

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE FOR THE WESTERN DIVISION

# 231



To Take Effect Sunday, September 29, 1940, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

L. B. McDONALD  
General Manager.

C. F. DONNATIN  
Assistant General Manager.

W. B. KIRKLAND  
Superintendent of Transportation.

J. C. GOODFELLOW  
Superintendent.



**EASTWARD**

**Martinez Subdivision.**

**Time Table No. 231**

September 29, 1940

**FIRST CLASS**

Capacity of sidings in car lengths	20	28	8	88	226	12	26	24	248	102	246	48	14	291	52	224	204	54	262	Distance from San Francisco
	Klamath	San Francisco Overland Limited	Shasta	Challenger	Passenger	Beaver	Owl	Cascade	El Dorado	Streamliner City of San Francisco	Statesman	Forty-Niner	Pacific Limited	Passenger	San Joaquin	Senator	Passenger	Passenger	Passenger	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave 2nd, 8th, 14th, 20th & 26th	Leave Daily	Leave 5th, 11th, 17th, 23rd and 29th	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	8.35 PM	8.35 PM	8.35 PM	8.00 PM	8.00 PM	6.40 PM	6.00 PM	5.40 PM	5.00 PM	3.45 PM	1.00 PM	11.40 AM	8.35 AM		8.00 AM	7.30 AM	6.30 AM	6.00 AM		0.0
	8.55	8.55	8.55	8.20	8.20	7.00	6.20	6.00	5.20	4.05	1.20	11.59 AM	8.55		8.20	7.50	6.50	6.20		3.5
BKWI P	9.20 PM	9.15 PM	9.10 PM	8.35 PM	8.25 PM	7.18 PM	6.34 PM	6.10 PM	5.27 PM	4.15 PM	1.30 PM	12.10 PM	9.05 AM		8.25 AM	7.57 AM	6.58 AM	6.30 AM		3.5
BKWO ITY P																				(4.9)
IP s	9.28	9.22	9.17	8.43	8.33	7.26	6.46	6.17	5.33	4.22	1.37	12.16	9.12		8.33	8.02	7.04	6.36		5.5
IP s																				7.0
P s	9.40	9.34	9.27	8.56	8.42	7.37	7.01	6.28	5.41	4.30	1.46	12.26	9.22		8.43	8.10	7.15	6.44		9.2
P s																				13.1
P s	9.49	9.43	9.34	9.05	8.51	7.46	7.12	6.35	5.48		1.55	12.33	9.32		8.51	8.17	7.24	6.54		15.0
WP																				16.6
47 East P																				19.8
39 West P																				23.0
70 West P	9.58	9.53	9.43	9.15	9.01	7.55	7.22	6.44	5.57	4.44	f 2.06	12.42	9.42		8.59	8.26	s 7.34	s 7.06		25.5
P											f									26.3
P											f									27.1
P											f							f 7.22		27.5
P											f									28.9
P	10.08	10.03	9.51	s 9.28	s 9.11	8.05	s 7.36	6.53	s 6.08	4.52	s 2.23	12.50	s 9.54		s 9.09	8.34	s 7.55	s 7.27		29.0
BK WOT P											s 2.29									31.1
121 Center P																				33.1
IW P	s 10.19	10.12	10.00	s 9.43	s 9.22	s 8.18	s 7.45 PM	7.02	s 6.18	5.00	s 2.40	12.58	10.04		s 9.18 AM	8.42	s 8.10	s 7.40 AM		34.7
101 Center P				9.52	9.31	8.28						2.48	10.12							31.7
87 East P																				38.0
91 West P	10.40	10.34	10.19	10.06	s 9.45	8.40		7.21	s 6.37	5.14	s 3.05	1.16	10.24			9.00	s 8.32			48.9
BKWOY P																				51.9
92 Center WY P	10.53	10.47	10.32	10.20	9.58	8.53		7.33	6.49		f 3.18	1.27	10.37			9.11	s 8.45			59.4
78 Center W P	11.01	10.56	10.40	10.29	10.07	9.03		7.41	6.57	5.28	s 3.29	1.35	10.46			9.19	s 8.57			67.5
83 East P	s 11.10 PM	11.05	s 10.50 PM	10.40	s 10.16	s 9.12 PM		s 7.50 PM	s 7.08	5.35	s 3.42	1.43	10.56	10.30 AM		9.28	s 9.11		5.30 AM	75.6
85 West P																				80.4
Yd. KWY P		11.11		10.46	10.21				7.13		3.48		11.02	f 10.37		9.33	9.16		5.37	86.9
104 Center P																				89.0
IP																				
BKWOY P		s 11.25 PM		s 11.00 PM	s 10.35 PM				s 7.25 PM	s 5.50 PM	s 4.00 PM	s 1.58 PM	s 11.15 AM	s 10.50 AM		s 9.45 AM	s 9.30 AM		s 5.50 AM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive 2nd, 8th, 14th, 20th & 26th	Arrive Daily	Arrive 5th, 11th, 17th, 23rd and 29th	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
(1.50)	(2.10)	(1.40)	(2.25)	(2.10)	(1.54)	(1.11)	(1.40)	(1.58)	(1.35)	(2.30)	(1.48)	(2.10)	(0.20)	(0.53)	(1.48)	(2.32)	(1.10)	(0.20)		
40.91	40.80	45.00	36.51	40.80	39.47	26.28	45.00	44.94	55.83	35.36	49.11	40.80	40.20	35.21	49.11	34.89	26.66	40.20		

STATIONS		Distance from San Francisco
SAN FRANCISCO	3.5	
OAKLAND PIER		3.5
TO-R OAKLAND PIER	(1.4)	3.5
(TO-R WEST OAKLAND)	2.0	(4.9)
OAKLAND (16th Street)	1.5	5.5
SHELLMOUND	2.2	7.0
BERKELEY (University Ave.)	3.9	9.2
STEGE	1.9	13.1
RICHMOND	1.6	15.0
SAN PABLO	3.2	16.6
SOBRANTE	3.2	19.8
PINOLE	2.5	23.0
RODEO	0.8	25.5
OLEUM	0.8	26.3
TORMEY	0.4	27.1
SELBY	1.4	27.5
CROCKETT	2.1	28.9
R PORT COSTA	2.0	29.0
OZOL	1.6	31.1
TO-R MARTINEZ	6.3	34.7
BENIOIA JUNOTION	10.9	31.7
TO-RSUISUN-FAIRFIELD	3.0	38.0
TOLENAS	7.5	48.9
ELMIRA	8.1	51.9
DIXON	4.3	59.4
TREMONT	3.8	67.5
TO-R DAVIS	4.8	71.8
WEBSTER	6.5	75.6
Sacramento Northern Ry. Crossing	2.1	80.4
TO-R SACRAMENTO		86.9
		89.0

(88.4)  
 ..... Time over District.....  
 ..... Average Speed per Hour.....

**RULES 86, 87 and 93:** Second and inferior class trains, extra trains and engines must clear time of Streamliner Nos. 101 and 102 not less than 15 minutes.  
 See pages 3, 4 and 5 for additional trains between Oakland Pier and Sacramento.  
 Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span. When distant signal 328 indicates caution, trains must not exceed 15 M. P. H. from this distant signal to track magnet located 550 feet west of Bridge signal SA-332, opposite white concrete marker block.  
 No. 204 reduce speed to 10 M.P.H. at Giant on Sundays to dispatch papers.  
 Nos. 204 and 246 stop on flag at Washington to exchange mail.  
 No. 14 reduce speed to 10 M.P.H. at Martinez to exchange mail.  
 No. 246 reduce speed to 10 M.P.H. at San Pablo to exchange mail.

ADDITIONAL REGULAR STOPS	
Train	Station
54	Hercules

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS					ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Frequency	Destined to (or beyond)	From (or beyond)	Train	At	Frequency	Destined to (or beyond)	From (or beyond)
54	Certaineed Pro. Co., Giant, Eckley	Daily	Any station	Any station	12	Dixon	Daily		Berkeley
204	Giant, Pierce, Cygnus, Teal, Jacksnipe and Tremont	Daily	Any station	Any station	88	Richmond, Oleum, Selby, Crockett, Suisun-Fairfield, Elmira, Dixon and Davis	Daily	Sparks	
204	Stege	Daily Sun. & Hol.	Any station	Any station	8	Richmond, Crockett, Martinez, Suisun-Fairfield and Dixon	Daily	Black Butte	Berkeley
291	Swingle, Mikon, Washington	Daily	Any station	Any station	8	Suisun-Fairfield	Sat., Sun., & Holidays		
52	Richmond	Sunday only	Freno	Berkeley	28	Richmond, Oleum, Selby, Crockett, Martinez, Suisun-Fairfield, Elmira, Dixon and Davis	Daily	Ogden	
14	Oleum, Selby, Port Costa	Daily	Reno	Any station	20	Richmond, Crockett, Suisun-Fairfield, Elmira and Dixon	Daily	Woodland	
14	Martinez, Suisun-Fairfield, Dixon, Davis	Daily	Any station	Berkeley					
246	Certaineed Pro. Co., Giant, Vanden, Cannon	Daily							
248	Dixon	Daily							
12	Richmond, Crockett, Suisun-Fairfield and Dixon	Daily	Woodland						



Time Table No. 231

September 29, 1940

		FIRST CLASS																			
		9	19	27	87	25	49	101	247	55	23	229	11	241	243	17	223	51	21	207	
		Fast Mail	Klamath	San Francisco Overland Limited	Challenger	Owl	Forty-Niner	Streamliner City of San Francisco	El Dorado	Tehachapi	Cascade	Governor	Beaver	Sierra	Sierra	Oregonian	Senator	San Joaquin	Pacific Limited	Passenger	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive 4th, 10th, 16th, 22nd and 28th	Arrive 7th, 13th, 19th, 25th, 31st and 1st	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays
Distance from Sacramento	SAN FRANCISCO 3.5	92.0	5.45 AM	7.50 AM	8.25 AM	8.25 AM	8.50 AM	9.25 AM	9.30 AM	10.50 AM	12.50 PM	1.20 PM	3.10 PM	5.50 PM	6.30 PM	6.30 PM	7.30 PM	7.30 PM	8.50 PM	9.30 PM	9.30 PM
	OAKLAND PIER	88.5	5.25	7.30	8.05	8.05	8.30	9.05	9.10	10.30	12.30	1.00	2.50	5.30	6.10	6.10	7.10	7.10	8.30	9.10	9.10
A. B. S. Automatic Train Control	TO-R OAKLAND PIER 2.0	88.5	5.00 AM	7.15 AM	7.40 AM	7.45 AM	8.15 AM	8.50 AM	8.55 AM	10.25 AM	12.22 PM	12.50 PM	2.42 PM	5.18 PM	6.05 PM	6.05 PM	6.58 PM	7.05 PM	8.22 PM	8.57 PM	9.05 PM
	(TO-R WEST OAKLAND) (1.0)	(87.5)																			
Double Track	OAKLAND (16th Street) 1.5	86.5	4.50	7.08	7.28 7.24	7.38 7.33	8.09	8.44	8.49	10.20	12.16	12.44	2.37	5.12	5.59	5.59	6.52	6.59	8.15	8.50	8.59
	SHELLMOUND 2.2	85.0																			
A. B. S.	BERKELEY (University Ave.) 3.9	82.8	4.30	6.54	7.15	7.25	7.56	8.31	8.39	10.12	12.06 PM	12.34	2.27	4.59	5.50	5.50	6.41	6.50	8.03	8.35	8.48
	STEGE 1.9	78.9													f						
A. B. S.	RICHMOND 1.6	77.0	4.10	6.40	7.00	7.11	7.40	8.18		10.04	11.56 AM	12.22	2.17	4.46	5.33	5.40	f 6.29	6.40	7.51	8.20	f 8.39
	SAN PABLO 3.2	75.4																			
A. B. S.	SOBRANTE 3.2	72.2																			
	PINOLE 2.5	69.0	3.55	6.28	6.48	6.59	7.26	8.08	8.19	9.54	11.45	12.12	2.04	4.37	5.21	5.30	6.19	6.31	7.41	8.09	8.28
A. B. S.	RODEO 0.8	66.5											f		s	f					
	OLEUM 0.8	65.7									f		f		s						
A. B. S.	TORMEY 0.4	64.9													f						
	SELBY 1.4	64.5				f							f		s						
A. B. S.	CROCKETT 2.1	63.1	3.45	6.18	6.33	6.50	7.10	7.57		9.46	11.33	12.04 PM	1.50	4.28	5.04	5.20	6.10	6.23	7.32	7.58	8.19
	R PORT COSTA 2.0	61.0					f 7.03				s		1.45		4.59	5.15					
A. B. S.	OZOL 1.6	59.0																			
	TO-R MARTINEZ 6.4	57.4	3.30	6.07	6.22	6.35	6.57 AM	7.48	8.04	9.38	11.22 AM	11.56 AM	1.40	4.19	4.53	5.09	5.58	6.15	7.21 PM	7.44	8.10
A. B. S.	BENICIA JUNCTION 10.9	51.0	3.21	5.56	6.10	6.23						11.47	1.29	4.10						7.35	8.01
	TO-R SUISUN-FAIRFIELD 3.0	40.1	3.11	5.45	5.56	6.11		7.27	7.49	9.16		11.36	1.19	3.59	4.32	4.50	f 5.34	5.56		7.25	7.49
A. B. S.	TOLENAS 7.5	37.1																			
	ELMIRA 8.1	29.6	2.59	5.32	5.42	5.56		7.14		9.05		11.26	f 1.06	3.48	4.19	4.38	5.22	5.46		7.13	7.37
A. B. S.	DIXON 4.3	21.5	2.51	5.24	5.33	5.46		7.05	7.35	8.57		11.18	s 12.57	3.39	4.10	4.30	5.14	5.38		7.04	7.29
	TREMONT 3.8	17.2																			
A. B. S.	TO-R DAVIS 4.8	13.4	2.42	5.15 AM	5.23	5.33		6.55	7.28	8.48		11.10 AM	s 12.47	3.30 PM	4.01	4.21	5.05 PM	5.30		6.54	7.20
	WEBSTER 6.5	8.6	2.36					6.50		8.40								5.25		6.45	7.15
A. B. S.	Sacramento Northern Ry. Crossing 2.1	2.1																			
	TO-R SACRAMENTO	0.0	2.25 AM		5.00 AM	5.10 AM		6.40 AM	7.15 AM	8.30 AM					3.45 PM	4.05 PM		5.15 PM		6.35 PM	7.05 PM
(88.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave 4th, 10th, 16th, 22nd and 28th	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays
Time over District.....			(2.35)	(2.00)	(2.40)	(2.35)	(1.18)	(2.10)	(1.40)	(1.55)	(1.00)	(1.40)	(2.12)	(1.48)	(2.20)	(2.00)	(1.53)	(1.50)	(1.01)	(2.22)	(2.00)
Average Speed per Hour.....			34.28	37.55	33.18	34.28	23.92	40.84	53.10	46.17	31.10	45.06	40.22	41.72	37.93	44.25	40.76	48.27	30.59	37.38	44.25

**RULES 86, 87 and 93:** Second and inferior class trains, extra trains and engines must clear time of Streamliner Nos. 101 and 102 not less than 15 minutes.  
 See pages 2, 4 and 5 for additional trains between Oakland Pier and Sacramento.  
 Automatic train control westward track from signal 347 to Martinez.  
 When distant signal 347 indicates caution, trains must not exceed 15 miles per hour from this distant signal to track magnet located 1250 feet east of Bridge signal SA-337, opposite white mark on bridge.  
 No. 241 reduce speed to 30 M. P. H. at Elmira to dispatch papers.  
 No. 241 stop on flag at San Pablo to receive or discharge mail.  
 No. 17 reduce speed to 10 M. P. H. at Elmira on Sundays to receive mail.  
 No. 17 reduce speed to 10 M. P. H. at Richmond to receive mail.  
 No. 21 reduce speed to 20 M. P. H. at Richmond to dispatch mail.

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
19	Dixon, Elmira, Suisun-Fairfield, Selby and Oleum	Daily	San Jose	Dunsmuir
19	Suisun-Fairfield	Daily		
27	Davis, Dixon, Elmira, Suisun-Fairfield, Martinez, Crockett, Selby, Oleum, Pinole and Richmond	Daily		Roseville Sacramento
87	Elmira, Selby, Oleum and Pinole	Daily		

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
55	Rodeo	Monday only	Any station	Any station
229	Giant	Saturday only	Any station	Any station
229	Herules	Daily	Any station	Any station
229	Pinole	Daily	Any station	Any station
241	Cygnus	Sundays & Holidays only	Any station	Any station
241	Herules, Giant, Certainteed Pro. Co.	Daily exc. Sun. and Hol.	Any station	Suisun
17	Dixon, Elmira, Selby and Oleum	Daily	Any station	Any station
21	Davis	Daily	For passengers to No. 24	Woodland
21	Davis, Dixon, Elmira, Suisun-Fairfield, Martinez, Selby, Oleum, Pinole and Richmond	Daily		Orden Fresno
51	Crockett, Richmond	Daily	Berkeley	
207	Suisun-Fairfield, Jacknipe, Cygnus	Sundays and Holidays		





Martinez Subdivision

WESTWARD

Time Table No. 231  
September 29, 1940

**STATIONS**

SAN FRANCISCO 3.5  
OAKLAND PIER

TO-R OAKLAND PIER 2.0  
TO-R WEST OAKLAND (1.0)

OAKLAND (16th Street) 1.5  
SHELLMOUND 2.2

BERKELEY (University Ave.) 3.9  
STEGE 1.9

RICHMOND 1.6  
SAN PABLO 3.2

SOBRANTE 3.2  
PINOLE 2.5

RODEO 0.8  
OLEUM 0.8

TORMEY 0.4  
SELBY 1.4

OROCKETT 2.1  
R PORT COSTA 2.0

OZOL 1.6  
TO-R MARTINEZ 6.4

BENICIA JUNCTION 10.9  
TO-RSUISUN-FAIRFIELD 3.0

TOLENAS 7.5  
ELMIRA 8.1

DIXON 4.3  
TREMONT 3.8

TO-R DAVIS 4.8  
WEBSTER 6.5

Sacramento Northern Ry. Crossing 2.1  
TO-R SACRAMENTO

Distance from Sacramento	FIRST CLASS					SECOND CLASS		THIRD CLASS					
	53	215	209	225	261	471	514	600	465	463	411	475	
	Passenger	Statesman	Passenger	Statesman	Passenger	Oakland Freight	Sacramento Division Freight	Sacramento Division Freight	Local Freight	Local Freight	Local Freight	Freight	
Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		
92.0	10.30 PM	10.50 PM	10.30 PM	11.10 PM									
88.5	10.10	10.30	10.10	10.50									
88.5	s 9.56 PM	s 10.20 PM	s 10.03 PM	s 10.40 PM									
(87.5)						9.15 PM			2.00 PM			1.00 AM	
86.5	s 9.50	s 10.14	s 9.57	s 10.34									
85.0													
82.8	s 9.36	s 10.03	s 9.46	s 10.23									
78.9													
77.0	s 9.26	s 9.51	s 9.35	s 10.12									
75.4													
72.2													
69.0	9.14	f 9.40	9.24	f 10.01									
66.5		f		f									
65.7	f			f									
64.9													
64.5		f		f									
63.1	s 9.04	s 9.25	9.15	s 9.46									
61.0	f 8.59	s 9.20		s 9.41					7.00 AM		11.50 AM		
59.0													
57.4	8.53 PM	s 9.14	9.06	s 9.35		7.20					11.40 AM	10.35 PM	
51.0		9.03		9.25									
40.1		s 8.52	8.47	s 9.15					10.30 AM			10.00	
37.1		f											
29.6		s 8.37	8.37	s 9.02									
21.5		s 8.26	8.29	s 8.51									
17.2													
13.4		s 8.15	8.20	s 8.40	s 10.35 PM	6.10	3.30 AM	5.10 AM				8.30	
8.6		8.05	8.15	8.30	10.26								
2.1													
0.0		7.55 PM	8.05 PM	8.20 PM	10.15 PM	5.45 PM	3.00 AM	4.45 AM		7.30 AM		7.00 PM	
(88.5)	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	
Time over District.....	(1.03)	(2.25)	(1.58)	(2.20)	(0.20)	(3.30)	(0.30)	(0.25)	(7.00)	(3.00)	(0.10)	(6.30)	
Average Speed per Hour.....	29.62	36.62	45.00	37.93	40.20	25.00	26.80	32.16	3.72	13.37	21.60	13.46	

**ADDITIONAL STATIONS**  
(Pages 2, 3, 4 and 5)

P Emeryville.....	M.P. 6.6
Paraffin.....	M.P. 7.4
P Stockyards.....	M.P. 7.8
P Giant.....	M.P. 18.9
P Hercules.....	M.P. 23.8
P Eckley.....	M.P. 30.1
P Nevada Dock.....	M.P. 32.2
Pierce.....	M.P. 40.1
P Cygnus.....	M.P. 42.2
Teal.....	M.P. 43.2
Jacksnipe.....	M.P. 45.1
Vanden.....	M.P. 53.8
Cannon.....	M.P. 55.4
Batavia.....	M.P. 64.2
Briggston.....	M.P. 73.8
Chiles.....	M.P. 77.1
Swingle.....	M.P. 79.1
Mikon.....	M.P. 86.3
Washington.....	M.P. 88.3

RULES 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Streamliner Nos. 101 and 102 not less than 15 minutes.

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

Automatic train control westward track from signal 347 to Martinez.

When distant signal 347 indicates caution, trains must not exceed 15 M. P. H. from this distant signal to track magnet located 1250 feet east of Bridge signal SA-337, opposite white mark on bridge.

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

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
215	Tremont	Tues. & Friday only		Davis
215	Jacksnipe, Cygnus, Benicia Jet.	Saturday only		Suisun-Fairfield
215	Oleum	Daily		Suisun-Fairfield
261	Washington, Mikon, Swingle	Daily	Any station	Any station
225	Cygnus	Sundays	Any station	Any station



**EASTWARD**

Martinez Subdivision.

**WESTWARD**

Capacity of Sidings in Car Lengths	THIRD CLASS					SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 231 September 29, 1940	Distance from Tracy	FIRST CLASS				THIRD CLASS								
	412 Local Freight					410 Freight					26 Owl								52 San Joaquin	54 Passenger	58 Sequoia	50 Sequoia	25 Owl	55 Tehachapi	51 San Joaquin	53 Passenger	411 Local Freight				
	Leave Daily Ex. Sunday					Leave Daily Ex. Sunday					Leave Daily								Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Monday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				
Port Costa Yard	IWP	9.00 AM					8.50 PM					7.50 PM					9.21 AM	7.43 AM	12.58 AM	12.35 AM	34.7	TO-R MARTINEZ	47.5	s 6.55 AM	s 11.20 AM	s 7.17 PM	s 8.50 PM	11.40 AM			
																					36.0	1.3 MOCCOCO	46.2								
	P						8.55														36.8	0.8 End of Double Track									
																					38.1	1.3 PEYTON	44.1	6.50	11.15	7.12	f 8.44	11.30			
	67 YP	9.25					9.00					9.25					s 7.49	s 1.04	f 12.41		41.3	TO-R AVON	40.9	6.46	11.10		f 8.39	11.20			
	East 67 Yard	9.35					9.08					7.58							s 7.54	f 1.09	f 12.46		43.0	1.7 TO PORT OHIOGAGO	39.2						
	West 122 WP	9.40																	f			44.8	1.8 NICHOLS	37.4	6.42	11.06		8.34	11.17		
	66 P	9.50					9.13					8.02							7.58	1.13	12.50		46.8	2.0 McAVOY	33.3	6.37	s 11.01	7.01	s 8.28		11.10
	52 P	10.00					9.45					s 8.10					9.36	s 8.08	s 1.25	s 12.58		48.9	2.1 SHELL POINT	31.4						11.10	
	50	11.01																				50.8	1.9 TO-R PITTSBURG	28.7	6.29	s 10.50		s 8.17		7.48	
79 Yard BP	11.50 AM					9.53					8.17							s 8.18	s 1.34	s 1.06		53.5	2.7 LOS MEDANOS	27.2						7.35	
18																					55.0	1.5 TO ANTIOCH	26.2								
46 P	12.01 PM					10.00					8.21							8.23	1.39	1.11		56.0	1.0 JERSEY	24.9	6.24	10.43		8.03		7.13	
81																					57.3	1.3 NEWLOVE	22.8								
	1.00					10.10					8.28					9.48	s 8.31	s 1.46	s 1.18		59.4	2.1 NEROLY	20.5	6.18	s 10.38	6.49	s 7.58		7.05		
54 WP	1.40					10.18												s 8.40	f 1.55	f 1.26		61.7	2.3 ARBOR	17.5							
88 P																		f			64.7	2.2 TO BRENTWOOD	15.3	6.12	10.28		s 7.48		6.12		
	1.50					10.26					8.40					9.58	8.46	2.00	1.31		66.9	2.0 BYRON	13.3								
48 P	2.00					10.33												f 8.51	2.05	1.36		69.9	2.7 BYRON HOT SPRINGS	10.6							
56 P	10.40																				71.6	4.1 HERDLYN	6.5	6.03	10.19	6.35	7.37		5.53		
44	2.30 PM					10.50 PM					s 8.53 PM					s 10.10 AM	s 9.00 AM	s 2.15 AM	s 1.45 AM		75.7	3.4 BETHANY	3.1						5.45		
Term Yard BKWOTY P	Arrive Daily Ex. Sunday					Arrive Daily Ex. Sunday					Arrive Daily					Arrive Daily	Arrive Daily Ex. Monday	Arrive Monday Only		79.1	3.1 JANNEY	0.0	5.55 AM	10.12 AM	6.28 PM	7.30 PM		5.30 AM			
																				(47.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday				
																						(1.00)	(1.08)	(0.49)	(1.20)		(6.10)				
																						47.50	41.91	58.16	35.62		7.70				

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
25	Brentwood and Pittsburg	Discharge	Berkeley	Fresno
25	Brentwood and Pittsburg	Receive	Berkeley	Fresno
26	Brentwood	Discharge	Fresno	Berkeley
26	Brentwood	Receive	Fresno	Berkeley

At Mococo: Schedule time and train orders will apply at the end of double track.  
 At Shell Point: Location for stop of passenger trains is opposite the platform of the Sacramento Northern Railway.  
 Nos. 50 and 58 reduce speed at Avon and Byron Hot Springs to 10 miles per hour to dispatch papers.



EASTWARD			Martinez Subdivision.			WESTWARD		
Capacity of Siding in Car Lengths	SECOND CLASS		Distance from San Francisco via Vallejo	Time Table No. 231 September 29, 1940		Distance from Calistoga	THIRD CLASS	
	440 Local Freight	438 Local Freight		Napa Branch			439 Local Freight	441 Local Freight
	Leave Daily Ex. Sunday	Leave Daily		STATIONS			Arrive Daily	Arrive Daily Ex. Sunday
Yard BK 106 WYO P	2.00AM	1.00AM	50.5	TO-R SUISUN-FAIRFIELD 2.6	47.8		5.10AM	6.15PM
			47.9	SUBEET 1.7	45.2			
30	2.10	1.10	46.2	THOMASSON 1.4	43.5		5.00	6.00
41 WP	2.15	1.15	44.8	OORDELIA 3.8	42.1		4.55	5.50
28 West 29 East P	2.25	1.25	41.0	ORESTON 3.8	38.3		4.45	5.35
Yard WY P	2.45	1.40AM	37.2	TO-R NAPA JUNCTION 0.8	34.5		4.30AM	5.15
			38.0	Napa Valley Ry. Crossing 7.5	33.7			
31 W	4.00		45.5	TO NAPA 2.3	26.2			4.45
30	4.10		47.8	UNION 6.2	23.9			3.50
21	4.30		54.0	TO YOUNTVILLE 3.5	17.7			3.40
	4.55		57.5	OAKVILLE 1.9	14.2			3.20
	5.10		59.4	RUTHERFORD 1.8	12.3			3.05
	5.15		61.2	ZINFANDEL 2.4	10.5			2.50
23	6.10		63.6	ST. HELENA 3.9	8.1			2.45
W			67.5	BALE 1.5	4.2			
W			69.0	MAPLE 2.7	2.7			
23 Yard BKTW	7.00AM		71.7	TO-R CALISTOGA	0.0			2.00PM
	Arrive Daily Ex. Sunday	Arrive Daily		(47.8)			Leave Daily	Leave Daily Ex. Sunday
	(5.00) 9.52	(0.40) 19.80		.....Time over District.....			(0.40) 19.80	(4.15) 11.17
				.....Average Speed per Hour.....				

EASTWARD			Martinez Subdivision.			WESTWARD		
Capacity of Siding in Car Lengths	Distance from San Francisco	Time Table No. 231 September 29, 1940		Distance from Capay	Capacity of Siding in Car Lengths	Distance from San Francisco	Time Table No. 231 September 29, 1940	
		Capay Branch					STATIONS	
WY P	59.4 59.6	R	ELMIRA 4.1	32.3				
	63.7	TO	VACAVILLE 4.8	28.2				
22	68.5		HARTLEY 5.5	23.4				
	74.0		WOLFSKILL 2.0	17.9				
WT 21	76.0	TO	WINTERS 4.3	15.9				
	80.3		NORTON 2.5	11.6				
	82.8		ARROZ 0.8	9.1				
	83.6		OTTRONA 3.2	8.3				
	86.8		MADISON 3.1	5.1				
W	89.9	TO-R	ESPARTO 2.0	2.0				
	91.9		OAPAY	0.0				
			(32.5)					

EASTWARD			Martinez Subdivision.			WESTWARD 7		
Capacity of Siding in Car Lengths	Distance from San Francisco	Time Table No. 231 September 29, 1940		Distance from Badiam	Capacity of Siding in Car Lengths	Distance from San Francisco	Time Table No. 231 September 29, 1940	
		San Ramon Branch					STATIONS	
67 YP	38.1	TO-R	AVON 2.9	29.7				
	41.0		GALINDO 1.5	26.8				
28 W	42.5	TO	CONCORD 2.6	25.3				
	45.1		HOOKSTON 0.7	22.7				
	45.8		LAS JUNTAS Sacramento Northern Ry. Crossing 2.4	22.0				
24	48.2	TO	WALNUT OREEK 4.4	19.6				
	52.6		ALAMO 2.2	15.2				
	54.8		DANVILLE 2.9	13.0				
27	57.7		SAN RAMON 5.9	10.1				
	63.6		DOUGHERTY 2.8	4.2				
28	66.4		ASCO 1.4	1.4				
I Y P	67.8	TO	Western Pac. Crossing RADUM	0.0				
			(29.7)					

EASTWARD			Martinez Subdivision.			WESTWARD		
Capacity of Siding in Car Lengths	SECOND CLASS		Distance from San Francisco via Vallejo	Time Table No. 231 September 29, 1940		Distance from Schellville Junction	THIRD CLASS	
	438 Local Freight	Local Freight		Schellville Branch			439 Local Freight	Local Freight
Yard WY P	2.00AM		37.2	TO-R NAPA JUNCTION 0.4	11.3		4.10AM	
			37.6	Napa Valley Ry. Crossing 0.4	10.9			
71	2.05		38.0	LOMBARD 2.7	10.5		4.05	
			40.7	BRAZOS 1.5	7.8			
			42.2	BUOHLI 3.5	6.3			
Yard Y	2.40AM		45.7	RAMAL 2.8	2.8			
			48.5	TO-R SCHELLVILLE JOT.	0.0		3.30AM	
	Arrive Daily			(11.3)			Leave Daily	
	(0.40) 17.25			.....Time over District.....			(0.40) 17.25	
				.....Average Speed per Hour.....				

EASTWARD			Martinez Subdivision.			WESTWARD		
Capacity of Siding in Car Lengths	Distance from San Francisco	Time Table No. 231 September 29, 1940		Distance from Union	Capacity of Siding in Car Lengths	Distance from Union	Time Table No. 231 September 29, 1940	
		Union Branch					STATIONS	
	48.5		END OF TRACK 0.3	2.3				
	48.8		WEST NAPA 2.0	2.0				
30	50.8		UNION	0.0				
			(2.3)					

EASTWARD			Martinez Subdivision.			WESTWARD		
Capacity of Siding in Car Lengths	Distance from San Francisco	Time Table No. 231 September 29, 1940		Distance from Napa Junction	Capacity of Siding in Car Lengths	Distance from Napa Junction	Time Table No. 231 September 29, 1940	
		Vallejo Branch					STATIONS	
Yard WT	30.1	TO-R	SOUTH VALLEJO 4.3	7.1				
22	34.4		FLOSDEN 2.8	2.8				
40 Yard WYP	37.2	TO-R	NAPA JUNCTION	0.0				
			(7.1)					

EASTWARD			Martinez Subdivision.			WESTWARD		
Capacity of Siding in Car Lengths	Distance from San Francisco	Time Table No. 231 September 29, 1940		Distance from Benicia Junction	Capacity of Siding in Car Lengths	Distance from Benicia Junction	Time Table No. 231 September 29, 1940	
		STATIONS					STATIONS	
Yard P	32.4		BENICIA 1.4	5.6				
P	33.8		ARMY POINT 4.2	4.2				
Center 101 P	38.0		BENICIA JUNCTION	0.0				
			(5.6)					

- ADDITIONAL STATIONS  
NAPA BRANCH
- Ratto.....M.P. 41.0
  - Suscol.....M.P. 41.7
  - Rocktram.....M.P. 42.8
  - Imola.....M.P. 44.2
  - Oak Knoll.....M.P. 50.2
  - Thomann.....M.P. 62.1
  - Krug.....M.P. 64.5
  - Barro.....M.P. 65.3
  - Larkmead.....M.P. 68.3



EASTWARD

Niles Subdivision.

September 29, 1940

Capacity of sidings in car lengths	THIRD CLASS			SECOND CLASS					FIRST CLASS					Distance from San Francisco	
	418	416	408	472	402	422	450	406	112	40	74	232	250		
	Local Freight	Local Freight	Freight	Freight	Freight	Freight	Mdse.	Freight	W. P. Passenger	W. P. Passenger	Oakland Lark	Passenger	Passenger		
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
									9.40 PM	9.00 PM	8.00 PM	3.45 PM	7.00 AM	0.0	
									10.00	9.20	8.20	4.05	7.20	3.5	
									10.15 PM	9.35 PM	8.28 PM	4.15 PM	7.35 AM	3.5	
BKWI P															
BKW CITY P	10.30 AM	6.30 AM				8.45 PM	7.15 PM							4.9	
I P															
I P									10.22 PM	9.40 PM				5.9	
P											s 8.45	s 4.24	s 7.47	6.7	
I P														8.3	
51 WP	11.00 AM	7.00				9.30 PM	7.32 PM					s 8.52	s 4.31	s 7.54	9.7
37 P		7.05												13.4	
														14.8	
37 P		7.15												16.5	
105 WP		8.00												17.5	
34		8.10												20.1	
33 P		8.17												24.0	
														26.5	
														27.6	
73 KWP P		8.30 AM												29.2	
IY			4.50 AM	11.28 PM	9.08 PM		6.33 AM							29.9	
79 P			4.55	11.33	9.13		6.38							31.7	
100 P			5.05	11.43	9.23		6.49							35.6	
76 P			5.15	11.52	9.33		6.59							40.9	
IY P														42.0	
														42.4	
East-115 West-109 YP			5.20	11.56 PM	9.37		7.02							43.0	
East 89 West 83 BKW P			5.45	12.03 AM	9.55		7.08							46.9	
P														48.4	
77 P			5.55	12.08	10.03		7.14							50.5	
88 WT P			6.10	12.20	10.20		7.29							55.0	
76 P			6.25	12.33	10.35		7.45							59.5	
75 P			6.35	12.43	10.45		8.10							63.1	
Term Yard BKWOTY P			6.55 AM	1.00 AM	11.00 PM		8.30 AM							70.8	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(0.30) 17.00	(2.00) 12.15	(2.05) 19.63	(1.32) 26.67	(1.52) 21.91	(0.45) 10.00	(0.17) 26.47	(1.57) 20.97	(0.07) 20.57	(0.05) 28.80	(0.30) 19.80	(2.05) 32.30	(0.24) 24.75		

STATIONS	
SAN FRANCISCO	0.0
OAKLAND PIER	3.5
TO-R OAKLAND PIER	1.4
Cedar St. Crossing	1.4
TO-R WEST OAKLAND	1.0
Western Pacific Crossing	1.0
MAGNOLIA TOWER	0.8
OAKLAND (First Street)	1.6
EAST OAKLAND	1.4
FRUITVALE	3.7
TO-R ELMHURST	1.4
End of Double Track	1.4
TO SAN LEANDRO	1.7
ESTUDILLO	1.0
LORENZO	2.6
TO HAYWARD	3.9
HALVERN	2.5
DEOTO	1.1
PABRICO	1.6
TO-R NILES	0.7
NILES JUNCTION	1.8
FARWELL	3.9
SUNOL	5.3
TO PLEASANTON	1.1
TO RADUM	0.4
REMILLARD	0.6
ELIOT	3.9
TO-R LIVERMORE	1.5
TREVARNO	2.1
ULMAR	4.5
TO ALTAMONT	4.5
CAYLEY	3.6
MIDWAY	7.7
TO-R TRACY	
(67.3)	

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.

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

Time Table No. 231

Niles Subdivision.

WESTWARD

September 29, 1940

STATIONS	Distance from Tracy	FIRST CLASS					SECOND CLASS		THIRD CLASS						
		111	73	231	255	39	451	473	401	409	419	405	437	417	
		W. P. Passenger	Oakland Lark	Passenger	Passenger	W. P. Passenger	Mdse.	Freight	Freight	Freight	Freight	Freight	Local Freight	Local Freight	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon. and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
SAN FRANCISCO 3.5	70.8	7.50AM	9.50AM	12.50PM	6.30PM	10.30PM									
OAKLAND PIER } Oakland Pier	67.3	7.30	9.30	12.30	6.10	10.10									
TO-R OAKLAND PIER } Double Track	67.3	s 7.20AM	s 9.15AM	s 12.20PM	s 6.02PM	s 9.40PM									
TO-R WEST OAKLAND } Cedar St. Crossing	65.9						8.40AM			3.30AM	4.40AM	3.30PM	5.55PM		
TO-R WEST OAKLAND } Western Pacific Crossing	64.9	7.13AM													
OAKLAND (First St.) } MAGNOLIA TOWER	64.1		s 9.00	s 12.10	s 5.51										
EAST OAKLAND } FRUITVALE	62.5														
TO-R ELMHURST } End of Double Track	61.1		s 8.52	s 12.01PM	s 5.43										
TO-R ELMHURST } End of Double Track	57.4		8.46AM	f 11.54AM	5.37PM		8.19AM			3.00AM	4.13	3.05	5.25PM		
TO SAN LEANDRO } ESTUDILLO	56.0			s 11.51							4.10	3.00			
LORENZO } HAYWARD	53.3			11.45							4.04	2.50			
TO HAYWARD } HALVERN	50.7			s 11.41							3.58	2.40			
DECOTO } FABRICO	46.8										3.50	1.53			
TO-R NILES } NILES JUNCTION	44.3			11.30							3.45	1.45			
TO-R NILES } NILES JUNCTION	43.2														
TO-R NILES } NILES JUNCTION	41.6			s 11.26							3.39	1.30PM			
TO-R NILES } NILES JUNCTION	40.9														
FARWELL } SUNOL	39.1			11.19				7.33PM	2.35AM	3.05AM					
TO PLEASANTON } RADUM	35.2			f 11.12				7.28	2.29	2.59	3.29				
TO PLEASANTON } REMILLARD	29.9			s 11.04				7.18	2.19	2.49	3.19				
TO RADUM } ELIOT	28.8							7.08	2.09	2.39	3.09				
TO RADUM } ELIOT	28.4														
TO-R LIVERMORE } TREVARN	27.8			10.59				7.04	2.05	2.35	3.05				
TO-R LIVERMORE } TREVARN	23.9			s 10.54				6.57	1.58	2.28	2.58				
TO-R LIVERMORE } TREVARN	22.4														
TO-R LIVERMORE } TREVARN	20.3			10.46				6.46	1.51	2.21	2.51				
TO ALTAMONT } OAYLEY	15.8			f 10.39				6.35	1.40	2.10	2.40				
TO ALTAMONT } OAYLEY	11.3			10.31				6.22	1.25	1.55	2.25				
TO ALTAMONT } OAYLEY	7.7			10.24				6.10	1.15	1.45	2.15				
TO-R TRACY } TRACY	0.0			10.15AM				5.40PM	1.00AM	1.30AM	2.00AM				
(67.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sun., Mon. and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun. & Mon.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
Time over District.....	(0.07)	(0.29)	(2.05)	(0.25)	(0.09)			(0.21)	(1.53)	(1.35)	(1.35)	(0.30)	(2.40)	(2.00)	(0.30)
Average speed per hour.....	20.57	20.47	32.31	23.76	16.00			24.28	21.71	25.83	25.83	17.00	24.71	11.66	17.00

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



**EASTWARD**

**Niles Subdivision.**

**WESTWARD**

**EASTWARD**

**Niles Subdivision. WESTWARD**

Capacity of sidings in car lengths	THIRD CLASS					SECOND CLASS					Distance from San Francisco	Time Table No. 231 September 29, 1940			Distance from Niles and Niles Jct.	SECOND CLASS		THIRD CLASS	
	436 Local Freight		408 Freight			472 Freight		402 Freight		406 Freight		STATIONS				473 Freight	401 Freight	413 Local Freight	
	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday		
Yard IWP		3.50 AM	10.40 PM	8.25 PM					26.2	D. T.	16.8	8.10 PM	3.30 AM						
								27.5	15.5										
67 P		3.58	10.46	8.31				29.5			13.5	8.00	3.20						
54 P		4.06	10.53	8.38				33.9			9.1	7.53	3.10						
104 Yd. WIYP	11.25 AM	4.30	11.15	8.57	6.05 AM			37.2			5.8	7.45	2.50	10.30 AM					
54 P	11.30	4.40	11.22	9.02	6.15			40.1			2.9	7.39	2.45	10.20					
Niles Yard 83 P		4.45	11.25	9.05	6.25			41.7			1.3	7.36	2.40	10.05					
	IYP							42.5			0.5			10.02					
73 KWYP		4.50 AM	11.28 PM	9.08 PM	6.33 AM			43.0			0.0	7.33 PM	2.35 AM						
		11.40 AM						43.0			0.0			10.00 AM					
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily							Leave Daily	Leave Daily	Leave Daily Ex. Sunday					
	(0.15) 23.20	(1.00) 16.80	(0.48) 21.00	(0.43) 23.44	(0.28) 12.43							(0.37) 27.14	(0.55) 18.33	(0.30) 11.60					
	Time over District.....					Average Speed per Hour.....													

Capacity of sidings in car lengths	THIRD CLASS		Distance from San Francisco	Time Table No. 231 September 29, 1940		Distance from San Jose
	404 Freight			STATIONS		
	Leave Daily	Leave Daily		TO-R	TO-R	
Yard 73 KWYP			29.2		18.5	
			29.7		18.0	
36 P	3.10 AM		32.8		14.9	
41 P	3.20		36.3		11.4	
39 P	3.28		40.7		7.0	
36 P	3.38		43.3		4.4	
Term. Yard BKWOITYP	3.44		47.7		0.0	
	4.00 AM					
	Arrive Daily					
	(0.50) 22.20					
	Time over District.....			Average Speed per Hour.....		

**Eastward Niles Subdivision Westward**

Distance from San Francisco	Time Table No. 231 September 29, 1940		Distance from Stonehurst
	Stonehurst Branch		
	TO	TO	
13.4	ELMHURST	0.9	
14.3	STONEHURST	0.0	
	(0.9)		

No. 73 stop on flag at Drawbridge Wednesdays and Saturdays.  
 No. 74 stop on flag at Drawbridge Wednesdays, Saturdays and Sundays.  
 No. 255 stop on flag at Drawbridge Saturdays and Sundays.  
 No. 255 will stop at Elmhurst daily except Sunday.  
 At Redwood Junction schedule time and train orders will apply at the end of double track.  
 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 STATIONS:**

Sweeney.....	M. P. 28.0	Dumbarton line
P Ravenswood.....	M. P. 30.9	" "
Hall.....	M. P. 26.2	Alvarado line
Arden.....	M. P. 28.4	" "

**EASTWARD**

**Niles Subdivision.**

**WESTWARD**

Capacity of sidings in car lengths	THIRD CLASS			SECOND CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 231 September 29, 1940			Distance from Santa Clara	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	418 Local Freight		422 Freight	450 Mdse.	74 Oakland Lark	250 Passenger	STATIONS			73 Oakland Lark	255 Passenger		407 Freight		451 Mdse.	419 Freight	417 Local Freight	
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sun., Mon. and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	
Yard WP	11.00 AM	9.30 PM	7.32 PM	8.58 PM	7.59 AM	13.4		31.4	8.46 AM	5.37 PM			8.19 AM	3.00 AM	5.25 PM			
	11.05					15.5		29.3							5.17			
26 P	11.10					17.8		27.0							5.12			
73 WP	11.15	9.45	7.43	9.07	8.08	20.2		24.6	8.37				8.08	2.45	5.05			
	11.30 AM					21.5		23.3							5.00			
Spur						23.0		21.8										
67 P	12.30 PM	9.55	7.53	9.14	8.15	25.3		19.5	8.30	5.22			7.48	2.35	4.45			
Yard 112 WIYP	12.50 PM	10.10	8.17	9.22	8.23	30.6		14.2	8.23	5.15			6.05 AM	7.40	2.20	4.00 PM		
						32.8		12.0										
84 P		10.20	8.23	9.27	8.29	34.1		10.7	8.09	5.10			5.58	7.34	2.00			
P						36.5		8.3										
P				9.34	8.36	39.1		5.7	f 8.02									
55 P		10.38	8.38	f 9.40	8.40	41.7		3.1	f 7.57	5.01			5.47	7.24	1.40			
Term. Yard KI P		10.45 PM	8.45 PM	9.45 PM	8.45 AM	44.8		0.0	7.52 AM	4.57 PM			5.40 AM	7.20 AM	1.30 AM			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily			Leave Daily	Leave Daily Ex. Sun., Mon. and Holidays	Leave Daily	Leave Daily Ex. Sunday		
	(1.50) 9.38	(1.15) 25.12	(1.13) 25.80	(0.47) 40.08	(0.46) 40.94				(0.54) 34.88	(0.40) 47.10			(0.25) 34.08	(0.59) 31.93	(1.30) 20.93	(1.25) 12.14		
	Time over District.....					Average Speed per Hour.....												

Capacity of Siding in Car Lengths	SECOND CLASS			FIRST CLASS		Distance from San Francisco via Antioch	Time Table No. 231 September 29, 1940	Distance from Fresno	FIRST CLASS	THIRD CLASS			
	428	402	400	26	25				403	401			
	Freight	Freight	Misc.	Owl	Owl				Freight	Freight			
	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday and Monday		Leave Daily		<b>STATIONS</b>	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			
Tray Yard	11.30 AM	1.40 AM	12.30 AM		9.00 PM	82.2	TO-R TRACY 2.7	s 5.45 AM		8.40 PM	11.10 PM		
	11.37	1.47	12.35		9.06	84.9	W. P. Crossing LYOTH 3.0			8.30	10.57		
54 P	11.43	1.52	12.40			87.9	YARMOUTH 4.7	f 5.34		8.23	10.52		
54 P	11.52 AM	2.00	12.47		9.15	92.6	VERNALIS 2.3	f 5.28		8.15	10.44		
						94.9	SOLYO 1.5						
45 P						96.4	HALLY 4.0						
108 WP	12.04 PM	2.12	12.59		9.24	100.4	TO WESTLEY 7.0	s 5.18		8.00	10.33		
54 P	12.17	2.23	1.08		9.33	107.4	TO PATTERSON 5.8	f 5.10		7.42	10.24		
52 P	12.27	2.33	1.16		9.40	113.2	CROWS LANDING 4.1			7.32	10.15		
40 P						117.3	TIMBA 2.2						
57 WP	12.40	2.44	1.24		s 9.48	119.5	TO NEWMAN 4.0	f 4.53		7.20	10.05		
52 P	12.48	2.50	1.30		f 9.54	123.5	TO GUSTINE 3.4	s 4.46		7.14	9.54		
41 P						128.9	LINORA 2.4						
70 P	12.58	2.59	1.38		10.02	129.3	INGOMAR 6.3			4.38	7.04	9.33	
55 P	1.08	3.09	1.47		10.10	135.6	VOLTA 4.8			4.31	6.54	9.23	
82 Yard BKWOY P	1.35	3.30	2.02		s 10.25	140.4	TO-R LOS BANOS 7.9	s 4.24		6.45	9.10		
54 P	1.50	3.45	2.15		10.34	148.3	AGATHA 4.7			4.12	6.17	8.43	
96 P	2.01	4.06	2.22		10.40	153.0	TO DOS PALOS 6.8	f 4.06		6.10	8.34		
42 P	2.13	4.25			10.48	159.8	OXALIS 6.4			3.58	5.59	8.23	
107 WP	2.24	4.35	2.40		10.57	166.2	TO FIREBAUGH 4.6	f 3.50		5.49	8.13		
44 P	2.31	4.42	2.46		11.03	170.8	OROMIR 3.7			5.42	8.06		
93 P	2.37	4.49	2.52		11.09	174.5	TO MENDOTA 7.4	f 3.40		5.36	8.00		
43 P	2.50	5.04	3.04		11.19	181.9	R INGLE 2.6			3.30	5.24	7.49	
46 P	2.54	5.08	3.27		11.22	184.5	JAMESAN 8.5			3.27	5.20	7.45	
45 Yard WY P	3.10	5.30	3.45		11.33	193.0	TO-R KERMAN 3.7	f 3.18		5.05	7.30		
57						196.7	FLOYD 1.8						
45 P	3.25	5.38	3.53		11.40	198.5	BOLINDA 4.0			3.10	4.52	7.22	
46 P	3.35	5.45	4.00		11.46	202.5	PRATTON 5.9			3.05	4.45	7.15	
Term Yard BKWOY P	3.50 PM	6.00 AM	4.15 AM		s 11.59 PM	208.4	TO-R FRESNO	s 2.55 AM		4.30 PM	7.00 PM		
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday and Monday		Arrive Daily		(126.2)	Leave Daily	Leave Daily Ex. Sunday	Leave Daily			
	(4.20) 29.12	(4.20) 29.12	(3.45) 33.65		(2.59) 42.30		.....Time over District.....	(2.50) 44.54	(4.10) 30.28	(4.10) 30.28			
							.....Average Speed per Hour.....						

EASTWARD Los Banos Subdivision WESTWARD		
Capacity of Siding in Car Lengths	Distance from San Francisco Via Antioch	Distance from Biola Jct.
	Time Table No. 231 September 29, 1940	
	<b>STATIONS</b>	
45 Yard KWP P	193.0	TO-R KERMAN 7.5
18 P	200.5	TO BIOLA 5.5
	206.0	WEST ACRES 2.6
P	208.6	BIOLA JUNCTION
		(15.6)

EASTWARD Los Banos Subdivision WESTWARD		
Capacity of Siding in Car Lengths	Distance from San Francisco Via Antioch	Distance from Caruthers
	Time Table No. 231 September 29, 1940	
	Kerman Branch	
	<b>STATIONS</b>	
45 Yard WY P	193.0	TO-R KERMAN 12.1
22	205.1	RAISIN CITY 5.6
20	210.7	OARUTHERS
		(17.7)

- ADDITIONAL STATIONS**  
Los Banos Line
- Ohm.....M. P. 93.5
  - Vanormer.....M. P. 104.8
  - Stomar.....M. P. 116.0
  - Trent.....M. P. 138.3
  - Abatto.....M. P. 141.6
  - Brito.....M. P. 149.6
  - Silaxo.....M. P. 161.6
  - Benito.....M. P. 169.0
  - Arblos.....M. P. 172.8
  - pKearney.....M. P. 200.8 (Spur)
  - Crayold.....M. P. 205.3 (Spur)

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
26	Solyo, Patterson, Dos Palos, Firebaugh, Mendota and Kerman	Receive and Discharge	Fresno	Martinez Tracy
26	Patterson	Discharge		



Capacity of Sidings in Car Lengths	THIRD CLASS				SECOND CLASS				FIRST CLASS							Distance from San Francisco Via Miles
			454 Freight	421 Freight	423 Freight	446 Freight				232 Passenger	52 San Joaquin	54 Passenger	59 West Coast	58 Sequoia	50 Sequoia	
			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Monday Only	
Tracy Term. Yd BKWO TY P			2.40 AM			1.30 AM				6.35 PM	10.14 AM	9.07 AM		2.30 AM	1.55 AM	
Spur																
I P																
Eastward 66 Westward 82 Fresno 70 Yard WY P			3.05	10.55 PM	9.20 AM	2.00 AM			s 7.05	10.30 AM	s 9.25 AM	6.45 AM	f 2.46 AM	f 2.11 AM	81.5	
P									f 7.12						86.1	
I															87.7	
Stockton Yard BKWO ITY P			3.30 AM	11.20 PM	9.45				s 7.20 7.30			s 7.00 7.15			90.9	
I P															92.3	
Spur P															92.7	
Spur															93.5	
W															93.9	
P															95.0	
125 P									f						96.6	
Spur															98.1	
125 P									f						100.2	
Yard BKWO Y P 129									s 7.54			s 7.37			103.3	
Spur P									f						105.1	
125 P									f 8.00						106.2	
125 P									f						109.5	
Yard WY P 177									s 8.15			s 7.51			111.7	
127 P									f						115.5	
P									f						117.5	
128 P									f						119.5	
135 P									f 8.37			8.05			122.9	
125 P									f						125.7	
137 WP									f 8.47			8.13			129.0	
Sacto. Term. Yard P															132.0	
WP				12.40 AM	11.05 AM				f 8.55 PM			8.20 AM			133.2	
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Monday Only		
			(0.55) 29.20	(1.45) 29.54	(1.45) 29.54	(0.30) 21.40			(2.20) 26.89	(0.16) 40.12	(0.18) 40.12	(1.35) 32.65	(0.16) 40.12	(0.16) 40.12		

STATIONS	
TO-R	TRACY 3.1
	BANTA 2.9
	WINSHIP 1.5
	SAN JOAQUIN RIVER DRAWBRIDGE 3.2
TO-R	LATHROP
	4.6
	FRENCH OAMP 1.6
	T. S. Ry. Crossing 3.2
	A. T. & S. F. Crossing S. E. R. R. Crossing
TO-R	STOCKTON 1.4
	STOCKTON TOWER No. 4 W. P. Crossing 0.4
	EL PINAL 0.8
	JARN 0.4
	AKERS 1.1
	End of Double Track
	1.6
	CASTLE 1.5
	TOMSPUR 2.1
	ARMSTRONG 3.1
	C. C. T. Co. Crossing LODI 1.8
	URGON 1.1
	ACAMPO 3.3
	FOREST LAKE 2.2
	GALT 3.8
	NEED 2.0
	ARNO 2.0
	McCONNELL 3.4
	ELK GROVE 2.8
	MEADOWS 3.3
	FLORIN 3.0
	POLK 1.2
	BRIGHTON

(62.4)  
Time over District  
Average Speed per Hour

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

No. 59 reduce speed to 15 M. P. H. at Acampo and Elk Grove to dispatch mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To or Beyond	From or Beyond
59	Any Station	Receive	Beyond Sacramento	Fresno
59	Any Station	Discharge		

Lathrop Subdivision WESTWARD

Time Table No. 231  
September 29, 1940

STATIONS

TO-R TRAOY	3.1
BANTA	2.9
WINSHIP	1.5
SAN JOAQUIN RIVER DRAWBRIDGE	3.2
TO-R LATHROP	4.6
FRENCH CAMP	1.6
T. S. Ry. Crossing	3.2
A. T. & S. F. Crossing	8. E. R. R. Crossing
TO-R STOCKTON	1.4
STOCKTON TOWER No. 4	W. P. Crossing
EL PINAL	0.8
JARN	0.4
AKERS	1.1
End of Double Track	1.6
CASTLE	1.5
TOMSPUR	2.1
ARMSTRONG	3.1
C. C. T. Co. Crossing	LODI
URGON	1.1
ACAMPO	3.3
FOREST LAKE	2.2
GALT	3.8
NEED	2.0
ARNO	2.0
MCCONNELL	3.4
ELK GROVE	2.8
MEADOWS	3.3
FLORIN	3.0
POLK	1.2
BRIGHTON	

Distance from Brighton	FIRST CLASS					SECOND CLASS		THIRD CLASS	
	231 Passenger	55 Tehachapl	51 San Joaquin	53 Passenger	60 West Coast	445 Freight	420 Freight	455 Freight	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	
62.4	s 9.57 AM	s 10.02 AM	s 6.24 PM	s 7.21 PM		9.10 PM		8.00 PM	
59.3	f 9.50								
56.4									
54.9									
51.7	s 9.38	9.46 AM	6.08 PM	7.05 PM	9.26 PM	8.40 PM	11.15 PM	7.25	
47.1	f 9.18								
45.5									
42.3	s 9.10				9.13		10.50	7.05 PM	
	9.00				8.58				
40.9									
40.5									
39.7									
39.3									
38.2									
36.6									
35.1									
33.0									
29.9	s 8.41					s 8.39			
28.1									
27.0	f								
23.7	f								
21.5	s 8.26					8.23			
17.7	f								
15.7	f								
13.7	f								
10.3	s 8.12					8.11			
7.5									
4.2	s 8.02					8.05			
1.2									
0.0	7.55 AM					8.00 PM		9.30 PM	
(62.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	
Time over District.....	(2.02)	(0.16)	(0.16)	(0.16)	(1.26)	(0.30)	(1.45)	(1.00)	
Average Speed per Hour.....	30.69	40.12	40.12	40.12	36.07	21.40	29.54	20.10	

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

Single track over San Joaquin River Drawbridge; trains will be governed by interlocking signals.  
No. 60 will not stop at station at Lathrop but will use east leg of wye to the Merced Subdivision.  
No. 60 reduce speed to 15 miles per hour at Elk Grove to dispatch mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To or Beyond	From or Beyond
60	Any Station	Receive	Modesto	
60	Any Station	Discharge		Roseville

EASTWARD Lathrop Subdivision WESTWARD

Time Table No. 231  
September 29, 1940

Lodi Branch

STATIONS

Capacity of sidings in car lengths	Distance from San Francisco via Niles	STATIONS	Distance from Kentucky House
Yard BKWOYP	103.3	TO-R LODI 1.8	39.3
	105.1	C. C. T. Co. Crossing 0.1	37.5
10	105.2	ROMA 1.9	37.4
18 P	107.1	VICTOR 3.6	35.5
9 P	110.7	LOKEFORD 4.0	31.9
	114.7	OLEMENTS 6.1	27.9
	120.8	WALLAOE 5.6	21.8
	126.4	HELISMA 2.9	16.2
	129.3	NORVAL 0.9	13.3
18 Yard P	130.2	TO VALLEY SPRING 4.5	12.4
25 P	134.7	TOYON 4.3	7.9
	139.0	MAONIDER 3.6	3.6
Yard YWP	142.6	KENTUCKY HOUSE	0.0
		(39.3)	

EASTWARD Lathrop Subdivision WESTWARD

Time Table No. 231  
September 29, 1940

Lodi Branch

STATIONS

Capacity of sidings in car lengths	Distance from San Francisco via Niles	STATIONS	Distance from Woodbridge
Yard BKWOYP	103.3	TO-R LODI C. C. T. Co. Crossing 2.5	2.5
	105.8	WOODBIDGE	0.0
		(2.5)	

EASTWARD Lathrop Subdivision WESTWARD

Time Table No. 231  
September 29, 1940

Ione Branch

STATIONS

Capacity of sidings in car lengths	Distance from San Francisco via Niles	STATIONS	Distance from Ione
Yard WOYP	111.7	TO-R GALT 5.0	27.1
	116.7	C. C. T. Co. Crossing 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
Yard WTP	138.8	TO-R IONE	0.0
		(27.1)	



EASTWARD

Merced Subdivision

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS					Distance from San Francisco Via Antioch	Time Table No. 231 September 29, 1940	Distance from Fresno	FIRST CLASS				SECOND CLASS		
	420 Freight		446 Freight		60 West Coast	52 San Joaquin	54 Passenger	58 Sequoia	50 Sequoia	59 West Coast				55 Tehachapi	51 San Joaquin	53 Passenger	423 Freight	445 Freight	421 Freight	
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Monday Only	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	
Eastward 66 Fresno 70 Yard LWYP	11.15 PM	2.00 AM			9.26 PM	10.30 AM	9.42 AM	2.46 AM	2.11 AM	92.9	TO-R LATHROP	112.6	6.45 AM	9.42 AM	6.08 PM	6.55 PM	9.20 AM	8.35 PM	10.55 PM	
IP										93.8	0.9									
79 P	11.35	2.20			s 9.36		9.50	s 2.55	s 2.20	96.8	W. P. Crossing	111.7								
122 P	11.40	2.30			9.39	10.37	9.53	2.58	2.23	99.4	TO MANTECA	108.7		9.35		s 6.48	9.08	8.25		
83 P	11.46	2.40			9.43		9.57	s 3.05	s 2.31	103.3	2.6		9.30	5.58	6.43		9.03	8.00	10.43	
83 P	11.51 PM	2.50			9.47	10.44	10.01	s 3.11	s 2.37	106.4	3.9	TO RIPLEY	102.2	6.32	9.26	s 6.39	8.47	7.43		
No. 1, 103 No. 2, 117 No. 3, 131 Yd BKOWYP	12.05 AM	3.15			s 10.00	s 10.54	s 10.15	s 3.31	s 2.58	113.1	3.1	TO SALIDA	99.1	6.28	9.22	5.51	s 6.33	8.42	7.25	10.32
IP										114.7	6.7	TO-R MODESTO	92.4	s 6.20	s 9.15	s 5.44	s 6.23	8.30	7.10	10.20
75 P	12.15	3.25			10.07	10.59	10.21	s 3.40	s 3.07	117.4	1.6									
73 P	12.20	3.30			10.11			3.45	3.12	120.8	T. S. Ry. Crossing	90.8				f 6.08	8.20	6.35	10.07	
86 Yard P	12.30	3.45			s 10.21	s 11.09	s 10.34	s 3.58	s 3.26	126.2	2.7									
97 P	12.40	4.06			10.29		10.40	f 4.06	f 3.34	131.9	3.4	TO-R TURLOOK	79.3	s 5.57	s 8.53	s 5.28	s 5.58	8.06	6.20	9.32
84 WP	12.48	4.25			f 10.37	11.19	10.47	s 4.15	s 3.44	136.4	5.4	DELHI	73.6		8.43		f	7.57	6.03	9.20
75 P	1.00	4.50			f 10.47	11.26	10.57	f 4.27	f 3.54	143.2	4.5	TO LIVINGSTON	69.1	5.43	8.38	s 5.40		7.50	5.56	9.09
39										144.8	6.8	TO ATWATER	62.3	5.36	8.29	5.08	s 5.30	7.40	5.45	8.59
134 P	1.08	5.00			10.51		11.01	4.32		147.4	1.6	BUHAOH	60.7							
94 Yard BKWOTP	1.40	5.15 AM			s 11.10	s 11.37	s 11.10	s 5.00	s 4.15	150.5	2.6	FERGUS	58.1	5.32	8.24			7.32	5.37	8.52
75 P	2.10				11.20	11.44	11.17	f 5.13	f 4.25	156.6	3.1	TO-R MEROED	55.0	s 5.27	s 8.20	s 5.01	s 5.20	7.26	5.30 PM	8.47
79 P	2.20				11.24			f 5.21	f 4.30	160.5	6.1	LINGARD	48.9	5.13		5.03		7.12		8.32
84 P	2.32				11.31	11.54 AM	11.27	f 5.28	f 4.38	166.9	3.9	ATHLONE	46.0	5.09	8.06	4.49		7.05		8.26
43 WYP					f 11.35			s 5.33	s 4.43	168.2	6.4	MINTURN	38.6	5.03	8.00		4.53	6.55		8.16
79 P	2.42				11.41		11.34	f 5.40	f 4.57	173.0	1.3	TO OHOWOHILLA	37.3				s 4.51			
74 WTP	2.49							f 5.45	f 5.04	176.5	4.8	FAIRMEAD	32.5	4.57		4.37	f 4.45	6.46		8.06
104 P	2.55				11.47	12.06 PM	11.40	5.48	5.07	179.2	3.5	BERENDA	29.0	4.53	7.50			6.37		8.00
149 Yard P	3.07				s 11.56 PM	s 12.13	s 11.50	s 6.01	s 5.16	183.9	2.7	NOTARB	26.3	4.50				6.32		7.55
80 P	3.20				12.03 AM	12.19	11.57 AM	6.09	5.24	190.2	4.7	TO MADERA	21.6	s 4.44	s 7.43	s 4.26	s 4.33	6.24		7.47
83 WP	3.29				12.09	12.24	12.03 PM	f 6.17	f 5.31	195.6	6.3	IRRIGOSA	15.3	4.34	7.34			6.09		7.33
P										199.2	5.4	HERNDON	9.9	4.29	7.29	4.14	f 4.19	5.55		7.24
WP	3.40				12.16	12.30	12.10	6.23	5.38	201.8	2.6	BIOLA JOT	6.3							
BKW	4.00 AM				s 12.28 AM	s 12.40 PM	s 12.20 PM	s 6.35 AM	s 5.50 AM	205.5	3.7	FRESNO YARD	3.7	4.23	7.23	4.08	4.13	5.45		7.14
OTYP											3.7	TO-R FRESNO	0.0	4.15 AM	7.15 AM	4.00 PM	4.05 PM	5.30 AM		7.00 PM
	Arrive Daily	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Monday Only		(112.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(4.45) 24.05	(3.15) 17.72			(3.02) 37.12	(2.10) 51.97	(2.38) 42.75	(3.49) 29.50	(3.39) 30.84				(2.30) 45.04	(2.27) 45.97	(2.08) 52.77	(2.50) 39.74		(3.50) 29.37	(3.05) 18.68	(3.55) 28.75

Nos. 58 and 50 reduce speed to 40 M. P. H. at Delhi and Atwater to dispatch papers.  
 No. 59 will not stop at station at Lathrop but will use east leg of wye to Lathrop subdivision.  
 No. 60 reduce speed to 5 M. P. H. at Chowchilla to receive mail.

ADDITIONAL STATIONS

P Cognac	M. P. 100.6
Covell	M. P. 108.1
Alcant.	M. P. 129.3 (Spur)
Arena	M. P. 138.9
Creegan	M. P. 151.9
Labranza	M. P. 163.3 (Spur)
Sierra Vista	M. P. 165.8 (Spur)
Borden	M. P. 186.7
Tharsa	M. P. 193.5

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
54	Manteca, Ripon, Salida, Ceres, Livingston, Atwater, Chowchilla	Receive	Bakersfield	Lathrop
60	Any station	Discharge		Stookton
55	Chowchilla, Atwater, Livingston and Manteca	Receive and Discharge	Lathrop	Bakersfield

EASTWARD		Merced Subdivision		WESTWARD	
Capacity of sidings in car lengths	THIRD CLASS	Distance from San Francisco Via Niles	Time Table No. 231 September 29, 1940		Distance from Merced
	454 Freight		Oakdale Branch		
	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday
Yard BKWOTY P	4.00 AM	90.9	TO-R	STOCKTON W. P. Crossing C. C. T. Co. Crossing 5.1	72.0
Spur		96.0		ORFORD 1.7	66.9
Spur		97.7		SIBLEY 0.6	65.2
Spur		98.3		WALTHALL 2.3	64.6
Spur		100.6		HOLDEN 3.2	62.3
29 WYP	4.30	103.8		PETERS 4.4	59.1
P	4.45	108.2		FARMINGTON 3.3	6.00
Spur		111.5		GOTRI 2.6	5.47
23	4.50	114.1		COMETA 2.6	5.32
P	5.00	116.7		VALLEY HOME 3.9	5.25
Spur		120.6		ADELA 1.8	
52 Yard WP	5.30 AM	122.4	TO-R	OAKDALE A. T. & S. F. Crossing 3.9	40.5
50		126.3		OLARIBEL 6.1	5.00 PM
P		132.4	TO	WATERFORD 1.6	
P		134.0		HICKMAN 5.8	
40 P		139.8		MONTPELLIER 6.2	
20 P		146.0		EYEB 1.5	
Spur P		147.5		BASEL 1.3	
P		148.8		ARUNDEL 3.7	
26 P		152.5		AMSTERDAM 4.7	
		157.2		NAIRN 1.0	
P		158.2		FERRIN 1.7	
Spur		159.9		BATTURS 1.2	
I		161.1		A. T. & S. F. Crossing 1.8	
BKWOTP Yard		162.9	TO-R	MERCED	0.0
	Arrive Daily Ex. Sunday			(72.0)	Leave Daily Ex. Sunday
	(1.30) 21.00		..... Time over District.....		(1.30) 21.00
			..... Average Speed per Hour.....		

EASTWARD		Merced Subdivision		WESTWARD	
Capacity of sidings in car lengths	Distance from San Francisco Via Antioch	Time Table No. 231 September 29, 1940		Distance from Raymond	
		Raymond Branch			
		STATIONS			
WT P	176.5	R	BERENDA 3.3	20.9	
I	179.8	TO	KISMET TOWER A. T. & S. F. Crossing 4.0	17.6	
	183.8		TALBOT 4.1	13.6	
	187.9		DAULTON 2.9	9.5	
Spur	190.8		JESBEL 4.2	6.6	
	195.0		HERBERT 1.2	2.4	
	196.2		KNOWLES JOT. 1.2	1.2	
Yard WTP	197.4		RAYMOND	0.0	
			(20.9)		

EASTWARD		Merced Subdivision		WESTWARD	
Capacity of sidings in car lengths	Distance from San Francisco Via Antioch	Time Table No. 231 September 29, 1940		Distance from Dairyland	
		Chowchilla Branch			
		STATIONS			
43 WP	168.2	TO	OHOWOHILLA 4.4	10.1	
	172.6		ASH 1.5	5.7	
Spur	174.1		OVEJA 1.2	4.2	
	175.3		TILLMAN 1.9	3.0	
Spur	177.2		PLAINS 1.1	1.1	
	178.3		DAIRYLAND	0.0	
			(10.1)		

### DIVISION MILEAGE

#### MAIN LINES

Oakland Pier to West Oakland.....	C. P. Ry.....	1.01
West Oakland to Washington, via Martinez.....	S. P. R. R.....	86.20
Davis to end Western Division.....	S. P. R. R.....	1.32
Martinez to Tracy.....	S. P. R. R.....	47.62
Tracy to Biola Junction.....	C. P. Ry.....	116.89
Oakland Pier to Tracy, via Niles.....	C. P. Ry.....	67.45
Lathrop to Polk.....	C. P. Ry.....	50.30
Elmhurst to Santa Clara.....	S. P. C. Ry.....	30.26
End Coast Division to Niles Junction.....	C. P. Ry.....	14.85
Niles to San Jose.....	C. P. Ry.....	16.08
Tracy to Fresno.....	S. P. R. R.....	124.18
Kerman to Biola Junction.....	S. P. R. R.....	5.84
	(F. T. Co.....)	8.69
<b>Total Main Lines.....</b>		<b>570.60</b>

#### BRANCHES

Alvarado.....	C. P. Ry.....	Halvern to Alvarado.....	2.63
Capay.....	S. P. R. R.....	Elmira to Capay.....	33.17
Chowchilla.....	V. E. R. R.....	Chowchilla to Dairyland.....	10.23
Ione.....	S. P. R. R.....	Galt to Ione.....	26.91
Kerman.....	S. P. R. R.....	Kerman to Caruthers.....	18.43
Knowles.....	S. P. R. R.....	Knowles Jet. to Knowles.....	2.40
	(C. P. Ry.....)	Lodi to Lodi.....	.01
Lodi.....	(S. P. R. R.....)	Lodi to Woodbridge.....	2.58
	(S. P. R. R.....)	Lodi to Valley Spring.....	26.67
	(S. P. Co.....)	Valley Spring to Kentucky House.....	12.65
Madera Spur.....	S. P. R. R.....	Madera to end of Madera Spur.....	3.89
Napa.....	S. P. R. R.....	Suisun-Fairfield to Calistoga.....	47.34
Vallejo.....	S. P. R. R.....	Napa Jet. to South Vallejo.....	7.14
Oakdale.....	S. P. R. R.....	Stockton to Merced.....	72.12
Raymond.....	S. P. R. R.....	Berenda to Raymond.....	21.10
Richmond Spur.....	S. P. R. R.....	San Pablo to Richmond Transfer.....	2.03
Riverdale.....	S. P. R. R.....	Ingle Easterly.....	.25
San Ramon.....	S. P. R. R.....	Avon to Radum.....	29.85
Schellville.....	S. P. R. R.....	Napa Jet. to Schellville.....	11.30
Stonehurst.....	C. P. Ry.....	Elmhurst to Stonehurst.....	.75
Union.....	S. P. R. R.....	Union to West Napa.....	2.3
<b>Total Branches.....</b>			<b>333.75</b>
<b>Total Western Division.....</b>			<b>904.44</b>



# SPECIAL INSTRUCTIONS



**RULE 2. Watch Inspectors:**  
 S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.  
 Oakland.....E. W. Becker, 3357 E. 14th St.  
 Oakland.....H. Bullard, 1194 Seventh Street  
 Oakland.....E. S. Griffin, 214 Easton Bldg.  
 Oakland.....Don J. Allphin, 5836 Foothill Blvd.  
 Alameda.....A. O. Gott  
 Berkeley.....W. R. Burke, 2199 Shattuck Avenue  
 Berkeley.....Ernest L. Dorrett, 1823 Solano Avenue  
 Richmond.....O. A. Poulsen, 822 McDonald Ave.  
 Crockett.....Geo. Doty  
 Stockton.....C. Mantele, 129 N. Sutter St.  
 Lodi.....Jack Labes  
 Walnut Creek.....A. C. Griffin  
 Benicia.....Curt S. Appe  
 Suisun-Fairfield.....Chas. J. Wiener  
 Vallejo.....G. E. Bangle Co.  
 Calistoga.....Albert Mercer  
 Winters.....C. E. Wyatt  
 Sacramento.....H. T. Harger, 1026 K St.  
 Roseville.....D. B. Farnsworth  
 Martinez.....John G. Beard  
 Pittsburg.....H. A. Minasian  
 Tracy.....R. Von Dack & Son  
 Livermore.....C. Harlie Power  
 San Jose.....Kochers, 169 So. First St.  
 San Jose.....W. H. Turick, 275 So. First St.  
 Newman.....Ernest Beall  
 Los Banos.....John B. Machado  
 Fresno.....Bert Fuller, 2016 Fulton St.  
 Fresno.....A. L. Colvin, 1211 Fulton St.  
 Madera.....Robert J. Wellman  
 Merced.....R. C. Haun  
 Modesto.....W. P. Shoemaker  
 Turlock.....D. F. Hall

**RULE 4. Designated Holidays:**  
 New Year's Day, January 1st.  
 Washington's Birthday, February 22nd.  
 Decoration Day, May 30th.  
 Independence Day, July 4th.  
 Labor Day, first Monday in September.  
 Thanksgiving Day, last Thursday in November.  
 Christmas Day, December 25th.

**RULE 10 (J).** Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered streamlined trains "CITY OF SAN FRANCISCO" and to trains Nos. 51, 52, 53 and 54 between M. P. 43.5 and Tracy and between Lathrop and Fresno when handled by P-10 class or lighter engines which have been cross counter-balanced for speeds of 75 M.P.H. or over. Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

**RULE 14 (d).** As specified below, four long and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99:

- 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:

- 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 Jct. 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.
- 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.  
 Enginemen on westward trains sound whistle signal 14(l) just before entering Tunnel east of Selby.

**RULES 17 and 17 (C).** Headlights of engines standing at the end of wharf at Oakland Pier must be extinguished when steamers are entering slip. Headlights of eastward trains must be extinguished while standing at Oakland Pier and must be dimmed until Oakland Pier tower has been passed.

**RULES 17 and 19.** Night signals will be displayed through tunnels.  
**RULE S-17.** In limits of Centralized Traffic Control System this rule will not apply to movement on controlled sidings.

**RULE 21 (C).** Passenger engines to handle trains from Oakland Pier may display indicators before leaving West Oakland.

Indicators of engines on trains arriving Oakland Pier may be displayed until engine reaches roundhouse at West Oakland, where same must be removed immediately on arrival at delivery track.

**RULE 28.** In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

**RULE 30.** 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.

**RULE 72.** Trains and 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.

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

Trains may move between Brighton and Polk irrespective of timetable superiority when signal indication permits them to proceed.

Trains and engines may move between Calwa Tower and Clinton Avenue Fresno Yard with the current of traffic irrespective of timetable superiority, but must avoid delaying passenger trains.

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

**RULE 83.** A positive observation check may be made by westward trains on double track between Fresno and Fresno Yard, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

Westward trains receiving proceed indication through West Zone, or permission from Signal Operator to pass Signal SA813 if displaying "STOP", will move from Lathrop to Tracy irrespective of timetable superiority. Eastward trains on receiving proceed indication through East Zone, or, if in siding, at Signal 828, or permission from Signal Operator to pass that signal if displaying "STOP" will move from Lathrop to Tower No. 4, Stockton, irrespective of timetable superiority.

Regular trains from Merced Subdivision will assume the corresponding number and schedule on Lathrop Subdivision.

**RULES 83 and 83 (A).** Westward trains, except first class, passing Sacramento will not comply with Rules 83 and 83 (A) at Sacramento. A proceed signal from switch tender at Front Street, Sacramento, green flag by day or green light by night, and in addition proceed indication displayed in Signal SA 887, will be authority to move irrespective of timetable superiority from Sacramento to Davis train order office.

**RULE 83 (A).** At the following stations, only trains originating and terminating will register:

Modesto	Sacramento 12th St.	Los Banos	Pittsburg
Turlock	Newark	Ingle	Suisun-Fairfield
Oakdale	Port Costa	Kerman	West Oakland
Davis	Avon	Livermore	

At Sacramento: First-class trains and passenger extras register at Passenger Station.

At Martinez: Westward trains and trains originating and terminating. Extra trains will register at Stockton, Lathrop, Merced, Napa Junction, Niles Tower and Niles.

Rules 83 (A) and 83 (D) will not apply to Merced Subdivision trains originating or terminating at Lathrop when using east leg of wye.

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

- Elmhurst.....Regular Trains
- Niles.....Nos. 231 and 232
- Niles Tower.....All Trains
- Redwood Junction.....All Trains
- Newark.....Nos. 407 and 406
- Santa Clara.....All trains at Santa Clara Tower
- Martinez.....Westward Trains
- Stockton.....Second class and extra trains except those originating and terminating

**RULE 83 (B).—Continued.**  
 Lathrop.....All trains on Lathrop Subdivision.  
 Merced subdivision trains originating or terminating at Lathrop using west leg of wye.  
 Merced, All trains except those originating and terminating.  
 Davis.....Nos. 17, 23 and 24.

**RULE 83 (D).** Western Division trains via Agnew receiving clearance at San Jose Passenger Station applying to Western Division will not comply with Rule 83 (D) at Santa Clara Tower.

Western Division trains, via Sacramento or Brighton (except first-class), originating at Roseville, will obtain separate Sacramento and Western Division clearances and receive their train orders applying to Western Division at Roseville, and will not comply with Rule 83 (D) at Sacramento. Trains originating Sacramento will obtain clearance at Sacramento General Telegraph office located on second floor of Sacramento Passenger Station.

Westward trains from Merced Subdivision receiving proceed indication on signal SA815 at Lathrop will not obtain clearance.

**RULE 83 (E).** A train, when authorized by train order, may check the register against an extra train, and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals".

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

**RULE 84.** Proceed signal 12 (c) must be used to start trains from Oakland Pier except Streamliner "CITY OF SAN FRANCISCO" and the "FORTY-NINER" when communicating signal may be used.

**RULE 93.** Yard limits are established at the following stations:

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

**Oakland Yard:** Between Oakland Pier and yard limit sign east of 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 Interurban 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.

**Suisun-Fairfield Yard:** Between yard limit boards at MP 45.15 west of Suisun-Fairfield station and MP 51.3 east of Tolenas and MP 45.75 east of Thomasson.

**Davis Yard:** Between yard limit boards at MP 74.20 west of Standard Oil switch, MP 77.37 east of Chiles and MP 76.94 on Woodland line.

**Tracy Yard:** Between yard limit boards at MP 80.70 on Martinez Subdivision, MP 69.21 on Niles Subdivision, MP 74.37 on Lathrop Subdivision and MP 85.64 on Los Banos Subdivision.

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 Yard:** Limits are defined by yard limit signs at the following points:

- Kerman Line.....Mile Post 206.32.
- Merced Line.....Mile Post 199.08.
- Bakersfield Line.....Mile Post 210.81.
- Exeter Main Track.....Mile Post 208.15.
- Clovis Branch.....Mile Post 209.6.

Westward trains or engines must receive proceed signal from yardman at Kern Street; and Eastward trains or engines must receive proceed signal from yardman at Merced Street.

Trains arriving and departing via Los Banos line at Fresno will receive proceed signal from herder at Divisadero Street, green flag by day and green light by night.

Trains or engines will not move against current of traffic on double track between Divisadero Street and Clinton Avenue and between Cherry Avenue and Calwa Tower, Fresno, except on authority of Yardmaster. When making movements against current of traffic, trains or engines must be preceded by flagman over railway and street crossings at grade where wigwags are installed, protecting these crossings during movements.

**RULE 95.** Train Orders issued under Form F reading to or from Santa Clara will apply over the Coast Division into and out of San Jose.



**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 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED:**

Napa Valley Railway, 1900 feet east of Napa Junction on Schellville line, STOP.  
Napa Valley Railway, 3600 feet east of Napa Junction on Napa line, STOP.  
Sacramento Northern Railway, 4000 feet east of Hookston on Avon-Radum line, STOP.  
A. T. & S. F. R. R. at Oakdale, STOP.  
Central California Traction Co. at Roma, STOP.  
Central California Traction Co. at Vanstow, STOP.  
Western Pacific Railway, between Elmhurst and Stonehurst, STOP.  
Western Pacific Railway at 42nd Ave., Oakland, STOP and FLAG.  
Key Route crossing Santa Fe lead east of Santa Fe Interchange, Oakland, STOP.  
Surrey Drill crossing, Santa Fe lead east of Santa Fe Interchange, Oakland: Passenger trains of Santa Fe must approach crossing under control and not exceed 10 miles per hour over crossing, and if visibility is impaired or if trains are on or approaching crossing on drill track, must STOP and not proceed until it is safe to do so.

All trains, motors, or engines except passenger trains of either railroad STOP and FLAG.

Yard engines must be protected before crossing Western Pacific Ry. on Stonehurst line and at Third and Fallon Streets; East Bay Transit Co. at Ward Street on Shattuck Avenue line; Interurban Electric lines at Parker Street on Ninth Street line and Pacific Avenue, Alameda on Encinal line.

**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 River 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. Enginemen will sound whistle signal 14 (j) when wish bridge to be closed for movement.

**RULE 103 (A).** In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Track circuits to crossing protective devices on Track No. 1 at Lucas Avenue and Clinton Avenue, Richmond, are arranged to give protection only on westward movements. Eastward movements on Track No. 1 must be protected by flag over these crossings.

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.

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.

Stockton Yard: When making movements eastward on Scott's Avenue, before crossing El Dorado Street, following will govern:

With engine ahead pulling cars, stop and proceed.

With cars being shoved, stop and proceed with yardman flagging movement over El Dorado Street.

No train, engine, motor or car shall be operated over any crossing where special signs appear, reading:

**STOP—FLAG HIGHWAY TRAFFIC, or  
CAUTION—FLAG HIGHWAY TRAFFIC**

unless same be first brought to a stop or caution observed (as indicated by sign) and traffic on crossing protected by member of train crew or other competent employe acting as flagman.

**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.

Operator at Niles when on duty from 4:00 p. m. to 12:00 mn. daily except Sundays and holidays, and 4:30 p. m. to 9:30 p. m. Sundays and holidays, will handle junction switch located 550 feet west of station building and cross-over switch located 250 feet west of station building for trains to enter or leave the Niles-San Jose main track. Whistle signal for this route, one long, two short and one long.

Westward trains using cross-over located 250 feet west of station building will be governed by indication of Signal 287. Eastward trains using cross-over will receive a green flag by day and a green light by night.

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 Union line.

Suisun-Fairfield..... Napa line, for siding.

Elmira..... Capay line, for east leg of wye.

Tracy..... West end, for Martinez line.

East end, for Lathrop 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..... Caruthers line, for main track Los Banos Subdivision.

Biola Junction..... 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.

Fresno Yard..... Clinton Ave. (End of double track). For Eastward track. This is an oil buffer spring switch.

Fresno..... Los Banos line, for Eastward track. This is an oil buffer spring switch.

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.

Moccoco..... (End of double track)—For westward track. This is an oil buffer spring switch.

**RULE 104 (A).** Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

**RULE 105. LATHROP:**

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 and to be used by westward trains.

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 to be used by eastward trains. Speed must not exceed 20 miles per hour 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 and to be used by trains from and to Merced Subdivision.

MODESTO: Siding No. 1 enters main track 1740 feet east of MP 110 and leaves main track 1800 feet east of MP 111 and is to be used by eastward trains.

Siding No. 2 enters main track 2000 feet east of MP 111 and leaves main track 2243 feet east of MP 112.

Siding No. 3 enters main track 3432 feet east of MP 113 and leaves main track 2112 feet east of MP 112 and is to be used by westward trains.

ELIOT: Eastward siding is first siding north of main track and to be used by eastward trains. Westward siding is second siding north of main track and to be used by westward trains.

LIVERMORE: Eastward siding is opposite station extending 4600 feet westward and is to be used by eastward trains. Westward siding is 2000 feet east of station extending 4000 feet eastward and is to be used by westward trains.

PORT CHICAGO: Eastward siding is the first track on bay side of main track and to be used by eastward trains. Westward siding is the first track on station side and to be used by westward trains.

SUISUN-FAIRFIELD: Eastward siding is first track east of eastward main track and enters eastward main track 2280 feet east of MP 47 and is to be used by eastward trains. The westward siding is first track west of westward main track and enters westward main track 3000 feet west of MP 50 and is to be used by westward trains, and such trains will enter this siding at crossover about opposite freight house.

DAVIS: Eastward siding is first track south of eastward main track and enters eastward main track 1200 feet east of Davis Tower and is to be used by eastward trains. Westward siding is first track north of westward main track and enters westward main track 1960 feet west of MP 77 and is to be used by westward trains.

**RULE 107.** More than one train should not occupy tracks between Franklin and Washington Streets, Oakland, at the same time. If necessary for two trains to occupy this territory, one train only should be moving. Passenger trains to have preference.

Electric trains have preference over main line trains at Fruitvale.

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.

**RULE 206 (A).** Merced Subdivision trains (from Stockton) originating on east leg of wye at Lathrop, may be authorized by train order at Stockton, and a clearance will not be necessary at Lathrop.

Lathrop Subdivision trains (from Merced Subdivision) originating on east leg of wye at Lathrop need not obtain clearance at Lathrop.

**RULE 221.** Light will not be displayed in train-order signals on Capay, Napa, San Ramon, Oakdale, 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, Niles and Kismet Tower.

Trains using west leg of wye to Merced Subdivision must obtain clearance before leaving Lathrop.

When train orders are to be delivered to westward trains at Lathrop STOP indication will be displayed in Signal SA813. When train orders are to be delivered to eastward trains on Lathrop Subdivision at Lathrop, STOP indication will be displayed in Signal SA828. Trainmen and enginemen must be in position to receive train orders passing these signals.

**AUTOMATIC BLOCK SYSTEM**

**RULE 509.** A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

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

**FRESNO**

West switch and derail of running track, Fresno Yard near Biola Jet., the Biola main track junction switch and derail, and switch No. 2 track west of Ashland Ave. are hand operated by using the switch levers on side of electric switch machines.

Signals governing movements from Biola Branch and from the west end of No. 1 track will indicate stop until derails and switches have been properly lined for route desired, when signals will indicate proceed.

**TRACY**

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 with green flag or green light by switchtender.

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

Westward movements from Lathrop Subdivision 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 Subdivision 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 switch tender at Puzzle switch and be governed by his instructions.



SPECIAL INSTRUCTIONS

ELMHURST

Signals are numbered as automatic signals and are under control of switch-tender. When "Stop" is displayed, trains must stop and not proceed until "Proceed" is indicated or proceed signal is given with yellow flag or yellow light by switch-tender.

Following block signals equipped with a triangular number plate have included in their control limits a special protective device. When these signals indicate "STOP" careful inspection must be made of track or structures, as indicated below, and it must be known that it is safe for passage of trains before proceeding:

NILES SUBDIVISION

No.	Protection afforded
423	Oil buffer spring switch, Shinn
526	Rock slide fence, MP 52.6
543	Rock slide fence, MP 54.3

MARTINEZ SUBDIVISION

No.	Protection afforded
374	Oil buffer spring switch, Napa Jct.
P356, 358 and 359	Oil buffer spring switch, Mococo. If signals P356, 358 or 359 indicate "Stop" careful examination of switch must be made, and hand throw the switch from normal to reverse and back to normal before passing over it. If signal P358 governing trailing movement through spring switch continues to indicate "STOP" switch must be treated as a hand throw switch, and movement governed by Rule 509.

**RULE 509 (e).** That portion reading: "And the intervening track is seen to be clear," is interpreted as referring to the track being clear of engines and/or cars.

**RULE 512 (A).** Where switch indicators and dwarf signals are used, movements to main track will be governed as follows:

If indicator indicates block clear, switches may be lined. When first switch or derail is lined, signal will indicate Stop. When second switch or derail is lined, signal will indicate Proceed if block is clear. When signal indicates Stop after proper line-up has been made, a train must not move to main track except as provided by Rules 509 and 99.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches. Sand must not be used at location rail lubricators.

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

M.P.H.		M.P.H.	
San Joaquin River Drawbridge:		Napa Jct. . . . .	Trailing eastward 8
West End. . . . .	Trailing eastward 25		Facing westward 30
	Facing westward 35	Mococo. . . . .	Trailing eastward 35
East End. . . . .	Trailing westward 35		Facing westward 35
	Facing eastward 25	Martinez. . . . .	Trailing westward 35
Lathrop. . . . .	Trailing eastward from siding 20	Redw'd Jct. . . . .	Trailing eastward 25
	Facing westward 35		Facing westward 35
Shinn. . . . .	Trailing eastward 8		
	Facing westward 35		
Fresno, Clinton Ave., end double track:		Fresno, Junction Los Bancos line:	
	Trailing westward 35		Trailing eastward 15
	Facing eastward 25		Facing westward 10

**RULE 516.** Overlap posts are located at:  
 Port Chicago. . . . . Eastward trains.  
 Nichols (150 feet east of west switch). . . . . Eastward trains.  
 Wayne (Highway Crossing). . . . . Eastward trains.  
 Hayward (2500 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 east of west switch). . . . . Eastward trains.  
 Floyd (1500 feet east of west switch). . . . . Eastward trains.

**RULE 825.** Marker posts have been installed and cars must not be left within 250 feet of either side of crossing of Highway No. 180 at Floyd.

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 Oakland yard limits 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 204. 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.

Telephones connected to 16th Street and West Oakland Towers are located on Lattice Pole 1733, 250 feet east of Bridge 200 and on signal case 30 feet west of junction of Tracks 1 and 2, to be used when necessary to obtain permission to pass signals as per Rule 663 (b).

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.

LIMITS OF WEST OAKLAND TOWER—First and Cedar Streets, Oakland

On First Street main tracks extend from signal bridge 110 to signal bridge 112.

On Oakland Pier-Sacramento line extend from light signal on trolley pole 3183 500 feet west of West Oakland Freight Lead crossing to westward signals 300 feet east of signal bridge 200.

On West Oakland Freight Lead extend from westward signals 300 feet east of signal bridge 200 to signal bridge 112 on First Street line and to three-arm signal 500 feet west of First Street crossing leaving West Oakland Yard.

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 tracks 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 if no signal operator on duty.

Signal operator on duty at Radum Tower 9:00 a. m. to 12:00 noon, and 1:00 p. m. to 10:00 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 two-light signal fifteen feet east of the east junction wye switch at east end of Niles yard 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 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.

On eastward track from two-light signal 600 feet east of Martinez passenger station to westward dwarf signals 938 feet east of Martinez passenger station on both Bridge and Tracy lines.

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. Signal operator on duty 6:55 a.m. to 10:55 p.m. Between 10:55 p.m. and 6:55 a.m. signals will be placed and derails lined for movements on Southern Pacific tracks.

SAN JOAQUIN RIVER DRAW BRIDGE TOWER—San Joaquin River Bridge between Banta 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.

LIMITS OF LATHROP STATION INTERLOCKING PLANT EXTEND AS FOLLOWS: EAST ZONE

From Signal SA818 on bracket pole 575 feet west of west switch of crossover to Signal SA821, 65 feet east of east switch of crossover.



WEST ZONE

From Signal SA814, 360 feet west of junction switch to signals SA813 and SA815, 340 feet east of junction switch.

SOUTH ZONE

From Signals SA934 and SA936, 225 feet west of junction switch to Signal SA937, 65 feet east of junction switch.

Permission to pass signal 828 from east siding when at stop will be procured from signal operator.

Telephones connecting with signal office located at home interlocking signals governing entrance to each zone and at east switch of eastward siding.

Speed of 25 miles per hour must not be exceeded through switches of East Zone and 10 miles per hour through switches of West Zone.

FRENCH CAMP TOWER—Tidewater Southern R. R. Crossing 1.8 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 10:00 p.m. and 11:00 p.m. to 3:00 a.m. daily except Sundays and Holidays. 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 not on duty.

During hours when Signal Operator is on duty, switch leading to Union Stockyards track will be electrically locked and controlled by Signal Operator.

Trains entering this track must restore switch and derail and lock same. Before leaving this track, permission must be obtained from Signal Operator and will be given in accordance with Rule 628. It may be called for by use of Whistle Signal, three long and one short.

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.
- Gauges 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 1.8 miles east of Modesto

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

Signal Operator on duty 9:00 a.m. to 12 noon and 1:00 p.m. to 6:00 p.m. daily except Sundays and Holidays; during other hours 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 the 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.

Signal Operator on duty from 9:00 a. m. to 12 noon and 1.00 p. m. to 6:00 p. m.

During hours when Signal Operator not on duty, signals will be placed at proceed and derails lined for A. T. & S. F. R. R. and will be necessary to call Signal Operator, who resides in Merced, to operate the plant. Trainmen to confer with Train Dispatcher who will make necessary arrangements.

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.

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.

AIR BRAKE RULE 2. 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 24. Rear end test on freight trains must be made immediately prior to departure from:

- Altamont.....Trains that stop.
- Toyon.....All trains.
- Napa Junction.....Trains via Cordelia.
- Cordelia.....Eastward trains that stop.
- Creston.....Trains that stop.

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 4. 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.

AIR BRAKE RULE 33. 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.

Retainers must be used between Mile Posts 195 and 190 on Raymond Branch as follows: One retainer for each 100 Ms handled in train. The required number of retainers must be turned up on head end of train.

When necessary retainers will be used between Altamont and Midway, Altamont and Ulmar, Creston and Cordelia, Creston and Napa Junction. Nothing less than ten retainers will be used.

AIR BRAKE RULE 39. Running test on passenger trains must be made:

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

Also equipment being handled between Oakland Pier and West Oakland.

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

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

Eastward passenger trains via Benicia Jet. that do not stop at Martinez will make running test immediately after passing west switch at Ozol.

Westward passenger trains will make running test approaching Signal 357 east of steel viaduct.

MISCELLANEOUS

1. In all cases where it is necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines of trains of more than 30 cars must be cut off before spotting at column.

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

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.

2. 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.

4. Pushing trains out of yards:

- (a) No locomotive will be placed behind a wooden underframe caboose or other wooden frame equipment.
- (b) Locomotives weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through the pusher engine except when pushing trains between Port Costa and Benicia Jet. in either direction air must be coupled through pusher engine. Stop must be made when rear end of train is clear of lift span of bridge and helper cut off.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

4(a). In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Locomotives weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

5. 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.

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

Cars must not be left on straight leg of wye at Lathrop so as to block the tool house or crossover.

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.

7. Capacity of sidings between clearance points is based on an average car length of 47 feet not including engines and cabooses.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakemen will open steam valve on rear of train at station one mile board and enginemen will shut off the steam one-half mile from station.

10. Engines must not enter west end of No. 4 track at Kaiser Paving Company, Radum, and must not enter east end of this track more than five car lengths from east switch, and will hold on to enough cars when doing work on this track to prevent engine going beyond this point.

Crews working in this yard will look out for gravel and second-hand sacks piled in between tracks.

Halvern-Alvarado line cannot be used beyond point 2500 feet from switch of Sugar Plant on Alvarado end and 500 feet from switch of siding on Halvern end.

Engines heavier than those shown herein will not be permitted to operate on following lines or tracks:

Schellville Branch.....	MK 4
Vallejo Branch.....	M 9
Napa Branch, Napa Jct. to Union.....	C
Napa Branch, Union to Calistoga.....	M 4
Union Branch.....	M 4
Capay Branch, Winters to Capay.....	M 4
San Ramon Branch, Avon to San Ramon.....	M 4
Ione Branch.....	C
Lodi Branch.....	C
Stockton, Tracks 2 and 3 except to pick up and set out cars.....	C
Oakdale Branch.....	MK 6
Milton Branch.....	E 23
Chowchilla Branch.....	M 4
Raymond Branch, Berenda to Daulton.....	T 40
Raymond Branch, Daulton to Raymond.....	M 4
Tremont, Corral Track.....	C
Alvarado, Alameda Sugar Co. Spur.....	MK 6
Alviso, Cannery Spur.....	C
Agnew, Distillery Spur.....	C
Ravenswood and Dumbarton Spurs.....	C
Lodi, Tracks 5 and 6 and link from track 3 to track 5.....	C
Manteca, Spreckles Sugar Spur.....	C
Livingston, Spur to Shed 101.....	C
Madera, Winery Spur.....	MK 4
Timba and Kearney Spurs.....	M 9
On Builder's Lumber Co. Spur at Los Banos.....	T 28



SPECIAL INSTRUCTIONS

11. MAIN TRACKS

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

- No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth 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. 3—Westward Passenger Trains.
2—Eastward Freight Trains. 4—Eastward Passenger Trains.

- 5—Eastward electric trains Oakland 16th St. to 22nd St. Junction.
Westward electric trains 34th St. Junction to Shellmound.
6—Westward electric trains Oakland 16th St. to 22nd St. Junction.
Eastward electric trains 34th St. Junction to Shellmound.

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

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

15. Trains must not pass switchtenders' stations at 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 Sacramento River Bridge and Seventh Street.

20. Handling of freight cars in trains behind passenger cars carrying passengers prohibited.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

The term "freight car" does not include a baggage, express or mail car, or a caboose.

SPEED RESTRICTIONS
SPEED OF TRAINS REGULATED BY ORDINANCE
THROUGH CITY LIMITS

Table with columns: PAGE, LOCATION, Passenger, Freight, Engine Backing. Lists various locations like Berkeley, Martinez, Dixon, Washington, etc.

The following maximum speed will apply to trains Nos. 51, 52, 53 and 54 when handled by P-10 class or lighter engines which have been cross counter-balanced for speeds of 75 m.p.h. or over:

Table with columns: Page No., BETWEEN, M.P.H. Lists locations like M.P. 43.5 and Tracy, Through City Limits of Pittsburg, etc.

Following engines are cross counter-balanced: All GS-1, 2, 3. MT. 1, 2, 3, 4, 5. P-7, 8, 10, 12. 2461, 2462, 2463, 2465, 2467, 2469, 2471, 2473, 2474, 2475, 2476, 2479, 2480, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 miles per hour except as otherwise provided for.

Maximum speed of any freight or mixed train must not exceed 35 miles per hour except as otherwise provided for.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Main table with columns: Page No., BETWEEN, PASSENGER (Maximum Except Streamliner Diesel Power, Streamliner Diesel Power Unit, With T 1, 2, T 7 to 23, 28, 31, 35, MK 5, 6, 7, 8, 9, M), With SP 1, 2, 3, F 1, 3, 4, 5, 6, AM, AC 4, 5, 6, 8, 9, C 2 to 10, C 18 to 29 incl., With C12, 15, 17, AC 1, 2, 3, TW, FREIGHT (Freight and Mixed Maximum), Engines and Motors Backing, Switch Engines S-SE Type, LIGHT ENGINES RUNNING FORWARD (C 12, 15, 17, MK 2, 4, 10, AC 1, 2, 3, 4, 5, 6, 8, 9, AM 2, TW, T 1, 2, 7 to 23, 28, 31, 35, C 2 to 10 incl., C 18 to 29 incl., MK 5, 6, 7, 8, 9, F 1, 3, 4, 5, 6, SP 1, 2, 3, M, T26, 32, 37, 40, Mt 1, 3, 4, 5, GS, E, P, A).

Streamliner will not exceed speed allowed other passenger trains when operating against the current of traffic or when handled with steam power.



**SPEED RESTRICTIONS—Continued**  
Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Page No.	BETWEEN	PASSENGER			FREIGHT	Engines and Motors Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD				
		Maximum	With T 1, 2, 3, F 1, 3, 4, 5, 6 T 7 to 23, 28, 31, 36 MK 5, 6, 7, 8, 9 M	With SP 1, 2, 3, F 1, 3, 4, 5, 6 AM AC 4, 5, 6, 8, 9 C 2 to 10 C 18 to 29 Incl.	With C 12, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40 TW			Freight and Mixed Maximum	C 12, 15, 17 MK 2, 4, 10 AC 1, 2, 3, 4, 5, 6, 8, 9 AM 2 TW	T 1, 2, 7 to 23, 28, 31, 36 C 2 to 10 incl. C 18 to 29 incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3 M	T26, 32, 37, 40	Mt 1, 3, 4, 5 G S E P A
10	Elmhurst and Santa Clara (except)	50	50	45	40	35	20	20	30	35	40	45
10	Newark Yard	40	40	40	40	20	15	15	25	25	25	25
10	Distillery Spur, Agnew					15	15	15				
10	Niles and San Jose via Milpitas (except)	40	40	40	40	25	20	20	20	20	25	25
10	San Jose Yard	20	20	20	20	20	20	20	20	20	20	20
10	Trains with AC, F-4 and F-5 Engines	20				20						
10	Niles and Newark	50	50	45	40	40	20	20	30	35	40	45
10	Newark and Redwood Junction (except)	50	50	45	40	40	20	20	30	35	40	45
10	Newark Slough Drawbridge	20	20	20	20	20	20	20	20	20	20	20
10	San Francisco Bay Bridge	30	30	30	30	30	20	20	30	30	30	30
10	Dumbarton Salt and Ravenswood Spurs					8	8	8				
11	Tracy and Fresno (except)	55	50	45	40	40	20	20	30	35	40	45
11	Over W. P. Crossing, Lyoth	40	40	40	40	25	20	20	25	25	25	25
11	No. 400					50						
11	Kearney and Timba Spurs					10	10	10				
11	Biola Junction and Kerman (except)	30	30	30	30	30	20	20	30	30	30	30
11	Passenger Trains Handled by Motor	35										
11	Kerman and Caruthers	30	30			30	20	20	30	30	30	30
12, 13	Tracy and Lathrop (except)	60	50	45	40	40	20	20	30	35	40	45
12, 13	San Joaquin River Drawbridge	15	15	15	15	15	15	15	15	15	15	15
12, 13	San Joaquin River Drawbridge GS and AC Engines	10				10						
12, 13	Lathrop and Stockton	55	50	45	40	40	20	20	30	35	40	45
12, 13	Stockton and End of Double Track, M.P. 95	55	50	45	40	35	20	20	30	35	40	45
12, 13	End of Double Track and M.P. 102	65	50	45	40	40	20	20	30	35	40	45
12, 13	M.P. 102 and M.P. 104	50	50	45	40	40	20	20	30	35	40	45
12, 13	M.P. 104 and M.P. 132	65	50	45	40	40	20	20	30	35	40	45
12, 13	M.P. 132 and Brighton	50	50	45	40	40	20	20	30	35	40	45
12, 13	Eastward trains through C. T. C. S. switch at End of double track	25	25	25	25	20	20	20	25	25	25	25
12, 13	Westward trains at End of double track through control switch to Eastward Track	25	25	25	25	25	20	20	25	25	25	25
12, 13	Through Controlled Sidings in C. T. C. S.	25	25	25	25	25	20	20	25	25	25	25
12, 13	Through Controlled Sidings in C.T.C.S. under Caution Indication	12	12	12	12	12	12	12	12	12	12	12
13	Galt and Ione (except)	30				30	20	15		30		30
13	M.P. 125.5 and M.P. 127.1	25				25	15	15		25		25
13	Sutter Creek Bridge between Clarksons and Dagon	15				15	15	15		15		15
13	Lodi and Woodbridge	10				10	10	10		10		10
13	Lodi and M.P. 121.4	25				25	15	15	25	25	25	25
13	M.P. 121.4 and M.P. 132.3	20				20	15	15	20	20	20	20
13	M.P. 132.3 and M.P. 139.7	15				15	15	15	15	15	15	15
13	M.P. 139.7 and Kentucky House	20				20	15	15	20	20	20	20
14	West leg wye leading to Fresno main track Lathrop to and over W. P. Crossing	30	30	30	30	20	20	20	20	20	20	20
14	East leg outer wye Lathrop	15	15	15	15	15	15	15	15	15	15	15
14	W. P. Crossing and Biola Jct. (except)	65	50	45	40	40	20	20	30	35	40	45
14	W. P. Crossing and M.P. 113.6, M.P. 134.9 and 160.7 and M.P. 194.7 and Biola Jct.	60	50	45	40	40	20	20	30	35	40	45
14	Over Highway Crossing east of Manteca Sta. Spreckles Sugar Spur, Manteca	45	45	45	40	30	20	20	30	30	30	30
14	Over Street Crossing at the Livingston Stat'n Sugar Pine Spur, Madera	45	45	45	40	30	20	20	30	30	30	30
14	Winery Spur, Madera					10	10	10		10		10
14	Biola Junction and Fresno (except)	60	50	45	40	35	20	20	30	35	40	45
14	Eastward trains end of double track M.P. 201.9	25	25	25	25	25	20	20	25	25	25	25
14	Westward trains end of double track M.P. 201.9	35	35	35	35	35	20	20	30	35	35	35
15	Stockton and Merced (except)	30	30	30	30	30	20	15	30	30	30	30
15	Peters, between Switches	10	10	10	10	10	10	10	10	10	10	10
15	Berenda and Daulton	20				20	15	15		20		20
15	Daulton and Raymond	15				15	15	15		15		15
15	Knowles and Knowles Junction	15				15	15	15		15		15
15	Chowchilla and M.P. 170.67	25				25	20	25		25		25
15	M.P. 170.67 and Dairyland	10				10	10	10		10		10

**SPEED RESTRICTIONS (Continued)**

Following engines have been cross counterbalanced for speed of 55 miles per hour when handling passenger trains:  
F-1, 3, 4 and 5. 3625, 3627, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.

AC-4, 5. 4101, 4102, 4104, 4105, 4107, 4110, 4111, 4113, 4114, 4115, 4116, 4117, 4119, 4120, 4121, 4123, 4124, 4125.

All AC-7, 8.

Engines of "GS" and "AC" Types must not exceed speed of 25 M.P.H. over following structures:

- Bridge 18.16—San Lorenzo Creek—East of Lorenzo.
- Bridge 31.56—Alameda Creek—West of Farwell.
- Bridge 36.87—Sunol Creek—East of Sunol.
- Bridge 76.57—Paradise Cut—Between Banta and San Joaquin Bridge.
- Bridge 104.38—Mokelumne River—East of Lodi.
- Bridge 119.14—Consumnes River—West of McConnell.
- Bridge 104.27—Stanislaus River—East of Ripon.
- Bridge 113.84—Tuolumne River—East of Modesto.
- Bridge 134.84—Merced River—Between Delhi and Livingston.
- Bridge 194.52—San Joaquin River—West of Herndon.

The maximum speed for M-21 class engines restricted to 40 M.P.H. on main lines and not to be used on branch lines.

Trains and engines must not exceed 10 M.P.H. through Crossovers, Turnouts and Sidings, except Controlled Sidings in C.T.C.S.

Speed of 15 M.P.H. must not be exceeded when moving through double throw movable point crossover switches within the limits of Oakland Pier interlocking tower.

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated.

Tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, maximum speed 50 M.P.H.

Engines operated coupled tender to tender must not exceed speed permitted engines running backward.

Disabled engines (except Switch engines Type S and SE) hauled in trains or running under own steam:

	M.P.H.
With all rods on, hauled in trains	30
When main rod only is removed	30
When side rod only is removed	30
When both main and side rods are removed	20
When all weight removed from any one pair drivers	20
When all weight removed from only one wheel any pair drivers	30
When engine truck is removed	20
SP 1, 2 and 3 engines when inside main rod removed	30
S and SE engines under all conditions	20

(Unless otherwise further restricted by time table, slow board, or train order)

Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:

On tangent main tracks	35
except SPMW 4044	25
On tangent branch tracks	25

On all curves—5 M.P.H. less than speed authorized. Where slow boards in place 5 M.P.H. less than shown on slow boards, except when speed indicated is 15 M.P.H. or less be governed by slow boards.

Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):

On tangent main tracks	20
On curves and on branch tracks	15

Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):

On tangent main tracks	25
On curves and on branch tracks	15

Trains handling steel pile-drivers may make maximum freight train speed.

Trains handling relief outfit with steam derrick:

On tangent main tracks	35
On tangent branch tracks	25

On all curves—5 M.P.H. less than speed authorized. Where slow boards in place 5 M.P.H. less than shown on slow boards, except where speed indicated is 15 M.P.H. or less be governed by slow boards.



SPECIAL INSTRUCTIONS

When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to main track, or off track adjacent to main tracks, boom or other parts of machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

Trains shoving or backing passenger equipment must not exceed 15 M.P.H.

Motor cars running backward must not exceed 10 M.P.H. through yards and over highway crossings.

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

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger carrying cars, maximum speed must not exceed 50 M.P.H. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

SPEED TABLE

Table with 10 columns: SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS. Rows include speeds from 6 to 24 mph.

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.

Table with 3 columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations from Oakland Pier to Sacramento River Bridge with descriptions of overhead and side structures.

OAKLAND PIER—TRACY VIA NILES

Table listing locations from Oakland Pier to Livermore with descriptions of tracks and structures.

ELMHURST—SANTA CLARA

Table listing locations Agnew and Alviso with descriptions of tracks.

AVON—RADUM

Table listing locations from Concord to San Ramon with descriptions of tracks.

SUISUN-FAIRFIELD AND SOUTH VALLEJO—CALISTOGA

Table listing locations from Thomasson to South Vallejo with descriptions of tracks and structures.

ELMIRA—CAPAY

Table listing locations Winters with descriptions of tracks.

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

Table listing locations from Tracy to Los Banos with descriptions of tracks and structures.

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.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca 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.

HOSPITALS

Table listing GENERAL HOSPITAL, SOUTHERN PACIFIC HOSPITAL, and S. P. EMERGENCY HOSPITAL with their locations.

COMPANY SURGEONS—WESTERN DIVISION

Table with 3 columns: LOCATION, NAME, TITLE. Lists company surgeons across various locations like San Francisco, Oakland, and Fresno.

COMPANY SURGEONS—WESTERN DIVISION—Continued

Table with 3 columns: LOCATION, NAME, TITLE. Continuation of company surgeons list from West Oakland to Firebaugh.

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.







