APR 15 1946 SUPT. OF TELEBRAPH

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

## WESTERN DIVISION





Effective Sunday, September 9, 1945, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

J. W. CORBETT, General Manager.

R. E. HALLAWELL, H. R. HUGHES, Assistant General Managers. G. C. BAKER,

General Superintendent of Transportation.

C. H. GRANT,

Superintendent of Transportation.

E. D. MOODY,
Superintendent.

2				EAST	TWARD					MART	INEZ S	SUBDIVI	SION								
									FIRST CI	LASS											Time Table No. 240
Capacity of sidings in car	10 Passenger	20 Klamath	88 Challenger	28 San Francisco Overland	18 Oregonian	14	26 owl	248 El Dorado	102 Streamliner City of	24 Cascade	15 West Coast	246 Statesman	244 Statesman	22 Pacific Limited	56 Passenger	52 San Joaquin	224 Senator	204 Passenger	262 Passenger	Distance from San Francisco	September 9, 1945
lengths	Leave Daily	Leave Daily	Leave Daily	Limited  Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily Ex. Sunday and Holidays	Leave Sunday and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dis Sa	STATIONS
	8.30PM	8.00PM	7.30PM	7.00 PM	6.30PM	6.00PM	5.00PM	5.00PM	4.30PM	4.00PM		1.30PM	1.30PM	9.00 AM	8.30AM	8.00AM	7.30AM	4.30AM		0.0	SAN FRANCISCO
	8.50	8.20	7.50	7.20	6.50	6.20	5.20	5.20	4.50	4.20	ASTALL STATE	1.50	1.50	9.20	8.50	8.20	7.50	4.50		3.5	OAKLAND PIER
BKWIP	9.10PM	8.40PM	8.10PM	7.45 PM	7.15 PM	7.00 PM	5.35 PM	5.27PM	5.02PM	4.35 PM		2.00PM	1.55PM	9.35 AM	9.05AM	8.30AM	7.56AM	5.30AM	Hibit	3.5	TO-R OAKLAND PIER
BKWO	J.10	0.10				\														(4.9)	(TO-R WEST OAKLAND)
E ITYP	s 9.22	s 8.55	s 8.23	s 7.58	s 7.30	s 7.13	s 5.48	s 5.34	s 5.10	8 4.44		8 2.10	8 2.04	8 9.47	s 9.13	s 8.38	s 8.02	s 5.40		5.5	OAKLAND (16th Street)
E IP								Told.	17 90	37 /7		16 y	- 19 A		FW N.					7.0	TO SHELLMOUND
P	8 9.37	8 9.10	s 8.36	s 8.11	8 7.45	s 7.26	s 6.01	8 5.43	s 5.20	s 4.55	0.10000	8 2.21	8 2.13	810.00	s 9.22	s 8.49	s 8.10	s 5.51		9.2	BERKELEY E. 5.8
P	s 9.50	8 9.25	8.49	s 8.24	8.00	s 7.39	s 6.15	5.52	5.28	5.03	111/0/1	8 2.33	s 2.23	810.13	s 9.32	s 9.00	8.18	s 6.03		15.0	RICHMOND E. 1.6
WP											100									16.6	SAN PABLO
P					W.	20 10		contra to	10. 100	10		0 80	400	NO. 10	277 - 477	h 10000	2.01.0			19.8	SOBRANTE E. 3.2
E 105 W 95 P	10.02	9.37	9.04	8.36	8.12	7.51	6.27	6.01	5.36	5.13		s 2.45	f 2.34	10.25	f 9.44	9.11	8.28	s 6.18		23.0	TO PINOLE E. 5.9
P	s 10.22	s 9.54	s 9.24	s 8.52	s 8.30	s 8.07	s 6.42	s 6.11	5.44	5.21		8 3.05	в 2.52	s 10.45	s 10.03	s 9.26	8.36	s 6.38		29.0	CROCKETT
BKW OTP	f 10.27	9.58	9.28	8.56	8.34	8.11	6.46	6.14	5.47	5.24	7330	8 3.11	s 2.57	10.49	s 10.09	9.30	8.40	s 6.46		31.1	R PORT COSTA
M 116 I						-													-	33.1	OZOL E. 1.7
WIP	810.43	s 10.10	s 9.41	s 9.07	8 8.50	s 8.22	s 6.52PM	s 6.23	5.53	5.30	100	s 3.30	s 3.08	s 10.57	s 10.16AM	s 9.36AM	8.46	s 7.13		31.7	TO MARTINEZ E. 5.7
M 118	10.51	10.18	9.50	9.16	8.58	8.31		6.30	6.00	5.38	7000	3.38	3.16	11.07	The state of the s		8.53	7.21		38.0	E. 10.1 —
Yard Limits E 83 W 87 BKWOYP	811.10	10.35	10.06	9.32	9.13	8.47		8 6.43	6.09	5.49	155	8 4.05	s 3.33	s11.23		195-196	9.04	s 7.50		48.9	TO-R SUISUN-FAIRFIELD
M 88 WYP	11.25	10.50	10.20	9.46	9.27	9.01		6.56	6.18	6.01		f 4.19	f 3.46	11.36			9.15	s 8.12		59.4	ELMIRA E. 8.1
M 74 WP	11.36	11.02	10.30	9.56	9.37	9.11		7.05	6.26	6.10		8 4.37	s 3.57	11.49AM	Maria divis		9.23	s 8.27		67.5	DIXON E. 8.8
Yard Limits E 80 W 81	s 11.50	s 11.15PM	10.45	s 10.11	8 9.50PM	s 9.26		s 7.18	6.35	8 6.25 PM	5.40PM	8 4.55	s 4.10	s12.05PM		Mary .	s 9.33	s 8.50	7.45 AM	75.6	TO-R DAVIS
M 96 P	11.56PM	(2.8E.L.)	10.51	10.18		9.33		7.25	6.39		5.46	5.01	4.16	12.11			9.38	8.56	7.52	80.4	WEBSTER E. 6.5
a ( IP		0.2	IP OUT			72		ATER							The last file					86.9	Sacramento Northern Ry. Crossing
BKV	8 12.10AM	-CIT	s 11.05 PM	s 10.35 PM		s 9.50PM		s 7.40PM	8 6.50PM		8 6.00 PM	s 5.15PM	s 4.30PM	s 12.25 PM	Statement.	Series.	s 9.50AM	s 9.15AM	8 8.05 AM	89.0	TO-R SACRAMENTO
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday and Holidays	Arrive Sunday and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(88.4)
	(3.00) 29.40	(2.35) 29.03	(2.55) 30.31	(2.50) 31.20	(2.35) 29.03	(2.50) 31.20	(1.17) 24.23	(2.13) 39.87	(1.48) 49.11	(1.50) 40.91	(0.20) 40.20	(3.15) 27.25	(2.35) 34.22	(2.50) 31.20	(1.11) 26.27	(1.06) 28.27	(1.54) 46.53	(3.45) 23.57	(0.20) 40.20		Time over District Average Speed per Hour

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

RULE 5. Schedule time and train-order time at stations between Oakland Pier and Sacramento apply at station sign.

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

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

See page 3 for additional stations between Oakland Pier and Sacramento.

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.

When Signal 328 displays yellow aspect, trains must not exceed 15 MPH from this signal to track magnet located 550 feet west of Signal 332 SA, opposite white concrete marker block.

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

No. 204 stop at Rodeo and Selby daily, and at Oleum daily except Sunday and Holidays.

No. 56 stop at Selby daily.

No. 18 stop on flag at Richmond daily except Saturday and Sunday to receive express and mail for Portland or beyond.

ADDITIONAL	FLAG STOP	S TO RECEIV	E OR DISCHARGE	REVENUE PASSENGERS	3

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
204	Giant, Tormey, Pierce, Cygnus, Teal, Jacksnipe, Tolenas, Tremont	Daily	Any station	Any station
204	Oleum	Sun. & Hol.	Any station	Any station
56	Rodeo, Oleum, Tormey	Daily	Any station	Any station
56	Stege	Sun. & Hol.	Any station	Any station
56	Giant	Daily Ex. Sun. }		Richmond
22	Dixon	Daily	Reno	
244	Giant, Rodeo, Oleum, Selby	Sun. & Hol.	Any station	Any station
246	Certainteed Pro. Co. (San Pablo), Giant, Rodeo, Oleum, Selby, Vanden, Cannon	Daily except Sun. & Hol.	Any station	Any station
248	Dixon	Daily		Berkeley
	Richmond, Suisun-Fairfield and Dixon	Daily	Woodland	
18	Dixon	Fri. Sat. & Sun.		Berkeley
28, 14	Oleum, Selby, Suisun-Fairfield, Elmira, Dixon	Daily	Ogden	
88	Richmond, Oleum, Selby, Suisun-Fairfield, Elmira, Dixon and Davis	Daily	Sparks	
20	Suisun-Fairfield, Elmira and Dixon	Daily	Woodland	
10	Oleum, Selby, Elmira and Dixon	Daily	Roseville	
10	Elmira, Dixon	Daily		Any station
10	Cygnus	Saturday and Sunday		Berkeley

#### WESTWARD MARTINEZ SUBDIVISION 3 Time Table No. 240 FIRST CLASS 223 21 27 25 19 229 243 55 51 17 241 261 101 247 87 16 September 9, 1945 Streamline City of San Francis San Francis Pacific Limited 0w1 San Josquin Oregonian Fast Mall El Dorado Klamath Challenger West Coast Cascade Governor Governor Passenger Overland Limited Arrive Daily Ex. Sunday and Holidays Arrive Arrive STATIONS Arrive Daily Arrive Daily Arrive Daffy Arrive Dally Arrive Daily SAN FRANCISCO 6.50AM 7.20AM 9.20AM 9.20AM 9.50AM 9.50AM 10.50AM 10.50AM 2.50PM 5.50PM 5.50PM 6.50PM 7.50PM 9.30PM 10.20PM 10.50PM 92.0 6.30 OAKLAND PIER 7.30 9.10 10.00 88.5 6.30 7.00 9.00 9.00 9.30 9.30 10.30 10.30 2.30 5.30 5.30 10.30 TO-R OAKLAND PIER 7.24PM 2.15PM 5.23PM 5.23PM 6.15PM 8.55PM 9.40PM s 10.22 PM 88.5 6.05AM 8 6.45AM 8.35AM 8.45AM 9.10AM 9.23AM 810.10AM 810.15AM (TO-R WEST OAKLAND) (87.5) OAKLAND (16th Street) 5.56 6.35 8.26 8.35 9.03 s 10.02 18:83 2.08 5.16 5.16 6.08 7.17 8.48 8 9.32 10.14 86.5 9.16 SHELLMOUND 85.0 7.06 BERKELEY 5.06 5.55 9.17 8 1.52 5.03 8.34 10.01 82.8 5.38 6.20 8.10 8.20 8.50 9.05 8 9.47 9.54 1.38 4.50 4.55 5.40 6.55 8.21 8 9.02 9.46 5.20 7.55 8.06 8.39 9.32 9.40 RICHMOND 77.0 5.47 8.55 SAN PABLO 75.4 SOBRANTE 72.2 5.24 6.42 8.07 69.0 5.02 5.27 7.41 7.51 8.29 9.25 1.27 4.35 4.43 8.46 9.30 TO PINOLE 8.44 9.16 4.50 4.18 8 4.33 5.09 6.33 7.57 8.35 9.20 CROCKETT 7.40 8.20 9.05 1.17 63.1 5.17 7.30 8.36 9.14 8 4.27 4.58 PORT COSTA 4.08 9.08 8.32 59.0 OZOL 8 4.21 4.50PM 6.23 7.41 PM 9.02 4.32 7.23 AN 4.02 MARTINEZ 57.4 4.56 7.15 8.10 8.26 8.50 8.54 1.05 8.20 4.10 8.48 BAHIA 51.0 4.18 4.47 7.02 8.16 8.32 8.39 12.54 3.47 6.11 8.03 4.00 TO-R SUISUN-FAIRFIELD 40.1 4.00 4.36 6.50 7.54 8.04 8.22 8.27 12.44 3.37 6.00 7.52 8.37 3.47 5.47 8.22 3.44 7.39 **ELMIRA** 29.6 4.26 6.34 8.14 3.22 7.53 8.09 12.33 8 3.38 21.5 3.32 7.38 8.05 3.12 5.37 7.30 8.12 4.18 6.23 7.45 8.00 12.25 TO-R DAVIS 3.20 3.28 3.00 5.27 8.00 8 10.50PM 7.20PM 13.4 4.10 6.12 7.30 7.36 7.50AM 7.55 8 10.40AM 12.15PM 3.20 WEBSTER 8.6 3.07 4.05 6.02 7.25 7.30 7.47 2.50 5.20 7.50 10.42 10.32 Sacramento Northern Ry. Crossing 2.1 TO-R SACRAMENTO 5.50M 2.40PM 3.10PM 5.10PM 2.55AM 3.55AM 7.35 AM 7.40PM 10.30PM 0.0 7.15AM 7.20AM 10.204 Leave Sunday and Holidays Leave Daily Ex. Sunday and Holidays Leave Leave Daily Leave Daily Leave Daily Leave Daily (88.5)Leave Daily Leave Dally Leave Daily Leave Daily (2.13) (1.25) (2.42)

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

RULE 5. Schedule time and train-order time at stations between Oakland Pier and Sacramento apply at station sign.

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

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

Automatic train control westward track from 100 ft. east of Signal 357 to Martinez.

When Signal 347 displays yellow aspect, trains must not exceed 15 MPH from this signal to track magnet located 1250 feet east of Signal 337 SA, opposite white mark on bridge.

No. 21 reduce speed to 10 MPH at Richmond to dispatch mail.

No. 9 reduce speed to 15 MPH at Suisun-Fairfield to dispatch mail.

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

No. 229 stop at San Pablo Monday, Wednesday, Thursday and Friday.

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

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

	Train	At	Frequency	(or beyond)	(or beyond)
	21 27 27	Any Station	Daily		Ogden
п	27	Dixon, Suisun-Fairfield	Daily		Reno
		Elmira, Martines, Selby, Oleum, Pinole, Richmond	Daily		Sacramento
	87	Davis, Dixon, Elmira, Suisun-Fairfield Selby, Oleum, Pinole	Daily		Reno
	23	Crockett	Daily		Portland
	229 229	Cygnus	Daily exe. Sun. and Hol.	Any station	Suisun
H	229	Selby, Oleum, Rodeo, Hercules, Giant, Certainteed Pro. Co. (San Pablo)	Daily exe. Sun. and Hol.	Any station	Any station
н	243	Rodeo	Sun, and Hol.	Any station	Any station
	55 17	Selby, Oleum, Rodeo	Daily	Any station	Any station
	17	Dixon	Daily		Red Bluff
	241 261	Oleum, Rodeo	Daily	Any station	Any station
п	261	Webster, Mikon, Swingle	Daily	Any station	Any station
				equilibries and	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Destined to

NAME	Mile Post	Capac- ity
meryville araffine lockyards lege lant (Spur) lege lant (Spur) leum (Spur) leve (Spur) lev	6.6 7.4 7.8 13.1 18.9 23.8 25.5 26.3 27.5 30.1 32.2 33.8 440.1 42.2 43.2 43.2 45.1 9.5 9.6 9.7 9.1 86.3 88.3	19 PP 22 PP 95 PP 61 PP PP PP PP PP 14 78 P 13 20 17

	EASTWA	ARD					MAI	RTINE	Z SUBDIVISION					WES'	<b>FWARD</b>				
4	DAGIWA		HIRD CLAS	16			TI II			11				TH	IRD CLAS	S	0.00	VI TIGH	17-11
Capacity of	117 241	476 Freight	412 Freight	442 Freight	410 Freight	464 Freight	470 Portland Freight	Francisco	Time Table No. 240 September 9, 1945	Distance from Bacramento	600 Sacramento Division Freight	465 Freight	471 Oakland Freight	602 Sacramento Division Freight	475 Freight	604 Sacramento Division Freight	411 Freight	P/O malife	Spell .
sidings in ear lengths	gladertein (SSESSEE)	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Ban	STATIONS	Dist	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	mid to	
		War o		Inde.d	TO BOYLE A	Y FIOR	Till oa	0.0	SAN FRANCISCO	92.0	The second	9105.				3 1 1 8 1 1			
		101.00	0857	7.5	11. no.	11 300	1.04	3.5	OAKLAND PIER	88.5		(10)	100		0 6187				
BKWIP		H 54.0	N REPUT	THE LO	CHIES.	1000	10001	3.5	TO-R OAKLAND PIER	88.5		P. Ingh		1	W. 4				
BKWO		11.45 PM	9.45PM	9.30 PM	5.45PM	9.00 AM	2.00AM	(4.9)	(TO-R WEST OAKLAND)	(87.5)		2.00PM	12.30PM		1.00AM		2.00AM		
ITYP IP	17 TO 17 TO 18 TO	ALL B	I TRLY		1 62.2	11.513	THE PROPERTY.	5.5	E. 2.0 - W. 1.0 - CAKLAND (16th Street) - E. 1.5 - W. 1.5	86.5	20.4	1 6	1 78		4,11,00				
IP								7.0	TO SHELLMOUND E, 2.2 - W. 2.2	85.0									
P	10.64 5749	44.00	THE AREST	17 EE 0	X 7 - 40-4	97 160.7		9.2	BERKELEY E. 5.8 – W. 5.8	82.8	05.1	100		1 7 50	B P   68				-
P	COLUMN TO ESPE	00,80	M. Acco	31 (35-2	14.	17 172		15.0	RICHMOND E. 1.6 – W. 1.6	77.0	0	1 101							-
WP								16.6	SAN PABLO E. 3.2 – W. 3.0	75.4								Rhy	
P								19.8	SOBRANTE E.3.2-W.4.1-	72.2									
E 105 W 95 P	0.00	710.8	THE RELA	16.1	1 100	The last		23.0	TO PINOLE E.5.9 - W.5.7	69.0	1.0%	1.75			1303	4			
P	DE 8 1 2408	TET	WE GLO	1 404	1	Lin Riv		28.9 29.0	CROCKETT E. 2.1 – W. 2.1	63.1	1.094	0 ×.	- 00.			N 19 / 19			-
ВКЖОТР	TOLIN III			Ect	1 72.	4.00 PM		31.1	R PORT COSTA E.1.9-W.2.4	61.0		7.00AM							-
M116 P								33.1		59.0	-				10.05.00		11.40	- 17	-
WIP	TELESCO - LEGISLA	1.30AM	11.45PM	10.55	7.45PM	7 50,	3.45	34.7 31.7	TO MARTINEZ E.5.7 - W.7.2	57.4			10.40AM	- 00	10.35 PM		11.40PM	-	-
M 118 WP	Para I Tena				63.1		11 34	38.0	E. 10.1 - W. 10.6	51.0	1		- 00						-
Yard Limits E 83 W 87	782 827	2.15	00.0	11.35PM	000	00.	4.25	48.9	TO-R SUISUN-FAIRFIELD	40.1	8 ch 80.		10.00	9 00	10.00	48 4.08		CALACHER	
BKWOYP M 88 WYP	Fred Fred		THE TALL		72-3			59.4	E. 11.9 – W. 10.0 – – – ELMIRA	29.6				9 950	(6)	2 4 11		177	
M 74 WP	TECH WOOLS		TAR.		L. John J.	(F) (E)	- Willer	67.5	E. 8.1 – W. 8.1 – DIXON E. 8.8 – W. 9.1	21.5	1 80		14	5 TR.	1 36			W. Trans	-
Yard Limits E 80 W 81	blam I mod M	3.30	A 1800 A	12.20AN	Dis. (	4/ 00	5.30AM	75.6	TO-R DAVIS	13.4	6.20A	A	9.004	2.10PM	8.30	11.20PM		HIVAG	
KWIYP			Tibe a			11 60		80.4	E. 4.5 - W. 3.8	8.6	1 28		5.0	a	b- YC	S. Hamb		513/12/2	
M 96 P								86.9	Sacramento Northern Ry. Crossing	2.1						71.00	To be palicy	THE PARTY	
P BKW		4 20/		12.45AN	100(0)	Part Sa		89.0	TO-R SACRAMENTO	0.0	5.55 AM	4	South	1.45PM	8.00PM	10.55PM	The Paris	o triblinged	A A S
OTIP		4.30 AM	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		(E. 83.4) (W. 88.5)	444	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	- 0.00	
	Children Children	(4.45) 18.71	(2.00) 15.52	(3.15)	(2.00) 15.52	(7.00) 3.78	(3.30)		Time over District		(0.25) 32.16	(7.00) 3.78	(3.30) 21.03	(0.25) 32.16	(5.00) 17.50	(0.25) 32.16	(2.20) 13.28		

RULE 5. Schedule time and train-order time at stations between Oakland Pier and Sacramento apply at station sign.

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

When Signal 328 displays yellow aspect, trains must not exceed 15 MPH from this signal to track magnet located 550 feet west of Signal 332 SA, opposite white concrete marker block.

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

When Signal 347 displays yellow aspect, trains must not exceed 15 MPH from this signal to track magnet located 1250 feet east of Signal 337 SA, opposite white mark on bridge.

See page 3 for additional stations between Oakland Pier and Sacramento.

EASTWARD	MAR	TINEZ SUBDIVISION WE	STWARD
To the		Time Table No. 240	8
Capacity of sidings	Mile Post Location	September 9, 1945	Distance from Esparto
in car lengths	Mile	Winters Branch	Dista
110		STATIONS	
WY P	59.6	ELMIRA E.4.1 – W.4.1	30.3
	63.7	TO VACAVILLE	26.2
WT 20	76.0	TO WINTERS	13.9
W	89.9	TO ESPARTO	0.0
148.4		(30.3)	

ADDITIONAL STAT	IONS	
NAME	Mile Post	Capac-
Winters Branch Hartley(Spur) Norton(Spur) Citrona	68.5 80.3 82.8 83.6 86.8	6 13 3 7 31
Napa Branch Subeet(Spur) Thomasson(Siding)	47.9 46.2	14 26

EASTW	ARD		MAR	TINEZ SUBDIVISION	ALC: N	WEST	WARD
	SECOND	CLASS	100	Time Table No. 240	Talk i	THIRD	CLASS
Capacity of sidings in car lengths	438	440	Post	September 9, 1945	Distance from Napa Jet.	439	441
sidings in	Freight	Freight	Mile Post Location	Napa Branch	Distanc	Freight	Freight
	Leave Daily	Leave Daily Ex. Sunday		STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
Yard   BK 101 Lmt.   WOYP	9.30AM	2.00AM	50.5	TO-R SUISUN-FAIRFIELD	13.3	1.50PM	5.50PM
39 WP	9.45	2.15	44.8	CORDELIA E. 3 8 – W. 3.7	7.6	1.35	5.35
28 P	9.55	2.25	41.0	CRESTON E. 3 9 – W. 3.6	3.8	1.25	5.25
Yard Limits WYP	10.10AM	2.45AM	37.2	TO-R NAPA JCT.	0.0	1.10PM	5.15 PM
		Arrive Daily Ex. Sunday		(13.3)		Leave Daily	Leave Daily Ex. Sunday
		(0.45) 17.73		Average Speed per Hour		(0.40) 19.80	(0.35) 22.80

				EAST	WARD					M	ARTINEZ SUBI	DIVIS	ION				WESTW	ARD	BESS .		5
	Т	HIRD CLAS	38	WINE	-	FIRST	CLASS		No sta Til	88	m: m 11 N	040	<b>B</b>			FIRST	CLASS	LID TRUIT	TI	IIRD CLA	ASS
Capacity of sidings in car lengths	AMT .F	412 Freight	410 Freight		PEA PARTIE	405	26 owl	56 Passenger	52 San Joaquin	istance fro un Francis	Time Table No September 9, 19		Istance fro	25 0wl	55 Passenger	51 San Joaquin		160	411 Freight		75. 151.764 161.164
18 1-	dynan	Leave Daily Ex. Sunday	Leave Daily			200 V 10	Leave Daily	Leave Daily	Leave Daily	₩.	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday		
WIP SE	1 1 1 2 1 2	11.45	7.45PM			grazia.	6.57PM	10.20AM	9.44 AM	34.7	TO MARTINEZ	) =	47.5	s 7.18AM	8 4.46P	8 7.35PM			11.40PM		
E P	100	12.05 A	7.49				7.00	10.23	9.47	36.0	■ E.1.3 — W.1.3 - MOCOCO	}};	46.2			- Hami					7 1110
64 YP		12.30	7.55			100	7.04	s 10.27	9.50	38.1	를 TO-R AVON	1	44.1	7.12	s 4.39	7.30	-		11.30		-
Yard Limits N82 S116 WY		1.00	8.05	W. F. Page	er ac		7.09	f10.32	9.54	41.3	E. 2.5 - W. 3.9	,	40.9	7.07	8 4.32	7.25			11.05		-
50 P	AUST ST	1.10	8.15	ANTE PER PE			7.20	10.37	9.59	44.8	E.3.9 - W.3.1-	17/13	37.4	7.01	4.27	7.20			10.43	7	
86 BW	P	1.45	8.45	reserved to	05.00	-	7.32	s10.43	s 1 0.05	48.9	TO-R PITTSBURG	Yakani.	33.3	s 6.54	s 4.20	s 7.14			10.35		Perm
55 Y	P	1.52	8.52		kn or	BO.E.	7.39	10.51	10.10	50.8	LOS MEDANOS		31.4	Activi	0.0						
64 P		2.00	9.00		00.01	ac t	7.42	s11.02	10.14	53.5	TO ANTIOCH	out l	28.7	6.40	s 4.01	7.04			10.01		1
78 P		2.10	9.10	ON, LIES S			7.49	11.08	10.18	57.3	E.3.7 — W.4.0 = NEROLY	APPEN	24.9	6.34	3.56	7.00			9.53		14.0
52 WP	E on e	2.35	9.20	8-11	40.0	TAL 1	f 7.58	s11.17	10.25	61.7	TO BRENTWOOD E. 4.7 - W. 5.2	alla more	20.5	6.27	s 3.51	6.55			9.45		227.
84 P 46 P	-129115	2.47	9.30		PESSE		8.08	s11.26	10.32	66.9	TO BYRON E.5.2 - W. 4.8 -		15.3	6.18	s 3.44	6.49			9.30		14
46 P		3.00	9.42		6.1.9	OF-L	8.16	11.33		71.6	HERDLYN E.3.9 - W. 4.1-	14230	10.6	6.10	3.36				9.20		
42 P	0.000	3.15	9.50		90.6	06.1	8.21	11.39	10.43	75.7	E.3.4 - W.3.4 -	ATTAON	6.5	6.05	3.31	6.40			9.13		18 1
Tracy yard BKWOTYP		3.25 AN		100	00.0		8.25 8.32PM	11.44	10.47	79.1	B.3.1 - W.2.9 -		3.1	6.00	3.26				9.07		1,000
DAWOTTE	3000	Arrive Daily	Arrive Daily						s 10.55 AM	82.2	(TO-R TRACY	All Varia	0.0	5.55 AM	3.21 PM	6.33PM			9.00PM	_	
	-	(3.40) 12.95				-	Arrive Daily	Arrive Daily	Arrive Daily	08	(47.5)			Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday		
		12.95	(2.25) 19.65		ern .	12.23	30.00	(1.30) 31.66	40.14	64	Time over Distric	tour		(1.23) 34.33	(1.25) 33.53	(1.02) 45.98			(2.40) 17.81		57- 1
EASTWA		MART	INEZ SUBDIVI	ISION	WE	ESTWARD	EASTV	WARD	MA	RTINE	SUBDIVISION	WE	STWARD	EASTV	VARD MA	RTINEZ SI	UBDIVISION V	WESTWARD	ADDITIO	NAL STATIC	ONS
	SECOND	M 44	Time Table	No. 240		THIRD	ba a	SECON	P	Time	Table No. 240	Towns	THIRE	9.704	Harri	Time '	Table No. 2	40	NAME		Mile Capa Post ity
Capacity of sidings in	438	Post	September 9	9, 1945	from	439	Capacity of	of 440	Post	12 1 3	eptember 9, 1945	E E	441	Capacity of sidings in	E A	Sep	tember 9, 1945	Pance fro	Tracy Lin		
car lengths	Freight	Mile	Schellville I	Branch	Distance fro	Freight	sidings in	1	Mile P	013	Spiritable 1	Distance fron	Freight	car length	Mile	San	Ramon Branch	Distar	Nichols Shell Point Jersey	(Spur)	43.0 61 46.8 48 55.0 32 56.0 24 59.4 13 69.9
					_ A					1 100	Napa Branch	Dis	T. C. G.	1. 1.000	1 26.51		STATIONS		Newlove Arbor Byron Hot Sprin	· (Spar)	43.0 61 46.8 48 55.0 32 56.0 24 59.4 13
	Leave Daily		STATIO	NS		Arrive Daily		Leave Dai Ex. Sunda	y	FRIL	STATIONS	profes	Arrive Dai Ex. Sunda	у		TO-R	AVON E. 4.3 - W. 4.6	29.7	Schellville Br	10.1	69.9
Yard Limits 38 WYP	10.30AM	37.2 TO	R NAPA JO	CT.	11.3	12.50	30 11 1		AM 37.2	TO-R	NAPA JCT. E. 7.7 - W. 8.4	34.5	5.15		P 42.5	TO I	CONCORD 8.3.3 - W.3.2	25.3	Buchli	. (Spur)	42.2 7 45.7 10
68	10.35	38.0	LOMBAS E. 3.0 - W	RD	10.5	12.45	Yard Limi 50	ts W 4.00	45.5	то	NAPA E. 2.9 — W. 2.4	26.2	4.45		45.8	Sacramen	AS JUNTAS to Northern Ry. Crossin	ng 22.0	Nana Brane	ch	42.8 21
Yard Limits		40.7	BRAZO E. 7.8 – W		7.8	See See	30	4.10	47.8		UNION E. 6.3 — W. 6.0	23.9	4.00		P 48.2	TO WA	S. 2.3 — W. 2.5 —— LNUT CREEK S. 6.5 — W. 6.6 ——	19.6	Rocktram Imola Oak Knoll	.(Spur)	44.2 3 50.2
Y	11.10AM	48.5 TO	R SCHELLVI	ILLE	0.0	12.10	-	4.30	54.0	то	YOUNTVILLE E. 17.8 - W. 17.7	17.7	3.40		54.8		DANVILLE B. 3.3 — W. 3.1 ———	13.0	Oakville Rutherford Zinfandel		59.4 20
	Arrive Daily		(11.3)			Leave Daily	Yard Limi 21 BK	7.00	AM 71.7	TO-R	CALISTOGA	0.0	2.00	PM 27	57.7	5	AN RAMON	10.1	Thomann		62.1 40 63.6 22
			TANK DEFE					Arrive Dai Ex. Sunda			(34.5)		Leave Dai Ex. Sunda		63.6	I	OUGHERTY E. 2.7 - W. 3.0	4.2	KrugBarroBale.	(Spur)	64.5 65.3 6 67.5 6
	(0.40) 17.25		Time over [ _Average Speed			(0.40) 17.25		// //		-	District		(0.45)	- F	66.4		ASCO E. 1.5 — W. 1.2 ———	1.4	Bale Larkmead Maple	. "	68.3 6
	7. 14.99							(4.15) 8.10		Ave	me over District		(3.15)	≥ ( 13	7P 67.8	TO Wester	rn Pac. R. R. Crossings RADUM	0.0	San Ramon Br	. (Spur)	41.0 2
EASTWAR	D MART	INEZ SUBI	IVISION WE	ESTWARD	EASTWA	RD MART	INEZ SUE	DIVISION	WESTWAR	DIII				- Taye			(29.7)		Hookston		45.1 17 52.6 17
		Time Ta	ble No. 240	п п					TI TI					3 77.1-	RULE 5.	Schedule	time and train o	orders at Moc	oco apply at end ons at Port Chica	of double	track.
Capacity of sidings in	Hon		ber 9, 1945	e froi	Capacity of	Host I		able No. 2 mber 9, 194	E					sw	iten nortn	siding, and	for eastward tr	aing anniv at.	east switch south	n siding	North
car lengths	Mile		o Branch	Distance fro	sidings in car lengths		1	lon Branch	Distance					Sic	ling is firs	t track nort	th of main track station side).	(on bay side	), and South sidi	ing is firs	t track
-			TIONS	_ ^ ^		12.00		ATIONS	=						RULES	86 and 93.	Third class tre	ains, extra ti	ains and engine of Nos. 51 and	s, except	trains
Yard Limits 38 WYP	37.2 TO	O-R NAI	A JCT.	7.1		48.8		ST NAPA 1.0 - W. 2.0 -	2.0					10	minutes a	nd must be	clear of main tra	ack and insula	ted joints at mee	ting and	passing
21	34.4	FLO	- W. 2.8	4.3	30	50.8		UNION	0.0					po	IIIUS TOF INC	os. 51 and 52					
Yard Limits	30.1 TO		LLEJO	0.0				(2.0)							-	ADDITIO	NAL FLAG STOPS T	O RECEIVE OR D	ISCHARGE REVENUE	PASSENGER	
WT	CEASING TO SECURE							V=/								4 FRID	D.F			and   Erom //	

6	EASTWARD			L	OS BANOS S	UBDIV	ISION	1000		WESTWAR	D	CISE WY					
escate or	FIRST CLASS	vira termina							FIRST CLASS	T	HIRD CLAS	S	EASTWA	RD LA	THROP SUBDI	VISON W	ESTWAF
Capacity of sidings in car lengths	114		26 owl	Distance from San Francisco via Antioch	Time Table September		tance fr	Presno	5 wt	403 Freight	405 Freight	401 Arrive Daily	of sidings lengths	Mile Post Location	Time Tab	er 9, 1945	40 Hot som
			we Daily	Sar	STATI	ONS	Dis	Arrive	Daily	Arrive Daily	Arrive Daily	Freight	apacity in car	N S		Branch	Dista
( BKW			3.40PM	82.2	-,		120	s.2 s 5.	45 AM	7.00AN	3.00PM	11.00PM	Yard Limits	100 100	STAT	TIONS	
ОТҮР			3.46	84.9	W. P. R.R.	W. 2.9 — Crossing	123		OM E TEN	LET OF LEGAL			BKWOYP	103.3	E.1.8-	W. 1.8 ——	3
52 P			3.50	87.9	E. 2.9 -		120	-	30	6.43	2.40	10.41	11	105.1	RO	MA W. 5.7	3
52 P	1001		3.56	92.6	E. 4.8 VERNA	W. 4.8 —	111		22	6.35	2.30	10.32	38 P	110.7	LOCK E.19.5	EFORD - W.19.3	3
43 P	3 48 01	0.374		96.4		W. 3.7 —	112		THE PARTY	THE REAL PROPERTY.			Yard Limits 17 P	130.2	TO VALLEY	SPRING W.12.5	
103 WP	88.01	9	9.05	100.4	TO WEST	LEY	108	8.0 5.	12	6.23	2.17	10.20	Yard Limits YWP	142.6	KENTUCI	Y HOUSE	1000
52 P			9.16	107.4	TO PATTE	RSON	101	1.0 f 5.	03	6.12	2.05	10.09		1 12	(3:	9.3)	
50 P		9	9.23	113.2	CROWS L	ANDING	98	5.2 4.	55	6.03	1.55	10.00	FACTIVA	DD 74	THROP SUBDIV	TETON W	FSTWA
47 P	1 4 5 P 1	T. Dorr	32.5	117.3	E. 4.1 — TIMI —— E. 1.9 —	BA	91	1.1	100 100	" 80,1 x 1 88.7"			EASTWA	II LA		The state of the s	
55 WP		1 1	9.35	119.5	TO NEWN	MAN	81		47	5.53	1.45	9.35	ding	# -	Time Tab		10
50 P		1 9	9.43	123.5	TO QUST	INE	8	4.9 f 4.	40	5.47	1.39	9.24	of sic	le Post	i	er 9, 1945	_ 1
67 P	00.0	9	9.51	129.3	INGO	MAR	71		32	5.38	1.30	9.15	pacity in car	Mile	Lodi	Branch	
53 P	1 21 2 1 1 1 1 1 1 1 1	trans.	9.58	135.6	WOL.	TA W. 5.1—	7:	1 00	25	5.28	1.20	9.06	Capa	1 608	STAT	TIONS	
BO Yd. Lmt. BKWOYP	1 90.0	s 1 C	0.15	140.4	TO-R LOS B	W.7.7	61		19	5.20	1.12	8.59	BKW OYP	103.3	TO-R C. C. T. C	DI Co. Crossina	2
52 P	3M00 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10	0.27	148.3	E.4.7				04	4.57	12.50	8.45	3	105.8		W. 2.5	
101 P	All of the		0.35	153.0	TO DOS P	W. 6.4 -			58	4.50	12.43	8.38					
40 P			0.44	159.8	E. 6.0-				.50	4.39	12.33	8.29			(2	2.5)	
103 WP	1 3 3 1		0.52	166.2	TO FIREBA	W.4.6-			.43	4.24	12.23	8.19					
43 P 89 P			0.59	170.8	E. 3.6	W. 4.0 -		-	.37	3.59	12.15 12.09M	-	MODEL	Plante.	PRINTERNA	Year U	
41 P			1.05	174.5	TO MEND	W.7.0-			.22	3.48	11.584		0 2015	Mary .	ADDITIONAL STA	TIONS	
44 P	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1.15	181.9	R ING	W. 2.7 -			.19	3.44	11.54	7.51			NAME	Mile Capa Post ity	10-
111 Yd.Lts			1.19	184.5	TO-R KER	W. 8.9 -			.10	3.304					HAME	1001	
581 WYP			1.35	196.7	E. 3.6 -	W. 3.3 -			.04			Mary Comme	Company.		Banos Line	93.5	
Fresno yard			1.55PM	208.4	TO-R FRES	W. 11.5 —	700		.45AM		To de la constantia	771	1110	Solyo Vanor	mer	93.5 94.9 104.8	
ВКЖОТУР			rive Daily	208.4	(126				Daily	Leave Daily	Leave Daily	Leave Daily		Linora	(Spur)	126.9 47	
01 1 00								_					133.0	Brito.	o(Spur)	141.6 9 149.6	
		rye is w	(3.15) 39.34		Time over	ed per H	lour	1 2	2.07	(3.30)	(3.20)	(3.22) 32.91	20	Benite	ia(Spur)	169.0   25	
EAS	TWARD	T I	LOS BA	Nos	SUBDIVISION		3		WEST	WARD			214	Pratte	on(Spur)	202.5 20 205.3 21	P
							- 1		THIRD CLASS	Service Transfer	A Person			West	Biola Line Acres	206.0 4	
Capacity of		from	Time	Tab	le No. 240	Distance from Fresno Yard	403	405	401					Victor	odi Branch	107.1 66 114.7 25	
sidings in car lengths		Distance from San Francisco via Antiloch	S	eptemb	er 9, 1945	stano	Freight	Freight	Freight	and the	1000			Walla	nts	120.8 35	P
car lengths		San		STAT	IONS	P. P.	Arrive Daily	Arrive Daily	Arrive Daily					Norva	na(Spur)	104.1 41	P
N111 YdLts S81 WYP		193.0	TO-R			18.2	3.30 AM				- 411 07		DITAN TOO	Macn	der	139.0   11	<u></u>
S81 WYP			то		MAN - W. 6.5	10.7	3.17	11.27	7.25								
E( IP		208.6	10		W.8.0	2.6	3.00	11.10	7.08	HCL Priceson		"This "	82		Autote E	WEST.	Ph P
BKWP		211.2	TO-R	-E. 2.6-	W.2.6	0.0	2.50AM			to park asked		ADDITIONAL F	LAG STOPS T	O RECEIVE	OR DISCHARGE RE	VENUE PASSEN	IGERS
updemed tree	Charles and the will that he was the		july in		3.2)		Leave Daily	Leave Daily		BEGIVANE.	Train		At		Receive or Discharge	To (or beyond)	From (or beyo
		200 Ed 1 10 Ed	т	Ime ove	r District		(0.40) 27.30	(0.40) 27.30	(0.38)		26 25	Solyo, Firebaugh Mendota, Kerr Solyo	man		Receive and Discharge	Fresno Tracy	Martine
	The state of the s	To annual transfer	Aver	age Sp	ed per Hour		27.30	27.30	28.72		25	DOLYO			totelve and Discharge	1.207	1

			CLITA	W LON W	EASTWA	RD			) Propi	STATE OF	LA	ATHROP SUBDIVISIO	N			10000	WESTW	ARD	de militare		1117
	Militaria	T	IIRD CLAS	S			F	RST CLAS	8	BO AM A	MATE	Ti T-11- N- 040	000		F	IRST CLAS	56		TH	IRD CL	ASS
Capacity of sidings in ear lengths	Projett	421 Freight	425 Freight	423 Freight	454 Freight	attended of the	261 Passenger	56 Passenger	52 San Joaquin	59 West Coast	Distance from San Francisco Via Niles	Time Table No. 240 September 9, 1945	stance from Brighton	262 Passenger	55 Passenger	51 San Joaquin	60 West Coast	712	455 Freight		-01-02
	MER. II	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	R01.0	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.00	STATIONS	ā	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday		a.
acy yard KWOTYP					2.35 AM			12.05 PM	11.00AM	pal Aurali	70.8	TO-R TRACY E. 7.5 - W. 7.5	62.4		s 3.01 PM	8 6.27PM			8.00PM	Tall!	91
IP	\$1.11	BIE	7.00		63.0 8		98.6	EC.39	T-201	AN	78.3	SAN JOAQUIN RIVER DRAWBRIDGE	54.9	442.35	15 0 1						1
W 7 Fresno5 WYIP	9	11.25PM	3.30PM	7.15AM	3.05	10,0	6.35PM	s 12.25 PM	11.17AM	6.45AM	81.5	E. 3.8 – W. 4.1 ——————————————————————————————————	51.7	10.45AM	2.41 PM	6.10PM	9.12PM		7.30		
WYIP		1.3.3	0.00	1.10	3.03	364 20					87.7	E. 5.6 - W. 5.3 -   9	45.5	701.00	10.00		-0.19				_
BKWO	****	11 500	2.55		2 20 11		8 6.50 7.10			s 7.00 7.20	707/6	T. S. Ry. Crossing E. 3.2 – W. 3.2	42.3	10.30 s 10.15			s 9.00		7.00PM		181.4
ITYP	-	11.50PM	3.55	7.35	3.30AM		7.10	At Wa	-	7.20	90.9	TO-R STOCKTON E. 1.4 - W. 1.4 STOCKTON TOWER No. 4		810.15	00.00				7.007		
IP W									100		92.3	W. P. R. R. Crossing E. 1.6 — W 1.6	40.9								20_
P	05.01	BE E	06.8.			5.30	65,3,6	27.00		4	93.9	E. 1.1 - W. 1.1 - End of Double Track	39.3	RK-81-4	No.9-						
25 P	-80.01	SE C.	212	1 1000	-	AC. 0	1	20.8	5 10 11 1		96.6	E. 1.3 - W. 2.5 - CASTLE	36.6	05-4-1	10.01			-1,0,70			i day
25 P	-62.02		10.8		Jan 1997		f	- 00000			100.2	E.3.7 – W.3.7 — ARMSTRONG	33.0		22.01						
rd Limits BKWOY	P	80-8	50.0			75.0	s 7.35	03.0	18.55	s 7.45	103.3	E. 1.7 – W. 2.5 – C. C. T. Co. Crossing	29.9	s 9.55	150,000		s 8.35				422
25 P		65.7	55.8			00.0	f 7.41	61.0	1.75		106.2	E. 4.0 - W. 3.2	27.0	f	08.011						
26 P	-00 p		3.0.6	TI PART		4104	128.52	3,06	13.0	1330	109.5	FOREST LAKE	23.7	f as s	C#.01						4
rd Limits 5 WYP			D. B.			A	s 8.05	001		s 8.05	111.7	E. 2.5 - W. 2.9 - S	21.5	s 9.35	AATI.		8.20				80.8
5 P							f				115.5	NEED E. 4.8 - W. 4.8 - 0	17.7	f							
28 P	AE H	- FO-SA	ue e			CE P	f				119.5	McCONNELL E. 2.4 – W. 2.5	13.7	f	-15.11						
35 P	81.8	5,5,5,5	OR A			65.6	8 8.25	PAIR		8.24	122.9	ELK GROVE E. 2.9 — W. 2.9 MEADOWS	7.5	s 9.15	100.00		8.05				- 4
37 WP							f 8.40			8.32	129.0	FLORIN	4.2	s 9.03	35.00		7.57				49.00
, IP	10.07	ELEL	15.5			554.5	113 111	410	7.51		132.0	E. 3.8 – W. 2.6 – POLK	1.2	OF E	90.11						
138 WI	P	20.81	25,5			0.10	108.11	4.15	0.0%	AC	183.2	E. 1.5 – W. 1.5 – BRIGHTON	0.0	188 5	-6.7-						
(	26.1	1.05AM	5.00PM		O AND EL	VAS FOR I	NEORMA	TION ONL	V SER SA	CRAMENT	190	SION TIME-TABLE FOR TRA		8.55AM	ETWEEN	SACRAME	NTO AND	BRIGHTON.		-	-
	25.00	1.25AM	5.20PM	9.10AM	O AND EL	VAS FOR I	9.00PM	TON ONE	I. OLD OR	8.47 AM		E. 2 9 - W. 2.3 -	1	8.50AM	BIWEEK	CHOKILIZ	7.43PM				
-	PET	1.25	5.20rm	9.10 AM		200.0	9.10PM	ORE	12 11	9.00		E. 2.9 - W. 2.9 SACRAMENTO	E.I	8.40AM	87.83		7.30PM				
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	AJOH	19		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday		
		(1.40) 31.02	(1.30) 34.46	(1.35) 32.65	(0.55) 21.93		(2.20) 22.16	(0.20) 32.10	(0.17) 37.76	(1.55) 26.97		Time over DistrictAverage Speed per Hour	36.1	(1.50) 28.20	(0.20) 32.10	(0.17) 37.76	(1.22) 37.82		(1.00) 20.10		
E	ASTWARD	LA	THROP SU	BDIVISIO	N WE	STWARD	EASTW	ARD LAT	HROP SUI	BDIVISION	WEST	WARD	TAIL WANT	Les Caret	and the second			ADI	DITIONAL STA	TIONS	
dings	THIRD	Ti		le No. 24	10	THIRD	dings			able No.	100000	Nos. 26 but will use	2 and 60	will not sto	p at statio	n at Lathro	p	NAI		Mile Post	Capac-
Capacity of sidii in car lengths	454 Freight	Francisco	Septembe		Distance from Montpellier	455 Freight	Capacity of siding in car lengths	Mile Post	Septe	mber 9, 1940	5	No. 60 dispatch ms	reduce s	speed to 15	MPH at I	Elk Grove t	0	Brighto			-
Capaci	Leave Daily	San San Via			Dieta	Arrive Daily	Capaci	E K		ne Branch			reduce si	peed to 15 M	IPH at Aca	mpo and El	k	Banta Winship	(Spur)	73.9 76.8	77 P
ockton	Ex. Sunday	100 121 124 W	STAT	2000000		Ex. Sunday		=======================================		TATIONS		Nos. 55	and 56	stop at Bar	nta, when i	necessary, t	0	Banta Winship French Cam El Pinal Tomspur Urgon	(Spur)	86.1 92.7 98.1	77 P
yard WOITY	4.00 AM	90.9 TO-R	W. P. R. R C. C. T. Co E. 12.7	. Crossing	48.9	6.30PM	Yard Limits 175 WYP	111.7		GALT 5.0 - W.5.0 -	70 70	27.1 exchange ma						Oakdale	Branch	117.5	39 P 19 P
yP	4.30	103.8	E. 12.7 - PET E. 18.8 -	W. 13.0	36.0	6.00	Yard Limits WTP		C. C. E. 2	T. Co. Crossing 1.9 – W. 22.1 — IONE	1	0.0						Orford	(Spur)	1 100.0 1	5 5 13 P
d Limits WP	5.30AM	122.4 TO-R		DALE	17.4	5.00PM		100.0	О-К	(27.1)		*						Gotri Valley Hom Adela	(Spur)	111.5 116.7 120.6	7 15 P
P	And Di	139.8	MONTP		0.0							ADDITIONAL F	LAG STOP	S TO RECEIVE	OR DISCHARG	GE PASSENGE	RS	Waterford. Hickman.		132.4	46 68 P 42 P
4.11	Arrive Daily Ex. Sunday		(48.			Leave Daily Ex. Sunday						Train At	20 022	lve or Discharge	To or Beyon		eyond	I Ione B	mamah		
	(1.30) 21.00		Time ove Average Spe	r District ed per Hour,		(1.30) 21.00						59 Any Static 60 Any Static 261 French C 262 Urgon, Ar	n Recei	ive or Discharge ive or Discharge ive or Discharge	Sacramento * Modesto	Fresno Sacramer	nto	Clay Carbondale Lignite Edwin Clarksona	(Spur)	122.0 132.3 133.0 134.8 135.2 137.7	5 5

8			1	EASTWAR	T .				BINTER	N	MERCED SUBDIVISI	ON				WIZAR	WESTWAR	D		
	-			F	IRST CLA	188						1		FI	RST CLAS	s	100	TH	RD CLASS	
capacity sidings in ar length	n		e 13	0.0	ra	60 West Coast	56 Passenger	52 San Joaquin	262 Passenger	Francisco Antioch	Time Table No. 240 September 9, 1945	Treeno	59 West Coast	55 Passenger	51 San Joaquin	261 Passenger	1.000	23 42		
				A10 -0	Along the	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dista San via	STATIONS	Dist	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arriv	Daily Arrive	ally Arrive Dai	ly
Fresno W Y	53 TP			Dud Mar	Auricellin	9.12PM	12.27PM	11.17AM	10.45 AM	92.9	TO-R LATHROP	112.6	6.45AM	s 2.39PM	6.10PM	6.35PM	7	15AM 3.3	OPM 11.25	PM
	IP	100	2-16		15.4	3.01m		1,01	100	93.8	W. P. R. R. Crossing	111.7	1.201181			HEALT.				
3	P					f 9.21	s 12.35	-3.44 (S)	s 10.55	96.8	TO MANTECA	108.7	6.35	s 2.29		s 6.23	7	00 3.	8 11.12	
3	P					9.24	12.38	11.26	10.59	99.4	CALLA	106.1	6.32	2.25	6.01	6.19	6	56 3.1	3 11.07	
9	P			75,13	1111111	9.29	s 12.45		s11.07	103.3	TO RIPON  B. 3.1 – W. 3.5	102.2	6.26	s 2.16	5.56	s 6.14	6	50 3.0	6 10.59	100
9 N- 1	P					9.33	s 12.50	11.34	s11.15	106.4	SALIDA R.4.0—W.6.3	99.1	6.21	s 2.10	5.52	s 6.08	6	45 3.0	1 10.54	
No. 1, No. 2, 1 No. 3, 1 BKWO	110 125 YP			00.6)		s 9.50	s 1.25	s 1 1.50	s 11.25 AM	113.1	TO-R MODESTO	92.4	s 6.10	s 2.00	s 5.45	6.00m	6	32 2.5	0 10.42	
	IP									114.7	T. S. Ry. Crossing E. 2.5 — W. 3.2	90.8								
72	P					9.57	s 1.33	11.57AM	-America	117.4	CERES 	88.1	5.55	s 1.33	5.30		6	20 2.3	8 10.30	
0	P					10.01	f 1.40	200		120.8	KEYES	84.7	5.49	f 1.26	5.26		6	15 2.3	3 10.25	
ard Limi 2	P					s 10.13	s 1.54	s 12.08PM		126.2	TO TURLOCK	79.3	s 5.36	s 1.10	s 5.18		6	07 2.2	1 10.13	
3	P					10.21	f 2.05	12.15	7441	131.9	DELHI	73.6	5.28	f 1.00	5.11		5	55 2.0	5 9.45	
0 V	VP			4580 1		f 10.30	8 2.16	12.20		136.4	TO LIVINGSTON	69.1	5.21	s 12.50	5.06		5	45 1.5	3 9.35	
72	P					f 10.40	f 2.29	12.28		143.2	TO ATWATER  E. 3.6 - W. 4.2	62.3	5.12	s 12.42	4.59		5	22 1.4	4 9.10	
28	P					10.45	2.36	12.32		147.4	# FERGUS	58.1	5.06	12.32	4.54		5	15 1.3	7 9.00	
Lmts. WO	BK TP			26.8		s 11.05	s 3.00	s 12.42		150.5	TO-R MERCED	55.0	s 5.00	s 12.23	s 4.50		5	10 1.3	0 8.52	- 154
2	P					11.16	f 3.12	12.50		156.6	LINGARD	48.9	4.42	12.03PM	4.39		4	56 1.0	8 8.35	
6	P					11.21	f 3.20	12.55		160.5	ATHLONE 	45.0	4.35	11.55AM	4.35		4	50 12.5	5 8.28	
	P					11.28	f 3.31	1.02	777	166.9	MINTURN E.1.5 - W.0.9	38.6	4.26	11.43	4.28		4.	40 12.2	2 8.18	
WY						f11.32	s 3.36			168.2	TO CHOWCHILLA	37.3		s 11.38						
	P	0				11.39	f 3.46	1.08		173.0	FAIRMEAD E.2.6-W.2.8-	32.5	4.19	f11.26	4.22		4.	31 12.1	2 8.07	
71 W1	P						f 3.51			176.5	BERENDA E. 3.2 - W. 3.0	29.0	4.15	11.20	4.19		4.	25 12.0	6 8.00	
ard Limit	P .			MOO.T.		11.47	3.57	1.14		179.2	NOTARB E.5.2 - W. 4.2	26.3	4.11	11.14	4.15	- Avail	4.	20 12.0	1 PM 7.55	
43	P		N. DELICH	DECEMBER OF	THEFT	s 11.59PM	s 4.09	s 1.21	T BON N	183.9	TO MADERA E. 6.0 - W. 6.8	21.6	s 4.03	s 11.05	s 4.09	CONTA D	4.	12 11.5	3AM 7.47	
76	P			2818 P. J.		12.09AM	4.26	1.28		190.2	IRRIGOSA E. 5.5 - W. 5.4	15.3	3.46	10.50	4.00		4.	00 11.4	0 7.35	
	IP			8101.0		12.15	f 4.38	1.34	0.336	195.6	HERNDON E. 3.9 — W. 3.1	9.9	3.40	f 10.39	3.54		3.	50 11.3	0 7.25	
BKW				All real	Lington		p M mad			199.2	BIOLA JCT. E. 2.6 — W. 2.6	6.3	THE POST	I die les		A-MANA	distant, 190	Here years	94	
BK				- 34		12.22	4.48	1.40		201.8	TO-R FRESNO YARD	3.7	3.30	10.25	3.48		3.	40AM 11.2	OAM 7.15	PM
OFY	P					s 12.35 AM Arrive Daily	s 5.00 PM	s 1.50 PM Arrive Daily	Arrive Daily	205.5	(112.6)	0.0	3.20 AM	10.15 AM	3.40 PM	Leave Daily	Lanz	Daily Leave I	aily Leave Dail	
							1050 Hay 111-	NV. E. S. T. T.												-
						(3.23) 33.28	(4.33) 24.74	(2.33) 44.15	(0.40) 30.30		Time over DistrictAverage Speed per Hour		(3.25) 32.95	(4.24) 25.59	(2.30) 45.04	(0.35) 34.62	30	35) (4.1) 39 26.1	(4.10)	101
lengths		Time	Table No. 2	40   5	EASTW	Т	ime Tab		WESTWARD		RULE 5. Schedule time at Modesto apply at No. 3 sidin RULES 86 and 93. Third	g.			Ya	rd.	for additional source speed to 10 l			
in car le	Mile Post Location	Che	tember 9, 1945 with Branch STATIONS	Distance from	apacity of si in car lengt	Mile Post	Berenda	er 9, 1945 Branch	Distance fr Daulton	8	except trains handling passenge Nos. 51 and 52 not less than 10 m and insulated joints at meeting Nos. 59 and 261 will not st	r equipme inutes and and passing op at stat	ent only, mu l must be cle ng points for	ar of main to Nos. 51 and	ne of rack d 52.	No. 60 red No. 59 red	luce speed to 5 M luce speed to 30 luce speed to 5 M	MPH at Cho	vchilla to dis	oatch m
YP	A SECURITY OF THE PARTY OF THE	E	HOWCHILLA 10.1 - W, 10.1	10.1	71 WTP	176.5 R	BERI	IONS	11.4		Nos. 55 and 56 make an add	ivision.	op on flag a	t mail crane		ADD	ITIONAL STATIONS	11	ADDITIONAL ST	ATIONS
	178.3		(10.1)	0.0	I	179.8 TO	KISMET	TOWER	8.1	_ I	feet east of station building Ke	es, to ex	change mail			N/	AME Mile Post	Capac- ity	NAME	Mile
					12	183.8	A. T. & S. F E. 4.0 -	- W. 4.0	↑ 4.1	_	Bearing to the contract of the					Coronet	io Line (Spur) 100.6 1	28   Sierra	resno Line Vista (Spui	165.8
						187.9	E. 4.1 -	W. 4.1	0.0		ADDITIONAL FLAG STOPS TO RECE		Receive or		From	Alcant	(Spur) 138.9	iė Cho	vchilla Branc	h
								.4)		Train	At			o (or beyond) (		Buhach Creegan	"  144.8	25 Ash.	in	. 172.6

	EASTWARD				HATT	NILES SUBDIVISION					WESTY	VARD			9
	THIRD CLASS	AD RINK				Time Table No. 940	1 .		AND TO	out I	TI	HIRD CLAS	S	REPORT .	
Capacity of sidings in car lengths	is two first super-	402 Freight	408 Freight	406 Freight	Distance from San Francisco	Time Table No. 240 September 9, 1945	fracy	401 Freight	429 Freight	409 Freight	433 Freight	413 Freight	437 Freight		
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Dis	STATIONS	10	Arrive Daily		Total					
E-E WIYP		8.50PM	9.30AM		26.2	(TO-R REDWOOD JCT.	57.7	3.10AM		10.55AM		6.40PM			
		ace to the			27.5	End of Double Track	56.4						January I		
64 P		8.57	9.37		29.5	HENDERSON	54.4	3.04		10.49		6.34			
51 P		9.05	9.45		33.9	E.43 - W.46	50.0	2.56		10.41		6.26			
Yard Limits 100 WIYP		9.30	10.05	6.05 AM	37.2	TO-R NEWARK	46.7	2.49		10.34		6.19	man devel	27362	
51 P		9.35	10.15	6.10	40.1	E.3 6 - W.3.1 CENTERVILLE E.1.5 - W.1.9	43.8	2.43	or I	10.28		6.13			
80 P		9.38	10.25	6.25	41.7	SHINN E.1.2 - W.0.3	42.2	2.40		10.25		6.10			
IYP		9.40	10.27	6.30	42.5	TO-R NILES TOWER	41.4	2.38	3.08AM	10.23	11.05AM	6.08	6.38PM		
at (		9.42	10.30	6.33	43.0	E.O.5 - W.O.5	40.9	2.37	3.07	10.22	11.04	6.07	6.37	Ca. v - Ca	
76 P		9.47	10.35	6.38	31.7	E.18 - W.2.6	39.1	2.33	3.03	10.18	11.00	6.03	6.33	13.0	
95 P		9.58	10.46	6.49	35.6	E.38 - W.4.0	35.2	2.23	2.53	10.08	10.46	5.53	6.23	FEE 9	
73 P		10.09	10.57	7.00	40.9	TO PLEASANTON	29.9	2.12	2.42	9.57	10.30	5.42	6.12	194 (5.7)	Media
IYP					42.0	TO RADUM	28.8							65	
No.1, 110 No.2, 105 YP		10.13	11.01	7.04	48.0	ELIOT	27.8	2.08	2.38	9.53	10.26	5.38	6.08		
No.1, 85 E No.2, 80 BKWP	Company of the Compan	10.30	11.10	7.12	46.9	TO-R LIVERMORE	23.9	2.00	2.30	9.45	10.18	5.30	6.00	ALL DE	
74 P	M 24 +2 (M 28   M ) A (M ) A (M ) A (M )	10.37	11.17	7.19	50.5	E. 3.8 — W. 2.6	20.3	1.53	2.23	9.38	10.11	5.23	5.53		
94 WTP	A DESCRIPTION OF THE PROPERTY	10.49	11.30	7.29	55.0	TO ALTAMONT	15.8	1.42	2.12	9.27	10.00	5.12	5.42		
72 P		10.59	11.40	7.40	59.5	CAYLEY	11.3	1.32	2.02	9.17	9.47	5.02	5.32	F-14-1-199	
72 P		11.11	11.52AM	7.52	63.1	E. 3.8 - W. 3.8	7.7	1.20	1.50	9.05	9.35	4.50	5.20		
Tracy yard BKWOTYP		11.25 PM	12.05PM	8.10AM	70.8	TO-R TRACY	0.0	1.00AM	1.30AM	8.45 M	9.15AM	4.30PM	5.00PM		
and the same of		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(57.7)	1 18	Leave Daily		Aller Equipment					
		(2.35) 22.33	(2.35) 22.33	(2.05)		Time over District	AL VEGE	(2.10) 26.63	(1.38) 23.30	(2.10) 26.63	(1.50) 22.58	(2.10) 26.63	(1.38) 23.30	CH REIN	OR WITH

	EA	STWAR	D			NILES SUBDIVISION		WEST	WARD	
	ТН	IRD CLAS	S	All frigues		s trank allergeld baseries			E autori	
Capacity of sidings in Car Lengths	A Note party	437 Freight	433 Freight	429 Freight	Distance from San Francisco	Time Table No. 240 September 9, 1945	Distance from San Jose Yard		Time	
	11 5 6	Leave Daily	Leave Daily	Leave Daily		STATIONS				
Yard Limits IYP		6.38 PM	11.05AM	3.08AM	29.7	TO-R NILES TOWER W. P. R. R. Grossing E. 2 6 - W 3 3	18.0		et.n	10-01
35 P		6.48	11.15	3.18	32.8	IRVINGTON E. 8.3— W. 8.1	14.9		rg er	
37 P		7.08	11.35	3.38	40.7	MILPITAS E. 2.6 - W. 2.2	7.0			
P			1 300 11	TRUM FRA	43.3	WAYNE	4.4		1	Marie Toly
San Jose yard BKWOITYP		7.30PM	11.57AM	4.00 AM	47.7	R SAN JOSE YARD	0.0			
		Arrive Daily	Arrive Daily	Arrive Daily		(18.0)		Te harrie	El tra te i	out Syes
		(0.52) 21.60	(0.52) 21.60	(0.52) 21.60	-1.05	Time over District				

RULE 5. Schedule time and train orders at Redwood Jct. apply at end of double track.

Schedule time and train orders on Elmhurst-Santa Clara line at Newark apply at siding east of station building. Siding extends from initial switch at east end to cross-over only.

West end of house track at Newark, between crossover 300 feet west of station building and west switch is designated Passenger siding for use by passenger trains when authorized by train order, and must be left clear.

Siding of Centerville-Redwood Jct. line at Newark is west of crossing of Elmhurst-Santa Clara line.

Schedule time and train orders at Eliot apply at Siding No. 1, which is first track north of main track. Siding No. 2 is second track north of main track.

Schedule time and train orders for westward trains at Livermore apply at west end siding No. 1, and for eastward trains apply at east end siding No. 2. Siding No. 1 extends from station building westward 4600 feet, and siding No. 2 extends from switch 2000 feet east of station building eastward 4000 feet.

Connection between Siding No. 1 and Siding No. 2 at Livermore must be left clear.

ADDITIONAL STAT	rions	
NAME	Mile Post	Capac-
Tracy Line Ravenswood(Spur) Trevarnő(Spur)	30.9 30.9 48.4	iš P

				1221	EASI	WARD				111000	NILES SUBDIVIS	ION				WES.	TWARD			
		THIRD	CLASS	13.A.10 (0)		FIF	ST CLAS	s		i ol	Car Day Land T.			F	IRST CLAS	38 421 12 am	37	TH	IRD CLAS	s
Capacity f sidings in car		422 Freight	418 Freight	416 Freight	74 Oakland Lark	W. P. Passenger	254	12 W. P. Passenger	250 Passenger	tance from	Time Table No. 240 September 9, 1945	Distance from Santa Clara	39 W. P. Passenger	73 Oakland Lark	11 W. P. Passenger	255 Passenger	419 Freight	407 Freight	417 Freight	
lengths		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dist	STATIONS	Dist	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	
					8.00PM	4.00 PM		10.00AM	7.00AM	0.0	SAN FRANCISCO	44.8	9.50AM	9.50AM	4.50PM	7.20PM				
				Sec. Vi	8.20	4.20		10.20	7.20	3.5	OAKLAND PIER	41.3	9.30	9.30	4.30	7.00				
BKWIP				05.8	8.28PM	4.40 PM	4.00 PM	10.40AM	7.25 AM	3.5	TO-R OAKLAND PIER	41.3	8 9.05 AM	8 9.20AM	s 4.15PM	8 6.35 PM				
BKW OITYP		8.45PM	9.30AM	6.30 AM		16.0			s Titus	4.9	TO-R WEST OAKLAND	39.9	-80	OF OF			5.30AM		5.50PM	100
IP				1.81.0		4.48PM		10.48AM	E FA	5.9	MAGNOLIA TOWER W.P.R.R. Crossing E.0.8 — W.0.8	38.9	8.55AM	74 06	4.03PM					
P				1 63 4	s 8.45	1 100 20	s4.10		8 7.41	6.7	OAKLAND (First Street)	38.1	1 115	s 9.05		8 6.27				
IP			7100.0	1 80.0	s 8.52	E E E	4.17	E   BE	s 7.48	9.7	E.3.0 - W.3.0 - FRUITVALE E.3.7 - W.3.7 - FRUITVALE	35.1	1 18	s 8.50		8 6.16				
64 WP		9.30	9.55	6.55AM	8.58	2650	4.25		7.53	13.4	TO-R ELMHURST	31.4	06.	8.42		6.06	5.00		5.25	
0 WP		9.44	10.30	EO.B	9.07	81.0	4.34	E 22	8.02	20.2	RUSSELL E.4.8—W.4.8	24.6	84	8.33		5.56	4.45		4.50	
4 P		9.55	11.30	8.8.8	9.14	800	4.42	Q 7 (85)	8.09	25.3	TO ALVARADO E.5.9 - W.6.0	19.5	1 34	8.27		5.46	4.35		4.30	
ard Limits Psgr. 24 0 WIYP		10.10	11.50AM	E P 20	9.22	Pe-e	4.51	5 51	s 8.18	30.6	TO-R NEWARK	14.2	Yes Ves	8.18		5.36	4.20	6.05AM	3.30 PM	
0 P	onless;	10.20			9.27		4.56		8.24	34.1	E.3.4 — W.3.3 ———————————————————————————————	10.7		8.06		5.29	4.00	5.58		
P			1.00.8	84.8	9.32	1877.0	86	80	8.30	39.1	ALVISO E. 2.3 – W. 2.6	5.7	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	f 8.01						
3 P		10.38	00.3	000	f 9.38	00.0	5.06	no.	8.34	41.7	TO AGNEW E.3.4 - W.2.9	3.1	01	f 7.57	or fi	5.18	3.40	5.47		
n Jose yard KIP		10.45PM	1.00	1	9.43PM		5.12PM		8.40AM	44.8	TO-R SANTA CLARA	0.0		7.52AM		5.13PM	3.30AM	5.40AM		
			141.8	T-fore	9.50PM		5.20 PM		8.45 AM		IVISION TIME-TABLE FOR		1 1 00	7.47AM		5.08 PM			1	
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(41.3)	1	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	lan.
										_		-		-						
		(2.00) 19.95	(2.20) 10.01	(0.25) 20.40	(1.15) 33.04	(0.08)	(1.12) 36.44	(0.08) 18.00	(1.15) 33.04		Time over District		(0.10)	(1.28) 28.14	(0.12) 12.00	(1,22) 30.22	(2.00) 19.95	(0.25) 34.08	(2.20) 10.01	
EASTWAF	RD 1		(2.20) 10.01 BDIVISION		(1.15) 33.04 ESTWARD	OI .	TWARD	NILE	(1.15) 33.04 S SUBDIVI	SION			RUL	E 5. Sched	ule time an	d train orders or	n Elmhurst-Santa (	Clara line	at Newark	
capacity sidings in car	Distance from San Francisco	Time		7 WE No. 240 1945		OI .	TWARD THII GLAS 410 Freig	NILE  By  By  By  By  By  By  By  By  By  B	Time	Table	WESTWARD  Polyton No. 240  9, 1945  WESTWARD  WESTWARD		RUL: apply at s crossover West ing and w authorize Sidin Santa Cli	E 5. Sched siding east of conly. end of hous rest switch ed by train of g of Center ara line.	ule time an f station bu e track at N is designat order, and n ville-Redwo	d train orders or ilding. Siding en Newark, between ed Passenger sid nust be left clear ood Jct. line at N	n Elmhurst-Santa (extends from initial crossover 300 feet ding, for use by part.  Newark is west of c	Clara line switch at west of sta assenger t	at Newark east end to ation build- rains when	
Capacity f sidings in car	Francisco	Time	BDIVISION Table N eptember 9, 1 tonehurst Brasser	T WE To. 240 1945 anch S		Capacity of siding in ear lengths	TWARD THII GLAS 410 Freig Leave I Ex. Sur	NILE  By  By  By  By  By  By  By  By  By  B	Time	Table	WESTWARD  Poly 1945  P		RUL: apply at a crossover West ing and w authorize Sidin Santa Cli Pier and authority	E 5. Sched siding east of conly. end of hous rest switch ed by train of g of Center ara line. ons of West Magnolia T	ule time and f station but track at M is designatorder, and roville-Redworder Pacific ower (W. P	d train orders or ilding. Siding en learning. Siding en learning e	n Elmhurst-Santa (extends from initial crossover 300 feet oding, for use by part.  Newark is west of common state of common st	Clara line switch at west of strassenger t crossing of als between	at Newark east end to ation build- rains when Elmhurst en Oakland train-order	
Capacity f sidings in ear lengths	Distance from San Francisco	Time Se	ELMHURS  ELOPE TO STATION  ELMHURS  ELOPE TO STATION  ELMHURS  ELOPE TO STATION  W. P. R. R. Cross	WENO. 240 1945 anch ST. 9	Distance from Bronchurst	Capacity of siding in car lengths	TWARD  THI GLAS  410  Freig  Leave I Ex. Sur	NILE  B D Distance (rom daily day (55 AM 13.4	Time	Table	WESTWARD  WESTWARD  P No. 240  9, 1945  DNS  RST  15.8		RUL: apply at a crossover West ing and w authorize Sidin Santa Cl: Secti Pier and authority Regi Chestnut	E 5. Sched siding east or only. end of hous rest switch ed by train or or of Center ara line. ons of West Magnolia Tot.	ule time and station but the track at M is designate order, and no ville-Redworder (W. Posections of the track at M is t	d train orders or ilding. Siding en Newark, between ed Passenger sid nust be left clear bod Jct. line at M first class trains c. Chestnut Jct.), Western Pacific Oak	n Elmhurst-Santa (extends from initial crossover 300 feet oding, for use by part.) Newark is west of common street, in either direction first class trains to the common street, and yard, may be also the common street.	Clara line switch at west of stanssenger to crossing of als between without	at Newark east end to ation build- rains when Elmhurst- en Oakland train-order	
Capacity f sidings in ear lengths	Distance from San Francisco	Time Se	ELMHURS ELON W. P. R. C. CONSTONEHURS	WENO. 240 1945 anch ST. 9	Distance from Stoneburst	Capacity of siding in car lengths	TWARD  THII GLAS  410  Freig  Leave I Ex. Sur  P 7.0	NILE  BB Distance from party of the party of	Time	Table ptember STATIC ELMHU E. 1.3 - V SAN LEA E. 2.6 - C	WESTWARD  P. No. 240  9, 1945  P. No. 240  9, 1945  P. No. 240  15.8  W. 1.8  NDRO W. 2.4		RUL: apply at a crossover West ing and w authorize Sidin Santa Cl: Secti Pier and authority Regi Chestnut Pacific O at Oaklai	E 5. Sched siding east of only. end of hous rest switch d by train of gran line. ons of West Magnolia T v. stration of o akland Yar and Pier.	ule time and station but track at M is designate order, and no ville-Redworder (W. P sections of ving to Wesdato Operate	d train orders or ilding. Siding en ilding en	n Elmhurst-Santa (extends from initial) crossover 300 feet of ding, for use by part.  Newark is west of common street, in either direction first class trains to the common street, on the common street, and yard, may be sific, Oakland Pier,	Clara line switch at west of stanssenger to crossing of als between without	at Newark east end to ation build- rains when Elmhurst- en Oakland train-order	
Capacity f sidings in ear lengths	Distance from San Francisco	Time Se	ELMHURS  ELOPE TO STATION  ELMHURS  ELOPE TO STATION  ELMHURS  ELOPE TO STATION  W. P. R. R. Cross	WENO. 240 1945 anch ST. 9	Distance from Bronchurst	Capacity of siding in car lengths	TWARD  THI GLAS  410  Freig  Leave I Ex. Sur  VP 6.5  P 7.0  P 7.1	NILE  SS Distance from Distance from 13.4  Sally day  13.4  14.8  17.5	Time	Table ptember  STATI  ELMHU E.1.3 - V SAN LEA E.2.6 - V LOREN E.2.6 - V	WESTWARD  P. No. 240 9, 1945  DNS  RST V.1.8 V.1.8 V.2.4 UZO V.2.7  11.7		RUL: apply at a crossover West ing and w authorize Sidin Santa Cl: Secti Pier and authority Regi Chestnut Pacific O at Oaklar No. 7	E 5. Sched siding east of only. end of hous est switch the by train of g of Center ara line. ons of West Magnolia To. stration of a latend Yard Pier. To stop on file to the stop on file	ule time and station but track at M is designate order, and m ville-Redworder (W. P sections of ving to West d to Operate ag at Drawag a	d train orders or ilding. Siding en ilding en	n Elmhurst-Santa (extends from initial crossover 300 feet oding, for use by part.) Newark is west of common support of the common su	Clara line switch at west of stanssenger t crossing of als between without terminating phoned fro	at Newark east end to ation build- rains when Elmhurst- en Oakland train-order og at W. P om Westerr on register	
apacity sidings in car lengths	Distance from San Francisco	Time Se	ELMHURS ELON W. P. R. C. CONSTONEHURS	WENO. 240 1945 anch ST. 9	Distance from Bronchurst	Capacity of siding in car lengths  property of 64 V	TWARD  THI GLAS  410  Freig  Leave I Ex. Sur  VP 6.5  P 7.0  P 7.1	NILE  BB   13.4  DO 14.8  5 17.6  5 20.1	Time Se	Table ptember  STATI  ELMHU E.1.3 - V SAN LEA E.2.6 - V HAYW E.6.4 - V DECO	WESTWARD  P. No. 240  9, 1945  DNS  RST V.1.8 V.1.8 V.1.8 V.2.7 V.2.7 V.2.7 V.6.2 V.		RUL: apply at a crossover West ing and w authorize Sidin Santa Cl: Secti Pier and authority Regi Chestnut Pacific O at Oaklar No. 7	E 5. Sched siding east of only. end of hous est switch the by train of g of Center ara line. ons of West Magnolia To. stration of a latend Yard Pier. To stop on file to the stop on file	ule time and station but track at M is designate order, and m ville-Redworder (W. P sections of ving to West d to Operate ag at Drawag a	d train orders or ilding. Siding en ilding en	n Elmhurst-Santa (extends from initial crossover 300 feet ding, for use by part.) Newark is west of common superior of the common superio	Clara line switch at west of stanssenger t crossing of als between without terminating phoned fro	at Newark east end to ation build- rains when Elmhurst- en Oakland train-order og at W. P om Westerr on register	
apacity sidings in car engths	Distance from San Francisco	Time Se	ELMHURS ELON W. P. R. C. CONSTONEHURS	WENO. 240 1945 anch ST. 9	Distance from Bronchurst	Capacity of siding in car lengths  The state of siding in car leng	TWARD  THI GLAS  410  Freig  Leave I Ex. Sur  P 7.0 P 7.1 P 8.1 P 8.3	NILE  BB   13.4  DO 14.8  5 17.6  5 20.1	Time Se  To 1  To 2	Table ptember  STATIC  ELMHU E.1.3—\ E.1.4—\ LOREN E.2.6—\ HAYW. E.6.4—\	WESTWARD  P. No. 240 9, 1945  P. No. 240 9, 1945  P. No. 240 11.7  P. No. 240 15.8  P. No.		RUL: apply at a crossover West ing and w authorize Sidin Santa Cl: Secti Pier and authority Regi Chestnut Pacific O at Oaklar No. 7	E 5. Sched siding east of only. end of hous rest switch d by train of g of Center ara line. ons of West Magnolia T v. stration of a Jct. and mo akland Yar and Pier. v3 stop on file v4 stop on file	ule time and station but track at M is designate order, and m ville-Redworder (W. P sections of ving to West d to Operate ag at Drawag a	d train orders or ilding. Siding en ilding en	n Elmhurst-Santa (extends from initial crossover 300 feet or ding, for use by part.  Newark is west of common superior of the common supe	Clara line switch at west of stanssenger t crossing of als between without terminating phoned fro	at Newark east end to ation build- rains when Elmhurst- en Oakland train-order og at W. P om Westerr on register	
apacity sidings in car lengths	Distance from San Francisco	Time Se	ELMHURS ELON W. P. R. C. CONSTONEHURS	WENO. 240 1945 anch ST. 9	Distance from Bronchurst	Capacity of siding in car lengths  property of 64 V	TWARD  THI GLAS  410  Freig  Leave I Ex. Sur  P 7.0 P 7.1 P 8.1 P 8.3	NILE  BB   13.4  BB   13.4  BB   17.5  BB	Time Se  To 1  TO 1	Table ptember  STATI  ELMHU E.1.3 - V SAN LEA E.2.6 - V HAYW E.6.4 - V DECO E.2.5 - V	WESTWARD  P. No. 240  9, 1945  DNS  RST		RUL: apply at a crossover West ing and w authorize Sidin Santa Cl: Secti Pier and authority Regi Chestnut Pacific O at Oaklar No. 7	E 5. Sched siding east of only. end of hous rest switch d by train of g of Center ara line. ons of West Magnolia T v. stration of a Jct. and mo akland Yar and Pier. v3 stop on file v4 stop on file	ule time and station but track at M is designate order, and m ville-Redworder (W. P sections of ving to West d to Operate ag at Drawag a	d train orders or ilding. Siding en ilding en	n Elmhurst-Santa (extends from initial crossover 300 feet or ding, for use by part.  Newark is west of common superior of the common supe	Clara line switch at west of stanssenger t crossing of als between without terminating phoned fro	at Newark east end to ation build- rains when Elmhurst- en Oakland train-order og at W. P om Westerr on register	
apacity sidings in car lengths	Distance from San Francisco	Time Se	ELMHURS ELON W. P. R. C. CONSTONEHURS	WENO. 240 1945 anch ST. 9	Distance from Bronchurst	Capacity of siding in car lengths  The state of siding in car leng	TWARD  THI GLAS  410  Freig  Leave I Ex. Sur  VP 6.5  P 7.0  P 7.1  P 8.1  P 8.3  YP 10.0  Arrive	NILE  BS  Lating aday  Aday  Aday  Aday  BS 13.4  BS 17.5  BS 20.1  BS 20.1  BS 20.1  BS 20.1  BS 20.1	Time Se  To-R  TO-R  TO-R  TO-R	Table ptember  STATI  ELMHU E.1.3- SAN LEA E.2.6- HAYW. E.6.4- DECO E.2.5- NILL  (15.8	WESTWARD  P. No. 240  9, 1945  DNS  RST		RUL: apply at a crossover West ing and w authorize Sidin Santa Cl: Secti Pier and authority Regi Chestnut Pacific O at Oaklar No. 7	E 5. Sched siding east of only. end of hous rest switch d by train of g of Center ara line. ons of West Magnolia T v. stration of a Jct. and mo akland Yar and Pier. v3 stop on file v4 stop on file	ule time and station but track at M is designatorder, and no ville-Redworder (W. P sections of ving to Wesdato Operatorag at Draw at Newark at Newark	d train orders or ilding. Siding en ilding ilding en ilding	n Elmhurst-Santa (extends from initial crossover 300 feet or ding, for use by part.) Newark is west of common street, in either direction first class trains to class trains tr	Clara line switch at west of stanssenger t crossing of als between without terminating phoned fro	at Newark east end to ation build- rains when Elmhurst- en Oakland train-order og at W. P om Westerr on register	

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 4. Designated Holidays:

New Year's Day, January 1st.

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, fourth Thursday in November.

Christmas Day, December 25th.

RULE 10 (H). Where vellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or time-table bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed fifteen miles per hour thereover.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered Streamliner Nos. 101 and 102

Mile post location of slow boards which indicate the speed that must not be exceeded while engine is passing distant signal three-fourths mile beyond the slow board, unless distant signal can plainly be seen to be displaying proceed indication:

			SHELLMOUND-TRACY			
Eastwa	rd				We	stward
37.1	55.6	70.1	79.8 9.5	46.4	63.2	77.2
39.3	59.9	74.1	10.6	55.2	68.4	80.7
43.2	64.9	77.5	40.1	59.0	73.3	
			TRACY-FRESNO			A STREET
83.0	115.9	146.7	183.0 84.2	108.9	136.9	176.5
86.3	117.6	151.5	195.1 86.5	114.7	142.1	183.3
91.1	121.8	158.4	196.9 87.4	118.9	149.8	186.0
94.9	125.6	164.1	200.9 89.4	121.1	155.1	195.5
98.8	127.7	169.3	205.4 94.2	125.1	161.3	198.5
105.7	133.9	172.9	97.9	128.7	167.8	200.0
111.7	138.8	180.3	101.9	130.9	172.3	203.9
		200.0	LATHROP-FRESNO	200.0		200.0
95.2	116.0	134.9		100 0	110 1	100 4
			***************************************	100.8	119.1	138.4
101.8	119.3	144.9		105.1	122.6	148.9
104.9	124.2			108.5	128.2	
109.0	130.8			115.0	133.8	
			TRACY-BRIGHTON			
96.8	106.8	125.0		98.9	108.3	122.7
98.6	110.0	126.2		100.6	109.5	127.5
100.4	119.8	130.4		102.6	111.5	128.6
106.2	120.7			106.0	112.1	130.6
			ELMHURST-NILES			No. of Lot
13.5	16.0	27.5		14.8	16.3	

Eastwa	rd	R	EDWOOD ICT	TRACY		We	stware
27.9	36.2	48.8	57.9	27.6	36.0	51.9	65.0
32.3	38.6	53.1	67.4	28.8	38.5	56.4	70.
35.0	39.3			30.9			
		EL	MHURST-SANT	A CLAR	A		12/2/27
18.8	28.7	40.0		18.5	22.0	33.2	36.0
23.3	32.5	42.5	************	with			
1		1	NILES-SAN JOSI		)		
35.0	39.3	41.8	*************	42.2	31.1		
Slo	w boards	slocated	to left of track:				

Eastward between west switch No. 2 siding and east switch No. 3 siding at Modesto.

RULE 11 (A). Lighted fusees must not be left burning on Suisun Bay bridge.

RULE 14 (d). As specified below, 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. Fresno, Trains on Pratton line.

Biola Jct., Trains on Biola line.

by Rule 99:

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

Niles, Trains on Milpitas line. Napa Jct., Trains on Schellville line. Suisun-Fairfield, Trains on Napa Jct. line.

Davis, Trains on Woodland line.

Galt, Trains on Ione line.

Stockton, Trains on Valley Spring and Woodbridge lines.

Stockton, Trains on Oakdale line.

Lathrop, Trains on Merced line. Tracy, Trains on Los Banos line. Berenda, Trains on Daulton line. Kerman, Trains on Biola line. Ingle, Trains on Riverdale line.

RULE 14 (k). Will not apply in C. T. C. System.

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

RULE 14 (m). Whistle will not be sounded one mile before reaching stations between:

Oakland Pier and San Pablo; Oakland Pier and Elmhurst.

RULE 15. Second paragraph is changed to read:

"The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

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.

RULE 17. Mars Signal Light on engines 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.

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

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

RULE 26 is amended to require display of blue signal on engineer's side of cab, instead of at one or both ends of engines. When metal occupational discs are used in conjunction therewith, blue signal must not be removed until all metal discs have been detached by workman of the same class making application. Person removing last disc may also remove blue signal.

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

RULE 82 (A). Westward regular trains from Lathrop Subdivision to Merced Subdivision will assume the corresponding number and schedule at Lathrop without clearance.

Westward sections and extra trains authorized at Stockton by train order for movement on Merced Subdivision may leave Lathrop without

Trains from Merced Subdivision will assume the corresponding number and schedule on Lathrop Subdivision and may leave Lathrop without clearance

Trains from Merced Subdivision for movement eastward on Lathrop Subdivision may leave Lathrop without clearance.

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

Trains receiving Western Division clearance at San Jose may leave

Santa Clara without clearance.

Trains from Western Division at Brighton may assume corresponding schedules, or sections of schedules, on Sacramento Division without

Third-class and extra trains to or from Western Division passing Sacramento will not obtain clearance at Sacramento.

Trains to Western Division at Brighton, originating at Sacramento, may leave Sacramento with Western Division clearance only.

Trains enroute Western Division via Sacramento or Brighton originating at Roseville, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Roseville will apply the same as if addressed to them at Brighton or Sacramento.

RULE 83. Sections of No. 60 having received their authority at Stockton, or east of Stockton, need not ascertain that preceding sections of the same schedule have left Lathrop.

Identification may be made by westward trains between Stockton and Lathrop to be applied at Lathrop on Merced Subdivision; and by eastward trains between Redwood Jct. and end of double track to be applied at end of double track; and by westward trains between Fresno and Fresno Yard to be applied at end of double track Fresno Yard. Reduce speed sufficiently to permit identification and comply with Rule

After receiving check of register for westward first-class train leaving Fresno, westward inferior trains may leave Fresno Yard not less than 15 minutes after registered departure time of such first-class train from Fresno and may 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 83 (A). At the following stations only trains indicated will

register:		
West Oakland	.Livermore	PERSONAL PROPERTY.
Port Costa	.Los Banos	Trains
Suisun-Fairfield	.Ingle	originating
Davis	Fresno Vard	or
Avon	.Oakdale	terminating
Pittsburg	.Modesto	
Newark	.Merced	N 100/0

Sacramento: Trains originating or terminating, except third-class and extra trains passing Sacramento to or from Western Division.

Sacramento, 12th St.: Eastward trains via Brighton and trains originating or terminating.

Extra trains will register at Stockton, Lathrop, Napa Jct., Niles Tower, Niles and Kerman.

Rule 83 (A) will not apply to trains originating or terminating at Lathrop when using east leg of wye.

San Jose Yard: Trains originating or terminating register at Santa

RULE 83 (B). At open train-order offices trains may register by

ElmhurstRegular trains
NilesAll trains
Niles Tower
Redwood Jct
Newark
Stockton Third class and extra trains, except those originating or terminating
KermanAll trains
LathropAll trains on Lathrop Subdivision and Merced Subdivision trains
originating or terminating using west leg of wye.
DavisAll trains to or from West Valley Subdivision, Sacramento Division.
Santa Clara All trains at Santa Clara Tower.
Sacramento, 12th St Eastward trains via Brighton

RULE 84. Proceed signal 12 (c) must be used to start trains from Oakland Pier, except Streamliner No. 102 when communicating signal

RULE 93. When freight cars are moved from one point to another on main track within Oakland yard limits at night, a red light must be displayed on rear of rear car.

When cars are left standing on main track within yard limits at night without other protection, a red light must be displayed on each end of the cut of cars. This does not relieve trains or engines of responsibility to comply with the provisions of Rule 93.

Yard limits in which the provisions of Rule 93 will apply, except within C.T.C. limits, are established at the following points:

" (Niles line)	West M	Oakland	(Martinez line)	17.35
27.97   Port Costa.		u	(Niles line)	15.82
27.97   Port Costa.		u	(Alvarado line)	14.01
Tracy line   37.08	27 97	Port Costs	(111,111,111,111,111,111,111,111,111,11	39.24
Tracy line   37.08	21.01	4	(Benicia spur) End	track
47.05 Suisun-Fairfield		a	(Tracy line)	37 08
Aspa	47 05	Cuimm PainGal	d itacy inter	
74.20 Davis. 77.34  85.51 Sacramento. 95.35 131.60 (Stockton line). 95.35 131.60 (Stockton line). 136.33 39.53 Port Chicago. 42.93 46.31 Pittsburg. 51.68 80.70 Tracy (Martinez-Los Banos line). 85.64 69.19 (Niles-Lathrop line). 74.37 139.61 Los Banos. 142.01 192.46 Kerman. 194.53 199.47 (Merced-Clovis line). 208.16 199.07 (Merced-Clovis line). 208.16 199.07 (Merced-Clovis line). 209.60 80.56 Lathrop (Tracy-Stockton line). 83.04 (Merced line). 94.02 85.07 Stockton. 93.72 (Oakdale line). 94.02 101.57 (Oakdale line). 104.45 (Woodbridge line). 130.50 141.94 Kentucky House. End track 119.94 Modesto. 114.93 124.95 Merced. 151.44 182.67 Madera. 152.73 141.95 Merced. 151.44 182.67 Madera. 153.36 141.94 Redwood Jct. (San Mateo-Newark line). 28.27 141.95 Merced. 151.44 182.67 Madera. 152.74 183.63 Newark (Centerville-Redwood Jct. line). 33.51 141.79 Eliot. (San Ramon line). 32.24 141.29 Niles (Tracy-Redwood Jct. line). 33.51 141.70 Eliot. (Gan Ramon line). 33.81 141.70 Eliot. (Creston-Calistoga line). 33.82 141.70 Eliot. (Creston-Calistoga line). 33.83 141.70 Eliot. (Creston-Calistoga line). 33.83 141.70 Eliot. (Creston-Calistoga line). 33.83 141.70 Eliot. (Lombard-Ignacio line). 33.89 141.70 Eliot. (End track End tra	47.00	Suisun-rairnei	(None let line)	
S5.51   Sacramento	74 00	Davis	(Napa Jee. Ime)	
S5.51   Sacramento	74.20	Davis	(Tehema line)	
39.53	QE 51	Sagramento	(Tellama Ime)	
39.53		Bacramento	(Stockton line)	
46.31   Pittsburg.		Dont Chicago	(Brockton inte)	
S0.70		Port Chicago.		
69.19	40.31	Tittsburg	(Martiner Les Penes line)	
139.61		Tracy		74 37
192.46       Kerman.       194.52         206.04       Fresno       (Pratton-Selma line)       210.81         208.44       " (Merced-Clovis line)       208.15         199.07       " (Merced-Clovis line)       209.60         80.56       Lathrop       (Tracy-Stockton line)       83.04         (Merced line)       94.02         85.07       Stockton.       93.72         120.23       Oakdale       104.25         " (Victor line)       104.25         " (Woodbridge line)       End track         111.10       Galt       112.91         129.04       Valley Spring       130.50         141.94       Kentucky House       End track         138.28       Ione       End track         109.94       Modesto       114.93         124.98       Turlock       127.32         149.55       Maceread       151.42         182.67       Madera       185.36         24.44       Redwood Jet. (San Mateo-Newark line)       28.20         24.49       Niles       (Tracy-Redwood Jet. line)       30.57         35.36       Newark       (Centerville-Redwood Jet. line)       30.67         241.29       Nile		T . D	(Niles-Lathrop line)	
206.04		Los Banos		
208.44			75	
199.07 " (Merced-Clovis line). 209.60 80.56 Lathrop (Tracy-Stockton line). 83.04		Fresno	(Pratton-Selma line)	
199 07			(Biola-Exeter line)	
Merced line  94 .02   93 .72   93 .72   93 .72   120 .23   Oakdale   122 .92   101 .57   Lodi   104 .25   2			(Merced-Clovis line)	
85.07 Stockton.	80.56	Lathrop	(Tracy-Stockton line)	
120		~	(Merced line)	
120	85.07	Stockton		
101.57	The second second		(Oakdale line)	94.41
111.10       Galt		Oakdale		122.92
111.10       Galt	101.57	Lodi		104.25
111.10       Galt			(Victor line)	104.45
111.10       Galt		a a	(Woodbridge line)End	track
129 04       Valley Spring.       130.50         141 94       Kentucky House.       End track         138 28       Ione.       End track         109 94       Modesto.       114.93         124 98       Turlock.       127.32         149.55       Merced.       151.42         182 67       Madera.       185.36         24.44       Redwood Jct. (San Mateo-Newark line)       28.20         (Palo Alto line)       27.17         35.36       Newark       (Centerville-Redwood Jct. line)       38.51         28.79       "(Alvarado-Santa Clara line)       32.25         41.29       Niles       (Tracy-Redwood Jct. line)       30.67         41.70       Niles       (Tracy-Redwood Jct. line)       30.67         41.70       Eliot       45.40         "(San Ramon line)       63.22         45.90       Livermore       48.72         43.47       San Jose       (Palo Alto-Coyote line)       56.06         44.85       "(Alviso line)       38.21         43.74       "(Alviso line)       38.36         44.34       Napa       (Schellville line)       38.36         "(Vallejo line)       36.33	111.10	Galt		113.21
141.94         Kentucky House         End track           138.28         Ione         End track           109.94         Modesto         114.93           124.98         Turlock         127.32           149.55         Merced         151.42           182.67         Madera         185.38           24.44         Redwood Jct. (San Mateo-Newark line)         28.20           35.36         Newark         (Centerville-Redwood Jct. line)         38.51           28.79         (Alvarado-Santa Clara line)         32.25           41.29         Niles         (Tracy-Redwood Jct. line)         30.67           27.37         (Hayward-Milpitas line)         30.95           41.70         Eliot         45.44           43.47         San Jose         (Palo Alto-Coyote line)         63.22           44.37         San Jose         (Palo Alto-Coyote line)         56.00           44.38         (Milpitas line)         38.21           43.74         (Alviso line)         38.86           43.74         (Schellville line)         38.86           44.34         Napa         (Schellville line)         38.96           44.34         Napa         (Schellville (Lombard-Ignacio line)		. "		
138.28         Ione         End track           109.94         Modesto         114.93           124.98         Turlock         127.32           149.55         Merced         151.42           182.67         Madera         185.38           24.44         Redwood Jct. (San Mateo-Newark line)         28.20           35.36         Newark         (Centerville-Redwood Jct. line)         38.51           28.79         (Alvarado-Santa Clara line)         32.25           41.29         Niles         (Tracy-Redwood Jct. line)         30.67           27.37         (Hayward-Milpitas line)         30.95           41.70         Eliot         45.44           4         (San Ramon line)         63.22           43.47         (San Jose         (Palo Alto-Coyote line)         56.00           44.85         (Milpitas line)         38.21           43.74         (Alviso line)         38.21           43.74         (Schellville line)         38.24           44.34         Napa         (Schellville line)         36.37           44.34         Napa         (Schellville (Lombard-Ignacio line)         38.96           47.72         Schellville (Lombard-Ignacio line)         38.96	129.04	Valley Spring		
109.94         Modesto         114.93           124.98         Turlock         127.32           149.55         Merced         151.42           182.67         Madera         185.38           24.44         Redwood Jct. (San Mateo-Newark line)         28.20           (Palo Alto line)         27.17           35.36         Newark         (Centerville-Redwood Jct. line)         38.51           28.79         (Alvarado-Santa Clara line)         32.25           41.29         Niles         (Tracy-Redwood Jct. line)         30.67           27.37         (Hayward-Milpitas line)         30.95           41.70         Eliot         (San Ramon line)         63.22           43.47         San Jose         (Palo Alto-Coyote line)         56.00           44.85         (Milpitas line)         36.37           44.85         (Alviso line)         38.21           43.74         (Alviso line)         38.21           (Schellville line)         38.36           (Vallejo line)         38.36           (Vallejo line)         36.37           44.34         Napa         46.44           70.82         Calistoga         End tract           47.72         S	141.94	Kentucky Hor	useEnc	track
124.98         Turlock         127.32           149.55         Merced         151.42           182.67         Madera         185.42           24.44         Redwood Jct. (San Mateo-Newark line)         28.20           "(Palo Alto line)         27.17           35.36         Newark         (Centerville-Redwood Jct. line)         38.51           28.79         "(Alvarado-Santa Clara line)         32.25           41.29         Niles         (Tracy-Redwood Jct. line)         30.67           27.37         "(Hayward-Milpitas line)         30.95           41.70         Eliot         45.40           "(San Ramon line)         63.22           45.90         Livermore         48.72           43.47         San Jose         (Palo Alto-Coyote line)         56.06           44.85         "(Milpitas line)         38.21           43.74         "(Alviso line)         38.86           "(Vallejo line)         38.86           "(Vallejo line)         38.86           "(Vallejo line)         38.86           "(Vallejo line)         38.96           "(Vallejo line)         38.96           "(Vallejo line)         38.96           "(Vallejo line) <t< td=""><td>138.28</td><td>Ione</td><td>Enc</td><td>i track</td></t<>	138.28	Ione	Enc	i track
149.55       Merced.       151.42         182.67       Madera.       185.38         24.44       Redwood Jct. (San Mateo-Newark line).       28.20         "(Palo Alto line).       27.17         35.36       Newark       (Centerville-Redwood Jct. line).       38.51         28.79       "(Alvarado-Santa Clara line).       32.25         41.29       Niles       (Tracy-Redwood Jct. line).       30.67         27.37       "(Hayward-Milpitas line).       30.95         41.70       Eliot.       45.40         "(San Ramon line).       63.22         45.90       Livermore.       48.72         43.41       San Jose       (Palo Alto-Coyote line).       56.00         44.85       "(Milpitas line).       38.21         43.74       "(Alviso line).       38.36         43.74       "(Schellville line).       38.88         "(Vallejo line).       38.38         "(Vallejo line).       36.33         44.34       Napa.       46.44         70.82       Calistoga.       End tracl         47.72       Schellville       (Lombard-Ignacio line).       38.9         44.34       Napa.       (Sonoma line).       49.7      <	109.94			
182.67       Madera.       185.38         24.44       Redwood Jct. (San Mateo-Newark line).       28.20         (Palo Alto line).       27.17         35.36       Newark       (Centerville-Redwood Jct. line).       38.51         28.79       " (Alvarado-Santa Clara line).       32.25         41.29       Niles       (Tracy-Redwood Jct. line).       30.67         27.37       " (Hayward-Milpitas line).       30.95         41.70       Eliot.       45.44         45.90       Livermore.       48.72         43.47       San Jose       (Palo Alto-Coyote line).       56.00         44.85       " (Milpitas line).       56.00         44.85       " (Alviso line).       38.21         43.74       " (Alviso line).       38.21         43.74       " (Schellville line).       38.36         " (Vallejo line).       38.36         " (Vallejo line).       36.37         44.34       Napa.       46.44         70.82       Calistoga.       End tract         47.72       Schellville (Lombard-Ignacio line).       38.9         " (Sonoma line).       49.7         31.81       Vallejo.       End tract         Oakland.	124.98	Turlock		127.32
Callo Alto line   27.17   27.18   28.79		Merced		
Callo Alto line   27.17   27.18   28.79	182.67	Madera		
Callo Alto line   27.17   27.18   28.79	24.44	Redwood Jct.	(San Mateo-Newark line)	
28.79		4	(Palo Alto line)	
28.79	35.36	Newark	(Centerville-Redwood Jct. line)	38.51
1.29   Niles		a	(Alvarado-Santa Clara line)	32.25
27.37 " (Hayward-Milpitas line) 30.95 41.70 Eliot 45.40  45.90 Livermore 48.72 43.47 San Jose (Palo Alto-Coyote line) 56.00 44.85 " (Milpitas line) 38.21 43.74 " (Alviso line) 38.21  " (Schellville line) 38.80  " (Vallejo line) 36.33  44.34 Napa 46.44  70.82 Calistoga 46.44  70.82 Calistoga 56.00  (Vallejo line) 38.92  (Sonoma line) 49.70  31.81 Vallejo 56.00  (Hayward-Milpitas line) 56.00  (Milpitas line) 56.00  (Alviso line) 38.92  (Schellville line) 38.93  (Vallejo line) 38.94  (Sonoma line) 49.70  31.81 Vallejo 56.00  End tracel 67.72  Oakland, Oakland yard includes Richmond Transfer and Richmond	41.29	Niles	(Tracy-Redwood Jct. line)	30.67
41.70 Eliot		a a	(Hayward-Milpitas line)	30.95
45.90 Livermore. 48.72 43.47 San Jose (Palo Alto-Coyote line). 56.00 44.85 " (Milpitas line)		Eliot		45.40
45.90 Livermore. 48.72 43.47 San Jose (Palo Alto-Coyote line). 56.00 44.85 " (Milpitas line)		u	(San Ramon line)	63.25
44.85 " (Milpitas line) 43.74 " (Alviso line)	45 90	Livermore	(200	48.72
44.85 " (Milpitas line) 43.74 " (Alviso line)			(Palo Alto-Covote line)	56.00
43.74 " (Alviso line)		4	(Milpitas line)	
" (Schellville line)         38.38           44.34 Napa         46.44           70.82 Calistoga         End track           47.72 Schellville (Lombard-Ignacio line)         38.9           " (Sonoma line)         49.70           31.81 Vallejo         End track           Oakland         Oakland yard includes Richmond Transfer and Richmond		a	(Alviso line)	
" (Schellville line)         38.38           44.34 Napa         46.44           70.82 Calistoga         End track           47.72 Schellville (Lombard-Ignacio line)         38.9           " (Sonoma line)         49.70           31.81 Vallejo         End track           Oakland         Oakland yard includes Richmond Transfer and Richmond		Nana Jet	(Creston-Calistoga line)	38.21
" (Vallejo line)       36.37         44.34       Napa       46.47         70.82       Calistoga       End track         47.72       Schell (Lombard-Ignacio line)       38.9         " (Sonoma line)       49.7         31.81       Vallejo       End track         Oakland       Oakland yard includes Richmond Transfer and Richmond	00.11	arapa oco.	(Schellville line)	
44.34       Napa.       46.44         70.82       Calistoga.       End track         47.72       Schellville       (Lombard-Ignacio line)       38.9         (Sonoma line)       49.7         31.81       Vallejo       End track         Oakland.       Oakland yard includes Richmond Transfer and Richmond		ш		
70.82         Calistoga	44 24	None	( and o mo)	
47.72 Schellville (Lombard-Ignacio line)		Calistore	En	
31.81 Vallejo		Schellville	(Lombard-Ignacio line)	38 0
Oakland. Oakland yard includes Richmond Transfer and Richmond	11.12	Schenville	(Sonome line)	49 7
Oakland. Oakland yard includes Richmond Transfer and Richmond	21 01	Valleio	En	d track
Oakland. Oakland yard includes Richmond Transfer and Richmond	01.01	vanejo	1 1 1 1 1 Did - 1 D- 1 D	
	D-14 D	kiand. Oakian	d yard includes Richmond Transfer and Ri	сишопо

Tracy. Eastward passenger trains from Martinez line must receive proceed signal from yardman before passing Signal 820; eastward trains from Niles line must receive proceed signal from yardman before passing

Fresno. Trains moving between Tulare St. and Merced St. (east and west of passenger station) must receive proceed signal from yardman (green flag or green light) between those points.

Westward trains via Pratton line must receive proceed signal from yardman (green flag or green light) before passing Divisadero St.

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

Train orders issued by Western Division under Form F, reading to or from Brighton, will apply over the Sacramento Division into or out of Sacramento or Roseville

Nos. 401, 409 and 413 and sections of those schedules will be cleared at Redwood Jet. according to their identification arriving at that point, and are authorized to display this identification to Bayshore without train-order authority, clearance for sections to show "No signals" or "Green signals" following train number.

RULE D-97 (A). Will apply between following points:
Oakland Pier and Sacramento; Oakland Pier and Elmhurst;
Martinez and Mococo; Tracy and Stockton Tower No. 4.

RULE 98. Railroad crossings at grade not interlocked: Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over the following crossings without stopping, if crossing clear and no move-

the following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

Benicia: Government Ry., crossing of Benicia spur near Benicia arsenal. If signal 340 or 341 displays stop indication, flag protection must be provided on intersecting track before movement made over crossing.

Napa Jct.: Big balloon track crossing of Calistoga-Vallejo main track. Schellville line trains using big balloon track need not stop.

Stockton: CCTCo., crossing of Oakdale Branch near MP 92.0.

Lodi: CCTCo., crossing of Brighton line at MP 103.2.

Lodi: CCTCo., crossing of Woodbridge line.

Alameda. A.A.F. In-transit Depot., Government Ry crossing of varieties of track leading to United Engineering Co.

yard track leading to United Engineering Co.

Stop not less than ten feet, nor more than fifty feet from the following crossings and send flagman ahead who must ascertain that no movement is approaching on intersecting line before giving signal to proceed:

Oakland. WPRR crossing on Stonehurst Branch.

Oakland. WPRR crossing of yard track at 3rd & Fallon Sts.
Oakland. WPRR crossing of yard track at 42nd Ave.

Oakland. AT&SFRy crossing of yard track at 20th & Kirkham Sts. Oakland. AT&SFRy crossing of Surryne drill track, east of Santa

Fe interchange.

Oakland. OTRy crossing of SP lead to Santa Fe interchange at

Oakland. AT&SFRy two crossings of SP connection to OTRy interchange at 34th & Wood Sts.

Oakland. Shipyard Ry crossing of yard track at 9th & Parker Sts.

Berkeley. Key System crossing yard track at Ward & Stanford Sts.

Richmond. AT&SFRy crossing of SP and PMCorp leads at 27th St.

& Seaver Ave. at Shipyard No. 2.
Richmond. AT&SFRy shipyard lead from Santa Fe 8th St. yard, crossing two Seaver Ave. drill tracks, near 14th St.

Stop clear of derails at the following crossings and send flagman ahead who must ascertain that no movement is approaching on inter-

ahead who must ascertain that no movement is approaching on intersecting line, then operate derail lever to close derails before giving signal to proceed. Restore derails after each movement over crossing:

East Oakland. WPRR crossing of Kaiser lead near 7th Ave.
Oakland. Shipyard Ry crossings of two drill tracks at 9th & Harrison Sts. Derails are electrically locked. Obtain key from locked box.
Stege. Shipyard Ry crossings of Dump track.

Stop clear of the following crossings, then proceed if no movement approaching on intersecting line:

Alameda: Belt Line Ry., crossing yard track between Alameda & Pacific Ave. Alameda: Belt Line Ry., crossing yard track between Eagle Ave.

& Tynan Sts. Napa Jct.: Calistoga-Vallejo main track crossing of big balloon track.

Calistoga-Vallejo line trains must stop.

Lodi: CCTCo., crossing of vard tracks west of station building.

Roma: CCTCo., crossing of Valley Spring line.

Oakdale: AT&SFRy., crossing of Oakdale Branch.

MP 116.7 on Ione Branch: CCTCo., crossing of Ione Branch.

Las Juntas: SNRy., crossing of San Ramon Branch.

Drawbridge not interlocked:

Stockton: Drawbridge over San Josquin River, on spur connecti

Stockton: Drawbridge over San Joaquin River, on spur connecting with SPBRy. Drawbridge normally open for river traffic. SP movement must stop. Sound whistle signal 14 (j) for bridge to be lined.

RULE 99. Third, fourth and sixth paragraphs are changed to read

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart.

"If not recalled, one-half mile from rear of train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if onehalf mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes."

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

RULE 99 (C). Will apply on Berenda, Chowchilla, Ione, Lodi, Oakdale and Winters Branches; on Napa Branch between Napa and Calistoga, and on San Ramon Branch between Avon and Dougherty.

RULE 103 (A). 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.

Oakland. When moving against current of traffic, flagman must pro-Oakland. When moving against current of trame, hagman must protect crossing before moving over 5th, 19th, 29th Ave., and High Street.

Nobel. When any of the crossovers are used in vicinity of Nobel, switches must not be left open longer than necessary to complete move, as automatic crossing gates at Buchanan St., Albany will remain down as long as one of these switches is open.

Flosden. Approach crossing AA-34 with caution. Crossing not pro-

tected by automatic crossing signal.

Vallejo. Approach crossing of Delano Ave. with caution. Crossing

not protected by automatic crossing signal.
Suisun-Fairfield: When necessary for Freight trains to make stop blocking crossings east of passenger station, they must be opened with

least possible delay.

Newark: Willow Street crossing must not be blocked in excess of

five minutes except in emergency.

Turlock: Switching must not be performed over Main and Olive

Street crossings between hours of 12 noon and 1:00 p.m.

Newman: By ordinance, 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.

Los Banos: While making switching movements over Fourth St. on back track and west middle, a trainman must be stationed on ground to protect traffic.

Stockton: When making movements eastward on Scotts 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.

RULE 104. The normal position of rigid switches at the end of double track and at junctions, is as follows:

Elmhurst...... End of double track, for Eastward track;

Alvarado line, for Niles line;

Stonehurst line, for house track extension.

Switches handled by operator. Whistle signals: For Alvarado line, o For Niles line, -For Stonehurst line, o -

Niles . . . . . Niles Tower line, for Elmhurst-Livermore line.

Westward trains from Niles Tower line intending to use crossover west of station building must remain clear of crossover until both switches have been lined, then be governed by indication in Signal 287.

Tracy..... Los Banos line, for Niles line. Lodi...... Woodbridge line, for Lathrop line. Lodi. Valley Spring line, for yard track.
Galt Ione line, for straight leg of wye.
Ingle Riverdale line, for siding.

Kerman....Biola line, for Pratton line.

Berenda....Daulton line, for house track.

Chowchilla .... Dairyland line, for house track.

Fresno Yard ... End double track, for eastward track.

Fresno ... Pratton line, for eastward main track.

Napa Jct. Track known as little balloon is Schellville line main track, but east switch of little balloon track must be left lined for through movement between Schellville line and big balloon track.

Wye connection between Suisun-Fairfield line and Calistoga line is not main track, and switches at each end of this wye track must be left lined for the respective main track movements.

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 Nos. 101 and 102.

RULE 105. Lathrop: Westward siding leaves westward main track 1500 feet east of corral and enters main track just east of water tank and to be used by westward trains.

Fresno siding leaves eastward main track at extreme west end of Lathrop yard and enters Merced Subdivision main track at Signal 932 and to be used by trains to or from Merced Subdivision.

Modesto: Siding No. 1 leaves main track 1740 feet east of MP 110 and enters main track 1800 feet east of MP 111 and to be used by east-

Siding No. 2 leaves main track 2000 feet east of MP 111 and enters main track 2243 feet east of MP 112, and must not be blocked without the authority of the conductor of the Modesto switcher crew while that crew is on duty at Modesto unless otherwise provided.

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

Freight trains must not use No. 3 siding between 11:20 AM and 12:20 PM. and between 5:15 PM and 6:15 PM.

PM, and between 5:15 PM and 6:15 PM.

Suisun-Fairfield: Eastward siding is first track south of eastward main track and leaves eastward main track 2280 feet east of MP 47 and to be used by eastward trains; westward siding is first track north of westward main track and leaves westward main track 3000 feet west of MP 50 and to be used by westward trains; such trains will enter this siding at crossover about opposite freight house.

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

to be used by westward trains.

Kerman: North siding is siding north of main track extending from MP 192.9 to MP 194.1, and to be used by trains to and from Biola line only; east switch to be lined normally for movement to and from Biola line. Westward trains from Biola line, unless otherwise required by train order, will use North siding. Eastward trains to Biola line will enter Biola line at junction switch, unless west switch of North Siding is lined for siding, and proceed signal is received from operator (green flag by day, green light by night).

South siding is siding south of main track extending from MP 192.8

to MP 193.8.

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 must be moving. Passenger trains to have preference.

Station platform indicator 2200 feet west of station at Crockett indicates whether or not a train is standing at platform at Crockett. East-

ward trains to be governed thereby.

Freight trains must avoid passing between stations and loading tracks when passenger trains are closely approaching from opposite direction on double track, and care must be exercised by non-stopping passenger trains when approaching stations at about the same time that local passenger trains are approaching from the opposite direction. When practicable non-stopping trains are to be given preference, but each train must be operated in a manner to avoid confusion and hazard of personal injury. When opposing trains are to reach stations shown below at approximately the same time the first named train should be given preference to

the station over the second named train:

Oakland (16th St.) No. 52 over No. 25; No. 23 over No. 246; No. 51 over No. 20. Berkeley......No. 224 over No. 27; No. 87 over No. 22; No. 17 over No. 20; No. 51 over No. 88. Richmond......No. 247 over No. 52; No. 19 over No. 56; No. 87 over No. 56; No. 241 over No. 10. 

RULE 204. Trains of Lathrop or Merced subdivision, with the same conductor and engineer operating through Lathrop may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 204 (A). Operator Stockton must furnish engineers of eastward freight trains an extra copy of Sacramento Division train orders, to be delivered to helper engineer when helper is picked up.

RULE 210 is modified to provide that when using revised Train Order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows: When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

Light will not be displayed in train-order signals on Winters, Napa, San Ramon, Oakdale and Lodi branches, except when train-order operator is on duty.

Trains must obtain clearance before leaving Newark, Stockton, Merced, Napa Jct., Napa, Niles and Kismet Tower. Shellmound is train-order office for Eastward third class and extra

trains only. When signal 66SA or 68SA indicates proceed, such trains must approach prepared to receive train orders.

Eastward third class and extra trains must obtain clearance before

leaving Shellmound.
West Oakland and Fresno Yard are train-order offices for trains

originating only.
Nos. 250, 254 and 74, and eastward extra trains consisting of passenger equipment to Coast Division may leave Santa Clara without clearance.

RULE D-251. Will apply as follows: On both main tracks, Between Oakland Pier and Elmhurst. Between Fresno Yard and Calwa Tower. On eastward track, Lathrop to Stockton Tower No. 4. On westward track, Stockton Tower No. 4 to Stockton. Lathrop to Tracy.
Sacramento to Davis train-order office, provided proceed signal received from yardman at Front St., Sacramento (green flag by day, green light by night), except will not supersede the superiority of No. 101.

Proceed indication displayed by train-order signal at Davis and by eastward interlocking signal east of Davis Tower will be authority for eastward third-class and inferior trains to move irrespective of time table superiority of Nos. 262 and 15 from Davis to Sacramento.

RULE 297. Following paragraph is added:
"A train, if delayed in the block, must proceed with caution to the
next signal."

RULE 505. AUTOMATIC BLOCK SYSTEM. Elmhurst. Signals are numbered as automatic and are under control of train-order operator. When signals display stop indication, trains must stop, and not proceed until signal displays proceed indication, or proceed signal is given by operator with yellow flag by day or yellow light by night.

Tracy: Signals are numbered as automatic and are under control of switch tender. When "stop" is indicated, 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 governed by dwarf light signals 710, 712, 714. Westward movements from Lathrop Subdivision governed by Signal 713 located 300 feet east of puzzle switch, the top light governs movement on main track and the lower light governs movement to hill or local yard, and dwarf light signal 715 located on right of eastward track 300 feet east of puzzle switch governs movement to all routes.

Westward movement from Los Banos Subdivision governed by Signal

Westward movement from Los Banos Subdivision governed by Signal 823, located 300 feet east of puzzle switch, top arm governs movement on main track and lower arm governs movement to hill or local yard.

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

Trains and engines stopped by Signal 709 may then proceed with caution if proceed signal received from yardman.

Lathrop. Trains and engines stopped by Signal 828 may apply Rule 509 only after obtaining permission of train-order operator.

RULE 510. Following block signals equipped with a triangular number plate displaying the letter "P", have included in their control limits some special protective device:

Eastwa Signals P-526		Westward Signals P-423 P-543
P-374	MARTINEZ SUBDIVISION Spring switch, Napa Jet	

RULE 513. On double-track when Rail-Detector Car is crossing over from one main track to another, Rule 99 must be complied with on each track.

RI	JLE 516. Overlap posts:
	Port Chicago Eastward trains.
	Nichols (150 feet east of west switch)Eastward trains.
	Los Medanos (250 feet west of Signal 509) Westward trains.
	Hayward (2500 feet east of Signal 187)Westward trains.
	Livermore (1275 feet east of Signal 473)Westward trains.
	Livermore (850 feet west of Signal 470)Eastward trains.
	Manteca (2300 feet east of west switch)Eastward trains.
	Floyd (1500 feet east of west switch)Eastward trains.

RULE 535. SPRING SWITCHES Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them in facing movement, or in trailing through them:

NORMAL POSITION FACING TRAILING Mococo.....End double track.....Westward track...... 35 Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded while passing over them in facing movement, or in trailing through them:

			PH
LOCATION		FACING	TRAILING
MartinezJunction switch	Bridge line	25	35
Redwood Jct. End double track	.Westward track	25	
ShinnEast end siding	Main track	15	15
Napa Jct West end big balloon.	. Suisun-Fairfield ma	in	
	track	15	15
Lathrop East end storage track	Eastward track	25	25

Spring switches are also located on other tracks as follows:
West Oakland. Two on incoming engine leads, east of roundhouse;
two on outgoing freight engine lead, near tin shop, and one on outgoing engine lead west of roundhouse.
Oakland Pier. Three on inbound tracks; one on slip lead, north side

of yard.

Stege. One on stem of wye.

Tracy. One spring switch derail on sewer lead, just west of round-house leads.

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 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 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: 0 0 —— 0 0.

Oakland Pier. Limits extend eastward to automatic Signal 40 on eastward main track and to home signal 450 feet east of Signal 40 on westward main tracks on Martinez line, and to automatic Signal 42 on both main tracks on Niles line and on ward tracks 0 and 10 to Signal 44.

both main tracks on Niles line, and on yard tracks 9 and 10 to Signal 44; and on yard tracks 11, 12 and 13 to home signal 175 feet east of Mari-

When siren whistle is sounded, all movement must stop and await

proper signal.

The last signal governing movement into any track except tracks 17, 18, 19 and 20 is a two-arm dwarf signal. When home signal displays proceed indication, and approach signal displays yellow aspect, it indicates that movement is to be made into a track occupied by engines or cars. Responsibility for collision will rest with train or engine entering. Sixteenth St. Tower, Oakland. Limits extend from eastward signal 1500 feet west of 14th St., to Signal Bridge 204.

Whistle signals: To West Oakland yard, o -

From Santa Fe interchange to Oakland Pier, -To Santa Fe interchange, o —— o.
Telephone to Sixteenth St. Tower and West Oakland Tower are on

lattice pole 1733, 250 feet east of Signal Bridge 200, and on signal case 30 feet west of junction of freight tracks 1 and 2, to be used when necessary to obtain permission to pass signals as prescribed by Rule 663 (b).

Shellmound. Limits extend from Signal Bridge 205 to Signal Bridge 206. Whistle signal:

To West Oakland yard from freight track 2, o -Martinez. Limits extend on eastward main track from home signal 600 feet east of station building to westward dwarf signals 938 feet east of station building on Tracy line and on Suisun Bay bridge line.

Limits extend on westward main track from dwarf signals 400 feet

east of station building on Tracy line and on Suisun Bay bridge line, to Signal 343 at east end of Ozol siding. Crossover switches west of station building, and switches leading from spurs to westward main track within these limits are not interlocked, and permission of signal operator must be obtained before fouling westward main track at any of these switches.

Whistle signals: To Bridge line, o ---- To Tracy line, --- o ----

Suisun Bay Bridge, Martinez. Bridge Zone limits extend on both tracks from home signals 800 feet east of draw span to home signals 550 feet west of draw span.

East End Zone limits extend on eastward track only, from Signal

346 SA near upper crossover to westward dwarf signal at Benicia line

Signal operator's permission must be obtained before moving from Benicia line to eastward main track; then if switch indicator indicates block clear, derail and junction switch may be thrown and movement governed by dwarf signal

Upper crossover is not interlocked, but movement must not be made through crossover without signal operator's permission, unless switch indicator indicates block clear. Signal 345 will govern movement through

Davis. Limits on eastward and westward main tracks extend from home signal 2200 feet west of tower to Signal Bridge 1700 feet east of tower, and on Woodland line to Signal Bridge 1200 feet east of tower.

Whistle signals: To or from Sacramento from or to Woodland line, o -

Western Division eastward trains to enter siding, -Mikon. SNRy crossing. Signal operator on duty 8:30 AM to 5:30 PM, less meal hour, daily except Sunday and Holidays. During other hours signals and derails lined for SP movement.

Sacramento River Drawbridge. Eastward trains failing to receive green aspect in approach Signal 878 must stop west of city limit sign, 1030 feet east of Signal 878, unless Signal 884 SA indicates "proceed".

San Joaquin River Drawbridge. Derails in eastward main track 892 feet west of lift span, and in westward main track 1208 feet east of lift span. Signal operator on duty 8:00 AM to 12:00 Noon, and 1:00 PM to

5:00 PM. During other hours signals and derails lined for trains.

Lathrop. East Zone. Limits extend from Signal 818 SA 575 feet west of west switch of crossover to Signal 821 SA 65 feet east of east switch

West Zone. Limits extend from Signal 814 SA 360 feet west of junction switch to Signals 813 SA and 815 SA, 340 feet east of junction switch. South Zone. Limits extend from Signals 934 SA and 936 SA, 225 feet west of junction switch to Signal 937 SA, 65 feet east of junction switch W. P. Zone Limits extend from Signal 939 SA and 936 SA 25 SA W. P. Zone. Limits extend from Signal 938 SA to Signal 939 SA

over WPRR crossing. Telephones at interlocking signals governing entrance to East, West and South Zones, and in door of concrete shelter at WPRR crossing.

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 Ry. Crossing 1.6 miles French Camp Tower—Tidewater Southern Ry. Crossing 1.6 miles east of French Camp. Signal operator on duty 6:00 PM to 10:00 PM and 11:00 PM to 3:00 AM daily except Sundays and holidays. Signals will be left in proceed position and switch and derail to stock yard spur will be left for normal handling by trainmen when signal operator not on duty. During hours signal operator on duty, this switch will be electrically locked and controlled by signal operator.

Trains entering this track must restore switch and derail and lock same. Before leaving this track must restore switch and derail from signal

same. Before leaving this track, permission must be obtained from signal operator, when on duty, and will be given in accordance with Rule 628;

Stockton Tower No. 2—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton. Sound whistle signals as follows 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 St., Stockton.

Stockton Tower No. 4. WPRR Crossing MP 92.3. Limits on eastward main track extend from signal 660 feet west of crossing to Absolute signal at beginning of C. T. C. 900 feet east of crossing; and on westward main track from signal at end of C. T. C. 900 feet east of crossing to dwarf

signal 200 feet west of crossing.

Switches and derails on Gulf Red Cedar spur and Gilmore Oil spur are hand-throw and equipped with electric lock controlled by signal operator.

Whistle signal: For crossover,

Polk. West switch and eastward signals operated by signal operator at Elvas, and their use governed by Sacramento Division special instructions

Modesto Tower. TSRy Crossing, MP 114.7. Signal operator on duty 9:00 AM to 12:00 Noon, and 1:00 PM to 6:00 PM, daily except Sunday and Holidays. During other hours signals and derails lined for SP movement. Instructions governing operation of interlocking posted in tower.

Lyoth. WPRR Crossing. Whistle signal:

Lyoth. WPRR Crossing. Whistle signal:

To enter or leave storage track, o — o.

Biola Jct. Limits extend from signal 675 feet west of junction switch on Merced line and signal 575 feet west of junction switch on Biola line, to westward signal 930 feet east of junction switch on main track, and to dwarf signal at derail west end No. 1 drill track.

Junction switch, derail on Biola line 535 feet west of junction switch, and derail and switch at west end No. 1 drill track are dual control switches, operated from train-order office Fresno Yard. Telephones in concrete battery house Biola Jct., and at derail on Biola line to communicate with signal operator when necessary. Instructions governing hand cate with signal operator when necessary. Instructions governing hand operation of dual control switches when authorized by signal operator are posted in telephone booths.

Signal governing movement from No. 1 drill track displays green aspect for movement to Merced line; yellow aspect for movement to

Brazos Drawbridge over Napa River. Signal operators on duty 12:01 AM to 4:00 PM. No movement over bridge permitted during other hours unless signal operator on duty. Derails in main track within interlocking limits east and west of draw span.

Niles Tower. Limits extend from dwarf signal on Niles line and signal on Tracy line 1685 feet from WPRR crossing, to Signal 300 on Milpitas line and to Signal P-423 on Centerville line, and also includes Milpitas Centerville line and Centerville line and Centerville line, and also includes Milpitas Centerville line and Centerville line, and also includes Milpitas Centerville line and also includes Centerville line and also includes Centerville line and also includes Cente

pitas-Centerville leg of wye.

Junction switch at Niles Jct. is remotely controlled by signal operator at Niles Tower. When necessary to hand throw this switch permission must be obtained from signal operator and switch must be cranked over.

Instructions for operation posted on crank-box opposite switch.

Derail near east end of yard track No. 1 at Niles is electrically locked and under control of signal operator at Niles Tower. Instructions for operation by hand when authorized by signal operator are posted inside

Whistle signals: To Niles, o --- o. To San Jose, o To Centerville, — o — . To Tr Engines from trains to Niles for water, o — To Tracy, --- o -

Newark. Limits extend from signal 50 feet east of wye switch on Centerville line to signal 1150 feet east of wye switch on Santa Clara line, and to signal 650 feet west of wye switch on Elmhurst line, and to dwarf signals on Redwood Jct. line near Newark station building.

Switches and derails at west end of extension of Santa Clara line

siding and east end of house track are electrically locked and controlled by signal operator. Instructions for operation posted inside of lock-box.

Whistle signals: To Santa Clara, o To Santa Clara line siding, o \_\_\_\_\_ o.
To Redwood Jet., \_\_\_\_ o \_\_\_\_ o.
To Dumbarton line siding, \_\_\_\_ o o o.

To Centerville, --- o -To Elmhurst, o Newark Slough Drawbridge, MP 34.53 on Redwood Jct. line. No signal operator regularly on duty. Signals and derails lined for train movement except when signal operator occasionally on duty. If signals display stop indication and derails properly lined, train may follow flag-

man through interlocking limits.

man through interlocking limits.

San Francisco Bay Drawbridge, MP 32.53 on Redwood Jct. line. Derails in main track within interlocking limits east and west of draw span.

West Oakland (First and Cedar Sts.). Limits on Niles line extend from Signal Bridge 110 to Signal Bridge 112. Limits on eastward main track on Martinez line extend from signal 500 feet west of freight lead crossing to 1700 feet east of freight lead crossing. Limits on westward main track on Martinez line extend from 1600 feet east of freight lead crossing to 450 feet east of Signal 40. Limits on eastward and westward freight leads extend from westward signals 2000 feet east of Martinez line main track crossing to Signal Bridge 112 on Niles line, and to westward

main track crossing to Signal Bridge 112 on Niles line, and to westward signals on passenger yard leads 40, 50 and 60.

Magnolia Tower (First and Chestnut Sts.). Limits extend on eastward main track from signal 1600 feet west of WPRR crossing to dwarf signal 500 feet east of WPRR crossing, and on westward main track from signal 500 feet east of WPRR crossing to dwarf signal 500 feet east of WPRR crossing to dwarf signal 500 feet east of WPRR crossing to dwarf signal 480 feet west of crossing

Fruitvale. Limits on main track extend from Signal Bridge 123 to Signal Bridge 127 on westward track, and to westward dwarf signal 680 feet west of Signal Bridge 127 on eastward track.

Radum. Limits on main tracks extend from home signal at west wye switch to home signal at east wye switch on Niles-Tracy line, and to home signal at west wye switch on Niles-Tracy line, and to home signal at wye switch on Radum-San Ramon line.

Interlocking signals for Niles-Tracy line and for WPRR main track will normally display proceed indication for both directions.

If a train on Niles-Tracy line is stopped by interlocking signal when no signal operator on duty, train may flag through interlocking limits.

AUTOMATIC INTERLOCKING

Stege. Shipyard Ry double track crossing of Stauffer Chemical spur and both legs of wye.

Stop at interlocking signal and if switch indicator indicates inter-secting line clear, operate push-button to obtain proceed indication in signal. Signals automatically return to stop indication after each movement over crossing.

RULE 760. CENTRALIZED TRAFFIC CONTROL SYSTEM

Limits extend from east limit of Stockton Tower No. 4 at east cross-over, to interlocking signal just west of west switch at Polk eastward,

over, to interlocking signal just west of west switch at Polk eastward, and from absolute signal just east of west switch Polk to east interlocking limit at Stockton Tower No. 4 westward.

On double track between end of double track east of Akers and east interlocking limits at Stockton Tower No. 4 movements may be made in either direction on either track being governed by absolute and automatic signals. Rule 509 applicable to single track will apply on both tracks.

RULE 762. Flag protection to rear, as prescribed by Rule 99, is required by eastward trains standing, or delayed, on main track with rear of train between Signal 1122 and east switch Galt; and by westward trains standing, or delayed, on main track with rear of train between Signal 1121 and west switch.

RULE 763. Revised to read as follows:
"Train indicators, signals and markers must be displayed through
centralized traffic control limits. Rule S-17, Fig. 7 of Rule 19, and Rule
19 (A) will not apply on controlled sidings."

TAKE-SIDING INDICATORS RULE 705.

Indicator on mast of Signal 767 at Davis may display letter "S" only,

and applies to westward freight trains only.

Indicator on mast of Signal 245 east of Pinole may display letters "M" or "S". When letter "S" is displayed train must take siding and obtain further instructions at train-order office at Pinole. When letter "M" is displayed train is thereby given superiority over all following trains to Shellmound.

GENERAL REGULATIONS

RULE 822. Riding on leading foot-board or pilot step of engine when passing over highways, crossings or on streets is forbidden.

RULE 824. Tracy. Before engine is detached from train from Martinez line not less than four hand brakes must be set on west end. Before engine is detached from train from Niles line not less than three hand brakes must be set on cut west of C St., and four must be set on east end of train.

RULE 825. Cars must not be left within 250 feet of highway cross-

Fifth paragraph of Rule 825 applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen

Tracy. Train crews must not release brakes on outbound trains until engine is coupled and brake pipe is charged.

RULE 837. Fifth paragraph is revised to read as follows:

"Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail or cars not be securely coupled together."

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 873. Injectors must not be used or engines blown out, except in cases of absolute necessity, while engines are passing over station platforms.

TRAIN INSPECTION

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and time-table instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

Cars bearing placards denoting contents are explosive, inflammable, prisoners or otherwise denoting contents are explosive.

poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

On freight trains, when conditions are favorable and in judgment of conductor it is safe, run may be made without stopping for inspection from one water stop to next water stop, except that a distance of seventy (70)

miles must not be exceeded between inspections.

Passenger trains making station stop at Modesto or Los Banos, and passenger trains operating between Oakland Pier and Gerber making station stop at Davis, must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes.

#### AIR BRAKE RULES

RULE 2. Running test must be made immediately after engine is detached from trains arriving Oakland Pier.

RULE 9. Passenger trains of more than 25 cars must be handled under freight train rules.

RULE 17. Retainers must be used on freight and mixed trains on descending grades as follows:

Creston to Napa Jct. . . . . 1 valve for every 160 Ms in train. San Ramon to Walnut Creek. . . 1 valve for every 160 Ms in train. Toyon to ½ mile east of Valley 

#### FREIGHT TRAINS

RULE 25. Rear end test must be made immediately prior to departure from:

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

Napa Jet. Trains via Cordelia.

Cordelia. Eastward trains that stop.

Helper engineers will reduce working steam sufficiently in advance so that lead engineer may control speed by gravity.

#### PASSENGER TRAINS

RULE 39. Running test must be made as follows: Westward trains for Oakland Pier, at 16th St. station, Oakland. Equipment being handled between Oakland Pier and West Oakland, in either direction, as soon as practicable after starting

Eastward trains via Bahia that do not stop at Martinez, at Ozol. Westward trains, at Bahia.

Eastward trains on Lathrop Subdivision, leaving Tracy, Lathrop and Stockton.

Westward trains, leaving Akers, Stockton and Lathrop.

#### MISCELLANEOUS

1. Westward freight trains taking water at Merced between 7:00 AM and 6:00 PM must stop east of crossing just east of station building. Engines of Sierra Ry. will take water from SP supply at Oakdale, using SP main track. Trains and engines must move with caution between F and G Sts., Oakdale, expecting to find main track occupied.

Emergency water supply only, at Mococo, and Pittsburg, and at

Lathrop on westward track.

Water supply at Bahia for yard engines. If necessary for road engines to take water, take only enough to reach next water supply.

Eastward freight trains take water at Davis in preference to Swanston.

Take water at Vallejo, Napa or Cordelia instead of at Napa Jct., if practicable.

. Helper service:

No helper engine will be placed behind wooden underframe cars or

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

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

Except as provided below, one helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train, and cut in ahead of any cars of wooden frame construction. Westward between Tracy and Niles regardless of number of cars in train, and eastward if train consists of more than 75 cars when only one helper is required it will be placed on rear ahead of caboose and any wooden frame cars. Where coupling of engines is not permitted, such engines must be separated by at least ten cars.

Air will be cut in all helper engines, and engine must not be cut off when train is in motion.

When used as helpers, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class be coupled together. When coupled in rear of train, larger engines must be placed ahead of smaller engines. When yard engine is used on head end to help a train between Port Costa and Bahia, it must be coupled behind road engine. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in

such case engines should not push through a backing engine if it can be

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades, road engine and helper must not be cut off from train at the same time without hand brakes being Helper engines placed back in train must be cut out at Altamont.

4 (a). Pushing trains out of yards:
No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine, except when pushing trains between Port Costa and Bahia, air must be coupled through pusher engine. Eastward trains must stop with rear of train near junc-

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

In no case shall knuckle be removed, or closed, or cutting lever temporal in factor of the state of the

porarily fastened in release position on a pusher engine, as means of pre-

venting coupling being made.
Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. The working track between Port Costa and MP 28.2 west of Crockett may be used by westward freight trains, displaying markers as per Rule 19, same as though moving against current of traffic.

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

Cars must not be left on straight leg of wye, Lathrop, to block tool

house or crossover.

house or crossover.

During cotton season, cars will be spotted on main track at Pierce Road Crossing, one mile west of Plains, Chowchilla Branch.

Engines will be turned on Santa Fe wye at Oakdale, operating over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy may be procured from SP Agent), and will procure clearance from Sierra Railway operator when on duty, before leaving Oakdale; and 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

with trains under full control, expecting to find main track obstructed. This does not give switching engines right over any train."

Sierra switch key in phone box at SP station. Every precaution for safety must be observed, flagging if conditions require.

7. Capacity of siding between clearance points is based on an average car length of 49 feet not including engines and caboose.

Figures between station names on schedule pages indicate distance from initial switch of siding at one station to initial switch of siding at next station. If no siding it is distance to point where time applies.

	own below must not operate on tracks
amed unless authorized by Superintene	ient:
witch engines Thomasson	Rock quarry.
-9 Cordella	Winery spur.
-9 Napa Jct	Calistora line wye.
ngines over 257,000	Cumo ago.
pounds on drivers Schellville Branch	
Powel	Must not go beyond stock chute, on
u	corral track.
Mater Bereit	corrai track.
-4 Union Branch,	D
k-9Vallejo Branch	Between Napa Jct. and Flosden.
k-9	Between Flosden and Vallejo.
k-9 Winters Branch	Between Elmira and Winters.
-4 Vacaville	. Other than main track.
-4 Winters Branch	Between Winters and Esparto.
-9 Dixon	
Tremont	Correl track
over 204,000	Corrai mack.
pounds on drivers San Ramon Branc	h Datmon Aven and Can Demon
bounds on drivers San Ramon Branc	in. Between Avon and San Ramon.
k over 210,000	1 D
pounds on drivers San Ramon Branc	h. Between San Ramon and Radum.
	Spur
Tracy	Brewery track; Holly Sugar spur.
Patterson	Patterson Ranch spur.
	Yancey Lumber spur.
Newman	Golden State Creamery spur; Lum-
	ber Co. spur.
Guetino	California Milk spur; Consolidated
	Glass, and Carnation Co. loading
	tracks.
Y T	Builders Lumber spur: Union Oil
Los Banos	
	spur; Golden State Creamery spur.
k-9 Los Banos	
k Lathrop	Tracks leading to Lend-Lease.
Lathrop	Fresno No. 2 track; beet track; slop
	track.
Stockton	Tracks 2 and 3 (except to pick up or
	set out); West end of tracks 2, 3
	and the alreadfloation would
tStockton	Trumtable lead
tstockton	Turntable lead.
Oakdale Branch.	
LodiLodi	Tracks 5 and 6; crossover between
	tracks 3 and 5; west end of track 5
	to Walnut St.
k Lodi	Wye (no restrictions on west end of
The second of th	wve between siding and oil
	column).

CUrgon	Spur.
CLodi Branch	Between Lodi and Kentucky House.
M-4Lodi Branch	Between Lodi and Woodbridge.
C	Crossover between controlled siding
C Tono Dronoh	and oil track; wye.
CIone Branch.	Till- Cassa Win our cour
CElk Grove	Elk Grove winery spur.
CFlorin	Florin Fruit Growers spur.
CManteca	Spreckels Sugar spur.
T-23Turlock	Track opposite peanut sned.
CLivingston	Spur to sned 101.
T-23 Atwater	Industry track north of highway.
M-4 Minturn M-4 Ohowchilla Branc	House track.
M-4 Chowchilla Branc	h
M-4Berenda	Corral track.
T-32 Berenda Branch.	
Mk-4 Madera	Winery spur.
CRavenswood	Spurs.
CNewark	Westvaco Chemical spur.
Mk-4 Eliot	Wye.
Mk-6	Automotive Fibers spur.
Mk-6 Alvarado	Sugar spurs.
C Alviso	Cannery spur; shell spur.
C Agnew	Distillery spur.
Tracy relief outfit (SPMW 7000) of	r heavier relief outfit must not operate
between Carbondale and Ione; and We	st Oakland relief outfit (SPMW 7010)
or honvior rollof outfit must not onorate	hotman Larlemond and Calistona nor

or heavier relief outfit must not operate between Larkmead and Calistoga, nor over bridges 44.64, 49.22 and 56.99 on San Ramon Branch.

Engines or cars must not go beyond restriction sign on Judson Steel spur at Emeryville.

Gate across Airport spur, Mulford, Navy guard will open and close gate. Gate across Yuba Mfg. Co. track on Benicia spur. Guard will open and close gate. Sound whistle signal 14(j) for guard.

Engines must not go beyond 500 feet from switch on Earl Fruit spur, Lodi.

#### MAIN TRACK

Main tracks between Oakland Pier and Bay Street (Oakland), numbering from the North, designated as 1, 2, 3 and 4, and used as follows:

1—Westward trains, via Martinez line.

2—Eastward trains, via Martinez line. 3—Westward trains, via Niles line. 4-Eastward trains, via Niles line.

Main tracks between Oakland (16th Street) and Shellmound, designated as 1 and 2 and used as follows:

1-Westward trains.

2-Eastward trains. Main tracks between East Oakland and Elmhurst designated as 1 and 2 and used as follows:

1-Westward trains. 2-Eastward 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 must move with caution between Sacramento River Bridge and Seventh Street.

20. Handling of freight cars in trains 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. This does not refer to a baggage, express, or mail car, or a caboose.

All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains-passengers, if any, to move on passenger train.

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 service.

Not more than 30 express refrigerator cars may be handled in one freight train and such equipment must be in rear of train.

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

#### SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS
UNLESS OTHERWISE FURTHER RESTRICTED
MAXIMUM SPEED PERMITTED CERTAIN ENGINES
Maximum speed for SP-1-2-3 not cross-counter-balanced, C-15-17-32,
Mk-10-11 and MM-3 class engines 35 MPH when handling Freight and Mixed trains.

Maximum speed for Gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling Passenger Trains.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted Freight and Mixed Trains and Light Engines.

Engines backing must not exceed 20 MPH on all curves, and when

approaching highway crossings at grade.
Engines coupled tender to tender must not exceed speed permitted

same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted Freight and Mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engines backing where such permitted speed is less than 30 MPH:

Classiff and	Running Fo		Running Backward
Classification	With Train	Light	With Train or Light
DES-200	. 30	30	30
DES-1 to 7 inc	40	40	40
DES-100 to 107 inc	. 40	40	40
Maximum speed of engines under follown steam or hauled in train, must not end when all weight has been removed drivers  When all weight has been removed from any pair of drivers  When engine truck is removed  When main rod only is removed  When both main and side rods are rewhen hauled in train with all rods o	from any	one p	pair of20 MPH wheel30 MPH30 MPH30 MPH30 MPH30 MPH

Page	Class of Engine	Station—Territory—Track or Structure	мрн
6	GS-6	Between MP 93.5 and MP 98.0, Los Banos	50
6	GS-6	Between MP 108.0 and MP 120.0, Los	S. U.S.
6	GS-6	Between MP 126.9 and MP 131.3 Los	50
6	GS-6	Banos line Between MP 176.0 and MP 177.0, Los	50
7	GS,F,AC,Mt-2	Banos line	50 25
7 7 7	GS,F,AC,Mt-2	Bridge 104.38, Mokelumne River	25
7	GS,F,AC,Mt-2	Bridge 119.14, Consumnes River	25
7	G8-6	Westward track, MP 93.9 to MP 92.8 on	
8	GS,F,AC,Mt-2	Tracy-Brighton line	50
8 8 8	GS,F,AC,Mt-2	Bridge 104.27, Stanislaus River Bridge 113.92, Tuolumne River	25
8	GS,F,AC,Mt-2	Bridge 134.84, Merced River	25
8	GS,F,AC,Mt-2	Bridge 194.52, San Joaquin River west of	25*
9	GS,F,AC,Mt-2	Herndon Bridge 31.56, Alameda Creek, west of	25*
9	CORACINA	Farwell	25*
10	GS,F,AC,Mt-2	Bridge 35.87, Sunol Creek, east of Sunol	25
10	GS,F,AC,Mt-2	Bridge 18.16, San Lorenzo Creek, Niles line	25*

\*These classes of engines must not operate double-headed over these structures.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	Not I	Caution Exceeding MPH
Through sidings, yard and other side-tracks, crossovers,		
turnouts and slip-switches except:		10
Fort Costa and MP 28, on working track		15
Infough controlled sidings in C. T. C.		25
Shellmound to Richmond, on yard track 1		15
Los Medanos, on Camp Stoneman Spur except		15
On Stoneman wve with engine backing		10
Madera, on winery spur		20
Ravenswood, on spur		20
		8

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."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

	TO THE RESERVE OF THE PARTY OF	201 - 11	A PT	(1)	WITH	TRAIN-	ENGINE RUN	NING F	ORWARD			LIG	HT ENGI	NE RUNNING F	ORWARD	ENGINE	BACKII				
		100	SINI			PAS	SENGER		16-52	Sept of	The Beat		والمروا	м	C-15-	OR L	TRAIN IGHT				
Page No.	TERRITORY		TERRITORY		TERRITORY	STREAM- LINER DIESEL POWER UNIT	P-8 (if CCB*) P-7-10- 12 GS Mt	E A P-1-3-4- 5-6-11 P-8 (if not CCB*)	T- -26 -32 -37 -40	AC-4-5- 7-8-9- 10-11- 12 AC-6 (If CCB*)	T-1-8-9-23-28- 31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	M AM-2	C-2-4-5-8-9- 10-18-19-26- 27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17- 32 Mk-10-11 MM-3 SP (If not CCB*)	FREIGHT AND MIXED	E P A Mt GS	T-26- 32-37- 40 F (if CCB*)	18-19-26-27-	17-32 TW Mk-2-4 10-11 AC	E Mk A F T Mt P GS C SP TW	M AC AM-: MM- Gas- ele car
2-3-4	Between Oakland Pier and MP 17.3, except. Across freight leads to West Oakland. On both leads to West Oakland across main tracks. Between MP 17.3 and MP 27.9, except. MP 21.5 - MP 27.9 on tangents. MP 21.5 - MP 27.9 on curves. Between MP 27.9 and MP 35.3, except. Passing Port Costa station building. Over grade crossings Martinez city limits, except. Eastward trains via Suisun Bay bridge. Over Span No. 12 (lift span) Suisun Bay bridge 33.3. Between MP 35.3 and MP 85.5, except. MP 35.3 - MP 47.0. MP 47.0 - MP 49.0. Within city limits, Dixon. MP 74.2 - MP 77.3. Davis passenger station - MP 76.69 on Woodland line Between MP 85.5 and Sacramento, except. Over SNRy crossing, Mikon. Over Sacramento River Drawbridge.	45 20 15 80 60 45 45 45 15 20 30 95 75 45 45 45 45 45 20 20 45 45 45 45 45 45 45 45 45 45 45 45 45	45 20 15 65 50 40 45 40 15 20 30 70 60 45 50 40 40 45 40 45 40 45 40 40 45 40 40 45 40 40 45 40 40 40 40 40 40 40 40 40 40 40 40 40	45 20 15 65 50 40 45 40 15 20 30 65 60 40 45 40 40 45 40 45 40 45 40 45 40 45 40 45 40 45 40 40 45 40 40 40 40 40 40 40 40 40 40 40 40 40	45 20 15 60 50 40 45 40 15 20 30 60 60 45 40 40 40 45 40 40 40 40 40 40 40 40 40 40 40 40 40	45 20 15 55 50 40 45 40 15 20 30 55 55 45 40 40 40 40 40 40 40 40 40 40 40 40 40	45 20 15 50 50 40 45 40 15 20 30 50 50 40 45 40 40 45 40 40 45 40 40 45 40 40 45 40 40 40 40 40 40 40 40 40 40 40 40 40	45 20 15 45 45 40 45 40 15 20 30 45 45 40 40 40 45 45 45 40 40 40 40 40 40 40 40 40 40 40 40 40	40 20 15 40 40 40 40 15 20 30 40 40 40 40 40 40 40 40 40 40 40 40 40	35 20 15 35 35 35 35 35 35 36 30 30 35 35 35 35 35 35 35 35 35 35 35 35 35	30 20 15 40 40 35 30 20 15 30 40 40 40 30 30 30 30 20	45 200 15 45 45 40 45 40 45 45 40 40 40 40 40 20	20 15 40 40 40 40 40 15 20 30 40 40 40 40 40	35 20 15 35 35 35 35 35 35 30 35 35 35 35 35 35 35 35 35 35 35 30 30 35 35 30 30 30 30 30 30 30 30 30 30 30 30 30	30 20 15 30 30 30 30 30 30 30 30 30 30 30 30 30	30 20 15 30 20 20 20 20 15 15 20 30 30 20 20 20 20 20 20 20 20 20 20 20 20 20	22 22 21 22 22 22 21 11 12 22 22 22 22 2				
4	Between Elmira and Winters. Between Winters and Esparto. Between Suisun-Fairfield and Cordelia. Between Cordelia and Napa Jet.		25 40 35	25 40 35	25 40 35	40 35	25 40 35	25  40 35	25 40 35	25 35 35	25 15 25 25	25 30 35	25 30 35	25 30 35	25 30 30	20 15 20 15	15 20 20 15				
5 -6-7-9	Martinez to Mococo on eastward track.  Mococo to Martinez on westward track.  Between Mococo and MP 41.0.  Between MP 41.0 and MP 80.7.  Between yard limit signs on Martinez, Niles and Los		45 30 60 65	45 30 60 65	45 30 60 60	45 30 55 55	45 30 50 50	45 30 45 45	40 30 40 40	35 30 35 35	30 20 40 40	45 30 45 45	40 30 40 40	35 30 35 35	30 30 30 30 30	20 20 20 30	2222				
	Banos lines, and overpass east of puzzle switch Tracy on Lathrop line, except Between C St. crossing on Martinez and Niles line and end double track on Lathrop line and MP 83 on Los		45	45	45	45	45	45	40	35	30	45	40	35	30	30	2				
5	Banos line  Between Avon and Radum, except.  Over bridges 44.64, 49.22 and 56.99.  Between Napa Jct. and MP 53.5, except.  MP 39.75 - MP 40.25.  Over highway crossing, Rocktram.  Between MP 53.5 and Calistoga.  Between Napa Jct. and Vallejo, except.  Over Tennessee St. crossing, Vallejo.  Between Napa Jct. and Schellville, except.  Over Brazos drawbridge, and on Schellville wye.		35	35	35					10 15 10 	10 15 10 25 15 10 20 25 15 25 15	10   35 10	35	10 15 10 35 10	10 15 10  30 10	10 15 10 15 15 10 15 15 15 15 15 15	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				
6	Between Union and West Napa.  Between Tracy and Fresno, except.  Over WPRR crossing, Lyoth. Within Los Banos yard limits.  Between Kerman and Biola Jct., except.  Through junction switch and crossover to Biola line.  Between Lodi and Woodbridge.  Between Lodi and MP 121.4, Valley Spring line.  Between MP 121.4 and MP 132.3.  Between MP 132.3 and MP 139.7.  Between MP 139.7 and Kentucky House.		55 40 45 30 25	55 40 45 30 25	55 40 45 30 25	55 40 45 30 25	50 40 45 30 25	45 40 45 30 25	40 40 40 30 25	35 35 35 35 30 25	8 40 25 30 30 25 10 25 20 15 20	45 40 45 30 25 	40 40 40 30 25	35 35 35 36 30 25	30 30 30 30 30 25	30 20 30 20 20 20 10 15 15 15	22222211111111				

\*LIST OF CCB (CROSS COUNTER-BALANCED) ENGINES:

All P-8 class, except Eng. 2470;

F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3634, 3636, 3638, 3643, 3647, 3652;

3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;

F-4 class: 3668, 3670, 3671, 3672, 3674, 3676, 3677, 3678, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3696, 3697, 3699, 3701, 3702, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;

F-5 class: 3718, 3720, 3721, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3763, 3764, 3765, 3766, 3767, 3768, 3769;

AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4140, 4142, 4143, 4144, 4146, 4149, 4150;

SP-1 class: 5001, 5002, 5003, 5004, 5006, 5008, 5009, 5011, 5012, 5013, 5014, 5015;

SP-2 class: 5016, 5017, 5018, 5019, 5020, 5021, 5022, 5023, 5024, 5025, 5026, 5027, 5028, 5029, 5030, 5031, 5032, 5033, 5034, 5035, 5037, 5038;

SP-3 class: 5039, 5040, 5041, 5042, 5043, 5044, 5045, 5046, 5047, 5048.

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."

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to Maximum speed shown for Freight and Mixed trains if less than 35 MPH.

				,		AIN-ENGINE I		IG FORWARD			LIGI	HT ENGI	NE RUNNING F	ORWARD	ENGINE	TRAIN
Page No.	TERRITORY	P-8 (if CCB*) P-7-10- 12 GS Mt	E A P-1-3-4- 5-6-11 P-8 (if not CCB*	-32	AC-4-5 7-8-9- 10-11- 12 AC-6 (if	T-1-8-9-23-28- 31-36-57-58 Mk-5-8-7-8-9 F (if CCB*) SP (if CCB*) Gas-elec. cars	м	C-2-4-5-8-9- 10-18-19-26- 27-28-29 Mk-2-4, TW F (if not CCB*) AC-1-2-3-6 (if not CCB*)	Mk-10-11 MM-3 SP (if not	FREIGHT AND MIXED	E P A Mt GS	T-26- 32-37- 40 F (if CCB*)	M T-1-8-9-23-28- 31-36-57-58 C-2-4-5-8-9-10- 18-19-26-27- 28-29 Mk-5-8-7-8-9 F (if not CCB*) SP	10-11 AC	E Mk	M AC AM-2 MM-3 Gas- elect. cars
7	Between Tracy and Lathrop, except. Over San Joaquin River Drawbridge. Between Lathrop and French Camp Tower. Between French Camp Tower and Stockton Tower No. 4, except Within city limits, Stockton Between Stockton Tower No. 4 and End double track, MP 95.0. Through turnout, End double track, MP 95.0. Between MP 95.0 and MP 102.0. Between MP 102.0 and MP 104.0, except Within city limits, Lodi. Between MP 104.0 and MP 132.0. Between MP 132.0 and Brighton.	40 55 45 20 55 25 65 50 15 65	60 40 55 45 20 55 65 50 15 65 50	60 40 55 45 20 55 25 60 50 15 60 50	55 40 55 45 20 55 25 55 50 15 55	50 40 50 45 20 50 25 50 50 15 50 50	45 40 45 45 20 45 25 45 45 45 45 45	40 40 40 40 20 40 25 40 40 15 40 40	35 35 35 20 35 25 35 25 35 35 35 35 35	40 40 40 30 20 35 20 35 20 35 35 35 35 35	45 40 45 45 20 45 25 45 45 45 45 45	25 40 40 15 40	35 35 35 35 20 35 25 35 25 35 35 35 35	30 30 30 30 20 30 25 30 30 15 30 30	30 20 30 30 20 30 20 30 30 15 30 30	25 20 25 25 20 25 20 25 20 25 25 25 25 25 25 25 25 25 25 25 25 25
7	Between Galt and Ione, except MP 125.5 - MP 127.1. Over Dry Creek Bridge 135-I, and Sutter Creek Bridge 136-E. Between Stockton and Montpellier, except Between Wilson Way and Sacramento St., Stockton Between switches, Peters									25					20 15 15 20 8 10	20 15 15 20 8 10
8	Between Lathrop, on west leg of wye and Signal 939 SA east of WPRR Crossing.  On east leg of outer wye, Lathrop  Between Signal 939 SA and Biola Jct., except.  Signal 939 SA - MP 113.6; MP 135.9 - 154.9; MP 198.6 - Biola Jct.  Over Highway crossing east of station Manteca.  West end No. 2 siding - East end No. 3 siding, Modesto  Signal 1252 - Signal 1263, Turlock  Over Merced River Bridge 134.84.  Over street crossing west of Livingston station.  Signal 1498 - Signal 1513, Merced  Fresno River bridge Madera - East end siding Madera.  Between west interlocking limit Biola Jct. and Fresno, except.  Over switch end double track MP 201.9 Fresno Yard eastward	30 15 65 60 45 45 45 45 45	30 15 65 60 45 45 45 50 45 45 45 45 45 45	30 15 55 55 45 45 45 45 45 45 45 45 45 45 45	30 15 55 55 45 45 45 45 45 45 40 25	30 15 50 50 45 45 45 45 45 45 45 46 40 25	30 15 45 45 45 45 45 45 45 45 45 45 45 45 45	30 15 40 40 40 40 40 40 40 40 40 40 40 25	30 15 35 35 35 35 35 35 35 35 35 35	20 15 40 40 30 30 30 35 30 30 30 30 30 30 30 30 30 30 30 30 30	30 15 45 40 40 40 40 40 40 40 40 40 25	30 15 40 40 40 40 40 40 40 40 25	30 15 35 35 35 35 35 35 35 35 35 35 35	30 15 30 30 30 30 30 30 30 30 30 30 30 30 30	20 15 30 30 20 30 30 30 20 30 30 20 20 30 20	20 15 25 25 20 25 25 25 20 25 25 20 25 20 25 20 25
8	Between Berenda and Daulton.  Between Chowchilla and Ash Between Ash and Dairyland		1 2 138	9 2 5 5	SOTVINI					20 20 10					15 20 10	15 20 10
9	Between Redwood Jct. and Niles Jct., except.  Between MP 31.51 and MP 33.0, San Francisco Bay Bridge. Over Newark Slough Drawbridge and approaches, MP 34.53. Between Niles Jct. and Tracy, except. Niles Jct MP 37.1. Within Eliot yard limits on Niles JctTracy line. MP 52.0 - MP 63.0. Between Niles and San Jose Yard, except. With GS, Mt, AC or F class engines. Passing Niles Tower, and within San Jose yard limits.	50 30 20 35 25 20 25 40 15	50 30 20 35 25 20 25 40	50 30 20 35 25 20 25 40	50 30 20 35 25 20 25 40 15 15	50 30 20 35 25 20 25 40 15	45 30 20 35 25 20 25 40	40 30 20 35 25 20 25 40 15	35 30 20 35 25 20 25 35 35	40 30 20 35 25 20 25 25 15 15	45 30 20 35 25 20 25 40 15 15	40 30 20 35 25 20 25 40 15	35 30 20 35 25 20 25 35 15	30 30 20 30 25 20 25 30 15	20 20 20 20 20 20 20 20 20 20 15	20 20 20 20 20 20 20 20 20 15
10	Between Oakland Pier and MP 10.5, except.  On curve west of and across freight leads West Oakland. On both leads to West Oakland across main tracks. Over Adeline St. crossing, Oakland. Between MP 10.5 and Elmhurst. Between Elmhurst and MP 25.0 (Alvarado line). Between MP 25.0 and east switch Newark, except. On curve at MP 29.2. Within Newark yard limits. Between east switch Newark and MP 43.7, except. MP 36.0 - east end of bridge 36.83. On curve at MP 39.2. Between MP 43.7 and Santa Clara. Between Elmhurst and MP 29.6, Niles Jct, except. Over Davis St., San Leandro.	30 20 15 20 25 60* 40 40 60 25 40 50 25	30 20 15 20 25 60 50 40 40 60 25 40 50 25	30 20 15 20 25 55 50 40 40 55 25 40 50 25 15	30 20 15 20 25 55 50 40 40 55 25 40 50 25	30 20 15 20 25 50 50 40 40 50 25 40 50 25	30 20 15 20 25 45 45 40 40 45 25 40 45 25 15	30 20 15 20 25 40 40 40 40 40 25 40 40 25 15	30 20 15 20 25 35 35 35 35 35 35 25 25 35	30 20 15 20 25 35 35 25 35 25 35 25 35 25 35	30 20 15 20 25 45 45 40 40 45 25 40 45 25 15	30 20 15 20 25 40 40 40 40 40 40 40 25 40 40 25	30 20 15 20 25 35 35 35 35 35 35 25 35	30 20 15 20 25 30 30 30 30 25 30 30 25 30	30 20 15 20 25 30 30 30 15 30 25 30 25 30	25 20 15 20 25 25 25 25 25 25 25 25 25 25 25 25 25

#### \*GS and Mt class engines restricted to 45 MPH.

#### MAXIMUM SPEED PERMITTED WHEN HANDLING CERTAIN EQUIPMENT

	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks	35
except SPMW 4044	25
On tangent branch tracks	25
On all curves 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks	20
On curves and on branch tracks	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):	11 703
On tangent main tracks	25
On curves and on branch tracks	15
Trains handling steel pile-drivers may make maximum freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks	35
On tangent branch tracks	25
On all curves 5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated in 15 MPH or less be governed by slow boards.	20
Through interlockings with caution.	

Passenger trains handling steel wheel box cars or foreign line steel wheel box cars equipped for movement in passenger trains, except those equipped with high speed trucks, must not exceed speed of 60 MPH.

Baggage and Express cars in Series 5800-5874 are not equipped with high speed trucks. Trains handling them must not exceed 60 MPH.

Trains pushing or backing passenger equipment must not exceed 15

Streamliner Nos. 101 and 102 must not exceed speed permitted other passenger trains when operating against the current of traffic, or when handled by steam power.

Nos. 51 and 52 when handled by P-7-8-10 class engines which have been cross counter-balanced, may run not to exceed 65 MPH in territory where maximum speed of 60 MPH is authorized in Speed Restrictions

Trains must not exceed 20 MPH when passing other trains being serviced between Cedar and Kirkham Sts., Oakland.

#### SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	LOCATION	MPH
5	Pittsburg	25
5	Napa	25
5	St. Helena	25 25 12 20
6. 8	Fresno	20
9	Livermore	20
9	San Jose, over unprotected grade crossings between Stockton Ave.	
	and Emery St. 10:00 PM to 6:00 AM	12
10	Oakland, between Market and Oak Sts	15

#### SPEED TABLE

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

			T	1										-							
NOMINAL CLASS	ENGINE NUMBERS	Oakland and Tracy via Antioch Oakland and Santa Clara Tracy and Freeno Tracy and Brighton Lathrop and Freeno	Martinez to Bridge Summit	Bridge Summit to Sacramente	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood Jct.	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Sulsun-Fairfield	Napa Jet. and Union	Union and Calistogs	Stockton and Montpellier	Lodi to Wallace Toyon to Macnider	Wallace to Toyon Macnider to Kentucky House	Macnider to Toyon	Valley Spring to Norval	Kentucky House to Macnider Toyon to Valley Spring Noval to Lodi		
DES-1,2,3,4,5,6,7 DES-100 to 107 E-23 M-4 M-6, 8 M-9, 11 M-11	1000 to 1022. 1300 to 1395. 1500 and 1502. 1617 to 1713. 1721 to 1803, 1823 to 1825. 1804 to 1822, 1826 to 1831 and 1836. 1832 to 1835.	3200 4500 3350 4450 5250 5500 5700	1000 1600 1400 1900 2250 2400 2500	2150 3350 2950 3900 4550 4850 5000	1950 3100 2800 3700 4350 4600 4800	1950 3100 2600 3450 4100 4300 4450	3200 4500 4000 5250 6150 6500 6800	800 1250 1000 1400 1650 1750 1800	850 1350 1050 1500 1750 1850 1900	800 1100 1300 1400 1450	1100 1500 1800 1900 2000	1300 1800 2100 2250 2300	1300 1800	2300 3050 3600 3800 3950	2600 3450 4050 4250 4450	560 800 910 970 1050	1050 1450 1600 1700 1900	1650 2200 2600 2750 2900	3350 4450 5250 5500 5750		
T-1 T-8, 9 T-23 T-26 T-28, 31 T-32, 40 T-36 T-37 T-57, 58	2242 to 2271 2161, 2174 and 2178 2301 to 2310 2283 to 2299 2311 to 2362 2363 to 2384 2103 2105 and 2106 2385 and 2386	3800 2750 5500 4800 6000 6150 4050 5450 4950	1650 1150 2350 2000 2600 2600 1750 2350 2150	3300 2400 4800 4200 5250 5350 3550 4800 4300	3150 2250 4550 3900 5000 5000 3400 4600 4100	2950 2100 4300 3750 4700 4800 3150 4250 3850	4500 3250 6450 5550 7100 7100 4800 6500 5850	1150 830 1750 1500 1900 1950 1300 1700 1550	1250 880 1850 1600 2000 2050 1350 1800 1650	950 650 1350 1150 1500 1500 1000 1350 1250	1300 920 1900 1600 2100 2100 1400 1900 1700	1500 1050 2200 1900 2450 2500 1650 2200 2000	1500 1050  1650	2600 1850 3750 3300 4150 4200 2800 3750 3400	2950 2100 4250 3750 4650 4650 3150 4250 3850	680 460 1000 850 1050 1050 760 1000 910	1200 860 1750 1550 1850 1850 1350 1800 1600	1900 1350 2750 2400 2950 2950 2050 2750 2500	3800 2750 5500 4850 6000 6150 4050 5500 4950		
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-11 P-12	{2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460} 2400, 2403 to 2407 and 2415	4950 4950 5450 6100 6500 6800 6800 5250 6900	2050 2150 2400 2550 2800 2850 3050 2250 2900	4300 4300 4750 5350 5700 5900 4550 6000	4000 4000 4400 4950 5450 5550 5550 4350 5750	3850 4150 4550 4750 5050 5300 5700 4100 5350	5700 5700 6250 7050 7750 7950 7950 6150 8100	1500 1500 1650 1900 2050 2050 2050 1650 2100	1600 1600 1750 2000 2150 2200 2200 1750 2200	1150 1200 1350 1500 1600 1600 1750 1300 1700	1600 1700 1900 2100 2250 2250 2400 1800 2400	1950 2100 2300 2450 2650 2800 2100 2800		3350 3600 4000 4200 4450 4650 5000 3600 4850	3850 4000 4200 4750 5050 5250 5250 4100 5550	850 890 930 1050 1150 1150 1250 930 1200	1550 1650 1700 1950 2100 2150 2250 1700 2250	2450 2550 2700 3050 3250 3350 3550 2650 3550	4950 5200 5450 6150 6550 6800 7150 5350 7150		
C-5,8,9,10,26 to 29 C-15, 32 C-17 C-18 C-19 TW-1 TW-2, 3 TW-4, 6 TW-8	2513 to 2599, 2624 to 2860, 3440 to 3469. 2500, 2505 to 2507 2510 and 2511 3400 to 3409. 3410 to 3426. 2900 to 2913. 2932 to 2952. 2926 to 2931 and 2957. 2914 to 2923.	6600 4250 5200 6050 6300 5050 4050 3850 5550	2900 1850 2300 2650 2750 2200 1750 1650 2450	5750 3700 4550 5300 5550 4400 3550 3350 4900	5550 3550 4350 5100 5300 4200 3400 3200 4650	5150 3300 4050 4750 4950 3950 3150 3000 4350	7850 5050 6200 7200 7500 6000 4800 4600 6600	2100 1350 1700 1950 2000 1600 1250 1200 1750	2200 1400 1800 2050 2150 1700 1350 1250 1850	1700 1100 1350 1550 1650 1300 1000 960 1400	2300 1450 1850 2150 2200 1750 1400 1300 1950	2650 1700 2150 2500 2600 2050 1600 1550 2250	1600 1550	4550 2900 3600 4200 4350 3450 2800 2650 3850	5150 3300 4050 4750 4950 3950 3150 3000 4350	1250 800 1000 1150 1200 950 740 690 1050	2200 1400 1750 2000 2100 1650 1300 1250 1850	3350 2150 2650 3100 3200 2550 2050 1900 2800	6600 4250 5250 6100 6350 5100 4100 3850 5600		
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3029. 3025, 3036, 3052 and 3057. 3000 to 3003. 3201 to 3240. 3241 to 3277. 3300 to 3324. 3295. 3297 and 3298.	3900 3900 4800 7650 8450 9200 7100 6800	1550 1650 2100 3350 3650 4050 3100 3000	3400 3400 4150 6700 7350 8050 6200 5950	3050 3050 3750 6400 7000 7750 5950 5700	3050 3300 4050 5950 6600 7200 5550 5300	4400 4400 5400 9100 9950 10900 8450 8050	1150 1150 1450 2400 2700 2950 2300 2200	1200 1200 1550 2550 2850 3150 2400 2300	850 910 1150 1900 2150 2400 1850 1750	1200 1300 1650 2650 2900 3250 2500 2400	1500 1550 1850	1500 1550 1850	2650 2900 3550  4700	3000 3150 3700	630 660 800	1200 1250 1500	1900 2000 2350	3950 4150 4800		
F-1 F-3 F-4, 5 AM-2 MM-3 AC-1, 2, 3 AC-4, 5 AC-6 to 12	3600 to 3652 3653 to 3667 3668 to 3769 3900 to 3911 3930 and 3931 4000 to 4048 4100 to 4125 3800 to 3811, 4126 to 4294	9600 11000 11000 10900 12800 13300 17300 18300	4200 4850 5150 4750 5600 5900 7650 8050	8400 9650 9650 9550 11200 11650 15100 16000	8050 9250 9250 9100 10700 11150 14500 15300	7500 8600 9150 8500 10000 10400 13500 14300	11400 13100 13100 12900 15200 15800 18500 18500	3050 3550 3550 3500 3950 4300 5600 5900	3250 3750 3750 3700 4300 4550 5950 6200												
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376	9000 9750 9600 10200 12950	4050 4200 4300 4400 5700	7850 8500 8400 8900 11350	7400 8150 7900 8500 10850	7450 7600 7800 8000 10150	10550 11500 11250 12000 15350	2800 3050 3000 3100 4150	3000 3250 3150 3300 4400	2250	3100		::::					:::: ::::		::::	
Allowance for Empty and Underloaded Cars	(Less than 45 M's. 45 M's to 55 M's. More than 55 M's.	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	3 3 0	3 3 0	3 3 0	3 3 0	3 3 0	3 3 0	6 3 0					others.	98.11	

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

HOSPITAL	DEPARTMENT	SITECTOME
TYOUTITUD	DELVITTITITI	SUKGEONS

Mile Post	AT OR NEAR	DESCRIPTION
		OAKLAND DIED SACRAMENTO
3.5	Oakland Pier	Posts supporting trainshed Si W. U. pole line, near Park Ave Si AT&SFRy overhead bridge Overhead and Si Westward water columns
6.6	Emeryville	W. U. pole line, near Park Ave
14.5	Richmond	AT&SFRy overhead bridge Overhead
16.0	San Pablo	AT&SFRy overhead bridge Overhead and Si
16.6	San Pablo	Westward water column
22.1	Pinole	Rock bluff, eastward track Si
23.7	Hercules	AT&SFRy overhead bridge Overhead and Si Westward water column Si Rock bluff, eastward track Si Industrial Ry overhead bridge Overhead Rock bluff, eastward track Si Tunnel No. 1 Overhead and Si Tunnel No. 2 Overhead and Si Tunnel No. 2 Si Water column, eastward track Si Water solumn, eastward track Si Alhambra slough bridge Si
24.4	Hercules	Rock bluff, eastward trackSi
26.7	Oleum	Tunnel No. 1Overhead and Si
27.7	Selby	Tunnel No. 2 Overhead and Si
31.2 34.7	Port Costa	Water column, eastward trackSi
33.3	Martinez	Alhambra slough bridgeSi
27 0	Martinez Bahia	Sulsun Bay Bridge, vertical pipesSi
37.2 38.0	Bahia	Wagon bridge, westward trackOverher
59.4	Elmira	Water calumn anathured trackSi
75.8	Davis	Signal Bridge Woodland line
88.5	Davis Washington	Sacramento River Drawbridge
		WINTERS BRANCH
63.6	Vacaville	Ulatis Creek bridgeSie
75.8	Winters	Putah Creek bridgeSic
76.0	Winters	Putah Creek bridge Sie Water tank spout Sie
		NAPA BRANCH
46.5	Thomasson	Sujeun Crook bridge
46.0	Thomasson	Suisun Creek bridge Si Tunnel Overhee Napa River bridge Si
45.6	Napa	Napa River bridge
67.5	Bale	
69.5	Maple	Napa River bridge
97 9	1 1	MARTINEZ—TRACY
37.9	Avon	Pacheco slough bridge. Si Wagon bridge. Overhead and Si AT&SFRy overhead bridge. Overhee Signal Bridge. Overhee
43.0 43.0	Nichols	Wagon bridgeOverhead and Si
48.8	Nichols	AT&SFRy overhead bridgeOverhead
40.0	Fittsburg	Signal BridgeOverher
		SCHELLVILLE BRANCH
40.7	Brazos	Drawbridge over Napa RiverSie
		SAN RAMON BRANCH
42.5	Concord	Water tank. Sic Walnut Creek bridge. Overhead and Sic Sypperson of the Control of
45.8	Hookston	wainut Creek bridgeOverhead and Sic
10.0	Las Juntas Walnut Creek	SNRy trolley wires
49.2 57.0	San Ramon	San Ramon Creek bridgeOverhead and Sic
	Danville-Alamo	SNRy trolley wires Overhead and Sic SNRy trolley wires Overhead and Sic San Ramon Creek bridge Overhead and Sic San Ramon Creek bridge Overhead and Sic Walnut trees overhanging track Overhead and Sic
		TRACY—FRESNO
40.2	Los Banos	Warehouse opposite east leg of wyeSic
		LODI RPANCH
10 7 1	I pakeford	Brick platform at Locke warehouseSic
10.7	Lockeford	Brick platform at Locke warehouseSic
		TRACY—BRIGHTON
90.7	Stockton	Water column, westward track Sic
04.3	Lodi	Mokelumne River bridge
29.0	Florin	Water column, westward track. Sic Mokelumne River bridge. Sic Water tank spout. Sic
		IONE BRANCH
32.2	Carbondale t	Clay shed
86.7	Dagon	Clay shed
		The bridge
	ne.	LATHROP—FRESNO
04.3	Lipon	Stanislaus River bridgeOverhead and Sic Merced River bridgeOverhead and Sic
74.0 I	Lavingston	
		REDWOOD ICT.—TRACY
28.9 1	Henderson	Highway undamen
02.0	Dumbarton	San Francisco Bay Drawbridge
34.5	Dumbarton	Newark Slough Drawbridge
2.9	Niles Tower	Highway underpass
80.8	Niles Jet	Alameda Creek bridge Sid
31.5	Farwell	Highway underpass Sic Alameda Creek bridge Sid Alameda Creek bridge Overhead and Sid WPRR overhead bridge
38.3	Pleasanton	WPRR overhead bridgeOverhea
55.4	Altamont	Highway overhead bridge Overhead and Sid
57.9	Altamont	WPRR overhead bridge Overhead and Sid Highway overhead bridge Overhead and Sid Tunnel Sid
		OAPTAND DIED WITE
3.5	Oakland Pier	Posts supporting trainshed
8.2	Lorenzo	San Lorenzo Creek bridge Overhood and Sid
24.2	Halvern	WPRR overhead bridge Overhead and Sid
9.4	Niles	WPRR overhead bridge Overhea Highway underpass Sid
3.5	Oakland Pier	KLAND PIER—SANTA CLARA
86.2	Drawbridge	Posts supporting trainshedSid
6.8	Drawbridge	Warm Springs Slough bridge Sid Coyote Creek bridge Sid
0 4 1	Nillan (Paris	NILES—SAN JOSE YARD Highway underpassSid
	ATMEN LOWER	riighway underpass Sid
0.4 1		

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 Spreckles Sugar Beet Factory Manteca uncovered and care should be exercised by trainmen while working thereon.

Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

an Francisco Dr. E. N. Greenwood.  Jr. E. N. Greenwood.  Jr. E. N. Greenwood.  Jr. E. C. Greenwood.  Jr. E. C. Greenwood.  Jr. E. C. Greenwood.  Jr. E. C. C. Greenwood.  Jr. Harry H. Appledorn.  Jr. Leo. R. P. H. Milbe.  Jr. H. G. C. Boge.  Joseph J. J. Leo. R. Pedemont.  Joseph J. J. Leo. R. Pedemont.  Joseph J. J. Leo. R. Pedemont.  Joseph J. J. Leo. R. P. Hillips.  Joseph J. J. H. Stombiete.  Joseph J. J. H. Stombiete.  Joseph J. J. W. Seamell.  Joseph J. J. W. McCollough.  Joseph J. J. W. Masterson.  Joseph J. J. W. McCollough.  Joseph J. J. W. McCollough.  Joseph J. J. W. McCollough.  Joseph J. J. W. H. L. Carpenter.  Joseph J. J. J. W. McCollough.  Joseph J. J. J. W. McCollough.  Joseph J. J. J. W. McCollough.  Joseph J. J. J. W. Martin Physician and Surgeon.  Joseph J. J. J. J. W. McCollough.  Joseph J. J. J. J. M. McCollough.  Joseph J.	LOCATION	NAME	TITLE	
an Francisco Dr. E. N. Greenwood.  Jr. E. N. Greenwood.  Jr. E. N. Greenwood.  Jr. E. C. Greenwood.  Jr. E. C. Greenwood.  Jr. E. C. Greenwood.  Jr. E. C. C. Greenwood.  Jr. Harry H. Appledorn.  Jr. Leo. R. P. H. Milbe.  Jr. H. G. C. Boge.  Joseph J. J. Leo. R. Pedemont.  Joseph J. J. Leo. R. Pedemont.  Joseph J. J. Leo. R. Pedemont.  Joseph J. J. Leo. R. P. Hillips.  Joseph J. J. H. Stombiete.  Joseph J. J. H. Stombiete.  Joseph J. J. W. Seamell.  Joseph J. J. W. McCollough.  Joseph J. J. W. Masterson.  Joseph J. J. W. McCollough.  Joseph J. J. W. McCollough.  Joseph J. J. W. McCollough.  Joseph J. J. W. H. L. Carpenter.  Joseph J. J. J. W. McCollough.  Joseph J. J. J. W. McCollough.  Joseph J. J. J. W. McCollough.  Joseph J. J. J. W. Martin Physician and Surgeon.  Joseph J. J. J. J. W. McCollough.  Joseph J. J. J. J. M. McCollough.  Joseph J.	San Francisco		Chief Surgeon	
an Francisco Dr. R. Emmet Allen Supervisor of Medical Services, General Supervisor of Medical Services, General Supervisor of Medical Examiner, 65 Market St. Medical Dr. F. H. Tebbe District Physician and Surgeon.	an Francisco	Dr. W. W. Washburn.	Assistant Chief Surgeon.	
an Francisco Dr. R. Emmet Allen Supervisor of Medical Services, General Supervisor of Medical Examiner, 65 Market St. Dr. Harry H. Appledorn Akland. Dr. F. H. Tebbe. District Physician and Surgeon. District Physician and S	an Francisco	Dr. E. N. Greenwood	Supervisor of Surgical Services, General	
Asiland Dr. Hary H. Appledorn Division Surgeon.  Alland Dr. J. H. Milliken Division Surgeon.  Alland Dr. J. H. Milliken District Physician and Surgeon.  Alland Dr. H. G. C. Bogo District Physician and Surgeon.  Alland Dr. H. G. C. Bogo District Physician and Surgeon.  Alland Dr. H. G. D. H. D. District Physician and Surgeon.  Assistant District Physician and Surgeon.  Assistant District Physician and Surgeon.  Assistant District Physician and Surgeon.  Distr	an Francisco	Dr. R. Emmet Allen	Hospital. Supervisor of Medical Services, General	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	an Francisco.	Dr. Clinton Horn		
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	akland	Dr. Harry H. Appledorn	Division Surgeon	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	akland	Dr. F. H. Tebbe	District Physician and Surgeon	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	akland	Dr. J. H. Milliken	District Physician and Surgeon.	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	akland	Dr. Leo. R. Pedemont	District Physician and Surgeon.	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	akiand	Dr. H. G. C. Boge	District Physician and Surgeon.	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	Oakland	Dr. John J. Phillips	District Physician and Surgeon.	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	West Oakland	Dr. D. H. Stomberg	District Physician and Current	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	akland (North)	Dr. N. P. Dunne.	District Physician and Surgeon.	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	Cast Oakland	Dr. C. P. Higgins	District Physician and Surgeon.	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	ruitvale	Dr. J. W. Scamell	District Physician and Surgeon.	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	ruitvale	Dr. L. E. Lacey	Assistant District Physician and Surgeon.	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	ruitvale	Dr. G. W. Dygert	Assistant District Physician and Surgeon.	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	Clmburst	Dr. E. I. Armstrong	Oculist and Aurist.	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	lameda	Dr. A. L. Guerra	District Physician and Surgeon.	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	lameda	Dr. Douglas D. Stafford	Assistant District Physician and Surgeon	
rickeley. Dr. Clarence E. Hass bany Dr. Douglas Ream. District Physician and Surgeon. Dr. Douglas Ream. District Physician and Surgeon. District Physician and	Serkelev	Dr. A. M. McIntosh	District Physician and Surgeon.	
obny, Dr. Douglas Ream. District Physician and Surgeon. chmond Dr. L. H. Fraser District Physician and Surgeon. District Physi	Berkeley	Dr. J. R. Masterson	Assistant District Physician and Surgeon.	
chmond Dr. H. I. Carpenter District Physician and Surgeon. chmond Dr. W. E. Cunningham ockett. Dr. J. M. McCullough ockett. Dr. O. H. Perry. Assistant District Physician and Surgeon. Assistant District Physician and Surgeon. Blood Dr. E. A. Peterson. District Physician and Surgeon. Assistant District Physician and Surgeon. District Physician and Su	Serkelev		Oculist and Aurist.	
chimond Dr. M. C. Unningham ockett. Dr. J. M. McCullough ockett. Dr. O. H. Perry A sistant District Physician and Surgeon.	cichmond	Dr. Douglas Ream	District Physician and Surgeon.	
District Physician and Surgeon.	Richmond	Dr. L. H. France	District Physician and Surgeon.	
District Physician and Surgeon.	Cichmond	Dr. W. E. Cunningham	Assistant District Physician and Surgeon.	
District Physician and Surgeon.	rockett	Dr. J. M. McCullough	District Physician and Surgeon.	
District Physician and Surgeon.	rockett	Dr. O. H. Perry	Assistant District Physician and Surgeon	
District Physician and Surgeon.	allejo	Dr. E. A. Peterson	District Physician and Surgeon.	
nta Rosa Dr. A. B. Herrick District Physician and Surgeon. Dis	anejo		District Physician and Surgeon.	
nta Rosa Dr. A. B. Herrick District Physician and Surgeon. Dis	t Helena	Dr. D. H. Murray	District Physician and Surgeon.	
nta Rosa Dr. A. B. Herrick District Physician and Surgeon Districts Dryscian and Surgeon Dr. A. C. Atwood Artines. Dr. A. C. Atwood Artines. Dr. A. C. Atwood Artines. Dr. H. D. Rampoldi District Physician and Surgeon. Dr. H. D. Rampoldi District Physician and Surgeon. Dr. C. B. Todd Emergency Surgeon. District Physician and Surgeon. Dr. C. B. Todd Emergency Surgeon. Dr. C. Dr. J. W. Hammond Dr. L. Emergency Surgeon. District Physician and Surgeon. Dr. L. B. Weatherbee. Dr. L. B. Weatherbee. Dr. J. W. Hammond Dr. J. W. Hammond District Physician and Surgeon. District P	alistoga	Dr. Frank McGreane	District Physician and Surgeon.	
micia Dr. A. C. Atwood Assistant District Physician and Surgeon. Dr. Edwin Merrithew Dr. H. D. Rampoldi Assistant District Physician and Surgeon. Dr. E. B. Todd Emergency Surgeon. Emergency Surgeon. Emergency Surgeon. Dr. Dr. Dr. Dr. Dr. Dr. Dr. Dr. Dr. Dr	anta Rosa	Dr. A. B. Herrick	District Physician and Surgeon.	
artinez. Dr. Edwin Merrithew. District Physician and Surgeon. Assistant District Physician and Surgeon. Dr. E. B. Todd. Dr. E. B. Todd. Emergency Surgeon. Dr. Dr. Dr. John Blemer. Emergency Surgeon. Emergency Surgeon. District Physician and Surgeon. Dist	Benicia	Dr. N. J. Crisp.	District Physician and Surgeon	
artinez. Dr. Edwin Merrithew. District Physician and Surgeon. Assistant District Physician and Surgeon. Dr. E. B. Todd. Dr. E. B. Todd. Emergency Surgeon. Dr. Dr. Dr. John Blemer. Emergency Surgeon. Emergency Surgeon. District Physician and Surgeon. Dist	Benicia	Dr. A. C. Atwood	Assistant District Physician and Surgeon.	
artinez. Dr. H. D. Rampoldi. Assistant District Physician and Surgeon. Invite. Dr. M. C. Bolender. Dr. M. C. Bolender. Dr. M. C. Bolender. Dr. John Blemer. Emergency Surgeon. Emergency Surgeon. District Physician and Surge	Aartinez	Dr. Edwin Merrithew	District Physician and Surgeon.	
titoburg Dr. Claude L. Kerns. titoch. Dr. L. B. Weatherbee. Dr. J. W. Hammond. Dr. J. W. Hammond. District Physician and Surgeon. District Physician and Surge	lartinez	Dr. H. D. Rampoldi	Assistant District Physician and Surgeon	
titoburg Dr. Claude L. Kerns. titoch. Dr. L. B. Weatherbee. Dr. J. W. Hammond. Dr. J. W. Hammond. District Physician and Surgeon. District Physician and Surge	Valnut Crook	Dr. E. B. Todd	Emergency Surgeon.	
Assistant District Physician and Surgeon.  District Physician and Surgeon. District Physician	Danville	Dr. John Blemer	Emergency Surgeon.	
Dr. L. B. Weatherbee.   District Physician and Surgeon.	ittsburg	Dr. Claude L. Kerns		
Dr. O. P. Floreth   District Physician and Surgeon	ntioch	Dr. L. B. Weatherbee	District Physician and Surgeon.	
Dr. O. P. Floreth   District Physician and Surgeon	yron	Dr. J. W. Hammond	District Physician and Surgeon.	
Dr. O. P. Floreth   District Physician and Surgeon	usun-Fairneld	Dr. Felix R. Rossi, Jr	District Physician and Surgeon.	
Dr. O. P. Floreth   District Physician and Surgeon	sparto	Dr. M. P. Stansbury	District Physician and Surgeon.	
cramento Dr. A. M. Henderson Division Surgeon. Dr. Walter W. Cress Division Surgeon. Dr. Walter W. Cress Division Surgeon. Dr. Walter W. Cress Division Surgeon. Dr. Manual L. Azevedo District Physician and Surgeon. Distric	Dixon	Dr O P Floreth	District Physician and Common	
cramento Dr. A. M. Henderson Division Surgeon. Dr. Walter W. Cress Division Surgeon. Dr. Walter W. Cress Division Surgeon. Dr. Walter W. Cress Division Surgeon. Dr. Manual L. Azevedo District Physician and Surgeon. Distric	)avis	Dr. T. E. Cooper		
cramento Dr. J. D. Coyle District Physician and Surgeon.  Dr. D. J. Engelberg District Physician and Surgeon.  Dr. D. L. E. Jones District Physician and Surgeon.  Dr. D. J. F. McAnally Assistant District Physician and Surgeon.  Dr. J. F. McAnally Assistant District Physician and Surgeon.  Dr. J. F. McAnally Assistant District Physician and Surgeon.  Dr. J. H. K. Wilson Assistant District Physician and Surgeon.  Dr. Albert A. Almada District Physician and Surgeon.  Dr. Albert A. Almada District Physician and Surgeon.  Dr. Assistant District Physician and Surgeon.  Dr. Dr. Dr. Powell Oculist and Aurist.  Dr. L. J. Peterson District Physician and Surgeon.  Dr. R. L. Owens District Physician and Surgeon.  Dr. N. P. Barbour Emergency Surgeon.  Dr. Hugo Chilfress Emergency Surgeon.  Dr. Paul W. Frame District Physician and Surgeon.  Dr. E. Chouret District Physician and Surgeon.  Dr. E. Chouret District Physician and Surgeon.  Dr. E. R. McPheeters District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Dedesto Dr. F. K. Lord Emergency Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.  Dr. E. R. Fountain District Physician and Surgeon.  Dr. Chas. L. Garvin District Physician and District Physician and Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.	avis	Dr. Leo. A. Cronan	Emergency Surgeon.	
cramento Dr. J. D. Coyle District Physician and Surgeon.  Dr. D. J. Engelberg District Physician and Surgeon.  Dr. D. L. E. Jones District Physician and Surgeon.  Dr. D. J. F. McAnally Assistant District Physician and Surgeon.  Dr. J. F. McAnally Assistant District Physician and Surgeon.  Dr. J. F. McAnally Assistant District Physician and Surgeon.  Dr. J. H. K. Wilson Assistant District Physician and Surgeon.  Dr. Albert A. Almada District Physician and Surgeon.  Dr. Albert A. Almada District Physician and Surgeon.  Dr. Assistant District Physician and Surgeon.  Dr. Dr. Dr. Powell Oculist and Aurist.  Dr. L. J. Peterson District Physician and Surgeon.  Dr. R. L. Owens District Physician and Surgeon.  Dr. N. P. Barbour Emergency Surgeon.  Dr. Hugo Chilfress Emergency Surgeon.  Dr. Paul W. Frame District Physician and Surgeon.  Dr. E. Chouret District Physician and Surgeon.  Dr. E. Chouret District Physician and Surgeon.  Dr. E. R. McPheeters District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Dedesto Dr. F. K. Lord Emergency Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.  Dr. E. R. Fountain District Physician and Surgeon.  Dr. Chas. L. Garvin District Physician and District Physician and Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.	acramento	Dr. A. M. Henderson	Division Surgeon.	
cramento Dr. J. D. Coyle District Physician and Surgeon.  Dr. D. J. Engelberg District Physician and Surgeon.  Dr. D. L. E. Jones District Physician and Surgeon.  Dr. D. J. F. McAnally Assistant District Physician and Surgeon.  Dr. J. F. McAnally Assistant District Physician and Surgeon.  Dr. J. F. McAnally Assistant District Physician and Surgeon.  Dr. J. H. K. Wilson Assistant District Physician and Surgeon.  Dr. Albert A. Almada District Physician and Surgeon.  Dr. Albert A. Almada District Physician and Surgeon.  Dr. Assistant District Physician and Surgeon.  Dr. Dr. Dr. Powell Oculist and Aurist.  Dr. L. J. Peterson District Physician and Surgeon.  Dr. R. L. Owens District Physician and Surgeon.  Dr. N. P. Barbour Emergency Surgeon.  Dr. Hugo Chilfress Emergency Surgeon.  Dr. Paul W. Frame District Physician and Surgeon.  Dr. E. Chouret District Physician and Surgeon.  Dr. E. Chouret District Physician and Surgeon.  Dr. E. R. McPheeters District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Assistant District Physician and Surgeon.  Dr. Fred R. Delappe Dedesto Dr. F. K. Lord Emergency Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.  Dr. E. R. Fountain District Physician and Surgeon.  Dr. Chas. L. Garvin District Physician and District Physician and Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.	acramento	Dr. Walter W. Cress	Division Surgeon.	
cramento Dr. D. J. Engelberg District Physician and Surgeon.  Dr. E. C. Turner . Oculist.  Dr. H. W. Rayner . Aurist.  Seville. Dr. J. F. McAnally . Assistant District Physician and Surgeon.  Dr. Allan R. Powers . District Physician and Surgeon.  Assistant District Physician and Surgeon.  Dr. H. K. Wilson . Assistant District Physician and Surgeon.  Dr. Albert A. Almada . District Physician and Surgeon.  Dr. Albert A. Almada . District Physician and Surgeon.  Dr. E. G. Hermosillo . Assistant District Physician and Surgeon.  Dr. Dr. Dr. R. Powell . Oculist and Aurist.  Dr. J. Peterson . District Physician and Surgeon.  Dr. Dr. R. L. Owens . District Physician and Surgeon.  Dr. N. P. Barbour . Emergency Surgeon.  Dr. W. E. Greer, Jr . District Physician and Surgeon.  Dr. Hugo Chilfress . Emergency Surgeon.  Ed Grove . Dr. Paul W. Frame . District Physician and Surgeon.  Dr. E. E. Chouret . District Physician and Surgeon.  Dr. E. R. McPheeters . District Physician and Surgeon.  Dr. Curtis M. Galt . Emergency Surgeon.  Dr. Curtis M. Galt . Emergency Surgeon.  Dr. Curtis M. Galt . Emergency Surgeon.  Dr. Crutis M. Galt . Emergency	acramento	Dr. Manual L. Azevedo.	District Physician and Surgeon.	
oramento. Dr. E. C. Turner. Oculist.  oramento. Dr. H. W. Rayner. Aurist.  seville. Dr. J. F. McAnally. Assistant District Physician and Surgeon.  acy. Dr. Allan R. Powers. District Physician and Surgeon.  ockton. Dr. Albert A. Almada. District Physician and Surgeon.  ockton. Dr. E. G. Hermosillo. Assistant District Physician and Surgeon.  ockton. Dr. E. G. Hermosillo. Assistant District Physician and Surgeon.  ockton. Dr. D. R. Powell. Oculist and Aurist.  di. Dr. L. J. Peterson. District Physician and Surgeon.  ockton. Dr. R. L. Owens. District Physician and Surgeon.  ockeford. Dr. N. P. Barbour. Emergency Surgeon.  lt. Dr. V. E. Greer, Jr. District Physician and Surgeon.  ockeford. Dr. Hugo Chilfress. Emergency Surgeon.  ockeford. Dr. Paul W. Frame. District Physician and Surgeon.  ockeford. Dr. E. E. Chouret. District Physician and Surgeon.  ockeford. Dr. K. W. Hidy. Emergency Surgeon.  ockeford. Dr. E. R. McPheeters. District Physician and Surgeon.  ockeford. Dr. F. E. Chouret. District Physician and Surgeon.  ockeford. Dr. Fred R. Delappe. Assistant District Physician and Surgeon.  ockeford. Dr. F. R. Lowens. District Physician and Surgeon.  ockeford. Dr. Fred R. Delappe. Assistant District Physician and Surgeon.  ockeford. Dr. F. K. Lowd. Emergency Surgeon.  ockeford. Dr. F. K. Lowens. District Physician and Surgeon.  ockeford. Dr. F. K. Lowens. District Physician and Surgeon.  ockeford. Dr. F. K. Lowens. District Physician and Surgeon.  ockeford. Dr. F. K. Lowens. District Physician and Surgeon.  ockeford. Dr. C. Collins. District Physician and Surgeon.  ockeford. Dr. C. Collins. District Physician and Surgeon.  ockeford. Dr. C. Collins. District Physician and Surgeon.  ockeford. Dr. C. R. C. Collins. District Physician and District Dr. P			District Physician and Surgeon.	
seville. Dr. J. F. McAnally. Assistant District Physician and Surgeon.  Box Dr. Allan R. Powers. District Physician and Surgeon.  Dr. Allbert A. Almada. District Physician and Surgeon.  Dr. Allbert A. Almada. District Physician and Surgeon.  Dr. Allbert A. Almada. District Physician and Surgeon.  Dr. E. G. Hermosillo. Assistant District Physician and Surgeon.  Dr. D. R. Powell. Oculist and Aurist.  Dr. L. J. Peterson. District Physician and Surgeon.  Dr. R. L. Owens. District Physician and Surgeon.  Dr. R. P. Barbour. Emergency Surgeon.  Dr. V. E. Greer, Jr. District Physician and Surgeon.  Dr. Paul W. Frame. District Physician and Surgeon.  Dr. Paul W. Frame. District Physician and Surgeon.  Dr. E. E. Chouret. District Physician and Surgeon.  Dr. E. R. McPheeters District Physician and Surgeon.  Dr. Fred R. DeLappe. Assistant District Physician and Surgeon.  Dr. Frees. Dr. F. K. Lode. Emergency Surgeon.  Dr. Curtis M. Galt. Emergency Surgeon.  Dr. Fred R. DeLappe. Assistant District Physician and Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. Curtis M. Galt. Emergency Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. Chas. L. Garvin. District Physician and Surgeon.  Dr. Chas. L. Garvin. District Physician and Surgeon.  Dr. Chas. L. Garvin. District Physician and Surgeon.  Dr. Chas. L. Garvin. District Physician and Surgeon.  District Physician and Surgeon.  District Physician and Surgeon.  District Physician and Surgeon.	acramento	Dr. E. C. Turner	Oculist.	
seville. Dr. J. F. McAnally. Assistant District Physician and Surgeon.  Box Dr. Allan R. Powers. District Physician and Surgeon.  Dr. Allbert A. Almada. District Physician and Surgeon.  Dr. Allbert A. Almada. District Physician and Surgeon.  Dr. Allbert A. Almada. District Physician and Surgeon.  Dr. E. G. Hermosillo. Assistant District Physician and Surgeon.  Dr. D. R. Powell. Oculist and Aurist.  Dr. L. J. Peterson. District Physician and Surgeon.  Dr. R. L. Owens. District Physician and Surgeon.  Dr. R. P. Barbour. Emergency Surgeon.  Dr. V. E. Greer, Jr. District Physician and Surgeon.  Dr. Paul W. Frame. District Physician and Surgeon.  Dr. Paul W. Frame. District Physician and Surgeon.  Dr. E. E. Chouret. District Physician and Surgeon.  Dr. E. R. McPheeters District Physician and Surgeon.  Dr. Fred R. DeLappe. Assistant District Physician and Surgeon.  Dr. Frees. Dr. F. K. Lode. Emergency Surgeon.  Dr. Curtis M. Galt. Emergency Surgeon.  Dr. Fred R. DeLappe. Assistant District Physician and Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. Curtis M. Galt. Emergency Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. F. K. Lode. Emergency Surgeon.  Dr. Chas. L. Garvin. District Physician and Surgeon.  Dr. Chas. L. Garvin. District Physician and Surgeon.  Dr. Chas. L. Garvin. District Physician and Surgeon.  Dr. Chas. L. Garvin. District Physician and Surgeon.  District Physician and Surgeon.  District Physician and Surgeon.  District Physician and Surgeon.	acramento	Dr. H. W. Rayner		
seville. Dr. J. F. McAnally. Assistant District Physician and Surgeon. Dr. Allan R. Powers. District Physician and Surgeon. Dr. Allan R. Powers. District Physician and Surgeon. Dr. Albert A. Almanda. District Physician and Surgeon. Dr. R. L. Owens. District Physician and Surgeon. Dr. V. E. Greer, Jr. District Physician and Surgeon. Dr. V. E. Greer, Jr. District Physician and Surgeon. Dr. Hugo Chilfress. Emergency Surgeon. Dr. Paul W. Frame. District Physician and Surgeon. Dr. E. E. Chouret. District Physician and Surgeon. Dr. E. E. Chouret. District Physician and Surgeon. Dr. Curtis M. Galt. Emergency Surgeon. Dr. Canal Dr. Chas. L. Garvin. District Physician and Surgeon.	oseville	Dr. L. E. Jones	District Physician and Surgeon	
acy Dr. Allan R. Powers District Physician and Surgeon. Dr. H. K. Wilson Assistant District Physician and Surgeon. Dr. Albert A. Almada District Physician and Surgeon. Dr. E. G. Hermosillo Assistant District Physician and Surgeon. Dr. Dr. R. Powell Oculist and Aurist. Dr. L. J. Peterson District Physician and Surgeon. District Physician and Surgeon. District Physician and Surgeon. District Physician and Surgeon. Dr. N. P. Barbour Emergency Surgeon. Dr. Hugo Chilfress Emergency Surgeon. Dr. Hugo Chilfress Emergency Surgeon. Dr. Paul W. Frame District Physician and Surgeon. Dr. E. E. Chouret District Physician and Surgeon. Dr. K. W. Hidy Emergency Surgeon. Dr. K. W. Hidy Emergency Surgeon. Dr. E. R. McPheeters District Physician and Surgeon. Dr. E. R. McPheeters District Physician and Surgeon. Dr. Fred R. DeLappe Assistant District Physician and Surgeon. Dr. J. A. Porter Oculist and Aurist. Dr. F. K. Lord Emergency Surgeon. Dr. J. A. Porter Oculist and Aurist. Dr. F. K. Lord Emergency Surgeon. Dr. Dr. J. A. Porter Oculist and Aurist. Dr. Chas. L. Garvin District Physician and Surgeon. Dr. Chas. L. Garvin District Physician and Surgeon. Dr. Chas. L. Garvin District Physician and Surgeon. Dreed Dr. E. R. Fountain District Physician and Surgeon. District Physician and Dis	oseville	Dr. J. F. McAnally	Assistant District Physician and Surgeon	
Dr. E. G. Hermosillo Assistant District Physician and Surgeon.  Dr. D. R. Powell Oculist and Aurist.  Dr. L. J. Peterson District Physician and Surgeon.  Dr. N. P. Barbour Emergency Surgeon.  Dr. V. E. Greer, Jr. District Physician and Surgeon.  Dr. Hugo Chilfress Emergency Surgeon.  Dr. Paul W. Frame District Physician and Surgeon.  Dr. Paul W. Frame District Physician and Surgeon.  Dr. E. E. Chouret District Physician and Surgeon.  Dr. E. E. Chouret District Physician and Surgeon.  Dr. E. R. Welheeters District Physician and Surgeon.  Dr. E. R. McPheeters District Physician and Surgeon.  Dr. Fred R. De Lappe Assistant District Physician and Surgeon.  Dr. F. K. Lord Emergency Surgeon.  Dr. F. K. Lord Emergency Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.  District Physician and Surgeon.  Dr. E. R. Fountain District Physician and Surgeon.  Dr. E. R. Fountain District Physician and Surgeon.  District Physician and Surgeon.  District Physician and Surgeon.  District Physician and Surgeon.	racy	Dr. Allan R. Powers		
Dr. E. G. Hermosillo Assistant District Physician and Surgeon.  Dr. D. R. Powell Oculist and Aurist.  Dr. L. J. Peterson District Physician and Surgeon.  Dr. N. P. Barbour Emergency Surgeon.  Dr. V. E. Greer, Jr. District Physician and Surgeon.  Dr. Hugo Chilfress Emergency Surgeon.  Dr. Paul W. Frame District Physician and Surgeon.  Dr. Paul W. Frame District Physician and Surgeon.  Dr. E. E. Chouret District Physician and Surgeon.  Dr. E. E. Chouret District Physician and Surgeon.  Dr. E. R. Welheeters District Physician and Surgeon.  Dr. E. R. McPheeters District Physician and Surgeon.  Dr. Fred R. De Lappe Assistant District Physician and Surgeon.  Dr. F. K. Lord Emergency Surgeon.  Dr. F. K. Lord Emergency Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.  District Physician and Surgeon.  Dr. E. R. Fountain District Physician and Surgeon.  Dr. E. R. Fountain District Physician and Surgeon.  District Physician and Surgeon.  District Physician and Surgeon.  District Physician and Surgeon.	tockton	Dr. Albert A Almed	District Physician and Surgeon.	
dd. Dr. L. J. Peterson . District Physician and Surgeon.  di . Dr. R. L. Owens . District Physician and Surgeon.  ckeford . Dr. N. P. Barbour . Emergency Surgeon.  lt . Dr. V. E. Greer, Jr . District Physician and Surgeon.  e. Dr. Hugo Chilfress . Emergency Surgeon.  c Grove . Dr. Paul W. Frame . District Physician and Surgeon.  kdale . Dr. E. E. Chouret . District Physician and Surgeon.  butteca . Dr. K. W. Hidy . Emergency Surgeon.  chesto . Dr. E. R. McPheeters . District Physician and Surgeon.  chesto . Dr. Fred R. DeLappe . Assistant District Physician and Surgeon.  chesto . Dr. J. A. Porter . Oculist and Aurist .  ces . Dr. F. K. Lond . Emergency Surgeon.  rees . Dr. M. C. Collins . District Physician and Surgeon.  ringston . Dr. Chas. L. Garvin . District Physician and Surgeon.  rreed . Dr. E. R. Fountain . District Physician and Surgeon.  District Physician and Surgeon.  District Physician and Surgeon.  Dr. E. R. Fountain . District Physician and Surgeon.  District Physician and Surgeon.  Dr. E. R. Fountain . District Physician and Surgeon.	ockton	Dr. E. G. Hermosillo	District I hysician and Surgeon.	
dd. Dr. L. J. Peterson . District Physician and Surgeon.  di . Dr. R. L. Owens . District Physician and Surgeon.  ckeford . Dr. N. P. Barbour . Emergency Surgeon.  lt . Dr. V. E. Greer, Jr . District Physician and Surgeon.  e. Dr. Hugo Chilfress . Emergency Surgeon.  c Grove . Dr. Paul W. Frame . District Physician and Surgeon.  kdale . Dr. E. E. Chouret . District Physician and Surgeon.  butteca . Dr. K. W. Hidy . Emergency Surgeon.  chesto . Dr. E. R. McPheeters . District Physician and Surgeon.  chesto . Dr. Fred R. DeLappe . Assistant District Physician and Surgeon.  chesto . Dr. J. A. Porter . Oculist and Aurist .  ces . Dr. F. K. Lond . Emergency Surgeon.  rees . Dr. M. C. Collins . District Physician and Surgeon.  ringston . Dr. Chas. L. Garvin . District Physician and Surgeon.  rreed . Dr. E. R. Fountain . District Physician and Surgeon.  District Physician and Surgeon.  District Physician and Surgeon.  Dr. E. R. Fountain . District Physician and Surgeon.  District Physician and Surgeon.  Dr. E. R. Fountain . District Physician and Surgeon.	ockton	Dr. D. R. Powell	Oculist and Aurist.	
dd. Dr. R. L. Owens District Physician and Surgeon. cleeford. Dr. N. P. Barbour Emergency Surgeon. lt. Dr. V. E. Greer, Jr. District Physician and Surgeon. lt. Dr. Hugo Chilfress Emergency Surgeon. c Grove Dr. Paul W. Frame District Physician and Surgeon. ckdale Dr. E. E. Chouret District Physician and Surgeon. lunteca. Dr. K. W. Hidy Emergency Surgeon. cleesto. Dr. E. R. McPheeters District Physician and Surgeon. lunteca. Dr. Fred R. DeLappe Assistant District Physician and Surgeon. cleesto. Dr. J. A. Porter Oculist and Aurist. res Dr. F. K. Lord Emergency Surgeon. lock Dr. M. C. Collins District Physician and Surgeon. lingston Dr. Chas, L. Garvin District Physician and Surgeon. lingston Dr. Chas, L. Garvin District Physician and Surgeon. lingston Dr. Chas, L. Garvin District Physician and Surgeon. lingston Dr. E. R. Fountain District Physician and Surgeon. lingston Dr. Chas, L. Garvin District Physician and Surgeon. lingston Dr. Chas, L. Garvin District Physician and Surgeon. lingston District Physician and Surgeon. lingston District Physician and Surgeon.	od1	Dr. L. J. Peterson	District Physician and Surgeon.	
cketord. Dr. N. P. Barbour. Emergency Surgeon.  It. Dr. V. E. Greer, Jr. District Physician and Surgeon.  Br. Hugo Chilfress. Emergency Surgeon.  c Grove. Dr. Paul W. Frame. District Physician and Surgeon.  kdale. Dr. E. E. Chouret. District Physician and Surgeon.  Inteca. Dr. K. W. Hidy. Emergency Surgeon.  Inteca. Dr. Curtis M. Galt. Emergency Surgeon.  Dr. E. R. McPheeters. District Physician and Surgeon.  Dr. Fred R. DeLappe. Assistant District Physician and Surgeon.  Dr. J. A. Porter. Oculist and Aurist.  Dr. F. K. Lord. Emergency Surgeon.  Pres. Dr. F. K. Lord. Emergency Surgeon.  Dr. M. C. Collins. District Physician and Surgeon.  Dr. Chas. L. Garvin. District Physician and Surgeon.  Dr. Chas. L. Garvin. District Physician and Surgeon.  Dr. Ches. Dr. E. R. Fountain. District Physician and Surgeon.  Dreed. Dr. E. R. Fountain. District Physician and Surgeon.	odi	Dr. R. L. Owens	District Physician and Sugaran	
Dr. Hugo Chilfress . Emergency Surgeon.  Br. Hugo Chilfress . Emergency Surgeon.  Carove . Dr. Paul W. Frame . District Physician and Surgeon.  Carove . Dr. E. E. Chouret . District Physician and Surgeon.  Carove . Dr. K. W. Hidy . Emergency Surgeon.  Carove . Dr. Curtis M. Galt . Emergency Surgeon.  Carove . Dr. Curtis M. Galt . Emergency Surgeon.  Carove . Dr. E. R. McPheeters . District Physician and Surgeon.  Carove . Dr. Fred R. De Lappe . Assistant District Physician and Surgeon.  Carove . Dr. J. A. Porter . Oculist and Aurist .  Carove . Dr. F. K. Lond . Emergency Surgeon.  Carove . Dr. M. C. Collins . District Physician and Surgeon.  Carove . Dr. M. C. Collins . District Physician and Surgeon.  Carove . Dr. E. R. Fountain . District Physician and Surgeon.  Carove . Dr. E. R. Fountain . District Physician and Surgeon.  Carove . Dr. E. R. Fountain . District Physician and Surgeon.  Carove . Dr. E. R. Fountain . District Physician and Surgeon.  Carove . Dr. E. R. Fountain . District Physician and Surgeon.  Carove . Dr. E. R. Fountain . District Physician and Surgeon.	ockeford	Dr. N. P. Barbour	Emergency Surgeon.	
k Grove Dr. Paul W. Frame. District Physician and Surgeon. kdale. Dr. E. E. Chouret. District Physician and Surgeon. Dr. K. W. Hidy. Emergency Surgeon. Inteca. Dr. Curtis M. Galt. Emergency Surgeon. Dr. E. R. McPheeters. District Physician and Surgeon. Dr. Fred R. DeLappe Assistant District Physician and Surgeon. Dr. J. A. Porter. Oculist and Aurist. Dr. F. K. Lord. Emergency Surgeon. Plock. Dr. M. C. Collins. District Physician and Surgeon. Dr. Chas. L. Garvin. District Physician and Surgeon. Dr. Chas. L. Garvin. District Physician and Surgeon. Dr. E. R. Fountain. District Physician and Surgeon.	ne	Dr. Hugo Chilfron	District Physician and Surgeon.	
kdale Dr. E. E. Chouret District Physician and Surgeon. Inteca. Dr. K. W. Hidy Emergency Surgeon. Inteca. Dr. Curtis M. Galt Emergency Surgeon. Dr. E. R. McPheeters District Physician and Surgeon. Dr. Fred R. DeLappe Assistant District Physician and Surgeon. Dr. J. A. Porter Oculist and Aurist. Tees. Dr. F. K. Lord Emergency Surgeon. Plock Dr. M. C. Collins District Physician and Surgeon. Dr. Chas. L. Garvin District Physician and Surgeon. Preed Dr. E. R. Fountain District Physician and Surgeon. Dr. Chas. L. Garvin District Physician and Surgeon. Dr. Chas. L. Garvin District Physician and Surgeon.	k Grove	Dr. Paul W. Frame	District Physician and Surgeon	
anteca. Dr. K. W. Hidy. Emergency Surgeon. Inteca. Dr. Curtis M. Galt. Emergency Surgeon. Inteca. Dr. E. R. McPheeters. District Physician and Surgeon. Interaction Dr. Fred R. DeLappe. Assistant District Physician and Surgeon. Interaction Dr. J. A. Porter. Oculist and Aurist. Interaction Dr. F. K. Lord. Emergency Surgeon. Interaction Dr. M. C. Collins. District Physician and Surgeon. Interaction Dr. Chas. L. Garvin. District Physician and Surgeon. Interaction Dr. E. R. Fountain. District Physician and Surgeon. Interaction Dr. E. R. Fountain. District Physician and Surgeon.	akdale	Dr. E. E. Chouret	District Physician and Surgeon	
Assistant District Physician and Surgeon.  desto. Dr. E. R. McPheeters. District Physician and Surgeon.  Dr. Fred R. DeLappe Assistant District Physician and Surgeon.  Dr. J. A. Porter. Oculist and Aurist.  res. Dr. F. K. Lord. Emergency Surgeon.  Plock Dr. M. C. Collins. District Physician and Surgeon.  Dr. Chas. L. Garvin. District Physician and Surgeon.  Preed. Dr. E. R. Fountain. District Physician and Surgeon.	anteca	Dr. K. W. Hidy	Emergency Surgeon	
desto. Dr. Free R. DeLappe Assistant District Physician and Surgeon.  Oculist and Aurist.  Dr. F. K. Lord Emergency Surgeon.  Plock Dr. M. C. Collins District Physician and Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.  Preed Dr. E. R. Fountain District Physician and Surgeon.	anteca	Dr. Curtis M. Galt	Emergency Surgeon.	
desto. Dr. Free R. DeLappe Assistant District Physician and Surgeon.  Oculist and Aurist.  Dr. F. K. Lord Emergency Surgeon.  Plock Dr. M. C. Collins District Physician and Surgeon.  Dr. Chas. L. Garvin District Physician and Surgeon.  Preed Dr. E. R. Fountain District Physician and Surgeon.		Dr. E. R. McPheeters	District Physician and Surgeon.	
res		Dr. Fred R. DeLappe	Assistant District Physician and Surgeon.	
ringston Dr. Chas. L. Garvin District Physician and Surgeon.  preed Dr. E. R. Fountain District Physician and Surgeon.	eres	Dr. F. K. Lord	Emergency Suggest	
ringston Dr. Chas. L. Garvin District Physician and Surgeon. rced Dr. E. R. Fountain District Physician and Surgeon.	urlock	Dr. M. C. Collins	District Physician and Surgeon	
reed Dr. E. R. Fountain District Physician and Surgeon.	ivingston	Dr. Chas. L. Garvin	District Physician and Surgeon.	
Tood Dr. W. E. Fountain Assistant District Dissister and Communication	erced	Dr. E. R. Fountain	District Physician and Surgeon.	
Assistant District Physician and Surgeon.	erced	Dr. W. E. Fountain	Assistant District Physician and Surgeon.	

LOCATION	NAME	TITLE
Chowchilla	Dr. Herbert O. Leff	Emergency Surgeon.
Chowchilla	Dr. A. B. Bigler	Emergency Surgeon.
Madera	Dr. R. R. Dearborn	District Physician and Surgeon.
Madera	Dr. K. W. Butler	Associate District Physician and Surgeon
Fresno	Dr. Chas. A. James	Assistant District Physician and Surgeon
Fresno	Dr. John M. Gorman	Assistant District Physician and Surgeon
Fresno	Dr. L. G. Price	Assistant District Physician and Surgeon Oculist.
Fresno	Dr. Wayne A. Hunt	Aurist.
Patterson	Dr. E. G. Allen	District Physician and Surgeon.
Crows Landing	Dr. E. G. Allen	District Physician and Surgeon.
Newman	Dr. A. M. Roscoe	District Physician and Surgeon.
Newman	Dr. James E. Thompson.	Assistant District Physician and Surgeon,
Gustine	Dr. A. W. Gustafson	Assistant District Physician and Surgeon Emergency Surgeon.
Los Banos	Dr. L. R. Hillyer	District Physician and Surgeon.
Dos Palos	Dr. J. L. Vaught	Emergency Surgeon.
Kerman	Dr. J. C. Drake	District Physician and Surgeon.
San Leandro	Dr. Geo. T. Honaker	District Physician and Surgeon.
Hayward	Dr. F. A. Brown	District Physician and Surgeon.
Pleasanton	Dr. Harold J. Shanks	District Physician and Surgeon.
livermore	Dr. Paul Dolan	District Physician and Surgeon.
Centerville	Dr. G. S. Holeman	District Physician and Surgeon.
rvington	Dr. E. M. Grimmer	Emergency Surgeon.
San Jose	Dr. C. M. Burchfiel	District Physician and Surgeon.
San Jose	Dr. L. E. Smith	Assistant District Physician and Surgeon.
San Jose	Dr. John M. Hohl	Assistant District Physician and Surgeon
San Jose	Dr. Phillip Jordan	Oculist and Aurist.

Division or District Surgeon.

#### HOSPITALS

GENERAL HO	SPITAL	SAN	FRANCISCO
EMERGENCY	HOSPITAL	SA	CRAMENTO
EMERGENCY	HOSPITAL	WEST	OAKLAND

First Main Track: DIVISION MILEAGE MAIN LINES		
Oakland Pier to Washington	87.21	
S. P. R. R.   86.20	1.45	
Martinez to Tracy S. P. R. R.	47.62	
Oakland Pier to Tracy via Niles	66.97	
Tracy to Polk	60.74	
Elmhurst to Santa Clara S. P. Co	30.26	
Elmhurst to Santa Clara S. P. Co. Redwood Jct, to Niles Tower C. P. Ry.	15.51	
Niles to San Jose. C. P. Ry. Kerman to Biola Jet. S. P. R. R.	15.41	
Kerman to Biola JetS. P. R. R.	14.52	
Total First Main Track	570 32	
Second Main Track:	010.02	
Oakland Pier to Washington         C. P. Ry.         1.01           Martinez to Mococo         S. P. R. R.         86.33           Oakland Pier to Elmhurst         C. P. Ry.		
S. P. R. R 86.33	87.34	
Martinez to Mococo	.96	
Oakiand Pier to Elmnurst	9.17	
Tracy to Akers	23.85	
Total Second Main Track	121.32	
Total Main Lines		691.64
BRANCH LINES		
Richmond spur. San Pablo to Richmond Transfer. S. P. R. R.	2.06	
NapaSulbun-Fairneid to CalistogaS. P. R. R.	47 34	
Vallejo	7.13	
SchellvilleNapa Jct. to Schellville	11.30	
Union	2.01	
Winters. Elmira to Esparto. S. P. R. R. San Ramon. Avon to Radum. S. P. R. R.		
	29.85	
Oakdala Stockton to Montrollies C. D. D. D.	49.33	
OakdaleStockton to MontpellierS. P. R. R.		
Oakdale.         Stockton to Montpellier         S. P. R. R.           Lodi         Lodi to Woodbridge         S. P. R. R.         2.59           Lodi         S. P. R. R.         2.59         2.60		
Oakdale.         Stockton to Montpellier         S. P. R. R.           Lodi to Woodbridge.         S. P. R. R.         2.59           Lodi.         Lodi to Kentucky House.         [S. P. R. R.         22.67           S. P. C. 12.88         S. P. C. 12.88         S. P. C. 12.88	41 01	
Stockton to Montpellier   S. P. R. R.	41.91	
Stockton to Montpellier   S. P. R. R.	41.91 26.91	
Dakdaie	10 22	
Dakdaie	10 22	
Dakciale	10.23 11.90 3.89	
Stockton to Montpellier   S. P. R. R.	10.23 11.90 3.89	
Dakciale	10.23 11.90 3.89 .75	275.60

#### ERMINAL SUPERINTENDENT W. E. EASTMAN.....Oakland

ASST. TERMINAL SUPERINTENDENTS

F. J. DIGNON......Oakland M. A. JENSEN.....Oakland

#### TRAINMASTERS

A. J. FERRARA	Oakland Pier
A. W. KILBORN	Oakland Pier
L. E. McCADDON	Suisun-Fairfield
L. W. MONEY	Stockton
N. B. EDDLESTONE	Tracy

#### ASST. TRAINMASTERS

P. J. MYERS. I. O. UNDERHILL	Pittsburg
I. O. UNDERHILL	.Livermore
A. G. BAYS	Mendota

### TERMINAL TRAINMASTERS

W. S. CHAMNE W. J. CLENDEN	Y	'n		1				٠												0	akla
W. J. CLENDER	17.	1,1	т	,,	J			٠						•					٠	U	aki
J. H. LONG								٠												O	akla
J. T. WALL															u	١.	 			O	akla
I. T. AREY			0															1	P	OT	t Co
J. F. SCHETTE	2	ľ	1			1		•	i	i	•	ľ	•	•	•		1	•		-	T.
J. P. OCHELLE																	٠		* *		. 11

				ENGINES
J. H. SUSKE		 	 	West Oakland
B. E. STONI	5	 	 	Tracy

### ENGINEMEN INSTRUCTORS C. M. SCHULZE ... West Oakland E. L. COOPER ... Tracy

### ASSISTANT TRAINMASTER-DIVISION EXAMINER

V. S. BURNHAM	Oakland
CHIEF TRAIN I	
J. B. WATTS F. A. SMITH	Oakland Pier
F. A. SMITH	Stockton

#### L. R. SMITH,

Asst. Superintendent, Oakland Pier

#### F. E. KALBAUGH,

Asst. Superintendent, Oakland Pier

#### C. F. HEATH,

Asst. Superintendent, Oakland Pier

#### E. F. NASSOIY,

Asst. Superintendent, Stockton

