SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION



SAR HAT BASEL AND ALL SOL



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

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD General Manager. C. F. DONNATIN
Assistant General Manager.

W. B. KIRKLAND
Superintendent of Transportation.

J. C. GOODFELLOW Superintendent.

2			EAST	WARD	77.15		c ald	1 70	1 4 4 7	Martinez	z Subdivi	ision.							0		m. m 11 Nr. 001
_		7.7. 11.7							FIRST C	LASS		1121-0									Time Table No. 231
of sidings lengths	20 Klamath	28 San Francisco Overland	8 Sharta	88 Challenger	226 Passenger	12 Beaver	26 owl	24 Cascade	248 El Dorado	102 Streamliner City of San Francisco	246 Statesman	48 Forty-Niner	14 Pacific Limited	291 Passenger	52 San Josquin	224 Senator	204 Passenger	54 Passenger	262 Passenger	Distance from San Francisco	September 29, 1940
Japacity of in car len	Leave Daily	Limited Leave Daily	Leave Daily	Leave Daily	Leave Sundays and	Leave Dafly	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	O.	STATIONS
_					Holidays	6.40 PM	6.00PM	5.40 PM	5.00PM				8.35AM		8.00 AM	7.30AM	6.30AM	6.00AM		0.0	SAN FRANCISCO
	8.35 PI		8.35 PM			7.00	6.20	6.00	5.20	4.05	1.20	11.59AM	8.55		8.20	7.50	6.50	6.20	11111	3.5	OAKLAND PIER
BK	8.55	8.55	8.55	8.20	8.20 8.25 PM	7.18PM	6.34 PM	6.10 PM	5.27PM		1.30 PM	12.10PM	9.05AM		8.25 AM	7.57AM	6.58AM	6.30 AM		3.5	TO-R OAKLAND PIER
	P 9.2011	9.15PM	9.10PM	8.35 PM	8.25	7.101	0.51		//											(4.9)	TO-R WEST OAKLAND
BK			- 0 17	. 0.43	s 8.33	s 7.26	8 6.46	s 6.17	s 5.33	s 4.22	s 1.37	s 12.16	8 9.12		s 8.33	s 8.02	8 7.04	8 6.36		5.5	OAKLAND (16th Street)
_	IP 8 9.28	s 9.22	s 9.17	8 8.43	8 0.33	5 7.20	0.10	171					A H	R. H. T						7.0	SHELLMOUND
_	IP		- 0.07	. 0.56	8 8.42	s 7.37	s 7.01	s 6.28	8 5.41	s 4.30	s 1.46	s 12.26	8 9.22		8 8.43	в 8.10	s 7.15	в 6.44		9.2	BERKELEY (University Ave.
_	Ps 9.40	s 9.34	s 9.27	s 8.56	8 0.42	5 7.57	- 1101				MILT A	DU		a lawlyy .				f		13.1	STEGE
_	P		0.74	9.05	s 8.51	7.46	s 7.12	6.35	5.48		s 1.55	12.33	8 9.32		8.51	8.17	8 7.24	8 6.54		15.0	RICHMOND 1.6
_	P 9.49	9.43	9.34	9.05	B 0.51	7.40	-		0 0	8 7 1								f		16.6	SAN PABLO
	WP			100			7	1 1			The second									19.8	SOBRANTE 3.2
Eas Wee			0.43	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	8 7.06		23.0	8 PINOLE
Wes	P 9.58	9.53	9.43	9.13	3.01	1.55					f						8	8		25.5	RODEO 0.8
_	P		-				200			AT A THE	f				P. P. Connection		8	f		26.3	OLEUM 0.8
_	<u>P</u>								1000	, T-680				MARKET.	ALC: NO		f			27.1	TORMEY 0.4
-	P								ASSESSED BY	-	f	20 A	HAM		THE STATE		8	f 7.22		27.5	SELBY
,	P 10.00	10.00	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	8 7.27		28.9 29.0	OROCKETT 2.1
BE	P 10.08	10.03	9.51	8 9.20	3,11	0.00			5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		8 2.29	36.18	11		- 1		s 7.59	8 7.32	138	81.1	R PORT COSTA
WO 121		1.07	W 10	100	-				Terror A	10 mm				4112-					1.7.2	33.1	OZOL 1.6
Cen	ter P	1000	10.00	s 9.43	8 9.22	s 8.18	s 7.45PM	7.02	s 6.18	5.00	s 2.40	12.58	10.04	The state	s 9.18 AM	8.42	s 8.10	s 7.40 AN	# IY1	34.7 31.7	TO-R MARTINEZ
101	WP s 10.19	10.12	10.00	9.52	9.31	8.28		1.02	4410	S. 10 31 11	2.48		10.12		THE STATE OF				1 1 2	38.0	BENIOIA JUNOTION
Cen 87E		- 12	4	1	-			7.01	s 6.37	5.14	s 3.05	1.16	10.24	HUNTH	Sala Yell	9.00	s 8.32		1	48.9	TO-RSUISUN-FAIRFIEL
87E 91W BK	est 10.40 WOY	10.34	10.19	10.06	s 9.45	8.40	home	7.21	s 6.37	5.14	5.05	1.10		-					-	51.9	TOLENAS
	P						Prince No.	200			-		10.07	- 100		9.11	s 8.45			59.4	ELMIRA
Cent	TV NI 1(1.7.3	10.47	10.32	10.20	9.58	8.53	13 15 1	7.33	6.49		f 3.18	1.27	10.37			9.19	s 8.57			-	DIXON
Cen	er WP 11.01	10.56	10.40	10.29	10.07	9.03	PARK	7.41	6.57	5.28	8 3.29	1.35	10.46			3.13	5 0.51			71.8	TREMONT
							2														TO-R DAVIS
East We	s 11.10	M 11.05	s 10.50Pf	10.40	s 10.16	s 9.12PM		s 7.50 PM	s 7.08	5.35	8 3.42	1.43	10.56	10.30AM		9.28	s 9.11		5.30 AM	75.6	4.8
Cen.		11.11		10.46	10.21	110:	S. F. J.	6 3.74	7.13	C 3 1	3.48	mder	11.02	f 10.37	A CHOI	9.33	9.16	3 1	5.37	80.4	WEBSTER 6.5 Sacramento Northern Ry. Cross
	[P	11.11	-							- MAG										86.9	2.1
e Te	KW TY	s 11.25 PM		s 11.00P	M s 10.35 PI			L. Lie	s 7.25M	s 5.50P	M s 4.00PM	s 1.58P	s11.15AN			s 9.45M	s 9.30A	М	s 5.50 AM	89.0	TO-R SACRAMENTO
F (P	y Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	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							(88.4)
	(1.50) 40.91	(2.10)	(1.40) 45.00	(2.25)	(2.10) 40.80	(1.54) 39.47	(1.11) 26.28	(1.40) 45.00	(1.58) 44.94	(1.35) 55.83	(2.30) 35.36	(1.48) 49.11	(2.10) 40.80	(0.20) 40.20	(0.53) 35.21	(1.48) 49.11	(2.32) 34.89	(1.10) 26.66	(0.20) 40.20		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.

See pages 3, 4 and 5 for additional trains between Uakland 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 Poble to exchange mail.

Train

Station

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

ADDIT	TIONAL REGULAR STOPS
Train	Station
54	Hercules

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

								80 8	Ma	rtinez St	bdivision	1.				W	ESTWA	RD		3
Time Table No. 231				MALE	A Page	PRINCE		Ra-Jolen	h Latina 1	FIR	ST OLASS	months .	V			\$23.J0 00	HET			
September 29, 1940	Distance from Sacramento	9 Fast Mail	19 Klamath	27 San Francisco Overland Limited	87 Challenger	25 0wl	49 Forty-Niner	101 Streamliner City of San Francisco	247 El Dorado	55 Tehachapi	23 Cascade	229 Governor	11 Beaver	241 Sierra	243 Sierra	17 Oregonian	223 Senator	51 San Joaquin	21 Pacific Limited	207 Passenger
STATIONS	Dist	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 Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays
SAN FRANCISCO	92.0	5.45AM	7.50AM	8.25AM	8.25AM	8.50AM		9.30AM	10.50AM	12.50PM	1.20PM	3.10PM	5.50PM	6.30PM	6.30 PM	7.30PM	7.30PM	8.50PM	9.30PM	9.30
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
(TO-R OAKLAND PIER)	88.5	8 5.00AM	s 7.15AM	s 7.40AM	8 7.45AM	s 8.15AM	s 8.50AM	8 8.55AM	s 10.25AM	s 12.22PM	s 12.50PM	s 2.42PM	s 5.18PM	8 6.05 PM	8 6.05 PM	s 6.58PM	s 7.05PM	s 8.22PM	8 8.57PM	s 9.05P
(TO-RWESTOAKLAND)	(87.5)			7			-			WOO.	2 mez.	(-)PA0.0	3.00 m	179	9,00,0		,		H. com	Penwan
OAKLAND (16th Street)	86.5	s 4.50	8 7.08	s 7:28 7:24	s 7:38	s 8.09	8 8.44	8 8.49	s 10.20	s 12.16	812.44	s 2.37	s 5.12	s 5.59	8 5.59	s 6.52	8 6.59	s 8.15	s 8.50	s 8.59
SHELLMOUND	85.0																			11
BERKELEY (University Ave.)	82.8	8 4.30	s 6.54	s 7.15	8 7.25	s 7.56	s 8.31	s 8.39	s 10.12	s 12.06 PM	s12.34	8 2.27	s 4.59	s 5.50	s 5.50	s 6.41	8 6.50	8 8.03	s 8.35	s 8.48
STEGE	78.9													f		P Contract			11.5	72.
RICHMOND	77.0	8 4.10	s 6.40	7.00	8 7.11	s 7.40	8.18		10.04	811.56AM	12.22	8 2.17	4.46	8 5.33	s 5.40	f 6.29	6.40	7.51	8.20	f 8.39
SAN PABLO	75.4									EP.										44
SOBRANTE	72.2															1100			1111	2.57 4
PINOLE 2.5	69.0	3.55	6.28	6.48	6.59	s 7.26	8.08	8.19	9.54	11.45	12.12	2.04	4.37	8 5.21	5.30	6.19	6.31	7.41	8.09	8.28
RODEO	66.5											f		8	f					
OLEUM 0.8	65.7									f		f		8						
TORMEY 5	64.9													f						
SELBY	64.5					f						f		S					26.3	1
OROCKETT 2.1	63.1	8 3.45	8 6.18	6.33	8 6.50	8 7.10	7.57		9.46	s 11.33	12.04PM	8 1.50	4.28	8 5.04	B 5.20	s 6.10	6.23	7.32	в 7.58	8.19
R PORT COSTA	61.0	53,831		112.26	09.517	f 7.03				8		1.45		8 4.59	8 5.15	_			14 70-1	188
OZOL 1.6	59.0																			1002 101
TO-R MARTINEZ	57.4	3.30	8 6.07	6.22	s 6.35	6.57AM	7.48	8.04	s 9.38	11.22 AM	11.56		4.19	s 4.53	s 5.09	s 5.58	8 6.15	7.21 PM	7.44	8.10
BENICIA JUNCTION	51.0	3.21	5.56	6.10	6.23						11.47	1.29	4.10		- 150				7.35	8.01
TO-RSUISUN-FAIRFIELD	40.1	3.11	5.45	5.56	8 6.11		7.27	7.49	s 9.16	.25	11.36	8 1.19	3.59	s 4.32	8 4.50	f 5.34	5.56		7.25	7.49
TOLENAS 7.5	87.1												2.40		4.38	5.22	5.46		7.13	7.37
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	8 4.30	5.14	5.38	-	7.13	7.29
DIXON 4.3 TREMONT	21.5	2.51	5.24	5.33	s 5.46		7.05	7.35	8.57		11.18	812.57	3.39	s 4.10	* 4.50	3.14	3.30		7.04	1.25
3.8	17.2					-		7.00	- 0.40		11 10#	.12.47	2 20 84	s 4.01	s 4.21	5.05PM	5.30	-	6.54	7.20
TO-R DAVIS	13.4	2.42	5.15AM	5.23	s 5.33		6.55	7.28	8 8.48		11.10 AM	12.40	3.30711	\$ 4.01	- 1.21	3,031	5.25		6.45	7.15
WEBSTER 6.5 Sacramento Northern Ry. Crossing	8.6	2.36	8131				6.50		8.40			12.40							0.45	THE WAY
TO-R SACRAMENTO	2.1	2 25 18	7.24	5.00 AM	5 104	TO LOS	6.4011	7.15AM	8.30AM			12.30PM	Act of	3.45 PM	4.05 PM		5.15PM		6.35PM	7.05
(88.5)	0.0	2.25 AM	Leave Daily	Leave Daily	5.10 AM	Leave Daily	6.40 AM Leave 4th, 10th, 16th, 22nd and 28th			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
Time over District		(2.35) 34.28	(2.00) 37.55	(2.40)	(2.35) 34.28	(1.18) 23.92	(2.10) 40.84	(1.40) 53.10	(1.55) 46.17	(1.00)	(1.40) 45.06	(2.12) 40.22	(1.48) 41.72	(2.20) 37.93	(2.00) 44.25	(1.53) 40.76	(1.50) 48.27	(1.01) 30.59	(2.22) 37.38	(2.00) 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.

ADDITIONAL	FLAG	STOPS	TO	RECEIVE	OR	DISCHARGE	REVENUE	PASSENGERS	
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Train	At	Frequency	Destined to (or beyond)	From (or beyond
19	Dixon, Elmira, Suisun-Fairfield, Selby and Oleum Suisun-Fairfield	Daily Daily	San Jose	Dunsmuir
19 27	Davis, Dixon, Elmira, Suisun-Fairfield, Martines, Crockett, Selby, Oleum, Pinole and Richmond	Daily	Date 1000	Roseville
87	Elmira, Selby, Oleum and Pinole	Daily		Sacramento

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

4			EASTV	VARD					.noith	Martine	z Subd	livision	1								
			TI	HIRD CLAS	s		37	SE	COND CLA	SS					FIRST C	LASS					Contract Contract Contract
Capacity of sidings in ear lengths	476 Freight	601 Sacramento Division Freight	462 Local Freight	515 Sacramento Division Freight	464 Local Freight	412 Local Freight	478 Freight	442 Mdse.	410 Freight	470 Portland Freight		247	10.5	\$\$4 ***********************************	83 	58 Sequoia	50 Sequoia	10 Fast Mail	210 Sierra	rtance from n Francisco	Time Table No. 23: September 29, 1940
Cape	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday and Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday		district in	A STATE		dell'adea	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily	Dista	STATIONS
06,0	BAUE IS	B(00.6	MICE.T'	POE-T	wigg.a	JE 042, a	mac i	- (m) (.e	PIOS.	in line 8		lini li	lund of I	N. P. L. Q	BLOOM .	11.00PM	11.00PM	9.40PM	9.00PM	0.0	SAN FRANCISCO
019	01.0	100	7,10	7.10	5.30 T	010	CE.	F 68.6	100	0.0	200	1000	000	10.0	05.8	11.20	11.20	10.00	9.20	3.5	OAKLAND PIER
BKWI F		1.000	W-30,7	Tine.at	F IN EAT O	t/lego a	a Insti-	1350	La mos.	In Med.	CIA NO	0111		wat a T	11 dl B-1	11.40PM	11.28PM	10.30PM	9.41PM	3.5	TO-R OAKLAND PIER
BKWOIT	11.45PM				9.00AM		3.00 AM	10.00PM	6.50PM	2.00AM						1				(4.9)	(TO-R WEST OAKLAND
I		1 2 2 3 -	0.50	01 S0.01	1,000.0	- 98.5	20 27	27.55	11. 20%	Dec. 20.1.	LER L	1,072.4	ephy 1	10.0	7 PO R a	s 11.48 PM	s11.34	810.41	s 9.51	5.5	OAKLAND (16th Street)
IF			-																	7.0	SHELLMOUND
P	26.0	-64,8-	04.90	19.0	8,50,2	8,30,1	e (68.7	PT 75.0	1	Le Intag.	tie .	1.040	96,8 1	25.0	48.7.0	s 12.03AM	811.43	810.51	s 10.03	9.2	BERKELEY (University Ave.
							1.													13.1	STEGE
- F		1912	96.5	98.0	7 OF 3	8 88.4	40.0	10.22	24	1 (12)	116	101		01.0	05.5	812.15	s 11.53PM	10.59	s 10.13	15.0	RICHMOND
W F										2.45										16.6	SAN PABLO
7 East P													_		_					19.8	SOBRANTE 3.2
0 West P	- Q12-11	1977	19-10	1-61.2	3,80	18.8	15-1	10.35		V 36	4	0.3	4 (8)	80.8	26.5	f 12.25	f 12.03AM	11.08	10.23	23.0	PINOLE E 2.5
						1			-1							f	f			25.5	RODEO 0.8
																f	f			26.3	OLEUM 0.8
					-										-	f	f			27.1	TORMEY 0.4
																f	f			27.5	SELBY
P	-66.7	Sala, Y	1000	01,8	4.000	0.454	0.28	10.49	L MIA	(1. KB.	LL C	V.07	-	\$10 m	OL C	812.42	s 12.20	11.17	s 10.37	28.9 29.0	OROCKETT
BKWOT P					4.00PM	8.45AM		- 201				-			CO.T. I	f12.48	f 12.26		f 10.42	31.1	R PORT COSTA
121 Center IWP	1.30AM		-			0.00#	F 00	11.00	0.50											33.1	OZOL 1.6
101 Center	1.30 AM	-	CAG	95.5	11 80.0	9.00AM	5,00	11.00	8.50PM	3.45	-	-	-0.0	46.7	4.52.00	8 12.55 AM	8 12.33AM		s 10.52	34.7 31.7	TO-R MARTINEZ
87 East 91 West P							1 014		7.6	-		-				6.23	01.0	11.33	11.01	38.0	BENIOIA JUNOTION
BKWOY P	2.15		11.00AM	1	02.0	8.8 18	6.45	11.44PM	1 36	4.25		di la	YEN L	72.37		11.80 F	BEE	11.44	s 11.16	48.9	TO-RSUISUN-FAIRFIELD
10 C1																				51.9	TOLENAS
2 Center WYP 78 Center			- 100	-	No.	41.1	10 10 15	12.05AM	2 - 00-4			No.		11:15		38.2	5/5/2	11.56PM	11.31	59.4	FLMIRA
WP					No. of		9 L GE 1	12.18	13 51-					7,05		BR-EXT	25.5	12.04 AM	11.40	67.5	DIXON
P P	- N. P																			71.8	
33 East 35 West 4 KWIYP	3.30	4.00 PM	2.15PM	1.00 PM		177.9	7.50	12.32	IN MOI.	5.30		LE C		E6.8		SE-E A.	654	12.13	s 11.55 PM	75.6	TO-R DAVIS
4 Center P								12.39											12.01 AM		WEBSTER
∫ IP	MARK DE		100776			100.0												12.18	12.01 AM	86.9	Sacramento Northern Ry. Crossing
BKW OTY P	4.30AM	4.30PM	3.00PM	1.30 PM	17		8.30AM	1.00AM		6.00AM		-					8.00.8	- 10	BLF I C		TO-R SACRAMENTO
(UII P	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday and Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday			L SE	Share (THE REAL PROPERTY.	Arrive Daily Ex. Monday	Arrive Monday Only		S 12.15AM	89.0	(88.4)
71.15	(4.45)	(0.30)												-				Arrive Daily	Arrive Daily		(0011)
	(4.45) 18.36	(0.30) 26.80	(4.00) 10.02	(0.30) 26.80	(7.00) 3.72	(0.15) 14.40	(5.30) 15.85	(3.00) 29.06	(2.00) 14.80	(4.00) 21.85			07.13	11.00	1 100	(1.15) 24.88	(1.05) 28.71	(2.00) 44.20	(2.34) 34.44		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 2, 3 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.

AC	DITIONAL FLAG STOPS TO REC	EIVE OR DISCHARGE R	EVENUE PASSE	NGERS
Train	At	Frequency	Destined to (or beyond)	From (or beyond)
210 210 210	Oleum, Selby, Elmira and Dixon Elmira, Dixon Cygnus	Daily Daily Saturdays and Sundays	Roseville	Any station Berkeley

EASTWORK	ACTA	awtitle-	Lee Eale	distribution.	L V	Finante	BB-21-	1	Martinez S	Subdivisi	ion	ding M	FRIMA	an I	LARTIN
Time Table N. 001		I Beals	T. P. Sanch	FIRST	CLASS			SECO	ND CLASS			THIRD	CLASS		
Time Table No. 231 September 29, 1940	Distance from Sacramento	53 Passenger	215 Statesman	209 Passenger	225 Statesman	261 Passenger	alda 19 mber 20,	Time I Sophe	471 Oakland Freight	514 Sacramento Division Freight	600 Sacramento Division Freight	465 Local Freight	463 Local Freight	411 Local Freight	475 Freight
STATIONS	Dis	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	EMOTTAT		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
SAN FRANCISCO	92.0	10.30PM	10.50PM	10.30PM	11.10PM		1.14								
SAN FRANCISCO	88.5	10.10	10.30	10.10	10.50	Fet 1	et along is	10	786.3						
TO-R OAKLAND PIER	88.5	s 9.56PM	s 10.20PM	s 10.03PM	s 10.40PM		MOTTHE	77.7	Tari i						
(TO-R WEST OAKLAND)	(87.5)	8 1 51		3. Da.	694		Kova	n-ox	9.15 PM	MELTI-A	0,1-00	2.00PM	5.2		1.00 AN
OAKLAND (16th Street)	86.5	s 9.50	s 10.14	s 9.57	s10.34	0.00	Rohijoku	00.0273	C.79	0 1130	0.7 31	E-7-01		7.51	
SHELLMOUND	85.0	1144	7752		77 5.80		adoppin		6.08			- 1			- 1
BERKELEY (University Ave.)	82.8	s 9.36	s 10.03	s 9.46	s 10.23		Youkhi		1.54	6 ELL 6		e tall		10.8.8	
STEGE	78.9				THE REAL	T	HOS. BOL	če es	5.40		- Marie				
RICHMOND	77.0	s 9.26	8 9.51	s 9.35	s10.12		on The Par	T.d.OT	0.00	Set .	n 1 /2 1	0.8 - 0			
SAN PABLO	75.4				N.II	- 10	BEAUTIES &		0.00		ter i per				
SOBRANTE	72.2		1 9 9 9	NI - pe	1.63		SOOTING		100	0.1 4 3	77 11-1				-
PINOLE	69.0	9.14	1 9.40	9.24	f 10.01		VICE S							A-19	
RODEO	66.5		f		f		TO OUT WAY		LAL TO						
OLEUM	65.7	f	TERRE		f		CANADA SAN		1.52	1.1					
TORMEY	64.9				10.00		AURCA		7.01						
SELBY	64.5	C 9 DA	f or	ara ar	f		DOW FRIE	n or 1	t.ia	13.1.1.7	D. T. of	F 6 -	15.0	es a	
OROCKETT 3	63.1	8 9.04	s 9.25	9.15	8 9.46		CHILDREN TO	7	7.00						
R PORT COSTA	61.0	f 8.59	s 9.20	ALC: U	8 9.41		TO COLUMN	77	6.60	2 1 1 7	UL I N	7.00AM		11.50 AM	
	59.0				7 11	The state of	To Tool 1	onva (4			C. 4. 21			po II	
TO-R MARTINEZ	57.4	8.53PM	8 9.14	9.06	s 9.35		ICEA CLASS		7.20		40	K 0	0.0	11.40AM	10.35 PM
BENICIA JUNCTION	51.0	- Lac	9.03	SE ROY	9.25		NEW ATTERNA		1.05	(6.1)	0.5	100			
TO-RSUISUN-FAIRFIELD	40.1		s 8.52	8.47	8 9.15		TENNET		1.07		dio pi		10.30AM		10.00
TOLENAS	37.1	name v	f mer	3.7 994.000			TOAST	al-dex	5.00	10.1 1 100	1 5 9 91	10 0 - 10 c	1205-	20	
ELMIRA	29.6		s 8.37	8.37	s 9.02		(8/36)	-		erimă.					
DIXON	21.5		8 8.26	8.29	8 8.51					ried - to	100 PE 1 TO	AL STEED A	NO PERMIT		
TREMONT	17.2	[49.	40	2 (99-)		1	alaili mej e	il'		g(a)	SAO THE	The I	81.01	(10.1)	
TO-R DAVIS	13.4		s 8.15	8.20	8 8.40	s 10.35 PM			6.10	3.30AM	5.10AM				8.30
WEBSTER	8.6	MUNICO	8.05	8.15	8.30	10.26					WILLIAM	NA PE			
Sacramento Northern Ry. Crossing	2.1					The same of									
TO-R SACRAMENTO	0.0		7.55 PM	8.05PM	8.20 PM	10.15PM			5.45 PM	3.00AM	4.45 AM		7.30AM	magner (All DI	7.00 PM
(88.5)	m 0 10 10	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Sundays and Holidays	Leave Daily	Ac		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) 29.62	(2.25) 36.62	(1.58) 45.00	(2.20) 37.93	(0.20) 40.20	and sale		(3.30) 25.00	(0.30) 26.80	(0.25) 32.16	(7.00) 3.72	(3.00) 13.37	(0.10) 21.60	(6.30) 13.46

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

WESTWARD

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.

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

6		EAST	WARD					arasisi	ribdu & v	10172	Martinez Subdivision.					WESTWAR	D
	THIRD CLA	ss	SECOND CLASS		,	IRST CLA	ss		- 6	CALLED IN	Time Table No. 231		WIS ASSE	FI	RST CLAS	is	THIRD CLASS
Capacity of Sidings in Car Lengths	L	12 ocal eight	410 Freight		26 owl	52 San Joaquin	54 Passenger	58 Sequoia	50 Sequoia	Distance from San Francisco	September 29, 1940	Tracy	25 0wl	55 Tehachapi	51 San Joaquin	53 Passenger	411 Local Freight
		e Daily Sunday	Leave Dail Ex. Sunda		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Monday Only	Dist	STATIONS	Dis	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dail Ex. Sunda
E IWP	9	MA OO.	8.50	M	7.50M	9.21	7.43AM	12.58AM	12.35AM	34.7	TO-R MARTINEZ	47.5	s 6.55 AM	s11.20AM	s 7.17PM	s 8.50PM	11.40
YostaY			8.55	1	7					36.0	MOCOCO A	46.2	1 0.10	ora meneral	01 040	0.1 1.00	THE PART OF THE PA
orto										36.8	PEYTON	45.4	On Micon	Haracos.	N. mot.	gral and Life	AND RESIDENCE OF A AND A
67 YP		9.25	9.00	10 00 lm	1,00	9.25	8 7.49	s 1.04	f 12.41	38.1	TO-R AVON	44.1	6.50	11.15	7.12	f 8.44	11.30
East 67 Yard West 122 WP	9	9.35	9.08		7.58		s 7.54	f 1.09	f 12.46	41.3	TO PORT CHICAGO	40.9	6.46	11.10	21 . 08.	f 8.39	11.20
66 P	9	.40	Comments III				f			43.0	NICHOLS	39.2				200	commontations -
52 P	9	.50	9.13		8.02		7.58	1.13	12.50	44.8	McAVOY	37.4	6.42	11.06	221-136	8.34	11.17
50	S.W. 1		and the second							46.8	SHELL POINT	35.4				100 M	PROBES!
79 Yard B P		0.00	9.45		s 8.10	9.36	s 8.08	s 1.25	s 12.58	48.9	TO-R PITTSBURG	33.3	6.37	s 11.01	7.01	s 8.28	11.10 7.48
18	1.9.16.1.		abrenile		and the second second					50.8	LOS MEDANOS	31.4				44.30	PERSONAL SPECIAL PROPERTY OF THE PERSON SERVICE SERVIC
46 P	11	.50 AM	9.53		8.17		s 8.18	s 1.34	s 1.06	53.5	TO ANTIOCH	28.7	6.29	s 10.50		s 8.17	7.35
	\$ 74.18.		Andrew Street, Street, or other Landson							55.0	JERSEY	27.2	AL ELLERY	V - 12 (V)	E T-PE	5 1 N. 10 1 1	D. Balliery
2)	9-3-15	1 1 1 1 1								56.0	NEWLOVE	26.2				1000	Linds Loss
81	12	.O1 PM	10.00		8.21		8.23	1.39	1.11	57.3	NEROLY 2.1	24.9	6.24	10.43		8.03	7.13
	4 9 8 1		Districte							59.4	ARBOR	22.8				100	CONTRACTOR
54 WP	1	.00	10.10	1	8.28	9.48	s 8.31	s 1.46	s 1.18	61.7	TO BRENTWOOD	20.5	6.18	s 10.38	6.49	s 7.58	7.05
E	18.M.		Swinds, comment							64.7	SILISAND	17.5	A PAINTER		F 11 1101	C - 1228	R2130080
88 P	1	.40	10.18	111111	78.11		s 8.40	f 1.55	f 1.26	66.9	TO BYRON	15.3	6.12	10.28	E 1 - 001	s 7.48	6.12
							f			69.9	BYRON HOT SPRINGS	13.3				District Control	STREET, STREET
48 P	1	.50	10.26		8.40	9.58	8.46	2.00	1.31	71.6	HERDLYN	10.6			E HELE	S I A S	5.53
56 P	. 2	.00	10.33				f 8.51	2.05	1.36	75.7	BETHANY	6.5	6.03	10.19	6.35	7.37	5.45
44			10.40		33.01	261 (0.1)				79.1	JANNEY	3.1	1 1 YA	1 50	11.3	11.49	CD Copy of the Cop
Term Yard BKWOTY P	2	.30 PM	10.50		s 8.53PM	s 10.10AM	s 9.00AM	8 2.15AM	8 1.45AM	82.2	TO-R TRACY	0.0	5.55AM	10.12AM	6.28PM	7.30 PM	5.304
	Arriv Ex. S	e Daily Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Monday Only		(47.5)	5.00	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(5	.30)	(2.00) 23.75	1-1	(1.03) 45.23	(0.49) 58.16	(1.17)	(1.17)	(1.10) 40.71		Time over District		(1.00) 47.50	(1.08) 41.91	(0.49) 58.16	(1.20) 35.62	(6.10) 7.70

AD	DITIONAL FLAG STOPS TO	RECEIVE OR DISCHA	RGE REVENUE PA	SSENGERS
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond
25 25 26 26	Brentwood and Pittsburg Brentwood and Pittsburg Brentwood Brentwood	Discharge Receive Discharge Receive	Berkeley Fresno	Freeno 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.

	EAST	WARD	la consta	Martinez Subdivision.		WEST	VARD	EASTWARD	Ma	rtinez Subdivision.	WEST	WARD	EASTWAR	D 1	Aartinez Subdivision. Wi	STWAR	D 7
	SECONE	CLASS		Time Table No. 231	716	THIRD	CLASS		1	Time Table		e I loan	0.0000 0		m: _ m 11 N CO4		1
Capacity of Sidings in Car Lengths	440 Local Freight	438 Local Freight	Distance from San Francisco via Vallejo	September 29, 1940	Distance from Calistoga	439 Local Freight	441 Local Freight	Capacity of Sidings in Car Lengths	trom ancisco	No. 231 September 29, 1940	ance from Capay	order.	city of ngs in engths	Distance from San Francisco	Time Table No. 231 September 29, 1940	tance from Radum	
S S S	Leave Daily Ex. Sunday	Leave Daily	Dist San via	Napa Branch STATIONS	Dist	Arrive Daily	Arrive Daily	Capac Sidin Car Lo	Distance from San Francisco	Capay Branch	Distane		Oapacity Sidings i Oar Length	Distar San Fi	San Ramon Branch	Distan	
WOY P	2.00AM		50.5	TO-R SUISUN-FAIRFIELD	47.8	5.10AM	Ex. Sunday 6.15PM			STATIONS					STATIONS		
101 P		-1.00	47.9	SUBEET	45.2	J.10AM	0.131	WY P	59.4 59.6	R ELMIRA	32.3		67 YP	38.1	TO-R AVON	29.7	-
30	2.10	1.10	46.2	THOMASSON	43.5	5.00	6.00	WI P	63.7	TO VACAVILLE	28.2	mer r	ariena III	41.0	GALINDO	26.8	101
41 WP	2.15	1.15	44.8	CORDELIA	42.1	4.55	5.50	22	68.5	HARTLEY	23.4		28 W	42.5	1.5	25.3	
26 West P	2.25	1.25	41.0	ORESTON	38.3	4.45	5.35		74.0	5.5 WOLFSKILL	17.9			45.1	TO CONCORD 2.6 HOOKSTON	22.7	
ard WY P	2.45	1.40AM	37.2	ro-r napa junction	34.5	4.30AM	5.15	WT 21	76.0	TO WINTERS					0.7 —		
	2.10	1.40	38.0	Napa Valley Ry. Crossing	33.7	4.30 AM	3.13	<u> </u>		4.3——	15.9			45.8	LAS JUNTAS Sacramento Northern Ry. Crossing	22.0	
31 W	4.00		45.5	TO NAPA			1.45		80.3	NORTON 2.5	11.6		24	48.2	TO WALNUT OREEK	19.6	
30	4.10	1-0%	47.8	2.3	26.2		4.45		82.8	ARROZ 0.8	9.1			52.6	ALAMO 2.2	15.2	11
21	4.30		54.0	UNION 6.2 TO YOUNTVILLE	23.9	-	3.50		83.6	OITRONA 3.2	8.3			54.8	DANVILLE 2.9	13.0	
			57.5	3.5	17.7	-	3.40		86.8	MADISON 3.1	5.1		27	57.7	SAN RAMON 5.9	10.1	
	4.55			OAKVILLE 1.9	14.2		3.20	w	89.9	TO-R ESPARTO	2.0			63.6	DOUGHERTY 2.8	4.2	
	5.10		61.2	RUTHERFORD 1.8	12.3		3.05		91.9	CAPAY	0.0		28	66.4	ASCO 1.4	1.4	
99	5.15	101	61.2	ZINFANDEL 2.4	10.5		2.50			(32.5)				67.8	Western Pac, Crossing TO RADUM	0.0	1915
23	6.10		63.6	ST. HELENA	8.1		2.45		-				I Y P				-
w			67.5	BALE 1.5	4.2				11	1					(29.7)		611
92 Vand	PHATE		69.0	MAPLE 2.7	2.7												
	7.00AM	Maria Maria	71.7	TO-R CALISTOGA	0.0		2.00PM							U	I)))	-
23 Yard BKTW																	
BKTW	Arrive Daily Ex. Sunday	Arrive Daily	Les T	(47.8)		Leave Daily	Leave Daily Ex. Sunday	EASTWARD	Ma	rtinez Subdivision.	WEST	WARD	EASTWAR	D	Martinez Subdivision. V	VESTWA	RE
BKTW	Arrive Daily Ex. Sunday (5.00) 9.52	(0.40) 19.80	ura T	(47.8) Time over District		(0.40) 19.80	Leave Daily Ex. Sunday (4.15) 11.17	EASTWARD	Ma	rtinez Subdivision.	WEST	TWARD		8 1	Time Table No. 231		RE
BKTW				Time over District				pag	1	Time Table No. 231	8	(WARD		from			R
BKTW			ile ili	Time over District				pag	1	Time Table	8	(WARD		from	Time Table No. 231		RE
BKTW				Time over District					1	Time Table No. 231 September 29, 1940	8	(WARD	Capacity of Sidings in Car Lengths	8 1	Time Table No. 231 September 29, 1940 Vallejo Branch	Distance from Napa Junction	RI
BKTW				Time over District				pag	Distance from San Francisco	Time Table No. 231	Distance from Union	TWARD	Ospacity of Sidings in Our Lengths	Distance from San Francisco	Time Table No. 231 September 29, 1940 Vallejo Branch STATIONS	Distance from Napa Junction	RI
BKTW				Time over District				pag	1	Time Table No. 231 September 29, 1940	8	TWARD		from	Time Table No. 231 September 29, 1940 Vallejo Branch STATIONS TO-R SOUTH VALLEJO 4.3		RE
BKTW				Time over District				pag	1	Time Table No. 231 September 29, 1940 Union Branch STATIONS	8	TWARD	Ospectity of Sidings in Oar Lengths Ard ML	Distance from San Francisco	Time Table No. 231 September 29, 1940 Vallejo Branch STATIONS TO-R SOUTH VALLEJO 4.3 FLOSDEN 2.8	Distance from Napa Junction	R
80		(0.40)		Time over District	V	(0.40)	(4.15) 11.17	pag	Distance from San Francisco	Time Table No. 231 September 29, 1940 Union Branch STATIONS END OF TRACK	Distance from Union	TWARD	Oapacty of Sidings in Oar Lengths And ML	Distance from	Time Table No. 231 September 29, 1940 Vallejo Branch STATIONS TO-R SOUTH VALLEJO 4.3	Distance from Napa Junction	ARI
80	(5.00) 9.52	(0.40) 19.80		Time over District	V	(0.40) 19.80	(4.15) 11.17	pag	Distance from San Francisco	Time Table No. 231 September 29, 1940 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0	Distance from Union	TWARD	Ospectity of Sidings in Oar Lengths Ard ML	Distance from San Francisco	Time Table No. 231 September 29, 1940 Vallejo Branch STATIONS TO-R SOUTH VALLEJO 4.3 FLOSDEN 2.8 TO-R NAPA JUNCTION	Distance from Napa Junction	ARC
80	(5.00) 9.52	(0.40) 19.80		Time over District	1	(0.40) 19.80	(4.15) 11.17	Ospacity of Sidings in Oar Lengths	See San Francisco	Time Table No. 231 September 29, 1940 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0 UNION	Distance from Union	TWARD	Ospectity of Sidings in Oar Lengths Ard ML	Distance from San Francisco	Time Table No. 231 September 29, 1940 Vallejo Branch STATIONS TO-R SOUTH VALLEJO 4.3 FLOSDEN 2.8	Distance from Napa Junction	ARI
- 10	(5.00) 9.52	(0.40) 19.80	ı from nekses Ledo	Martinez Subdivision.	1	VESTWA	(4.15) 11.17	Ospacity of Sidings in Oar Lengths	See San Francisco	Time Table No. 231 September 29, 1940 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0	Distance from Union	TWARD	Ospectity of Sidings in Oar Lengths Ard ML	Distance from San Francisco	Time Table No. 231 September 29, 1940 Vallejo Branch STATIONS TO-R SOUTH VALLEJO 4.3 FLOSDEN 2.8 TO-R NAPA JUNCTION	Distance from Napa Junction	ARI
1000	(5.00) 9.52	(0.40) 19.80 ARD CLASS	tance from 1 Francisce In Vallejo	Martinez Subdivision. Time Table No. 231 September 29, 1940	1	(0.40) 19.80 VESTWA THIRI 439	(4.15) 11.17	Ospacity of Sidings in Oar Lengths	See San Francisco	Time Table No. 231 September 29, 1940 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0 UNION	Distance from Union	TWARD	Ospectity of Sidings in Oar Lengths Ard ML	Distance from San Francisco	Time Table No. 231 September 29, 1940 Vallejo Branch STATIONS TO-R SOUTH VALLEJO 4.3 FLOSDEN 2.8 TO-R NAPA JUNCTION	Distance from Napa Junction	ARI
1 80	(5.00) 9.52	(0.40) 19.80 ARD CLASS 438 Local Freight	Distance from San Francisco via Valiejo	Martinez Subdivision. Time Table No. 231 September 29, 1940 Schellville Branch	1	VESTWA THIRI 439 Local Preight	(4.15) 11.17	Ospacity of Sidings in Oar Lengths	See San Francisco	Time Table No. 231 September 29, 1940 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0 UNION	Distance from Union	TWARD	Ospectity of Sidings in Oar Lengths Ard ML	Distance from San Francisco	Time Table No. 231 September 29, 1940 Vallejo Branch STATIONS TO-R SOUTH VALLEJO 4.3 FLOSDEN 2.8 TO-R NAPA JUNCTION	Distance from Napa Junction	ARI
- 10	(5.00) 9.52	(0.40) 19.80 ARD CLASS	Distance from San Francisco via Vallajo	Martinez Subdivision. Time Table No. 231 September 29, 1940	Distance from Gobellylle Junction	(0.40) 19.80 VESTWA THIRI 439	(4.15) 11.17	Oapacity of Sidings in Oar Lengths	Distance from San Francisco	Time Table No. 231 September 29, 1940 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0 UNION (2.3)	Distance from Union		Ospectity of Sidings in Oar Lengths Ard ML	30.1 34.4 37.2	Time Table No. 231 September 29, 1940 Vallejo Branch STATIONS TO-R SOUTH VALLEJO 4.3 FLOSDEN 2.8 TO-R NAPA JUNCTION (7.1)	Distance from Napa Junction	ARI
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8	AMITER		STWARE)	OSA	EASTW	1.084	WESTW	onlaiv	Niles	Subdivis	sion.	EASTA	Loni	ESTMA	N	molaisti	Mud son	inaMTT	TUVAL	FASTWARE
5		THIRD CLA	1		S	ECOND GL	ASS							FIRST CL	ASS					11	Time Table No. 2
Capacity of sidin	418 Local Freight	416 Local Freight	408 Freight	472 Freight	402 Freight	422 Freight	450 Mdse.	406 Freight	ble Li	Time To	10		Thu Tu	10	W. P. Passenger	W. P. Passenger	74 Oakland Lark	232 Passenger	250 Passenger	Distance from San Francisco	September 29, 1940
S a	Leave Dail Ex. Sunda	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Sx.Sat.,Sun. and Holidays	Leave Daily	0581,6	E THE PARTY OF	and!				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dia	STATIONS
							Post	n n						Lings	9.40PM	9.00PM	8.008	3.45PM	7.00AM	0.0	SAN FRANCISCO
,		9.01	ATATE -						114	DITATE					10.00	9.20	8.20	4.05	7.20	3.5	OAKLAND PIER
BKWI	P		NA.	200		57.38				discrete.					10.15 PM	9.35PM	8.28	4.15PM	7.35 AM	3.5	TO-R OAKLAND PIE
OITY	P 10.30	6.30A	Care .	- 6 8		8.45P	7.15PM	1.6	3.12	SVADAY N	07 7.11			COL	00.8	1040		Geraldus r		4.9	TO-R WEST OAKLANI
I	Р		GILOD	1000		1		P-0-245	1.073	C.S.	213		- Tour	000	10.22PM	9.40PM		Likultoo		5.9	Western Pacific Crossing MAGNOLIA TOWER
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	P		of the state of the				144	10.01		1000				Jac Eli	and the right		III OI		779	8.3	EAST OAKLAND
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51 W	P 11.00	7.00	AJA	1,50		9.30	7.32PM			EGETTO -	111		2 4 25	712		1.89	8.58P	f 4.37	7.59AM	13.4	TO-R ELMHURST End of Double Track
37	P	7.05	NAME OF A PERSON NAME O	7.1				1.0	100	STOAM			1000	Topic		1.11		8 4.41	The state of	14.8	TO SAN LEANDRO
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34		8.10				9 11								88-1		1.4		4.57		24.0	HALVERN 2.5
33	Р	8.17														1.2.4		5.00		26.5	DECOTO
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73 KWY	Р	8.30		0.40	Tonas.	/TOAR				1.66				M00.4			-	s 5.09	8-07	29.2	TO-R NILES
IY			4.50M	11.28PM	9.08PM		GRA	6.33AM	_molely!	nez Subd	Marti	URA	EASTW	To traversite	AND CONTRACTOR			10000		29.9	NILES JUNCTION
79	Р	No. 227	4.55	11.33	9.13		1 4	6.38	100	12.000	AUGUS			The Walt	(200.0) (05.0)		Control Security	5.13	Sept.	31.7	FARWELL
100	Ρ .	osar ,ep	5.05	11.43	9.23	Jes		6.49	133	O DIES								f 5.21		35.6	SUNOL 5.3
76	77	200	5.15	11.52	9.33	1 410		6.59	OLOF, BO	10. Cens 28 67	A PULL		168"	PEY				s 5.30		40.9	TO PLEASANTON
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-115 t-109 Y			F 00	11.5.5				100		0.7001				9						42.4	REMILLARD
East 89 West 83	100		5.20	11.56M	9.37	The Park		7.02	114	TTATE OF								5.33		43.0	ELIOT
West 83 BKW	P		5.45	12.03AM	9.55			7.08	ROAR	cris out	134			1				s 5.42		46.9	TO-R LIVERMORE
						1974		- Id-	(APA)	THEFT	Lor			1 (STWARE	TW .	.goizivi	sex Solve	Marth	48.4	TREVARNO
77	P		5.55	12.08	10.03			7.14	111	OTWO:	6,08		310	1				5.48		50.5	ULMAR 4.5
WT F			6.10	12.20	10.20			7.29								1 1	Teg. '01	f 5.57	inti I	55.0	TO ALTAMONT
76 P			6.25	12.33	10.35			7.45					4 4 4 4		439		0.62	6.03	198	59.5	CAYLEY 3.6
75 F	-		6.35	12.43	10.45			8.10						1 21 10	1000	1 13-1	199 100	6.10		63.1	MIDWAY 7.7
WOTY	Arrive Daily	Arrive Daily	6.55 AM	Arrive Daily			Arrive Daily	8.30AM										s 6.20PM		70.8	TO-R TRACY
	Ex. Sunday	Ex. Sunday	Ex. Monday			Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	.noisivi	bdu2 sat	Martin	URA	EASTY	19	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(67.3)
	(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		

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 Table No. 231				ranser	242		Berryckt	APT FITTING	Viles Subdiv	ision.	2 matter	Y Y	tarne		WE	STWAR	D		٤
1 me 1 able 110. 231	8				FIRST			, , ,		SECONE	CLASS		,		TH	RD CLASS	8		
September 29, 1940	Tracy	111 W. P. Passenger	73 Oakland Lark	231 Passenger	255 Passenger	W. P. Passenger	ar Authoriti			451 Mdse.	473 Freight	401 Freight	409 Freight	419 Freight	405 Freight	437 Local Freight	417 Local Freight		
STATIONS	Dist	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	AND AND AND	10 2 2	1.28	Arrive Daily Ex.Sun.,Mon. and Holidays		41	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	Arrive Daily	Arrive Daily Ex. Sunday	No. 65	11
SAN FRANCISCO) -9	70.8	7.50AM	9.50AM	12 500	6 20 PM	10.20				and Holidays				=====	& Mon.	Ex. Sunday	Ex. Sunday	a. Italia	
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Western Pacific Crossing MAGNOLIA TOWER	64.9	7.13AM	20 12	6)		9.31PM	18-77-08	_tC(0,)(0)		RDSREED	rii .			E.S.	ap. (7). 46	nere	130		1 194
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FRUITVALE	61.1		s 8.52	8 12.01 PM	8 5.43		Children Chi	8-1-8-5		CLUY!	110		EL-0	CO.B.	CC-11	0.090	08,1,1,50		9 34
TO-R ELMHURST End of Double Track	57.4	1-091	8.46AM	f 11.54M	5.37PM	Market Comment	0.07,7.01	30 G 1 G 25		8.19AM	T. 11		CE8	3.00AM	4.13	3.05	5.25M	OTHER DAY	10
TO SAN LEANDRO	56.0			s 11.51		1 194	Thatu			NO. 1977 ASL.	N MARK				4.10	3.00			
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PABRICO 1.6	43.2																		
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NILES JUNCTION	40.9	1 1 1 1 1 1		1			-			_	7.33PM	2.35AM	3.05AM						
FARWELL	39.1			11.19	- 100		SAW YES	4		Sept.	7.28	2.29	2.59		3.29	EAST			-
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TO-R LIVERMORE	23.9			s 10.54	all shirts		Ladeship (2)	-arminey	Spiritual 1		6.57	1.58	2.28	of water	2.58	O tolker is	of word	Erol	- 6
TREVARNO	22.4	10 kg 14	oli lila	man A	mich 3	- harri		Wite I	man I		- Setricus	1.023					VE 10	00.11	
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TO ALTAMONT	15.8	Marita III		f 10.39			PLEXIC		1 499	10 114	6.35	1.40	2.10		2.40	T- P-		OL III	
OAYLEY 3.6	11.3			10.31	1-20-0	in Fagur			180 101		6.22	1.25	1.55	10.8	2.25	-4-51	197,07	P). I	
MIDWAY 7.7	7.7	- Largebou	a bunter of	10.24							6.10	1.15	1.45		2.15			Order by	
TO-R TRACY	0.0	sty Itt white	01.	10.15AM		1					5.40PM	1.00AM	1.30AM		2.00AM				
(67.3)	pulled as ails s	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		1.22	1.30	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	12,30	4 11
Time over District	data atarb	(0.07) 20.57	(0.29) 20.47	(2.05) 32.31	(0.25) 23.76	(0.09) 16.00			15.7	(0.21) 24.28	(1.53) 21.71	(1.35) 25.83	(1.35) 25.83	(0.30) 17.00	(2.40) 24.71	(2.00) 11.66	(0.30) 17.00		9 777

0.1 [1 7,57

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.

	10	EASTWAR	D						Niles Subdivision.			WE	STWAR	D
	98 11 1	THIRD	CLASS	SI SI	ECOND CL	ASS	1000	1	481 1613			SECOND	THIRD	CLASS
	Capacity of sidings in car lengths	436 Local Freight	408 Freight	472 Freight	402 Freight	406 Freight	Distance from San Francisco		Time Table No. 231 September 29, 1940		Distance from Niles and Niles Jct.	473 Freight	401 Freight	413 Local Freight
	Cap	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	1 8		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
· ·	IWY P		3.50AM	10.40 PM	8.25 PM		26.2	T	TO-R REDWOOD JOT.	T.	16.8	8.10PM	3.30 4	
Yard		Cd.o - F	OE E	4.40	US-E	and All	27.5		End of Double Track	Ö	15.5			
	67 P		3.58	10.46	8.31		29.5	E E	HENDERSON		13.5	8.00	3.20	
	54 P		4.06	10.53	8.38		33.9	Syste	DUMBARTON 3.3		9.1	7.53	3.10	
104	Yd.WIYP	11.25AM	4.30	11.15	8.57	6.05AM	37.2	ock	TO-R NEWARK		5.8	7.45	2.50	10.30
	54 P	11.30	4.40	11.22	9.02	6.15	40.1	tic Bl	OENTERVILLE		2.9	7.39	2.45	10.20
	83 P		4.45	11.25	9.05	6.25	41.7	omat	SHINN 0.8		1.3	7.36	2.40	10.05
Yard	IYP	7.01	2,00	01.0			42.5	Auto	W. P. Crossing TO-R NILES TOWER 0.5		0.5			10.02
Niles			4.50AM	11.28PM	9.08PM	6.33M	43.0		NILES JUNCTION		0.0	7.33PM	2.35 M	
	73KWY P	11.40AM	08.8	60 h			43.0		TO-R NILES		0.0			10.00AM
	ANI	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily			(16.8)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday
		(0.15)	(1.00)	(0.48)	(0.43)	(0.28)			Time over District			(0.37) 27.14	(0.55) 18.33	(0.30) 11.60

8. 3.5	THIRD GLASS	lic Like	THE TANKE	ру тоби	Seple
of sidings lengths	404	Distance from San Francisco	Time Table No. 231 September 29, 1940	Distance from San Jose	
Capacity o	Freight	Distance San Fr	September 23, 1340	Distan	No.
Ca	Leave Daily		STATIONS	I THA	
73 KWYP	HUG ETTER	29.2	(TO-R NILES	18.5	
IX b	3.10AM	29.7	TO-R NILES TOWER W. P. Crossing	18.0	18-017
36 P	3.20	32.8	irvington	14.9	
41 P	3.28	36.3	WARM SPRINGS	11.4	
39 P	3.38	40.7	TO MILPITAS	7.0	RAS
36 P	3.44	43.3	TO MILPITAS 2.6 WAYNE 4.4	4.4	1
Term. Yard BKWOITYP	4.00AM	47.7	TO-R SAN JOSE	0.0	1 1 01
	Arrive Daily		(18.5)	21.00	8 01
	(0.50) 22.20		Time over District		4

EASTWARD /

			EASTW	ARD			Niles Subdivision.			WE	STWARD			61
	THIRD	SECOND	CLASS	FIRST	CLASS	1.4	9175181 3.17		FI	RST CLASS	SECONE	CLASS	THIRD	CLASS
sidings	418	422	450	74	250	from	Time Table No. 231	rom	73	255	407	451	419	417
Capacity of s in car leng	Local Freight	Freight	Mdse.	Oakland Lark	Passenger	Distance from San Francisco	September 29, 1940	Distance from Santa Clara	Oakland Lark	Passenger	Freight	Mdse.	Freight	Local Freight
Cape	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Daily	2.2	STATIONS	<u>o</u>	Arrive Daily	ArriveDaily	Arrive Daily	Arrive Daily Ex.Sun., Mon. and Holidays	Arrive Daily	Arrive Daily Ex. Sunday
Yard WP	11.00AM	9.30PM	7.32PM	8.58PM	7.59AM	13.4	TO-R ELMHURST	31.4	8.46AM	5.37PM		8.19AM	3.00AM	5.25 Pl
	11.05		784	DAVID		15.5	MULFORD	29.3						5.17
26 P	11.10					17.8	ROBERT	27.0						5.12
73 WP	11.15	9.45	7.43	9.07	8.08	20.2	RUSSELL	24.6	8.37			8.08	2.45	5.05
P	11.30AM		1-16-11	Miles		21.5	MOUNT EDEN	23.3						5.00
Spur			0.00	70.15		23.0	BAUMBERG	21.8						1.51
67 P	12.30PM	9.55	7.53	9.14	8.15	25.3	TO ALVARADO	19.5	8.30	5.22		7.48	2.35	4.45
Yard 112 WIY P	12.50PM	10.10	8.17	9.22	s 8.23	30.6	TO-R NEWARK	14.2	8.23	5.15	6.05 AM	7.40	2.20	4.00P
						32.8	MOWRY 1.3	12.0					1 112	- 10
84 P		10.20	8.23	9.27	8.29	34.1	ALBRAE	10.7	8.09	5.10	5.58	7.34	2.00	escalifore.
P						36.5	DRAWBRIDGE 2.6	8.3						
P				9.34	8.36	39.1	ALVISO	5.7	f 8.02					
55 P		10.38	8.38	f 9.40	8.40	41.7	TO AGNEW	3.1	f 7.57	5.01	5.47	7.24	1.40	
Term. Yard KI P		10.45 PM	8.45PM	9.45 PM	8.45AM	44.8	TO-R SANTA CLARA	0.0	7.52 AM	4.57PM	5.40AM	7.20 AM	1.30AM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily		(31.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex.Sun.,Mon. and Holidays	Leave Daily	Leave Dafly Ex. Sunday
	(1.50) 9.38	(1.15) 25.12	(1.13) 25.80	(0.47) 40.08	(0.46) 40.94		Time over District		(0.54) 34.88	(0.40) 47.10	(0.25) 34.08	(0.59) 31.93	(1.30) 20.93	(1.25) 12.14

Eastward	Niles Subdivision V	Vestward
80	Time Table No. 231	
Distance from San Francisco	September 29, 1940	Distance from Stonehurst
Dista	Stonehurst Branch	Dist
	STATIONS	
13.4	TO ELMHURST	0.9
14.3	Western Pacific Crossing STON EHURST	0.0
	(0.9)	
	1.0 >0000000	3 8-77

Niles Subdivision. WESTWARD

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	1.	P. :	28.0	Dumbart	on line	
Ravenswood				"		
Hall	1.	P.	26.2	Alvarado	line	
Arden	1.	P.	28.4		"	

	EA	STWARD				Jug 5	Los Banos Subdivision	molat	india à	Julian .		WESTWARD	- 08/	WITE	ASSESS WESTS AND	
	SECON	D CLASS		FIRST CL	ASS		ALLES AND ALLES	i ar i i	FIRST		THIR	D CLASS	1.1.	EASTWA	ARD Los Banos Subdivison W	IE (
Capacity of Sidings in Car Lengths	428 Freight	402 Freight	400 Mdm.	1 13	26 owl	Distance from San Francisco via Antioch	Time Table No. 231 September 29, 1940	Distance from Fresno	25 0w1	403 Freight	401 Freight	814 (23 (48	the state of	N T	Time Table No. 231	
	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday and Monday	ent market in	Leave Daily		STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	stori steri	Capacity of Sidings in Oar Lengths	Distance from San Francisco Via Antioch	September 29, 1940	
BKW OTYP	11.30A	1.40M			9.00 PM	82.2	TO-R TRACY	126.2	s 5.45AM	8.40PM	11.10PM	And the second	0-6	Saga		-
HE PER TOTYP	11.37	1.47	12.35		9.06	84.9	W. P. Crossing LYOTH	123.5		8.30	10.57	-06.	167.0	St. No.	STATIONS	1
54 P	11.43	1.52	12.40			87.9	YARMOUTH 4.7	120.5	5.34	8.23	10.52		45 Yard KWY	193.0	TO-R KERMAN	1
54 P	11.52AN	2.00	12.47		9.15	92.6	VERNALIS 2.3	115.8	5.28	8.15	10.44		18	200.5	TO BIOLA	+
P	Hate g					94.9	80LYO 1.5	113.5	f					206.0	5.5	1
45 P	DETERMINE	els per	11. 14.86	5 7 m 8 - 3 m	ace The	96.4	HALLY 4.0	112.0				400A - R0SA - R0S	1 op	208.6	WEST AORES 2.6 BIOLA JUNCTION	1
108 WP	12.04PM	2.12	12.59		9.24	100.4	TO WESTLEY	108.0	5.18	8.00	10.33					+
54 P	12.17	2.23	1.08		9.33	107.4	TO PATTERSON	101.0	f 5.10	7.42	10.24				(15.6)	1
52 P	12.27	2.33	1.16		9.40	113.2	OROWS LANDING	95.2	5.01	7.32	10.15					-
49 P	(NY 9) 40 1	orași i				117.3	TIMBA 2.2	91.1								
57 WP	12.40	2.44	1.24		s 9.48	119.5	TO NEWMAN	88.9	f 4.53	7.20	10.05		1-190			
52 P	12.48	2.50	1.30		f 9.54	123.5	TO GUSTINE	84.9	s 4.46	7.14	9.54		100	EASTWA	DD Los Danes Cubdisians W	Fe
41 P	give attr	1.01				126.9	LINORA 2.4	81.5						CASIMA	RD Los Banos Subdivison W	<u>.</u>
70 P	12.58	2.59	1.38		10.02	129.3	INGOMAR 6.3	79.1	4.38	7.04	9.33				Time Table No. 231	1
55 P	1.08	3.09	1.47		10.10	135.6	VOLTA 4.8	72.8	4.31	6.54	9.23	CAT THAT DO THE	og th	from	September 29, 1940	ı
82 Yard BKWOY P	1.35	3.30	2.02		s 10.25	140.4	TO-R LOS BANOS	68.0	8 4.24	6.45	9.10		Capacity of Sidings in Oar Lengths	Distance from San Francisco Via Antioch		
54 P	1.50	3.45	2.15		10.34	148.3	AGATHA	60.1	4.12	6.17	8.43		200	Dist San Vi	Kerman Branch	
96 P	2.01	4.06	2.22		10.40	153.0	TO DOS PALOS	55.4	f 4.06	6.10	8.34		7 700		STATIONS	
42 P	2.13	4.25			10.48	159.8	OXALIS 6.4	48.6	3.58	5.59	8.23		45 Yard	102.0		1
107 WP	2.24	4.35	2.40		10.57	166.2	TO FIREBAUGH	42.2	f 3.50	5.49	8.13		WY P	193.0	TO-R KERMAN	L
44 · P	2.31	4.42	2.46		11.03	170.8	CROMIR 3.7	37.6		5.42	8.06		22	205.1	RAISIN CITY	1
93 P	2.37	4.49	2.52		11.09	174.5	TO MENDOTA	33.9	f 3.40	5.36	8.00		20	210.7	CARUTHERS	_
43 P	2.50	5.04	3.04		11.19	181.9	R INGLE	26.5	3.30	5.24	7.49		117		(17.7)	
46 P	2.54	5.08	3.27		11.22	184.5	JAMESAN 8.5	23.9	3.27	5.20	7.45					
45 Yard WY P	3.10	5.30	3.45	and the second	11.33	193.0	TO-R KERMAN	15.4	f 3.18	5.05	7.30					
57	ITE A TA	1207				196.7	FLOYD	11.7				EASTHAR NEW	400			
45 P	3.25	5.38	3.53		11.40	198.5	ROLINDA 4.0	9.9	3.10	4.52	7.22					
- 46 P	3.35	5.45	4.00		11.46	202.5	PRATTON 5.9	5.9	3.05	4.45	7.15		1000	AI	DDITIONAL STATIONS	
Term Yard BKWOTY P	3.50PM	6.00AM		1.71.8	s 1 1.59PM	208.4	TO-R FRESNO	0.0	2.55 AM	4.30PM	7.00 PM			20	Los Banos Line	
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday and Monday		Arrive Daily		(126.2)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily			the second second second	M. P. 93.5	
- X	(4.20) 29.12	(4.20) 29.12	(3.45) 33.65		(2.59) 42.30		Time over DistrictAverage Speed per Hour		(2.50) 44.54	(4.10) 30.28	(4.10) 30.28			Stomar	M. P. 116.0 M. P. 138.3 M. P. 141.6	

ADDITIONAL	STATIONS
Los Rano	g T.ine

11

Distance from Biola Jct.

15.6 8.1 2.6 0.0

17.70 5.6 0.0

Los Banos Subdivison WESTWARD

Los Banos Subdivison WESTWARD

OhmM. P. 93.5
Vanormer M. P. 104.8
Stomar
Trent
Abatto
Brito
Silaxo
Benito
Arbios
Kearney M. P. 200.8 (Spur)
Cravold

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	Freeno	Martines							
26	Patterson	Discharge	Titemo	Tracy							

12	SASTWATT F	ASTWAR) (Lathrop Subdivision									
MAWT83W	THIRD CLAS	is Mad	SEC	COND CLAS	is	1400	FIRST	CLASS		294.0	TEAH	4 11 17		1000	Time Table No. 231
Capacity of Sidings in Car Lengths	Time Table No. 2	454 Freight	421 Freight	423 Freight	446 Freight	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	oper 20-1940	232 Passenger	52 San Joaquin	54 Passenger	59 West Coast	58 Sequoia	50 Sequoia	Distance from San Francisco Via Niles	September 29, 1940
WI		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	The second secon	SUA ST	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Monday Only	DI B	STATIONS
BKWO TY P	belotrates* Inc	2.40 AM		,	1.304		- 2.2 Co-	6.35 PM	10.14AM	9.07AM		2.30 AM	1.55 AM	70.8	TO-R TRAOY
P							Post - THOXA		4.79					73.9	BANTA
Spur	NAME OF STREET	N. A. A.	N.	1		T. C.S. I DE- L KMI	A PRIORES		1.70				0 132	76.8	WINSHIP 1.5
IP	ATOTAL OF	1000	A 3.34		19.5	the Blad State of Sales	ETANGE.		H.30					78.3	SAN JOAQUIN RIVER DRAWBRIDGE
Eastward 66 Westward 82 Fresno 70 Yard WYIP	MOLESTE VIEW O	3.05	10.55PM	9.20M	2.00 AM		THAN	s 7.05	10.30 AM	s 9.25AM	6.45 AM	f 2.46AM	f 2.11AM	81.5	TO-R LATHROP
P	(0.319	1 1 4 2					2 274	f 7.12						86.1	FRENCH CAMP
I	4	BILL	1 19.00	_ 10-2			The Party		9201					87.7	T. S. Ry. Crossing
BKWO ITY		3 30 11	11 20 8	0.45			ARMIT	s 7.20 7.30	6.771		s 7.00 7.15			90.9	A. T. & S. F. Crossing S. E. R. R. Crossing TO-R STOCKTON
I P	That is	3.3OAM	11.20PM	9.45	7 4 - 1			7,50		0.0	-1.15			92.3	STOOKTON TOWER No.4 W. P. Crossing
Spur P	month set must end of	MINTED					A TOTAL		9.251					92.7	EL PINAL
Spur	Time Table No. 27					NU. F. J. BE. V. J. GHT	BAROGN	1 12	6.00 / C	10.0		777778	OF THE	93.5	JARN
w	not of addition 2	100 120				E labertie in	NO. ATJOY	1 1 19	in 0	1.01			5.I. / 9	93.9	AKERS
P						(III) - 24 - 4 - 10 on	10 EAS 80	3-01	NGH C	0.0(1			2.5. 4	95.0	End of Double Track
125 P		198 6				11- 64 100	AFTAG	f	5,007	5.01		- 3	-0 -0	96.6	OASTLE
Spur	RESIDED AT A T A					01 1 00 1 11 11	101111		0.001	1-01				98.1	TOMSPUR
125 P	4000	J. Olivery	10.					f		0.01				100.2	ARMSTRONG
YardBKWOYP 129	* (777) (SINA)					CALL CALL	B 400 B 4000B	s 7.54		0.000	s 7.37			103.3	C. C. T. Co. Crossing
Spur P	and to the	1.00			The	C. ac. Ca.C. Ca.	ATTORISE	f	Later III 6	0.11			5 6	105.1	URGON
125 P	an in	+ 1 1	1,500			Nas 1,30 1,24	E-IQRI	f 8.00	War I d	CLU		Di Di	16 1	106.2	ACAMPO
125 P			1-20				MATURKA	f	PERSONAL TRANSPORT	aut, i			LE B	109.5	FOREST LAKE
Yard WYP						eo, a - 1 - a car 10 cm	TOANGER?	s 8.15	6.01	6.11	s 7.51		.E (111.7	GALT 3.8
127 P			1-900				CYO.RI	f	China I					115.5	NEED
P						TB-4 01.45 LW	AUALAN	f	Last C			- 6		117.5	ARNO 2.0
128 P	THE PARTY OF THE P	1414				EP 4 CO A.A.	MUSICALIS	f f 8.37	A.M. / 3	P-4 B	8.05		Arthur M	119.5	McCONNELL 3.4 ELK GROVE
125 P	Los Manos Lines and a	(A) (M(C))	-	-	-	NOE 1 2223 00		f	1.02		3.03		Calmy I	125.7	MEADOWS
137 WP	8.301 A M	. Variations V	1				15-001	f 8.47			8.13	100		129.0	FLORIN
e i e P	M. P. 134.1	regimentality					The state of the s	TT.						132.0	POLK
AM Yard		TA WARRA	12 40 1	11.05AM				f 8.55P	м		8.20 AM			133.2	BRIGHTON
	9,002 / Ma 10 5	Arrive Daily Ex. Sunday		Arrive Daily	Amino Dailu				Arrive Daily	Arrive Daily	TO HELD	Arrive Daily Ex. Monday	Arrive Monday Only		(62.4)
+ two	B.002 At .184 - 54	(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		Time over DistrictAverage 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.

Train	At	Receive or Discharge	To or Beyond	From or Beyond
59 59	Any Station Any Station	Receive Discharge	Beyond Sacramento	Fresno

THE RESERVE TO SERVE THE RESERVE THE RE				1212	YARR	athrop S	Subdivision	manyungus t		WESTV	VAND
Time Table No. 231	2	K Hon	Walter &	FI	RST CLAS	6	a Illai	SECOND	CLASS	THIRD	CLASS
September 29, 1940	Distance from Brighton	231 Passenger	55 Tehachapi	51 San Joaquin	53 Passenger	60 West Coast	stut.	445 Freight	420 Freight	455 Freight	Pend pend
STATIONS	10.04	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	a lar	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	21.5
TO-R TRACY	62.4	s 9.57AM	8 10.02 AM	s 6.24PM	s 7.21 PM		1 5/1/ 17	9.10PM		8.00 PM	
BANTA	59.3	f 9.50	THE A	20 11	ca	.6	T. LAW	Lockey			100
WINSHIP	56.4	18	116.53	18 1 52	1E OE	96 9.	O PARE	ALIMA		1.00	ES.8
8AN JOAQUIN RIVER DRAWBRIDGE	54.9	.8			38	.0 25	V 189	K GOLDE		AREJ	
TO-R LATHROP	51.7	s 9.38	9.46 M	6.08 PM	7.05 PM	9.26 PM		8.40M	11.15 PM	7.25	2.58
FRENCH CAMP	47.1	f 9.18						110			
T. S. Ry. Crossing	45.5										
A. T. & S. F. Crossing S. E. R. R. Crossing TO-R STOOKTON	42.3	s 9:10 s 9:00		1 68	E 94	s 9.13 s 8.58	.5.	18 Y 4 3	10.50	7.05 PM	3.1.2
STOCKTONTOWERNO.4	40.9						HIT	10,000			
0.4	40.5							10.00	I	A Marie	
EL PINAL OUD OUT OF THE PERSON OF THE PERSON OUT OUT OF THE PERSON OUT OUT OF THE PERSON OUT	39.7		7.17	A	w 0.0	R PA		827 A W	4 07	V.131	20.50
AKERS	39.3	711					110	TO A FU		9,914	
End of Double Track	38.2	+ 1			1-5	a Lu	a	10001		8/302	
OASTLE	36.6	+	100	2 4 10	2 1 00	B + 71	2 1 10	gaven	8-01	5.007	4.15
TOMSPUR	35.1					(8.3)	3 17.	G (14.030)	7		
21	33.0	9	Chillips.	0.1	ALC: N	B 60	2 1 kg F	BROADER		10.59	
ARMSTRONG 3.1 C. C. T. Co. Crossing LODI	29.9	s 8.41	TITLE BY		14 .00	s 8.39	e Lu.	KRUTER	d in	sheller.	pc.s.
URGON	28,1		111111					AJ.THECKS	m on l	Time To	BL / D4
1.1—	27.0	f						CANCEL			
FOREST LAKE	23.7	f						44131 2413			
GALT gg	21.5	s 8.26				8.23		7.11			
NEED 2.0	17.7	f						1.00	77.00	No.	20
ARNO	15.7	f	100			2 / 10		440000		Tall	
MCCONNELL	13.7	f	100			7 00				Hart	ie s
ELK GROVE	10.3	s 8.12				8.11		ميز الحد		F 445 2	
MEADOWS	7.5				A	0.57	A 1 44 106	I VALL ONLY	-0	1	45.0
FLORIN 3.0	4.2	s 8.02	_ Inter			8.05	2 100 100	-	41 472		ou.e
POLK	1.2	entral a Sing	p. No.	red part	propie Serve	mar Table	del I	platry			pitra
BRIGHTON	0.0	7.55AM	10.70			8.00PM		Section 1	9.30PM		-
(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 Average Speed per Hour		(2.02) 30.69	(0.16) 40.12	(0.16) 40.12	(0.16) 40.12	(1.26) 36.07		(0.30) 21.40	(1.45) 29.54	(1.00) 20.10	

Single track over San Joaquin River	Drawbridge; trains will be governed by inter-
locking 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 60	Any Station Any Station	Receive Discharge	Modesto	Roseville								

EASTWA		Lathrop Subdivision	" "
9 8	E 8	Time Table No. 231	88
Capacity of sidings in car lengths	Distance from San Francisco via Niles	September 29, 1940	Distance from Kentucky House
in car	Jistan Via	Lodi Branch	Oistan
Cap	or mag.	STATIONS	-8
Yard BKWOY P	103.3	TO-R LODI	39.3
02.9	105.1	C. C. T. Co. Crossing	37.5
10	105.2	ROMA	37.4
18 P	107.1	VIOTOR	35.5
9 P	110.7	LOCKEFORD	31.9
P	114.7	OLEMENTS 6.1	27.9
CL.Op MC	120.8	WALLAOE 5.6	21.8
	126.4	HELISMA	16.2
12.01	129.3	NORVAL 0.9	13.3
18 Yard P	130.2	TO VALLEY SPRING	12.4
25 P	134.7	TOYON	7.9
P	139.0	MAONIDER	3.6
Yard YWP	142.6	KENTUOKY HOUSE	0.0
ES 01 20	1	(39.3)	
EASTWA	RD	Lathrop Subdivision	WESTWARD
09.11. 78		Time Table No. 231	a.
₹4	1 20	September 29, 1940	
20	Page 1	September 20, 1040	25
ear lengths	stance fron Francis	hala financia de la compansión de la com	Stance Voodbric
Capacity of si in ear lengt	Distance from San Francisco via Nibe	Lodi Branch	Distance from Woodbridge
Capacity in ear	114 18.	Lodi Branch STATIONS	.S
BK BK	Distance fro	Lodi Branch	2.5
Capacity in ear	114 18.	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing	.S
BK BK	103.3	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5	2.5
BK BK	103.3	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE	2.5
EASTWA	103.3 105.8	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.55 WOODBRIDGE (2.5)	2.5 0.0 WESTWARD
EASTWA	103.3 105.8	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision	2.5 0.0 WESTWARD
EASTWA	103.3 105.8	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision Time Table No. 231	2.5 0.0 WESTWARD
LASTWA BRANCE BRANCE	103.3	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision Time Table No. 231 September 29, 1940	2.5
Capacity of eldings BR A A A A A A A A A A A A A A A A A A A	103.3 105.8	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision Time Table No. 231 September 29, 1940 lone Branch STATIONS TO-R GALT	2.5 0.0 WESTWARD
Capacity of eidings in car lengths in car lengths in car A A A A A A A A A A A A A A A A A A A	Distance from San Francisco via Niles	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision Time Table No. 231 September 29, 1940 lone Branch STATIONS	Distrince from MESTWARD
Capacity of eldings BR A A A A A A A A A A A A A A A A A A A	RD Interaction of the Principle of the P	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision Time Table No. 231 September 29, 1940 lone Branch STATIONS TO-R GALT 5.0 C. C. T. Co. Crossing 5.3 OLAY	Distance from MESTWARD
EASTWA WOYP Tard WOYP	103.3 105.8 RD Estratego 44 April 111.7 111.7	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision Time Table No. 231 September 29, 1940 lone Branch STATIONS TO-R GALT 5.0 C. C. T. Co. Crossing 5.3 OLAY 10.3	WESTWARD WESTWARD 27.1 22.1
Capacity of eidings RACA AAAA AAAA AAAA AAAA AAAA AAAA AAAA	103.3 105.8 RD Wolf and Separated and Separa	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision Time Table No. 231 September 29, 1940 lone Branch STATIONS TO-R GALT 5.0 C. C. T. Co. Crossing 5.3 OLAY 10.3 CARBONDALE 0.7 LIGNITE	2.5 0.0 WESTWARD Formula and the state of
Capacity of eidings RACA AAAA AAAA AAAA AAAA AAAA AAAA AAAA	103.3 105.8 RD 105.8 105.8 105.8 111.7 116.7 116.7 122.0	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision Time Table No. 231 September 29, 1940 lone Branch STATIONS TO-R GALT 5.0 C. C. T. Co. Crossing 5.3 OLAY 10.3 OARBONDALE 0.7 LIGNITE 1.8 EDWIN	2.5 0.0 WESTWARD Jone 100 27.1 22.1 16.8 6.5
EASTWA WOYP Pard WOYP Pard WOYP Pard WOYP Pard WOYP Pard Pard Pard Pard Pard Pard Pard Pa	103.3 105.8 RD ## 105.8 ## 105.8 ## 105.8 ## 105.8 ## 105.8 ## 105.8 ## 105.8 ## 105.8 ## 105.8	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision Time Table No. 231 September 29, 1940 lone Branch STATIONS TO-R GALT 5.0 C. C. T. Co. Crossing 5.3 OLAY 10.3 OARBONDALE 0.7 LIGNITE 1.8 EDWIN 0.4 OLARKSONA	2.5 0.0 WESTWARD 1000 27.1 22.1 16.8 6.5 5.8
Capacity of eddings RACA And MOAL And MOAL BR AND B	103.3 105.8 RD Booling a service of the service o	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision Time Table No. 231 September 29, 1940 lone Branch STATIONS TO-R GALT 5.0 C. C. T. Co. Crossing 5.3 OLAY 10.3 CARBONDALE 0.7 LIGNITE 1.8 EDWIN 0.4 OLARKSONA 2.5 DAGON	2.5 0.0 WESTWARD augustic 27.1 22.1 16.8 6.5 5.8 4.0
EASTWA WOYP Yard WOYP P Spur Spur Spur Spur Spur	103.3 105.8 RD 105.8 105.8 105.8 105.8 106.8 107.0 108.0	Lodi Branch STATIONS TO-R LODI C. C. T. Co. Crossing 2.5 WOODBRIDGE (2.5) Lathrop Subdivision Time Table No. 231 September 29, 1940 lone Branch STATIONS TO-R GALT 5.0 C. C. T. Co. Crossing 5.3 OLAY 10.3 OARBONDALE 1.8 EDWIN 0.4 CLARKSONA 2.5	2.5 0.0 WESTWARD In the street of the str

14	14 CHAWTERW COME EASTWARD CHAWTERS CRAWTERS									Merced Subdivision	mothfy	inded on	Andre Della						
	SECOND CL	ISS			FIRST	CLASS				m. m. 11 37 004			FI	RST CLAS	8		SECON	D CLASS	
Capacity of Sidings in Car Lengths	420 Freight	446 Freight	Imo Tab Septembe	60 West Coast	52 San Joaquin	54 Passenger	58 Sequoia	50 Sequoia	Distance from San Francisco Via Antioch	Time Table No. 231 September 29, 1940	Fresno	59 West Coast	125.4				The second second		
Q 80 Q	Leave Daily	Leave Daily Ex. Sunday	Duck :	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Monday Only	Dist San Viv	STATIONS	Die	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	
astward 66 resno 70 ard IWYP	11.15	2.00AM		9.26 PM	10.30 AM	9.42AM	2.46 AM	2.11 AM	92.9	TO-R LATHROP	112.6	6.45 AM	s 9.42AM	6.08PM	s 6.55PM	9.20AM	8.35PM	10.55 PM	
I,P			8.8	21 130		14 14 14 14		77. 19	93.8	W. P. Crossing	111.7		J	T. Jan	A 1 M ST. C.	MITCH ALL AND ALM		TO ANY	
79 P	11.35	2.20	8	9.36	l1	9.50	s 2.55	s 2.20	96.8	TO MANTEOA	108.7		9.35		s 6.48	9.08	8.25		
122 P	11.40	2.30	No.	9.39	10.37	9.53	2.58	2.23	99.4	CALLA 3.9	106.1	6.36	9.30	5.58	6.43	9.03	8.00	10.43	
83 P	11.46	2.40	307	9.43	\	9.57	s 3.05	s 2.31	103.3	TO RIPON	102.2	6.32	9.26		s 6.39	8.47	7.43	- 1 (V)	
83 P	11.51P	2.50	RDOLL	9.47	10.44	10.01	s 3.11	s 2.37	106.4	TO SALIDA	99.1	6.28	9.22	5.51	s 6.33	8.42	7.25	10.32	
No. 1, 103 No. 2, 117 No. 3, 131 d BKOWYP	12.05	3.15	8	s 10.00	s10.54	s 10.15	s 3.31	s 2.58	113.1	TO-R MODESTO	92.4	s 6.20	s 9.15	8 5.44	8 6.23	8.30	7.10	10.20	
IP	5 5-82	V348	DER.	8,201					114.7	T. S. Ry. Crossing	90.8	400							
75 P	12.15	3.25	OF	10.07	10.59	10.21	s 3.40	s 3.07	117.4	OERES	88.1	- 1			f 6.08	8.20	6.35	10.07	
73 P	12.20	3.30	FILLO.T	10.11		4 feet II	3.45	3.12	120.8	KEYES	84.7	6.03	8.59	5.33	f 6.04	8.15	6.29	9.42	
86 Yard P	12.30	3.45		s 10.21	s11.09	s 10.34	s 3.58	s 3.26	126.2	TO-R TURLOOK	79.3	s 5.57	s 8.53	s 5.28	s 5.58	8.06	6.20	9.32	
97 P	12.40	4.06	le male	10.29		10.40	f 4.06	f 3.34	131.9	DELHI	73.6		8.43		f	7.57	6.03	9.20	
84 WP	12.48	4.25	1	f 10.37	11.19	10.47	s 4.15	s 3.44	136.4	TO LIVINGSTON	69.1	5.43	8.38		s 5.40	7.50	5.56	9.09	
75 P	1.00	4.50		f 10.47	11.26	10.57	f 4.27	f 3.54	143.2	TO ATWATER	62.3	5.36	8.29	5.08	s 5.30	7.40	5.45	8.59	
39	CLAWFE CIVIL	Interligion	a suspension of	7	ET STATE	CRAN			144.8	BUHAOH	60.7					1 50		BAR PER	
34 P	1.08	5.00		10.51	7	11.01	4.32		147.4	FERGUS	58.1	5.32	8.24			7.32	5.37	8.52	
94 Yard SKWOTP	1.40	5.15AM	doll alm	s 11.10	s11.37	s11.10	s 5.00	s 4.15	150.5	TO-R MEROED	55.0	s 5.27	s 8.20	s 5.01	s 5.20	7.26	5.30PM	8.47	
75 P	2.10	man part to	Marin Sc.	11.20	11.44	11.17	f 5.13	f 4.25	156.6	LINGARD	48.9	5.13			5.03	7.12		8.32	
79 P	2.20	Arrived .	thad	11.24		1 12	f 5.21	f 4.30	160.5	ATHLONE 6.4	45.0	5.09	8.06	4.49		7.05		8.26	
84 P	2.32	#R92	WYR	11.31	11.54AM	11.27	f 5.28	f 4.38	166.9	MINTURN 1.3	38.6	5.03	8.00		4.53	6.55		8.16	
43 WYP	11	1	1	f 11.35			s 5.33	s 4.43	168.2	TO CHOWOHILLA	37.3				s 4.51			Recht	
79 P	2.42	10 troit	ST(mile)	11.41		11.34	f 5.40	f 4.57	173.0	FAIRMEAD	32.5	4.57		4.37	f 4.45	6.46		8.06	
74 WTP	2.49						f 5.45	f 5.04	176.5	BERENDA 2.7	29.0	4.53	7.50			6.37		8.00	
104 P	2.55			11.47	12.06 PM		5.48	5.07	179.2	NOTARB 4.7	26.3	4.50				6.32		7.55	
Yard P	3.07	destibdu		s 11.56 PM		s 11.50	8 6.01	s 5.16	183.9	TO MADERA	21.6	s 4.44	8 7.43	s 4.26	s 4.33	6.24		7.47	
80 P	3.20	-		12.03AM		11.57AM		5.24	190.2	IRRIGOSA 5.4	15.3	4.34	7.34			6.09		7.33	
83 WP	3.29	SCAL ST	and sensi	12.09	12.24	12.03 PM	f 6.17	f 5.31	195.6	HERNDON 3.6	9.9	4.29	7.29	4.14	f 4.19	5.55		7.24	
P		COUNTY OF THE	sterot all	4.45		12.			199.2	BIOLA JOT.	6.3								
WP	3.40	- count	-	12.16	12.30	12.10	6.23	5.38	201.8	TO-R FRESNO	3.7	4.23	7.23	4.08	4.13	5.45		7.14	
OTYP	4.004			s 12.28 AM	s 12.40 PM	s 12.20 PM			205.5	TO-R FRESNO	0.0	4.15 AM	7.15 AN	4.00 PM	4.05 PM	5.30AM		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 Ex. Sunday	Leave Daily	
	(4.45) 24.05	(3.15) 17.72	1122	(3.02) 37.12	(2.10) 51.97	(2.38) 42.75	(3.49) 29.50	(3.39) 30.84		Time over District		(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	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS												
Train	At	Receive or Discharge	To (or beyond)	(or beyond)								
54 60 55	Mantecs, Ripon, Salida, Ceres, Livingston, Atwater, Chowchilla Any station Chowchilla, Atwater, Livingston and Manteca	Receive Discharge Discharge	Bakersfield	Lathrop Stockton								
99	Chowchina, Atwater, Livingston and Mantees	Receive and Discharge	Lathrop	Bakersfield								

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

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) P. 165.8 (Spur)
Sierra Vis	ta.						.M.	P. 165.8 (Spur)
Borden				į.			.M.	P. 186.7
Tharsa							.M.	P. 193.5

8											
Capacity of sidin in car lengths	THIRD CLASS 454 Freight Leave Daily Ex. Sunday	Distance from San Francisco Via Niles	Time Table No. 231 September 29, 1940 Oakdale Branch STATIONS	Distance from Merced	455 Freight Arrive Daily	lo late edit an esterior	apacity of sidings in car lengths	Distance from San Francisco Via Antioch	Time Table No. 231 September 29, 1940 Raymond Branch	Distance from Raymond	officers (New York and a Medical Color of the Color of t
Yard					Ex. Sunday	Almanda di	0		STATIONS		with distance with a control of the
KWOITY P	4.00 AM	90.9	TO-R STOOKTON W. P. Crossing C. C. T Co. Crossing	72.0	6.30PM	oten Dis	WT P	176.5	R BERENDA	20.9	- condition for the state of the first or the state of th
Spur	Section 1	96.0	ORFORD	66.9		Terr broads	Or I man	179.8	TO KISMET TOWER. A. T. & S. F. Crossing	17.6	march and the 1990, it was a Lad formalism to make the same and the sa
Spur	out attenues	97.7	SIBLEY 0.6	65.2		all of y	First Imbie	183.8	TALBOT	13.6	The second of th
Spur	Distriction	98.3	WALTHALL 2.3	64.6			Share Vereila	187.9	DAULTON 2.9	9.5	ded testament a conservation of the inferior
Spur	O Thomas Town	100.6	HOLDEN	62.3		Adail pf()	Spur	190.8	JESBEL 4.2	6.6	DIVISION MILEAGE
29 WYP	4.30	103.8	PETERS	59.1	6.00	.besole	Sale tall Lesson	195.0	HERBERT	2.4	MAIN LINES
P	4.45	108.2	FARMINGTON 3.3	54.7	5.47	article and the	V. A	196.2	KNOWLES JOT.	1.2	Oakland Pier to West Oakland
Spur	n 100 lilihah 350 Noon di 200 lili	111.5	GOTRI 2.6	51.4	7		Yard WTP	197.4	RAYMOND	0.0	West Oakland to Washington, via MartinesS. P. R. R
23	4.50	114.1	OOMETA 2.6	48.8	5.32	g Neor uses	all of the same	HIS PUTILS	(20.9)		Martinez to Tracy S. P. R. R. 47.6 Tracy to Biola Junction C. P. Ry 116.8
P	5.00	116.7	VALLEY HOME	46.2	5.25	biova bush	Los situres mail	and of farthe	de incircally solution reflected as	nd. Lor	Oakland Pier to Tracy, via Niles. C. P. Ry. 67.4 Lathrop to Polk. C. P. Ry. 50.3
Spur	atox or ser	120.6	ADELA 1.8	42.3		all markets	Star J. Million	TOT DOMEST	All authors are not for a second		Elmhurst to Santa Clara
Yard WP	5.30AM	122.4	TO-R OAKDALE A. T. & S. F. Crossing	40.5	5.00PM	ditor initia					End Coast Division to Niles Junction
50	d yani lacali	126.3	OLARIBEL 6.1	36.6		omit to a					Tracy to Fresno. S. P. R. R. 124.1 Kerman to Biola Junction. S. P. R. R. 5.8 F. T. Co. 8.6
Pinotight pe	milal utak	132.4	TO WATERFORD	30.5		ephiliD like					[F. T. Co
P	dall de	134.0	HICKMAN	28.9		Terrando					
0 P	MAY	139.8	MONTPELLIER	23.1		and the same					BRANCHES
) P	Tool To	146.0	RYER 1.5	16.9		my name					AlvaradoC. P. Ry Halvern to Alvarado 2.6
Spur P	Last L	147.5	BASEL 1.3	15.4		SOULE CHE SE	FIATWIRD	3 ds = 3/de	Auto a de J	99	CapayS. P. R. R. Elmira to Capay
P		148.8	ARUNDEL 3.7	14.1		Meant of the	EASTWARD	icol harin	Merced Subdivision	WESTWARD	Ione
6 P	distribus.	152.5	AMSTERDAM	10.4		to obe 2 s		Landau being	Time Table No. 231		Knowles S. P. R. R Knowles Jct. to Knowles 2.4
Los Buttelli ba	od Typrodes	157.2	NAIRN 1.0	5.7		dalwork	atte a	fron	September 29, 1940	23	C. P. Ry. Lodi to Lodi 0 0 0 0 0 0 0 0 0
P	100000	158.2	FERRIN 1.7	4.7		one O' to	alty of	Distance from San Francisco Via Antioch	will be distinged it at your ways and	Distance fro Knowles	(S. P. Co Valley Spring to Kentucky House
Spur		159.9	BATTURS	3.0		or quiple	Frac	Diet Vie	Knowles Branch	Day .	NapaS. P. R. R Suisun-Fairfield to Calistoga
KWOTP	THE RESERVE OF	161.1	m A. T. & S. F. Crossing	1.8		DUNING THE	0	n polici di di	STATIONS		Oakdale. S. P. R. R. Stockton to Merced 72.1 Raymond S. P. R. R. Berenda to Raymond 21.1
Yard Yard		162.9	TO-R MERCED	0.0		and the same of	da kall Agradi	196.2	KNOWLES JOT.	2.8	Richmond Spur. S. P. R. R San Pablo to Richmond Transfer 2.0
all bandradi	Arrive Daily Ex. Sunday	CTION SO	(72.0)	a-8-05	Leave Daily Ex. Sunday	aft mag	8pur	198.2	HILISIDE 0.3	0.3	RiverdaleS. P. R. R. Ingle Easterly
	(1.20)			_			title besterre in	198.5	KNOWLES	0.0	SchellvilleS. P. R. R. Napa Jct. to Schellville
tropy will age	(1.30) 21.00	m3 b	Average Speed per Hour	Tay and	(1.30) 21.00		Sold to buy no	A STATE OF	(2.3)		UnionS. P. R. R Union to West Napa
FAOTWARD				LUCZE I		uto grand			A control of the land of the l	le.	Total Western Division
EASTWARD	Manager and the	90	Merced Subdivision Time Table No. 231	Taxable Comments	WESTV	VARD					NULLIA (c). As question how, we have construct whiletto will be a large business by lane in the base of the constituent of the constituent of the base of the constituent of the base of the constituent of
Capacity of sidin		Distance from San Francisco Via Antioch	September 29, 1940	Distance from Dairyland		milianima milianima mulianima					Miles Traine in Majores from
ed th	100000	0.00	Chowchilla Branch	NA PA		1					
WP		168.2	TO CHOWCHILLA	40.4							Plant all others while payers believe a secretary
		172.6	4.4	10.1		of re-early			of ACT to use topode but here		Principles of the new Additional States of the second States of the seco
Spur		174.1	ASH 1.5 OVEJA	5.7		- 1			Microsophia de Microsophia		the state of the s
to agricultural	-	175.3	TILLMAN	4.2		-1			Nilse Tower		Trough Trains on Role line, or reach a control of
Spur		177.2	1.9	3.0							the control and the book of the property of the control of the con
		178.3	PLAINS 1.1 DAIRYLAND	1.1							and the state of t
	-	.70.3	(10.1)	0.0					of the con		the sect (1) of he are stable being many banches to commentate

Oakland Pier to West Oakland	. 1.01	100
West Oakland to Washington, via Martinez S. P. R. R	. 86.20	
Davis to end Western DivisionS. P. R. R	. 1.32	
Martinez to Tracy	. 47.62	
Tracy to Biola Junction	. 116.89	
Oakland Pier to Tracy, via Niles	. 67.45	
Lathrop to Polk	. 50.30	
Elmhurst to Santa ClaraS. P. C. Ry	. 30.26	
End Coast Division to Niles JunctionC. P. Ry		
Niles to San Jose		
Tracy to Fresno	. 124.18	
Kerman to Biola Junction	5.84 8.69	
Total Main Lines		570.69

BRANCHES		
AlvaradoC. P. RyHalvern to Alvarado	2.63	
CapayS. P. R. R Elmira to Capay	33.17	
ChowchillaV. E. R. RChowchilla to Dairyland	10.23	
IoneS. P. R. R Galt to Ione	26.91	
Kerman S. P. R. R Kerman to Caruthers	18.43	
KnowlesS. P. R. R., Knowles Jct. to Knowles	2.40	
Lodi S. P. R. R. Lodi to Lodi S. P. R. R. Lodi to Woodbridge S. P. R. R. Lodi to Valley Spring S. P. Co. Valley Spring to Kentucky House	2.58 26.67 12.65	
Madera SpurS. P. R. R Madera to end of Madera Spur	3.89	
NapaS. P. R. R. Suisun-Fairfield to Calistoga	47.34	
VallejoS. P. R. RNapa Jct. to South Vallejo	7.14	
OakdaleS. P. R. R. Stockton to Merced	72.12	
RaymondS. P. R. R. Berenda to Raymond	21.10	
Richmond Spur.S. P. R. R San Pablo to Richmond Transfer	2.03	
RiverdaleS. P. R. R Ingle Easterly	.25	
San RamonS. P. R. RAvon to Radum	29.85	
SchellvilleS. P. R. RNapa Jct. to Schellville	11.30	
StonehurstC. P. Ry Elmhurst to Stonehurst	.75	
UnionS. P. R. RUnion to West Napa	2.3	
Total Branches.	NIT.	333.7

RULE 2. Watch Inspectors:
C A Dana Managar 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 Footbill Blvd.
Oakland H Bullard 1194 Seventh Street
Oakland E. S. Griffin, 214 Easton Bldg.
Oakland Don J. Allphin, 5836 Foothill Blyd.
Alamada A. O. Gott
Alameda. A. O. Gott Berkeley. W. R. Burke, 2199 Shattuck Avenue
Berkeley Ernest L. Dorrett, 1823 Solano 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.
Stockton
LodiJack Labes
Walnut CreekA. C. Griffin
Benicia
Suisun-FairfieldChas. J. Wiener
Valleio
CalistogaAlbert Mercer
WintersC. E. Wyatt
Sacramento
RosevilleD. B. Farnsworth
MartinezJohn G. Beard
PittsburgH. A. Minasian
TracyR. Von Dack & Son
LivermoreC. Harlie Power
San Jose. Kochers, 169 So. First St. San Jose. W. H. Turick, 275 So. First St.
San Jose W. H. Turick, 215 So. First St.
Newman
Fresno
Fresno. A. L. Colvin, 1211 Fulton St.
MaderaRobert J. Wellman
Merced
Modesto W. P. Shoemake
Turlock
Turioca

RULE 4. Designated Holidays: 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

tween 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 Jet., Trains on Los Banos Subdivision.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99:

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 (1). 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(1) 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

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 time-table 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

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.

ing 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 time-table superiority from Sacramento to Davis train order office.

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

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

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	
	Niles Tower	All Trains
	Redwood Junction	All Trains
	Newark	Nos. 407 and 406
	Santa ClaraAll tr	ains at Santa Clara Tower
	Martinez	Westward Trains
	StocktonSe	cond class and extra trains
	except those o	riginating 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.

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

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

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, MP 69.21 on Niles Subdivision, MP 74.37 on Lathrop Subdivi division 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 follow-

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

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 Mococo.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTER-LOCKED:

Napa Valley Railway, 1900 feet east of Napa Junction on Schellville line,

Napa Valley Railway, 3600 feet east of Napa Junction on Napa line, STOP. Sacramento Northern Railway, 4000 feet east of Hookston on Avon-Radum

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,

Surryhne 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 rail-road 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	uisun Bay
SacramentoSacram	ento River
CygnusCorde	lia Slough
AvonPach	eco Slough
DumbartonSan Fra	ncisco Bay
West of NewarkNews	ark Slough
Between Albrae and Alviso Warm Springs Creek-Coy	ote Creek
San Joaquin River BridgeSan Joac	quin River
Brazos	apa 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

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 FOL-LOWS:

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 signa

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.

Kerman...... Caruthers line, for main track Los Banos Subdivision.
Biola line, for Kerman-Fresno main track.

Merced......Oakdale line, for main track Merced Subdivision. division.

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

Martines passenger station, and the normal line-up will be for the Bridge line. This is an oil buffer spring switch.

Crossover located 300 feet east of Signal SA 346 near east end of the bridge will be known as "Upper Crossover."

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

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

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

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

RULE 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

RULE 105. LATHROP:

track and to be used by westward trains.

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

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 east-

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

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.

West switch and derail of running track, Fresno Yard near Biola Jct., 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.

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

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.

FI MHURST

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

Protection afforded

423 Oil buffer spring switch, Shinn

526 Rock slide fence, MP 52.6

543 Rock slide fence, MP 54.3

MARTINEZ SUBDIVISION

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

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.

San Joaquin River Drawbridge:	Name Tet - Manifeline anatomand - 0
West End. Trailing eastward 25	Napa Jct Trailing eastward 8
Facing westward 35	Facing westward 30
East End Trailing westward 35	Mococo Trailing eastward 35
Facing eastward 25	Facing westward 35
Lathrop Trailing eastward	Martinez Trailing westward 35
from siding 20	Redw'd Jct Trailing eastward 25
Facing westward 35	Facing westward 35
ShinnTrailing eastward 8	a mountain and and
Facing westward 35	the state of the state of the section of the state of
Fresno, Clinton Ave., end double track:	Fresno, Junction Los Banos line:
Trailing westward 35	Trailing eastward 15
Facing eastward 25	Facing westward 10
RULE 516. Overlap posts are le	
Port Chicago	Eastward trains.
Nichola (150 feet east of wee	t switch) Eastward trains.
MICHOIS (100 ICCE CASE OF WES	switch) Eastward trams.
Wayne (Highway Crossing).	Eastward trains.
Hayword (2500 feet east of a	

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

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 Codar 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 Miles-Tracy line and Radum-Aven line
Limits on main track extend from home signal at west Wye switch to
home signal at east Wye switch and on Radum-Aven line to home signal

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

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

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.

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 Martines passenger station to westward dwarf signals 938 feet east of Martines 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

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

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.

Southern Pacific tracks.

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.

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 1.6 miles east of French Camp

Limits on eastward track extend from home signal 750 feet west of crossing to dwarf signal 600 feet east of crossing; on westward track from home signal 600 feet east of crossing to dwarf signal 350 feet west of

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.

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

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

One short sound of tower siren (o) will be signal for all train move-

ments 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 Pina

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

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

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 splant.

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

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.

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.

Freight trains may pass Altamont or Creston without stopping for 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.

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

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

Also equipment being handled between Oakland Pier and West Oak-

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 Jct. that do not stop at Martinez will make puring test immediately after passing west switch.

Martinez will make running test immediately after passing west switch

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

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 Jct. 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 un-necessary 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 caboose.

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

Engines heavier than those shown herein will not be permitted to operate on following lines or tracks: Schellville Branch......MK 4
 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
 C

 Lodi Branch
 C
 C

 Stockton, Tracks 2 and 3 except to pick up and set out cars
 C

 Oakdale Branch
 MK 6

 Milton Branch
 E
 23

 Uakdale 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 Sour
 C
 Ayriso, Cannery Spur.

Agnew, Distillery Spur.

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 Madery Winery Spur. Madera, Winery Spur.....MK 4

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

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

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

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

-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 3-Westward Passenger Trains.

No. 1—Westward Freight Trains. 2—Eastward Freight Trains. 4—Eastward Passenger Trains. Eastward electric trains Oakland 16th St. to 22nd St. Junction. Westward electric trains 34th St. Junction to Shellmound.

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.

2—Eastward Electric Trains. 3-Westward Steam 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

PAGE	LOCATION	Passen- ger	Freight	Engine Backing
2, 3, 4, 5 2, 3, 4, 5	Berkeley, University Ave	10 15 20	10 15 30	10 15 15
2, 3, 4, 5 2, 3, 4, 5 6 7	Dixon Washington Pittsburg Capay Vallejo, Tennessee St. Crossing	50 20 25 10 5	35 20 25 10 5	20 20 20 10 5
7 7 8, 9 8, 9 8, 9	Napa. St. Helena. Oakland, between Market and Oak Streets Pleasanton Livermore.	8 12 15 15	8 12 15 15	12 15 15 10
10 10 12,13,15	Alviso. San Jose. Stockton, all main tracks, Except. Between Wilson Way and Sacramento St.	35 12 20 8	25 12 20 8	15 12 20 8
12, 13 14	Tracks other than main tracks Lodi	8 15	8 15	15
14, 15 11, 14 15	River Bridge Modesto and Turlock Merced Fresno. Oakdale	20 15 15 20 20	20 15 15 20 20	20 15 15 12 20

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:

ross cou	iter-baranced for speeds in 10 m.p.n.or over.	
age No.	BETWEEN	M.P.H.
6	M.P. 43.5 and Tracy (except)	65
6	Through City Limits of Pittsburg	25
14	Western Pac. Crossing and Biola Jct. (except)	65
14	Over Highway Crossing east of Manteca Station	45
14	Through City Limits of Modesto, Turlock and Merced	15
14	Over Street Crossing at the Livingston Station	45
14	Madera, between Standard Oil Spur and Fresno	Light of
	River Bridge	20
14	Biola Jct. and Fresno (except)	60
14	Eastward, end of double track M.P. 201.9	25
14	Westward, end of double track M.P. 201.9	35
14	Through City Limits of Fresno	20
	wing engines are cross counter-balanced:	, pic Adrum
All C	S1 2 2 MT 1 2 2 4 5	

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:

_	seem written new ream Assessations Leafer watch	Mary N	Jan Barr	PASSENG	ER	A IN CASE	FREIGHT		p. med es	LIGHT	ENGINES R	JNNING FOR	WARD
Page No.	BETWEEN LOOK I STATE OF THE STA	Maximum Except Stream- liner Diesel Power	Stream- linor Diesel Power Unit	With T 1, 2, 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 C12, 15, 17 AC 1, 2, 3, TW	Freight and Mixed Maximum	Engines and Motors Backing	Switch Engines S-SE Type	C 12, 15, 17 MK 2, 4, 10 AC 1, 2, 3, 4, 5, 6, 8, 9 AM 2 TW	T1, 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	T26, 32, 37,	Mt 1, 3, 4, 5 GS E P A
2, 3, 4, 5 2, 3, 4, 5	Oakland and Berkeley, University Ave. (except) Across new freight line West Oakland. Berkeley, University Ave. and M.P. 21.5 (except) M.P. 13.8 and M.P. 15.6. M.P. 21.5 and Port Costa, Tangent. M.P. 21.5 and Port Costa, on Curves. Passing Port Costa Station. Port Costa and M.P. 28.2 on Working Track	50 20 65 45 50 40 40	60 20 80 45 60 45 50	50 20 50 45 50 40 40	45 20 45 45 45 45 40 40	40 20 40 40 40 40 40	35 20 40 40 40 30 20	20 20 20 20 20 20 20 20 20 15	20 20 20 20 20 20 20 20 20 15	30 20 30 30 30 30 30 20	35 20 35 35 35 35 30 20 15	40 20 40 40 40 40 30 20	45 20 45 45 45 45 20 15
2, 3, 4, 5 2, 3, 4, 5	Port Costa and Martinez, Tangent	50 45 45 70 60 60	60 50 45 95 80 80	50 45 45 50 50 50	45 45 45 45 45 45	40 40 40 40 40 40	35 30 35 40 40 40	20 20 20 20 20 20 20 20	20 20 20 20 20 20 20 20	30 30 30 30 30 30 30	35 30 35 35 35 35 35	40 30 35 40 40 40	45 30 35 45 45 45
2, 3, 4, 5	duct 35-B	70	95	50	45	40	40	20	20	30	35	40	45
2, 3, 4, 5 2, 3, 4, 5 2, 3, 4, 5 2, 3, 4, 5 2, 3, 4, 5	Westward Track, east end steel viaduct 35-B to Martinez Suisun-Fairfield Yard, both tracks Davis Yard, both tracks Sacramento Northern Ry. Crossing, both tracks Sacramento River Drawbridge, both tracks	45 50 40 40 20	45 50 50 40 20	45 50 40 40 20	45 45 40 40 20	40 40 40 40 20	35 35 35 40 20	20 20 20 20 20 20	20 20 20 20 20 20	30 30 30 25 20	35 35 35 25 20	35 35 35 25 20	35 35 35 25 20
6	End of Double Track Mococo to Martinez, Westward Track	30		30	30	30	20	20	20	20	20	20	20
6 6 6 6 7	Martinez to End of Double Track Mococo, Eastward Track. End of Double Track Mococo and M.P. 41 M.P. 41 and M.P. 43½. M.P. 43½ and Tracy. Shell Point, Chemical Spur. Avon and San Ramon (except). Over Bridges 44-E near Hookston and 49-C west			50	45 45 45 45	40 40 40 40 40	35 35 35 40 10 20	20 20 20 20 20 10 15	20 20 20 20 20 10 15	30 30 30 30 30 10	35 35 35 35 10 20	40 40 40 40 10	45 45 45 45 10 20
7 7 7 7	of Rady Over Bridge 57-A east of Osage. San Ramon and Radum Elmira and Winters. Winters and Capay. Suisun-Fairfield and Cordelia.	10 10 20 30 15 40		30	30	30	10 10 20 30 15 25	10 10 20 20 15 20	10 10 20 15 15	20 30 25	10 10 20 30 15 25	20 30 25	10 10 20 30 15 25
77	Cordelia Winery Spur	35 25		35	25	25	10 25 25	10 15 15	10 15 15	25 25	25 25	25 25	25 25
7 7 7 7	Crossing east of Napa Station and Calistoga Road Crossing east of Napa M.P. 53½ and Calistoga (except) Winery Spur Barro on Curves Napa Junction and South Vallejo Napa Junction and Schellville Jct.(except)	8 20 25		25	25 25 25	25 25	8 20 15 25 25	8 15 15 15 15	8 15 15 15	8 20 25 25	8 20 15 25 25	8 20 25 25	8 20 15 25 25 10
7 7 6, 8, 9, 11, 12, 13	Napa River Drawbridge	10 8		4.0	10	10	10 8	10 8	10 8	10	. 8	10	10 8
8, 9 8, 9	crossings at Tracy west of station on Niles line and on Martinez line	10 50		10 50	10 45	10 40	10 35	10 20	10 20	10 30	10 35	10 40	10 45
8, 9 8, 9 8, 9 8, 9 8, 9	West Oakland Halvern and Alvarado Niles and M.P. 34.5 M.P. 52 and M.P. 53.5 M.P. 53.5 and M.P. 55.5 M.P. 55.5 and M.P. 58.5	20 10 35 30 40 30		40 30	20 30 25 30 25 25	25 25 25 30 25	20 10 25 25 25 25 25	20 10 15 15 15 15	20 10 15 15 15 15	25 25 25 25 25 25	20 10 25 25 25 25 25	20 25 25 25 25 25	20 10 25 25 25 25 25 25 25
8, 9	M.P. 58.5 and M.P. 61 M.P. 61 and Midway	35 40		35 40	30	30 30	25 25	15 20	15 15	25 25	25 25	25 25	25 25

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:

		PASSENGER				FREIGHT	372		LIGHT ENGINES RUNNING FORWARD			
Page No.	BETWEEN		With T 1, 2 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 AC 1, 2, 3, TW	Freight and Mixed Maximum	Engines and Motors Backing	Switch Engines S-SE Type	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 F1, 3, 4, 5, 6 SP 1, 2, 3	T26 32 27	Mt 1, 3, 6 GS E P A
10 10	Elmhurst and Santa Clara (except) Newark Yard	50 40	50 40	45 40	40 40	35 20	20 15	20 15	30 25	35 25	40 25	45 25
10	Distillery Spur, Agnew	10	40	40	40	15	15	15	20		20	
10	Niles and San Jose via Milpitas (except)	40	40	40	40	25	20	20	20	20	25	25
10	San Jose Vard	20	20	20	20	20	20	20	20	20	20	20
10	Trains with AC, F-4 and F-5 Engines Niles and Newark	20 50				20 40	20	20	30	35	40	45
10 10	Newark and Redwood Junction (except)	50	50 50	45 45	40 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 20	30 25	35 25	40 25	45 25
11	Over W. P. Crossing, Lyoth No. 400	40	40	40	40	25 50	20	20	20	20	20	20
11	Kearney and Timba Spurs					10	10	10				
îî	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
2, 13	Tracy and Lathrop (except)	60 15	50 15	45 15	40 15	40 15	20 15	20 15	30 15	35 15	40 15	45 15
2, 13 2, 13	San Joaquin River Drawbridge San Joaquin River Drawbridge GS and AC	10	10	10	10	10	10	10	10	10	10	10
	Engines	10				10						
2, 13	Lathrop and Stockton	55	50	45	40	40	20	20	30	35	40	45
2, 13	Stockton and End of Double Track, M.P. 95	55	50	45	40	35	20	20	30	35	40	45
2, 13 2, 13	End of Double Track and M.P. 102	65 50	50 50	45 45	40 40	40 40	20 20	20 20	30 30	35 35	40 40	45 45
2, 13	M.P. 104 and M.P. 132.	65	50	45	40	40	20	20	30	35	40	45
2, 13	M.P. 132 and Brighton	50	50	45	40	40	20	20	30	35	40	45
2, 13	Eastward trains through C. T. C. S. switch at	and the state of				Charles and the		Complete	chains pail			
2, 13	End of double track	25	25	25	25	20	20	20	25	25	25	25
	control switch to Eastward Track	25	25	25	25	25	20	20	25	25	25	25
2, 13 2, 13	Through Controlled Sidings in C. T. C. S Through Controlled Sidings in C.T.C.S. under	25	25	25	25	25	20	20	25	25	25	25
13	Caution Indication	12 30	12	12	12	12 30	12 20	12 15	12	12 30	12	12 30
13	Galt and Ione (except)	25				25	15	15		25		25
13	Sutter Creek Bridge between Clarksona and		ACTION AND ADDRESS OF THE PARTY		A Table Comm			Company of	roll, James M	C. more		
	Dagon	15				15	15	15		15		15
13	Lodi and Woodbridge	10				10	10	10	10	10	10	10
13 13	Lodi and M.P. 121.4	25 20		• • • • • • • • • • • • • • • • • • • •		25 20	15 15	15 15	25 20	25 20	25 20	25 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	- IA								A DESCRIPTION OF	and the same	
	Lathrop to and over W. P. Crossing	30	30	30	30	20	20	20	20	20	20	20
14 14	East leg outer wye Lathrop	15 65	15 50	15 45	15 40	15 40	15 20	15 20	15 30	15 35	15 40	15 45
14	W. P. Crossing and Biola Jct. (except) W. P. Crossing and M.P. 113.6, M.P. 134.9 and	00	30	40	40	40	20	20	30	30	20	40
••	160.7 and M.P. 194.7 and Biola Jet	60	50	45	40	40	20	20	30	35	40	45
14	Over Highway Crossing east of Manteca Sta.	45	45	45	40	30	20	20	30	30	30	30
14	Spreckles Sugar Spur, Manteca					10	10	10	10	10	10	10
14 14	Over Street Crossing at the Livingston Stat'n	45	45	45	40	30 10	20 10	20	30	30	30	30
14	Sugar Pine Spur, Madera					20	20					
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 10
15 15	Peters, between Switches	10 20	10	10	10	10 20	10 15	10 15	10 ,	10 20	10 20	20
15	Berenda and Daulton	15				15	15	15		15	20	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, 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 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: When side rod only is removed..... When both main and side rods are removed..... When all weight removed from any one pair drivers..... 20 When all weight removed from only one wheel any pair drivers....
When engine truck is removed
SP 1, 2 and 3 engines when inside main rod removed..... S and SE engines under all conditions........................(Unless otherwise further restricted by time table, slow board, or train order) M.P.H. 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..... except SPMW 4044..... On tangent branch tracks..... 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 in-dicated 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 On tangent main tracks..... On curves and on branch tracks..... Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable): On tangent main tracks..... On targets man tracks.
On curves and on branch tracks.
Trains handling steel pile-drivers may make maximum freight train speed. Trains handling relief outfit with steam derrick: On tangent main tracks..... shown on slow boards, except where speed indicated is 15 M.P.H. or less be governed by slow boards.

(Continued on Page 22)

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

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										
SPEED PER HOUR	1 MILE IN MINUTES SECONDS									
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53	
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52	
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51	
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50	
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49	
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48	
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47	
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46	
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45	
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44	
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43	
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42	
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40	
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38	

LOCATION OF OVERHEAD AND SIDE STRUCTURES

NOT STANDARD CLEARANCE
Employes are warned that it is dangerous to stand erect on top of cars, or to ride on sides of cars while passing these points, and that they must protect themselves from injury.

Mile Post	AT OR NEAR	DESCRIPTION
		OAKLAND PIER-TRACY VIA MARTINEZ
		Posts supporting shedSid
3.5	Oakland Pier	Freight SlipSid
5.0	Oakland, 8th to 11th	
0.0	Streets	Piling supporting overheadSid
5.5	Oakland, 16th St	Staustures of Pacific Coast Copping Co
	The state of the s	(Structures on track No. 6 between signal bridges 204) Sid
6.6	Emeryville	
		Transmission Pole 1770 near switch leading to Judson Sid
6.6	Emeryville	I Iron Works
6.6	Emeryville	Machine shops Judson Iron Works Overhead and Sid
6.6	Emeryville	Umphred WarehouseSid
7.5	Stock Yards	Fertilizer spurSid
13.1	Stege	Buildings end of track No. 2Sid
14.5	Richmond	A. T. & S. F. CrossingOverhead and Sid
16.5	San Pablo	A T & S F. Crossing Overhead and Sid
16.6	San Pablo	Eastward and Westward Water ColumnsSid
16.6	San Pablo	Rheem Mfg. Co. SpurSid
26.5	Oleum	Loading tracks, Union Oil CoSid
26.7	Oleum	Tunnel No. 1Overhead and Sid
27.7	Tormey	Tunnel No. 2 Overhead and Sid
29.0	Crockett	Sugar Co. warehouseSid
29.0	Crockett	Cal. Haw. S. R. CoOverhead
30.1	Eckley	Platforms of brick companySide
30.5	Port Costa	Bldgs.; Bankers, California and Grangers WarehouseSid-
31.8	Nevada Dock	Platforms of brick companySide
31.8	Nevada Dock	Long and short cable, empty and house track No. 1Side
34.7	Martinez	Warehouse, Anderson Co.—Cars to be Overhead and Side
1000000		left outside
34.7	Martinez	Alhambra SloughSid
43.2	Nichols	Wagon bridgeOverhead
43.2	Nichols	A. T. & S. F. crossingOverhead and Side
43.2	Nichols	General Chemical Co., ore house on spurSid
46.5	Shell Point	Tracks Nos. 1 and 7 Overhead and Side
	THE STATE OF THE S	MARTINEZ—SACRAMENTO
38.0	Benicia Junction	
59.4	Elmira	WarehouseSid
71.8	Tremont	
88.3	Washington	

OAKLAND	DIED '	TDACV	TITA	NITTED
OAKLAND	PIER-	IKACI	ATV	NILES

3.5	Oakland Pier	Posts supporting shedSide
4.9	West Oakland	Buildings and platform at Creosote Wks. Overhead and Side
4.9	West Oakland	Freight platforms and tracks, Kirkham St., freight yds. Side
7.0	Oakland, 1st St	
9.0	23rd Avenue	Pacific Wire and Steel Co., spurSide
9.0	23rd Avenue	California Cotton MillsOverhead and Side
	2014 Avenue	(Inside treek of east log of was must not be used)
9.7	Fruitvale	Inside track of east leg of wye must not be used overhead for freight movements.
9.7	Fruitvale	Steel bridge over estuaryWires Overhead and Side
		Classe Chamical Comments of the Overhead and Side
10.3		Clorox Chemical Company spurOverhead and Side
18.5	Lorenzo	
20.1	Hayward	Hunt Bros., canneriesSide
29.2	Niles	New bunkers of Niles Sand and Gravel CoSide
42.0	Radum	Kaiser Paving Co. TracksSide
		[Livermore Brick Co., shed and loading]
46.9	Livermore	[Livermore Brick Co., shed and loading]Overhead and Side
9		
	1 4 4 7 76	ELMHURST—SANTA CLARA
41.7	Agnew	Track leading into distilleryOverhead and Side
20 1	Aluino	Pay Sida Canning Co Sida

41.7 39.1	Agnew	Track leading into distilleryOverhead and Side Bay Side Canning CoSide	
		AVON_PADIIM	

		AVON-KADUM	
44.6	Concord	Bridge. Trolley wire, Interchange track Walnut Creek. Bridge.	Overhead and Side
45.8	Las Juntas	Trolley wire, Interchange track	Overhead
49.6	Widbero	Walnut Creek	Overhead and Side
57.0	San Ramon	Bridge	Overhead and Side
		TITLE AND COURTY WATERIO C	

		FIELD AND SOUTH VALLEJO—CALISTOGA
.2	Thomasson	E. B. & A. L. Stone Co., rock crushing Overhead and Side plant center track (spur)
.5	Napa	Water tank spoutSide
.5	Bale	Water tank spoutSide
.7	Calistoga	Water tank spoutSide
8.8	Rocktram	Bunkers of Basalt Rock Co., outer spur. Overhead and Side
	G	Building and platforms of Sperry Flour

30.0	South Vallejo	Building and platforms of Sperry Flour Overhead and Side Co., tracks 1 to 6 inclusive
30.0	South Vallejo	Horan Spur, bulkhead leaningSide
		ELMIRA—CAPAY
76.0	Winters	Fruit shedOverhead and Side Water tank spoutSide

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

82.0 78.3 81.5	Banta-Lathrop	Gates to Holly Sugar Co., spurSid. San Joaquin River BridgeOverhead and Sid.
81.5		
		Water TankSide
	Lathrop	Delta Warehouse
		Delta PlatformSide Girven Warehouse, west end Hazelton AveSide
90.9	Stockton	Union Mills, Farmers' Union Milling Co. and Californi Navigation and Imp. Co. buildings on waterfront traci Weber Avenue
100.7	Holden-Peters	Mormon Slough BridgeSide
148.5	Ryer-Arundel	Merced River BridgeSide
103.3	Lodi	R. H. Water TankSide
103.3	Lodi	Car standing at door No. 1 of Hilvert Shed will not clea man on west side of car on adjacent track
104.3	Lodi-Urgon	Mokelumne River BridgeSide
110.7	Lockeford	Brick platform at Locke warehouseSide
134.8	Edwin	Clay loading chutesOverhead and Side
136.7	Clarksona-Dagon	Sutter Creek BridgeOverhead and Side
100.4	Westley	Water TankSid
119.5	Newman	Water TankSide
140.2	Los Banos	Warehouse north of loading track opposite east leg Y switch
104.3	Ripon-Salida	Stanislaus River BridgeSid
113.1	Modesto	Standard Paving Co., spurSide
134.9	Delhi-Livingston	Merced River BridgeOverhead and Side
36.4	Livingston	Water TankSid
95.6	Herndon	Water TankSid
98.5	Knowles	Rock PlatformSid
	90.9 90.9 90.9 90.9 00.7 48.5 03.3 03.3 04.3 110.7 134.8 36.7 00.4 40.2 04.3 13.1 34.9 36.4	90.9 Stockton 90.9 Stockton 90.9 Stockton 90.9 Stockton 90.9 Stockton 00.7 Holden-Peters 48.5 Ryer-Arundel 03.3 Lodi 04.3 Lodi-Urgon 10.7 Lockeford 34.8 Edwin 06.7 Clarksona-Dagon 00.4 Westley 19.5 Newman 40.2 Los Banos 04.3 Ripon-Salida 13.1 Modesto 134.9 Delhi-Livingston 136.4 Livingston 136.4 Livingston

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 care must not move beyond it.

cars must not move beyond it.

HOSPITALS

GENERAL HOSPITAL	4	SAN I	FRANCISCO
SOUTHERN PACIFIC	HOSPITAL	SAC	CRAMENTO
S. P. EMERGENCY H	OSPITAL	WEST	OAKLAND

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE			
San Francisco	Dr. C. A. Walker Dr. W. W. Washburn	Chief Surgeon. Supervisor of Surgical Services, General Hospital.			
San Francisco	Dr. G. R. Carson	Visiting Physician, General Hospital.			
Oakland	Dr. O. D. Hamlin Dr. F. H. Tebbe	Aurist. Division Surgeon. District Surgeon.			
Oakland	Dr. Milton H. Shutes Dr. Geo. F. Mainwaring	Oculist and Aurist. District Surgeon.			

COMPANY SURGEONS-WESTERN DIVISION-Continued

LOCATION	NAME	TITLE
West Oakland	Dr. J. I. Vickerson Dr. Kenneth B. Jenkins Dr. George V. Potter Dr. N. P. Dunne Dr. A. M. McIntosh Dr. J. R. Masterson Dr. Clarence E. Hass Dr. Douglas Ream Dr. H. L. Carpenter Dr. W. E. Cunningham Dr. J. M. McCullough Dr. E. A. Peterson Dr. D. H. Murray Dr. M. M. Booth Dr. Frank McGreane Dr. C. E. Dietderich Dr. N. J. Crisp Dr. Edwin Merrithew Dr. G. L. Coates	District Surgeon.
Oakland (Central). Oakland (Central). Oakland (North).	Dr. Kenneth B. Jenkins	District Surgeon.
Oakland (Central).	Dr. George V. Potter	District Surgeon.
Oakland (North)	Dr. N. P. Dunne	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon. Oculist.
Berkeley	Dr. Douglas Ream	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Albany Richmond Richmond	Dr. W. E. Cunningham	District Surgeon.
Crockett South Vallejo	Dr. J. M. McCullough	District Surgeon.
South Vallejo	Dr. E. A. Peterson	District Surgeon.
Napa St. Helena	Dr. D. H. Murray	District Surgeon. District Surgeon.
Calistoga	Dr. Frank McGreane	District Surgeon.
Port Costa	Dr. C. E. Dietderich	District Surgeon.
Benicia	Dr. N. J. Crisp	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon. Assistant District Surgeon
Martinez	Dr. G. L. Coates	Emergency Surgeon
Concord Walnut Creek	Dr. G. L. Coates Dr. E. B. Todd Dr. M. C. Bolender	Emergency Surgeon. Emergency Surgeon.
Danville	Dr. John Blemer	Emergency Surgeon.
Port Chicago	Dr. John Blemer Dr. Howard B. Flanders Dr. Claude L. Kerns	Emergency Surgeon.
Pittsburg	Dr. Claude L. Kerns	Emergency Surgeon.
Antioch	Dr. L. B. Weatherbee	District Surgeon.
Byron Suisun-Fairfield	Dr. J. W. Hammond	District Surgeon.
Suisun-Fairneid	Dr. S. J. Bransiord	District Surgeon. District Surgeon.
Suisun-Fairfield Vacaville	Dr. M. P. Stanshury	District Surgeon.
Winters	Dr. L. B. Weatherbee. Dr. J. B. Weatherbee. Dr. J. W. Hammond. Dr. S. J. Bransford. Dr. Felix R. Rossi, Jr. Dr. M. P. Stansbury. Dr. H. G. Potter. Dr. W. D. Garcelon.	District Surgeon.
Esparto	Dr. W. D. Garcelon	District Surgeon. Emergency Surgeon.
Dixon	Dr. W. D. Garcelon Dr. F. Stolle Dr. T. E. Cooper	District Surgeon. Emergency Surgeon.
Davis	Dr. T. E. Cooper	Emergency Surgeon.
Davis Sacramento	Dr. Leo. A. Cronan	Emergency Surgeon. Division Surgeon.
Sacramento	Dr. M. Henderson	Division Surgeon.
Sacramento	Dr. Leo. A. Cronan Dr. A, M. Henderson Dr. Walter W. Cress Dr. S. G. Christian	Assistant District Surgeon
Sacramento		Assistant District Surgeon Assistant District Surgeon
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. J. Roy Jones Dr. E. C. Turner Dr. A. L. Guerra Dr. Douglas D. Stafford	Oculist.
Alameda	Dr. A. L. Guerra	District Surgeon.
Alameda East Oakland	Dr. Douglas D. Stanord	District Surgeon. District Surgeon. District Surgeon.
East Oakland	Dr. C. P. Higgins Dr. W. H. C. Hatteroth Dr. J. W. Scamell	District Surgeon.
Fruitvale	Dr. J. W. Scamell	Dietrict Surgeon
Fruitvale	Dr. L. E. Lacey	District Surgeon.
Fruitvale	Dr. O. T. Leftwich	Oculist and Aurist.
Fruitvale	Dr. G. W. Dygert	Assistant District Surgeon District Surgeon.
San Leandro	Dr. Geo. T. Honaker	District Surgeon.
San Leandro	Dr. L. E. Lacey. Dr. O. T. Leftwich. Dr. G. W. Dygert. Dr. M. F. Frandy. Dr. Geo. T. Honaker. Dr. Paul C. Rahn. Dr. D. J. Manley.	District Surgeon. Associate District Surgeon
Hayward	Dr. D. J. Manley Dr. G. S. Holeman	District Surgeon. District Surgeon.
Centerville	Dr. G. S. Holeman	District Surgeon.
Pleasanton	Dr. Harold J. Shanks	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon. Emergency Surgeon.
Irvington Santa Clara	Dr. E. M. Grimmer Dr. J. I. Beattie	
San Jose	Dr. D. R. Threifall. Dr. D. R. Threifall. Dr. Robert W. King. Dr. Allan R. Powers. Dr. T. C. Russell. Dr. Paul W. Frame. Dr. J. I. Seattle.	District Surgeon.
San Jose	Dr. Robert W. King	District Surgeon. Assistant District Surgeon
Tracy	Dr. Allan R. Powers	District Surgeon. Assistant District Surgeon
Tracy	Dr. T. C. Russell	District Surgeon.
Galt	Dr I T Christian	District Surgeon.
Galt	Dr. V. E. Greer, Jr	District Surgeon.
Ione	Dr. Hugo Childress	District Surgeon.
Stockton	Dr. D. R. Powell	Oculist and Aurist.
Stockton	Dr. Yale Brody	Assistant Oculist and Auri
Stockton	Dr. J. T. Christian. Dr. V. E. Greer, Jr. Dr. Hugo Childress Dr. D. R. Powell. Dr. Yale Brody. Dr. L. E. Tretheway. Dr. J. O. Eccleston. Dr. Ellis Harbert. Dr. J. Peterson.	District Surgeon. Assistant District Surgeon
Stockton	Dr. Ellis Harbert	Consulting Surgeon.
Lodi	Dr. L. J. Peterson	District Surgeon.
Lodi	Dr. C. V. Thompson	Associate District Surgeon
Woodbridge	Dr. E. L. Adams	Emergency Surgeon
Lockeford	Dr. N. R. Barbour	Emergency Surgeon.
Waterford	Dr W S Dinsmore	District Surgeon.
Manteca	Dr. K. W. Kidy	District Surgeon, District Surgeon. Emergency Surgeon. Emergency Surgeon.
Manteca	Dr. Curtis M. Galt	Emergency Surgeon.
Ripon	Dr. Gilbert den Dulk	Emergency Surgeon.
Modesto	Dr. E. R. McPheeters	Emergency Surgeon. District Surgeon. District Surgeon. Oculist and Aurist. Emergency Surgeon. District Surgeon. District Surgeon. Acting District Surgeon. Acting District Surgeon. Assistant District Surgeon. Emergency Surgeon.
Modesto	Dr. Fred R. DeLappe	Oculiet and Auriet
Modesto	Dr. F. K. Lord	Emergency Surgeon.
Turlock	Dr. J. L. Collins	District Surgeon.
Livingston	Dr. Chas. L. Garvin	District Surgeon.
Livingston	Dr. E. W. Bray	Acting District Surgeon.
Atwater	Dr. Edw. A. Jackson	District Surgeon.
Merced	Dr. William F. Fountain	Assistant District Surgeon
Merced Chowchilla	Dr. Benjamin Word	Emergency Surgeon.
Madera	Dr. D. H. Ransome	District Surgeon.
Madera	Dr. R. R. Dearborn	District Surgeon.
Fresno	Dr. J. D. Morgan	District Surgeon.
Fresno	Dr. Chas. A. James	Emergency Surgeon. District Surgeon.
Fresno	Dr. O. B. Doyle	Assistant District Surgeon
Kerman	Dr. J. O. Drake	District Surgeon.
Patterson	Dr. E. G. Allen	District Surgeon
Crows Landing Newman	Dr. A. M. Roscoe	District Surgeon.
Newman	Dr. James E. Thompson	District Surgeon. District Surgeon. Assistant District Surgeon
Gustine	Dr. J. O. Eccleston Dr. Eliis Harbert. Dr. L. J. Peterson Dr. C. V. Thompson Dr. E. L. Adams Dr. N. R. Barbour Dr. Terry T. Laird Dr. W. S. Dinsmore Dr. K. W. Kidy Dr. Curtis M. Galt Dr. Gilbert den Dulk Dr. E. R. McPheeters Dr. Fred R. DeLappe Dr. J. A. Porter Dr. F. K. Lord Dr. J. L. Collins Dr. Chas. L. Garvin Dr. E. W. Bray Dr. Edw. A. Jackson Dr. E. R. Fountain Dr. William E. Fountain Dr. William E. Fountain Dr. Benjamin Woro Dr. D. H. Ransome Dr. R. R. Dearborn Dr. J. D. Morgan Dr. Chas. A. James Dr. O. B. Doyle Dr. J. C. Drake Dr. E. G. Allen Dr. E. G. Allen Dr. E. G. Allen Dr. E. G. Allen Dr. A. M. Roscoe Dr. James E. Thompson Dr. A. W. Gustafson Dr. A. W. Gustafson Dr. L. R. Hillyer Dr. S. A. Larson	Emergency Surgeon. District Surgeon. Emergency Surgeon.
		Litetrict Surggen
Los Banos Firebaugh	Dr. L. R. Hillyer	Emergener Curren

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.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS

"—(Dynamo)

Baggage & Mail—60 ft.

"—69 ft.

"—70 ft.

"Passenger

Express Refr.—N. P. Ry

"—A. R. E. No. 40-154.

"—8 500-506.

"—9 F. E. 500-799

Express, Horse.

" — P. F. E. 500-799

Express, Horse. — P. F. E. 500-799

Express, Horse. — Postal Storage—40 ft. — 60 ft. — Colub. — (ACI). — (A

| Diner-70ft. | (ACI) | (ACI)

- Sleeper ... (ACM

93,070 127,610 122,620 125,800 98,730

108,675

146,210 170,700

148,950

169,100

.

NOT AIR-CONDITIONED

Steel Under-frame

87,120

103,590 112,640 74,000 78,000 89,000 110,000 85,000 83,000

168,950 172,200

182,800 195,040 138,000 165,000 158,700 205,400 180,915 197,944 136,100 157,800 151,000 164,500 163,000 168,500

155,700 173,500 156,000

170,100 162,950 169,450 189,581

201,323

201,323 189,800 167,500 164,980 169,185 194,543

177,314 192,300 194,902 187,682 183,920 191,100 180,075 188,200 168,663 1,431,840 198,540 186,560 205,450 201,100 200,450 200,450 200,540 239,200 2,545,480 882,260 1,663,220

138,600 161,200

135,930 146,930

165,530

168,950 164,700

182,800 195,040 132,000 157,800 157,800 104,500 172,600 173,125 181,600 151,000 151,000 157,400 163,000 161,200

149,000‡ 166,000 156,000

162,700 162,950 169,450 173,836

169,200 176,300 178,900 179,600 176,000 177,800 177,500 189,200 161,400 1,319,840 182,540 170,560 189,450 185,100 184,450 184,450 184,540 223,200 2,546,840

23

CONDITIONED

All-Steel All-Steel Heating Season Season

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boller Pressure	Oakland and Tracy via Antioch Oakland and Santa Clara Tracy and Fresno Tracy and Brighton Lathrop and Fresno	Martinez to Bridge Summit	Bridge Summit to Sacramento	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood Jot.	Tracy to Niles	Niles to Tracy	Suisun- Fairfield to Napa Jct.	Napa Jet, to Suisun- Fairfield Napa Jet, to Calistoga	Calistoga to Napa Jct.	Stockton and Merced via Oakdale Branch
M-4 M-6, 8 M-9 M-21	M-63 20/28 126, 135-S M-63 21/28 150-S, 159-SF M-63 21/28 150-S, 162-SF M-63 22/28 181-S, 185-SF	1617 to 1713	190 200 210 250	4450 5250 5500 6450	1900 2250 2400 2800	3900 4550 4850 5650	3700 4350 4600 5400	3450 4100 4300 5050	5250 6150 6500 7650	1400 1650 1750 2050	1500 1750 1850 2200	1100 1300 1400	1500 1800 1900	1800 2100 2250	3050 3600 3800
T-26 T-23 T-28, 31 T-32, 40	T-69 21/28 152-S T-63 21/28 156-S, 163-SF T-63 22/28 162-S, 162-SF T-69 23/28 174-S, 197-SF	2283 to 2299. 2301 to 2310. 2311 to 2362. 2363 to 2384.		4800 5500 6000 6150	2000 2350 2600 2600	4200 4800 5250 5350	3900 4550 5000 5000	3750 4300 4700 4800	5550 6450 7100 7100	1500 1750 1900 1950	1600 1850 2000 2050	1150 1350 1500 1500	1600 1900 2100 2100	1900 2200 2450 2500	3300 3750 4150 4200
P-1,3,5 P-1 P-1 P-4 P-6 P-8,10 P-8,10	P-77 22/28 141-S, 152-SF P-77 22/28 160/B-54-S P-77 22/28 163/B-54-SF P-77 23/28 155/B-58-SF P-77 25/28 172-S, 179-SF P-73 25/30 181-SF P-73 25/30 183/B-63-SF	2400 to 2452, 2459, 2460	210 200	4950 4950 5450 6100 6800 6800	2050 2150 2400 2550 2850 3050	4300 4300 4750 5350 5900 5900	4000 4000 4400 4950 5550 5550	3850 4150 4550 4750 5300 5700	5700 5700 6250 7050 7950 7950	1500 1500 1650 1900 2050 2050	1600 1600 1750 2000 2200 2200	1150 1200 1350	1600 1700 1900	1950 2100 2300 	3350 3600 4000 4200 4650 5000
C-8,9,10 C-5	C-57 22/30 192-S, 200-SF C-57 22/30 185-S, 187-S	2513 to 2599, 2698 to 2860 2624 to 2690	210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	4550
A-3 A-3 A-3 A-6	A-81 20/28 112-S, 116-SF A-81 20/28 116/B-59-S A-81 20/28 120/B-64-SF A-81 22/28 127/B-64-SF	3025 to 3071	210 210 210	3900 3900 4800	1550 1650 2100	3400 3400 4150	3050 3050 3750	3050 3300 4050	4400 4400 5400	1150 1150 1450	1200 1200 1550	850 910 1150	1200 1300 1650		2650 2900 3550
P-12	P-73 26/28 189-SF	3120 to 3129	205	6900	2900	6000	5750	5350	8100	2100	2200	· · · · ·			
MK-2,4 MK-5,6 MK-7,8,9 MK-7,8,9	MK-57 231/30 206-S, 230-SF MK-63 26/28 210-S, 233-SF MK-63 29/30 247-S, 257-SF MK-63 27/30 247-S, 257-SF	3201 to 3240	210 210 176 205	7650 8450 9200	3350 3650 4050	6700 7350 8050	6400 7000 7750	5950 6600 7200	9100 9950 10900	2400 2700 2950	2550 2850 3150	1900 2150 2400	2650 2900 3250	/::X	5250 5800
F-1 F-3 F-4,5 F-5	F-63 271/32 273-S, 282-SF F-63 201/32 297-S, 300-SF F-63 201/32 306/B-61-SF F-63 201/32 306/B-62-SF	3611 to 3652	200 200 200	9600 11000 11000	4200 4850 5150	8400 9650 9650	8050 9250 9250	7500 8600 9150	11400 13100 13100	3050 3550 3550	3250 3750 3750	2500 2850 3000	3400 3850 4100		
AM-2	AM-63 22-22 357-SF	3900 to 3911	210	12100	5350	10600	10100	9450	14300	3900	4150	3150	4300		
AC-1,2,3	AC-57 22-22 441-SF	4000 to 4048	210	13300	5900	11650	11150	10400	15800	4300	4550	3500	4700	4	
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	9000	4050	7850	7400	7450	10550	2800	3000				
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	9600	4300	8400	7900	7950	11250	3000	3150	A 23			
Allowa	ance for Empty and Underlos	aded Cars Less than 40 M 40 Ms to 50 M More than 50	8	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	3 0 0	3 0 0	3 0 0	3 0 0	3 0 0	6 3 0

A. I. FERRARA, Trainmaster	Oakland Pier
E. D. MOODY, Trainmaster	
V. S. BURNHAM, Trainmaster	Oakland Pier
V. M. PETTERSON, Trainmaster	Stockton
A. S. McCann, Trainmaster	Tracy
H. G. ROWLAND, Terminal Trainmas	sterPort Costa
M. A. MICHELSON, Chief Dispatcher	Oakland Pier
B. H. HORTON, Assistant Chief Dispo	atcher Oakland Pier
J. B. WATTS, Assistant Chief Dispatch	
T. G. WOOLARD, Assistant Chief Dis	patcherOakland Pier
O. T. ALEXANDER, Assistant Chief D	
F. L. RYAN, Road Foreman of Engines	West Oakland

FOLLOWING LOCOMOTIVE RATINGS WILL APPLY ON LODI BRANCH:

RATING OF LOCOMOTIVES-WESTERN DIVISION. In M's of 1,000 pounds back of Tender.

Nominal Class	Lodi to Wallace Toyon to Macnider	Wallace to Toyon Macnider to Kentucky House	Macnider to Toyon	Valley Spring to Norval
M-6, 8	4050 Ms.	910 Ms.	1600 Ms.	2600 Ms.
M-9	4250 Ms.	970 Ms.	1700 Ms.	2750 Ms.
T-28, 31, 32	4650 Ms.	1050 Ms.	1850 Ms.	2950 Ms.
C-5, 8, 9, 10	5150 Ms.	1250 Ms.	2200 Ms.	3350 Ms.

L. R. SMITH,

Assistant Superintendent, Oakland Pier.

	—Sleeper (ACM) — (ACI) —Tourist (ACM) —(ACI)
1400	# —49er
6 3	" — " Joaquin Miller (ACM) (ACM)
0	" — " Gold Run(ACM) " — " Bear Flag Calif. Rep.(ACM) Streamliner "City of San Francisco" (ACM)
	Diesel power unit SF-1-2-3. Care (14). Rail, Gas-Electric—400 H.P. —600 H.P.

tSteel underframe. CODE:-NAC-Non-Air Conditioned.

-ACI -Air-Conditioned-Ice System.

-ACM-Air-Conditioned-Mechanical System.

-ACW-Air-Conditioned-Waukesha System.

-ACS -Air-Conditioned-Steam Ejector System.

