4 | TO-R OAKDALE A. T. & S. F. Crossing 3.9 | 40.5 | s | 9.00 8.45 | 7.00 PM | | | | |
| 52 | | f 1.00 | | 126.3 | OLARIBEL 6.1 | 38.6 | f | 8.25 | | | | | |
| 57 P | | s 1.20 | | 132.4 | TO WATERFORD 1.6 | 30.5 | s | 8.10 | | | | | |
| 47 P | | s 1.25 | | 134.0 | HICKMAN 5.8 | 28.9 | s | 7.58 | | | | | |
| 40 P | | s 1.40 | | 139.8 | MONTPELLIER 6.2 | 23.1 | s | 7.40 | | | | | |
| 49 P | | f 1.55 | | 146.0 | RYER 1.5 | 16.9 | f | 7.21 | | | | | |
| 3 Spur P | | | | 147.5 | BASEL 1.3 | 15.4 | | | | | | | |
| 10 P | | f 2.03 | | 148.8 | ARUNDEL 3.7 | 14.1 | f | 7.15 | | | | | |
| 49 P | | f 2.15 | | 152.5 | AMSTERDAM 4.7 | 10.4 | f | 7.07 | | | | | |
| 9 Spur | | f | | 157.2 | NAIRN 1.0 | 5.7 | f | | | | | | |
| 16 P | | f | | 158.2 | FERRIN 1.7 | 4.7 | f | | | | | | |
| 12 Spur | | f | | 159.9 | BATTURS 1.2 | 3.0 | f | | | | | | |
| I | | | | 161.1 | A. T. & S. F. Crossing 1.8 | 1.8 | | | | | | | |
| BKWOT P | | s 2.45 PM | | 162.9 | TO-R MERCED (72.0) | 0.0 | | 6.45 AM | | | | | |
| Arrive Daily EX. SUNDAY | (2.15) 14.00 | Arrive Daily EX. SUNDAY | | (3.15) 22.15 | | | | Leave Daily EX. SUNDAY | (2.30) 12.60 | | | | |
| | | | | |Time over District..... | | | | (3.05) 23.35 | | | | |
| | | | | |Average Speed per Hour..... | | | | (2.30) 12.60 | | | | |

| EASTWARD | | Merced Subdivision | | | | WESTWARD | |
|---------------------------------------|---|--|--|-------------------------|----------|---------------------------------------|-------------------------|
| Capacity of sidings in car lengths | Distance from San Francisco Via Niles | Time Table No. 214 September 18, 1932 | | Distance from Milton | STATIONS | Capacity of sidings in car lengths | Distance from Milton |
| | | Milton Branch | | | | | |
| | | STATIONS | | | | | |
| 30 WYP | 103.8 | PETERS 5.7 | | 11.5 | | | |
| 7 | 109.5 | WAVERLY 5.8 | | 5.8 | | | |
| 4 TP | 115.3 | TO-R MILTON (11.5) | | 0.0 | | | |
| | |Time over District..... | | | | | |
| | |Average Speed per Hour..... | | | | | |

| EASTWARD | | Merced Subdivision | | | | WESTWARD | | | |
|---------------------------------------|---|--------------------|----------------------------------|--------------------------|--|------------|--------------------------|------------------------------|--|
| Capacity of sidings in car lengths | Distance from San Francisco Via Antioch | SECOND CLASS | | Distance from Raymond | Time Table No. 214 September 18, 1932 | | Distance from Raymond | THIRD CLASS | |
| | | 456 | | | 457 | | | | |
| | | Mixed | | | Mixed | | | | |
| | Leave Tues. Thurs., Sat. | Raymond Branch | | | STATIONS | | | Arrive Tues. Thurs., Sat. | |
| WTO P | 9.00 AM | 176.5 | TO-R BERENDA 3.3 | | 20.9 | s 12.40 PM | | | |
| I | | 179.8 | A. T. & S. F. Crossing 4.0 | | 17.6 | | | | |
| 17 | f 9.20 | 183.8 | TALBOT 4.1 | | 13.6 | f 12.15 PM | | | |
| 22 | f 9.35 | 187.9 | DAULTON 2.9 | | 9.5 | f 11.59 AM | | | |
| 2 Spur | f | 190.8 | JESBEL 4.2 | | 6.6 | f | | | |
| 13 | f 10.00 | 195.0 | HERBERT 1.2 | | 2.4 | f | | | |
| | f | 196.2 | R KNOWLES JCT. 1.2 | | 1.2 | f 11.30 | | | |
| 22 WTP | s 10.15 AM | 197.4 | TO-R RAYMOND (20.9) | | 0.0 | 10.45 AM | | | |
| | Arrive Tues. Thurs., Sat. | | | | | | | Leave Tues. Thurs., Sat. | |
| | (1.15) 16.72 | | | | | | | (1.55) 10.90 | |
| | | |Time over District..... | | | | | | |
| | | |Average Speed per Hour..... | | | | | | |

| EASTWARD | | Merced Subdivision | | | | WESTWARD | |
|---------------------------------------|-------------------------------|---|--|---------------------|--------------------------|----------------------------------|--|
| Capacity of sidings in car lengths | SECOND CLASS | Distance from San Francisco Via Antioch | Time Table No. 214 September 18, 1932 | | Distance from Knowles | THIRD CLASS | |
| | 458 | | 459 | | | | |
| | Freight | | Freight | | | | |
| | Leave Tues., Thurs., Sat. | | Knowles Branch | | | Arrive Tues., Thurs., Sat. | |
| | 10.50 AM | 196.2 | R | KNOWLES JCT. 2.1 | 2.3 | 11.30 AM | |
| 68 Spur | | 198.3 | | HILLSIDE 0.2 | 0.2 | | |
| | 11.00 AM | 198.5 | R | KNOWLES (2.3) | 0.0 | 11.20 AM | |
| | Arrive Tues., Thurs., Sat. | | | | | Leave Tues., Thurs., Sat. | |
| | (0.10) 13.80 | | | | | (0.10) 13.80 | |
| | | | | | |Time over District..... | |
| | | | | | |Average Speed per Hour..... | |

| Eastward | | Merced Subdivision | | | | Westward | |
|---------------------------------------|---|--|--|----------------------------|----------|---------------------------------------|----------------------------|
| Capacity of sidings in car lengths | Distance from San Francisco Via Antioch | Time Table No. 214 September 18, 1932 | | Distance from Dairyland | STATIONS | Capacity of sidings in car lengths | Distance from Dairyland |
| | | Chowchilla Branch | | | | | |
| | | STATIONS | | | | | |
| 40 WP | 168.2 | CHOWCHILLA 4.4 | | 10.1 | | | |
| 9 | 172.6 | ASH 1.5 | | 5.7 | | | |
| 3 Spur | 174.1 | OVEJA 1.2 | | 4.2 | | | |
| 3 | 175.3 | TILLMAN 1.9 | | 3.0 | | | |
| 5 Spur | 177.2 | PLAINS 1.1 | | 1.1 | | | |
| 9 | 178.3 | DAIRYLAND (10.1) | | 0.0 | | | |

| EASTWARD | | Los Banos Subdivision | | | | WESTWARD | |
|---------------------------------------|---|--|--|-----------------------------|----------|---------------------------------------|-----------------------------|
| Capacity of sidings in car lengths | Distance from San Francisco Via Antioch | Time Table No. 214 September 18, 1932 | | Distance from Biola Jct. | STATIONS | Capacity of sidings in car lengths | Distance from Biola Jct. |
| | | STATIONS | | | | | |
| | | STATIONS | | | | | |
| 125 BKWOY P | 193.0 | TO-R KERMAN 7.5 | | 15.6 | | | |
| 8 P | 200.5 | TO BIOLA 1.5 | | 8.1 | | | |
| 3 | 202.0 | TRUMAN 2.0 | | 6.6 | | | |
| | 204.0 | EVERTS 2.0 | | 4.6 | | | |
| | 206.0 | WEST ACRES 2.6 | | 2.6 | | | |
| | 208.6 | BIOLA JUNCTION (15.6) | | 0.0 | | | |

SPECIAL INSTRUCTIONS



RULE 2. The following are designated Watch Inspectors:
 S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.
 Oakland.....H. Bullard Santa Rosa.....John Hood Co.
 (1788 Seventh Street) Winters.....C. E. Wyatt
 Oakland.....W. A. Hurst Sacramento.....H. T. Harger, 1022 K St.
 (214 Easton Building) Roseville.....H. T. Harger
 Oakland.....E. W. Becker Martinez.....John G. Beard
 (3357 E. 14th St.) Tracy.....R. Von Dack & Son
 Alameda.....A. O. Gott Livermore.....C. Harlie Power
 Berkeley.....W. R. Burke San Jose.....Kochers, 169 So. First St.
 (2199 Shattuck Avenue) San Jose.....W. H. Turick, 275 So. First St.
 Berkeley.....Ernest L. Dorrett Los Banos.....J. F. Muth
 (1823 Solano Avenue) Fresno.....Bert Fuller, 1205 Fulton St.
 Richmond.....O. A. Poulsen Madera.....R. A. Bay
 Stockton.....C. Mantele, 129 N. Sutter St. Merced.....R. C. Haun
 Crockett.....H. L. Whited Modesto.....W. P. Shoemaker
 Vallejo.....G. E. Bangle Co. Turlock.....D. F. Hall

RULE 14 (d). As specified below, four long, one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99.
 Between Oakland, 16th Street Station and Shellmound Tower, trains on Track No. 2.
 Martinez, Trains on Tracy line.
 Newark } Trains on Elmhurst-Santa Clara line.
 Santa Clara }
 Niles, Trains on Oakland-Tracy line.
 Merced, Trains on Oakdale Line.
 Fresno, Trains on Los Banos Subdivision.
 Biola Jet., Trains on Los Banos Subdivision.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99.
 Between Shellmound Tower and Oakland, 16th Street Station, trains on Track No. 1.
 Between Port Costa and Mile Post 28.2 trains on Working Track.
 Martinez, Trains on Tracy line.
 Elmhurst } Trains on Elmhurst-Santa Clara line.
 Newark }
 Santa Clara }
 Niles, Trains on Milpitas line.
 Napa Junction, Trains on Santa Rosa line.
 Suisun-Fairfield, Trains on Napa Junction line.
 Davis, Trains on Woodland line.
 Galt, Trains on Ione line.
 Lodi, Trains on Valley Spring and Woodbridge lines.
 Stockton, Trains on Merced Subdivision.
 Peters, Trains on Milton line.
 Lathrop, Trains on Merced Subdivision.
 Tracy, Trains on Los Banos Subdivision.
 Berenda, Trains on Raymond line.
 Kerman, Trains on Biola line.
 Ingle, Trains on Riverdale line.

RULE 14 (l). Whistle signal must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

RULE 33. When crossing flagmen find it necessary to leave their post of duty for a short time and no special device is provided, they will display a yellow flag by day and yellow light by night, which will indicate to train and engine-men that crossing usually protected by flagman, is temporarily without protection, and train and engine-men will be governed accordingly.

RULES D-71 AND 73. Trains and yard engines may move between Oakland Pier and Elmhurst with the current of traffic irrespective of timetable superiority.
 Freight trains and yard engines must not leave West Oakland with less than five minutes clearance ahead of first class trains and must avoid delaying passenger trains.

Rule S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 33. Westward trains arriving Stockton Tower No. 4 will continue to Stockton Station irrespective of timetable superiority moving with current of traffic.

RULE 83 (A).
 At the following stations, only trains originating and terminating will register:
 Davis Port Costa Avon Livermore
 Newark Kerman Los Banos Pittsburg
 At Ingle: No. 433 and trains originating and terminating.
 At Martinez: Only westward trains and trains originating and terminating will register.
 Extra trains will register at Stockton, Lathrop, Merced, Napa Junction, Niles Tower and Niles.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:
 Elmhurst.....Regular Trains
 Niles.....Nos. 279, 280 and 237
 Niles Tower and Redwood Junction.....All Trains
 Martinez.....Westward Trains
 Stockton.....Extra trains except those originating and terminating.
 Lathrop.....All trains on Lathrop Subdivision.
 Merced.....All trains except those originating and terminating.

RULE 93. Yard limits are defined by yard limit signs at the following stations:
 Suisun-Fairfield Santa Rosa Merced Stockton Oakdale
 Davis Port Chicago Madera Lodi Valley Spring
 Sacramento Pittsburg Fresno Galt Kentucky House
 South Vallejo Tracy Redwood Jct. Brighton Ione
 Napa Jct. Lathrop Newark Los Banos Raymond
 Napa Modesto Niles Kerman San Jose
 Calistoga Turlock

Oakland Yard: Between Oakland Pier and yard limit sign east of South San Leandro and yard limit sign east of Elmhurst on Elmhurst-Santa Clara line, Stonehurst, San Pablo, including Richmond Transfer and Richmond Belt Railway and East Bay Electric lines.

Port Costa Yard: Extends from Mile Post 28.2 west of Crockett to Mile Post 37.2 west of Avon, Martinez to Benicia Junction and Benicia Junction to Benicia.

Tracy: Eastward passenger trains arriving Tracy via Port Costa line must obtain signal from Yardmaster or his representative before passing Signal 820 located just west of "C" Street crossing.

Eastward passenger trains arriving Tracy via Niles line must receive signal from Yardmaster or his representative before passing Signal 704.

Fresno: Between Calwa Tower and Clinton Ave. trains and yard engines may move with current of traffic irrespective of timetable superiority, using every precaution to avoid delaying passenger trains.

Trains entering or leaving through passenger station tracks designated below will not pass Merced or Kern Streets without signal from yardman.

Main Track—Depot No. 1—Depot No. 2—Depot No. 3—Depot No. 4—Back Lead.

RULE D-97 (A). Will apply on double track between Oakland Pier and Sacramento and between Oakland Pier and Elmhurst and between Tracy and Stockton Tower No. 4, and between Martinez and Mococo.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED:
 Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa line, STOP.
 Napa Valley Railway, 3600 feet east of Napa Junction on Calistoga line, STOP.
 N. W. Pac. Railway, 2200 feet west of Schellville, STOP.
 N. W. Pac. Railway, 1000 feet west of Yulupa, STOP.
 Napa Valley Railway, 3200 feet west of Union, on Buchli-Union line, STOP.
 Napa Valley Railway, 600 feet west of Napa, on Calistoga line, STOP.
 Sacramento Northern Railway, 4000 feet east of Hookston on Avon-Radium line, STOP.
 Western Pacific Railway, between Elmhurst and Stonehurst, STOP.
 A. T. & S. F. R. R. at Oakdale, STOP.
 Central California Traction Co. at Franklyn, STOP.
 Central California Traction Co. at Vanstow, STOP.

DRAWBRIDGES INTERLOCKED OR GOVERNED BY BLOCK SIGNALS:
 Martinez-Benicia Bridge.....Suisun Bay.
 Sacramento.....Sacramento River.
 Cygnus.....Cordelia Slough.
 Avon.....Pacheco Slough.
 Dumbarton.....San Francisco Bay.
 West of Newark.....Newark Slough.
 Between Albrae and Alviso... (Warm Springs Creek.
) (Coyote Creek.
 Brazos.....Napa River.
 San Joaquin Bridge.....San Joaquin River.

DRAWBRIDGE NOT INTERLOCKED:
 1000 feet west of Wingo Junction switch.—Steamboat Slough, STOP.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:
 Elmhurst.....(End of double track) for Eastward track.
 Junction Switch for Niles line.

Whistle Signals:—For Santa Clara line, one short, two long.
 For Tracy line, one long, one short, one long.
 For Stonehurst line, one short, one long, one short.

Niles.....West end, for Oakland-Tracy line.
 Avon.....San Ramon Branch, for siding.
 Napa Junction.....Suisun-Fairfield-Santa Rosa line, for South Vallejo line.
 Suisun-Fairfield.....Santa Rosa line, for siding.
 Elmira.....Rumsey line, for siding.
 Tracy.....West end for Martinez line.
 East end for Lathrop Subdivision.
 Lathrop.....Junction switches for both ends of yard for Lathrop Subdivision.
 East end of east and west legs of wye on Merced Subdivision for west leg of wye.
 Outside wye, east leg for Lathrop Subdivision; east and west legs to be used as main tracks for Merced Subdivision.
 Lodi.....Woodbridge line, for Lathrop Subdivision.
 Valley Spring line, for siding on Lathrop Subdivision.
 Galt.....Ione line, for siding, Lathrop Subdivision.
 Ingle.....Riverdale line, for siding on Los Banos Subdivision.
 Kerman.....Armona line, for main track Los Banos Subdivision.
 Biola line for Kerman-Fresno main track.
 Merced.....Oakdale line, for main track Merced Subdivision.
 Berenda.....Raymond line, for main track Merced Subdivision.
 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 be complied with.

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 delivered.

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.

RULE 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).....Eastward trains.

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.

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 drawbridges 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.
 Creston and Toyon.....All trains except passenger trains.
 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 changed.

AUTOMATIC BLOCK SYSTEM

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

Switch at east end east siding is an oil buffer spring switch, normally lined for main track.
 LATHROP

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 Cedar Street.

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 112.

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 crossing.

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 tower.

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 this plant.

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.

Gaums 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 short, one long.

MODESTO TOWER—Tidewater Southern Railway 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 west of crossing.

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

KISMET TOWER—A. T. & S. F. R. 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

- 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.
- 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.
- A yard engine must be protected before crossing Western Pacific Ry. on Stonehurst 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.
- 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.
- Electric trains have preference over main line trains at Fruitvale.
- 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.

SPECIAL INSTRUCTIONS

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.

9. 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.

10. **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 under full 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.
- 2—Eastward Freight Trains.
- 3—Westward Passenger Trains.
- No. 4—Eastward Passenger Trains.
- 5—Westward Electric 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 60 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.
- (b) Type F1 (Nos. 3600 to 3652 Incl.). Restricted to same speeds on curves as applicable to other passenger power.
- (c) Type F3-F4-F5 (Nos. 3653 upward). Restricted to 25 miles per hour on curves 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 | Passenger | Freight | Engine Backing |
|----------|---|-----------|---------|----------------|
| 2, 3 | Within limits Shellmound Tower..... | 40 | 25 | 15 |
| 3 | No. 9 passing Richmond..... | 12 | | |
| 2, 3 | San Pablo and Oakland, 16th St., on Track No. 1..... | | 15 | |
| 2, 3 | Krieger and Port Costa on curves..... | 40 | 30 | 20 |
| 2, 3 | Passing Port Costa Station..... | 30 | 20 | 20 |
| 2, 3 | Port Costa and Mile Post 28.2 on working track..... | | 15 | |
| 2, 3 | Port Costa and Martinez..... | 45 | 30 | 20 |
| 4, 5 | Eastward track Martinez to west end of 4 deg. curve at west end of bridge..... | 45 | 35 | 20 |
| 4, 5 | Eastward track Through 4 deg. curve at west end of bridge and continuing across lift span..... | 35 | 35 | 20 |
| 4, 5 | Eastward track From east end of lift span to and through 3 deg. 34' curve just east of the east end of bridge..... | 45 | 35 | 20 |
| 4, 5 | Westward track Benicia Junction to east end of steel viaduct..... | 50 | 35 | 20 |
| 4, 5 | Westward track From east end of steel viaduct to lift span..... | 45 | 35 | 20 |
| 4, 5 | Westward track Across lift span and continuing to and through 4 deg. curve at west end of bridge..... | 35 | 35 | 20 |
| 4, 5 | Westward track From west end of 4 deg. curve at west end of bridge to Martinez..... | 45 | 35 | 20 |
| 4, 5 | Suisun-Fairfield Yard..... | 40 | 30 | 20 |
| 4, 5 | Davis Yard..... | 30 | 30 | 20 |
| 4, 5 | Trestle 81-A, Webster and Mikon..... | 50 | | |
| 4, 5 | Sacramento Northern Ry. Crossing..... | 40 | 25 | 15 |
| 4, 5 | Sacramento drawbridge..... | 20 | 20 | 20 |
| 6, 7 | End of Double Track Moccoco to Martinez Westward Track..... | 30 | 20 | 15 |
| 6, 7, 12 | San Joaquin River drawbridge..... | 10 | 10 | 10 |
| 6, 7, 12 | Tracy over double slip switch at Junction of Lathrop and Los Banos Subdivisions..... | 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 west of station on Niles line, and on Martinez line..... | 10 | 10 | 10 |
| 8, 9 | Halvern and Alvarado..... | 10 | 10 | 10 |
| 8, 9 | Niles and Mile Post 34.5, Except..... | 35 | 25 | 15 |
| 8, 9 | Between curve warning signs..... | 30 | 25 | 15 |
| 8, 9 | Mile Post 52 and Mile Post 53.5..... | 40 | 25 | 15 |
| 8, 9 | Mile Post 53.5 and Mile Post 55.5..... | 40 | 25 | 15 |
| 8, 9 | Mile Post 55.5 and Mile Post 58.5..... | 30 | 25 | 15 |
| 8, 9 | Mile Post 58.5 and Mile Post 61, Except..... | 35 | 25 | 15 |
| 8, 9 | On 3 deg. curve west end Cayley Siding..... | 30 | 25 | 15 |
| 8, 9 | Mile Post 61 and Midway..... | 40 | 25 | 15 |
| 10, 11 | West Leg of Wye leading to Fresno main track Lathrop..... | 30 | 20 | 20 |
| 10, 11 | East Leg outer Wye Lathrop..... | 15 | 15 | 15 |
| 10, 11 | Biola Jct. to Clinton Ave., Fresno..... | 50 | 35 | 25 |
| 10, 11 | F. T. Co. Crossing, Olive Ave., Fresno..... | 20 | 20 | 20 |
| 10, 11 | Clinton Ave. to North City limits..... | 20 | 20 | 20 |
| 10, 11 | Sugar Pine and Winery Spurs at Madera..... | | 10 | 10 |
| 10, 11 | Over Highway Crossing and Street Crossing just west of station at Livingston..... | 30 | 30 | 25 |
| 10, 11 | Spreckels Sugar Spur Manteca..... | 10 | 10 | 10 |
| 10, 11 | Over Highway Crossing east of station Manteca..... | 30 | 30 | 25 |
| 10, 11 | Over W. P. R. R. Crossing Lathrop Tower..... | 30 | 30 | 20 |
| 12 | Kearney and Timba Spurs..... | | 10 | 10 |
| 13 | Eastward trains through S. D. S. switch at Akers..... | 25 | 25 | 25 |
| 13 | Galt and Ione, except as follows:..... | 35 | 30 | 15 |
| 13 | Mile Post 125.5 to Mile Post 125.7..... | 25 | 25 | 15 |
| 13 | Mile Post 126.5 to Mile Post 126.7..... | 25 | 25 | 15 |
| 13 | Mile Post 127.0 to Mile Post 127.1..... | 20 | 20 | 15 |
| 13 | Mile Post 131.1 to Mile Post 131.3..... | 25 | 25 | 15 |
| 13 | Mile Post 132.2 to Mile Post 132.4..... | 25 | 25 | 15 |
| 13 | Lodi and Woodbridge..... | 10 | 10 | 10 |
| 13 | Lodi and Mile Post 121.4..... | 30 | 25 | 15 |
| 13 | Mile Post 121.4 to Mile Post 121.6..... | 15 | 15 | 15 |
| 13 | Mile Post 121.6 to Mile Post 127.7..... | 20 | 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 | Mile Post 132.3 to Mile Post 132.6..... | 12 | 12 | 12 |
| 13 | Mile Post 132.6 to Mile Post 135.4..... | 20 | 20 | 15 |
| 13 | Mile Post 135.4 to Mile Post 136.1..... | 12 | 12 | 12 |
| 13 | Mile Post 136.1 to Mile Post 137.4..... | 20 | 20 | 15 |
| 13 | Mile Post 137.4 to Mile Post 139.7..... | 12 | 12 | 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..... | 15 | 15 | 10 |
| 14 | Dumbarton Salt Spur..... | 8 | 8 | 8 |
| 14 | Ravenswood Spur..... | 8 | 8 | 8 |
| 14 | Niles and San Jose via Milpitas..... | 40 | 25 | 20 |
| 14 | Niles and San Jose via Milpitas F4 and 5 and AC Eng. San Jose Yard..... | 20 | 20 | 20 |
| 14 | Newark Yard..... | 15 | 15 | 15 |
| 14, 15 | Warm Springs and Coyote drawbridges..... | 15 | 15 | 10 |
| 15 | Distillery Spur, Agnews..... | 6 | 6 | 6 |
| 16 | South Vallejo and Napa Jct..... | 30 | 15 | 15 |
| 16 | Napa Junction and Napa..... | 40 | 25 | 15 |

| Page | BETWEEN | Passenger | Freight | Engine Backing |
|------|--|-----------|---------|----------------|
| 16 | Napa and Calistoga..... | 40 | 25 | 15 |
| 16 | Napa Junction and Cordelia..... | 40 | 25 | 15 |
| 16 | Cordelia Winery Spur..... | 10 | 10 | 10 |
| 16 | Cordelia and Suisun-Fairfield..... | | 25 | 15 |
| 16 | Napa Junction and Santa Rosa, except..... | 40 | 25 | 15 |
| 16 | Napa River drawbridge..... | 15 | 15 | 10 |
| 17 | Elmira and Violet..... | 40 | 25 | 15 |
| 17 | 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 Radium..... | 30 | 25 | 15 |
| 17 | Over Bridges 44-E near Hookston, 49-O West of 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 net weight..... | | 12 | 10 |
| 18 | Between switches at Peters..... | 10 | 10 | 10 |
| 18 | Berenda and Daulton..... | 30 | 25 | 15 |
| 18 | Daulton and Raymond..... | 20 | 20 | 15 |
| 18 | MPs 195 and 190 descending grades..... | | 15 | 15 |
| 18 | Knowles and Knowles Jct..... | 15 | 15 | 15 |
| 18 | Biola Jct. and Kerman..... | 40 | 35 | 25 |
| 18 | Chowchilla and Dairyland..... | 15 | 15 | 15 |
| 18 | Through interlocking limits, with caution..... | | | |
| 18 | When shoving or backing passenger equipment..... | 15 | | |
| 18 | Through Crossovers, Turnouts and Sidings, except Sidings in S. D. S..... | 10 | 10 | 10 |
| 18 | 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 streets or highways..... | 22 | 22 | 20 |
| 2, 3 | Berkeley, University Ave..... | 10 | 10 | 10 |
| 2, 3, 4, 5 | Martinez..... | 40 | 30 | 20 |
| 6, 7 | Dixon..... | 30 | 30 | 20 |
| 4, 5 | Washington..... | 20 | 20 | 20 |
| 6, 7 | Pittsburg..... | 25 | 25 | 20 |
| 6, 7 | Stockton..... | 8 | 8 | 8 |
| 13, 18 | 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..... | 8 | 8 | 8 |
| 8, 9 | Oakland, 29th Avenue..... | 20 | 20 | 20 |
| 8, 9 | Pleasanton..... | 15 | 15 | 15 |
| 8, 9 | Livermore..... | 10 | 10 | 10 |
| 10, 11 | Madera, between Standard Oil Spur and Fresno River Bridge..... | 20 | 20 | 20 |
| 10, 11 | Modesto, Turlock, Merced and Fresno..... | 15 | 15 | 15 |
| 12, 18 | Fresno, along or across street crossings..... | 8 | 8 | 8 |
| 10, 11, 12 | Lodi..... | 15 | 15 | 15 |
| 13 | Alviso..... | 35 | 25 | 15 |
| 16 | Napa..... | 8 | 8 | 8 |
| 16 | St. Helena..... | 12 | 12 | 12 |
| 16 | Santa Rosa..... | 5 | 5 | 5 |
| 17 | Capay..... | 10 | 10 | 10 |
| 18 | Oakdale..... | 20 | 20 | 20 |

OIL BUFFER SPRING SWITCHES

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

| | | |
|---|--|----------------------------|
| San Joaquin Bridge: | Shinn Jct.. Trailing eastward, 8 M.P.H. | Facing westward, 30 M.P.H. |
| West End. Trailing eastward, 20 M.P.H. | Napa Jct.. Trailing eastward, 8 M.P.H. | Facing westward, 30 M.P.H. |
| Facing westward, 30 M.P.H. | Mococo... Trailing eastward, 30 M.P.H. | Facing westward, 30 M.P.H. |
| East End. Trailing westward, 30 M.P.H. | Facing eastward, 20 M.P.H. | Facing westward, 30 M.P.H. |
| Lathrop..... Trailing eastward from siding, 20 M.P.H. | Martinez... Trailing westward, 30 M.P.H. | Facing westward, 30 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..... | 20 | 12 |
| Engines with main rod removed..... | | 30 miles per hour |
| Engines with side rods removed..... | | 30 miles per hour |
| Engines with both main and side rods removed..... | | 20 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.)

SPECIAL INSTRUCTIONS

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

Table with 8 columns: 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. Rows 6-23.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employees are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury. Bulletins may be issued from time to time referring to impaired clearances not listed below.

Main table for special instructions with columns: Mile Post, EAST OF, DESCRIPTION. Includes sections for Oakland Pier-Tracy via Martinez, Martinez-Sacramento, Oakland Pier-Tracy via Niles, Elmhurst-Santa Clara, and Avon-Radum.

Table with columns: Mile Post, EAST OF, DESCRIPTION. Includes sections for Suisun-Fairfield and South Vallejo-Santa Rosa-Calistoga, Elmira-Rumsey, and Tracy-Brighton, Tracy-Fresno, Lathrop-Fresno and Branches.

Table with columns: Mile Post, Between, Description, Height Above Top of Rail, Side Clearance. Includes sections for Main Tracks and Side Tracks and Spurs.

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.

Table with columns: OAKLAND WHARF, WEST OAKLAND, EAST OAKLAND, FRUITVALE, ALAMEDA, BERKELEY, RICHMOND, STOCKTON, LODI, TRACY RELIEF OUTFIT, NILES, PLEASANTON, LIVERMORE, SANTA CLARA, SAN JOSE, PORT COSTA, MARTINEZ, GALT, BERENDA, ANTIPOCH, CONCORD, TRACY, SANTA ROSA, CALISTOGA, NAPA, SOUTH VALLEJO, MERCED, MODESTO, TRACY CLUB HOUSE, SUISUN-FAIRFIELD, VACAVILLE, WINTERS, DIXON, DAVIS, KERMAN, LOS BANOS.

HOSPITALS.

Table with columns: GENERAL HOSPITAL, SOUTHERN PACIFIC HOSPITAL, S. P. EMERGENCY HOSPITAL, SAN FRANCISCO, SACRAMENTO, WEST OAKLAND.

COMPANY SURGEONS—WESTERN DIVISION

Table with columns: LOCATION, NAME, TITLE. Lists various surgeons and their titles across different locations like San Francisco, Oakland, Berkeley, etc.

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.

| NOMINAL CLASS | OFFICIAL CLASS | ENGINE NUMBERS | Boiler Pressure | Oakland and Tracy via Antioch and Santa Clara Tracy and Fresno Tracy and Brighton Lathrop and Fresno | Martinez to Bridge Summit | Bridge Summit to Sacramento | Sacramento to Martinez | Oakland and San Jose via Niles | Niles and Redwood | Tracy to Niles | Niles to Tracy | Suisun-Fairfield to Napa Jct. | Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga | Napa Jct. and Santa Rosa Calistoga to Napa Jct. | Stockton and Merced via Oakdale Branch |
|---------------|----------------------------|----------------------------|-----------------|--|---------------------------|-----------------------------|------------------------|--------------------------------|-------------------|----------------|----------------|-------------------------------|--|---|--|
| M-4 | M-63 20/28 126 | 1615 to 1717 | 190 | 4300 | 1850 | 3750 | 3550 | 3350 | 5000 | 1350 | 1450 | 1100 | 1550 | 1750 | 2950 |
| M-4 | M-63 20/28 135-S | | | | | | | | | | | | | | |
| M-8 | M-63 21/28 159-S | | | | | | | | | | | | | | |
| M-6 | M-63 21/28 150-S | | | | | | | | | | | | | | |
| M-6 | M-63 21/28 153-S | | | | | | | | | | | | | | |
| M-9 | M-63 21/28 150-S | 1720 to 1724, 1770 to 1779 | 200 | 5250 | 2250 | 4600 | 4350 | 4100 | 6150 | 1650 | 1750 | 1350 | 1750 | 2150 | 3650 |
| M-9 | M-63 21/28 156-S | | | | | | | | | | | | | | |
| T-1 | T-63 20/26 112 | 2301 to 2310 | 210 | 5500 | 2400 | 4850 | 4600 | 4300 | 6450 | 1750 | 1850 | 1400 | 1900 | 2250 | 3850 |
| T-26 | T-69 21/28 152-S | | | | | | | | | | | | | | |
| T-23 | T-63 21/28 156-S | | | | | | | | | | | | | | |
| T-23 | T-63 21/28 163-SF | | | | | | | | | | | | | | |
| T-28, 31 | T-63 22/28 162-S | | | | | | | | | | | | | | |
| T-32, 40 | T-69 23/28 174-S | 2311 to 2362 | 210 | 6050 | 2600 | 5300 | 4950 | 4750 | 7100 | 1950 | 2050 | 1550 | 2100 | 2450 | 4200 |
| P-1,3,5 | P-77 22/28 141-S | | | | | | | | | | | | | | |
| P-1 | P-77 22/28 152-SF | 2400 to 2452, 2459, 2460 | 210 | 5000 | 2050 | 4350 | 4000 | 3900 | 5700 | 1550 | 1650 | 1200 | 1650 | 2000 | 3400 |
| P-1 | P-77 22/28 160/B-54-S | | | | | | | | | | | | | | |
| P-1 | P-77 22/28 163/B-54-SF | | | | | | | | | | | | | | |
| P-4 | P-77 23/28 155/B-58-SF | | | | | | | | | | | | | | |
| P-6 | P-77 25/28 172-S | | | | | | | | | | | | | | |
| P-6 | P-77 25/28 179-SF | 2453 to 2458 | 200 | 6100 | 2550 | 5350 | 4950 | 4750 | 7050 | 1900 | 2000 | | | | 4200 |
| P-8, 10 | P-73 25/30 181-SF | | | | | | | | | | | | | | |
| P-8, 10 | P-73 25/30 183/B-63-SF | 2461 to 2474, 2478 to 2483 | 200 | 6800 | 2900 | 5950 | 5550 | 5300 | 7950 | 2100 | 2200 | | | | 4650 |
| C-9, 10 | C-57 22/30 200-SF | | | | | | | | | | | | | | |
| C-9, 10 | C-57 22/30 194-S | 2513 to 2599, 2698 to 2860 | 210 | 6650 | 2900 | 5850 | 5550 | 5250 | 7900 | 2150 | 2250 | 1750 | 2350 | 2750 | 4600 |
| C-8 | C-57 22/30 192-S | | | | | | | | | | | | | | |
| C-5 | C-57 22/30 187-S | | | | | | | | | | | | | | |
| C-5 | C-57 22/30 185-S | | | | | | | | | | | | | | |
| C-5 | C-57 22/30 180 | | | | | | | | | | | | | | |
| C-5 | C-57 22/30 178 | 2624 to 2679 | 200 | 5950 | 2600 | 5200 | 4950 | 4650 | 7050 | 1900 | 2000 | 1550 | 2100 | 2400 | 4100 |
| TW-3 | TW-50 20/26 120 | | | | | | | | | | | | | | |
| TW-2 | TW-50 20/26 118 | 2932 to 2953 | 170 | 4250 | 1750 | 3700 | 3400 | 3300 | 4850 | 1350 | 1450 | 1100 | 1500 | 1700 | 3000 |
| TW-6 | TW-50 20/26 110 | | | | | | | | | | | | | | |
| A-3 | A-81 20/28 112-S | 3025 to 3040, 3042 to 3071 | 210 | 3950 | 1550 | 3450 | 3100 | 3100 | 4450 | 1200 | 1300 | 890 | 1250 | 1550 | 2650 |
| A-3 | A-81 20/28 116-SF | | | | | | | | | | | | | | |
| A-3 | A-81 20/28 116/B-59-S | | | | | | | | | | | | | | |
| A-3 | A-81 20/28 120/B-64-SF | | | | | | | | | | | | | | |
| A-3 | A-73 20/28 111-S | | | | | | | | | | | | | | |
| A-6 | A-81 22/28 127/B-64-SF | 3041 | 210 | 4350 | 1800 | 3750 | 3500 | 3350 | 5000 | 1350 | 1400 | 1000 | 1400 | 1700 | 2800 |
| MK-2, 4 | MK-57 23 3/4/30 206-S | | | | | | | | | | | | | | |
| MK-2, 4 | MK-57 23 3/4/30 222-SF | 3200 to 3240 | 210 | 7800 | 3400 | 6800 | 6500 | 6100 | 9100 | 2500 | 2650 | 2000 | 2750 | 3150 | 5400 |
| MK-4 | MK-57 23 3/4/30 230-SF | | | | | | | | | | | | | | |
| MK-5, 6 | MK-63 26/28 210-S | | | | | | | | | | | | | | |
| MK-5, 6 | MK-63 26/28 231-SF | | | | | | | | | | | | | | |
| MK-5, 6 | MK-63 26/28 233-SF | | | | | | | | | | | | | | |
| F-4, 5 | F-63 29 1/2/32 306/B-61-SF | 3241 to 3277 | 210 | 8000 | 3650 | 7450 | 7000 | 6650 | 9950 | 2750 | 2900 | 2200 | 2950 | 3450 | 5800 |
| F-5 | F-63 29 1/2/32 306/B-62-SF | | | | | | | | | | | | | | |
| AC-1,2,3 | AC-57 2 3/4/32 441-SF | 3668 to 3768 | 200 | 11000 | 4850 | 8000 | 8000 | 8000 | 12000 | 3550 | 3750 | 2900 | 3950 | 4550 | 8000 |
| AC-4 | AC-63 2 3/4/32 475-SF | | | | | | | | | | | | | | |
| AC-5 | AC-63 2 3/4/32 483-SF | | | | | | | | | | | | | | |
| Mt-1,3,4,5 | Mt-73 28/30 246/B-60-SF | 4000 to 4048 | 210 | 12000 | 5500 | 8000 | 8000 | 8000 | 12000 | 4000 | 4250 | 3300 | 4450 | 5100 | 8600 |
| SP-1 | SP-63 2 3/4/32 316/B-60-SF | | | | | | | | | | | | | | |
| SP-2, 3 | SP-63 2 3/4/32 317/B-61-SF | 4100 to 4125 | 235 | 12000 | | | | | | | | | | 11000 | 6150 |
| | | | | | | | | | | | | | | | |
| | | 4300 to 4376 | 210 | 9000 | 4050 | 7850 | 7800 | 7000 | 11100 | 2800 | 3000 | | | | 6150 |
| | | 5000 to 5015 | 225 | 12000 | 5350 | 8000 | 8000 | 8000 | 12000 | 3950 | 4200 | | | | 8600 |
| | | | | | | | | | | | | | | | |
| | | 5016 to 5048 | | | | | | | | | | | | | |
| | | Less than 40 Ms. | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 3 | 3 | 3 | 3 | 3 | 6 |
| | | 40 Ms to 50 Ms. | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | | More than 50 Ms. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

| Class | All Steel | Steel Under-frame | Wood |
|---------------------------------|-----------|-------------------|---------|
| Baggage—60 ft. | 93,070 | | |
| "—66 ft. | 127,610 | | |
| "—70 ft. | 122,620 | | |
| "—70 ft. (With Auto. End Door) | 125,800 | | |
| "—(Dynamo) | 98,730 | | |
| | | 87,120 | 81,120 |
| Baggage and Mail—60 ft. | 103,620 | | |
| "—69 ft. | 124,760 | | |
| "—70 ft. | 129,140 | | |
| | | 103,590 | 99,200 |
| Baggage and Passenger | 108,675 | 112,640 | 76,320 |
| Express Refr.—N.P.Ry. | | 74,000 | 60,000 |
| "—G.N.Ry. | | | 70,000 |
| "—A.R.E. No. 40-154 | | 78,000 | |
| "—" " " 155-224 | | 89,000 | |
| "—" " " 500-506 | | 110,000 | |
| "—" " " 1101-1175 | | 85,000 | |
| "—P.F.E. " 500-799 | | 83,000 | |
| Tea and Silk | | | 48,180 |
| Express, Horse | 133,050 | | 81,033 |
| Postal | 112,120 | | |
| Postal Storage—40 ft. | 74,530 | | |
| "—60 ft. | 105,120 | | |
| Club | 146,210 | 122,300 | |
| Official | 170,700 | 155,370 | 109,370 |
| Chair—60 ft. | 100,620 | | 84,740 |
| "—74 ft. | 163,900 | | |
| Coaches—60 ft. | 98,130 | | |
| "—70 ft. | 137,640 | | |
| "—72 ft. | 139,660 | | |
| "—73 ft. | 148,040 | | |
| "—73 ft. (Interurban) | 120,000 | | |
| | | | 81,210 |
| All-Day Lunch—Chair | 105,970 | | |
| "—Coach | 103,875 | | |
| Cafe Coach | | 138,600 | |
| Diner—70 ft. | | 135,930 | 131,040 |
| "—72 ft. | 155,330 | | |
| "—77 ft. (Arch Type Roof) | 156,000 | | |
| "—77 ft. (Clere Story Roof) | 161,520 | | |
| "—79 ft. | 169,100 | | |
| "—80 ft. | 175,200 | | |
| Cafe Parlor | 148,950 | 161,200 | |
| Lounge | 173,000 | | |
| Observation—75 ft. | 154,400 | | |
| "—77 ft. | 173,300 | | |
| | | 141,870 | 121,300 |
| Pullman—Observation | 164,600 | 153,000 | |
| "—Observation Lounge | 171,200 | | |
| "—Lounge | 168,700 | | |
| "—Parlor | 155,600 | 147,500 | |
| "—Bedroom Car | 167,600 | | |
| "—Standard Sleeper | 164,600 | 144,000 | |
| "—Tourist | 140,600 | 133,000 | |
| Rail Car—Gas-Electric, 400 H.P. | 158,400 | | |
| "—Gas-Electric, 600 H.P. | 167,200 | | |
| "—McKeen—55 ft. | 64,140 | | |
| "—" "—70 ft. | 71,530 | | |
| Observation (Open Top) | | | 62,000 |

Main Lines

| | | |
|--|--------------|--------|
| Oakland Pier to West Oakland | C. P. Ry. | 1.01 |
| Oakland Pier to Tracy, via Niles | C. P. Ry. | 65.90 |
| Elmhurst to Santa Clara | S. P. R. Ry. | 30.26 |
| Niles to San Jose | C. P. Ry. | 16.08 |
| End Coast Division to Niles Junction | C. P. Ry. | 14.85 |
| West Oakland to Sacramento, via Martinez | S. P. R. Ry. | 88.09 |
| Martinez to Tracy | S. P. R. Ry. | 45.93 |
| Tracy to Biola Junction | S. P. R. Ry. | 119.01 |
| | F. T. Co. | 8.69 |
| Kerman to Fresno | S. P. R. Ry. | 12.70 |
| Tracy to Brighton | C. P. Ry. | 62.79 |
| Lathrop to Biola Junction | C. P. Ry. | 106.45 |

Branches

| | | |
|------------------------|---|--------|
| Alvarado | C. P. Ry. | 2.63 |
| Napa | S. P. R. Ry. | 19.95 |
| Richmond Spur | S. P. R. Ry. | 34.53 |
| Rumsey | S. P. R. Ry. | 2.03 |
| San Ramon | S. P. R. Ry. | 51.22 |
| Santa Rosa | S. P. R. Ry. | 29.85 |
| Stonehurst | C. P. Ry. | 36.86 |
| | | 75 |
| Wingo-Union | S. P. R. Ry. | 8.62 |
| | (Union to Buchli) | 2.08 |
| Chowchilla | V. E. R. Ry. | 10.23 |
| Ione | S. P. R. Ry. | 26.91 |
| Kerman | S. P. R. Ry. | 1.27 |
| Knowles | S. P. R. Ry. | 2.40 |
| | (C. P. Ry. Lodi to Lodi) | .01 |
| Lodi | S. P. R. Ry. | 2.58 |
| | (S. P. R. Ry. Lodi to Woodbridge) | 26.67 |
| | (S. P. Co. Valley Spring to Kentucky House) | 12.65 |
| Madera Spur | S. P. R. Ry. | 41.91 |
| Milton | S. P. R. Ry. | 3.89 |
| Oakdale | S. P. R. Ry. | 11.78 |
| Raymond | S. P. R. Ry. | 72.05 |
| Riverdale | S. P. R. Ry. | 21.10 |
| | (Ingle Easterly) | .25 |
| Total Branches | | 380.31 |
| Total Western Division | | 952.07 |

TRAIN MASTERS

| | | | |
|---------------|------------------|---------------------------------------|--------------|
| W. S. JOY | Oakland | M. A. MICHELSON, Chief Dispatcher | Oakland Pier |
| H. L. KENT | Oakland | D. BLAKE, Asst. Chief Dispatcher | Oakland Pier |
| V. S. BURNHAM | Suisun-Fairfield | J. A. SHOCKEY, Asst. Chief Dispatcher | Oakland Pier |
| O. S. YORK | Tracy | | |

ROAD FOREMAN OF ENGINES

W. R. PARKER
L. R. SMITH, Assistant Superintendent, Stockton.

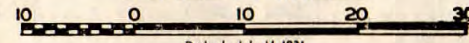
H. R. GERNREICH, Assistant Superintendent, Oakland Pier.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.
CLASS "E"—Eight-wheelers "C"—Consolidation engine "F"—Two-ten-two Type
"M"—Moguls "TW"—Twelve-wheelers Example.—Consolidation engine having 57-inch drivers. Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187
"T"—Ten-wheelers "A"—Atlantic Type "MT"—Mountain Type
"P"—Pacific Type "MK"—Mikado "SP"—Southern Pacific Type

MAP OF THE WESTERN DIVISION SOUTHERN PACIFIC COMPANY

MAY 1931.

R.M.H. SCALE IN MILES



Revised July 14, 1931



OAKLAND AND ADJACENT TERRITORY

SCALE OF MILES