SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION





To Take Effect Sunday, June 7, 1942, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

C. F. DONNATIN, General Manager.

J. W. CORBETT,

Assistant General Manager.

W. B. KIRKLAND, General Superintendent of Transportation. J. C. GOODFELLOW, Superintendent.

2			EAST	WARD					MART	INEZ S	UBDIVI	SION						1 112			
8	1			1344					FIRST C	LASS								1 111			Time Table No. 23
Capacity of siding in car lengths	20 Klamath	28 San Francisco Overland Limited	8 Passenger	88 Challenger	226 Passenger	26 0w1	12 Beaver	24 Cascade	248 El Dorado	15 West Coast	102 Streamliner City of	246 Statesman	244 Statesman	Pacific Limited	52 San Joaquin	224 Senator	204 Passenger	201 Passenger	262 Passenger	Distance from San Francisco	June 7, 1942
Capaci in e	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	San Francisco Leave *See Note	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	10 8 8	STATIONS
	9.05	8.40PM	8.00 PM	7.40PM		6.00M	5.40PM	5.00 PM	5.00M	/ S T W	3.45M		2.00 PM		7.30AM	7.30	5.50AM			0.0	SAN FRANCISCO
	9.25	9.00	8.20	8.00	8.00	6.20	6.00	5.20	5.20		4.05	2.20	2.20	11.59AM	7.50	7.50	6.10			3.5	OAKLAND PIER
(BKWI	9.40M		8.40PM			6.32PM		5.32PM	5.27M		4.15PM	2.32₩	2.25 PM	12.17PM	8.00AM	7.56AM	6.25AM	11/10/10	VL	3.5	TO-R OAKLAND PIER
BKWO		7.21	0.10.							We ave	- 111		FULL			774		6.500		(4.9)	TO-R WEST OAKLAND
ITY P		s 9.32	8 8.50	8.24	8.13	8 6.42	8 6.28	8 5.41	s 5.33		8 4.22	s 2.39	s 2.32	s 12.25	8 8.07	s 8.01	6.35			5.5	OAKLAND (16th Street)
10	8 9.40	0 3.32	5 0.50	0.21	- 0.10	- 0.12	0.20		- 0.00	11 10			1 100.0					THE		7.0	SHELLMOUND
	8 10.00	8 9.50	s 9.04	8 8.41	8.22	8 6.57	8 6.42	s 5.52	s 5.41	Mys. D	8 4.30	8 2.51	8 2.41	s 12.38	s 8.16	s 8.09	s 6.50	1 / 100		9.2	BERKELEY (University Ave.
-	10.00	3.50	5 5.04	5 0.41	0.22	0.01	0.12	0.02				2.01			No.			10 10 10 10		13.1	STEGE
-	10.10	s 10.01	9.14	8.52	8.31	8 7.11	6.51	6.00	5.48			s 3.01	s 2.51	s 12.49	8 8.26	8.16	s 7.03			15.0	RICHMOND
WP	s 10.10	\$10.01	9.14	0.52	0.51	- 1.11	0.51	0.00	3.40	AND DESCRIPTION OF THE PERSON NAMED IN			Accessary.		metrico - J	4000 A	elener v	Bring In	PT 11.11.11	16.6	BAN PABLO
41 P				- 4 6	-	1 - 6	7.00		7			TO THE PERSON NAMED IN	tends:	100		0.07	altra S	0.000		19.8	SOBRANTE
67 P	10.10	10.10	9.24	9.02	8.40	7.20	7.01	6.09	5.57	TOUT	4.44	f 3.11	f 3.00	12.59	8.34	8.24	8 7.14	1 19		23.0	PINOLE
0/ P	10.19	10.10	9.24	9.02	0.40	1.20	7.01	0.09	3.57			,	f	12.07		0.21		12		25.5	RODEO
				1 1								1	f				8	T THE		26.3	OLEUM
						400				7,000	100	27500 130		1000	Marian -	A NOTE TO	1	7 100		27.1	TORMEY
-		-								ALDER	7009	1	1	Con III	The same of	7000	8			27.5	SELBY
(0	10.00	810.24	9.34	8 9.18	8 8.51	s 7.42	s 7.14	6.19	s 6.08		4.52	8 3.30	s 3.18	s 1.14	8 8.46	8.32	8 7.44	T IN		28.9 29.0	CROCKETT
BK WOT P	10.29	810.24	2.51	0 9.10	0.51	5 1.12	5 7.17	0.19	5 0.00		1.02	s 3.36	8 3.24		N I		s 7.50	7/16/1		81.1	R PORT COSTA
WOT P			TAVE				-	- 15.000	1100			0.50	- 0.21				1.00			33.1	OZOL
-	810.43	10.34	9.44	8 9.35	s 9.02	8 7.51 PM	. 7 30	6.28	s 6.18		5.00	s 3.48	s 3.35	1.25	8 8.55AM	8.40	8.10	7 7		34.7 31.7	TO-R MARTINEZ
M 118P		10.34	9.44	8 9.33	9.02	5 7.511	7.50	0.20	. 0.10	9,404130	3.00	5 3.46	- 0.00	1.25			0.10	7 79		38.0	BENICIA JUNCTION
E 83 P	11.05	10.57	10.07	9.58	8 9.23		7.52	6.47	s 6.37		5.14	8 4.13	s 3.56	1.48		8.58	8 8.34	1 13		48.9	TO-RSUISUN-FAIRFIEL
BKWOY						10- 71											f 8.38			51.9	TOLENAS
88 WYD	11.17	11.10	10.20	10.11	9.36		8.05	6.59	6.49			f 4.26	f 4.07	2.01	WINE A	9.08	8 8.49			59.4	ELMIRA
	11.17	11.19		10.11	9.45		8.15	7.08		1	5 20	B 4.37		2.12		9.16				67.5	DIXON
	11.26	11.19	10.29	10.20	9.45	- Colores	6.15	7.08	6.57	100	3.26	8 4.37	2.11	2,12		7.10	5 9.02			71.8	m<
rd Limits 80 W 81	s 11 35PM	11.29	s 10.40 PM	10.30	s 9.56		8 8.25PM	s 7.18PM	s 7.08	6.30PM	(5.35	s 4.50	s 4.28	f 2.25		9.27	s 9.16	7.25 AM	6.40AM		TO-R DAVIS
100 P										6.36	-	4.56	4.33	2.31	AND P	9.32	9.21	7.31	6.47	80.4	WEBSTER
(ID				10.36				ab Washing	7.13	0.30		2.00	1.55	2.51		7,02	7.21			86.9	Sacramento Northern Ry. Crossin
BKW		s 11.50 PM		s 10.50PM	s 10.15 PM				s 7.25PM	s 6.50PM	s 5.50PM	s 5.10PM	s 4.45PM	s 2.45PM		s 9.45AM	8 9.35AM	s 7.45AM	s7.00AM		TO-R SACRAMENTO
\ P	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive *See Note	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(88.4)
	(1.55) 39.13	(2.26) 36.33	(2.00) 37.50	(2.35) 34.22	(2.10) 40.80	(1.19) 25.56	(2.07)	(1.46) 42.45	(1.58) 44.94	(0.20) 40.20	(1.35) 55.83	(2.38) 33.57	(2.20) 37.86	(2.28) 35.84	(0.55) 33.93	(1.49) 48.66	(3.10) 27.89	(0.20) 40.20	(0.20) 40.20		Time over District

RULES S-71, D-71, 72, S-72, 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 3, 4 and 5 for additional schedules 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 MPH from this distant signal to track magnet located 550 feet west of Bridge signal 332SA, opposite white concrete marker block.

No. 204 reduce speed to 10 MPH at Giant on Sundays to dispatch papers.

No. 22 reduce speed to 10 MPH at Martinez to exchange mail.

No. 246 reduce speed to 10 MPH at San Pablo to exchange mail.

No. 12 stop on flag at Richmond daily except Saturday and Sunday to receive express and mail for Portland or beyond.

No. 88 stop on signal at Davis to detrain helper conductor.

★No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

		A CALL OF THE PARTY OF THE PART	EVENUE PASSE						
Train	At	Frequency	Destined to (or beyond)	(or beyond)	Train	At	Frequency	Destined to (or beyond)	(or beyond
204 204 22 246 244 248 12 12	Giant, Pierce, Cygnus, Teal, Jacksnipe, Tremont Stege Martines, Suisun-Fairfield, Dixon Certainteed Pro. Co., Giant, Vanden, Cannon Giant Dixon Richmond, Suisun-Fairfield and Dixon Dixon	Daily Sun. & Hol. Daily Daily Sun. & Hol. Bull. & Hol. Bun. & Hol. Daily Daily Pri. Sat. & Sun.	Any station Any station Reno Any station Any station Woodland	Any station Any station Any station Any station Berkoley Berkeley	88 8 28 20	Richmond, Oleum, Selby, Suisun-Fairfield, Elmira, Dixon and Davis Suisun-Fairfield Oleum, Selby, Martines, Suisun-Fairfield, Elmira, Dixon and Davis Crockett, Suisun-Fairfield, Elmira and Dixon	Daily Sat., Sun. & Hol. Daily Daily	Sparks Ogden Woodland	Berkeley

								IAU TEO	MART	CINEZ S	UBDIVI	SION				W	ESTWA	RD		3
Time Table No. 236				- 1 CILLED	n ana.	TO TONIA		OLAS E		FI	RST CLASS	8				Male to	MARKET.			
June 7, 1942	E 0	9	87	27	25	19	101	247	16	23	229	241	243	223	17	51	207	21	53	7
	ance fr	Fast Mail	Challenger	San Francisco Overland Limited	Owl	Klamath	Streamliner City of San Francisco	El Dorado	West Coast	Cascade	Governor	Sierra	Sierra	Senator	Oregonian	San Joaquin	Passenger	Pacific Limited	Passenger	Passenger
STATIONS	Dist	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★ See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily
SAN FRANCISCO	92.0	5.45 AM	7.50AM	8.20AM	8.50AM	9.30AM	9.30AM	10.50M		1.50PM	3.10PM	6.30M	6.30PM	7.30PM	8.30PM	8.50M	9.30M	10.30PM	11.00PM	11.00P
OAKLAND PIER	88.5	5.25	7.30	8.00	8.30	9.10	9.10	10.30		1.30	2.50	6.10	6.10	7.10	8.10	8.30	9.10	10.10	10.40	10.40
(TO-R OAKLAND PIER)	88.5	8 5.10AM	8 7.15AM	s 7.45AM	8 8.10AM	s 8.50AM	s 8.55AM			s 1.15	. 2.42M	8 6.05M	s 6.05 M	s 7.05m	s 7.50PM	8 8.22PM	8 9.05M	s 9.55PM	s 10.20PM	
(TO-RWESTOAKLAND)	(87.5)									1999	Sect Mark	0	- MOOD			There's			MENTI	Monte
OAKLAND (10th Street)	86.5	s 5.00	s 7:88	· 7:35	s 8.04	s 8.40	s 8.49	s 10.20		s 1.08	. 2.37	s 5.59	s 5.59	s 6.59	s 7.43	s 8.15	s 8.59	s 9.46	s10.12	810.19
SHELLMOUND	85.0			- 1100													Judici			THE STATE OF
BERKELEY (University Ave.)	82.8	8 4.45	8 6.54	s 7.20	s 7.50	8.25	8 8.39	s 10.12		s 12.55	. 2.27	s 5.49	8 5.49	s 6.50	s 7.30	8 8.05	s 8.4 8	s 9.32	s 9.58	s 10.05
STEGE	78.9											f								
RICHMOND	77.0	s 4.15	s 6.40	7.03	6 7.35	8 8.12		10.04		12.42	. 2.17	s 5.32	8 5.40	6.40	s 7.15	7.52	f 8.37	9.18	s 9.44	f 9.52
SAN PABLO	78.4										-			7. 19					- 50	
SOBRANTE	72.2																		E 16.2	11 N. F
PINOLE 2.5	69.0	3.55	6.28	6.52	7.21	7.59	8.19	9.54		12.33	2.04	s 5.20	5.30	6.31	7.00	7.41	8.25	9.09	f 9.32	9.41
RODEO	66.5										f		f						f	
OLEUM 0.8	65.7		Service of the								f								f	No.
TORMEY	64.9											f								
SELBY OF	64.5	4									f								f	7
OROCKETT	63.1	s 3.45	s 6.17	s 6.42	s 7.10	8 7.49		9.46		12.23	• 1.47	8 5.04	8 5.20	6.23	8 6.50	s 7.32	8.15	s 9.00	s 9.19	8 9.32
R PORT COSTA	61.0						Maria and a			- 7 1		• 4.56	s 5.15			THE COLUMN			s 9.10	L 192 male
OZOL	59.0								- 64											Alth
TO-R MARTINEZ	57.4	3.19	s 5.58	6.24	6.57AM	8 7.35	8.04	9.38		12.12PM	1.37	8 4.50	s 5.09	6.15	■ 6.38	7.20PM	8.06	8.47	9.04PM	8 9.18
BENICIA JUNCTION	51.0		5.43	6.12													7.57		7.0	
TO-RSUISUN-FAIRFIELD	40.1	3.01	5.33	s 6.00		7.09	7.49	s 9.16		11.52AM	1.16	8 4.28	s 4.50	5.56	6.10		7.45	8.25	2,45	8 8.54
TOLENAS	87.1											_								
ELMIRA 8.1	29.6	2.51	5.21	5.45		6.57		9.05		11.42	f 1.04	4.15	4.38	5.46	5.57		7.32	8.14		8.40
DIXON 4.3	21.5	2.43	5.12	s 5.36		6.49	7.35	8.57		11.34	s 12.56	8 4.07	s 4.30	5.38	5.49		7.24	8.06		s 8.32
TREMONT 3.8	17.2						_						-							A
TO-R DAVIS	13.4	2.35	5.03	s 5.24		6.40AM	7.28	s 8.48	s 10.40AM	11.25AM		8 3.57	s 4.21	5.30	5.40PM	V	7.15	7.57	0.00	8 8.22
WEBSTER 6.5	8.6	2.30	4.57	5.12				8.40			12.40			5.25	- 1		7.10	7.51		8.10
Sacramento Northern Ry. Crossing	2.1															100	7.00**			-
TO-R SACRAMENTO	0.0	2.20AM	4.45 AM	5.00 AM			7.15AM	8.30AM	10.20AM		12.30PM	3.40PM	4.05 PM	5.15PM			7.00 PM	7.40PM	-	8.00PM
(88.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave *See Note	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays only	Leave Daily	Leave Daily	Leave Daily	Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily
Time over District		(2.50) 31.23	(2.30) 35.40	(2.45) 32.18	(1.13) 25.56	(2.10) 42.44	(1.40) 53.10	(1.55) 46.17	(0.20) 40.20	(1.50) 40.96	(2.12) 40.22	(2.25) 36.62	(2.00) 44.25	(1.50) 48.27	(2.10) 34.61	(1.02) 30.01	(2.05) 42.48	(2.15) 39.33	(1.16) 24.55	(2.25) 36.62

*No. 101 leave and arrive 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th, 31st and 1st of each

month.

RULES S-71, D-71, 72, S-72, 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2, 4 and 5 for additional schedules 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 MPH from this distant signal to track magnet located 1250 feet east of Bridge signal 337SA, opposite white mark on signal to track magnet located 1250 feet east of Bridge signal 3578A, opposite bridge.

No. 87 reduce speed to 10 MPH at Davis to dispatch mail.

No. 229 reduce speed to 10 MPH at Pinole to exchange mail.

No. 241 reduce speed to 30 MPH at Elmira to dispatch papers.

No. 241 stop on flag at Teal Saturdays to entrain or detrain passengers.

No. 241 stop on flag at San Pablo to receive or discharge mail.

No. 17 reduce speed to 10 MPH at Elmira on Sundays to receive mail.

No. 7 reduce speed to 10 MPH at Richmond to dispatch mail.

No. 51 reduce speed to 6 MPH at Richmond to receive pouched air mail.

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

	ADDITIONA	AL REGULAR STOPS
Train	At	Frequency
207	Cygnus	Sundays and Holidays

rain	At	Frequency	(or beyond)	(or beyond
23 29 29 29 29 41 41 17 17 7 51 07	Crockett Giant Hercules Pinole Cygnus Hercules, Giant, Certainteed Pro. Co. Dixon and Suisun-Fairfield Suisun-Fairfield Ellmira, Selby, Oleum and Pinole Richmond Suisun-Fairfield, Jacksnipe	Daily Saturday only Daily Sundays & Holidays Daily exc. Sun. and Hol. Daily exc. Sun. and Hol. Daily Daily Daily Daily Daily Sundays	Any station Any station Any station Any station Any station Any station Fresno and San Jose Berkeley	Portland Any station Any station Any station Suisun Any station Red Bluff Sacramento Presno

4		CLS	EASTW	ARD				MSION	ARTINEZ	SUBDI	VISI	ON								
			ТНІ	RD CLASS	8			SECOND CLA	SS					FIRST CI	LASS					Time Table No. 236
of sidings lengths	476 Freight	462 Local Freight	515 Sacramento	464 Local Freight	412 Local Freight	601 Sacramento	478 Freight	410 Freight	470 Portland Freight	8	En l	247	101	Name N	25	58 Sequoia	10 Passenger	442 Mdse.	Francisco	June 7, 1942
Capacity of sidings in car lengths	Leave Daily	-	Division Freight Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Division Freight	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	al aa	antivi A	Salt Forms	John Line	Mark at 14	START SANSA	Leave Daily	Leave Daily	Leave Daily Ex.Saturday and Sunday	Distance San Fra	STATIONS
100 11	M(00.11	EX. Bulluay	Ex. Sunday	MODE SI	BA: Builday	MOS.	#0E.	IMDE DE DE	4 1000			02.01	06.6	100.0	-00 a	10.50 PM	9.40PM	-105.0	0.0	SAN FRANCISCO 3.5 OAKLAND PIER
OF DA	Dia con	61.65	nue	AR B		Carr	0.50	Torac La	-	_		-	0110	-	-		10.00	05.0		(TO-R OAKLAND PIER)
BKWI P	mos ori	BES O	20.00.0	PICLE	4 811 2	J. 8020.3	3 M-2013	2 10180 2 J 8191 x	c - mai			es.01-	1000	100.0 m	401-8-	11.30PM	10.20PM	9.45PM	(4.9)	(TO-R WEST OAKLAND)
BKWOITY	11.45 PM			9.00 AM			3.00 AM	6.50	2.00 4			-				s11.40	s 10.32	9.55	5.5	OAKLAND (16th Street)
IP	SLOU	33.0	98.8	01.0	4 150	1 08.7	0.00	4 08 8 6 6	C 4 90			00.011	E1-0 T	- Ch.O -	-10.8	511.40	510.52	00.0	7.0	SHELLMOUND
IP												1				s 11.55 PM	s 10.45	10.08	9.2	BERKELEY (University Ave.)
P.	80.0	CF 0	33-8	803	ALC OF T	s 08.8	8 00.3	1 05 P 4 9	60 60	C10 1		81.01+	CE (0 10	-08.8 =	-08.7		510.10	2011	13.1	STEGE
P											and in		122.43	1.0.1		s 12.08 AM	s 10.56	10.19	15.0	RICHMOND
P	Sho	200		N CAL			-		2.45	-				0.00			-1'		16.6	SAN PABLO
WP B 41 P			-																19.8	SOBRANTE
41 P	1000		4-14								3.13			77.15	9	f 12.18	11.06	10.33	23.0	PINOLE 2.5
V 67 P	25.0	90.0	25.B	Zest	Tel. Vo.	18.3	00.4	00 3 3 3	35			80.0	91.0	770-7	16.7	f	-315-	66-6	25.5	RODEO
																f			26.3	OLEUM 0.8
			_		-						-	-			-	f			27.1	TORMEY 0.4
p	100		-													f			27.5	SELBY
(P			150.2			28					-					s 12.38	s 11.21	10.45	28.9 29.0	OROCKETT 2.1
P	0.010	E-00.W	0.1.0	4.00 PM	9.00 AM			52.5			-					f 12.44	f 11.26		31.1	R PORT COSTA
BKWOT	101.03																		33.1	OZOL
M 116	1.30AM		50.0		9.15AN		5.00	8.50	M 3.45						Service Service	s 12.50 A	s11.38	10.56	34.7 31.7	TO-R MARTINEZ
M 118																	11.47PM	1	38.0	BENIOIA JUNCTION
B 83 W 87 P	2.15	11.00 AM	1			561	6.45	1 85 K T A	4.25			21.8	7.40	EG.T		00.0	s 12.02 AM	11.45 PM	48.9	TO-RSUISUN-FAIRFIELD
BEWOY	2.15	11.00,	-																51.9	TOLENAS
M 88		51.8	cele			00-1	10.7	A LONG BOOK	0 1 1 0			ea ir		Va.a		5.45	12.15	12.01 AM	59.4	ELMIRA 8.1
WYP		45.0	T PC V		100	86.1		4 70 1 1 8	ectal M			72.8	and V	6,49		35.36	12.24	12.12	67.5	DIXON
WP		Carro	-			-						_							71.8	TREMONT
Yard Limits E 80 W 81	3.30	X2.Y	1.00 PM			8.00	7.50	2 28 8 20 2	5.30	I I S S S S S S S S S S S S S S S S S S	10.52	8.48	66.7(1)	6.400		5.24	s 12.37	12.23	76.6	TO-R DAVIS
KWIY P												25 6				2000	12.43	12.29	80.4	WEBSTER 6.5
(IP																			86.9	Sacramento Northern Ry. Crossing 2.1
BKW OTY P	4.30AM	3.00PM	1.30 PM			8.30AM	8.20AM		6.00AM		100	8,30	EL-V	-	14-14-1		s 12.55 AM		89.0	(TO-R SACRAMENTO
(OTY P	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday		Times.		- Winds		WATE TO SERVICE OF THE PARTY OF	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday and Monday		(88.4)
	(4.45) 18.71	(4.00)	(0.30)	(7.00) 4.30	(0.15)	(0.30) 26.80	(5.20) 16.37	(2.00) 15.52	(4.00) 21.85				(550)	1 1979		(1.20) 23.32	(2.35) 34.22	(3.00) 29.00		Average Speed per Hour

RULES S-71, D-71, 72, S-72, 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2, 3 and 5 for additional schedules 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 MPH from this distant signal to track magnet located 550 feet west of Bridge signal 332 SA, opposite white concrete marker block.

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
10 10 10	Oleum, Selby, Elmira and Dixon Elmira, Dixon Cygnus	Daily Daily Saturdays and Sundays	Roseville	Any station Berkeley

ad)	4	A SECTION AND A	Moraru	crains v	MART	TINEZ S	UBDIV	ISION				WESTWARD 5
		FIF	ST CLASS	SECONI	CLASS			Т	HIRD CLAS	58		I I I I I I I I I I I I I I I I I I I
Time Table No. 236 June 7, 1942	cramento	261 Passenger	23 8 25	471 Oakland Freight	Shift !	514 Sacramento Division Freight	600 Sacramento Division	465 Local Freight	463 Local Freight	411 Local Freight	475 Freight	Cognition of the State of the S
STATIONS	Dist	Arrive Daily	the chief area.	Arrive Daily	lar.	Arrive Daily Ex. Sunday	Freight Arrive Daily	Arrive Daily Ex. Sunday	Arrive Dally Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	The state of the s
BAN FRANCISCO 3.5 OAKLAND PIER	92.0 88.5		250 ES (CO)	E-1		Lac To		FQ.(B)		30 PF 1	97	Super
TO-R OAKLAND PIER 2.0 (TO-R WEST OAKLAND)	88.5 (87.5)	014 8 8 8 1 8	00.1 15.0	6.15 PM	Service T	1,85 E	0.1.1	2.00 PM	rg.8		1.00 AM	A STATE OF S
OAKLAND (18th Street) 1.5 SHELLMOUND	86.5 85.0		2.6	A ROBOTE		0.00			1.0			ADDITIONAL STATIONS
BERKELEY (University Ava.) 3.9 STEGE	82.8 78.9	06-9-9-07	VE - 5.00	RICK ADD	ru,	5.05						(Pages 2, 3, 4 and 5)
RICHMOND 1.6 SAN PABLO	77.0 75.4			THE STATE OF		1.12	F 170 4					Paramin M.P. 7.4 PStockyards M.P. 7.8 PGiant M.P. 18.9 PHercules M.P. 23.8
SOBRANTE 3.2 PINOLE	72.2 69.0			1001711		nan III						PNevada Dock
RODEO 0.8 OLEUM	66.5 65.7			Kingsty		1.78	E 40		ic a			PCygnus
TORMEY 0.4 SELBY 1.4	64.9 64.5			Advivers Assaulted		1.30						Cannon M.P. 55.4 Batavia M.P. 64.2 Chiles M.P. 77.1 Swingle M.P. 79.1
OROCKETT 2.1 R PORT COSTA	63.1 61.0		100	THE PERSON NO.		(A)(1 1)		7.00AM		11.50AM		Mikon M.P. 86.3 Washington M.P. 88.3
OZOL 1.6 TO-R MARTINEZ	59.0 57.4			4.20		AK III				11.40AM	10.35 PM	Total Total Total Market
BENIGIA JUNOTION 10.9 TO-RSUISUN-FAIRFIELD 3.0	61.0 40.1			LTDART	400	7.35 PA	1.00 0.001		10.30M		10.00	- 14. Inc
TOLENAS 7.5 ELMIRA 8.1	37.1 29.6			1 1000			700-1-00					
DIXON 4.3 TREMONT 3.8	21.5 17.2	10.45 m							10.17 10.17			
TO-R DAVIS WEBSTER 6.5	8.6	10.37		3.10		3.30 AM	5.30AM				8.30	130 SF POTS GAIR JAROTTSQUA
Sacramento Northern Ry. Crossing 2.1 TO-R SACRAMENTO	0.0	10.25PM		2.45 PM	ppe j	3.00 AM	5.05AM		7.30AM		7.00 PM	
(88.5)		Leave Daily	oria situated taconoli ta. A s.	Leave Daily	March 1	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	
Average Speed per Hour	datamif	(0.20) 40.20	and the state of t	(3.30) 25.00		(0.30) 26.80	(0.25) 32.16	(7.00) 3.72	(3.00)	(0.10) 21.60	(6.00) 14.58	Parties of the same parents and a second sector

RULES S-71, D-71, 72, S-72, 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

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

Automatic train control westward track from Signal 347 to Martines.

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

,	ADDITIONAL FLAG STOPS TO R	ECEIVE OR DISCHARG	E REVENUE PAS	SENGERS
Train	At ,	Frequency	Destined to (or beyond)	From (or beyond)
261	Washington, Mikon, Swingle	Daily	Any station	Any station

6	EASTWARD				PARTA	BART WITH	M	ARTINEZ SUBDIVISIO	N	N. Harrison		WES	TWARD	
	THIRD CLASS	SECOND CLASS		FIRST CLASS				Ti T-11- N. 000			FI	RST CLASS	THIRD	CLASS
Capacity of sidings in car lengths	412 Local Freight	410 Freight	ART INC	26 0w1	52 San Joaquin	58 Sequoia	Distance from San Francisco	Time Table No. 236 June 7, 1942	Distance from Tracy	25 0w1	51 San Joaquin	53 Passenger	7 (Sept. 9)	411 Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Miles House	Leave Daily	Leave Daily	Leave Daily	Dis	STATIONS	40	Arrive Daily	Arrive Daily	Arrive Daily	The second	Arrive Daily Ex. Sunday
d wip	9.15AM	9.00		7.58PM	8.58AM	12.55AM	34.7	TO-R MARTINEZ	47.5	s 6.55AM	s 7.17PM	s 9.00PM	The same	11.40
PE WIP							36.0	MOCOCO JH	46.2					
64 YP	9.25	9.10			9.03	s 1.01	38.1	TO-R AVON	44.1	6.50	7.12	f 8.54		11.30
Yard Limits E.82 W.116 WP	9.35	9.17	18 00.4	8.07		f 1.06	41.3	TO PORT CHICAGO	40.9	6.46		f 8.49	a Tan Tan	11.20
P	9.40						43.0	NICHOLS	39.2					
50 P	9.50	9.22		8.11		1.10	44.8	McAVOY	37.4	6.42		8.44		11.17
본 (48	A THE PARTY OF PERSONS						46.8	SHELL POINT	35.4					
75 BP	10.00	10.15		s 8.21	9.18	s 1.25	48.9	TO-R PITTSBURG	33.3	6.37	6.59	s 8.40		11.10 7.48
55			- C				50.8	LOS MEDANOS	31.4					8
44 P	11.50AM	10.25		8.28		s 1.34	53.5	TO ANTIOOH	28.7	6.29		s 8.28		7.35
2.18.9	and it is a second to the seco	Mary P. C. St.	and the second				55.0	JERSEY	27.2				19 - 19 - 1 La 19 - 19 - 19 - 19 - 19 - 19 - 19 - 19	
		angswine Action					56.0	NEWLOVE	26.2					
78	12.01 PM	10.32		8.32		1.39	57.3	NEROLY 2.1	24.9	6.24		8.15		7.13
- 0.14						and the second	59.4	ARBOR	22.8					Daniel Committee
52 WP	1.00	10.40		8.40	9.33	8 1.46	61.7	TO BRENTWOOD	20.5	6.18	6.47	s 8.10	THE STATE OF THE S	7.05
1 1 1 1 1 1 1 1 1	N				AND HOLD		64.7	SILISAND	17.5				The Carte	
84 P	1.40	10.49				f 1.55	66.9	TO BYRON	15.3	6.12	- 77	s 7.59		6.12
				4 9 4 4 4 4 4 4 4			69.9	BYRON HOT SPRINGS	13.3					
46 P	1.50	10.58		8.52		2.00	71.6	HERDLYN 4.1	10.6				180	5.53
53 P	2.00	11.05			9.48	2.05	75.7	BETHANY 3.4	6.5	6.03	6.32	7.48		5.45
42		11.12					79.1	JANNEY 3.1	3.1				15 HOURING LAND	HAT HAT I
Tracy Yard BKWOTY P	2.30 PM	11.20	M	8 9.04PI	s 9.56A	M 8 2.15AM	82.2	TO-R TRACY	0.0	5.55AM	6.25P	7.40PM	All Ages of twings	5.30
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily		(47.5)		Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday
	(5.15) 9.04	(2.20)		(1.06) 43.18	(0.58) 49.13	(1.20) 35.62		Time over District		(1.00) 47.50	(0.52) 54.80	(1.20) 35.62	de la la compa	(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
52 52 25 25 26 26	Pittsburg and Brentwood Pittsburg and Brentwood Brentwood and Pittsburg Brentwood and Pittsburg Brentwood Brentwood	Discharge Receive Discharge Receive Receive	Lathrop Berkeley Fresno	Martines Fresno Berkeley

RULE 5. At Mococo: Schedule time and train orders will apply at the end of double track.

No. 58 reduce speed at Avon and Byron Hot Springs to 10 MPH to dispatch papers.

No. 52 stop at Pittsburg upon request of Postal Clerk to dispatch registered coin.

		EAS	TWARD						op I	LOS BANOS S	SUBDIV	ISION	ue iv	TORDE	geard	PA.I.	LEAST	WESTV	VARD	ATTERN	VETE	Strong WE	STWART	7
		SECONI	CLASS			FIRST	CLASS			Ti T-11	- N- 0			FIRST			HIRD CLASS			1	FACTWA	RD Los Banos S	Cuhdivienn	WESTWARI
Capacity of Sidings in Car Lengths	THE IT AND	428 Freight	402 Freight	400 Mdse.		90	3 7	26 0w1	Distance from San Francisco	Time Tabl		36	Istance from Fresno	25 owl	429 Freight	403 Freight	401 Freight	*	-	2 18		Time Table	e No. 236	3 8
	and the same	Leave Daily	Leave Daily Ex. Monday	Leave Dat Ex. Sund and Mond	ily ay lay		Lea	ve Daily		STAT	IONS		-	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			Capacity of Sidings in Car Lengths	Distance from San Francisco via Antioch	June 7		Distance fro
BKW		11.30AM	1.40AM	12.30	MAC		9	9.10 PM	82.2	TOR TRA			126.2	s 5.45 AM	2.00 PM	8.40PM	11.10PM				D S -			- 20
45 I		11.37	1.47	12.35	5	40.00	9	9.16	84.9	W. P. C.	TH		123.5		1.50	8.30	10.57			1000		STATI	IONS	
52 P	State of the	11.43	1.52	12.40	0				87.9	YARM			120.5	5.34	1.40	8.23	10.52			Yard Limits 125 WY	193.0	TO-R KERN	IAN	17.7
52 P		11.52M	2.00	12.4	7		9	9.25	92.6	VERN 3.			115.8	5.28	1.31	8.15	10.44			22	205.1	RAISIN		5.6
43 P									96.4	HAI	LLY		112.0							20	210.7	CARUT	HERS	0.0
03 WP	Tright .	12.04	2.12	12.59		0.000		9.35	100.4	TO WEST	.0 0.		108.0	5.18	1.19	8.00	10.32	1000	1 196	4 6 60		(17.	.7)	Symile
52 P	-	12.17	2.23	1.08			-	9.45	107.4	TO PATTE	.8	-	101.0	f 5.10	1.07	7.48	10.21			-				
50 P	-	12.27	2.33	1.10	b			9.52	113.2	4.		3	95.2	5.01	12.57	7.39	10.12							
47 P		12.45	2.44	1.24	4		f 10	0.00	117.3	TO NEW	.2		91.1	f 4.53	12.45	7.29	10.00		-					Land I
55 WP		12.53	2.50	1.30				0.06	123.5	TO GUST	.0 — — 0.		84.9	f 4.46	12.39	7.23	9.43	22.6	- 6	E HOE				
67 P		1.03	2.59	1.30				0.13	129.3	INGO	.0		79.1	4.38	12.29	7.13	9.33							
53 P	NA.	1.13	3.09	1.4	-			0.21	135.6	voi			72.8	4.31	12.19	7.03	9.23							
80 Yd. Lmt.	ROTAL	1.35	3.30	2.0	2		s 10	0.33	140.4	TO-R LOS B	SANOS		68.0	8 4.24	12.10P	M 6.54	9.12				A	DDITIONAL STA Los Banos Li		
52 P	of storic ty	1.50	3.45	2.1	5		10	0.41	148.3	AGA	THA		60.1	4.12	11.54 AM	M 6.24	8.52	-			Ohm	M		
101 P		2.01	4.06	2.2	2		10	0.47	153.0	TO DON	PALOS		55.4	f 4.06	11.47	6.17	8.45	The same		P	Solyo		I. P. 94.9	
40 P		2.13	4.19				10	0.55	159.8	OXA			48.6	3.58	11.36	6.06	8.34					r		
103 WP		2.24	4.30	2.40	0		1	1.02	166.2	TO FIREB	AUGH		42.2	f 3.50	11.26	5.56	8.24			_ p	Linora		I. P. 126.9	
43 P		2.31	4.37	2.4			100	1.08	170.8	ORO:	.7		37.6		11.19	5.49	8.17		-					
89 P		2.37	4.43	2.5				1.14	174.5	TO MENT	.4 —	-	33.9	f 3.40	11.13	5.43	8.11			-	Brito		I. P. 149.6	
41 P		2.50	4.56	3.0				1.23	181.9	2.	GLE		26.5	3.30 3.27	11.01	5.31	8.00		-					
ard Limits	27	2.54	5.00	3.40				1.26	184.5	JAMI	.5		23.9	f 3.18	10.57 10.42 M	5.27 M 5.12M	7.56 7.42PM		-	-	Arbios		I. P. 172.8	- 1
25 WY P	700	3.10 PM	5.20 AN	3.40				1.36	193.0	TO-R KER		_	11.7	1 3.16	10.42	3.12.	7.421	_		-1	Crayold.	Biola Line		spur)
43 P	0111		6.99	-			1	1.42	198.5	1			9.9	3.10			-				West Ac	resM		
P	19690		E. 197						202.5	PRAT			5.9	3.05				cultro	-					
resno yard KWOTYP			BHIT				s 1	1.59PM	208.4		ESNO		0.0	2.55 M										
A WOTT	THE C	Arrive Daily	Arrive Daily Ex. Monday	Arrive Da Ex. Sund and Mon	aily lay		17 015	ive Daily		(120	6.2)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily							
	Por port	(3.40)	(3.40)	(3.10 34.94				(2.49) 44.80		Time ove		ir		(2.50) 44.54	(3.18)	(3.28)	(3.28)							
	EAS	STWARD						_	ANOS	SUBDIVISIO				0	WE	STWARD		1						- 1 /a
	E A L		SECONI	D CLASS	105/0		MOU.							т	HIRD CLAS	55		1120	DII	TER A+	Karman	schedule time ar	nd train orde	ers
the state of	FILE S	fortal ex		428	402	400	from	Tim	e Tab	le No. 236	from	429			401	2118	BOTTANE	NOT HE				t Train-order sign		CIS
Capacit Siding Car Let			1.007	reight we Daily	Freight Leave Daily	Mdse. Leave Daily Ex. Sunday and Monday	Distance from San Francisco via Antioch			7, 1942	Distance from Fresno Yard	Freight			Freight			100	will be	governed by	y interlo	Banos Subdivision cking signals betw	ween Biola Jo	ct.
Yard Limits			1411		Leave Daily Ex. Monday		III C.L.II	TO-R		MAN		Arrive Da		. Sunday	Arrive Daily				No. 1 d	Irill track to	enter o	l track Fresno yar r leave Fresno yar	rd. See Page	10
125 WY P	-			3.10PM 3.25	5.20 AM	3.40 AM 3.55	133.0	то	7	.5	18.2	10.42	_		7.42 PM 7.27		100.70	0	for addi	itional sched	iules bet	ween Biola Jct. an	d Fresno Yar	ra.
R(IP				3.42	5.52	4.12	200.5			OLA B.1————————————————————————————————————	2.6	10.10			7.10									
BKW				3.52 PM	6.02 AN					O YARD	0.0	10.00			7.10 7.00 PM				ADDITIONAL	FLAG STOPS 1	O RECEIV	E OR DISCHARGE RE	EVENUE PASSEN	NGERS
0.0		sout a st		rive Daily	Arrive Dally Ex. Monday	Arrive Daily Ex. Sunday and Monday				8.2		Leave Dai		new Delle	eave Daily			Train		At	model as	Receive or Discharge	To (or beyond)	From
	7-2			(0.42)	(0.42)	(0.42) 26.00			Time ove	er District		(0.42)		(0.42) 26.00	(0.42) 26.00		of a stabili	26	Mendota an Patterson	son, Dos Palos, l nd Kerman	repaugh,	Receive and Discharge Discharge	Fresno Fresno	Martines Tracy Tracy

	1 17/1						SOMETHIS.	2. 作物學	IVISION	DE SOR	LATHR			RAWISS)	STWARI	EA		8
Time Table No. 2	COLUMN TO SERVICE		Atts	1 8 74 3 4	***		CLASS	FIRST		BBILL	LT VASA	C186217	s	OND CLAS	SEC	(TZA)	HIRD CLASS	nselvikdut	WESTWA
June 7, 1942	Distance from San Francisco Via Niles	58 Sequoia	59 West Coast	52 San Joaquin		232 Passen	1.7. 1040 E1	ms 7, 19		1 100	28.2	13 40	446 Freight	423 Freight	421 Freight	454 Freight	aT emiT	0 No. 25	Capacity of Sidings in Car Lengths
STATIONS	CS	Leave Daily	Leave Daily	Leave Daily	e Daily	Leave D	ALMOS POR	Service of the				y y	Leave Dai Ex. Sund	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	rubi	dans.	W.III
TO-R TRACY	70.8	2.30 AM	7-71	10.00 AM	.40PM	6.4						AM	1.30			2.35 AM	ret Time	8801	E BKWO TY P
BANTA	73.9					1 17 14		Test Cala								I I was 1			E) P
WINSHIP 1.5	76.8		1 108				AXX.	THE PARTY	The state of the s	11.7%				1		7 14 74	8-811	Raph.	Spur
SAN JOAQUIN RIVER DRAWBRIDGE	78.3		100			1000		THE PARTY OF			1860	18 114				or o	CASE STATE	A X X III	I P
R LATHROP	81.5	f 2.48AM	6.44AM	s 10.16 AM	.14	s 7.1	OT NO	E.Zu-	11000	5.1.0	le c	AM 1 00	2.00	9.20M	10.55PM	3.05			E 70 W 79 Fresno 53 YI P
FRENCH CAMP	86.1		77.7		.21	f 7.2	- 27 - 17 - 170	775017				_			717				(P
T. S. Ry. Crossing	87.7					1 1 1 1 1 1 1	N 1991	THE PARTY OF	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 100	T TOTAL	11 100					1.04		I
A. T. & S. F. Crossing S. E. R. R. Crossing	. 6					05.683	4727	MANAGER				0.04 ec.							BKWO
TO-R STOCKTON	90.9	0 0	s 6.59 7.18		:39	s 7:3	sangle Law			C ALA	06.1	E EE	117	9.45	11,20PM	3.30AM			ITY
STOCKTON TOWER NO.	92.3	(A) 10	7, 10			1 1 1 101	TO STATE	SIA SCOONY	Cars Name	1 100.5	6.00	13 0.3	1 6						I P
EL PINAL	92.7	B - 0				10.01	CT TIS SAME	ASTON I	10.50,0	1 (6.)	V COLL	1.60	1 8		The contract of				Spur P
AKERS	93.9	A L	1 10		-	4 1 1 012	SKITT MIN	OH ALL SUT	N. H. St. J. St. W. St. W. L.	1-8-1	a mols	5-5	111-8				OWN CONTRACTOR	4400	w
End of Double Track	95.0		110			10001	2.1	AMENDAL		(5633)	A MARCO	1.6			1	dutci -		1.14 9 1	P
CASTLE	96.6		7 11 17			f		3107 3000			1				- 916	ahtosq		Early 1	125 P
TOMSPUR	98.1							7.8		- AP 1		700		11-		Lings II		0.01.00	Spur
ARMSTRONG	100.2					f					1 100			111		stoplity	1110	ERI AT	125 P
C, C, T, Co, Crossing	103.3	S 8	s 7.35		.02	s 8.0	There I have	NUNSTRUM	1 440	00000	6 TE 61.3	43 8.			190	mulk:		Maria :	Yard Limits 31 BKWOYP
URGON 1.1	105.1	E 0	The			f	1.151	Kappini.	04	08.8	101	16.	0		- []	WINIE TO		3.61X	Spur P
ACAMPO	106.2	Miles O			.08	f 8.0	14 P. M.	MARGRAN	1 80 18 40	- urea	79.0	TE.	1 8		12	Manif	All The State	D. Sale of	125 P
FOREST LAKE	109.5	S. JWD	100			f	BOT 0.86	RVARESH	7.00	0.00	N.C.A.	EL PREE	PIL		- August			F 800 G	126 P
GALT 3.8 NEED	111.7		7.56			s 8.2	5.0	- GIRTH	A Direction								No.		Yard Limits 175 WYP
2.0	115.5				-	f .	100	ARREIOG		20.0		-			1000	A 18037		4000	P
ARNO 2.0 McCONNELL	119.5					f	D. COT (2-80)	MONTH CT		N 88.6		-							128 P
ELK GROVE	122.9	(B41)	8.13		.42	f 8.4	200	GRALIT							100				135 P
MEADOWS	125.7		N. I. State			f		15.837)							ABB (127 P
FLORIN	129.0		8.23		.52	f 8.5	Total Control		1 (10)	100.0 Ap.34	8.5						The Paris		137 WP
POLK	132.0										and the second	78							p√ P
BRIGHTON (62.4)	133.2	25.20 0500	8.30AM		.00 PM	f 9.0				ding	BILLS I		ALC: YOU	11.05AM	12.40AM				WP
	RAMENT	AND SAC	RIGHTON	ETWEEN B	NTS BI	N MOVEMEN	E FOR TRAIN	TIME-TAB	VISION CURREN	AMENTO D	SEE SACR	TION ONLY	NFORM	TO FOR I	SACRAMEN	VAS AND S	TIME AT EL	.lea	
ELVAS	136.2		8.35 AM		.05 PM	9.0	LIVE N STORE							11.20AM	1.00 AM	of condition			
SACRAMENTO	139.1	1-41	8.45 AM		.15 PM	9.1	- skomkta		St. off Value and	territ To	10				A BELL	b LeX Ib	omer 4, down 11	The bear lize	
700		Arrive Daily	Arrive Daily	Arrive Daily	e Daily	Arrive D	LEMMA	4 4 5	0 - 1-01	h V last		y	Arrive Da Ex. Sunda	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			
Time over District		(0.18) 35.66	(1.46) 29.26	(0.16) 40.12	.20)	(2.20 26.8	Action	A 1	1 1 h m				(0.30) 21.40	(1.45) 29.54	(1.45) 29.54	(0.55) 29.20			

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

No. 59 reduce speed to 15 MPH at Acampo and Elk Grove to dispatch mail.

No. 58 stop at San Joaquin Bridge Mondays and days following Holidays to detrain employees.

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

		CHAND	SEW	THARI	LATHI	ROP SUE	BDIVISIO	N TOWN		WESTV	VARD	EASTWARD		LATHROP SUBDIVISION	WEST	WARD
ime Table No. 236		One I		W/F	IRST CLASS	(a2) A	Total Bi	SECOND	CLASS	THIRD	CLASS	n n	1	Time Table No. 236	0.0	4
100000000000000000000000000000000000000	Tron a	231	51	53	60	S Just David	1361	445	420	455		of siding lengths	Tron disco	June 7, 1942	from	
June 7, 1942	stance from	Passenger	San Joaquin	Passenger	West Coast	A SHIP WAY		Freight	Freight	Freight	de la constitución de la constit	car le	Distance from San Francisco via Niles	Lodi Branch	85	
Limban man	Dist	Arrive Della	Arrive Della	Arrive Daily	Arrive Daily	ha ha con		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		Capacity in car	Dist San vi	STATIONS	Distan	
STATIONS		Arrive Daily	Arrive Daily					Ex. Sunday	Arrive Daily			Yard Limits BKWOYP	103.3	TO-R LODI	39.3	
TRACY	62.4		s 6.20 PM	s 7.30PM	2.3.4		1 1 1 1 1	9.10PM		8.00 PM	1920 BK 1	BEWOIP	105.1	C. C. T. Co. Crossing	37.5	
BANTA 2.9	59.3	f10.17			-A. -E. #	100	1.00	AZ180		I Adi	10/2	10	105.2	ROMA 1.9	37.4	
WINSHIP 1.5	56.4					01.3	1.30	10738	91	F-101	20/8 /	17 P	107.1	VICTOR	35.5	
DRAWBRIDGE	54.9					-		AUSTA		A Comment	6118 at 11	8 10 P	110.7	LOOKEFORD 4.0	31.9	
LATHROP	51.7	s 10.05	6.04 PM	7.14 PM	9.42PM			8.40PM	11.15 PM	7.25		P	114.7	OLEMENTS 6.1	27.9	
4.6	47.1	f 9.45		- 1 8	FO 1 000	S D 10		0.000	75-51	1917 1	10.6.1	27 P	120.8	WALLAGE 5.6	21.8	
FRENOH CAMP	47.1	1 9.45			-					+		4.0 (3.3) [17]	126.4	HELISMA 2.9	16.2	
T. S. Ry. Crossing	45.5						110			10,501	19710 n 01	Vand I familia	129.3	NORVAL 0.9	13.3	
A. T. & S. F. Crossing S. E. R. R. Crossing	42.3	9.37		3	9,29	80.0	1 Mark	10000	1	560	3.53	Yard Limits 17 P	130.2	TO VALLEY SPRING	12.4	
R STOCKTON	VE.3	s 9:37			s 3:19				10.50	7.00 PM	1000	19 P	134.7	TOYON 4.3	7.9	-
OCKTONTOWER No.4 W. P. Crossing	40.9	10.70						1200		0.001	and I	Yard Limits	139.0	MACNIDER 3.6	3.6	
EL PINAL	40.5	10.75				T be h		1 4.84	1 2	1		YWP	142.6	KENTUCKY HOUSE	0.0	
AKERS	39.3				0.8 4 48.0	1 es.e	L.50	12 1213736	OCE-	drame (200 I	T BOX		(39.3)		
End of Double Track	38.2						1.0	Ha wood	0.00	2.757		EASTWARD	7	LATHROP SUBDIVISION	WEST	WADD
OASTLE	36.6	17 71				5.35	1380	in into the	1	147.4	DEF L N	EASIWARD		LATHROP SUBDIVISION	WEST	WAKD
TOMSPUR	35.1			1	18 / 108	8.20	0.30	THE DESCRIPTION OF	100	0.001	out I	P _n		Time Table No. 236		
ARMSTRONG	33.0							77.6	-			of sidin lengths	from	June 7, 1942	from	
C. C. T. Co. Crossing	G 29.9	8 9.07			s 9.00			1 2 2 2 2	-			carl	Distance from San Francisco via Niles	Lodi Branch	Distance	
1,8		5 9.01			3.00			-		5 6 SOL 1	100.0 11	S. B.	Dis	STATIONS	Dis	2404
URGON 1.1 ACAMPO	28.1							-		1	OP.C. 1 -	s (pv	-	TO-R LODI		
FOREST LAKE	27.0	T.		- 0	Date of the same		201	A.T.D.HOW	MED DELL	8.631	EAA	MOIP BK BK	103.3	C. C. T. Co. Crossing	2.5	18.4
GALT	Cont. 21.5	8 8.50			8.42					PT 8-817 T	000 1	Ya. Li	105.8	WOODBRIDGE	0.0	
NEED	17.7	-		-	0.42					624	DOW I	45 A 350	-	(2.5)		
ARNO	15.7			- 7715			100		*	T LINE	80.8	LGA GOODA		ALCOHOLD TO	4	
MOCONNELL	13.7					1 9 10				1301	(BB-0-1-1)	EASTWARD		LATHROP SUBDIVISION	WEST	WARD
ELK GROVE	10.3	s 8.33			8.28	100		1.35		9.007	10.00 THE	12.04		Time Table No. 236	. E .	
MEADOWS	7.5				7-1-1-1		1 24	1.2.1		10.201	OH:O T	gigin	E 8	June 7, 1942	B -	
FLORIN 3.0	4.2	_			8.21		1 5			LW-		y of sidil	ranci Viles	June 1, 1942	Ione Ir	
POLK	1.2					100	1 Tally	160	10.07	1 8/705	TP.0	Capacity in car	Distance from San Francisco via Niles	Ione Branch	Distar	
BRIGHTON	0.0	_	-	610	0.150	- W. C. C.	1 93 - 15 4	Codedia	9.30PM	100	DOLL III	3		STATIONS		
(62.4)				SACDAR	8.15PM	AS FOR IN	FORMATION	ONLY		STATE OF THE		Yard Limits 78 WYP	111.7	TO-R GALT	27.1	
SEE SACRAME	NTO DI	VISION CUI	RRENT TIM	ME-TABLE	FOR TRAIN M	OVEMENTS	BETWEEN S	ACRAMENTO	AND BRIC	HTON.	10/40		116.7	C. C. T. Co. Crossing	22.1	
ELVAS		8.10A	4		8.10PM		4		9.10PM				122.0	6.3 OLAY	16.8	
8ACRAMENTO		8.004	1		8.00PM	at at the		a Leave Dans	Transport			P	132.3	CARBONDALE	6.5	
3,001,0.31		Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday		The second second	133.0	LIGNITE	5.8	
e over Districtage Speed per Hour	-	(2.10) 28.77	(0.16) 40.12	(0.16) 40.12	(1.27) 35.65			(0.30) 21.40	(1.45) 29.54	(1.00) 20.10		Spur	134.8	EDWIN	4.0	
# 25/21 G 3d			104			10-10-1				1.		Spur	135.2	OLARKSONA 2.5	3.6	
Single track over San J king signals.	oaquin F	liver Drawbr	idge; trains	will be gove	erned by inter-				Box Dr - 2			Spur	137.7	DAGON 1.1	1.1	
No. 60 will not stop at	station a	Lathrop but	t will use eas	t leg of wye	to the Merced			OPS TO RECEIVE				Yard Limits WTP	138.8	TO-R IONE	0.0	
No. 60 reduce speed to	15 MPF	at Elk Gro	ve to dispet	ch mail		Train 60	Any Station	Receive or Discharge Receive	To or Beyon Modesto	From or B	seyond	Transf 1		(27.1)		
No. 53 stop at San Jo turdays and days preced						00	Any brauon	Trecerve	MIOCIESTO			The second secon		A STATE OF THE PARTY OF THE PAR	11	

10 (TA)	WISEVE NO	EASTWA	RD		TERAW	I.	IERCED SUBDI	ISIO	N	HIS GO			WESTWARD		
	SECOND CLA	ss	FIRST CLASS				Time Table No.	236			F	IRST CLASS		SECONI	CLASS
Capacity of Sidings in Car Lengths	420	446	60 West Coast	52 San Joaquin	58 Sequoia	ance from Francisco Antioch	June 7, 1942		nce from resno	59 West Coast	51 San Joaquin	53 Passenger	423 Freight	445 Freight	421 Freight
Capac Sidir Car L	Freight Leave Daily	Freight Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Distar San F	STATIONS		Distance Fresn	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
East 70 Fresno 53	11.15PM	2.00 AM	9.42	10.26AM	2.48AM	92.9	TO-R LATHROP		112.6	6.44AM	6.04 PM	s 7.02PM	9.20AM	8.35PM	10.55 PM
IP			1000000			93.8	W. P. Crossing		111.7			HOLV Y	SEA DIRECTOR NA		200
76 P	11.35	2.12	f 9.50		s 2.58	96.8	TO MANTECA		108.7			s 6.51	9.08	8.25	100
115 P	11.40	2.16	9.53	10.34	3.01	99.4	0ALLA 3.9		106.1	6.34	5.55	6.48	9.03	8.00	10.43
79 P	11.46	2.24	9.57		s 3.09	103.3	TO RIPON	1	102.2	6.30		s 6.43	8.47	7.43	CONTRACTOR
79 P	11.51PM	2.30	10.01	10.41	s 3.16	106.4	SALIDA		99.1	6.26		s 6.36	8.42	7.25	10.32
No. 1, 98 No. 2, 110 No. 3, 125	12.05AM	THE PARTY NAMED IN	s 10.16	s 10.54	s 3.37	113.1	TO-R MODESTO		92.4	s 6.18	s 5.40	s 6.25	8.30	7.10	10.16
IP IP		A 167 J 2871				114.7	T. S. Ry. Crossing		90.8					T.E.LE	SEED HOUSE
72 P	12.15	3.25	10.23	10.59	s 3.47	117.4	OERES		88.1			f 6.01	8.20	6.35	9.50
70 P	12.20	3.30	10.27		3.52	120.8	KEYES		84.7	5.58	5.27	f 5.57	8.15	6.29	9.42
Yard Limits	12.30	3.45	s 10.37	s11.12	s 4.07	126.2	TO-R TURLOOK		79.3	8 5.52	s 5.21	s 5.50	8.06	6.20	9.32
93 P	12.40	3.55	10.45		f 4.15	131.9	DELHI		73.6			f 5.39	7.57	6.03	9.20
80 WP	12.48	4.05	f10.53	11.23	s 4.25	136.4	TO LIVINGSTON		69.1	5.36		s 5.34	7.50	5.56	9.09
72 P	1.00	4.20	f11.03		f 4.38	143.2	TO ATWATER		62.3	5.29	4.59	s 5.25	7.40	5.45	8.59
2 EST (6)	Warren St. Mar.	capyrenti a goa	THE STATE AND THE			144.8	BUHAOH		60.7						and amplying
28 P	1.08	4.25	11.07	11.34	4.43	147.4	FERGUS		58.1	5.25			7.32	5.37	8.52
Yard Limits	1.40	4.35AM	s 11.30	811.45	s 5.20	150.5	TO-R MERCED		55.0	s 5.20	s 4.51	s 5.15	7.26	5.30PM	8.47
72 P	2.10		11.40	11.51 AM	f 5.32	156.6	LINGARD		48.9	4.59		5.00	7.12		8.32
76 P	2.20	Blace Boy	11.44		f 5.38	160.5	ATHIONE 6.4		45.0	4.55	4.39	0,0 4 11	7.06	8 69	8.26
80 P	2.32	RECEIVE	11.51	12.01 PM	f 5.46	166.9	MINTURN		38.6	4.49		4.51	6.57		8.16
WYP		1.00 D37 4.4.5. Chimatar	f 11.55P		s 5.53	168.2	TO CHOWOHILLA		37.3			8 4.49	1 - 93		OTOMOR
76 P	2.42	N. OLES PLOCHE	12.01 M		f 6.00	173.0	FAIRMEAD		32.5		4.27	f 4.43	6.48		8.06
71 WTP	2.49	- 9 0			f 6.05	176.5	BERENDA 2.7		29.0	4.38	7-1000		6.42		8.00
00 P	2.55		12.07	12.13	6.08	179.2	NOTARB		26.3				6.38		7.55
Yard Limits 43 WP	3.07	ETTIGUE, SI SION	s12.16	s12.22	s 6.23	183.9	TO MADERA		21.6	s 4.30	s 4.17	s 4.28	6.23		7.47
76 P	3.20	0. 50	12.24	12.28	6.32	190.2	IRRIGOSA 5.4		15.3	4.19			6.05		7.33
80 P	3.29	S. VOM SHIELD	12.29	12.33	f 6.40	195.6	HERNDON		9.9	4.14	4.04	f 4.14	5.55		7.24
(I P	71 .3	ment tours				199.2	BIOLA JOT.		6.3						1000
S I P BKWP	3.40 AM	funt. Longin	12.36	12.39	6.47	201.8	TO-R FRESNO YAR		3.7	4.08	3.58	4.08	5.45 AM		7.15 PM
BKW			s12.48M	812.50PM	8 7.00 AM	205.5	TO-R FRESNO	Sck e	00	4.00AM	3.50PM	4.00PM	1 1 1 5 5		
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(112.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(4.25) 24.65	(2.35) 22.29	(3.06) 36.32	(2.24) 46.91	(4.12) 26.81	JAOYE	Time over District.	ur	N.	(2.44) 41.19	(2.14) 50.41	(3.02) 37.12	(3.35) 30.39	(3.05) 18.68	(3.40) 29.68

See page 7 for additional schedules between Biola Jct. and Fresno Yard.

No. 58 reduce speed to 10 MPH 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 MPH at Chowchilla to receive mail.

No. 52 stop at Manteca, Ripon, Livingston, Atwater and Chowchilla upon request of Postal Clerk to dispatch registered coin.

ADDITIONAL STATIONS

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

	ADDITIONAL FLAG STOPS TO RE	CEIVE OR DISCHARGE RE	VENUE PASSENG	ERS
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
60	Any station	Discharge		Stockton

			EASTWA	RD				NILES SUBDIVISION	ſ			WEST	WARD	th			11
	THIE	RD CLASS	SECOND	CLASS	BUARD TO	FIRST CLASS				SE	COND CLASS	KIRL LE	0.00	THIRD	CLASS	COMMIT	1-4-
city of sidings car lengths	101 437	408 Freight	472 Freight	402 Freight	406 Freight	444 Mdse.	Distance from San Francisco	Time Table No. 236 June 7, 1942	Distance from Tracy	473 Freight	477 Freight	401 Freight	409 Freight	405 Freight	433 Freight	918	1
Capac	tra Se	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	1 8	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	Arrive Daily	\$50.00d	1 - 4 -
P.S WIYP		3.50 AM	10.40PM	8.50PM	T MOR. 8	7.50P	26.2	(TO-R REDWOOD JOT.)	57.7	10.55AM	6.40PM	3.10AM					
是是			1 4 0350		6.10	(08.30° 00.3	27.5	End of Double Track	56.4	OWN	00.8	200					
1111111111			P.ASIN F.	8	IRQ0.a	ASMIN STERNA	28.0	SWEENEY	55.9	Throse-s	Dan Grand	1.61 - 316					R. French
64 P		3.57	10.46	8.57		7.56	29.5	HENDERSON	54.4	10.49	6.34	3.04	The second of the	0475 O	WA CHO A	MARCHE 13.1	you J
14.			40-1-			17-4	30.9	RAVENSWOOD	53.0	The second		- 192					
51 P		4.05	10.53	9.05		8.03	33.9	DUMBARTON	50.0	10.41	6.26	2.56	Man				14.1
Yard Limits 100 WIYP		4.20	11.15	9.30	6.05 AM	8.08	37.2	TO-R NEWARK	46.7	10.34	6.19	2.49					41
51 P		4.30	11.22	9.35	6.10	8.12	40.1	OENTERVILLE	43.8	10.28	6.13	2.43	Miles				4
23 80 P		4.45	11.25	9.38	6.25	8.14	41.7	SHINN	42.2	10.25	6.10	2.40					模工
IYP	eo,s mes.	4.47	11.27	9.40	6.30	8.15	42.5	W. P. Crossing TO-R NILES TOWER	41.4	10.23	6.08	2.38	3.08 AM	05.9	2.30PM	88.01	AM H
Ya		4.49	11.28	9.42	6.33	1 1 1 1 1 1 1 1 1	43.0 29.9	NILES JUNCTION	40.9	10.22	6.07	2.37	3.07	3.37AM	2.29		
76 P		4.55	11.33	9.47	6.38	1 10 20	31.7	FARWELL	39.1	10.18	6.03	2.33	3.03	3.33	2.24	00.11	
95 P		5.06	11.44	9.58	6.49	78.8	35.6	SUNOL	35.2	10.08	5.53	2.23	2.53	3.23	2.14	11,25	900 0
73 P		5.17	11.55	10.09	7.00	3.38	40.9	TO PLEASANTON	29.9	9.57	5.42	2.12	2.42	3.12	2.03	11,300	N
a(IYP					1, 1,04	1 2 44	42.0	TO RADUM	28.8								Sept.
1		Local Resident	N. Harris		30.0	18.8	42.4	REMILLARD	28.4	C.L. br.o	3.63		1.63	0.55		12 bon	A
E 110 W 105 YP		5.21	11.59 PM	10.13	7.04		43.0	ELIOT	27.8	9.53	5.38	2.08	2.38	3.08	1.59		
E 85 BK W 80 WP		5.30	12.06 AM	10.30	7.12		46.9	TO-R LIVERMORE	23.9	9.45	5.30	2.00	2.30	3.00	1.50		
Xd. 1							48.4	TREVARNO	22.4								100
74 P		5.37	12.12	10.37	7.19		50.5	ULMAR	20.3	9.38	5.23	1.53	2.23	2.53	1.41		
94 WTP		5.50	12.24	10.49	7.25		55.0	TO ALTAMONT	15.8	9.27	5.12	1.42	2.12	2.42	1.30		
72 P		6.02	12.34	10.59	7.40	80.6	59.5	OAYLEY 3.6	11.3	9.17	5.02	1.32	2.02	2.32	1.05		9
72 P		6.15	12.46	11.11	7.52		63.1	MIDWAY	7.7	9.05	4.50	1.20	1.50	2.20	12.50		4
Tracy Yard BKWOTY P		6.30AM	1.00AM	11.25 PM	8.10AM	50.8 1	70.8	TO-R TRACY	0.0	8.45AM	4.30PM	1.00AM	1.30AM	2.00 AM	12.30PM		9
		Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	(4)	(57.7)	1134	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun. & Mon.	Leave Daily		1 4
	a	(2.40) 21.64	(2.20) 24.72	(2.35) 22.33	(2.05) 22.41	(0.25) 39.12		Time over District		(2.10) 26.63	(2.10) 26.63	(2.10) 26.63	(1.38) 23.30	(1.37) 23.54	(2.00) 20.70	VISIT HT IS	

RULE 5. 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.

RULE 105. At Newark the siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

Santa Clara siding No. 1 on the Elmhurst-Santa Clara line is the track between crossover 300 feet west of station building and west house track switch and designated as "Passenger Siding" to be used by passenger trains only and its use will be covered by train order. Santa Clara siding No. 2 is siding east of the station building, and will be designated as "Siding" and will be used by either passenger or freight trains. Schedule time and train orders on Elmhurst-Santa Clara line at Newark will apply at "Siding."

12				RDTOR	EAST	WARD				NILES SUB	DIVIS	SION				WI	ESTWA	RD				
	THIRD (CLASS	SECON	D CLASS		FIRST	CLASS	ориа		THE LEWIS CO.		PG Lean	IN THEFF	IRST CLAS	SS 1244	un encons	SECON	D CLASS	BEAR	THIRD	CLASS	
city of sidings car lengths	418 Local Freight	416 Local Freight	422 Freight	450 Mdse.	112 W. P. Passenger	W. P. Passenger	74 Oakland Lark	250 Passenger	ance from Francisco	Time Table No. 236 June 7, 1942	Distance from Santa Clara	111 W. P. Passenger	73 Oakland Lark	255 Passenger	443 Mdse.	39 W. P. Passenger	407 Freight	451 Mdse.	419 Freight	405 Freight	437 Local Freight	417 Local Freight
Capaci fn c	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dist	STATIONS	Dist	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon. and Holidays	Arrive Daily	Arrive Daily Ex. Sunday and Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
					9.40PM	8.35PM	8.00 PM	7.00 AM	0.0	SAN FRANCISCO) 2	44.8	7.20AM	9.50AM	6.30PM	Caroca	10.30PM		Tim ga				7111
					10.00	8.55	8.20	7.20	3.5	OAKLAND PIER	41.3	7.00	9.30	6.10		10.10				79 3		
BKWI P			1 26		10.15PM	9.10PM	8.28 PM	7.35 AM	3.5	(TO-R OAKLAND PIER)	41.3	s 6.45AM	s 9.15 AM	s 6.00PM	11.000	s 9.45PM				De III		
BKW OITY P	10.30AM	6.30AM	8.45PM	7.15PM			24.6	0.6	4.9	TO-R WEST OAKLAND	39.9	96.3	0.00		9.05 PM	89.0		8.40AM	3.30AM	4.40AM	3.30PM	5.50P
IP		11.00		The state of	10.22PM	9.15PM	0.01.2	13.6	5.9	Western Pacific Crossing MAGNOLIA TOWER	38.9	6.36AM			20.6	9.36PM		80.				10
IP		77.8	1 1 1 1 1		00.0		s 8.45	s 7.47	6.7	OAKLAND (First Street)	38.1	80.8	s 9.00	s 5.48	be e	81.1		1 100				LiMby
P					THE S		T 5.1.8	0.28	8.3	EAST OAKLAND	36.5	0.118		01.0	80.0	88.1		06.			1/9	10
I P			9 00		01.13		s 8.52	s 7.54	9.7	FRUITVALE	35.1	1.000	s 8.52	s 5.41	80.0	11.23.1		8.5			19	10.
64 WP	10.55	6.55AM	9.30	7.32	10.		8.58	7.59	13.4	TO-R ELMHURST End of Double Track	31.4	Here	8.45	5.35	8.45 PM	75.1		8.19	3.00	4.15AM	3.05 PM	5.25
	11.05	1998	原文但 8	10.6	A DECT		1.70	0.33	15.5	MULFORD	29.3			1 00.0	100.0	86.1		1 60				5.15
P	11.20	100.0	1,65.8	E0.5	1000		This equa	81.0	17.8	ROBERT	27.0	11 12		85.0	TECH	EE, J		155	0.00		11	5.05
70 WP	11.25	1618	9.44	7.43	60.0		9.07	8.08	20.2	RUSSELL	24.6		8.37	5.27	625.6	00.1		8.08	2.45		19	4.50
P	11.30AM	1.02	ELS.	2,42	1 8.1 3		1.62	V8.0	21.5	MOUNT EDEN	23.3		1 1 2 2 1	067.0	100,0	1 82.3		TH	3 7 5		19	4.45
Spur									23.0	BAUMBERG	21.8						7				19	21
64 P	12.30PM		9.55	7.52			9.14	8.15	25.3	TO ALVARADO	19.5		8.31	5.21			K. Landin	7.48	2.35			4.30
		PP. I	80.9	86.8	(00)		86.3	1,62.6	26.2	HALL 2.2	18.6		1-10	1-0,8	ET-0	1 saut 1		12			3	
		02.1	.00.8	- CE. R	100		- 084	1010	28.4	ARDEN 2.2	16.4			2 1	- DE O	F THE BUILDING		7 00				The R
Yard Limits WIY P No. 1—23 No. 2—107	12.50PM	TAT	10.10	8.18			9.22	s 8.23	30.6	TO-R NEWARK	14.2		8.23	5.14	76.0	SIS	6.05 AM	7.40	2.20			3.30P
		06.1	- EBS	ELA	1 60		27.1	75.0	32.8	MOWRY 1.3	12.0			25.3	01.0	1 70.0		.50	0			14 14
80 P		1,405	10.20	8.23	100		9.27	8.29	34.1	ALBRAE	10.7		8.08	5.09	98.0	1 NE.E	5.58	7.34	2.00		10/10/19	
P		08.80	oc's	1.50	1000		1,300.16	20.0	36.5	DRAWBRIDGE 2.6	8.3	17 85 5		CES	-44.4	2 - 61 - 9	6 101	0.0	8		100	177
P		MOE.ET	\$100,\$	Lande-I	MADE L	A	9.32	8.35	39.1	ALVISO	5.7		f 8.02	MIOIN	mes.	I Ripo 8		in Cardio	6.3			Troiten
53 P		gillett max	10.38	8.38	d detail		f 9.38	8.40	41.7	TO AGNEW	3.1	20 7 10	f 7.57	5.01	ACRES 100	1 1 mg	5.47	7.24	1.40			
San Jose yd. KI P	***************************************		10.45 PM	8.45PM	PER DA		9.43PM	8.45AM	44.8	TO-R SANTA CLARA	0.0		7.52AM	4.57PM			5.40AM					
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex.Sat., Sun. and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	115	(41.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Sun., Mon. and Holidays	Leave Daily	Leave Daily Ex. Sunday and Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.20) 10.01	(0.25) 20.40	(2.00) 19.95	(1.30) 27.53	(0.07) 20.57	(0.05) 28.80	(1.15) 33.04	(1.10) 35.40		Time over District		(0.09) 16.00	(1.23) 29.85	(1.03) 39.33	(0.20) 25.50	(0.09) 16.00	(0.25) 34.08	(1.20) 29.92	(2.00) 19.95	(0.25) 20.40	(0.25) 20.40	(2.20) 10.01

re-in-ordinal and desirement as "Penninger String" to see Sprayers for train order. Bents Clerk nothing will be designated as "String" and will be seen given and brain orders on Kimburst-Samis Clerk

No. 73 stop on flag at Drawbridge Wednesdays and Saturdays.

No. 74 stop on flag at Drawbridge Wednesdays, Fridays, Saturdays and Sundays.

RULE 5. 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.

RULE 105. At Newark the siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

Santa Clara siding No. 1 on the Elmhurst-Santa Clara line is the track between crossover 300 feet west of station building and west house track switch and designated as "Passenger Siding" to be used by passenger trains only and its use will be covered by train order. Santa Clara siding No. 2 is siding east of the station building, and will be designated as "Siding" and will be used by either passenger or freight trains. Schedule time and train orders on Elmhurst-Santa Clara line at Newark will apply at "Siding."

CRAWTRIF	Wars moterviors yet sa	EASTWARD	GRAW	Tagw	Hoistu	IN THE	NILES SUBDIVISION	ial.	CHAWTE	WES	STWARD	ILD HART	HASTWA	13
	non-Tolk Appear Also	THIRD CLASS	II then		alda'	emi'l			FIRST CLAS	S See Cont	off modern	THIRD CLASS	FERROTE	
Capacity of sidings in car lengths	Paet a met		432 Freight	416 Local Freight	404 Freight	Distance from San Francisco	Time Table No. 236 June 7, 1942	Distance from San Jose	443 Mdss.	405 Freight	437 Local Freight		100	
8	A SHADIFAGE TO		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	A 20	STATIONS	-	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily Ex. Sun. & Mon.	Arrive Daily Ex. Sunday	Lucy distor-	Application of	
2 64 WP	BOYA	aumilia de la companya della companya de la companya de la companya della company		6.55AM	A 41.0	13.4	TO-R ELMHURST	34.3	8.45PM	4.15A	3.05 PM			
36 P	DOM: NAME OF THE PARTY OF THE P			7.00	7.7.1	14.8	TO SAN LEANDRO	32.9	8.42	4.11	3.00			100
Les	CROWING .	100		K.15	0.0	16.5	ESTUDILLO 1.0	31.2				100 M		
35 P	HOTH PROPERTY	4.00		7.15	FL pay	17.5	LORENZO	30.2	8.37	4.05	2.50			
100 WP	LARTERIA DE			8.15	1-00	20.1	TO HAYWARD	27.6	8.32	3.59	2.40			The s
33	The state of the s			8.25		24.0	HALVERN 2.5	23.7	8.25	3.51	1.50		1 1 1 1 1 1 1 1	
32 P	20121-7 201124	03 10 10 10 10 10 10 10 10 10 10 10 10 10		8.35		26.5	DECOTO	21.2	8.21	3.46	1.45			
	OR ASA					27.6	PABRICO	20.1					VO. 6	
TO KWY P	State of the latest of the lat			10.00AM		29.2	TO-R NILES	18.5	8.16	3.40AM	1.30PM		THE RESERVE	
IX P	97711 10000		2.30PM	Turl	3.10AM	29.7	TO-R NILES TOWER W. P. Crossing	18.0	8.15PM		ao	0.50	Too a life of	
35 P	A STATE OF THE STA		2.40		3.20	32.8	IRVINGTON	14.9	eo.e	T WAR GOT THE	emis III	5.02	OX.46	
39 P	Warran Ter Columbus		2.48	-	3.28	36.3	WARM SPRINGS	11.4	M.C.	T THE THE	THE YEAR	4.19	GLE .	
37 P	20 189	CHARLES IN TAXAB	2.58		3.38	40.7	MILPITAS	7.0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.75%	A.73	01.80	
35 P			3.04		3.44	43.3	WAYNE	4.4		1.00	9	2.19		
San Jose yard BKWOITY P			3.20PM		4.00AM	47.7	TO-R SAN JOSE	0.0		180		0.00		
are line			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		(34.3)		Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sun. & Mon.	Leave Daily Ex. Sunday	THE STATE OF	-00.V	
COLD IN A COLD	TOTETH GOUSTAN	TITHE TOTAL	(0.50) 22.20	(3.05) 5.12	(0.50) 22.20	JEUR.	Time over District	all	(0.30) 32.60	(0.35) 26.97	(1.35) 9.98	-dall -hd		

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.

Voltaja Branth

CONTROL AND REAL

Eastwa	rd	Niles Subdivision	Westward
from	Ti	me Table No. 236	
Distance from San Francisco		Stonehurst Branch	Distance from
13.4	то	STATIONS ELMHURST	0.9
14.3		Western Pacific Crossing STONEHURST	0.0
		(0.9)	
	dan		MANUTAL TO

REALOSOMERT

EAST WAYD MARTINER SUBDICE ON WESTWARD

ATAM, WINE

	EASTW	ARD	MART	TINEZ SUBDIVISION	WEST	WARD		EASTW	AKD	MART	INEZ SUBDIVISION	WESTWARD	EASTWARD	WAR	TINEZ SUBDIVISION V	VESTW	AR
	second 440	438	88	Time Table No. 236		439	CLASS 441	100		dia se	Time Table No. 236	Table 1 DALL	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	W.	Time Table No. 236		
Capacity of Sidings in Car Lengths	Local Freight	Local Freight	Distance from San Francisco via Vallejo	June 7, 1942	Distance from Calistoga	Local Freight	Local Freight	Capacity of Sidings in Car Lengths		Distance from San Francisco	June 7, 1942	Distance from End of Track	Capacity of Sidings in Car Lengths	snce from Francisco	June 7, 1942	Radum	
548	Leave Daily Ex. Sunday	Leave Daily	Ban	STATIONS	Ā	Arrive Daily	Arrive Daily Ex. Sunday	Cap		Dista San I	Winters Branch	Distr	Car Car	Dista San F	San Ramon Branch	Dist	
WOY P	2.00AM	1.00AM	50.5	TO-R SUISUN-FAIRFIELD	47.8	5.10AM	6.15PM				STATIONS				STATIONS		
WOI P			47.9	SUBEET	45.2			WY P		59.4 59.6	R ELMIRA	30.8	67 YP	38.1	TO-R AVON	29.7	
29	2.10	1.10	46.2	THOMASSON	43.5	5.00	6.00			63.7	TO VACAVILLE	26.7		41.0	GALINDO 1.5	26.8	
39 WP	2.15	1.15	44.8	OORDELIA	42.1	4.55	5.50			68.5	HARTLEY 7.5	21.9	26 W	42.5	TO CONCORD	25.3	
W25 E28	2.25	1.25	41.0	ORESTON	38.3	4.45	5.35	WT 20		76.0	TO WINTERS	14.4		45.1	HOOKSTON 0.7	22.7	
ard Limits WY P	2.45	1.40AM	37.2	TO-R NAPA JUNCTION	34.5	4.30M	5.15			80.3	NORTON 2.5	10.1		45.8	LAS JUNTAS Sacramento Northern Ry. Crossing	22.0	
"1 -			38.0	Napa Valley Ry. Crossing	33.7					82.8	ARROZ	7.6	23	48.2	TO WALNUT OREEK	19.6	
50 W	4.00		45.5	TO NAPA	26.2		4.45			83.6	OITRONA	6.8		52.6	ALAMO	15.2	
29	4.10		47.8	UNION	23.9		3.50			86.8	MADISON	3.6		54.8	DANVILLE	13.0	
20	4.30		54.0	TO YOUNTVILLE	17.7		3.40	w		89.9	TO-R ESPARTO	0.5	34	57.7	SAN RAMON	10.1	-
	4.55		57.5	OAKVILLE	14.2		3.20			90.4	END OF TRACK	0.0	-(63.6	DOUGHERTY	4.2	
	5.10		59.4	RUTHERFORD	12.3		3.05		NOTE:	NAME OF	(30.8)	T-Q#-5	27	66.4	2.8 ASOO	1.4	
7-75	5.15		61.2	ZINFANDEL	10.5		2.50		Mary Land	-			[ard]	67.8	1.4	0.0	
22	6.10		63.6	ST. HELENA	8.1		2.45	73		DAL 1	3.38 1 447 1	1.58	IYP	07.8	TO Western Pac. Crossing RADUM	0.0	_
w			67.5	BALE	4.2				106	W 1/9	The state of	1 40.0			(29.7)		
w			69.0	MAPLE	2.7		00 1 10			Start of							
ard Limits 21 BKT	7.00AM		71.7	TO-R CALISTOGA	0.0		2.00M			NO 17/8				()	U Company	1) 1	11
21 BK1	Arrive Daily Ex. Sunday	Arrive Daily		(47.8)		Leave Daily	Leave Daily Ex. Sunday	EASTW	ARD	MART	INEZ SUBDIVISION	WESTWARD	EASTWARD	MA	RTINEZ SUBDIVISION V	WESTV	WAI
																	II /
	(5.00)	(0.40)		Time over District		(0.40)	(4.15)	7 7 7 7 7 7		1			1000000	1	Time Table No. 236		
	(5.00) 9.52	(0.40) 19.80		Time over District		(0.40) 19.80	(4.15) 11.17				Time Table	transport to depart	ठ वर्ष <u>ी</u>	te	Time Table No. 236 June 7, 1942	from	4
	(5.00) 9.52	(0.40) 19.80		Time over District Average Speed per Hour		(0.40) 19.80	(4.15) 11.17	ty of s in agthe		from	No. 236	from a	pacity of dings in r Lengths	lle Post ocation		stance from Vallejo	
	(5.00) 9.52	(0.40) 19.80		Time over District		(0.40) 19.80	(4.15) 11.17	pacity of lidings in a Lengths		Francisco		Union	Capacity of Sidings in Car Lengths	Mile Post Location	June 7, 1942 Vallejo Branch	Distance from Vallejo	l A
	(5.00) 9.52	(0.40) 19.80		Time over District		(0.40) 19.80	(4.15) 11.17	Capacity of Sidings in Car Lengths		Distance from San Francisco	No. 236	Distance from Union		Mile Post Location	June 7, 1942	Distance from Vallejo	1
	(8.00) 9.52	(0.40) 19.80		Time over District Average Speed per Hour		(0.40)	(4.15)	Capacity of Sidings in Car Lengths		Distance from San Francisco	No. 236 June 7, 1942 Union Branch	Distance from Union	Car Cimits Sidings to o	Wile Port	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION	Distance from Valledo	14.0
	(5.00) 9.52	(0.40) 19.80		Time over District		(0.40)	(4.15)	Capacity of Sidings in Car Lengths	17 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		No. 236 June 7, 1942 Union Branch STATIONS	140 140	Yard Limits 38 WYP		June 7, 1942 Vallejo Branch STATIONS		l had
				Average Speed per Hour	WES		(4.15)	Capacity of Sidings in Car Lengths	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	48.5	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK	2.3	Yard Limits 38 WYP	37.2	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8	7.1	May 1
	(5.00) 9.52		MAR	Average Speed per Hour	WEST	(0.40) 19.80	(4.15)	Capacity of Sidings in Car Lengths	**************************************	48.5	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK WEST NAPA	2.3 2.0	Yard Limits 38 WYP	37.2	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO	7.1	1/2
	EASTV			Average Speed per Hour	1	rward	(4.15) 11.17	Ognetity of Sidings in Car Lengths	5 7 1 5 7 1 5 7 1 5 7 2 5 7 7 5 7 7 6 7 7 6 7 7 6 7 7 6 7 7 7 8 7	48.5	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0 UNION	2.3	Yard Limits 38 WYP	37.2	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3	7.1	4
no c	EASTV	WARD D CLASS		TINEZ SUBDIVISION	1	TWARD		Capacity of Sidings in Car Lengths	477	48.5	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK WEST NAPA	2.3 2.0	Yard Limits 38 WYP	37.2	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO	7.1	1
nestry of mrs in centritis	EASTV	WARD D CLASS		Time Table No. 236 June 7, 1942	1	TWARD THIRE		Capacity of Sidings in Car Lengths	A COLUMN TO THE	48.5	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0 UNION	2.3 2.0	Yard Limits 38 WYP	37.2	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO	7.1	1
Capacity of Sidings in Car Lengths	EASTV	WARD D CLASS	Distance from San Francisco via Vallejo	Time Table No. 236	1	TWARD		Capacity of Sidings in Car Lengths	head-d	48.5	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0 UNION	2.3 2.0	Yard Limits 38 WYP	37.2	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO	7.1	1
Capacity of Sidings in Car Lengths	EASTV	WARD D CLASS		Time Table No. 236 June 7, 1942	Distance from Schellrille Junction	TWARD THIRE		Capacity Sidings Car Leng	Listal - I	48.5 48.8 50.8	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0 UNION (2.3)	2.3 2.0 0.0	Yard Limits 38 WYP 21 Yard Limits WT	37.2	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO (7.1)	7.1	
	EASTV	WARD D GLASS 438 Local Freight Leare Daily	Distance from San Francisco via Vallejo	TINEZ SUBDIVISION Time Table No. 236 June 7, 1942 Schellville Branch STATIONS	1	THIRI 439 Local Freight Arrive Dally	D CLASS	Capacity of Sidings in Car Lengths	7ARD	48.5 48.8 50.8	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0 UNION	2.3 2.0	Yard Limits 38 WYP 21 Yard Limits WT	37.2	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO	7.1	
	EASTV	WARD D GLASS 438 Local Freight	Distance from San Francisco via Vallejo	TINEZ SUBDIVISION Time Table No. 236 June 7, 1942 Schellville Branch STATIONS TO-R NAPA JUNOTION 0.4	Distance from Schellville Junction	THIRI 439 Local Freight	D CLASS	Capacity Sidings Car Leng	7ARD	48.5 48.8 50.8	No. 236 June 7, 1942 Union Branch STATIONS END OF TRAOK 0.3 WEST NAPA UNION (2.3) INEZ SUBDIVISION	2.3 2.0 0.0 WESTWARD	Yard Limits 38 WYP 21 Yard Limits WT	37.2 34.4 30.1	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO (7.1) DDITIONAL STATIONS NAPA BRANCH M.P. 4	7.1 4.3 0.0	
	EASTV	WARD D GLASS 438 Local Freight Leare Daily 2.00AM	Distance from San Francisco	TINEZ SUBDIVISION Time Table No. 236 June 7, 1942 Schellville Branch STATIONS TO-R NAPA JUNOTION 0.4 Napa Valley Ry. Crossing 0.4	Distance from Schellyille Junction	THIRI 439 Local Freight Arrive Daily 4.10A	D CLASS	EASTW	/ARD	48.5 48.8 50.8 MART	No. 236 June 7, 1942 Union Branch STATIONS END OF TRAOK 0.3 WEST NAPA UNION (2.3) INEZ SUBDIVISION Time Table	2.3 2.0 0.0 WESTWARD	Yard Limits 38 WYP 21 Yard Limits WT	37.2 34.4 30.1	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO (7.1) DDITIONAL STATIONS NAPA BRANCH M.P. 4 M.P. 4	7.1 4.3 0.0	
Yard Limits WYP	EASTV	WARD D GLASS 438 Local Freight Leare Daily	Distance from 8an Francisco via Vallejo	TINEZ SUBDIVISION Time Table No. 236 June 7, 1942 Schellville Branch STATIONS TO-R NAPA JUNCTION 0.4 Napa Valley Ry. Crossing 0.4 LOMBARD -2.7	Distance from Schellrille Junction	THIRI 439 Local Freight Arrive Dally	D CLASS	EASTW	7ARD	48.5 48.8 50.8 MART	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0 UNION (2.3) INEZ SUBDIVISION Time Table No. 236	2.3 2.0 0.0 WESTWARD	Yard Limits 38 WYP 21 Yard Limits WT	37.2 34.4 30.1 30.1 30.1 30.1 30.1	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION -2.8 FLOSDEN -4.3 TO-R VALLEJO (7.1) DDITIONAL STATIONS NAPA BRANCH M.P. 4 M.P. 5 M.P. 6	7.1 4.3 0.0 2.8 4.2 0.2 2.1	
Yard Limits WYP	EASTV	WARD D GLASS 438 Local Freight Leare Daily 2.00AM	Distance from San Francisco via Vallejo	TINEZ SUBDIVISION Time Table No. 236 June 7, 1942 Schellville Branch STATIONS TO-R NAPA JUNOTION O.4 Napa Valley Ry. Crossing LOMBARD 2.7 BRAZOS 1.5	Distance from 8chelirille Junction 10.5	THIRI 439 Local Freight Arrive Daily 4.10A	D CLASS	Capacity Sidings Car Leng	7ARD	48.5 48.8 50.8	No. 236 June 7, 1942 Union Branch STATIONS END OF TRAOK 0.3 WEST NAPA UNION (2.3) INEZ SUBDIVISION Time Table	2.3 2.0 0.0	Yard Limits 38 WYP 21 Yard Limits WT Ro	37.2 34.4 30.1 acktram. nola ak Knoll. nomann.	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO (7.1) DDITIONAL STATIONS NAPA BRANCH M.P. 4 M.P. 5 M.P. 6 M.P. 6 M.P. 6	7.1 4.3 0.0 2.8 4.2 0.2 2.1 4.5 5.3	
Yard Limits WYP	EASTV	WARD D GLASS 438 Local Freight Leare Daily 2.00AM	Distance from 8 8n Francisco 72 8.0 8n Francisco 74s Vallejo 40.7	TINEZ SUBDIVISION Time Table No. 236 June 7, 1942 Schellville Branch STATIONS TO-R NAPA JUNOTION 0.4 Napa Valley Ry. Crossing 1.0 MBARD 2.7 BRAZOS 1.5 BUOHLI 3.5	Distance from 8-11.3 10.9 10.5	THIRI 439 Local Freight Arrive Daily 4.10A	D CLASS	EASTW	7ARD	48.5 48.8 50.8 MART	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA 2.0 UNION (2.3) INEZ SUBDIVISION Time Table No. 236	2.3 2.0 0.0 WESTWARD	Yard Limits 38 WYP 21 Yard Limits WT Ro	37.2 34.4 30.1 acktram. nola ak Knoll. nomann.	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO (7.1) DDITIONAL STATIONS NAPA BRANCH M.P. 4 M.P. 4 M.P. 6 M.P. 6	7.1 4.3 0.0 2.8 4.2 0.2 2.1 4.5 5.3	
Yard Limits WYP	EASTV	WARD D GLASS 438 Local Freight Leare Daily 2.00AM	37.2 37.6 38.0 40.7 42.2 45.7	TINEZ SUBDIVISION Time Table No. 236 June 7, 1942 Schellville Branch STATIONS TO-R NAPA JUNOTION O.4 Napa Valley Ry. Crossing LOMBARD 2.7 BRAZOS 1.5	Distance from Distance from 11.3 10.9 10.5 7.8 6.3	THIRI 439 Local Freight Arrive Daily 4.10A	D CLASS	Capacity of Sidings in Car Lengths (Sar Lengths Gar Lengths Gar Lengths Gar Lengths Car Lengths Gar Lengths Car Le	7ARD	MART MART	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA UNION (2.3) TIME ZUBDIVISION Time Table No. 236 June 7, 1942 STATIONS	Distance from Benicia dunction WESTWARD WESTWARD	Yard Limits 38 WYP 21 Yard Limits WT Ro	37.2 34.4 30.1 acktram. nola ak Knoll. nomann.	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO (7.1) DDITIONAL STATIONS NAPA BRANCH M.P. 4 M.P. 5 M.P. 6 M.P. 6 M.P. 6	7.1 4.3 0.0 2.8 4.2 0.2 2.1 4.5 5.3	
Yard Limits WYP	EASTV	WARD D GLASS 438 Local Freight Leave Daily 2.00AM 2.05	37.2 37.6 38.0 40.7 42.2 45.7	TINEZ SUBDIVISION Time Table No. 236 June 7, 1942 Schellville Branch STATIONS TO-R NAPA JUNOTION Napa Valley Ry. Crossing 0.4 LOMBARD 2.7 BRAZOS 1.5 BUCHLI 3.5 RAMAL TO-R SOHELLVILLE JOT.	Distribute from 11.3 10.9 10.5 7.8 6.3 2.8	THIRI 439 Local Freight Arrive Daily 4.10AM 4.05	D CLASS	EASTW	7ARD	MART MART MART MART MART	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK WEST NAPA UNION (2.3) TIMEZ SUBDIVISION Time Table No. 236 June 7, 1942 STATIONS BENICIA	WESTWARD WESTWARD One of the state of the	Yard Limits 38 WYP 21 Yard Limits WT Ro	37.2 34.4 30.1 acktram. nola ak Knoll. nomann.	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO (7.1) DDITIONAL STATIONS NAPA BRANCH M.P. 4 M.P. 5 M.P. 6 M.P. 6 M.P. 6	7.1 4.3 0.0 2.8 4.2 0.2 2.1 4.5 5.3	
Yard Limits WYP	EASTV	WARD D GLASS 438 Local Freight Leave Daily 2.00AM 2.05	37.2 37.6 38.0 40.7 42.2 45.7	TINEZ SUBDIVISION Time Table No. 236 June 7, 1942 Schellville Branch STATIONS TO-R NAPA JUNOTION Napa Valley Ry. Crossing 0.4 LOMBARD 2.7 BRAZOS 1.5 BUOHLI 3.5 RAMAL 2.8	Distribute from 11.3 10.9 10.5 7.8 6.3 2.8	THIRI 439 Local Freight Arrive Daily 4.10A	D CLASS	Capacity of Sidings in Car Lengths (Sar Lengths Gar Lengths Gar Lengths Gar Lengths Car Lengths Gar Lengths Car Le	7ARD	MART MART	No. 236 June 7, 1942 Union Branch STATIONS END OF TRACK 0.3 WEST NAPA UNION (2.3) TIME ZUBDIVISION Time Table No. 236 June 7, 1942 STATIONS	WESTWARD Westproper a proper state of the s	Yard Limits 38 WYP 21 Yard Limits WT Ro	37.2 34.4 30.1 acktram. nola ak Knoll. nomann.	June 7, 1942 Vallejo Branch STATIONS TO-R NAPA JUNCTION 2.8 FLOSDEN 4.3 TO-R VALLEJO (7.1) DDITIONAL STATIONS NAPA BRANCH M.P. 4 M.P. 5 M.P. 6 M.P. 6 M.P. 6	7.1 4.3 0.0 2.8 4.2 0.2 2.1 4.5 5.3	

EASTW	ARD	MER	CED SUBDIVISION	V	VESTWARD	EASTWAR	D ME	RCED SUBDIVISION	WESTWAR
Capacity of sidings in car lengths	THIRD CLASS 454 Freight	Distance from San Francisco via Niles	Time Table No. 236 June 7, 1942 Oakdale Branch	Distance from Merced	THIRD 455 Freight	Capacity of sidings in car lengths	Distance from San Francisco via Antioch	Time Table No. 236 June 7, 1942 Raymond Branch	Distance from Raymond
Stockton	Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Capa	10.82	STATIONS	ā
Yard BKWOITY	4.00AM	90.9	TO-R STOCKTON W. P. Crossing C. C. T. Co. Crossing	72.0	6.30 PM	WT P	176.5	R BERENDA	20.9
Spur	AL PLANTED	96.0	ORFORD	66.9	10.0	1	179.8	TO KISMET TOWER. A. T. & S. F. Crossing	17.6
Spur		97.7	SIBLEY	65.2	1000	The state of the	183.8	TALBOT	13.6
Spur		100.6	HOLDEN	62.3	346	Landedayer, Would A	187.9	DAULTON	9.5
28 YP	4.30	103.8	PETERS	59.1	6.00	8pur	190.8	JESBEL	6.6
P	4.45	108.2	FARMINGTON 3.3	54.7	5.47	TO SEE ME SELL OF	196.2	KNOWLES JOT.	1.2
Spur	oter account of	111.5	GOTRI 5.2	51.4	all us	YardLimits WTP	197.4	RAYMOND	0.0
PHYTO	5.00	116.7	VALLEY HOME	46.2	5.25	John St. Halls Jr. 1994	or male	(20.9)	
Spur	WIT POST BUILD	120.6	ADELA	42.3		The state of the s	- Warrange		
ard Limits 50 WP	5.30M	122.4	TO-R OAKDALE A. T. & S. F. Crossing 3.9	40.5	5.00PM	EASTWAR	D MEI	RCED SUBDIVISION	WESTWAR
9 00 00	n/1 - 17 no	126.3	CLARIBEL 6.1	36.6	All Annual of	EAST WAR		CED SUBDIVISION	WESTWAR
Patthett	or A dec Codesia- J	132.4	TO WATERFORD	30.5	Page 1 of by	9		Time Table No. 236	
P		134.0	HICKMAN 5.8	28.9	14000	of sidings lengths	Distance from San Francisco via Antioch	June 7, 1942	Distance from Knowles
38 P	• 1	139.8	MONTPELLIER 6.2	23.1		car le	France	The later was to be a second or the second o	Know
P	C Care	146.0	RYER 1.5	16.9	grost	Capacity in car	San Par	Knowles Branch	Dis
SpurP	at was the last	147.5	BASEL 5.0	15.4	ALC: N	THE PERSON ASSESSMENT OF STREET	100	STATIONS	100
Phalalat	A refereberges	152.5	AMSTERDAM	10.4	-(3) (1)	(rist) Refull in all quality	196.2	KNOWLES JOT.	2.3
	1196	157.2	NAIRN 1.0	5.7			198.5	KNOWLES	0.0
P	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	158.2	PERRIN	4.7	and the street	of the way the state of the same		(2.3)	
Spur		159.9	BATTURS	3.0	Aug.	and a second of each	GRADILL DERV	- martinary and the	
ard Limits	100 000 000	161.1	m A.T. & S. F. Crossing	1.8		<u> </u>			
KWOTP		162.9	₹ (TO-R MERCED	0.0	-dat-	and splane Heath of	all by teach	DIVISION MILEAGE	
of show	Arrive Daily Ex. Sunday	organia pel mod	(72.0)	10 mg/18.	Leave Daily Ex. Sunday	San Page		MAIN LINES	
1 10	(1.30) 21.00	10,011	Time over District		(1.30) 21.00	Oakland Pier West Oakland Davis to end	to West Oaklar to Washington Western Divisi	nd C. P. Ry n, vis Martines S. P. R. R. on S. P. R. R. g. P. R. R.	1.01 86.20 1.32
				on A line of Bea W	nell'i	Tracy to Bioli Oakland Pier Lathrop to Po Elmhurst to S End Coast Di Niles to San J Tracy to Free Kerman to Bi	a Junction to Tracy, via Market Clara vision to Niles ose ola Junction	S. P. R. R. C. P. Ry. Viles. C. P. Ry. S. P. C. Ry. S. P. C. Ry. Junction. C. P. Ry. C. P. Ry. S. P. R. R. S. P. R. R. S. P. R. R. S. P. R. R.	47.62 116.89 67.45 50.30 30.26 14.85 16.08 124.18 5.84 8.60
EASTW	ARD	MER	CED SUBDIVISION	V	/ESTWARD	Total	Main Lines	(F. 1.Co	570.69

EASTWARD	MEI	RCED SUBDIVISION	WE	STWARD
Apacity of sidings in car lengths	Distance from San Francisco via Antioch	Time Table No. 236 June 7, 1942	Distance from Dairyland	
in o	Dist San via	Chowchilla Branch	Dist	7
The state of the s	ng a simili	STATIONS	selle	.50
41 WP	168.2	TO CHOWOHILLA	10.1	
Combine of House	172.6	ASH 1.5	5.7	
Spur	174.1	OVEJA	4.2	100
The second section is	175.3	TILLMAN	3.0	
8pur	177.2	PLAINS	1.1	
White and more at	178.3	DAIRYLAND	0.0	
	and the Gardina	(10.1)	THE PERSON	

	EAST WARD	MIL	RCED SUBDIVISION	WESTWARD	
	apacity of sidings in car lengths	Distance from San Francisco via Antioch	Time Table No. 236 June 7, 1942	Distance from Raymond	
H	in car	Distar San F	Raymond Branch	Ray	
	ü	100	STATIONS		
	WT P	176.5	R BERENDA	20.9	
	I Salley	179.8	TO KISMET TOWER	17.6	
	White St. In all	183.8	TALBOT	13.6	
No.	Chief Shin A Strik	187.9	DAULTON	9.5	
	Spur	190.8	JESBEL	6.6	
	THE REAL PROPERTY AND ADDRESS OF	196.2	KNOWLES JOT.	1.2	
	YardLimits WTP	197.4	RAYMOND	0.0	

MERCED SUBDIVISION WESTWARD Time Table No. 236 Tune 7, 1942 **Knowles Branch** STATIONS 196.2 KNOWLES JOT. 2.3 198.5 KNOWLES 0.0 (2.3)

MAIN LINES b West Oakland ... C. P. Ry ... 1.01 to Washington, via Martines S. P. R. R. 86.20 testern Division S. P. R. R. 1.32 acy S. P. R. R. 47.62 Junction C. P. Ry 116.89 of Tracy, via Niles C. P. Ry 67.45 k C. P. Ry 50.30 ints Clara S. P. C. Ry 30.26 ision to Niles Junction C. P. Ry 14.85

s to San Jose	16.08
nan to Biola Junction S. P. R. R	124.18
(F. T. Co	8.69
Total Main Lines	

BRANCHES		
Alvarado C. P. Ry Halvern to Alvarado Winters S. P. R. R. Elmira to End of Track Chowchilla V. E. R. Chowchilla to Dairyland Ione S. P. R. Galt to Ione	2.63 30.74 10.23 26.91	
Kerman S. P. R. R Kerman to Caruthers	18.43 2.40	
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 Spur	3.89 47.34 7.14	
Oakdale. S. P. R. R. Stockton to Merced. Raymond. S. P. R. R. Berenda to Raymond. Richmond Spur. S. P. R. R., San Pable to Richmond Transfer.	72.12 21.10 2.03	
RiverdaleS. P. R. R. Ingle Easterly. San RamonS. P. R. R. Avon to Radum.	.25 29.85	
Schellville. S. P. R. R. Napa Jet. to Schellville. Stonehurst. C. P. Ry. Elmhurst to Stonehurst. Union S. P. R. R. Union to West Napa.	11.30 .75 2.30	
Total Branches		331.32

Total Western Division....

SPECIAL INSTRUCTIONS "SAFETY"

RULE 1 (A). Standard Clock at vard office. Richmond Transfer. RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco. Oakland. E. W. Becker, 3357 E. 14th St.
Oakland. H. Bullard, 1194 Seventh Street
Oakland. E. S. Griffin, 214 Easton Bldg.
Oakland. Don J. Allphin, 5836 Foothill Blvd.
 Stockton
 C. Mantele, 129 N. Sutter St.

 Lodi
 Jack Labes

 Benicia
 Curt S. Appe

 Suisun-Fairfield
 Chas. J. Wiener

 Vallejo
 G. E. Bangle Co.

 Calistoga
 Albert Mercer

 Winters
 C. E. Wyatt

 Sacramento
 H. T. Harger, 1026 K St.

 Roseville
 D. B. Farnsworth

 Martiner
 Labe G. Board
 Martinez John G. Beard
Pittsburg H. A. Minasian
Tracy R. Von Dack & Son Livermore C. Harlie Power San Jose Kochers, 169 So. First St.
 San Jose
 Kochers, 169 So. First St.

 Newman
 Ernest Beall

 Los Banos
 John B. Machado

 Fresno
 Bert Fuller, 2016 Fulton St.

 Fresno
 N. Nielsen, 1236 Fulton St.

 Madera
 Robert J. Wellman

 Merced
 R. C. Haun

 Modesto
 W. P. Shoemake

 Turlock
 D. F. Hall

RULE 4. Designated Holidays: ated 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 and 53 between M. P. 43.5 and Tracy and between Lathrop and Fresno when handled by P-10 class or lighter engines which have been cross counter-balanced for speeds of 75 MPH or over. Speeds indicated by oval white slow boards apply to those trains unless a round vellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14 (d). As specified below, — o 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 Elmhurst-San Jose line.

Merced, Trains on Oakdale line.

Fresno, Trains on Pratton line. Biola Jct., Trains on Los Banos Subdivision.

902.01

Martinez, Trains on Tracy line. Elmhurst, Newark and Santa Clara, Trains on Elmhurst-Santa Clara

Niles, Trains on Milpitas line. Napa Jet., Trains on Schellville Jet. line. Suisun-Fairfield, Trains on Napa Jet. line. Davis, Trains on Woodland line. Galt, Trains on Voodina line.
Galt, Trains on Voodina 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 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

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.

Westward trains sound whistle signal 14(1) just before entering tunnel east of Selby.

RULES 17 and 17 (C). Headlights of engines standing at 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 dimmed until Oakland Pier tower has been passed.

For identification purposes, headlight may be dimmed when passing head end and rear end of trains on adjoining tracks, except when nearing

street or highway crossings.

Mars Signal Light on engines so equipped shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULES 17 and 19. Night signals will be displayed through tunnels. RULE S-17. In C. T. C. will not apply 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 dis-played until engine reaches roundhouse at West Oakland, and 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 bell must not be rung, except in emergency, in city limits of Napa.

RULE 72. Trains and engines may move with current of traffic irrespective of time-table superiority as follows, but must avoid delaying passenger trains:

Between Oakland Pier and Elmhurst. Between Brighton and Polk. Between Calwa Tower and Fresno Yard.

Between Stockton Tower No. 4 and Stockton. RULE S-72. Westward trains are superior to trains of the same class

in the opposite direction. RULE 83. Identification may be made by westward trains on double track between Fresno and Fresno Yard, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply

with Rule 14 (k) when approaching trains on opposite track.

Westward trains receiving proceed indication through West Zone, or permission from signal operator to pass Signal 813SA if displaying "stop", will move from Lathrop to Tracy irrespective of timetable superiority. Eastward trains 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 Stockton, irrespective of timetable superiority.

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 887SA, will be authority to move irrespective of timetable superiority from Sacramento to Davis train-order office. Proceed indication with the superiority from Sacramento to Davis train-order office. Proceed in the superiority from Sacramento to Davis train-order office. indication displayed by train-order signal at Davis and by eastward interlocking signal east of Davis Tower will be authority for eastward secondclass and inferior trains to move irrespective of time-table superiority of No. 262 and No. 201 from Davis to Sacramento.

Rule 83 (A). Only trains originating or terminating will register at:

Sacramento 12th St. Los Banos Pittsburg
Suisun-Fairfield Modesto Turlock Fresno Yard West Oakland Port Costa Livermore Davis Avon

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

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

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......All Trains

Niles TowerAll Trains
Redwood JunctionAll Trains
Newark
Santa ClaraAll trains at Santa Clara Tower
MartinezWestward Trains
Stockton Second class and extra trains
except those originating or terminating
KermanAll Trains
Lathrop All trains on Lathrop Subdivision.
Merced subdivision trains originating or terminating

Lathrop using west leg of wye. Merced, All trains except those originating or 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 815SA at Lathrop will not obtain clearance.

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: "... may check register at ... against Extra ... on Order No.". A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra register at ... on Order No. ..." will register, and place this order number and date in column captioned "Signals."

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

RULE 91. Trains when moving in a direction for which block signals are not provided, will be considered as being outside of block system limits, and will comply with Rule 91.

RULE 93. Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

When cars are moved from one point in yard to another on main track at night, a red light must be displayed in a conspicuous place on rear end

Yard limits in which the provisions of Rule 93 will apply are established at the following points:

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

Oakland vard: Between Oakland Pier and yard limit board east of San Leandro and vard limit board 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 M.P. 27.96 west of Crockett to M.P. 37.07 west of Avon and M.P. 39.24 east of Benicia Jct. and Benicia Jct.

Suisun-Fairfield yard: Between yard limit boards at M.P. 47.05 west of Suisun-Fairfield station and M.P. 52.45 east of Tolenas and M.P. 45.75

Davis yard: Between yard limit boards at M.P. 74.20 west of Standard Oil switch, M.P. 77.37 east of Chiles and M.P. 76.88 on Woodland line.

Eliot yard: Between yard limit boards at M.P. 45.40 east of Eliot and M.P. 41.74 west of Radum on Niles Subdivision and M.P. 63.25 west of Dougherty on San Ramon branch.

Pittsburg yard: Between yard limit boards at M.P. 46.31 west of Shell Point to M.P. 51.68 east of Los Medanos.

Tracy yard: Between yard limit boards at M.P. 80.70 on Martinez Subdivision, M.P. 69.19 on Niles Subdivision, M.P. 74.37 on Lathrop Subdivision and M.P. 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 vardmaster or his representative before passing Signal 704. Fresno yard: Limits are defined by yard limit boards at the following

Bakersfield Line...M.P. 210.81 Exeter Main Track..M.P. 208.15 Pratton Line....M.P. 206.04 Merced Line....M.P. 199.07 Clovis Branch.....M.P. 209.60 Biola Line.....M.P. 208.44

Trains must receive proceed signal from yardman, green flag by day and green light by night, in vicinity of Fresno. Westward trains via Pratton line must receive signal from yardman

at Divisadero Street, green flag by day and green light by night.

After receiving check of register for westward first-class train leaving Fresno, westward second-class and inferior trains may leave Fresno Yard not less than 15 minutes after registered departure time of such first-class train from Fresno and run ahead of such first-class train from Fresno Yard to Notarb. A first-class train passing Fresno Yard 15 minutes or more after registered departure time from Fresno will run expecting to find a train running ahead Fresno Yard to Notarb.

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, "stop."

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

A. T. & S. F. Ry. at Oakdale, "stop."

Central California Traction Co. at Roma, "stop." .

Central California Traction Co. at M. P. 116.7 Ione Branch, "stop." Western Pacific Railway, between Elmhurst and Stonehurst, "stop."

Western Pacific Railway at 42nd Ave., Oakland, "stop" and flag.

Key Route crossing Santa Fe lead east of Santa Fe Interchange, Oakland, "stop."

Ward St. Berkeley at Stanford St. "stop" and flag.

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 MPH over crossing, and if visibility is impaired or if trains are on or approaching crossing on drill track, must stop and not proceed until it is safe to do so. All trains, motors, or engines except passenger trains of either railroad "stop" and flag.

Alameda, Belt line bet'n West Alameda and Pacific Ave. "stop." Alameda, Belt line bet'n Eagle Ave. and Tynan, "stop."

Yard engines must be protected before crossing Western Pacific Ry. on Stonehurst line and at Third and Fallon Streets.

DRAWBRIDGES INTERLOCKED OR GOVERNED BY BLOCK SIGNALS:

Martinez-Benicia BridgeBuisun Bay
Sacramento
CygnusCordelia Slough
Avon Pacheco Slough
Dumberton San Francisco Bay
West of Newark Slough
Retween Albree and Alviso Warm Springs Creek—Covote Creek
San Joaquin River BridgeSan Joaquin River
Rrazos
Fruitvale, Fruitvale Ave. Drawbridge Tidal Canal

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. Sound signal 14 (j) for bridge to be closed.

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

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

Switching must not be performed over Main and Olive Street crossings, Turlock, between hours of 12 noon and 1:00 p. m. All switching during

these hours must be done from west end of melon and house tracks.

By ordinance of the Town of Newman, it is a misdemeanor to switch the house track between Merced and Fresno Streets from five minutes before arrival to five minutes after departure of passenger trains.

MPH

RULE 103 (A)-Continued

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 pushed, stop and proceed with yardman protecting 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, o -For Niles line, — o — For Stonehurst line, o —

. West end, for Livermore line. Operator will handle junction switch and cross-over switch west of station building when on duty 4:00 p.m. to 8:00 a.m. daily for trains to or from Niles Tower line, using green flag or green light for proceed

Whistle signal for this route, - o o -

Westward trains using crossover west of station building will be governed by Signal 287.

Napa Junction Suisun-Fairfield-Napa line, for Vallejo line.
Union Cross-over switch at west end of siding, for Union line.

Biola line, for Pratton line. Merced Oakdale line, for main track Modesto line.

Merced...... Oakdale line, for main track Modesto line.

Berenda...... Raymond line, for main track Modesto line.

Fresno Yard.... Clinton Ave. (End of double track.) For eastward track. This is a spring switch.

Fresno..... Pratton line, for eastward track. This is a spring switch.

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

Tracy line.
The junction switch of the westward tracks is located 1580 feet east of

Martinez passenger station, and the normal line-up will be for the Bridge line. This is a spring switch.

Cross-over located 300 feet east of Signal 346SA near east end of the

bridge will be known as "Upper Crossover."
Cross-over located 2700 feet east of M.P. 35 near foot of grade on

eastward track will be known as "Lower Crossover."
Whistle Signals:—For the Bridge line, o

Mococo.....(End of double track)—For westward track. This is a 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."

RULE 105. LATHROP: Westward siding is the siding leading from the westward main track 1500 feet east of corral and re-entering main track just east of water tank and to be used by westward trains.

Eastward siding is the siding leaving eastward main track about opposite corral and re-entering eastward main track at extreme east end of Lathrop yard, and to be used by eastward trains. Speed must not exceed 20 MPH 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 Signal 932 and to be used by trains to or from Merced Subdivision.

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

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

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

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

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

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 M.P. 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 M.P. 50 and is to be used by westward trains, and such trains will enter this siding at cross-over 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 M.P. 77 and is to be used by westward trains.

KERMAN: North siding is siding north of main track extending from M.P. 192.92 to M.P. 194.16, to be used by trains from and to Biola line only. Eastward trains to have preference when west switch is lined for same and proceed signal (green flag by day or green light by night) is received from Operator. Westward trains from Biola line meeting eastward trains to Biola line will use Pratton line main track from junction switch of Biola line, except when train order specifically authorizes use of siding by westward train and requires eastward train to use main track to junction switch. South siding is siding south of main track extending from M.P. 192.83 to M.P. 193.81.

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.

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.

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

RULE 221. Light will not be displayed in train-order signals on Winters, Napa, San Ramon, Oakdale and Lodi branches, 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 813SA. When train orders are to be delivered to eastward trains on Lathrop Subdivision at Lathrop, stop indication will be displayed in Signal 818SA. Trainmen and enginemen must be in position to receive train orders passing these signals.

AUTOMATIC BLOCK SYSTEM

RULE 509. When making a reverse movement on main track after moving out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing 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.

TRACY: 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

green flag or green light by switch tender.

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

Westward movements from Lathrop Subdivision are governed by high light type signal 713 located 300 feet east of puzzle switch, the top light governing movements on main track and the lower 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 vard.

Westward freight trains stopped by Signal 717, located just east of highway crossing east of Tracy, use telephone located on this signal and call switch tender at puzzle switch and be governed by his instructions.

ELMHURST: Signals are numbered as automatic signals and are

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

Following block signals equipped with a triangular number plate displaying the letter "P", have included in their control limits a special protective device. When these signals indicate "stop", in addition to complying with Rule 509, careful inspection must be made of track or structures, as indicated below, and it must be known that it is safe for passage of train before proceeding: passage of train before proceeding:

NILES SUBDIVISION

Protection afforded

Spring switch, Shinn

P-526 Rock slide fence, M.P. 52.6 P-543 Rock slide fence, M.P. 54.3

MARTINEZ SUBDIVISION

Protection afforded

P-374 Spring switch, Napa Jct.
P-356, P-358 and P-359 spring switch, Mococo. If signal indicates "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 P-358 governing trailing movement through spring switch continues to indicate "stop" switch must be treated as a hand throw switch, and movement governed by Rule 509.

RULE 512 (A). Where switch indicators and dwarf signals are used,

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 lineup has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

SPRING SWITCHES

Spring Switches are identified by target on switch stand bearing the letters "SS."

When a block signal in advance of a facing point 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 engine is standing on or passing over such switches.

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

MPH

San	Joaquin River Drawbridge:			****
W	Vest End. Trailing eastward Facing westward	25 35	Napa Jct Trailing eastward Facing westward	30
E	ast End Trailing westward Facing eastward	35 25	Mococo Trailing eastward Facing westward	35 35
Lat	hropTrailing eastward from siding		Martinez Trailing westward	35
Shir	Facing westward	20 35 8	Redw'd Jct Trailing eastward Facing westward	25 35
Free	Facing westward sno, Clinton Ave., end double Trailing westward Facing eastward		Fresno, Junction Pratton line: Trailing eastward Facing westward	15 10
	RULE 516. Overlap posts:		of treated fourth when an of rule.	
			Eastward train	
			t switch)Eastward train Eastward train	
			signal 187)Westward train	
			Signal 473) Westward trains	
			est switch)Eastward train	
			,,	

RULE 663 (b). When authority received by telephone to proceed through limits of an inoperative interlocking signal, a member of crew must make careful examination of facing point switches before passing

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.

Outfit cars must not be left next to oil or gasoline loading or unloading locations; warehouses; storehouses; lumber yards; or other buildings.

SPECIAL INSTRUCTIONS

RULE 834. Tank cars, or open-top cars loaded with rail, pipe, structural steel, lumber, poles, or mounted wheels, when lading projects above sides and end walls of car, must not be placed in train next to cab of AC

RULE 883. Engines under steam must not be stored or left unattended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

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: o o —— o o.

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 enter-ing track occupied by cars. Responsibility for collision will rest with train SIXTEENTH STREET TOWER-Oakland

Limits extend from signal bridge 200 to signal bridge 204. Whistle signal for movement to West Oakland yard, o

From Santa Fe Interchange to Oakland Pier, -

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

SHELLMOUND TOWER

Limits on main tracks extend from signal bridge 205 to signal bridge 206.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard, o

WEST OAKLAND TOWER-First and Cedar Streets, Oakland

Limits 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 on westward track and to westward dwarf Signal 680 west of signal bridge 127 on eastward track.

RADUM TOWER-Junction of Niles-Tracy line and Radum-Avon line

Limits on main track extend from home Signal at west wye switch to home signal at east wye switch and on Radum-Avon line to home signal

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

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the limits of inoperative signal if no signal operator on duty.

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.

Switch at east end of No. 1 track is electrically locked and controlled by signal operator. Instructions regarding operation posted inside door of lock.

Whistle Signals as follows: For San Jose, o _____. For Niles, o _____ o.

For Centerville, ____ o ____. For Tracy, ____ o ____.

Engines from trains to Niles yard for water, o _____ o ____.

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. Switches and derails west end of Santa Clara siding extension and east end house track are electrically locked and controlled by signal operator. Instructions regarding operation posted inside door of

Whistle Signals:—For Santa Clara, o _____.

For Santa Clara siding, o _____. For Redwood Junction, — o — o.
For Dumbarton siding, — o — o o. For Centerville, — o — For Elmhurst, o — o.

LIMITS OF MARTINEZ-BENICIA BRIDGE INTERLOCKING PLANT EXTEND AS FOLLOWS: RRIDGE 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 346SA 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 Martines 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 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,

Whistle signal for Western Division, eastward trains desiring to enter siding at Davis, --- o ---

MIKON TOWER-Crossing Sacramento Northern Railway

Signal operator on duty 9:00 a. m. to 6:00 p. m. less meal hour period of one hour, daily except Sundays and holidays. During hours when signal operator not on duty, signals will be placed and derails lined for move-ments on Southern Pacific tracks.

SAN JOAQUIN RIVER DRAW BRIDGE TOWER-San Joaquin River Bridge between Banta and Lathrop

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

Both switches are spring switches.

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

From Signal 818SA on bracket pole 575 feet west of west switch of crossover to Signal 821SA, 65 feet east of east switch of crossover.

WEST ZONE—From Signal 814SA, 360 feet west of junction switch to Signals 813SA and 815SA, 340 feet east of junction switch.

SOUTH ZONE—From Signals 934SA and 936SA, 225 feet west of junction switch to Signal 937SA, 65 feet east of junction switch.

Permission to pass Signal 828 from east siding when at "stop" will be procured from signal operator, but must comply with Rule 509. Telephones connecting with signal office located at home interlocking signals govern-

ing entrance to each zone and at east switch of eastward siding.

Speed of 25 MPH must not be exceeded through switches of East Zone and 15 MPH through switches of West Zone.

FRENCH CAMP TOWER—Tidewater Southern R. R. Crossing 1.6 miles east of French Camp

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

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

Westward main track, o o -Eastward main track, --- o ----. Middle track, o ---Old siding,

Gauns track, o — o.

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

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

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

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

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 cross-over they will sound whistle signal,

MODESTO TOWER-Tidewater Southern Railway Crossing 1.8 miles east of Modesto

Signal operator on duty 9:00 a. m. to 12 noon and 1:00 p. m. to 6:00 p. m. daily except Sundays and Holidays; during other hours signals and derails lined for Southern Pacific movement. Instructions governing operation of plant posted in tower.

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

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

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

Engineers will sound whistle signal, o ----- o, when wish to enter or leave siding.

MERCED TOWER No. 1-A. T. & S. F. Crossing 1.8 miles west of Merced on Oakdale Line

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. and will be necessary to call signal operator, who resides in Merced, to operate the plant. Trainmen to confer with train dispatcher who will make necessary arrangements.

Limits extend on Merced Line from eastward signal 675 feet west of Biola Jet. switch, and on Biola Line from eastward signal 575 feet west of junction switch to westward signal on Merced Line 930 feet east of junction switch, and to westward dwarf signal on 71/2 ft. mast on No. 1 drill track 290 feet east of junction switch.

Dual control switch machines on Biola Jct. switch; on derail on Biola Line 535 feet west of junction switch; and on switch and derail west end No. 1 drill track, Fresno yard. These switches will be operated from trainorder office Fresno Yard.

Trains stopped by signals will communicate with signal operator by telephone, and be governed by his instructions. Telephones are located in concrete battery houses at Biola Jct. switch and at derail on Biola Line.

Instructions governing hand operation of dual control switches by trainmen (when instructed by signal operator) will be posted in telephone

Westward movements from No. 1 drill track will be governed by three-indication dwarf light signal on 7½ ft. mast located on west end of drill track 290 feet east of junction switch. Green light governs movement westward on Merced Line. Yellow light governs movement to Biola Line. All other signals will display indications in accordance with Rules 601 to

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

TRAIN 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.

When any car containing T.N.T., bombs, loaded projectiles, and other such articles of a highly sensitive nature is loaded in excess of 65% of the marked capacity, the maximum distance that a freight train handling may run without stopping for inspection is 50 miles.

AIR BRAKE RULES

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.

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

Altamont......Trains that stop Toyon ... All trains.

Napa Junction ... Trains via Cordelia.

Cordelia ... Eastward trains that stop. Creston..... Trains that stop.

Freight trains may pass Altamont or Creston without stopping for purpose of rear end air test if proceed signals are given by trainmen after complying with Air Brake Rule 4. Speed must be reduced to 8 miles per hour. Helper engineers will reduce working steam sufficiently in advance so that lead engineer may control speed by gravity.

RULE 33. One retainer for each 150 Ms handled must be turned up on westward freight and mixed trains between Toyon and one-half mile east of Valley Spring, and between Norval and Helisma.

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

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

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

Oakland, 16th St..... Westward trains for Oakland Pier Equipment being handled between Oakland Pier and West Oakland.

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

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

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

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

MISCELLANEOUS

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

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

Engines of Sierra Railway Co. will take water from Southern Pacific supply at Oakdale, necessitating use of main track by Sierra engines for this purpose. All trains and engines must move with caution between "F" and "G" Streets, Oakdale, expecting to find main track occupied.

- 2. Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance shall both yardmen ride on the same platform.
 - 4. In helper service:
- (a) No helper engine will be placed behind wooden underframe cars or caboose
- (b) Engines 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.
 - 4. (a) Pushing trains out of yards:
- (a) No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.
- (b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe caboose
- (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 to cut helper off.
- (d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.
- (e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.
- (f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.
- 5. The working track between Port Costa and M.P. 28.20 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 phone 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 49 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, trainman will open train heat valve on rear of train at station one mile board and enginemen will shut off the train heat one-half mile from station.
 - 10. Sand must not be used at location of rail lubricators.

Tracks on Dock No. 1, Oakland Pier, are not safe for engine or cars.

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

Engines heavier than those shown herein will not be permitted to

Schellville Branch	operate on following times of tracks.	
Napa Branch, Union to Calistoga. M 4 Union Branch. M 4 Winters Branch, Winters to End of Track M 4 San Ramon Branch, Avon to San Ramon. M 4 Ione Branch. C C Lodi Branch. C C Galt, Crossover from Controlled Siding to Oil Track. C Elk Grove, Elk Grove Winery Spur. C Florin, Florin Fruit Growers' Spur. C Stockton, Tracks 2 and 3 except to pick up and set out cars. C Oakdale Branch. Mk 6 Chowehilla Branch. M 4 M	Vallejo Branch	9
Napa Branch, Union to Calistoga. M 4 Union Branch. M 4 Winters Branch, Winters to End of Track M 4 San Ramon Branch, Avon to San Ramon. M 4 Ione Branch. C C Lodi Branch. C C Galt, Crossover from Controlled Siding to Oil Track. C Elk Grove, Elk Grove Winery Spur. C Florin, Florin Fruit Growers' Spur. C Stockton, Tracks 2 and 3 except to pick up and set out cars. C Oakdale Branch. Mk 6 Chowehilla Branch. M 4 M	Napa Branch, Napa Jct. to Union	
Union Branch. M 4 Winters Branch, Winters to End of Track M 4 San Ramon Branch, Avon to San Ramon. M 4 Ione Branch. C C Lodi Branch. C C Galt, Crossover from Controlled Siding to Oil Track. C Elk Grove, Elk Grove Winery Spur. C Florin, Florin Fruit Growers' Spur. C Stockton, Tracks 2 and 3 except to pick up and set out cars. C Oakdale Branch. Mk 6 Chowehilla Branch. M 4 M	Napa Branch, Union to Calistoga	4
San Ramon Branch, Avon to San Ramon M 4 Ione Branch C Lodi Branch C Galt, Crossover from Controlled Siding to Oil Track C Elk Grove, Elk Grove Winery Spur C Florin, Florin Fruit Growers' Spur C Stockton, Tracks 2 and 3 except to pick up and set out cars C Oakdale Branch Mk 6 Chowchilla Branch M 4 M	Union Branch	4
San Ramon Branch, Avon to San Ramon M 4 Ione Branch C Lodi Branch C Galt, Crossover from Controlled Siding to Oil Track C Elk Grove, Elk Grove Winery Spur C Florin, Florin Fruit Growers' Spur C Stockton, Tracks 2 and 3 except to pick up and set out cars C Oakdale Branch Mk 6 Chowchilla Branch M 4 M	Winters Branch, Winters to End of Track	4
Ione Branch C Lodi Branch C Galt, Crossover from Controlled Siding to Oil Track C Elk Grove, Elk Grove Winery Spur C Florin, Florin Fruit Growers' Spur C Stockton, Tracks 2 and 3 except to pick up and set out cars C Oakdale Branch Mk 6 Chowchilla Branch M 4 M	San Ramon Branch, Avon to San Ramon	4
Galt, Crossover from Controlled Siding to Oil Track. C Elk Grove, Elk Grove Winery Spur. C Florin, Florin Fruit Growers' Spur. C Stockton, Tracks 2 and 3 except to pick up and set out cars. C Oakdale Branch. Mk 6 Chowchilla Branch. M 4	Ione Branch	
Elk Grove, Elk Grove Winery Spur. C Florin, Florin Fruit Growers' Spur. C Stockton, Tracks 2 and 3 except to pick up and set out cars. C Oakdale Branch. Mk 6 Chowchilla Branch. M 4 M	Lodi Branch	
Elk Grove, Elk Grove Winery Spur. C Florin, Florin Fruit Growers' Spur. C Stockton, Tracks 2 and 3 except to pick up and set out cars. C Oakdale Branch. Mk 6 Chowchilla Branch. M 4 M	Galt, Crossover from Controlled Siding to Oil Track	
Stockton, Tracks 2 and 3 except to pick up and set out cars		
Oakdale Branch	Florin, Florin Fruit Growers' Spur	
Oakdale Branch	Stockton, Tracks 2 and 3 except to pick up and set out cars	
	Oakdale BranchMk	6
Raymond Branch, Berenda to Daulton	Chowchilla Branch	4
	Raymond Branch, Berenda to DaultonT	40

Raymond Branch, Daulton to Raymond	4
Tremont, Corral Track	
Alvarado, Alameda Sugar Co. SpurMk	6
Alviso, Cannery Spur	
Agnew, Distillery Spur	
Lodi, Tracks 5 and 6 and link from track 3 to track 5	
Manteca, Spreckles Sugar Spur	
Livingston, Spur to Shed 101	
Madera, Winery SpurMk	
Timba Spur	9
Los Banos, Builder's Lumber Co. Spur, Union Oil Spur and Golden State Creamery Spur	

Lodi, engines with wheel base in excess of 41 ft. must not be turned on wye.

Engines heavier than consolidation types must not operate over series of slip switches, movable point crossings, and turnouts constituting double track crossovers from eastward and westward steam and electric tracks to west leg of Fruitvale wye.

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

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

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

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

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

- 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 train behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements.

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

Maximum speed of passenger trains must not exceed 50 MPH and freight and mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Speed of Trains Regulated by Ordinance Through City Limits:

PAGE	LOCATION	Passen- ger MPH	Freight MPH	Engine Backing MPH
2, 3, 4, 5	Berkeley, University Ave	10	10	10
2, 3, 4, 5	Martinez, over grade crossings, (except) Eastward trains operating over Benicia bridge	15 20	15 30	15 15
2, 3, 4, 5	Dixon	50	35	20
2, 3, 4, 5	Washington	20	20	20
6	Pittsburg	25	25	20
7, 10	Fresno	20	20	12
8. 9. 15	Stockton, all main tracks, (except)	20 8 8	20	20
	Between Wilson Way and Sacramento St	8	8	8
	Tracks other than main tracks	8	8	8
8, 9	Lodi	15	15	15
10	Lodi Madera, between Standard Oil Spur and Fresno			
100	River Bridge	20	20	20
10	Modesto and Turlock	15	15	15
10, 15	Merced	15	15	15
11	Pleasanton	15	15	15
11	Livermore	10	10	10
12	Oakland, between Market and Oak Streets	15	15	15
12	Alviso	35	25	15
13	San Jose	12	12	12
14	Vallejo, Tennessee St. Crossing	15	15	10
14	Napa	8	8	12
14	St. Helena	12	12	12
15	Oakdale	20	20	20
	Oakland over San Pablo Ave. at Stanford	15	15	15
	Oakland over Fruitvale Ave. Drawbridge	8	8	8
	Berkeley over Ward St	15	15	15
	Alameda over Pacific Ave. & Buena Vista Ave.		6	6

SPEED RESTRICTIONS (Continued)

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

Page No.	BETWEEN	MPH
6	M.P. 43.5 and Tracy (except)	65
6	Through City Limits of Pittsburg	65 25
10	Western Pac. Crossing and Biola Jct. (except)	65
10	Over Highway crossing east of Manteca Station	45
10	Through City Limits of Modesto, Turlock and Merced	15 45
10	Over Street crossing at the Livingston Station	45
10	Madera, between Standard Oil Spur and Fresno River Bridge	20
10	Biola Jct. and Fresno (except)	60
10	Through Interlocking Plant at Biola Jct	40
10	Eastward, end of double track M.P. 201.9	25
10	Westward, end of double track M.P. 201.9	35
10	Through City Limits of Fresno	20

Following engines are cross counter-balanced:

All GS-1, 2, 3, 4. Mt. 1, 2, 3, 4, 5. P-12.

P-7, 8, 10, 2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491.

Following engines have been cross counter-balanced for speed of 55 MPH when handling passenger trains.

F-1, 3, 4 and 5; 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3682, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4, 5, 7, 8, 10.

No. 443 will be permitted a speed of 40 MPH Niles to West Oakland, No. 442 a speed of 50 MPH West Oakland to Mikon and No. 400 a speed of 50 MPH Tracy to Kerman except where speed is otherwise restricted and provided the following cars and machines are not handled:

Loaded tank cars, except tank cars of 10,000 gallons capacity or less when not containing gasoline, naphtha, or other highly inflammable

Open top cars loaded with transformers, rail, poles or piling, twin or multiple loads;

Open top cars where lading projects above ends or sides of car, unless car foreman or lead inspector, after careful inspection, certifies load in

condition for fast speed;

Machines on own wheels, such as cranes, derricks, ditching machines or any other car restricted by rule or special instructions;

Cars with arch bar type trucks.

Maximum speed for passenger trains handling box cars equipped with Maximum speed for passenger trains handling box cars equipped with steel wheels and trains consisting entirely of system or foreign line box cars so equipped is 60 MPH. When such cars are equipped with high speed trucks and proper braking equipment and pass required terminal inspection they may be handled in regular passenger trains at passenger

Engines of "GS" and "AC" types must not exceed speed of 25 MPH 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—Raradise Cut—Between Banta and San Joaqu 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.

Engines backing must not exceed speed of 15 MPH on curves and approaching road crossings at grade.

Maximum speed for Diesel Electric switch engines 30 MPH.

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

Trains and engines must not exceed 10 MPH through Cross-overs, Slip Switches, Turnouts and Sidings except as otherwise provided for in Speed Restrictions.

Speed of 15 MPH must not be exceeded when moving through double throw movable point cross-over switches within the limits of Oakland Pier interlocking tower.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 MPH and Freight and mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal".

		The London	dints a	PASSENGE	R	ert galler (FREIGHT	1400 19 1	0.000	LIGHT	ENGINES R	UNNING FOR	WARD
Page No.	BETWEEN	Maximum Except Stream- liner Diesel Power	Stream- liner 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, 10, C 2 to 10 C 18 to 29 incl.	With C12, 15, 17 AC 1, 2, 3, TW	Freight nsd Mixed Maximum	Enginee 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, 10, AM 2 TW	T 1, 2, 7 to 23, 28, 31, 36 C 2 to 10 Incl. C 18 to 29 Incl. Mk 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	T28, 32, 37,	Mt 1, 5 GS E P
3, 4, 5 3, 4, 5 3, 4, 5 3, 4, 5 3, 4, 5	Oakland and Berkeley, University Ave. (except) Across freight leads, West Oakland. Onbothleads across main tracks to West Oakland Berkeley, University Ave. and M.P. 21.5 (except) Over crossing Buchanan St., Albany. M.P. 13.8 and M.P. 15.6.	20 15	60 20 15 80 80 45	50 20 15 50 50 45	45 20 15 45 45 45	40 20 15 40 40	35 20 15 40 40	20 20 15 20 20	20 20 15 20 20	30 20 15 30 30	35 20 15 35 35	40 20 15 40 40	45 20 15 45 45
3, 4, 5 3, 4, 5 3, 4, 5	M.P. 21.5 and Port Costa, Tangent	50 40 40	60 45 50	50 40 40	45 40 40	40 40 40 40	40 40 30 20	20 20 20 20	20 20 20 20	30 30 30 20	35 35 30 20	40 40 30 20	45 45 30 20
3, 4, 5 3, 4, 5 3, 4, 5 3, 4, 5	Port Costa and M.P. 28.2 on Working Track Port Costa and Martinez, Tangent Port Costa and Martinez, on Curves Eastward Track, Martinez to M.P. 35 Eastward Track, M.P. 35 to Mikon	50 45 45 70	60 50 45 95	50 45 45 50	45 45 45 45	40 40 40 40	15 35 30 35 40	15 20 20 20 20 20	15 20 20 20 20 20	15 30 30 30 30	15 35 30 35 35	15 40 30 35 40	15 45 30 35 45 45
3, 4, 5 3, 4, 5 3, 4, 5	Eastward Track, Mikon to Sacramento Westward Track, Sacramento to Mikon Westward Track, Mikon to east end steel via-	60 60	80 80	50 50	45 45	40 40	40 40	20 20	20 20	30 30	35 35	40 40	45 45
3, 4, 5	duct 35-B	70	95	50	45	40	40	20	20	30	35	40	45
3, 4, 5 3, 4, 5 3, 4, 5 3, 4, 5	Martinez Suisun-Fairfield Yard, both tracks Davis Yard, both tracks Sacramento Northern Ry. Crossing, both tracks Sacramento River Drawbridge, both tracks End of Double Track Moccoo to Martinez,	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 25 20
6	Westward Track	30		30	30	30	20	20	20	20	20	20	20
6 6	Eastward Track End of Double Track Mococo and M.P. 41 M.P. 41 and M.P. 43½ M.P. 43¼ and Tracy	50 60		50 50 50 50	45 45 45 45	40 40 40 40	35 35 35 40 10	20 20 20 20 20 10	20 20 20 20 20 10	30 30 30 30 10	35 35 35 35 10	40 40 40 40 10	45 45 45 45
7, 8, 9, 11	Shell Point, Chemical Spur From Road Crossing east end of Junction switch on Los Banos Subdivision and end of double track on Lathrop Subdivision; to the road crossings at Tracy west of station on Niles line and on Martinez line Tracy and Fresno (except) Over W. P. Crossing, Lyoth	10 55 40		10 50 40	10 45 40	10 40 40	10 40 25	10 20 20	10 20 20	10 30 25	10 35 25	10 40 25	10 44 25
7 7 7 8, 9 8, 9	Timba Spur. Biola Junction and Kerman Junction switch each end crossover to Biola line Kerman and Caruthers. Tracy and Lathrop (except). San Joaquin River Drawbridge.	30 25 30 60 15		30 25 30 50 15	30 25 45 15	30 25 40 15	10 30 25 30 40 15	10 20 20 20 20 20 15	10 20 20 20 20 20 15	30 25 30 30 15	30 25 30 35 15	30 25 30 40 15	30 21 30 41
8,9999999999999999999999999999999999999	San Joaquin River Drawbridge GS and AC Engines Lathrop and Stockton. Stockton and End of Double Track, M.P. 95 End of Double Track and M.P. 102. M.P. 102 and M.P. 104. M.P. 104 and M.P. 132.	55 55 65 65 65		50 50 50	45 45 45 45 45 45	40 40 40 40 40	10 40 35 40 40	20 20 20 20 20 20 20 20	20 20 20 20 20 20	30 30 30 30 30 30	35 35 35 35 35 35	40 40 40 40 40 40	4: 4: 4: 4: 4:
	M.P. 132 and Brighton Eastward trains through C. T. C. switch at End of double track.	50 25		50 25	45 25	40 25	40	20	20	30 25	35 25	40 25	21
8, 9	Westward trains at End of double track through control switch to Eastward Track Through Controlled Sidings in C. T. C	25 25		25 25	25 25	25 25	25 25	20 20	20 20	25 25	25 25	25 25	21
8, 9 8, 9 9	Through Controlled Sidings in C.T.C. under Caution Indication. Galt and Ione (except).	12			12	12	12 30	12 20	12 15	12	12	12	15
9 9 9 9 9	M.P. 125.5 and M.P. 127.1. Sutter Ck. Bdg. between Clarksona and Dagon Lodi and Woodbridge. Lodi and M.P. 121.4. M.P. 121.4 and M.P. 132.3. M.P. 132.3 and M.P. 139.7.	25 15 10 25 20					25 15 10 25	15 15 10 15 15 15	15 15 10 15 15	10 25 20	25	10 25 20 15	1 1 2 2 2 1

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

25 25

SPEED RESTRICTIONS—Continued

ALC: NO.	But the same of th	Boat Dr.	PASS	ENGER		FREIGHT		мааля	LIGHT ENGINES RUNNING FORWARD			
Page No.	BETWEEN	Maximum	With T 1, 2 T 7 to 23, 28, 31, 38 Mk 5, 6, 7, 8, 9 M	With SP 1, 2, 3, F 1, 3, 4, 5, 8 AM AC 4, 5, 6, 8, 9, 10 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, 10 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, 37,	Mt 1, 3, 4, GS E P
10	West leg wye leading to Fresno main track Lathrop to and over W. P. Crossing	30	30	30	30	20	20	20	20	20	20	20
10 10 10	East leg outer wye Lathrop. W. P. Crossing and Biola Jct. (except). W. P. Crossing and M. P. 113 6 M. P. 124 0	15 65	15 50	15 45	15 40	15 40	15 20	15 20	15 30	15 35	15 40	15 45
10	W. P. Crossing and M.P. 113.6, M.P. 134.9 and 159.64 and M.P. 198.6 and Biola Jct Over Highway Crossing east of Manteca Sta.	60 45	50 45	45 45	40 40	40 30	20 20	20 20	30 30	35 30	40 30	45 30
10	Spreckles Sugar Spur, Manteca					10	10	10	10	10	10	10
10 10	Over Street Crossing at the Livingston Stat'n Sugar Pine Spur, Madera	45	45	45	40	30	20	20	30	30	30	30
10	Winery Spur, Madera					10 20	10 20					P.M
10	Riola Junction and Fresno (except)	60	50	45	40	35	20	20	30	35	40	45
10 10	Through Interlocking Plant at Biola Jct Eastward trains end double track M.P. 201.9	40 25	40 25	40 25	40 25	35 25	20 20	20 20	30	35	40	40
10	Westward trains end double track M.P. 201.9	35	35	35	35	35	20	20	25 30	25 35	25 35	25 35
11	Redwood Jct. and Niles Jct. (except)	50	50	45	40	40	20	20	30	35	40	45
11	Newark Slough Drawbridge	20 30	20 30	20 30	20 30	20 30	20 20	20 20	20 30	20 30	20 30	20
11	Dumbarton Salt and Ravenswood Spurs					8	8	8	30	30	80	30
11	Niles Jct. and Tracy (except)	50	50	45	40	35	20	20	30	35	40	45
11	M P 35 78 and M P 37 1	35 35	35 35	30 30	25	25	15 15	15 15	25 25	25 25	25 25	25 25
11-14	M.P. 35.78 and M.P. 37.1. Through Eliot yard limits. 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	20	20	25 20	25 20	15	15	20	20	20	20
11	M.P. 52 and M.P. 53.5	30	30	25	25	25	15	15	25	25	25	25
11 11	M.P. 53.5 and M.P. 55.5	40 30	40 30	30 25	30	25 25	15 15	15 15	25 25	25	25	20 25 25 25 25 25 25
11	M.F. 55.5 and M.F. 61	35	35	30	25 30	25	15	15	25	25 25	25 25	25
11	M.P. 61 and Midway	40	40	30	30	25	20	15	25	25	25	25
12 12	Oakland Pier and Elmhurst (except) On curve west of and across freight leads West	50	50	45	40	35	20	20	30	35	40	45
	Oakland	20	20	20	20	20	20	20	20	20	20	20
12	On both leads across main tracks to West Oakland	15	15	15	15	15	15	15	15	15	15	15
12 12	Elmhurst and M. P. 25. M.P. 25 and east switch Newark (except)	60 50	50 50	45	40 40	35	20	20	30	35	40	45
12	Newark	40	40	45 40	40	35 20	20 15	20 15	30 25	35 25	40 25	45 25
12	East switch Newark and M.P. 43.75 (except) Distillery Spur, Agnew	60	50	45	40	35	20	20	30	35	40	45
12 12	M.P. 43.75 and Santa Clara	50	50	AE	40	15	15	15				
13	Elmhurst and Niles	50	50	45 45	40 40	35 35	20 20	20 20	30 30	35 35	40	45 45
13	Niles and San Jose (except)	40	40	40	40	25	20	20	20	20	25	25
13 13	San Jose Yard	20 20	20	20	20	20 20	20	20	20	20	20	20
13	Trains with AC, F-4 and F-5 Engines Halvern and Alvarado	10	10			10	10	10		10		10
14	Avon and San Ramon (except)	20				20	15	15		20		20
14	Over Bridges 44-E near Hookston and 49-C west of Rady	10				10	10	10		10	tour yourself	10
14	Over Bridge 57-A east of Osage	10				10	10	10		10		10
14	San Ramon and Radum	20				20	20	20	20	20	20	20
14 14	Elmira and Winters	30 15	30	30	30	30 15	20 15	15 15	30	30	30	30
14	Suisun-Fairfield and Cordelia	40	40	30	30	25	20	15	25	15 25	25	15 25
14 14	Cordelia Winery Spur					10	10	10				
14	Cordelia and Napa Junction	35 25	35	25	25	25 25	15 15	15 15	25 25	25 25	25 25	25 25
14	Crossing east Napa Station and Calistoga					140	10	10	20	20	20	20
14	Road Crossing east of Napa	20	• • • • • • • • • • • • • • • • • • • •			8	.8	.8	8	8	8	8
14	Winery Spur Barro on Curves					20 15	15 15	15	20	20 15	20	20 15
14	Napa Junction and Vallejo	25	25	25	25	25	15	15	25	25	25	25
14 14	Napa Junction and Schellville Jct. (except) Napa River Drawbridge	25 10	25 10	25 10	25 10	25 10	15	15	25	25	25	25
14	West Napa and Union	8			10	8	10	10 8	10	10 8	10	10
15	Stockton and Merced (except)	30	30	30	30	30	20	15	30	30	30	30
15 15	Peters, between Switches Berenda and Daulton	10 20	10	10	10	10	10	10	10	10	10	10
15	Daulton and Raymond	15				20 15	15 15	15 15	• • • • • • • • • • • • • • • • • • • •	20 15	20	20 15
15	Knowles and Knowles Junction	15				15	15	15		15		15
15 15	Chowchilla and Ash	25 10				25	20	25		25		25
10	Ash and Dairyland	10				10	10	10		10		10

SPEED RESTRICTIONS (Continued)

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 MPH.

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

permitted engines running backward.

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

MPH

	With all rods on, hauled in trains	30
	When main rod only is removed	30
	When side rod only is removed	30
	When both main and side rods are removed	
	When all weight removed from any one pair drivers	20
	When all weight removed from only one wheel any pair	
	drivers	30
	When engine truck is removed	20
	SP 1, 2 and 3 engines when inside main rod removed	30
	S and SE engines under all conditions	20
	(Unless otherwise further restricted by time table,	
	slow board, or train order)	мрн
ir	as handling wooden pile-drivers; locomotive cranes with	.,,,,

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......

excep	ot SPMW	4044					
On tan	gent bran	nch tracks					
On all	curves-	-5 MPH 1	ess than	speed	authori	zed. Whe	ere
slow	boards	in place	5 MPH	less t	han sho	wn on slo	w
boar	ds, excep	t when sp	eed indi	cated i	8 15 MP	H or less	be
		slow board					1

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

On tangent branch tracks.
On all curves—5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.

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

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

Trains pushing or backing passenger equipment must not exceed 15 MPH.

Motor cars running backward must not exceed 10 MPH through yards and over highway crossings.

All cars handled in passenger trains must be equipped with steeltired 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 MPH. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 MPH.

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

SPECIAL INSTRUCTIONS

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	I 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 ing these points, and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

Mile Post	AT OR NEAR	DESCRIPTION
	Marine 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	OAKLAND PIER-TRACY VIA MARTINEZ
3.5	Oakland Pier	Posts supporting shed
	0 11 1 10	Freight Slip
3.5	Oakland Pier	
5.0	Oakland, 8th to 11th	
	Streets	Structures of Pacific Coast Canning CoSid
5.5	Oakland, 16th St Shellmound & Park.	Western Union Pole lineSid
	Emeryville	Structures track 6 bet'n signal bridges 204 and 205Sid
6.6	Emeryville	Pole 1770 near switch leading to Judson Iron WorksSid
6.6	Emeryville	Machine shops Judson Iron WorksOverhead and Sid
6.6	Emeryville	Umphred WarehouseSid
7.5	Stock Yards	
13.1	Stege	
10.4	Berkeley	Building W H Ford spur Harrison St
14.5	Richmond	A T & S F. Crossing
16.0	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. Spur Sid
26.5	Oleum	Loading tracks Union Oil Co. Sid
26.7	Oleum	Tunnel No. 1Overhead and Sic
27.7	Tormey	Tunnel No. 2Overhead and Sid
29.0	Crockett	Sugar Co. warehouseSid
29.0	Crockett	Cal. Haw. S. R. CoOverhea
30.1	Eckley	Platforms of brick companySic
30.5	Port Costa	Bldgs.; Bankers, California and Grangers Warehouse. Sic
31.8	Nevada Dock	Platforms of brick companySic
31.8	Nevada Dock	Long and short cable, empty and house track No. 1 Sid
34.7	Martinez	Warehouse, Anderson Co.—Cars to be Overhead and Sid
34.7	Martinez	
43.2	Nichols	Wagon bridgeOverhea
43.2	Nichols	A. T. & S. F. crossing Overhead and Sic
43.2	Nichols	General Chemical Co., ore house on spur
46.5	Shell Point	

MARTINEZ-SACRAMENTO

	Water tank spout	Benicia Junction	38.0 [
Side	Warehouse	Elmira	59.4
Side	Sacramento River Bridge	Tremont	71.8
	Water tank spout. Warehouse. Gravel loading chute. Sacramento River Bridge.	Washington	88.3

OAKLAND PIER-TRACY VIA NILES

3.5	Oakland Pier	Posts supporting shed
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	Warehouse track, Howard CoSide
9.0	23rd Avenue	Pacific Wire and Steel Co., spurSide
9.0	23rd Avenue	California Cotton Mills Overhead and Side
9.7	Fruitvale	[Inside track of east leg of wye must not be used Overhead
9.7	Fruitvale	Described and Side
9.7	Fruitvale	Steel bridge over estuary Wires Overhead and Side
10.3	Sather	
11.0	Melrose	
11.0	Melrose	
1000	Melrose	U. S. L. Battery Corp. FenceSide
18.5	Lorenzo	
	Hayward	
20.1	Niles	
	**	Video Design Co Manales Side
42.0	Radum	(Times are Brick Co. shed and leading)
46.9	Livermore	Livermore Brick Co., shed and loading Overhead and Side platform over high line track

ELMHURST-SANTA CLARA

		AVON—RADUM
44.6 44.6 45.8 49.6 57.0	Concord	Water Tank. Overhead and Side Bridge. Overhead and Side Trolley wire, Interchange track. Overhead Walnut Creek. Overhead and Side Bridge. Overhead and Side Bridge. Overhead and Side Trees, overheand gright of way Overhead and Side

SUISUN-FAIRFIELD AND VALLEJO-CALISTOGA

		IRTIBLE AND VALUED,
46.2	Thomasson	E. B. & A. L. Stone Co., rock crushing Overhead and Sid
45.5	Napa West Napa	(E. B. & A. L. Stone Co., rock crushing Overhead and Sid plant center track (spur)
		Water tank spout. Sid Water tank spout. Sid Bunkers of Basalt Rock Co., outer spur. Overhead and Sid
94 4	Flordon	Shed on platform adjacent to Basalt Rock spur
30.0	Vallejo	Building and platforms of Sperry Flour Overhead and Sid
30.0	Vallejo	Horan Spur, bulkhead leaningSid

ELMIRA-CAPAY

		Wante about	Overhead and Side
76.0 I	Winters	Fruit sned	Overhead and olde
78 0	Winters	Water tank snout	

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

82.0	Tracy	Gates to Holly Sugar Co., spurSide
78.3	Banta-Lathrop	San Loaduin River Bridge Overhead and olde
81.5	Lathrop	Water Tank
90.9	Stockton	Dolta Warahausa
90.9	Stockton	Delta Platform Side
	Stockton	Girven Warehouse, west end Hazelton AveSide
90.9		Union Mills Farmers' Union Milling Co. and Calif. Nav.
90.9	Stockton	and Imp Co bldgs on waterfront track Weber Ave. Side
100.7	Holden-Peters	Mormon Slough Bridge
148.5	Ryer-Arundel	Morcod River Rridge
103.3	Lodi	D H Water Tank
103.3	Lodi	Cor standing at door No 1 of Hilvert Shed will not clear
200.0		man on west side of car on adjacent track
104.3	Lodi-Urgon	Mokelumne River Bridge
129.0	Florin	Water tank spout
110.7	Lockeford	Brick wlatform at Locke warehouse
114.7	Clements	Water tank grout
134.8	Edwin	Clay loading shutes
136.7	Clarksona-Dagon	Sutter Creek Bridge
100.4	Westley	Water TankSide
119.5	Newman	Water TankSide
140.2	Los Banos	Water tank shoutSide
140.2	Los Banos	Warehouse north of loading track opp. east leg Y switch Side
104.3	Ripon-Salida	Stanislans Divar Bridge
		Marcad River Bridge Overhead and Side
134.9	Delhi-Livingston	Water Tank
136.4	Livingston	
197.4	Raymond	
198.5	Knowles	Rock Platform

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

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

Sugar beet dump at Spreckels Sugar Beet Factory Manteca uncovered and care should be exercised by trainmen while working thereon.

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

HOSPITALS

GENERAL HOSPITAL		FRANCISCO
SOUTHERN PACIFIC HOS	SPITAL 8A	CRAMENTO
S. P. EMERGENCY HOSPI		OAKLAND

COMPANY SURGEONS-WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon.
San Francisco	Dr. W. W. Washburn	Assistant Chief Surgeon.
San Francisco	Dr. E. N. Greenwood	Supervisor of Surgical Services, General Hospital.
San Francisco	Dr. R. Emmet Allen	Supervisor of Medical Services, General Hospital.
San Francisco		Medical Examiner, 65 Market St.
Oakland	Dr. O. D. Hamlin	Division Surgeon.
Oakland	Dr. F. H. Tebbe	District Surgeon.
Oakland	Dr. Milton H. Shutes	Oculist and Aurist.
Oakland	Dr. Chas. H. De Vaul	Oculist.
Oakland	Dr. Geo. F. Mainwaring.	District Surgeon.

COMPANY STIDGEONS WESTERN DIVISION Continued

LOCATION	NAME	TITLE
West Oakland	Dr. J. I. Vickerson. Dr. Kenneth B. Jenkins. Dr. George V. Potter. Dr. K. C. McLeod. 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. F. A. B. Herrick. Dr. D. H. Murray. Dr. M. M. Booth. Dr. Frank McGreane. Dr. A. B. Herrick. Dr. C. E. Dietderich. Dr. N. J. Crisp. Dr. Edwin Merrithew. Dr. E. B. Todd. Dr. M. C. Bolender. Dr. James B. Kaess. Dr. Claude L. Kerns. Dr. J. W. Hammond. Dr. S. J. Bransford. Dr. S. J. Bransford. Dr. M. P. Stansbury. Dr. H. G. Potter. Dr. M. P. Stansbury. Dr. H. G. Potter. Dr. T. E. Cooper. Dr. Leo. A. Cronan. Dr. A. M. Henderson. Dr. Walter W. Cress. Dr. A. L. Guerra. Dr. A. L. Guerra. Dr. A. L. Guerra. Dr. Dr. E. C. Turner. Dr. Dr. E. C. Turner. Dr. C. P. Higgins. Dr. C. P. Higgins. Dr. C. P. Higgins. Dr. W. H. C. Hatteroth	District Examiner and Surgeon.
Oakland (Central) Oakland (Central) Oakland (Central) Oakland (North)	Dr. Kenneth B. Jenkins.	District Surgeon. District Surgeon.
Oakland (Central)	Dr. K. C. McLeod	District Surgeon. District Surgeon.
Oakland (North)	Dr. N. P. Dunne	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon. District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Berkeley	Dr. Clarence E. Hass	Oculist.
Albany Richmond	Dr. H. L. Carpenter	District Surgeon. District Surgeon.
Richmond	Dr. W. E. Cunningham.	District Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
Vallejo	Dr. E. A. Peterson	District Examiner and Surgeon
Napa St. Helena	Dr. M. M. Booth	District Surgeon. District Surgeon. District Surgeon. District Examiner and Surgeon District Examiner and Surgeon District Surgeon. District Surgeon. District Examiner and Surgeon District Surgeon. District Surgeon. District Surgeon. District Surgeon. Assistant District Surgeon. Emergency Surgeon.
Calistoga	Dr. Frank McGreane	District Surgeon.
Santa Rosa	Dr. A. B. Herrick	District Examiner and Surgeon
Port Costa	Dr. N. J. Crisp	District Surgeon.
Benicia Martinez	Dr. Edwin Merrithew	District Surgeon.
Martinez	Dr. G. L. Coates	Assistant District Surgeon.
Concord	Dr. E. B. Todd	Emergency Surgeon. Emergency Surgeon.
Walnut Creek Danville	Dr. John Blemer	Emergency Surgeon.
Port Chicago	Dr. James B. Kaess	Emergency Surgeon
Pittsburg	Dr. Claude L. Kerns	Emergency Surgeon.
Antiocn	Dr. L. B. Weatherbee	District Surgeon.
Brentwood	Dr. J. W Hammond	Emergency Surgeon. Emergency Surgeon. Emergency Surgeon. District Surgeon.
Byron. Suisun-Fairfield	Dr. S. J. Bransford	District Surgeon
Suisun-Fairfield	Dr. Felix R. Rossi, Jr	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Winters	Dr. W. D. Garcelon	Emergency Surgeon.
Esparto	Dr. F. Stolle	District Surgeon.
Dixon Davis	Dr. T. E. Cooper	Emergency Surgeon.
Davis	Dr. Leo. A. Cronan	Emergency Surgeon.
Sacramento	Dr. A. M. Henderson	District Surgeon. District Surgeon. Emergency Surgeon. District Surgeon. Emergency Surgeon. Emergency Surgeon. Division Examiner and Surgeon Division Surgeon
Sacramento	Dr. W. N. Becker	Division Surgeon. District Surgeon. Assistant District Surgeon.
Sacramento	Dr. Arthur G. Wallace	Assistant District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Alameda	Dr. Donglas D. Stafford	District Surgeon. District Surgeon.
Alameda East Oakland East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. C. Hatteroth	
Fruitvale	Dr. J. W. Scamell	District Surgeon.
Fruitvale	Dr. O. T. Leftwich	District Surgeon. Oculist and Aurist.
Fruitvale	Dr. G. W. Dygert	Assistant District Surgeon.
Elmhurst	Dr. M. F. Frandy	District Surgeon.
Elmhurst	Dr. A. L. Guerra Dr. Douglas D. Stafford. Dr. C. P. Higgins Dr. W. H. C. Hatteroth Dr. J. W. Scamell. 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	Assistant District Surgeon. District Surgeon. District Surgeon. Associate District Surgeon.
Hayward	Dr. D. J. Manley	District Surgeon.
Centerville	Dr. D. J. Manley Dr. G. S. Holeman Dr. Harold J. Shanks Dr. Paul Dolan	District Surgeon. District Surgeon. District Surgeon. District Surgeon. District Surgeon. Emergency Surgeon. District Surgeon. District Surgeon.
ricasanton	Dr. Harold J. Shanks	District Surgeon.
Livermore	Dr. E. M. Grimmer	Emergency Surgeon.
Irvington Santa Clara	Dr. E. M. Grimmer Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. D. R. Threifall. Dr. Robert W. King. Dr. Allan R. Powers. Dr. J. Earl Longley.	
San Jose	Dr. Robert W. King	Asst. Dist. Examiner and Surg. District Examiner and Surgeon
Tracy	Dr. Allan R. Powers	District Examiner and Surgeon Asst. Dist. Examiner and Surg.
TracyElk Grove	Dr. Paul W. Frame	District Surgeon
Galt	Dr. Paul W. Frame. Dr. V. E. Greer, Jr. Dr. Hugo Childress Dr. D. R. Powell Dr. Yale Brody	District Surgeon.
Ione	Dr. Hugo Childress	District Surgeon. District Surgeon. Oculist and Aurist.
Ione Stockton Stockton	Dr. Vale Brody	Assistant Oculist and Aurist.
Stockton	Dr. L. E. Tretheway	District Examiner and Surgeon
Stockton	Dr. J. O. Eccleston	District Examiner and Surgeon Assistant District Surgeon.
Stockton	Dr. Ems Harbert	Consulting Surgeon.
Lodi	Dr. L. J. Petersen	District Surgeon.
Lockeford	Dr. N. R. Barbour	District Surgeon. Emergency Surgeon.
Oakdale Waterford	Dr. R. L. Owens. Dr. N. R. Barbour. Dr. Terry T. Laird. Dr. A. L. Jackson. Dr. K. W Hidy. Dr. Curtis M. Galt. Dr. Gilbert den Dulk	District Surgeon.
Waterford	Dr. A. L. Jackson	District Surgeon. Emergency Surgeon. Emergency Surgeon. Emergency Surgeon.
Manteca	Dr. Curtis M Galt	Emergency Surgeon.
Ripon		Emergency Surgeon.
Modesto	Dr. E. R. McPheeters Dr. Fred R. DeLappe	District Examiner and Surgeon
Modesto	Dr. Fred R. DeLappe	
Modesto	Dr. Fred R. DeLappe Dr. J. A. Porter. Dr. F. K. Lord. Dr. M. C. Collins. Dr. Chas. L. Garvin. Dr. Edw. A. Jackson. Dr. E. R. Fountain. Dr. William E. Fountain Dr. Herbert O. Leff. Dr. A. B. Bigler.	Oculist and Aurist. Emergency Surgeon.
Turlock	Dr. M. C. Collins.	District Surgeon.
Livingston	Dr. Chas. L. Garvin	District Surgeon.
Atwater	Dr. Edw. A. Jackson	District Surgeon. District Examiner and Surgeon
Merced	Dr. William E. Fountain	Assistant District Surgeon.
Merced	Dr. Herbert O. Leff	Emergency Surgeon.
Chowchina	Dr. A. B. Bigler	Emergency Surgeon. Emergency Surgeon.
Madera	Dr. D. H. Ransome	District Surgeon.
Madera	Dr. R. R. Dearborn	District Surgeon.
Fresno	Dr. O. B. Doyle	District Examiner and Surgeon Assistant District Surgeon.
Kerman	Dr. J. C. Drake	Assistant District Surgeon. District Surgeon.
Patterson	Dr. E. G. Allen	District Surgeon.
Crows Landing	Dr. E. G. Allen	District Surgeon.
Newman	Dr. James E Thompson	District Surgeon. Assistant District Surgeon.
Newman Gustine	Dr. Herbert O. Leff. Dr. A. B. Bigler Dr. D. H. Ransome Dr. R. R. Dearborn Dr. Chas. A. James Dr. O. B. Doyle Dr. J. C. Drake Dr. E. G. Allen Dr. E. G. Allen Dr. A. M. Roscoe Dr. James E. Thompson Dr. A. W. Gustafson Dr. A. W. Hillyer Dr. S. A. Larson	Emergency Surgeon.
Los Banos	Dr. L. R. Hillyer	District Surgeon.
Firebaugh		Emergency Surgeon.

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

DATING	OF	PNCINES	WESTERN	DIVISION	In M's of 1,000 pounds back of Tender.
KAIING	OF.	ENGINES-	- WESTERN	DIVISION.	in M's of 1,000 pounds back of Tender.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler 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 Jct.	Tracy to Niles	Niles to Tracy	Sulsun- Fairfield to Napa Jct.	Napa Jct. to Suisun- Fairfield Napa Jct. to Calistoga	Calistoga to Napa Jet.	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	6 210	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	210	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 22/28 155/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	210 210 200 200, 210	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	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		6900	2900	6000	5750	5350	8100	2100	2200	7			
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	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	Z::::	5250 5800
F-1 F-3 F-4,5 F-5	F-63 271/32 273-S, 282-SF F-63 291/32 297-S, 300-SF F-63 291/32 306/B-61-SF F-63 291/32 306/B-62-SF	3611 to 3652	. 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 23-22 357-SF	3900 to 3911	. 210	10900	4750	9550	9100	8500	12900	3500	3700	2800	3800		
AC-1,2,3	AC-57 252 441-SF	4000 to 4048	. 210	13300	5900	11650	11150	10400	15800	4300	4550	3500	4700	₹	
Mt-1,3,4,5		4300 to 4376		9000	4050	7850	7400	7450	10550	2800	3000				
GS-1 GS-2	GS-73 27/30 262/B-104-SF GS-73 27/30 266/B-104-SF	4400 to 4409 4410 to 4415	250	9600	4300	8400	7900	7800	11250	3000	3150				
GS-3 GS-4	GS-80 26/32 267/B-109-SF GS-80 251/32 276/B-118-SF	4416 to 4429		9700 9900	4350 4400	8500 8600	8000 8100	7900 8000	11500 11700	3050 3100	3200 3250	7 ::::		7::::	V::::-
Allowa	nce for Empty and Underloa	$ \frac{\text{ded Cars.} \dots \left\{ \begin{array}{l} \text{Less than 45 M} \\ \text{45 Ms to 55 M} \\ \text{More than 55} \end{array} \right.}{\text{More than 55}} $	8	6 3	6 3	6 3 0	6 3	6 3	6 3 0	3 3 0	3 3 0	3 3 0	3 3 0	3 3 0	6 3
NOMINAL CLASS	OFFICIAL CLASS	Boiler Lodi to Wallace Wellace to Toyon		on se	Macnider to Toyon		Valley Springs to Norval		Ke	Kentucky House to Macnider Toyon to Valley Springs Norval to Lodi					
M-6, 8 M-9	M-63 21/28 150-S, 159-SF M-63 21/28 150-S, 162-SF	1721 to 1803, 1823 to 1825 1804 to 1822, 1826 to 1830, 1836	200		050 250	100	910 970	5	160 170		27	2600 2750		5250 5500	
T-28, 31 T-32, 40	T-63 22/28 162-S, 162-SF T-69 23/28 174-S, 197-SF	2311 to 2362	210	4	650 650		1050 1050		185 185	0		2950 2950	1	6000 6150)
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	5	150	MI	1250	ПД	220	0		3350	100	6600	37
W. E. E V. A. W K. K. S P. D. R L. W. M J. T. AF W. F. C M. A. M	ASTMAN, Trainmaster. ILLIAMS, Assistant Trainma CHOMP, Trainmaster. OBINSON, Trainmaster. IONEY, Assistant Trainmaster. EY, Terminal Trainmaster. ICHELSON, Chief Train Distriction	Oakland Pie	T. G. H. BA n S. C. y F. A. y M. T. a S. H. d B. E.	WOOLARI TES, Assis W. HANSE SMITH, A ROUSE, A BRAY, Roa STONE, Ro	O, Assistant Chie N, Assistant (Assistant (Assistant d Foremand Foremand)	ant Chief Treat Distant Chief Train Chief Train Chief Train an of Engineran of Engi	in Dispatch rain Dispatc patcher rain Dispat Dispatcher Dispatcher es	cher (Dakland I Dakland I Dakland I Stock Stock Vest Oakl	Pier Pier Pier cton cton and	A E.] A C.]	R. SMI' sst. Super D. MOC sst. Super F. HEA sst. Super	rintenden ODY, rintenden TH,	t, Oaklar	nd Pier

	CONDIT	AIR- TONED	CONDITIONED		
CLASS	All-Steel	Steel Under- frame	All-Steel Cooling Season	All-Stee Heating Season	
Baggage 60ft	93,070 127,610				
-66ft	127,610				
- 70 ft. (With Auto, End Door)	125,800				
(Dynamo)	98,730				
Baggage & Mail 60 ft	*********	87,120			
Baggage & Mail—00 It	124 760				
70ft	129,140				
		103,590			
Passenger	108,675	112,640 74,000		• • • • • • • • • • • • • • • • • • • •	
Passenger . Express Refr.—N. P. Ry . —A. R. E. No. 40-154 — 153-224.		78 000			
153-224		89,000 110,000			
500-506		110,000			
		85,000 83,000			
P. F. E. 500-799 Express, Horse	133,050				
Postal	112,120				
-60 ft	105,120				
Assembly (ACI)	**********		168,950	168,950	
Club(ACI)	146,210	122,300	172,200	164,700	
(ACW)—Cars 107-128	170,700	100,870	182,800	182,800	
(ACW)-Cars 140-141			195,040	195,040 132,000	
Chair 60 ft(ACI)	100,620		138,000	132,000	
-72 ft(ACI)(ACW)			165,000 158,700	157,800 158,700	
-Streamline-Single (ACS)			120,900	104,500	
			205,400	172,600	
-74 ft (ACS)		•••••	180,915 197,944	173,125 181,600	
Coaches 60 ft(ACI)	98,130		136,100	130,100	
-70 ft(ACI)	137,640		157,800	151,000	
-70ft(ACV)	137,040	• • • • • • • • • • • • • • • • • • • •	151,000 164,500	151,000 157,400	
72ft(ACW)			153,500	153,500 163,000 161,200	
-73 ft. 6 in(ACW)			163,000	163,000	
72 ft (Interurban)	120,000		168,500	161,200	
All-Day Lunch—Chair	105,970				
### P. F. E. 500-799 Express, Horse Postal Storage—40ft. #### — 60ft. Assembly (ACI). Club. (ACI). Club. (ACI). Official. (NAC). ###################################	103,875	120 600	155 700	149,000	
Cafe-Lounge(ACI)	148,950	161,200	155,700 173,500 156,000	166,000	
Di		198 090	156,000	166,000 156,000	
Diner-70ft.	155,330	146,930			
77 ft. (Arch Roof)(ACI)	156,000		170,100	162,700	
-77 ft. (*)(ACW)		145 500	162,950 169,450	162,950 169,450 173,836	
-77 ft. (Clere Story Roof)(ACM)		100,000	189,581	173.836	
79 ft(NAC)	169,100				
-80 ft. (Clere Story Roof)(ACM)			201,323	184,700	
(Arch Roof) (ACI)			189,800	181,630 160,300	
* (* *)(ACW)			167,500 164,980	157,780	
Observation—75ft(ACI)	154,400		169,185 194,543	157,780 161,900 186,166	
. (ACI)		141.870			
-77 ft (ACI) Pullman—Observation (ACI) Lounge (ACM) Bedroom (ACI) Bedroom (ACI) Sleeper (ACM) ACM) (ACM) (ACM) (ACM) (ACM)	160,800	141,870 153,000 153,000	177,314 192,300	169,200	
	160,800	153,000	192,300 194,900	176,300 178,900	
Lounge(ACD)	171,200 171,200		187,682	179,600	
-Bedroom(ACI)	167,600		187,682 183,920	176,000	
(ACM)	167,600 163,100		195,800 191,100	179,800 175,100	
——Sleeper(ACI)	163,100		180,075	171,500	
—Tourist(ACM)	153,000		185,200	169,200	
'San Ionguin"-11 our stroomling train	153,000		168,663	161,400	
	137,000		1,281,800	1,281,800	
Baggage(NAC)	127,000				
Chair Car (ACW)			203,000 122,900	203,000 122,900	
Diner and Tavern(ACS)			129,650	129,650	
Parlor-Observation (ACS)			106,700	129,650 106,700	
inel power units)	A T		2 807 000		
Power Units, SF-1, 2, 3			2,807,000 882,260	2,807,000 882,260	
Power Units, SF-4, 5, 6.			944,460	944,460	
Baggage and Mail (NAC) Saggage (NAC) Art. Chair (ACW) Chair Car (ACW) Diner and Tavern (ACS) arlor-Observation (ACS) treamline; "City of San Francisco" (18 cars incl. power units) Power Units, SF-1, 2, 3. Power Units, SF-4, 5, 6 Note: If train is less than 18 cars, deduct 130,500 lb. per car)	0.00		MAG I		
Rail Gas-Electric-400 H.P.	158,400				
-600 H.P	167,200				

-ACI -Air-Conditioned—Ice System.
-ACM-Air-Conditioned—Mechanical System.
-ACW-Air-Conditioned—Waukesha System.

-ACS -Air-Conditioned-Steam Ejector System

A. S. McCANN, Terminal Supt., West Oakland T. GOODWIN, F. J. DIGNON,

Asst. Terminal Supts., West Oakland

