

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

## WESTERN DIVISION

# 218

To Take Effect Sunday, May 27, 1934, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

A. T. MERCIER,  
*General Manager*

W. B. KIRKLAND,  
*Superintendent of Transportation*

L. U. MORRIS,  
*Assistant General Manager*

G. E. GAYLORD,  
*Superintendent*



EASTWARD

Martinez Subdivision.

FIRST CLASS

Main train schedule table with columns for station names (e.g., 28, 8, 222, 18, 26, 206, 248, 282, 20, 246, 230, 220, 2, 52, 202, 224, 204, 236, 58) and rows for departure/arrival times and distances.

Time Table No. 218

May 27, 1934

STATIONS

Station list table with station names (e.g., SAN FRANCISCO, OAKLAND PIER, TO-R OAKLAND PIER, TO-R WEST OAKLAND TOWER, OAKLAND (16th Street), EMERYVILLE, SHELLMOUND, PARAFFIN, STOCK YARDS, BERKELEY (University Ave.), FLEMING, NOBEL, VIGORIT, STEGE, RICHMOND, SAN PABLO, GIANT, SOBRANTE, KRIEGER, PINOLE, HERCULES, RODEO, OLEUM, TORMEY, SELBY, CROCKETT, ECKLEY, PORT COSTA, NEVADA DOCK, OZOL, TO-R MARTINEZ) and distances.

Automatic Train Control

Double Track

No. 246 reduce speed to 10 M. P. H. at San Pablo to exchange mail. No. 52 wait at Crockett 5 minutes for Vallejo Bus connection if necessary. No. 282 reduce speed to 10 M. P. H. at Hercules to discharge mail.

See pages 3, 4 and 5 for additional trains between Oakland Pier and Martinez.

HOLIDAYS INDICATED ARE: New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Table: ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS. Columns: Train, At, For Passengers Destined to or Beyond.

Table: ADDITIONAL FLAG STOPS. Columns: Train, At, Frequency.

Table: ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS. Columns: Train, At, To, For Passengers To or Beyond.

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

Martinez Subdivision.

WESTWARD

Time Table No. 218

May 27, 1934

FIRST CLASS

STATIONS	Distance from Martinez	9	111	205	27	203	25	7	233	19	247	55	229	201	241	17	223	243	23
		Fast Mail	Santa Fe Passenger	Motor	San Francisco Overland Limited	Passenger	Owl	Shasta	Passenger	Cascade	El Dorado	Tehachapi	Governor	Motor	Passenger	Seventeen	Sierra	Passenger	Santa Fe Passenger
Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
SAN FRANCISCO 3.5	34.7	7.32 AM	7.52 AM	7.52 AM	8.32 AM	8.32 AM	8.52 AM	10.12 AM	10.32 AM	11.52 AM	11.52 AM	1.52 PM	4.12 PM	5.52 PM	6.32 PM	7.32 PM	7.32 PM	9.32 PM	10.12 PM
OAKLAND PIER	31.2	7.12	7.32	7.32	8.12	8.12	8.32	9.52	10.12	11.32	11.32	1.32	3.52	5.32	6.12	7.12	7.12	9.12	9.52
TO-R OAKLAND PIER 1.4	31.2	s 6.53 AM	s 7.20 AM	s 7.22 AM	s 7.55 AM	s 8.05 AM	s 8.20 AM	s 9.40 AM	s 10.05 AM	s 11.20 AM	s 11.25 AM	s 1.25 PM	s 3.45 PM	s 5.28 PM	s 6.05 PM	s 7.00 PM	s 7.05 PM	s 9.05 PM	s 9.38 PM
TO-R WEST OAKLAND TOWER 0.6	29.8																		
OAKLAND (10th Street) 1.1	29.2	s 6.45	7.12 AM	s 7.16	s 7.48	s 7.59	s 8.12	s 9.31	s 9.59	s 11.12	s 11.20	s 1.18	s 3.39	s 5.22	s 5.56	s 6.50	s 6.59	s 8.58	9.30 PM
EMERYVILLE 0.4	28.1																		
SHELLMOUND 0.4	27.7																		
PARAFFIN 0.4	27.3																		
STOCK YARDS 1.4	26.9																		
BERKELEY (University Ave.) 1.5	25.5	s 6.23		s 7.07	s 7.30	s 7.50	s 7.57	s 9.18	s 9.47	s 10.59	s 11.12	s 1.06	s 3.28	s 5.13	s 5.47	s 6.35	s 6.51	s 8.48	
FLEMING 0.5	24.0			f		f													
NOBEL 0.4	23.5																		
VIGORIT 1.5	23.1			f		f													
STEGE 1.9	21.6			f		f								f	f				
RICHMOND 1.6	19.7	s 6.10		s 6.55	s 7.18	s 7.38	s 7.46	s 9.07	s 9.36	10.49	11.05	s 12.57	s 3.19	s 5.04	s 5.39	6.25	6.43	s 8.38	
SAN PABLO 2.3	18.1					f 7.33								s	f				
GIANT 0.9	15.8			f		s			f					s	f			f	
SOBRANTE 1.7	14.9																		
KRIEGER 1.5	13.2			f															
PINOLE 0.8	11.7	5.57		f 6.42	7.06	s 7.25	7.34	8.55	s 9.25	10.40	10.56	12.45	3.08	s 4.49	s 5.27	6.15	6.34	f 8.25	
HERCULES 1.7	10.9					f							f	f	f				
RODEO 0.9	9.2			f		s			s			f		s	s			f	
OLEUM 0.7	8.3			f		s			s			f	f	s	f			f	
TORMEY 0.4	7.6					f							f	s	f			f	
SELBY 1.5	7.2			s		s 7.11		8.46	s 9.10			f 12.34	f	s	s			f	
CROCKETT 1.1	5.7	s 5.48		s 6.27	6.55	s 7.08	s 7.24		s 9.07	10.31	10.48	s 12.31	s 2.58	s 4.33	s 5.13	6.06	6.26	s 8.10	
EOKLEY 1.0	4.6					f								f	f				
R PORT COSTA 1.1	3.6			s 6.22	6.51	s 7.04	7.17	8.41	s 9.00			f 12.26	2.53	s 4.27	s 5.09			f 8.06	
NEVADA DOCK 0.9	2.5					f								f	f				
OZOL 1.6	1.6					f													
TO-R MARTINEZ (31.2)	0.0	5.35 AM		6.15 AM	6.45 AM	6.55 AM	7.11 AM	8.35 AM	8.54 AM	10.23 AM	10.40 AM	12.20 PM	2.47 PM	4.20 PM	5.03 PM	5.57 PM	6.18 PM	8.00 PM	
Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District	(1.18)	(0.08)	(1.07)	(1.10)	(1.10)	(1.09)	(1.05)	(1.11)	(0.57)	(0.45)	(1.05)	(0.58)	(1.08)	(1.02)	(1.03)	(0.47)	(1.05)	(0.08)	
Average Speed per Hour	24.00	15.00	27.94	26.74	26.74	27.13	28.80	26.36	32.84	41.60	28.80	32.27	27.52	30.19	29.71	39.82	28.80	15.00	

Nos. 233 reduce speed to 10 M. P. H. at Stege to receive mail except Sundays and holidays.  
 No. 55 wait at Crockett until 12.36 P. M. on Saturdays for Vallejo bus connection if necessary.  
 No. 233 wait at Crockett 5 mins. for Vallejo Bus connection if necessary.  
 No. 201 wait at Martinez 5 mins. for Benicia Martinez Ferry if necessary.

See pages 2, 4 and 5 for additional trains between Oakland Pier and Martinez.

HOLIDAYS INDICATED ARE:  
 New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
7	Any Station	Gerber
17	Any Station	Woodland
27	Any Station	Sacramento

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
203 and 233	Certain-teeed Pro. Co.	Any Station

ADDITIONAL REGULAR STOPS		
Train	At	Frequency
229	Oleum	Saturday Only
55	Port Costa	Saturday Only

ADDITIONAL FLAG STOPS		
Train	At	Frequency
7	Crockett	Sunday Only
229	Giants	Saturday Only
55	Pinoles and Giants	Saturday Only
55	San Pablo	Saturday Only



Martinez Subdivision

WESTWARD

Time Table No. 218

May 27, 1934

STATIONS	Distance from Martinez	FIRST CLASS												THIRD CLASS	
		51	21											405	475
		San Joaquin	Pacific Limited											Freight	Freight
		Arrive Daily	Arrive Daily											Arrive Daily	Arrive Daily
		EX. MONDAY													
SAN FRANCISCO 3.5	34.7	10.12 PM	10.52 PM												
OAKLAND PIER	31.2	9.52	10.32												
TO-R OAKLAND PIER 1.4	31.2	s 9.40 PM	s 10.20 PM												
TO-R WEST OAKLAND TOWER 0.6	29.8													4.15 AM	2.15 AM
OAKLAND (18th Street) 1.1	29.2	s 9.32	s 10.10												
EMERYVILLE 0.4	28.1														
SHELLMOUND 0.4	27.7														
PARAFFIN 0.4	27.3														
STOCK YARDS 1.4	26.9														
BERKELEY (University Ave.) 1.5	25.5	s 9.21	s 9.54												
FLEMING 0.5	24.0														
NOBEL 0.4	23.5														
VIGORIT 1.5	23.1														
STEGE 1.9	21.6														
RICHMOND 1.6	19.7	9.11	s 9.42												
SAN PABLO 2.3	18.1														
GIANT 0.9	15.8														
SOBRANTE 1.7	14.9														
KRIEGER 1.5	13.2														
PINOLE 0.8	11.7	8.59	9.30												
HERCULES 1.7	10.9														
RODEO 0.9	9.2														
OLEUM 0.7	8.3														
TORMEY 0.4	7.6														
SELBY 1.5	7.2	8.51													
CROCKETT 1.1	5.7		9.19												
ECKLEY 1.0	4.6														
R PORT COSTA 1.1	3.6	8.46	9.13												
NEVADA DOCK 0.9	2.5														
OZOL 1.6	1.6														
TO-R MARTINEZ	0.0	8.40 PM	9.07 PM											2.50 AM	10.50 PM
(31.2)		Leave Daily	Leave Daily											Leave Daily	Leave Daily
Time over District.....		(1.00)	(1.13)											(1.25)	(3.25)
Average Speed per Hour.....		31.20	25.64											21.03	8.72

See pages 2, 3 and 4 for additional trains between Oakland Pier and Martinez.

HOLIDAYS INDICATED ARE:  
New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
51	Richmond	Tracy
51	Crockett	Fresno
21	Any Station	Roseville

Capacity of sidings in car lengths	THIRD CLASS		FIRST CLASS															Distance from San Francisco
	462	476	10	28	8	222	18	248	20	246	230	220	293	224	204	262		
	Local Freight	Freight	Pacific Limited	San Francisco Overland Limited	Shasta	Passenger	Eighteen	El Dorado	Cascade	Senator,	Passenger	Passenger	Passenger	Sierra	Passenger	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 Saturday Only	Leave Daily Ex. Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Center 119 WP		12.30AM	10.44 PM	9.35 PM	9.15 PM	8.32 PM	7.50 PM	6.09 PM	5.12 PM	4.23 PM	2.25 PM	1.02 PM		8.48 AM	8.06 AM		34.7 31.7	
Center 97 P			10.54	9.45	9.25	8.41	8.00	6.17	5.21	f 4.32	2.34	1.11		8.57	8.15		38.0 40.1	
										f							42.2 43.2	
										f							45.1	
82 East 86 West BKWOV P	10.30AM	2.00	s 11.11	9.58	9.38	s 8.57	8.12	6.30	5.33	s 4.48	s 2.49	s 1.26		9.09	s 8.34		48.9	
41 East 73 West P										f							51.9	
										f							53.8	
										f							55.4	
Center 87 BWOV P			11.26	10.13	9.50	f 9.11	8.25	6.42	5.44	s 5.03	f 3.03	s 1.41		9.20	s 8.48		59.4	
										f							64.2	
Center 72 WP 70 East			11.35	10.23	9.58	f 9.24	8.35	6.51	5.52	s 5.20	s 3.22	s 2.01		9.28	s 9.01		67.5	
										f							71.8	
78 East 80 West WY P			s 11.50	10.35	s 10.10 PM	s 9.40	s 8.50 PM	7.00	s 6.05 PM	s 5.35	s 3.35	s 2.15	9.55 AM	9.37	s 9.15	7.32 AM	75.6	
										f							77.1	
Center 100			11.57 PM	10.41		9.46		7.06		f 5.41	3.41	2.21	f 10.02	9.43	9.22	f 7.39	80.4	
																	86.3	
I P										f			s				86.9	
Term Yard BKWOTYP	2.00 PM	4.30 AM	s 12.10 AM	s 10.55 PM		s 10.00 PM		s 7.20 PM		s 5.55 PM	s 3.55 PM	s 2.35 PM	s 10.15 AM	s 9.55 AM	s 9.35 AM	s 7.52 AM	88.8	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturday Only	Arrive Daily Ex. Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(3.30) 11.40	(4.00) 14.37	(1.26) 39.83	(1.20) 42.82	(0.55) 47.89	(1.28) 38.93	(1.00) 43.90	(1.11) 48.25	(0.53) 49.69	(1.32) 37.30	(1.30) 38.06	(1.33) 36.83	(0.20) 39.60	(1.07) 51.13	(1.29) 38.49	(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	(67.1)

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.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	For Passengers Destined To or Beyond
8	Any Station	Gerber
10	Any Station	Ogden
18	Any Station	Any Station beyond Black Butte where train scheduled to stop
204	Any Station	Sacramento
28	Suisun-Fairfield and Davis	Ogden

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS	
Train	At
248	Suisun-Fairfield

Martinez Subdivision.

WESTWARD

Time Table No. 218

May 27, 1934

STATIONS

TO-R MARTINEZ	6.4
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	

Double Track

Distance from Sacramento	FIRST CLASS												THIRD CLASS			
	9	27	7	233	19	247	229	17	223	243	21	261			463	475
	Fast Mail	San Francisco Overland Limited	Shasta	Passenger	Cascade	El Dorado	Governor	Seventeen	Sierra	Passenger	Pacific Limited	Passenger			Local Freight	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 Ex. Sunday	Arrive Daily
57.2	5.35 AM	6.45 AM	s 8.35 AM	s 8.54 AM	10.23 AM	s 10.40 AM	s 2.47 PM	s 5.57 PM	6.18 PM	s 8.00 PM	f 9.07 PM					10.50 PM
50.8	5.25	6.32	8.20	8.40	10.13	10.27	2.34	5.39	6.09	f 7.47	8.54					
48.7										f						
46.6										f						
45.6										f						
43.7										f						
39.9	5.12	s 6.19	8.07	s 8.26	10.01	10.14	s 2.20	f 5.27	5.57	s 7.33	8.42				9.30 AM	10.00
36.9				f						f						
35.0				f						f						
33.4				f						f						
29.4	5.00	s 6.03	7.54	s 8.10	9.51	10.03	f 2.05	5.12	5.47	f 7.18	8.30					
24.6				f						f						
21.3	4.51	s 5.51	7.44	s 7.58	9.43	9.55	s 1.54	5.02	5.39	s 7.07	8.20					
17.0				f						f						
15.0																
13.2	4.42	f 5.39	7.32 AM	s 7.40	9.32 AM	f 9.46	s 1.43	4.52 PM	5.30	s 6.50	8.10	s 10.05 PM				
11.7																
9.7																
8.4	4.36	5.31		f 7.31		9.40	1.36		5.25	6.41	8.01	f 9.56				
2.5												f				
1.9																
0.5																
0.0	4.25 AM	5.20 AM		7.20 AM		9.30 AM	1.25 PM		5.15 PM	6.30 PM	7.50 PM	9.45 PM			6.00 AM	7.00 PM
(57.2)	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	Leave Daily
Time over District.....	(1.10)	(1.25)	(1.03)	(1.34)	(0.51)	(1.10)	(1.22)	(1.05)	(1.03)	(1.30)	(1.17)	(0.20)			(3.30)	(3.50)
Average Speed per Hour.....	49.03	40.38	41.80	36.52	51.76	49.03	41.86	40.61	54.47	38.14	44.57	39.60			11.40	14.91

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

No. 233 reduce speed to six miles per hour at Washington on Sundays to discharge papers.  
 No. 233 stop on flag at Jacksnipe, Teal, Cygnus and Pierce to discharge express.  
 Nos. 27 and 21 reduce speed to 10 miles per hour at Davis to discharge mail.  
 No. 21 stop at Davis to discharge passengers for No. 18 for points at which No. 18 scheduled to stop.  
 No. 21 stop at Davis to discharge perishable express for Klamath Falls originating at points east of Sacramento.

EASTWARD		Martinez Subdivision.	WESTWARD	
Capacity of sidings in car lengths	Distance from San Francisco	Time Table No. 218 May 27, 1934	Distance from Benicia Junction	
		STATIONS		
P	32.4	BENICIA 1.4	5.6	
P	33.8	ARMY POINT 4.2	4.2	
Center 91 P	38.0	BENICIA JUNCTION	0.0	

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
7	Any Station	Gerber
17	Any Station	Woodland
21	Any Station	Roseville
27	Any Station	Sacramento

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

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

No. 58 reduce speed at Avon to 10 miles per hour to discharge papers.

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

Holidays indicated are: New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

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

EASTWARD

Martinez Subdivision.

Capacity of sidings in car lengths	THIRD CLASS		FIRST CLASS							Distance from San Francisco
	410 Freight	412 Local Freight	26 Owl	282 Passenger	52 San Joaquin	202 Motor	236 Passenger	58 Sequoia		
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily		
Center 119 WP	9.05 PM	8.42 AM								34.7
				f				f		36.0
				f				f		36.8
62 YP	9.15	9.00	7.32	s 5.40	9.31	s 9.15 AM	s 7.45 AM	f 1.20		38.1
East 80 West 109 WP	9.30	9.35	7.37	s 5.45	9.35			f 1.24		41.3
60 P		9.39		f				f 1.26		43.0
46 P	9.38	9.50	7.41	5.49	9.39			1.28		44.8
42										46.8
73 P	9.50	10.00 10.40	f 7.49	s 5.58	s 9.45			s 1.38		48.9
12										50.8
40 P	10.00	11.10	7.55	s 6.05	9.51			f 1.46		53.5
76	10.07	11.45 AM	8.07	6.10	9.55			1.51		57.3
48 WP	10.17	12.10 PM	8.16	s 6.18	10.01			f 2.02		61.7
83 P	10.27	12.40	8.23	s 6.26	10.08			f 2.12		66.9
				f	f					68.9
43 P	10.35	12.55	8.28	6.32	10.13			2.18		71.6
50 P	10.42	1.10	8.33	f 6.38	10.18			f 2.24		75.7
38	10.48	1.25	8.37		10.22			2.28		79.1
Term Yard BKWOTY P	11.00 PM	1.40 PM	s 8.42 PM	s 6.47 PM	s 10.27 AM			s 2.33 AM		82.2
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily		
	(1.55) 24.78	(4.58) 9.53	(1.15) 38.00	(1.13) 39.04	(1.01) 46.72	(0.10) 20.40	(0.10) 20.40	(1.18) 36.53		

Time Table No. 218

May 27, 1934

STATIONS

TO-R	MARTINEZ	1.3	D.T.
	MOCOCO 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	
	BETHANY	3.4	
	JANNEY	3.1	
TO-R	TRACY	(47.5)	

Automatic Train Control

Time over District Average Speed per Hour

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	278 Passenger	280 Stockton	282 Passenger	52 San Joaquin	232 Passenger	16 West Coast	58 Sequoia	
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Term Yard BKWOTY P	7.00 AM	2.00 AM	1.30 AM	11.18 PM	8.02 PM	6.56 PM	10.32 AM	10.30 AM	6.15 AM	2.40 AM	70.8
							10.38	f 10.36	6.21	2.45	73.9
Spur											76.8
I P											78.7
Eastward 67 Westward 77 Fresno 50 WY P	7.30 AM		2.00 AM	11.32	8.16	s 7.11 7.22	s 10.52 AM	s 10.50	f 6.33	s 2.58 AM	81.5
						f 7.30		s 11.00	6.41		86.1
											87.7
Yard BKWOTY P		3.15 AM		s 11.45 PM	s 8.30 PM	s 7.40 PM		s 11.10 AM	s 6.50 AM		90.9
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(0.30) 21.40	(1.15) 16.08	(0.30) 21.40	(0.27) 44.44	(0.28) 43.07	(0.44) 27.40	(0.20) 32.10	(0.40) 30.15	(0.35) 34.45	(0.18) 35.66	

Time Table No. 218

May 27, 1934

STATIONS

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

Automatic Block System

Time over District Average Speed per Hour

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



**Time Table No. 218**  
May 27, 1934

**Martinez Subdivision. WESTWARD**

STATIONS	Distance from Tracy	FIRST CLASS					THIRD CLASS			
		25 Owl	55 Tehachapi	201 Motor	241 Passenger	51 San Joaquin	405 Freight	411 Local Freight		
		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. MONDAY	Arrive Daily EX. SUNDAY		
TO-R MARTINEZ 1.3 MOCOCO End of Double Track 0.8	47.5	7.11 AM	s 12.20 PM	s 4.20 PM	s 5.03 PM	s 8.40 PM			2.50 AM	11.30 AM
PEYTON 1.3	45.4				f					
TO-R AVON 3.2	44.1	7.05	f 12.13	4.10 PM	s 4.55	8.32			2.38	11.15
TO PORT CHICAGO 1.7	40.9	7.00	f 12.08		s 4.49	8.28			2.32	11.00
NICHOLS 1.8	39.2				f					10.35
McAVOY 2.0	37.4	6.56	12.03 PM		f 4.43				2.26	10.30
SHELL POINT 2.1	35.4				f					
TO-R PITTSBURG 1.9	33.3	f 6.51	s 11.57 AM		s 4.37	s 8.19			2.19	10.10 9.05
LOS MEDANOS 2.7	31.4									
TO ANTIOH 3.8	28.7	6.45	s 11.50		s 4.28	8.11			2.10	8.50
NEROLY 4.4	24.9	6.41	11.45		4.22	8.07			1.51	8.30
TO BRENTWOOD 5.2	20.5	6.35	s 11.39		s 4.16	s 8.00			1.40	8.05
TO BYRON 2.0	15.3	6.27	s 11.32		s 4.08	7.47			1.31	7.15
BYRON HOT SPRINGS 2.7	13.3				f	f				
HERDLYN 4.1	10.6	6.22	11.25		4.01				1.22	7.00
BETHANY 3.4	6.5	6.17	f 11.20		f 3.56	7.39			1.15	6.50
JANNEY 3.1	3.1	6.13	11.15		f 3.50				1.09	6.40
TO-R TRACY 3.1	0.0	6.08 AM	11.10 AM		3.45 PM	7.31 PM			1.00 AM	6.30 AM
(47.5)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY & HOLIDAYS	Leave Daily	Leave Daily			Leave Daily EX. MONDAY	Leave Daily EX. SUNDAY
Time over District.....		(1.03)	(1.10)	(0.10)	(1.18)	(1.09)			(1.50)	(5.00)
Average speed per hour.....		45.23	40.71	20.40	36.54	41.30			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.

Holidays indicated are: New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS			ADDITIONAL FLAG STOPS		
Train	At	For Passengers From or Beyond	Train	At	Frequency
25	Martinez	Glendale	25	Martinez	Sunday 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. 218**  
May 27, 1934

**Lathrop Subdivision WESTWARD**

STATIONS	Distance from Stockton	FIRST CLASS							SECOND CLASS		THIRD CLASS		
		25 Owl	277 Passenger	279 Stockton	231 Passenger	55 Tehachapi	237 Passenger	235 Passenger	51 San Joaquin	15 West Coast	401 Freight	425 Local Freight	
		Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	
TO-R TRACY 3.1	20.1	s 5.56 AM	s 7.07 AM	s 7.32 AM	s 10.50 AM	s 11.00 AM	s 4.28 PM	s 7.07 PM	s 7.21 PM			10.00 PM	1.30 PM
BANTA 2.9	17.0				f 10.42	10.51							
WINSHIP 1.9	14.1												
SAN JOAQUIN BRIDGE 2.8	12.2												
TO-R LATHROP 4.6	9.4	5.38 AM	6.52	7.17	s 10.30	10.40 AM	f 4.12	6.52	7.06 PM	8.31 PM	9.30 PM		1.00 PM
FRENCH CAMP 1.6	4.8				f 10.14					8.24			
T. S. Ry. Crossing 3.2	3.2												
A. T. & S. F. Crossing S. E. R. R. Crossing C. C. T. Co. Crossing	0.0		6.40 AM	7.05 AM	10.05 AM		4.00 PM	6.40 PM		8.15 PM			
TO-R STOCKTON (20.1)		Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	See Note Leave Daily EX. SUNDAY	See Note Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY		Leave Daily EX. SUNDAY
Time over District.....		(0.18)	(0.27)	(0.27)	(0.45)	(0.20)	(0.28)	(0.27)	(0.15)	(0.16)	(0.30)		(0.30)
Average Speed per Hour.....		35.66	44.44	44.44	26.80	32.10	43.07	44.44	42.80	36.00	21.40		21.40

AT STOCKTON Nos. 235 and 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.

May 27, 1934

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS			FIRST CLASS										Distance from San Francisco
	418	416	402	422	406	278	74	254	280	256	252	12	232	250		
	Local Freight	Local Freight	Freight	Freight	Freight	Passenger	Passenger	Passenger	Stockton	Passenger	Passenger	W. P. Passenger	Passenger	Passenger		
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily		
						9.00 PM	7.20 PM		5.20 PM	5.20 PM	4.00 PM	9.40 AM	7.40 AM	7.00 AM		
						9.20	7.40		5.40	5.40	4.20	10.00	8.00	7.20		
						9.25 PM	7.50 PM		5.46 PM	5.45 PM	4.25 PM	10.05 AM	8.05 AM	7.23 AM		
BKWI P																
Term. Yard BKWOITY P																
I P	10.30 AM	6.30 AM		8.45 PM				7.15 PM				10.13 AM				
I P						s 9.32	s 8.05	s 7.20	s 5.55	s 5.53	s 4.34		s 8.12	s 7.30		
P											f		f			
I P						s 9.39	s 8.12	s 7.27	s 6.02	s 6.01	s 4.44		s 8.20	s 7.38		
45 WP	11.00 AM	7.00		9.15 PM		9.45	8.18 PM	7.34 PM	f 6.08	f 6.07	s 4.51		f 8.27	s 7.45		
31 P		7.14				9.47			f 6.11	s 6.11	s 4.54		s 8.30	s 7.48		
									f	f	f		f			
									f	f	f		f			
31 P		7.25							f 6.18	f 6.18	s 5.01		f 8.36	s 7.54		
100 WP		8.04				f 9.55			s 6.25	s 6.24	s 5.06		s 8.41	s 8.04		
28 P		8.15							f 6.34	f 6.31	f 5.15		8.48	f 8.09		
27 P		8.25				10.03			f 6.40	f 6.36	s 5.20		s 8.54	s 8.13		
											f		f			
68 KWYP		8.35 AM				s 10.08			s 6.48	s 6.43 PM	s 5.25 PM		s 9.01	s 8.18 AM		
IY				8.55 PM	6.20 AM											
75 P				9.05	6.30	10.13			6.55				f 9.07			
95 P				9.17	6.42	f 10.19			s 7.02				s 9.15			
													f			
71 P				9.32	6.57	s 10.27			s 7.10				s 9.23			
IYP																
East-110 West-105 P				9.37	7.05	10.30			7.13				f 9.26			
East 85 West 78 KWP				9.47	7.20	s 10.37			s 7.20				s 9.38			
P													f			
72 P				9.58	7.42	10.42			7.25				f 9.45			
93 WT P				10.10	8.00	f 10.51			7.34				s 9.55			
71 P				10.24	8.13	10.58			7.42				f 10.05			
70 P				10.35	8.25	11.05			7.49				f 10.12			
22 P																
Term. Yard BKWOTYP				10.50 PM	8.45 AM	s 11.15 PM			s 7.59 PM				s 10.22 AM			
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily		
	(0.30) 17.00	(2.05) 11.66	(1.55) 21.34	(0.30) 17.00	(2.25) 16.92	(1.50) 36.70	(0.28) 21.21	(0.19) 23.68	(2.13) 30.36	(0.58) 26.58	(1.00) 25.70	(0.08) 18.00	(2.17) 29.47	(0.55) 28.03		

STATIONS		Distance from San Francisco
SAN FRANCISCO	0.0	0.0
OAKLAND PIER	3.5	3.5
TO-R OAKLAND PIER	1.4	3.5
Cedar St. Crossing	1.0	4.9
TO-R WEST OAKLAND TOWER	1.0	5.9
Western Pacific Crossing	0.8	6.7
TO-R MAGNOLIA TOWER	0.8	8.3
OAKLAND (First Street)	1.6	9.7
EAST OAKLAND	1.4	13.4
FRUITVALE	3.7	14.8
TO-R ELMHURST	1.4	15.5
End of Double Track	0.7	16.5
TO SAN LEANDRO	0.7	17.5
SOUTH SAN LEANDRO	1.0	20.1
ESTUDILLO	1.0	24.0
LORENZO	2.6	26.5
TO HAYWARD	3.9	27.6
HALVERN	2.5	29.2
DECOTO	1.1	29.9
PABRICO	1.6	31.7
TO-R NILES	0.7	35.6
NILES JUNCTION	1.8	38.4
FARWELL	3.9	40.9
SUNOL	2.8	42.0
VERONA	2.5	42.4
TO PLEASANTON	1.1	43.0
RADUM	0.4	46.9
REMILLARD	0.6	48.4
ELIOT	3.9	50.5
TO-R LIVERMORE	1.5	55.0
TREVARNO	2.1	59.5
ULMAR	4.5	63.1
ALTAMONT	4.5	68.7
OAYLEY	3.6	70.8
MIDWAY	5.6	
MEDAL	2.1	
TO-R TRACY		

(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.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
23	Bonita	Any Station
23	Cherryland	Any Station
250-252-256 and 280	Cherry, Harder and Tennyson	Any Station

Time Table No. 218

May 27, 1934

Niles Subdivision.

WESTWARD

STATIONS	Distance from Tracy	FIRST CLASS										SECOND CLASS			THIRD CLASS			
		251	253	277	73	279	11	255	237	235				409	401	419	415	417
		Passenger	Passenger	Passenger	Passenger	Stockton	W. P. Passenger	Passenger	Passenger	Passenger				Freight	Freight	Freight	Local Freight	Local Freight
Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY				Arrive Daily	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	
SAN FRANCISCO } OAKLAND PIER } 3.5	70.8	7.12 AM	8.12 AM	9.32 AM	9.52 AM	9.52 AM	4.12 PM	6.12 PM	6.52 PM	9.32 PM								
	67.3	6.52	7.52	9.12	9.32	9.32	3.52	5.52	6.32	9.12								
TO-R OAKLAND PIER } 1.4 Cedar St. Crossing TO-R WEST OAKLAND TOWER } 1.0 Western Pacific Crossing TO-R MAGNOLIA TOWER } 0.8 OAKLAND (First St.) } 1.6 EAST OAKLAND } 1.4 FRUITVALE } 3.7 TO-R ELMHURST } 1.4 End of Double Track } 1.4	67.3	s 6.40 AM	s 7.45 AM	s 9.05 AM	s 9.17 AM	s 9.25 AM	s 3.43 PM	s 5.45 PM	s 6.25 PM	s 9.05 PM								
	65.9																	
	64.9						3.35 PM								4.00 AM	3.30 PM	5.55 PM	
	64.1	s 6.30	s 7.34	s 8.55	s 9.08	s 9.17		s 5.36	s 6.18	s 8.54								
	62.5	f																
	61.1	s 6.22	s 7.28	s 8.48	s 8.59	s 9.09		s 5.28	s 6.10	s 8.46								
	57.4	s 6.16	s 7.19	8.42	8.52 AM	9.03		f 5.21	6.02	8.39					3.30 AM	3.05	5.25 PM	
TO SAN LEANDRO } 0.7 SOUTH SAN LEANDRO } 1.0 ESTUDILLO } 1.0 LORENZO } 2.6	56.0	s 6.13	s 7.14	8.40		9.01		s 5.18	f 5.59	f 8.36							3.00	
	55.3	f	f					f										
	54.3	f	f					f										
	53.3	f 6.06	s 7.06	8.36		8.57		f 5.11	5.55								2.50	
TO HAYWARD } 3.9 HALVERN } 2.5 DECOTO } 1.1 FABRICO } 1.6	50.7	s 5.59	s 7.01	8.30		8.53		s 5.06	s 5.51	s 8.28							2.40	
	46.8	f 5.52	f 6.54			8.48		f 4.50									1.53	
	44.3	f 5.47	s 6.49	8.22		8.45		f 4.46	f 5.43	8.20							1.45	
	43.2		f					f										
TO-R NILES } 0.7 NILES JUNCTION } 1.8 FARWELL } 3.9 SUNOL } 2.8 VERONA } 2.5 TO PLEASANTON } 1.1 TO RADUM } 0.4 REMILLARD } 0.6 ELIOT } 3.9 TO-R LIVERMORE } 1.6 TREVARNO } 2.1 ULMAR } 4.5 ALTAMONT } 1.5 OATLEY } 3.6 MIDWAY } 5.6 MIDAL } 2.1 TO-R TRACY } 2.1	41.6	5.42 AM	6.44 AM	s 8.18		s 8.41		4.40 PM	s 5.40	s 8.16							1.30 PM	
	40.9												3.25 AM	3.45 AM				
	39.1			8.09		8.35		f 5.33	8.09				3.15	3.37				
	35.2			f 8.03		s 8.28		s 5.26	f 8.03				2.59	3.22				
	32.4																	
	29.9			s 7.56		s 8.21		s 5.19	s 7.56				2.40	3.07				
	28.8																	
	28.4																	
	27.8			7.53		8.18		f 5.15	7.53				2.35	2.50				
	23.9			s 7.48		s 8.13		s 5.10	s 7.48				2.25	2.35				
	22.4							f										
	20.3			7.42		8.07		f 5.02	7.42				2.10	2.20				
	15.8			f 7.35		8.00		f 4.55	7.35				1.55	2.05				
	11.3			7.26		7.51		4.46	7.26				1.35	1.45				
	7.7			7.20		7.45		f 4.40	7.20				1.20	1.30				
	2.1																	
	0.0			7.11 AM		7.36 AM		4.31 PM	7.11 PM				1.00 AM	1.10 AM				
(67.3)		Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY			Leave Daily	Leave Daily EX. MONDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	
Time over District.....		(0.58)	(1.01)	(1.54)	(0.25)	(1.49)	(0.08)	(1.05)	(1.54)	(1.54)			(2.25)	(2.35)	(0.30)	(2.00)	(0.30)	
Average Speed per Hour.....		26.58	25.27	35.42	23.76	37.04	18.00	23.72	35.42	35.42			16.92	15.77	17.00	11.68	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 and 25 279 and 27	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

May 27, 1934

Capacity of Sidings in Car Lengths	THIRD CLASS				SECOND CLASS				FIRST CLASS			Distance from San Francisco Via Antioch			
									60	52	58				
					426 Local Freight	424 Local Freight	402 Freight	420 Fresno Freight	West Coast	San Joaquin	Sequoia				
				Leave Daily EX.SUNDAY	Leave Daily EX.SUNDAY	Leave Daily EX.SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
East ward 67 Fresno WYP					7.40 AM		2.00 AM	12.15 AM				8.31 PM	11.00 AM	3.01 AM	92.9
I															93.8
74 P					8.10		2.15	12.35		f 8.45	11.06	s 3.11			96.8
118 P					8.16		2.20	12.40		8.48	11.09	3.14			99.4
P															100.6
78 P					8.50		2.27	12.47		f 8.53	11.13	s 3.22			103.3
125 P					9.15		2.33	12.53		f 8.58	11.17	s 3.29			106.4
No. 1, 98 No. 2, 113 No. 3, 127 BKWP					10.00		3.20	1.20		s 9.12	11.33	s 3.53			108.1
IP															113.1
70 P					10.54		3.30	1.32		f 9.20	11.40	s 4.02			114.7
67 P					11.15		3.48	1.38		9.24	11.44	4.08			117.4
81 P					11.53 AM		4.10	1.50		s 9.34	11.53 AM	s 4.25			120.8
Spur															126.2
92 P					12.20 PM		5.15	2.02		9.42	12.01 PM	f 4.36			129.3
79 WP					1.00		5.25	2.12		f 9.48	12.07	s 4.47			131.9
70 P					2.00		5.37	2.24		f 9.58	12.14	f 4.57			136.4
33															138.9
130 P					2.15		5.45	2.32		10.03	12.19	5.02			143.2
90 BKWOTP					10.30 AM	2.30 PM	6.00 AM	2.40 3.25		s 10.18	s 12.26	s 5.07 5.25			144.8
70 P					11.00			3.59		10.29	12.34	f 5.35			147.4
74 P					11.20			4.20		10.34	12.39	f 5.41			150.5
Spur															151.9
79 P					11.53 AM			4.35		10.42	12.47	f 5.49			156.6
37 WP					12.05 PM	1.30				f 10.46	12.49	s 5.55			160.5
74 P					1.50			4.47		10.53	12.55	f 6.02			165.8
69 OTP					2.25			4.55		10.57	12.59	f 6.07			166.9
100 P					2.35			5.01		11.00	1.02	6.10			168.2
145 BKP					3.45			5.10		s 11.10	s 1.10	s 6.23			173.0
					4.00										176.5
75 P					4.35			5.27		11.19	1.17	f 6.31			179.2
												f			183.9
78 WP					4.48			5.35		11.26	1.24	f 6.39			186.7
P															190.2
Term. Yard BWCYP					5.00			5.50		11.35	1.32	6.46			193.5
I															195.6
Term. Yard BKWOTYP					5.20 PM			6.10 AM		s 11.50 PM	s 1.45 PM	s 7.00 AM			199.3
					Arrive Daily EX.SUNDAY	Arrive Daily EX.SUNDAY	Arrive Daily EX.SUNDAY	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			201.8
					(6.50) 8.05	(6.50) 8.43	(4.00) 14.40	(5.55) 19.03		(3.19) 33.95	(2.45) 40.94	(3.59) 28.27			203.2

STATIONS

TO-R LATHROP
0.9
W. P. Crossing
3.0
TO MANTECO
2.6
CALLA
1.2
WESTON
2.7
TO RIPON
3.1
TO SALIDA
1.7
COVELL
5.0
TO-R MODESTO
1.6
T. S. Ry. Crossing
2.7
TO CERES
3.4
KEYES
5.4
TO-R TURLOCK
3.1
ALCANT
2.6
DELHI
4.5
TO LIVINGSTON
2.5
ARENA
4.3
TO ATWATER
1.6
BUHACH
2.6
FERGUS
3.1
TO-R MERCED
1.4
OREGAN
4.7
LINGARD
3.9
ATHLONE
5.3
SIERRA VISTA
1.1
MINTURN
1.3
TO OHOWCHILLA
4.8
FAIRMEAD
3.5
BERENDA
2.7
NOTARB
4.7
TO MADERA
2.8
BORDEN
3.5
IRRIGOSA
3.3
THARSA
2.1
HERNDON
3.7
R BIOLA JOT.
2.5
FRESNO YARD
1.4
F. T. Co. Crossing
2.3
TO-R FRESNO
(112.6)

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

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 10 miles per hour at Delhi and Atwater to dispatch papers.

ADDITIONAL STATIONS: (Cluster, M.P. 155.9. (Labranza, M.P. 163.3. (Spur.)

Double Track

Time Table No. 218

May 27, 1934

Merced Subdivision

WESTWARD

STATIONS	Distance from Fresno	FIRST CLASS				SECOND CLASS			THIRD CLASS	
		25 Owl	55 Tehachapi	239 Motor	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 EX.SUNDAY	Arrive Daily	Arrive Daily EX.SUNDAY	Arrive Daily EX.SUNDAY
TO-R LATHROP 0.9 W. P. Crossing	112.6 111.7	s 5.37AM	s 10.35AM		s 6.50PM					
TO MANTECA 2.6 CALLA 1.2 WESTON	108.7 106.1 104.9	f 5.30	s 10.27		6.41					
TO RIPON 3.1 TO SALIDA 1.7 COVELL 5.0	102.2 99.1 97.4	5.23	f 10.17							
TO-R MODESTO 1.6 T. S. Ry. Crossing	92.4 90.8	s 5.08	s 10.00		s 6.26					
TO CERES 3.4 KEYES 5.4	88.1 84.7		f 9.46							
TO-R TURLOOK 3.1 ALCANT 2.6 DELHI 4.5	79.3 76.2 73.6	s 4.45	s 9.34		s 5.55					
TO LIVINGSTON 2.5 ARENA 4.3	69.1 66.6	4.31	f 9.15		5.38					
TO ATWATER 1.6 BUHAOH 2.6 FERGUS 3.1	62.3 60.7 58.1	4.24	f 9.04		5.31					
TO-R MERCED 1.4 OREEGAN 4.7 LINGARD 3.9 ATHLONE 5.3 SIERRA VISTA 1.1 MINTURN 1.3	55.0 53.6 48.9 45.0 39.7 38.6	s 4.15	s 8.52		s 5.24					
TO CHOWCHILLA 4.8 FAIRMEAD 3.5 BERENDA 2.7 NOTARB 4.7	37.3 32.5 29.0 26.3	f 3.47	s 8.25							
TO MADERA 2.8 BORDEN 3.5 IRRIGOSA 3.3 THARSA 2.1 HERNDON 3.7	21.8 18.8 15.3 12.0 9.9	s 3.30	s 8.05		s 4.45					
R BIOLA JOT. 2.5 FRESNO YARD 1.4 F. T. Co. Crossing	6.2 3.7 2.3			s 2.33PM						
TO-R FRESNO (112.6)	0.0	3.00AM	7.35AM	2.20PM	4.15PM					
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX.SUNDAY	Leave Daily	Leave Daily EX.SUNDAY	Leave Daily EX.SUNDAY
Time over District		(2.37)	(3.00)	(0.13)	(2.35)	(4.50)	(3.20)	(5.00)	(6.40)	(7.30)
Average Speed per Hour		43.03	37.53	28.61	43.52	23.29	17.28	22.52	8.64	7.33

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

ADDITIONAL STATIONS: {Cluster, M. P. 155.9. Labranza M. P. 163.3. (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		FIRST CLASS		THIRD CLASS					
	432 Local Freight	430 Local Freight	410 Freight	26 Owl		240 Motor	59 West Coast	239 Motor	429 Tracy Freight	433 Local Freight	431 Local Freight	405 Freight	
Term. Yard BKWOTYP	Leave Tues., Thurs., Sat.	Leave Daily EX. SUNDAY	Leave Daily EX. MONDAY	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		
40 I P		7.30 AM	12.10 AM	8.50 PM	11.20 AM	126.2	s 5.50 AM	s 6.15 PM		11.15 AM	2.20 PM	11.45 PM	
49 P		7.40	12.22		f 11.27	123.5		f 6.09		11.00	2.05	11.30	
49 P		7.50	12.27	8.58	f 11.32	120.5	5.40	f 6.05		10.50	1.55	11.24	
P		8.03	12.37	9.04	s 11.39	115.8	5.34	s 5.58		10.35	1.20	11.16	
39 P		8.13	12.44		f 11.44	113.5		f					
103 WP		8.40	12.51	9.13	s 11.51 AM	112.0		f 5.52		10.23	12.45	11.09	
					f	108.0	5.25	s 5.46		10.15	12.30	11.03	
48 P		10.00	1.04	f 9.21	s 12.04 PM	103.6		f					
47 P		10.40 AM	1.14	9.28	s 12.14	101.0	f 5.17	s 5.36		10.00	12.04 PM	10.52	
					f	95.2	5.09	s 5.25		9.43	10.40 AM	10.43	
43 P					f 12.20	92.4		f					
51 WP		12.30 PM	1.26	f 9.36	s 12.30	91.1		f					
47 P		1.25	1.32	f 9.41	s 12.40	88.9	f 5.02	s 5.15		9.30	10.00 8.45	10.33	
35		1.35	1.37		f 12.45	84.9	f 4.56	s 5.05		9.20	8.35	10.26	
64 P		1.50	1.41	9.48	f 12.48	81.5		f		9.13	7.35	10.20	
50 P		2.15	1.50	9.56	f 12.56	79.1	4.48	f 4.55		9.07	7.20	10.15	
					f	72.8	4.40	f 4.47		8.55	7.00	9.56	
77 BKWOYP	9.00 AM	2.35 PM	2.10	s 10.05	s 1.05 5.00	70.1							
					f	68.0	s 4.33	s 4.40		8.40	3.00 PM	6.30 AM	9.35
49 P	9.25		2.25	10.15	f 5.10	66.8		f		8.20	2.05	9.09	
					f	60.1	4.23	f 4.12					
92 P	10.30		2.34	10.21	s 5.20	58.8		f		8.12	1.50	9.02	
36 P	11.00 AM		2.46	10.29	f 5.29	55.4	4.17	s 4.05		8.00	12.45	8.51	
					f	48.6	4.09	f 3.53					
103 WP	12.20 PM		2.58	10.36	s 5.39	46.8		f					
					f	42.2	4.02	s 3.43		7.43	12.20 PM	8.41	
39 P	12.35		3.05		f 5.45	39.4							
					f	37.6		f 3.35		7.33	11.40 AM	8.34	
89 P	1.00		3.10	10.46	s 5.53	35.6		f					
37 YP	1.20		3.44	10.55	f 6.03	33.9	3.53	s 3.30		7.25	11.30	8.28	
40 P	1.30		4.00	10.58	f 6.07	26.5	3.44	f 3.18		7.10	10.25	8.15	
125 WOYP	2.30		4.45	11.09	s 6.22	23.9	3.41	f 3.15		7.05	10.15	8.10	
					f	15.4	3.31	3.05 PM		6.45	9.50	7.50	
52					f 6.27	12.2							
39 P	2.55		5.00	11.15	f 6.30	11.7				6.23	8.35	7.23	
Spur P						9.9	3.25			6.23	8.20	7.23	
Spur Y					f	7.6							
40 P	3.10		5.08	11.20	f 6.37	6.6				6.15	8.00	7.15	
Spur						5.9	3.20						
Term. Yard BKWOTYP	3.40 PM		5.30 AM	s 11.35 PM	s 6.55 PM	3.1				6.00 AM	7.40 AM	7.00 PM	
	Arrive Tues., Thurs., Sat.	Arrive Daily EX. SUNDAY	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	0.0	3.05 AM			Leave Daily	Leave Mon., Wed., Fri.	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	(6.40) 10.01	(7.05) 8.21	(5.20) 23.66	(2.45) 45.89	(3.40) 34.41					(5.15) 24.06	(7.20) 8.82	(7.50) 7.43	(4.45) 26.56

Time Table No. 218  
May 27, 1934

STATIONS	Distance from Fresno
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
OROWS 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
OBOMIR 2.0	37.6
ARBOS 1.7	35.6
TO MENDOTA 7.4	33.9
R INGLE 2.6	26.5
JAMESAN 8.5	23.9
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

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

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

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
59	Firebaugh, Mendota, Dos Palos	Receive	Tracy	Tracy
26	Dos Palos, Firebaugh, Mendota	Discharge	Any Station	Any Station
239 & 240	Gadwall	Receive and Discharge	Any Station	Any Station

ADDITIONAL STATIONS: Ohm, M.P. 93.5.  
Button, M.P. 185.  
Forsy, M.P. 203.7 (Spur).

**EASTWARD**

**Lathrop Subdivision**

**WESTWARD**

Capacity of sidings in car lengths	FIRST CLASS				Distance from San Francisco Via Niles	Time Table No. 218 May 27, 1934	Distance from Brighton	FIRST CLASS			
	278	280	282	16				277	279	231	15
	Passenger Leave SUNDAY ONLY	Stockton Leave Daily EX. SUNDAY	Passenger Leave Daily	West Coast Leave Daily				Passenger Arrive SUNDAY ONLY	Stockton Arrive Daily EX. SUNDAY	Passenger Arrive Daily	West Coast Arrive Daily
Yard BKWOITY P	11.50 PM	8.35 PM	7.50 PM	7.10 AM	90.9	TO-R STOCKTON 1.4	42.3	s 6.33 AM	s 6.58 AM	s 9.55 AM	s 8.00 PM
I P					92.3	STOCKTON TOWER No. 4 W. P. Crossing 0.4	40.9				
Spur P					92.7	EL PINAL 0.8	40.5				
Spur					93.5	JARN 1.5	39.7				
W P					95.0	AKERS End of Double Track 1.6	38.2				
125 P			f		96.6	CASTLE 3.6	36.6			f	
125 P			f		100.2	ARMSTRONG 3.1	33.0			f 9.40	
BKWOY P 125	s 12.10 AM	s 8.55 PM	s 8.15	s 7.35	103.3	C. C. T. Co. Crossing LODI 1.8	29.9	6.15 AM	6.40 AM	s 9.35	s 7.40
Spur P			f		105.1	URGON 1.1	28.1				
125 P			f 8.21	f 7.40	106.2	ACAMPO 3.3	27.0			s 9.20	f 7.29
125 P			f		109.5	FOREST LAKE 2.2	23.7			f	
WOY P 176			s 8.30	s 7.51	111.7	GALT 3.8	21.5			s 9.13	f 7.23
125 P			f		115.5	NEED 2.0	17.7			f	
P			f		117.5	ARNO 2.0	15.7			f	
128 P			f		119.5	MCCONNELL 3.4	13.7			f	
133 P			f 8.46	s 8.10	122.9	ELK GROVE 2.8	10.3			s 8.50	f 7.10
125 P			f		125.7	MEADOWS 3.3	7.5			f	
135 WP			f 8.56	f 8.20	129.0	FLORIN 3.0	4.2			s 8.42	f 7.02
P					132.0	POLK 1.2	1.2				
WP			f 9.05 PM	f 8.30 AM	133.2	BRIGHTON	0.0			8.35 AM	6.55 PM
	Arrive MONDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		(42.3)		Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily
	(0.20) 36.60	(0.20) 36.60	(1.15) 33.84	(1.20) 31.72		.....Time over District.....		(0.18) 40.66	(0.18) 40.66	(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. 218 May 27, 1934	Distance from Kentucky House	THIRD CLASS	
	434	435					
	Freight Leave Daily EX. SUNDAY	Freight Arrive Daily EX. SUNDAY					
BKWOY P	9.30 AM		103.3	TO-R LODI 1.8	39.3	4.00 PM	
			105.1	C. C. T. Co. Crossing 0.1	37.5		
Spur			105.2	FRANKLYN 1.9	37.4		
1 P			107.1	VICTOR 3.6	35.5		
7 P	9.55		110.7	LOOKEFORD 4.0	31.9	3.35	
P	10.15		114.7	OLEMENTS 6.1	27.9	3.15	
	10.30		120.8	WALLAOE 5.6	21.8	2.55	
	10.47		126.4	HELISMA 2.9	16.2	2.40	
			129.3	NORVAL 0.9	13.3		
17 TP	11.10		130.2	TO-R VALLEY SPRING 4.5	12.4	2.30	
9 P	11.25		134.7	TOYON 4.3	7.9	1.50	
P			139.0	MACNIDER 3.6	3.6		
W	11.55 AM		142.6	KENTUCKY HOUSE	0.0	1.20 PM	
	Arrive Daily EX. SUNDAY			(39.3)		Leave Daily EX. SUNDAY	
	(2.25) 16.26			.....Time over District.....		(2.40) 14.74	
				.....Average Speed Per Hour.....			

**EASTWARD**

**Lathrop Subdivision**

**WESTWARD**

Capacity of sidings in car lengths	Time Table No. 218 May 27, 1934		Distance from San Francisco Via Niles	Lodi Branch	Distance from Woodbridge
	STATIONS				
	TO-R				
BKWOY P			103.3	LODI	2.5
			105.8	C. C. T. Co. Crossing WOODBRIDGE 2.5	0.0
				(2.5)	

**EASTWARD**

**Lathrop Subdivision**

**WESTWARD**

Capacity of sidings in car lengths	Distance from San Francisco Via Niles	Time Table No. 218 May 27, 1934		Distance from Ione
		Ione Branch		
		STATIONS		
WOY P	111.7	TO-R	GALT 5.0	27.1
	116.7		C. C. T. Co. Crossing VANSTOW 5.3	22.1
P	122.0		OLAY 10.3	16.8
P	132.3		CARBONDALE 0.7	6.5
	133.0		LIGNITE 1.8	5.8
Spur	134.8		EDWIN 0.4	4.0
Spur	135.2		CLARKSONA 2.5	3.6
Spur	137.7		DAGON 1.1	1.1
WTY P	138.8	TO-R	IONE	0.0
			(27.1)	
			.....Time over District.....	
			.....Average Speed per Hour.....	

**ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS**

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

No. 15 reduce speed to 15 miles per hour at Elk Grove to dispatch mail.

**EASTWARD**

**Niles Subdivision.**

**WESTWARD**

Capacity of sidings in car lengths	EASTWARD							Distance from San Francisco	Time Table No. 218 May 27, 1934	Distance from Santa Clara	WESTWARD					
	THIRD CLASS		SECOND CLASS	FIRST CLASS			FIRST CLASS				SECOND CLASS	THIRD CLASS				
	418 Local Freight	414 Local Freight	422 Freight	74 Passenger	254 Passenger	244 Passenger	259 Passenger				73 Passenger	407 Freight	419 Freight	417 Local Freight		
Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
WP	11.00 AM		9.15 PM	8.18 PM	7.34 PM				31.4					3.30 AM	5.25 PM	
	11.05								29.3						5.17	
20 P	11.10			f	f				27.0						5.12	
68 WP	11.15		9.30	f 8.28	f 7.43				24.6		f 8.44			3.15	5.05	
P	11.30 AM			f 8.32	f				23.3						5.00	
Spur									21.8							
61 P	12.30 PM		9.45	s 8.40	f 7.51				19.5		s 8.36			3.00	4.45	
	12.40								18.6						4.07	
107 WIYP	12.50 PM	11.00 AM	10.15	f 8.48	f 8.00	9.18 AM			16.4							
									14.2	s 5.25 AM	f 8.28			5.50 AM	2.45	
79 P		11.15	10.30	f 8.55	f 8.06	f 9.25			12.0	f						
									10.7	f 5.15	f 8.23			5.40	2.35	
P				f	f	f			9.3							
P		11.30		f 9.05	f	s 9.35			8.3	f	f					
49 P		11.59 AM	11.10	f 9.11	f 8.23	s 9.40			5.7	f 5.06				5.20		
Term. Yard KI P		12.10 PM	11.20 PM	9.17 PM	f 8.29 PM	s 9.45 AM			3.1	s 5.01	f 8.11			5.10	2.15	
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			0.0	4.55 AM	8.07 AM			5.00 AM	2.00 AM	
	(1.50) 4.90	(1.10) 12.17	(2.05) 15.07	(0.59) 31.93	(0.55) 34.26	(0.27) 31.55			(31.4)	Leave Daily	Leave Daily			Leave Daily	Leave Daily EX. SUNDAY	
										(0.30) 28.40	(0.45) 41.86			(0.50) 17.04	(1.25) 12.14	

**EASTWARD**

**Niles Subdivision.**

**WESTWARD**

Capacity of sidings in car lengths	EASTWARD						Distance from San Francisco	Time Table No. 218 May 27, 1934	Distance from San Jose	FIRST CLASS			THIRD CLASS	
	SECOND CLASS		FIRST CLASS			253 Passenger				245 Passenger	255 Passenger	415 Local Freight		
	404 Freight		252 Passenger	256 Passenger	250 Passenger	Arrive Daily EX. SUNDAY				Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	
Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY				
Yard KWYP			6.55 PM	6.45 PM	8.20 AM	29.2		17.5	s 6.43 AM	s 8.38 AM	s 4.38 PM		11.40 AM	
IYP		3.25 AM				29.7		17.0						
30 P		3.35	f	f	f	30.6		16.1		f	f			
35 P		3.43	f 7.02	s 6.52	s 8.30	32.8		13.9	f 6.36	f 8.30	s 4.29		11.25	
33 P		3.53	f 7.08	f 6.58	f 8.36	36.3		10.4	f 6.30	f 8.20	f 4.21		11.00	
30 P		4.00	f 7.14	f 7.04	s 8.43	40.7		6.0	f 6.25	f 8.14	s 4.15		10.50	
Term. Yard BKWOITP		4.10 AM	f 7.19	f 7.09	f 8.48	43.3		3.4	f 6.20	8.10	f 4.10		10.40	
	Arrive Daily	Arrive Daily	s 7.25 PM	s 7.15 PM	s 8.55 AM	46.7		0.0	6.15 AM	8.05 AM	4.05 PM		10.30 AM	
	(0.45) 22.66		Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily			(17.5)	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily		Leave Daily EX. SUNDAY	
			(0.30) 35.00	(0.30) 35.00	(0.35) 30.00				(0.28) 37.50	(0.33) 31.82	(0.33) 31.82		(1.10) 15.00	

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.

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				Niles Subdivision.		WESTWARD				
Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS	Distance from San Francisco	Time Table No. 218 May 27, 1934	Distance from Niles	FIRST CLASS	SECOND CLASS	THIRD CLASS	
	402	406	258				249	401	413	
	Freight	Freight	Passenger				Passenger	Freight	Local Freight	
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily EX. MONDAY	Arrive Daily EX. SUNDAY	
	8.00 PM			26.2	Automatic Block System D. T.	16.8		4.30 AM		
IWY P				27.5		TO-R REDWOOD JCT. 1.3	15.5			
				28.0		End of Double Track 0.5	15.0			
63 P	8.10			29.5		SWEENEY 1.5	13.5		4.20	
P				30.9		HENDERSON 1.4	12.1			
48 P	8.22		(See Note)	33.9		RAVENSWOOD 3.0	9.1	(See Note)	4.08	
99 WIYP	8.35	5.55 AM	5.25 AM	37.2		DUMBARTON 3.3	5.8	s 9.17 AM	4.00	10.30 AM
				39.0		TO-R NEWARK 1.8	4.0			
40 P	8.45	6.05	s 5.32	40.1		MATTOS 1.1	2.9	s 9.12	3.53	10.20
78 P	8.48	6.10	5.35	41.7		CENTERVILLE 1.6	1.3	9.08	3.50	10.05
IYP			s 5.37 AM	42.5		SHINN 0.8	0.5	9.05 AM		10.00 AM
	8.55 PM	6.20 AM		43.0		W. P. Crossing TO-R NILES TOWER 0.5	0.0		3.45 AM	
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			NILES JUNCTION		Leave Daily	Leave Daily EX. MONDAY	Leave Daily EX. SUNDAY
	(0.55) 18.33	(0.25) 13.92	(0.12) 26.50		(16.8)		(0.12) 26.50	(0.45) 22.40	(0.30) 10.60	
					.....Time over District.....					
					.....Average Speed per Hour.....					

EASTWARD			Martinez Subdivision.		WESTWARD		
Capacity of sidings in car lengths	Time Table No. 218 May 27, 1934		Distance from San Francisco	Time Table No. 218 May 27, 1934	Distance from Radum	San Ramon Branch	
	STATIONS					STATIONS	
	TO-R	TO				TO-R	TO
62 YP			38.1	29.7	TO-R	AVON 2.9	
			41.0	26.8		GALINDO 1.5	
22 W			42.5	25.3	TO	CONCORD 2.6	
			45.1	22.7		HOOKSTON 0.7	
			45.8	22.0		LAS JUNTAS Sacramento Northern Ry. Crossing 1.5	
			47.3	20.5		OXLEY 0.9	
18			48.2	19.6	TO	WALNUT CREEK 2.4	
			50.6	17.2		WIDBERO 2.0	
			52.6	15.2		ALAMO 2.2	
			54.8	13.0		DANVILLE 1.6	
			56.4	11.4		OSAGE 1.3	
21 T			57.7	10.1		SAN RAMON 3.6	
			61.3	6.5		FOREST HOME 2.3	
			63.6	4.2		DOUGHERTY 2.8	
22			66.4	1.4		ASCO 1.4	
IYP			67.8	0.0		Western Pac. Crossing RADUM	
						(29.7)	
						.....Time over District.....	
						.....Average Speed per Hour.....	

EASTWARD				Los Banos Subdivision		WESTWARD		
Capacity of sidings in car lengths	FIRST CLASS		Distance from San Francisco Via Antioch	Time Table No. 218 May 27, 1934	Distance from Biola Jct.	FIRST CLASS		
	Biola Branch					239		
	STATIONS					Motor		
						Arrive Daily		
40 BKWOY P			193.0	TO-R	KERMAN 7.5	s 3.01 PM		
8 P			200.5	TO	BIOLA 1.5	s 2.48		
			202.0		TRUMAN 2.0			
			204.0		EVERTS 2.0			
			206.0		WEST ACRES 2.6			
P			208.6	R	BIOLA JUNCTION	2.33 PM		
					(15.6)	Leave Daily		
					.....Time over District.....	(0.28)		
					.....Average speed per hour.....	33.42		

EASTWARD			Martinez Subdivision.		WESTWARD		
Capacity of sidings in car lengths	FIRST CLASS		Distance from San Francisco	Time Table No. 218 May 27, 1934	Distance from Capay	SECOND CLASS	
	446					447	
	Mixed					Mixed	
						Arrive Daily EX. SUNDAY	
			Leave Daily EX. SUNDAY				
B WOY P		6.00 AM	59.4	R	ELMIRA 4.3	s 1.35 PM	
		s 6.35	63.7	TO	VACAVILLE 1.9	s 1.20	
		f 6.46	65.6		VIOLET 2.9	f 12.45	
16		f 6.49	68.5		HARTLEY 1.8	f 12.40	
		f 6.56	70.3		ALLENDALE 3.7	f 12.30	
		f 8.00	74.0		WOLFSKILL 2.0		
WT 15		s 8.07	76.0	TO	WINTERS 4.3	s 12.25 PM	
		f 8.12	80.3		NORTON 2.3	f 11.45 AM	
		s 8.30	82.6		ARROZ 1.0	f 11.37	
		s 8.40 AM	83.6		CITRONA 3.2	s 11.30	
W			86.8		MADISON 3.1	11.15 AM	
			89.9	TO-R	ESPARTO 2.0		
			91.9		CAPAY	0.0	
					(32.5)	Leave Daily EX. SUNDAY	
			Arrive Daily EX. SUNDAY		.....Time over District.....	(2.20)	
			(2.40) 11.44		.....Average speed per hour.....	13.07	

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.

ADDITIONAL STOP:—Nos. 446 and 447 at Padden (MP 67½) on signal.

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				Distance from San Francisco Via Vallejo	Time Table No. 218 May 27, 1934		Distance from Callistoga	THIRD CLASS				
	438		440			Napa Branch			439		441		
	Local Freight	Local Freight	Local Freight	Local Freight		Arrive Daily	Leave Daily		Arrive Daily	Leave Daily	Arrive Daily	Leave Daily	
101 BKWOYP			3.00AM	2.00AM	50.5	TO-R SUISUN-FAIRFIELD 2.6	47.6	5.10AM	6.15PM				
					47.9	SUBEET 1.7	45.0						
24			3.10	2.10	46.2	THOMASSON 1.4	43.3	5.00	6.00				
35 WP			3.15	2.15	44.8	TO CORDELIA 3.8	41.9	4.55	5.50				
20 West 23 East KWYP			3.25	2.25	41.0	ORESTON 3.7	38.1	4.45	5.35				
			3.40AM	2.45	37.3	TO-R NAPA JUNCTION 0.7	34.4	4.30AM	5.15				
					38.0	Napa Valley Ry. Crossing 3.0	33.7						
					41.0	RATTO 0.7	30.7						
					41.7	SUSCOL 1.1	30.0						
					42.8	ROCKTRAM 1.4	28.9						
					44.2	IMOLA 1.2	27.5						
					45.4	Napa Valley Ry. Crossing 0.1	26.3						
47 BKW				4.00	45.5	TO NAPA 2.3	26.2		4.45				
24				4.10	47.8	UNION 2.4	23.9		3.50				
					50.2	OAK KNOLL 1.5	21.5						
					51.7	TRUBODY 2.3	20.0						
19				4.30	54.0	TO YOUNTVILLE 3.5	17.7		3.40				
				4.55	57.5	TO OAKVILLE 1.9	14.2		3.20				
				5.10	59.4	TO RUTHERFORD 1.8	12.3		3.05				
				5.15	61.2	ZINFANDEL 0.9	10.5		2.50				
					62.1	THOMANN 1.5	9.6						
17				6.10	63.6	ST. HELENA 0.9	8.1		2.45				
					64.5	KRUG 0.8	7.2						
					65.3	BARRO 2.2	6.4						
W					67.5	BALE 0.8	4.2						
					68.3	LARKMEAD 0.7	3.4						
W					69.0	MAPLE 2.7	2.7						
16 W				7.00AM	71.7	TO-R CALISTOGA	0.0		2.00PM				
			Arrive Daily	Arrive Daily EX. SUNDAY		(47.6)		Leave Daily	Leave Daily EX. SUNDAY				
			(0.40) 19.80	(5.00) 9.52		.....Time over District.....		(0.40) 19.80	(4.15) 11.17				
						.....Average speed per hour.....							

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	Time Table No. 218 May 27, 1934			
	Vallejo Branch		Napa Junction	
	STATIONS			
PKW		30.0	TO-R SOUTH VALLEJO 4.4	7.3
16		34.4	FLOSDEN 2.9	2.9
34 KWYP		37.3	TO-R NAPA JUNCTION	0.0

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	Time Table No. 218 May 27, 1934			
	Schellville Branch		Napa Junction	
	STATIONS			
KWYP		37.3	TO-R NAPA JUNCTION 0.4	11.5
		37.7	Napa Valley Ry. Crossing 0.4	11.1
66		38.1	LOMBARD 2.7	10.7
		40.8	BRAZOS 1.5	8.0
		42.3	BUOHLI 2.2	6.5
		44.5	MERAZO 1.3	4.3
		45.8	RAMAL 3.0	3.0
Y		48.8	SCHELLVILLE	0.0

Schellville Branch between Napa Jct. and Schellville operated under the Rules and Regulations of the Southern Pacific Co. Train dispatching handled by the Northwestern Pacific Railroad Co.

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	Time Table No. 218 May 27, 1934			
	Wingo Union Branch		Napa Junction	
	STATIONS			
		42.2	BUOHLI 1.6	8.6
		43.8	CARNEROS 1.6	7.0
		45.4	STANLEY 3.4	5.4
		48.8	WEST NAPA 1.3	2.0
		50.1	Napa Valley Ry. Crossing 0.7	0.7
24		50.8	UNION	0.0
			(8.6)	
			.....Time over District.....	
			.....Average speed per hour.....	

EASTWARD				Merced Subdivision				WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco Via Niles	Time Table No. 218 May 27, 1934		Distance from Merced	SECOND CLASS			
			448					449			
			Mixed					Mixed			
		Leave Mon. Wed., Fri.				Arrive Tues. Thurs., Sat.					
					<b>Oakdale Branch</b>						
					<b>STATIONS</b>						
Yard BKWOITY P		11.30AM	90.9	TO-R	STOCKTON W. P. Crossing C. C. T. Co. Crossing 5.1	72.0	s	3.00PM			
Spur	f		96.0		ORFORD 0.7	66.9	f				
Spur	f	11.45	96.7		CHARLESTON 1.0	66.2	f	2.40			
			97.7		SIBLEY 0.6	65.2					
Spur	f		98.3		WALTHALL 2.3	64.6	f				
Spur	f	11.53AM	100.6		HOLDEN 3.2	62.3	f				
23 WYP	s	12.03PM	103.8		PETERS 4.4	59.1	f	2.20			
P	s	12.20	108.2		FARMINGTON 3.3	54.7	s	2.05			
Spur	f		111.5		GOTRI 2.6	51.4	f				
16		f	112.33		COMETA 2.6	48.8	f				
P	s	12.41	116.7		VALLEY HOME 3.9	46.2	f	1.35			
Spur	f		120.6		ADELA 1.8	42.3	f				
47 WP	s	12.55 1.30	122.4	TO-R	OAKDALE A. T. & S. F. Crossing 3.9	40.5	s	1.15PM			
44	f	1.40	126.3		OLARIBEL 6.1	36.6	f	11.45AM			
P	s	2.20	132.4	TO	WATERFORD 1.6	30.5	s	11.30			
P	s	2.30	134.0		HICKMAN 5.8	28.9	s	11.00			
34 P	s	2.50	139.8		MONTPELLIER 6.2	23.1	s	10.40			
14 P	f	3.10	146.0		RYER 1.5	16.9	f	10.18			
Spur P			147.5		BASEL 1.3	15.4					
P	f	3.20	148.8		ARUNDEL 3.7	14.1	f	10.10			
18 P	f	3.55	152.5		AMSTERDAM 4.7	10.4	f	10.00			
	f		157.2		NAIRN 1.0	5.7	f				
P	f		158.2		FERRIN 1.7	4.7	f				
Spur	f		159.9		BATTURS 1.2	3.0	f				
I			161.1		A. T. & S. F. Crossing 1.8	1.8					
BKWOTP	s	4.30PM	162.9	A. B. E. {	TO-R MERCED (72.0)	0.0		9.30AM			
		Arrive Mon. Wed., Fri.						Leave Tues., Thurs., Sat.			
		(5.00) 14.40			.....Time over District.....			(5.30) 13.09			
					.....Average Speed per Hour.....						

EASTWARD				Merced Subdivision				WESTWARD 19			
Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco Via Antioch	Time Table No. 218 May 27, 1934		Distance from Raymond	THIRD CLASS			
			456					457			
			Mixed					Mixed			
		Leave Tues. and Sat.				Arrive Tues. and Sat.					
					<b>Raymond Branch</b>						
					<b>STATIONS</b>						
TO P		9.00AM	176.5	R	BERENDA 3.3	20.9	s	12.40PM			
I			179.8		A. T. & S. F. Crossing 4.0	17.6					
	f	9.20	183.8		TALBOT 4.1	13.6	f	12.15PM			
	f	9.35	187.9		DAULTON 2.9	9.5	f	11.59AM			
Spur	f		190.8		JESBEL 4.2	6.6	f				
	f	10.00	195.0		HERBERT 1.2	2.4	f				
	f		196.2	R	KNOWLES JCT. 1.2	1.2	f	11.30			
WTP	s	10.15AM	197.4	R	RAYMOND	0.0		10.45AM			
		Arrive Tues. and Sat.			(20.9)			Leave Tues. and Sat.			
		(1.15) 16.72			.....Time over District.....			(1.55) 10.90			
					.....Average Speed per Hour.....						

EASTWARD				Merced Subdivision				WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco Via Niles	Time Table No. 218 May 27, 1934		Distance from Milton	SECOND CLASS			
					<b>Milton Branch</b>						
					<b>STATIONS</b>						
23 WYP			103.8		PETERS 5.7	11.5					
			109.5		WAVERLY 5.8	5.8					
TP			115.3		MILTON	0.0					
					(11.5)						
					.....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. 218 May 27, 1934		Distance from Dairyland	SECOND CLASS		
					<b>Chowchilla Branch</b>		
					<b>STATIONS</b>		
37 WP	168.2			10.1	CHOWCHILLA 4.4		
	172.6			5.7	ASH 1.5		
Spur	174.1			4.2	OVEJA 1.2		
	175.3			3.0	TILLMAN 1.9		
Spur	177.2			1.1	PLAINS 1.1		
	178.3			0.0	DAIRYLAND		
					(10.1)		

Eastward Niles Subdivision				Westward			
Distance from San Francisco	Time Table No. 218 May 27, 1934			Distance from Stonehurst	THIRD CLASS		
					<b>Stonehurst Branch</b>		
					<b>STATIONS</b>		
13.4	TO	ELMHURST 0.9		0.9			
14.3		Western Pacific Crossing STONEHURST		0.0			
		(0.9)					

## SPECIAL INSTRUCTIONS

**RULE 2.** The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.
Oakland..... W. A. Hurst, 214 Easton Building
Oakland..... E. W. Becker, 3357 E. 14th St.
Oakland..... H. Bullard, 1194 Seventh Street
Alameda..... A. O. Gott
Berkeley..... W. R. Burke, 2199 Shattuck Avenue
Berkeley..... Ernest L. Dorrett, 1823 Solano Avenue
Richmond..... O. A. Poulsen
Stockton..... C. Mantele, 129 N. Sutter St.
Lodi..... Jack Labes
Benicia..... Curt S. Appe
Crockett..... Mrs. H. L. Whited
Suisun-Fairfield..... J. B. Wallace
Vallejo..... G. E. Bangle Co.
Calistoga..... Albert Mercer
Winters..... C. E. Wyatt
Sacramento..... H. T. Harger, 1022 K. St.
Roseville..... H. T. Harger
Martinez..... John G. Beard
Tracy..... R. Von Daek & Son
Livermore..... C. Harlie Power
San Jose..... Kochers, 169 So. First St.
San Jose..... W. H. Turick, 275 So. First St.
Los Banos..... J. F. Muth
Fresno..... Bert Fuller, 1205 Fulton St.
Madera..... R. A. Bay
Merced..... R. C. Haun
Modesto..... W. P. Shoemake
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 and Santa Clara, Trains on Elmhurst-Santa Clara line.

Niles, Trains on Oakland-Tracy line.

Merced, Trains on Oakdale line.

Fresno, Trains on Los Banos Subdivision.

Biola Jct., 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, Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.

Niles, Trains on Milpitas line.

Napa Jct., Trains on Schellville line.

Suisun-Fairfield, Trains on Napa Jct. 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 S-17.** In limits of Signal Dispatching System this rule will not apply to movement on controlled sidings.

**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 enginemen that crossing usually protected by flagman, is temporarily without protection, and train and enginemen 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 Magnolia Tower 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 83.** Westward trains arriving Stockton Tower No. 4 will continue to Stockton Station irrespective of timetable superiority moving with current of traffic.

Westward third class and extra trains passing Sacramento will not comply with Rule 83. A proceed signal received from switchtenders at Front Street, Sacramento, given with green flag by day or green light by night and in addition a clear indication in Signal No. S.A. 887, located at east end of bridge, will indicate that all first-class overdue trains have departed.

**RULE 83 (A).**

At the following stations, only trains originating and terminating will register:  
 Modesto Davis Port Costa Avon Livermore West Oakland Tower  
 Turlock Newark Biola Jct. Los Banos Pittsburg Magnolia Tower  
 At Ingle: No. 433 and trains originating and terminating.

At Kerman: No. 239 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.

Freight trains terminating at Sacramento will register at 12th Street.

**RULE 83 (B).** At open train-order offices trains may register by ticket as follows:

Elmhurst..... Regular Trains  
 Niles..... Nos. 277, 278, 279, 280, 235 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.  
 West Oakland Tower and Magnolia Tower..... All Trains

**RULE 83 (D).** Western Division trains, except first class trains, originating Roseville will be cleared on separate Sacramento and Western Division clearances and will receive their train orders applying to Western Division at yard office at Roseville and it will not be necessary to comply with Rule 83 (D) before leaving Sacramento.

Eastward extra trains and trains originating obtain clearance at Sacramento General Telegraph Office located on second floor of passenger station.

**RULE 93.** Yard limits are defined by yard limit signs at the following stations:

Suisun-Fairfield	Port Chicago	Fresno	Los Banos
Davis	Pittsburg	Redwood Jct.	Kerman
Sacramento	Tracy	Newark	Oakdale
South Vallejo	Lathrop	Niles	Valley Spring
Napa Jct.	Modesto	Stockton	Kentucky House
Napa	Turlock	Lodi	Ione
Calistoga	Merced	Galt	Raymond
Schellville	Madera	Brighton	San Jose

**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.

Electric switch lamp connected to Los Banos Main track junction switch, Fresno, located between main tracks will display indications for westward trains only. Red light will be displayed when switch is lined for eastward main track and green when switch is lined for westward movement to Los Banos main track.

**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 Moccoco.

**RULE 93. RAILROAD CROSSINGS NOT INTERLOCKED:**

Napa Valley Railway, 3600 feet east of Napa Junction on Napa line, STOP.  
 Napa Valley Railway, 3200 feet west of Union, on Buchli-Union line, STOP.  
 Napa Valley Railway, 600 feet west of Napa, on Napa line, STOP.  
 Sacramento Northern Railway, 4000 feet east of Hookston on Avon-Radum line, STOP.  
 Western Pacific Railway, between Elmhurst and Stonehurst, STOP.  
 Key Route crossing Santa Fe lead east of Santa Fe Interchange, Oakland, STOP.  
 Surryhne Drill crossing, Santa Fe lead east of Santa Fe Interchange, Oakland, STOP.  
 A. T. & S. F. R. R. at Oakdale, STOP.  
 Central California Traction Co. at Franklyn, STOP.  
 Central California Traction Co. at Vanstow, STOP.  
 Stockton Belt Ry., Paper Mill spur, STOP and FLAG.

**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
San Joaquin Bridge.....	San Joaquin River
Brazos.....	Napa River

**DRAWBRIDGE NOT INTERLOCKED:**

Drawbridge not interlocked over San Joaquin river on spur track in connection with Stockton Port Belt Ry., Stockton, normal position of bridge, OPEN. Engine-men will sound whistle signal 14 (j) when wish bridge to be closed for movement.

**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-Napa line, for South Vallejo line.
Union.....	Crossover switch at west end of siding, for Buchli Union Line.
Buchli.....	For Schellville Line.
Suisun-Fairfield.....	Napa line, for siding.
Elmira.....	Capay line, for west leg of wye.
Tracy.....	West end, for Martinez line.
	East end, for Lathrop Subdivision.
Lathrop.....	Junction switches for both ends of yard, for Lathrop Sub-division.
	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 Capay, Napa, San Ramon, Oakdale, Ione, and Lodi Branches and at Biola except when train orders are to be delivered.

Trains must obtain a clearance before leaving Newark, Stockton, Merced, Napa Junction, Valley Spring and Niles.

West Oakland Tower and Magnolia Tower are train order offices for trains leaving West Oakland Yard only.

**RULE 221 (A):** It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance (Form CS-2643) reading:

"OK at.....M.....Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's OK before the orders are delivered.

**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.

**RULES 726 TO 736 INCLUSIVE—STAFF SYSTEM.**

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 2.** Enginemen when leaving roundhouse will make running air test, to ascertain if brakes are in operative condition. Immediately after engine is detached from trains arriving Oakland Pier make running test to ascertain if brakes are in operative condition when proceeding to the wharf.

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

Oakland, 16th St.....Westward trains for Oakland Pier.

Also equipment being handled between Oakland Pier and West Oakland.

On Lathrop Subdivision eastward passenger trains will make running test leaving Tracy, Lathrop and Stockton only and westward passenger trains leaving Akers, Stockton and Lathrop only.

On Martinez Subdivision will not be necessary to make running test for draw-bridges at Cygnus and Avon.

In making this test at above points trainmen use communicating signal 16 (h) instead of hand or lamp signals.

**AIR BRAKE RULE 17.** Standing air brake test must be made at:

Oakland Pier.....Equipment for West Oakland.

West Oakland.....Equipment for Oakland Pier.

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.

Freight trains may pass Altamont or Creston without stopping for purpose of rear end air test if proceed signals are given by trainmen after complying with Air Brake Rule 32. Speed must be reduced to 8 miles per hour. Helper engineers will reduce working steam sufficiently in advance so that lead engineer may control speed by gravity.

**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.

**LATHROP**

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

## SPECIAL INSTRUCTIONS

## LATHROP—(Continued)

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.

From Santa Fe Interchange to Oakland Pier, one long.

To Santa Fe Interchange, one short, one long, one short.

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 St. 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 9:00 a. m. to 12:00 noon, and 1:00 p. m. to 6:00 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, confer with Train Dispatcher.

## 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 Santa and Lathrop

Limits on eastward track extend from home signal 450 feet west of west switch to dwarf signal 350 feet east of east switch; on westward track from home signal 450 feet east of east switch to dwarf signal 350 feet west of west switch.

Both 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.

Signal Operator on duty 6:00 p. m. to 3:00 a. m. Signals will be left in proceed position and switch and derail to stock yard spur will be left for normal handling by trainmen when Signal Operator is off duty.

Engineers will sound whistle signal 14 (m) when they wish to enter or pass through this plant when Signal Operator on duty.

**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 signal bridge 800 feet east of crossing.

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

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

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

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

**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.

No Signal Operator on duty. Signals and derails lined for Southern Pacific movement. Instructions governing operation of plant posted in tower.

**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 6:00 p. m. to 9:00 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**

1. Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance shall both yardmen ride on the same platform.

2. Headlights of engines standing at the end of wharf at Oakland Pier must be concealed when steamers are entering slip. Headlights of eastward trains must be concealed while standing at Oakland Pier and must be dimmed until Oakland Pier tower has been passed.

3. A yard engine must be protected before crossing Western Pacific Ry. on 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.

4. More than one train should not occupy tracks between Franklin and Washington Streets, Oakland, at the same time. If necessary for two trains to occupy this territory, one train only should be moving. Passenger trains to have preference.

5. Electric trains have preference over main line trains at Fruitvale.

6. Station platform indicator 2200 feet west of station at Crockett indicates whether or not platform at Crockett is occupied by other trains. Eastward trains to be governed thereby.

7. 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.

8. Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield line and go around via the Napa line.

9. 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.

10. Trains must not pass the switchtender's stations at east end of Sacramento River bridge, Sixth and Seventh Streets, Sacramento, without receiving signal from switchtender to proceed, green flag by day and green light by night, and will move with caution between these points.

11. Capacity of sidings in car lengths, based on following formula:

- Average length of cars 46 feet.
- Average length of engine and tender 100 feet.
- Average length of caboose 40 feet.
- Length of track used for operating stop, 190 feet.
- Length of track, switch point to clearance point each end 225 feet.

12. 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.

13. Straight leg of wye at Lathrop must be left clear of cars, except upon instructions from Chief Train Dispatcher.

14. Westward freight trains taking water at Merced between 7:00 a. m. and 6:00 p. m. will stop east of east crossing.

15. 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.

16. 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.

17. 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."

Sierra switch key may be found in telephone box at S. P. station.

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

18. 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.

19. Trains handling logs taking siding to meet opposing train or allow train to pass must be thoroughly inspected to see that proper clearance exists to insure safe movement for expected train, and no movement of train on siding attempted until train to be met has passed.

20.

**MAIN TRACKS**

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

- No. 1—Westward Trains, via Oakland (Sixteenth Street).
- 2—Eastward Trains, via Oakland (Sixteenth Street).
- 3—Westward Electric Trains, via Oakland (Sixteenth Street).
- 4—Eastward Electric Trains, via Oakland (Sixteenth Street).
- 5—Westward Electric Trains, via Seventh Street.
- 6—Eastward Electric Trains, via Seventh Street.
- 7—Westward Trains, via Oakland (First Street)
- 8—Eastward Trains, via Oakland (First Street).
- 9—Westward running track from passenger yard (First Street).
- 10—Eastward running track to passenger yard (First Street).

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

- No. 1—Westward Freight Trains.
- No. 4—Eastward Passenger Trains.
- 2—Eastward Freight Trains.
- 5—Westward Electric Trains.
- 3—Westward Passenger Trains.
- 6—Eastward Electric Trains.

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

- No. 1—Westward Electric Trains.
- No. 3—Westward Steam Trains.
- 2—Eastward Electric Trains.
- 4—Eastward Steam Trains.

21. 2-10-2 engines must not enter spur at Ravenswood and must not enter Alameda Sugar Co. spur at Alvarado beyond switch point of lead leaving siding.

22. Mechanical switch point locks on following switches:

- Decoto—East switch on Cannery track.
- Sunol—West switch of siding.
- Calla—East switch.
- Keyes—West switch.
- Notarb—East switch.

To Open Switch: Remove switch lock and apply foot pressure on rocker at point where metal is corrugated, then throw switch as usual.

To Close Switch: Handle as usual and replace lock in hole provided.

SPECIAL INSTRUCTIONS

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 AVE. AND BETWEEN LATHROP AND BIOLA JCT., THE MAXIMUM SPEED MUST NOT EXCEED 65 MILES PER HOUR.

THE MAXIMUM SPEED OF 65 MILES PER HOUR IS AUTHORIZED WITH THE FOLLOWING CLASSES OF LOCOMOTIVES ONLY:

Table with 2 columns: Locomotive Class (E, T-37 and 40, P, A) and Authorized Speed (MT-1, 2, 3, 4, and 5; GS-1; Gas-Electric Cars)

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, TRACY AND LATHROP, CASTLE AND MILE POST 132, 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 OR MORE 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:

Table with 5 columns: Page, BETWEEN, Passenger, Freight, Engine Backing. Lists various track sections and their corresponding speed limits.

Table with 5 columns: Page, BETWEEN, Passenger, Freight, Engine Backing. Lists various track sections and their corresponding speed limits.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

Table with 5 columns: Page, STATION, Passenger, Freight, Engine Backing. Lists city limits and regulated speeds for various stations.

OIL BUFFER SPRING SWITCHES

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

Table listing switch locations (San Joaquin Bridge, West End, East End, Lathrop, etc.) and their corresponding speeds (8 M.P.H., 20 M.P.H., 30 M.P.H.).

Table with 3 columns: LIGHT ENGINES, Running Forward, Running Backward. Lists engine types and their speeds in different directions.

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

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

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

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

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

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

All cars moved in passenger trains must be equipped with steel-tired or all steel wheels.

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 on local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such trains is restricted to forty miles per hour when train consists of more than three such cars and fifty miles per hour when three or less. 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.



SPECIAL INSTRUCTIONS

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10.00	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.96	44	1.21	56	1.04
19	3.09	32	1.92	45	1.20	57	1.03
20	3.00	33	1.89	46	1.18	58	1.02
21	2.51	34	1.85	47	1.16	59	1.01
22	2.43	35	1.82	48	1.15	60	1.00
23	2.36	36	1.80				

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.

Mile Post	EAST OF	DESCRIPTION
<b>OAKLAND PIER—TRACY VIA MARTINEZ</b>		
	Oakland Pier	Posts supporting shed
5.5	Oakland, 16th St.	Freight Slip
6.6	Emeryville	Structures of Pacific Coast Canning Co.
6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205
6.8	Emeryville	Transmission Pole 1770 near switch leading to Judson Iron Works
6.8	Emeryville	Machine shops Judson Iron Works
6.8	Emeryville	Umpheer Warehouse
7.5	Stock Yards	Fertilizer spur
13.1	Stege	Buildings end of track No. 2
14.5	Richmond	A. T. & S. F. Crossing
16.8	San Pablo	A. T. & S. F. Crossing
16.8	San Pablo	Eastward and Westward Water Columns
16.8	San Pablo	Rheem Mfg. Co. Spur
26.5	Oleum	Loading racks, Union Oil Co.
26.7	Oleum	Tunnel No. 1
27.7	Tormey	Tunnel No. 2
29.0	Crockett	Sugar Co. warehouse
29.0	Crockett	Cal. Haw. S. R. Co.
30.1	Eckley	Platforms of brick company
30.5	Port Costa	Buildings; Bankers, California and Grangers Warehouse
31.8	Nevada Dock	Platforms of brick company
31.8	Nevada Dock	Long and short cable, empty and house track No. 1
34.7	Martinez	Warehouse, Anderson Co.—Cars to be left outside
43.2	Nichols	Wagon bridge
43.2	Nichols	A. T. & S. F. crossing
43.2	Nichols	General Chemical Co. ore house on spur
46.5	Shell Point	Tracks Nos. 1 and 7
<b>MARTINEZ—SACRAMENTO</b>		
38.0	Benicia Junction	Water tank spout
59.4	Elmira	Warehouse
88.3	Washington	Sacramento River bridge
<b>OAKLAND PIER—TRACY VIA NILES</b>		
	Alameda	Park Street crossing, wires
	Oakland Pier	Posts supporting shed
4.9	West Oakland	Buildings and platform at Creosote Works
4.9	West Oakland	Freight platforms and tracks, Kirkham St., freight yards
7.0	Oakland, 1st St.	Warehouse track, Howard Co.
7.2	Oakland, 1st St.	Building Sunset Lumber Co.
9.0	23rd Avenue	Pacific Wire and Steel Co., spur
9.0	23rd Avenue	California Cotton Mills
9.0	23rd Avenue	California Pottery Co., spur and buildings
9.7	Fruitvale	Steel bridge over estuary
10.3	Sather	Chlorox Chemical Company spur
20.1	Hayward	Hunt Bros., canneries
29.2	Niles	New bunkers of Niles Sand and Gravel Co.
42.4	Remillard	Platform and shed, Remillard Brick Co.
40.9	Livermore	Livermore Brick Co., shed and loading platform over high line track
<b>ELMHURST—SANTA CLARA</b>		
41.7	Agnew	Track leading into distillery
<b>AVON—RADUM</b>		
44.6	Concord	Bridge
45.8	Las Juntas	Trolley wire, interchange track
57.0	Osage	Bridge
66.4	Asso.	Beet loading chute
<b>SUISUN-FAIRFIELD AND SOUTH VALLEJO—CALISTOGA</b>		
37.3	Napa Jet	(Sheds over platforms on the two northerly spurs of Portland Cement Co.)
46.2	Thomasson	(E. B. & A. L. Stone Co., rock crushing plant center track (spur))
62.1	Thomann	Fence, Sutter Home Winery
45.5	Napa	Water tank spout
67.5	Bale	Water tank spout
71.7	Callistoga	Water tank spout
<b>ELMIRA—CAPAY</b>		
78.0	Winters	Fruit shed
78.0	Winters	Water tank spout

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

MAIN TRACKS

Mile Post	At or Between	Description	Height Above Top of Rail	Side Clearance
82.0	Tracy	West Water Tank		8 ft. 6 in.
82.2	Tracy	East Water Tank		8 " 6 "
78.3	Banta-Lathrop	San Joaquin River Bridge	19 ft. 9 in.	7 " 2 "
81.5	Lathrop	Water Tank		6 " 6 "
104.3	Lodi-Urgon	Mokelumne River Bridge		7 " 6 "
104.3	Ripon-Salida	Stanislaus River Bridge		7 " 6 "
134.9	Delhi-Livingston	Merced River Bridge	21 ft. 10 in.	7 " 6 "
195.6	Herndon	Water Tank		6 " 6 "
100.4	Westley	Water Tank		6 " 6 "
119.5	Newman	Water Tank		6 " 6 "
100.7	Holden-Peters	Mormon Slough Bridge		7 " 4 "
148.5	Ryer-Arundel	Merced River Bridge		7 " 6 "
136.7	Clarksoma-Dagon	Sutter Creek Bridge	20 ft. 6 in.	7 " 4 1/2 "
114.7	Clements	Water Tank		6 " 6 "
<b>SIDE TRACKS AND SPURS</b>				
81.5	Lathrop	Water Tank		6 " 6 "
92.7	El Pinal Winery	Trolley Wires and Poles	22 feet	8 " 6 "
110.7	Lockeford	Corral Chute		7 " 10 "
103.3	Lodi	R. H. Water Tank		6 " 6 "
119.5	Newman	Water Tank		6 " 6 "
201.8	Nevills Spur	Packing House		7 " 1 "
126.2	Turlock	Water Tank		6 " 6 "
183.9	Madera Sugar Pine Mill	Warehouses and Platforms	18 feet	5 " 7 "
	Stockton	Delta Warehouse		8 "
	Stockton	Delta Platform		6 "
	Stockton	Murphy Wood Yard Gate		7 " 3 "
	Stockton	Murphy Wood Yard Shed		8 "
	Stockton	S. P. Co. Corral Platform		6 "

Following structures, Stockton, will not clear man on side of car: Girvin Warehouse, located at westerly end of Hazleton 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.

Pole line parallel with team track No. 3 Modesto and electric light brackets on sign boards paralleling team track extension to Sites warehouse at Modesto will not clear man on side of car.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca and Clay dump on brick yard spur at Crayold are uncovered and care should be exercised by trainmen while working thereon.

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

Overhead ice platform and loading platform on John R. Graham spur track at Merced will not clear man on top or side of car.

Cars spotted at Door No. 6 of Rumble Shed at Salida will not clear man on side of car and afford scant clearance of engines and cars using lead. In making movements into and out of this track use extreme care and be certain that cars will clear before movement commenced.

LOCATION OF STRETCHERS.

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

HOSPITALS.

GENERAL HOSPITAL	SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL	SACRAMENTO
S. P. EMERGENCY HOSPITAL	WEST OAKLAND

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. Grant Selfridge	Aurist.
San Francisco	Dr. H. B. Graham	Aurist.
Oakland	Dr. O. D. Hamlin	Assistant Surgeon.
Oakland	Dr. F. H. Tebbe	Oculist and Aurist.
West Oakland	Dr. Milton H. Shutes	District Surgeon.
Oakland (Central)	Dr. J. I. Vickerson	District Surgeon.
Oakland (North)	Dr. Harry H. Appledorn	District Surgeon.
Berkeley	Dr. N. P. Dunne	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Albany	Dr. J. R. Masterson	District Surgeon.
Albany	Dr. Douglas Ream	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningham	Assistant Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
South Vallejo	Dr. E. A. Peterson	District Surgeon.
Napa	Dr. D. H. Murray	District Surgeon.
St. Helena	Dr. M. M. Booth	Emergency Surgeon.
Calistoga	Dr. W. L. Blodgett	District Surgeon.
Port Costa	Dr. P. B. Fry	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Concord	Dr. Geo. McKensie	Emergency Surgeon.
Walnut Creek	Dr. C. R. Leach	Emergency Surgeon.
Danville	Dr. M. C. Bolender	Emergency Surgeon.
Port Chicago	Dr. H. D. Neufeld	Emergency Surgeon.
Pittsburg	Dr. H. E. Peters	District Surgeon.
Antioch	Dr. L. B. Weatherbee	District Surgeon.
Brentwood	Dr. E. C. S. Leavenworth	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Suisun-Fairfield	Dr. S. J. Branson	District Surgeon.
Suisun-Fairfield	Dr. H. V. Clymer	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Winters	Dr. H. R. King	District Surgeon.
Eparto	Dr. F. P. McManus	Emergency Surgeon.
Dixon	Dr. F. Stolle	District Surgeon.
Davis	Dr. W. E. Bates	Emergency Surgeon.
Davis	Dr. T. E. Cooper	Emergency Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Alameda	Dr. A. L. Guerra	District Surgeon.
Alameda	Dr. Douglas D. Stafford	Associate District Surgeon.
East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. C. Hatteroth	District Surgeon.
Fruitvale	Dr. J. W. Scamell	District Surgeon.
Fruitvale	Dr. L. E. Lacey	District Surgeon.
Fruitvale	Dr. O. T. Leftwich	Oculist and Aurist.
Elmhurst	Dr. M. F. Frandy	District Surgeon.
San Leandro	Dr. Geo. T. Honaker	District Surgeon.
Hayward	Dr. D. J. Manley	District Surgeon.
Niles	Dr. G. S. Holeman	District Surgeon.
Pleasanton	Dr. E. E. Lundegaard	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon.
Irvington	Dr. E. M. Grimmer	Emergency Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. Harry J. Arnold	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
Tracy	Dr. Allan R. Powers	District Surgeon.
Tracy	Dr. M. L. Jacobs	Assistant District Surgeon.
Elk Grove	Dr. H. Beattie	District Surgeon.
Galt	Dr. J. T. Christian	District Surgeon.
Ione	Dr. Hugo Childress	District Surgeon.
Stockton	Dr. B. J. Powell	Oculist and Aurist.
Stockton	Dr. D. R. Powell	Assistant Oculist and Aurist.
Stockton	Dr. James P. Hull	District Surgeon.
Stockton	Dr. A. L. Van Meter	Associate District Surgeon.
Stockton	Dr. Ellis Harbert	Consulting Surgeon.
Lodi	Dr. R. A. Buchanan	District Surgeon.
Lodi	Dr. L. J. Peterson	District Surgeon.
Lockeford	Dr. N. R. Barbour	Emergency Surgeon.
Oakdale	Dr. Elmo Alexander	District Surgeon.
Waterford	Dr. L. A. Arnett	District Surgeon.
Manteca	Dr. K. W. Kidy	Emergency Surgeon.
Manteca	Dr. L. E. Tretheway	Emergency Surgeon.
Ripon	Dr. H. B. Stewart	Emergency Surgeon.
Modesto	Dr. E. R. McPheeters	District Surgeon.
Modesto	Dr. Fred R. DeLappe	District Surgeon.
Modesto	Dr. J. A. Porter	Oculist and Aurist.
Ceres	Dr. F. K. Lord	Emergency Surgeon.
Turlock	Dr. J. L. Collins	District Surgeon.
Livingston	Dr. Chas. L. Garvin	District Surgeon.
Atwater	Dr. Edw. A. Jackson	District Surgeon.
Merced	Dr. E. R. Fountain	District Surgeon.
Chowchilla	Dr. A. C. Atwood	Emergency Surgeon.
Madera	Dr. D. H. Ransome	District Surgeon.
Madera	Dr. R. R. Dearborn	District Surgeon.
Fresno	Dr. J. D. Morgan	District Surgeon.
Fresno	Dr. Chas. A. James	District Surgeon.
Fresno	Dr. D. H. Trowbridge	Oculist and Aurist.
Kerman	Dr. J. C. Drake	District Surgeon.
Patterson	Dr. A. M. Field	District Surgeon.
Newman	Dr. A. M. Roscoe	District Surgeon.
Gustine	Dr. A. W. Gustafson	Emergency Surgeon.
Los Banos	Dr. L. R. Hillyer	District Surgeon.
Dos Palos	Dr. F. W. Overdahl	Emergency Surgeon.

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

Main table with columns: NOMINAL CLASS, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, and various route names (Oakland and Tracy, Sacramento, Niles, etc.) with corresponding engine ratings.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS. Table with columns: Class, All Steel, Steel Under-frame, Wood. Lists various car types like Baggage, Coaches, Pullman, etc.

Main Lines and Branches. Lists specific routes and their associated costs or weights, such as Oakland Pier to West Oakland, Alvarado, etc.

Allowance for Empty and Underloaded Cars. Table with columns: Allowance, 40 Ms to 50 Ms, More than 50 Ms, and corresponding values for different engine classes.

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, "M"—Moguls, "T"—Ten-wheelers, "P"—Pacific Type, "C"—Consolidation engine, "TW"—Twelve-wheelers, "A"—Atlantic Type, "MK"—Mikado, "F"—Two-ten-two Type, "AC"—Articulated Consolidation, "MT"—Mountain Type, "SP"—Southern Pacific Type. 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 30

TRAIN MASTERS: W. S. JOY, H. L. KENT, V. S. BURNHAM, O. S. YORK, M. A. MICHELSON, D. BLAKE, J. A. SHOCKEY, Chief Dispatchers at Oakland Pier.

ROAD FOREMAN OF ENGINES: W. R. PARKER, L. R. SMITH, Assistant Superintendent, Stockton.

Summary table with columns: Total Branches, Total Western Division, and values: 334.62, 906.38.

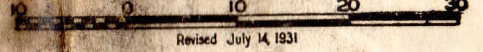
M.A.P.  
OF THE  
WESTERN DIVISION  
SOUTHERN PACIFIC COMPANY  
MAY 1901  
SCALE IN MILES  
1:100,000



# 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