

# SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

## TIME TABLE

FOR THE

## WESTERN DIVISION

# 221



To Take Effect Sunday, February 2, 1936, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

A. T. MERCIER,  
General Manager

W. B. KIRKLAND,  
Superintendent of Transportation

L. U. MORRIS,  
Assistant General Manager

G. E. GAYLORD,  
Superintendent.



EASTWARD

Martinez Subdivision.

Time Table No. 221

February 2, 1936

Capacity of sidings in car lengths	FIRST CLASS																		Distance from San Francisco	
	28	30	18	26	8	206	248	282	246	230	220	2	14	52	202	224	204	236		58
	San Francisco Overland Limited	Advance San Francisco Overland Limited	Cascade	Owl	Shasta	Passenger	El Dorado	Passenger	Statesman	Governor	Governor	Santa Fe Passenger	Pacific Limited	San Joaquin	Passenger	Senator	Passenger	Passenger		Sequoia
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	8.00 PM	8.00 PM	6.40 PM	6.00 PM	6.00 PM	5.20 PM	5.00 PM	4.00 PM	3.00 PM	1.00 PM	11.40 AM	10.20 AM	8.20 AM	8.00 AM	7.40 AM	7.40 AM	6.40 AM	6.00 AM	11.40 PM	
	8.20	8.20	7.00	6.20	6.20	5.40	5.20	4.20	3.20	1.20	11.59 AM	10.40	8.40	8.20	8.00	8.00	7.00	6.20	11.59 PM	
BKWI P	8.35 PM	8.27 PM	7.15 PM	6.31 PM	6.28 PM	5.44 PM	5.25 PM	4.27 PM	3.22 PM	1.25 PM	12.03 PM	10.48 AM	8.47 AM	8.25 AM	8.08 AM	8.04 AM	7.04 AM	6.23 AM	12.10 AM	
Term. Yd. P BKWOITY																				
IP s	8.46	8.35	7.21	6.38	6.34	5.49	5.30	4.33	3.28	1.30	12.08	10.53 AM	8.54	8.31	8.13	8.09	7.09	6.28	12.16	
P																				
IP																				
P																				
P s	8.57	8.45	7.30	6.47	6.43	5.56	5.37	4.41	3.36	1.39	12.16		9.02	8.39	8.20	8.16	7.17	6.36	12.25	
P						f														
P s	9.08	8.54	7.38	6.56	6.52	6.04	5.43	4.50	3.45	1.48	12.24		9.10	8.47	8.29	8.22	7.25	6.45	12.34	
WP						f		s	f											
P						f			f											
42 East 33 West P																				
64 West P	9.19	9.04	7.48	7.06	7.02	6.15	5.53	5.03	3.59	1.58	12.34		9.20	8.57	8.41	8.32	7.37	6.57	12.46	
P																				
P						s 6.19		s 5.07	f	f	f									
24 East P						f		s		f	f									
41 East						f		f												
17 West P						f		s		s 2.10	f			9.04	s			s 7.12	f	
P	9.30	9.13	7.59	7.17	7.12	6.31	6.01	5.18	4.12	2.14	12.49		9.30	9.09	8.55	8.40	7.53	7.17	1.00	
P						f														
Yard BKWOT P						s 6.37		s 5.22	s 4.17	s 2.19	12.54			9.13	s 8.59		s 7.58	s 7.22	s 1.05	
P						f														
119 Center																				
wp s	9.40 PM	9.23 PM	8.09 PM	7.27 PM	7.20 PM	6.45 PM	6.09 PM	5.28 PM	4.23 PM	2.25 PM	1.00 PM		9.40 AM	9.18 AM	9.05 AM	8.48 AM	8.04 AM	7.27 AM	1.11 AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(1.05) 28.71	(0.56) 33.32	(0.54) 34.55	(0.56) 33.32	(0.52) 35.88	(1.01) 30.59	(0.44) 42.41	(1.01) 30.59	(1.01) 30.59	(1.00) 31.10	(0.57) 32.74	(0.05) 24.00	(0.53) 35.21	(0.53) 35.21	(0.57) 32.74	(0.44) 42.41	(1.00) 31.10	(1.04) 29.16	(1.01) 30.59	

STATIONS	
SAN FRANCISCO	0.0
OAKLAND PIER	3.5
TO-R OAKLAND PIER	1.4
TO-R WEST OAKLAND TOWER	0.6
OAKLAND (16th Street)	1.1
EMERYVILLE	0.4
SHELLMOUND	0.4
PARAFFIN	0.4
STOCK YARDS	1.4
BERKELEY (University Ave.)	1.5
FLEMING	0.5
NOBEL	0.4
VIGORIT	1.5
STEGE	1.9
RICHMOND	1.6
SAN PABLO	2.3
GIANT	0.9
SOBRANTE	1.7
KRIEGER	1.5
PINOLE	0.8
HERCULES	1.7
RODEO	0.8
OLEUM	0.8
TORMEY	0.4
SELBY	1.4
OROCKETT	1.1
EOKLEY	1.0
PORT COSTA	1.1
NEVADA DOOK	0.9
OZOL	1.6
TO-R MARTINEZ	(31.1)

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

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

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

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

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
14 8	Crockett, Martinez Any Station	Reno Any Station beyond Dunsmuir where 8 and 18 scheduled to stop
18 30 28	Crockett Any Station Any Station	Portland Sparks Ogden

ADDITIONAL FLAG STOPS		
Train	At	Frequency
52 204	Oleum, Selby, Port Costa Stege	Sunday only Sundays and Holidays

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS			
Train	At	To	For Passengers To or Beyond
236 and 204 282	Certain-teeed Pro. Co. Certain-teeed Pro. Co.	Receive or Discharge Receive	Any Station Any Station

ADDITIONAL REGULAR STOPS		
Train	At	Frequency
202	Certain-teeed Pro. Co.	Daily Except Saturday



Martinez Subdivision.

WESTWARD

Time Table No. 221

February 2, 1936

FIRST CLASS

STATIONS	Distance from Martinez	FIRST CLASS																		
		9	19	111	205	25	27	203	53	7	233	247	49	231	229	241	243	201	17	223
		Fast Mail	Klamath	Santa Fe Passenger	Passenger	Owl	San Francisco Overland Limited	Passenger	Passenger	Shasta	Passenger	El Dorado	Fresno Flyer	Passenger	Governor	Statesman	Statesman	Passenger	Cascade	Senator
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive SUNDAYS & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily
SAN FRANCISCO 3.5	34.6	7.32 AM	7.52 AM	7.52 AM	7.52 AM	8.12 AM	8.32 AM	8.32 AM	8.52 AM	9.52 AM	10.32 AM	10.52 AM	12.32 PM	1.52 PM	3.12 PM	5.52 PM	5.52 PM	6.32 PM	6.52 PM	7.32 PM
OAKLAND PIER 3.5	31.1	7.12	7.32	7.32	7.32	7.52	8.12	8.12	8.32	9.32	10.12	10.32	12.12	1.32	2.52	5.32	5.32	6.12	6.32	7.12
TO-R OAKLAND PIER 1.4	31.1	s 6.53 AM	s 7.13 AM	s 7.20 AM	s 7.22 AM	s 7.40 AM	s 7.55 AM	s 8.05 AM	s 8.20 AM	s 9.20 AM	s 10.05 AM	s 10.25 AM	s 12.05 PM	s 1.23 PM	s 2.45 PM	s 5.25 PM	s 5.25 PM	s 6.05 PM	s 6.20 PM	s 7.05 PM
TO-R WEST OAKLAND TOWER 0.6	29.7																			
OAKLAND (16th Street) 1.1	29.1	s 6.38	s 7.05	7.12 AM	s 7.16	s 7.32	s 7.48 7.45	s 7.59	s 8.12	s 9.12	s 9.59	s 10.19	s 11.58 AM	s 1.17	s 2.39	s 5.19	s 5.19	s 5.56	s 6.10	s 6.59
EMERYVILLE 0.4	28.0																			
SHELLMOUND 0.4	27.6																			
PARAFFIN 0.4	27.2																			
STOCK YARDS 1.4	26.8																			
BERKELEY (University Ave.) 1.5	25.4	s 6.18	s 6.50		s 7.07	s 7.20	s 7.33	s 7.50	s 8.00	s 9.00	s 9.47	s 10.11	s 11.48	s 1.05	s 2.27	s 5.10	s 5.10	s 5.47	s 5.54	s 6.51
FLEMING 0.5	23.9				f			f												
NOBEL 0.4	23.4																			
VIGORIT 1.5	23.0				f			f												
STEGE 1.9	21.5				f			f												
RICHMOND 1.6	19.6	s 6.05	6.38		s 6.55	f 7.09	s 7.19	s 7.38	s 7.50	s 8.49	s 9.36	10.03	11.39	s 12.55	s 2.18	s 5.01	f 5.02	s 5.39	5.43	6.43
SAN PABLO 2.3	18.0							f 7.33												
GIANT 0.9	15.7				f			f												
SOBRANTE 1.7	14.8																			
KRIEGER 1.5	13.1																			
PINOLE 0.8	11.6	5.52	6.27		f 6.42	6.58	7.06	s 7.25	7.40	8.38	s 9.25	9.54	11.29	12.44	2.07	s 4.47	4.53	s 5.27	5.33	6.34
HEROULES 1.7	10.8							f												
RODEO 0.8	9.1				f			s												
OLEUM 0.8	8.3				f			s												
TORMEY 0.4	7.5							f												
SELBY 1.4	7.1				s			s 7.11												
CROCKETT 1.1	5.7	s 5.43	6.16		s 6.27	s 6.47	6.55	s 7.08	s 7.30	8.28	s 9.07	9.46	f 11.19	s 12.28	s 1.55	s 4.31	f 4.44	s 5.13	5.22	6.26
EOKLEY 1.0	4.6							f												
R PORT COSTA 1.1	3.6				s 6.22		6.51	s 7.04												
NEVADA DOCK 0.9	2.5							f												
OZOL 1.6	1.6							f												
TO-R MARTINEZ	0.0	5.30 AM	6.05 AM		6.15 AM	6.36 AM	6.45 AM	6.55 AM	7.20 AM	8.18 AM	8.54 AM	9.38 AM	11.09 AM	12.17 PM	1.45 PM	4.20 PM	4.35 PM	5.03 PM	5.12 PM	6.18 PM
(31.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUNDAYS & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily
Time over District.....		(1.23)	(1.08)	(0.08)	(1.07)	(1.04)	(1.10)	(1.10)	(1.00)	(1.02)	(1.11)	(0.47)	(0.56)	(1.06)	(1.00)	(1.05)	(0.50)	(1.02)	(1.08)	(0.47)
Average Speed per Hour.....		22.48	27.44	15.00	27.85	29.16	26.66	31.10	30.01	26.28	39.70	33.32	28.27	31.10	28.71	37.32	30.01	27.44	39.70	

No. 233 reduce speed to 10 M. P. H. at Stege to receive mail, except Sundays and holidays.  
 No. 233 wait at Crockett 5 mins. for Vallejo Bus connection if necessary.  
 No. 241 wait at Martinez 5 mins. for Benicia Martinez Ferry if necessary.  
 No. 9 may arrive Oakland Pier ahead of time shown, after observing scheduled time at Oakland 16th St.

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

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

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
19	Any Station	Dunsmuir
7	Any Station	Cerber
17	Any Station	Woodland
27	Any Station	Sacramento
49	Richmond	Modesto

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
203, 233 and 241	Certain-lead Pro. Co.	Any Station

ADDITIONAL REGULAR STOPS		
Train	At	Frequency
229, 233	Oleum Giant	Saturday Only Daily except Sundays and holidays

ADDITIONAL FLAG STOPS		
Train	At	Frequency
7	Crockett	Sunday Only
229	Giant	Saturday Only
229	Pinoles	Sundays and Holidays
231	Pinoles and Giant	Saturday Only
231	San Pablo	Saturday Only



**EASTWARD**

**Martinez Subdivision**

Capacity of sidings in car lengths	THIRD CLASS			SECOND CLASS		FIRST CLASS				Distance from San Francisco			
	476	410	412		470				112		210	20	208
	Freight	Freight	Local Freight		Portland Freight				Santa Fe Passenger		Sierra	Klamath	Passenger
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY		Leave Daily EX. SUNDAY				Leave Daily	Leave Daily	Leave Daily	Leave SUNDAYS & HOLIDAYS	
									11.00 PM	9.00 PM	9.00 PM	8.20 PM	
									11.20	9.20	9.20	8.40 PM	
BKWI P									11.28 PM	9.35 PM	9.30 PM	8.45 PM	
Term. Yd. P BKWOITY	11.00 PM	6.50 PM			10.30 PM								
IP									11.33 PM	s 9.46	s 9.37	s 8.52	
P													
IP													
P													
P													
P					10.47					s 9.56	s 9.46	s 9.02	
P													
P													
WP					11.05								
P													
42 East 33 West P													
64 West P					11.20					10.16	10.05	s 9.27	
P													
P													
24 East P													
41 East P													
17 West P												s 9.40	
P													
P													
Yard BKWOT P			8.30 AM		11.50 PM					10.29	s 10.18	s 9.44	
P													
Center 119 WP	12.30 AM	8.50 PM	8.42 AM		12.01 AM					s 10.39 PM	s 10.28 PM	s 10.00 PM	
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		Arrive Daily EX. MONDAY				Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAYS & HOLIDAYS	
	(1.30) 19.80	(2.00) 15.55	(0.12) 18.00		1.31 20.50				(0.05) 24.00	1.04 29.16	(0.58) 32.17	(1.15) 24.88	

**Time Table No. 221**

February 2, 1936

**STATIONS**

SAN FRANCISCO	0.0
OAKLAND PIER	3.5
TO-R OAKLAND PIER	1.4
TO-R WEST OAKLAND TOWER	0.6
OAKLAND (16th Street)	1.1
EMERYVILLE	0.4
SHELLMOUND	0.4
PARAFFIN	0.4
STOCK YARDS	1.4
BERKELEY (University Ave)	1.5
FLEMING	0.5
NOBEL	0.4
VIGORIT	1.5
STEGE	1.9
RICHMOND	1.6
SAN PABLO	2.3
GIANT	0.9
SOBRANTE	1.7
KRIEGER	1.5
PINOLE	0.8
HERCULES	1.7
RODEO	0.8
OLEUM	0.8
TORMEY	0.4
SELBY	1.4
OROCKETT	1.1
ECKLEY	1.0
R PORT COSTA	1.1
NEVADA DOCK	0.9
OZOL	1.6
TO-R MARTINEZ	

(31.1)

Time over District  
Average Speed per Hour

See pages 2, 3 and 5 for additional trains between Oakland Pier and Martinez.  
Third Class, Extra trains, Engines and Yard engines will clear the time of No. 470.

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

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
20 210 210	Any Station Any Station Crockett	Davis Roseville Sacramento



Martinez Subdivision

WESTWARD

5

Time Table No. 221

February 2, 1936

STATIONS

SAN FRANCISCO	34.6
OAKLAND PIER	31.1
TO-R OAKLAND PIER	31.1
TO-R WEST OAKLAND TOWER	29.7
OAKLAND (16th Street)	29.1
EMERYVILLE	28.0
SHELLMOUND	27.6
PARAFFIN	27.2
STOCK YARDS	26.8
BERKELEY (University Ave.)	25.4
FLEMING	23.9
NOBEL	23.4
VIGORIT	23.0
STEGE	21.5
RICHMOND	19.6
SAN PABLO	18.0
GIANT	15.7
SOBRANTE	14.8
KRIEGER	13.1
PINOLE	11.6
HEROULES	10.8
RODEO	9.1
OLEUM	8.3
TORMEY	7.5
SELBY	7.1
CROCKETT	5.7
EOKLEY	4.6
PORT COSTA	3.6
NEVADA DOCK	2.5
OZOL	1.6
TO-R MARTINEZ	0.0

Distance from Martinez	FIRST CLASS				SECOND CLASS			THIRD CLASS			
	21 Pacific Limited Arrive Daily	23 Santa Fe Passenger Arrive Daily	51 San Joaquin Arrive Daily	215 Sierra Arrive Daily	471 Oakland Freight Arrive Daily			405 Freight Arrive Daily EX. MONDAY	411 Local Freight Arrive Daily EX. SUNDAY	475 Freight Arrive Daily	
34.6	9.32 PM	10.12 PM	10.12 PM	10.52 PM							
31.1	9.12	9.52	9.52	10.32							
31.1	s 9.00 PM	s 9.38 PM	s 9.40 PM	s 10.25 PM							
29.7							12.10 AM		4.30 AM	1.00 AM	
29.1	s 8.52	9.30 PM	s 9.32	s 10.19							
28.0											
27.6											
27.2											
26.8											
25.4	s 8.39		s 9.21	s 10.08			11.45 PM				
23.9											
23.4											
23.0											
21.5											
19.6	8.26		9.11	s 9.58							
18.0							11.25				
15.7				f							
14.8											
13.1											
11.6	8.15		8.59	f 9.47			11.10				
10.8											
9.1				f							
8.3				f							
7.5											
7.1				f							
5.7	8.05		8.50	s 9.32							
4.6											
3.6				f 9.27			10.50		11.40 AM		
2.5											
1.6											
0.0	7.55 PM		8.40 PM	9.21 PM			10.40 PM		3.15 AM	11.30 AM	10.50 PM
(31.1)	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily		Leave Daily EX. MONDAY	Leave Daily EX. SUNDAY	Leave Daily
Time over District.....	(1.05)	(0.08)	(1.00)	(1.04)			(1.30)		(1.15)	(0.10)	(2.10)
Average Speed per Hour.....	28.71	15.00	31.10	29.16			19.80		23.84	21.60	13.70

See pages 2, 3 and 4 for additional trains between Oakland Pier and Martinez.  
Third Class, Extra trains, Engines and Yard engines will clear the time of No. 471.

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

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	At	For Passengers From or Beyond
51	Crockett	Tracy
21	Richmond	Tracy
	Any Station	Ogden



**EASTWARD**

**Martinez Subdivision.**

Capacity of sidings in car lengths	THIRD CLASS			SECOND CLASS		FIRST CLASS													Distance from San Francisco	
	462	476	470	210	20	28	30	18	8	248	246	230	220	14	291	293	224	204		262
	Local Freight	Freight	Portland Freight	Sierra	Klamath	San Francisco Overland Limited	Advance San Francisco Overland Limited	Cascade	Shasta	El Dorado	Statesman	Governor	Governor	Pacific Limited	Passenger	Passenger	Senator	Passenger		Passenger
Leave Daily Ex. Sunday	Arrive Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Saturday Only	Leave Daily Ex. Saturday	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	
WP		12.30 AM	12.01 AM	10.43 PM	10.32 PM	9.45 PM	9.25 PM	8.09 PM	7.20 PM	6.09 PM	4.25 PM	2.27 PM	1.02 PM	9.40 AM			8.48 AM	8.06 AM		
Center 97 P				10.53	10.42	9.55	9.35	8.19	7.30	6.17	f 4.34	2.36	1.11	9.50			8.57	8.15		
P											f							f		
82 East 86 West BKWOY P	10.30 AM	2.00	12.35	s 11.09	10.54	10.08	9.48	8.31	7.43	6.30	s 4.50	s 2.51	s 1.27	10.04			9.09	s 8.34		
41 East 73 West P											f							f		
Center 87 WY P			12.55	11.24	11.07	10.23	10.01	8.44	7.58	6.42	s 5.05	f 3.04	f 1.40	10.17			9.20	s 8.48		
Center 72 W P			1.10	11.35	11.17	10.33	10.10	8.54	8.08	6.51	s 5.19	s 3.17	s 1.56	10.27			9.28	s 9.01		
70 East											f									
78 East 80 West KWLY P			1.30	s 11.50	s 11.30 PM	10.45	10.20	s 9.08 PM	s 8.20 PM	7.00	s 5.33	s 3.30	s 2.10	10.38	10.25 AM	9.45 AM	9.37	s 9.15	7.20 AM	
Center 100											f				f	f	9.43	9.22	f 7.27	
1 P				11.57 PM		10.51	10.26			7.06	f 5.40	3.36	2.16	10.44	f 10.32	f 9.52			f	
Term Yard BKWOY P	2.00 PM	4.30 AM	2.15 AM	s 12.10 AM		s 11.05 PM	s 10.40 PM			s 7.20 PM	s 5.55 PM	s 3.50 PM	s 2.30 PM	s 10.57 AM	s 10.45 AM	s 10.05 AM	s 9.55 AM	s 9.35 AM	s 7.40 AM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturday Only	Arrive Daily Ex. Saturday	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	
	(3.30) 11.46	(4.00) 14.32	(2.14) 25.66	(1.27) 39.52	(0.58) 45.41	(1.20) 42.98	(1.15) 45.84	(0.59) 44.64	(1.00) 43.90	(1.11) 48.44	(1.30) 38.20	(1.23) 41.42	(1.28) 39.07	(1.17) 44.65	(0.20) 40.20	(0.20) 40.20	(1.07) 51.31	(1.29) 38.63	(0.20) 40.20	

Time Table No. 221

February 2, 1936

**STATIONS**

TO-R MARTINEZ	6.3
BENICIA JUNCTION	2.1
PIERCE	2.1
OYGNUS	1.0
TEAL	1.9
JACKSNIPE	3.8
TO-R SUISUN-FAIRFIELD	3.0
TOLENAS	1.9
VANDEN	1.6
CANNON	4.0
ELMIRA	4.8
BATAVIA	3.3
DIXON	4.3
TREMONT	2.0
BRIGGSTON	1.8
TO-R DAVIS	1.5
OHILES	2.0
SWINGLE	1.3
WEBSTER	5.9
MIKON	0.6
Sacramento Northern Ry. Crossing	1.4
WASHINGTON	0.7
TO-R SACRAMENTO	

Automatic Block System

Double Track

(57.3)

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

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span. When distant signal 328 indicates caution, trains must not exceed 15 miles per hour from this distant signal to track magnet located 550 feet west of Bridge signal SA-332, opposite white concrete marker block. Third Class, Extra trains, Engines and Yard engines will clear the time of No. 470.

Nos. 246 and 262 stop at Washington to exchange U. S. Mail.

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

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
204	Any Station	Sacramento

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
14	Suisun-Fairfield, Dixon and Davis	Reno
8	Any Station	Any Station beyond Dunsmuir where 8 and 18 scheduled to stop
30	Any Station	
28	Any Station	
20	Any Station	
210	Any Station	Sparks, Ogden, Davis, Roseville

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS		
Train	At	Receive or Discharge
248	Suisun-Fairfield	Receive or Discharge
248	Davis	Discharge
210	Elmira and Dixon	Receive or Discharge

Capacity of sidings  
in car lengths

Center  
91 P



Martinez Subdivision.

WESTWARD

Time Table No. 221

February 2, 1936

STATIONS

TO-R MARTINEZ	6.4
BENIOIA JUNCTION	2.1
PIEROE	2.1
OYGNUS	1.0
TEAL	1.9
JACKSNIFE	3.8
TO-RSUISUN-FAIRFIELD	3.0
TOLENAS	1.9
VANDEN	1.6
OANNON	4.0
ELMIRA	4.8
BATAVIA	3.3
DIXON	4.3
TREMONT	2.0
BRIGGSTON	1.8
TO-R DAVIS	1.5
OHILES	2.0
SWINGLE	1.3
WEBSTER	5.9
MIKON	0.6
Sacramento Northern Ry. Crossing	1.4
WASHINGTON	0.7
TO-R SACRAMENTO	0.0

Distance from Sacramento	FIRST CLASS														SECOND CLASS		THIRD CLASS	
	9	19	27	7	233	247	229	241	243	17	223	21	215	261	471	463	475	
	Fast Mail	Klamath	San Francisco Overland Limited	Shasta	Passenger	El Dorado	Governor	Statesman	Statesman	Cascade	Senator	Pacific Limited	Sierra	Passenger	Oakland Freight	Local Freight	Freight	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	
57.4	5.30 AM	6.05 AM	6.45 AM	s 8.14 AM	s 8.50 AM	s 9.37 AM	s 1.43 PM	s 4.17 PM	f 4.35 PM	s 5.07 PM	6.18 PM	7.55 PM	s 9.19 PM		10.40 PM		10.50 PM	
51.0	5.20	5.52	6.32	8.04	8.40	9.27	1.33	4.07	4.25	4.57	6.09	7.43	9.09					
48.9																		
46.8																		
45.8																		
43.9																		
40.1	5.07	5.39	f 6.19	7.51	s 8.26	9.15	s 1.20	s 3.54	s 4.13	f 4.45	5.57	7.30	s 8.56		10.00	9.30 AM	10.00 8.45	
37.1					f								f					
35.2					f													
33.6					f													
29.6	4.55	5.27	f 6.03	7.39	s 8.11	9.05	f 1.07	3.41	4.01	4.30	5.47	7.18	f 8.43		9.22			
24.8					f													
21.5	4.46	5.19	s 5.51	7.30	s 7.59	8.57	s 12.58	f 3.33	f 3.53	4.22	5.39	7.10	s 8.33		9.10			
17.2					f													
15.2																		
13.4	4.37	5.10 AM	s 5.39	7.20 AM	s 7.45	s 8.48	s 12.48	s 3.23	s 3.43	4.12 PM	5.30	7.01	s 8.20	s 11.20 PM	8.55		8.00	
11.9																		
9.9														f				
8.6	4.31		5.31		f 7.36	8.40	12.40	3.15	3.35		5.25	6.55	8.10	f 11.11				
2.7														f				
2.1														f				
0.7														f				
0.0	4.20 AM		5.20 AM		7.25 AM	8.30 AM	12.30 PM	3.05 PM	3.25 PM		5.15 PM	6.45 PM	8.00 PM	11.00 PM	8.05 PM		6.00 AM 6.50 PM	
(57.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily
Time over District	(1.10)	(0.55)	(1.25)	(0.54)	(1.25)	(1.07)	(1.13)	(1.12)	(1.10)	(0.55)	(1.03)	(1.10)	(1.19)	(0.20)	(2.35)	(3.30)	(4.00)	
Average Speed per Hour	49.20	48.00	40.52	48.88	40.52	51.40	47.17	47.83	49.20	48.00	54.66	49.20	43.59	40.20	22.21	11.45	14.35	

Automatic train control westward track from signal No. 347 to Martinez. When distant signal 347 indicates caution, trains must not exceed 15 miles per hour from this distant signal to track magnet located 1250 feet east of Bridge signal SA-337, opposite white mark on bridge.

Third Class, Extra trains, Engines and Yard engines will clear the time of No. 471. No. 9 reduce speed to 10 miles per hour at Davis to discharge mail. No. 17 reduce speed to 10 miles per hour at Elmira on Sundays to pick up mail. No. 233 reduce speed to six miles per hour at Washington on Sundays to discharge papers. No. 233 stop on flag at Jacksnipe, Teal, Cygnus and Pierce to discharge express. No. 215 stop at Elmira daily except Sunday to pick up mail.

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

EASTWARD		Martinez Subdivision.		WESTWARD	
Capacity of sidings in car lengths	Distance from San Francisco	Time Table No. 221	Distance from Benicia Junction		
	32.4	BENIOIA	5.6		
P	33.8	ARMY POINT	4.2		
Center 91	38.0	BENIOIA JUNCTION	0.0		

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
9	Davis and Suisun-Fairfield	San Jose

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
19	Any Station	Dunsmuir
7	Any Station	Gerber
17	Any Station	Woodland
21	Any Station	Ogden
27	Any Station	Sacramento
241	Cygnus	Suisun-Fairfield



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

AT PORT CHICAGO: Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.

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

No. 58 reduce speed at Avon and Byron Hot Springs to 10 miles per hour to discharge papers.

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

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

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

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

EASTWARD Martinez Subdivision.

Capacity of Sidings in Car Lengths	THIRD CLASS			FIRST CLASS						Distance from San Francisco
	410 Freight	412 Local Freight		26 Owl	282 Passenger	52 San Joaquin	202 Passenger	236 Passenger	58 Sequoia	
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	
WP	8.50 PM	8.42 AM		7.32 PM	5.31 PM	9.26 AM	9.05 AM	7.35 AM	1.15 AM	34.7
P	8.55			f				f		36.0
62 YP	9.00	9.00		7.37	s 5.37	9.31	s 9.15 AM	s 7.47 AM	f 1.20	38.1
East 80 West 109 WP	9.08	9.35		7.41	s 5.42	9.35			f 1.24	41.3
60 P		9.39		f				f	1.26	43.0
46 P	9.13	9.50		7.44	5.46	9.39			1.28	44.8
42										46.8
73 P	9.45	10.00 10.47		f 7.51	s 5.56	s 9.45			s 1.38	48.9
12										50.8
40 P	9.53	11.10		8.01	s 6.03	9.51			f 1.46	53.5
76	10.00	11.31 AM		8.08	6.08	9.55			1.51	57.3
48 WP	10.10	12.10 PM		8.14	s 6.18	f 10.01			s 2.02	61.7
83 P	10.18	12.40		8.20	s 6.26	10.08			f 2.12	66.9
P				f		f				68.9
43 P	10.26	12.55		8.25	6.32	10.13			2.18	71.6
50 P	10.33	1.10		8.30	f 6.38	10.18			f 2.24	75.7
38	10.40	1.25				10.22			2.28	79.1
Term Yard BKWOTY P	10.50 PM	1.40 PM		s 8.38 PM	s 6.47 PM	s 10.27 AM			s 2.33 AM	82.2
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	
	(2.00) 23.75	(4.58) 9.53		(1.06) 43.18	(1.16) 37.50	(1.01) 46.72	(0.10) 20.40	(0.12) 17.00	(1.18) 36.53	

Time Table No. 221

February 2, 1936

STATIONS	
TO-R MARTINEZ	1.3
MOCOCO	0.8
PEYTON	1.3
TO-R AVON	3.2
TO PORT CHICAGO	1.7
NICHOLS	1.8
McAVOY	2.0
SHELL POINT	2.1
TO-R PITTSBURG	1.9
LOS MEDANOS	2.7
TO ANTIOCH	3.8
NEROLY	4.4
TO BRENTWOOD	5.2
TO BYRON	2.0
BYRON HOT SPRINGS	2.7
HERDLYN	4.1
BETHANY	3.4
JANNEY	3.1
TO-R TRACY	

(47.5)  
Time over District  
Average Speed per Hour

EASTWARD Lathrop Subdivision

Capacity of Sidings in Car Lengths	THIRD CLASS			FIRST CLASS							Distance from San Francisco Via Niles	
	424 Local Freight	454 Local Freight	410 Freight	278 Passenger	280 Stockton	50 Fresno Flyer	282 Passenger	52 San Joaquin	232 Passenger	16 West Coast		58 Sequoia
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave SUNDAYS & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily
Term. Yard BKWOTY P	7.00 AM	2.00 AM	1.30 AM	10.18 PM	8.05 PM	7.03 PM	6.56 PM	10.32 AM	10.30 AM		2.40 AM	70.8
P								10.38	f 10.36		2.45	73.9
Spur												76.8
I P												78.7
Eastward 67 Westward 77 Fresno 50 WY P	7.30 AM		2.00 AM	10.32	8.20	s 7.18 PM	s 7.11 7.22	s 10.52 AM	s 10.50	6.55 AM	s 2.58 AM	81.5
P							f 7.30		s 11.00	7.05		86.1
I												87.7
Yard BKWOTY P		3.15 AM		s 10.45 PM	s 8.35 PM		s 7.40 PM		s 11.10 AM	s 7.15 AM		90.9
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive SUNDAYS & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(0.30) 21.40	(1.15) 16.08	(0.30) 21.40	(0.27) 44.44	(0.30) 40.20	(0.15) 42.80	(0.44) 27.40	(0.20) 32.10	(0.40) 30.15	(0.20) 29.20	(0.18) 35.66	

Time Table No. 221

February 2, 1936

STATIONS	
TO-R TRACY	3.1
BANTA	2.9
WINSHIP	1.9
SAN JOAQUIN BRIDGE	2.8
TO-R LATHROP	4.6
FRENCH CAMP	1.6
T. S. Ry. Crossing	3.2
A. T. & S. F. Crossing S. E. R. R. Crossing	
TO-R STOCKTON	

(20.1)  
Time over District  
Average Speed per Hour



**Time Table No. 221**  
February 2, 1936

**STATIONS**

TO-R MARTINEZ 1.3 MOCOCO End of Double Track 0.8 PEYTON 1.3	D.T.	47.5	6.36 AM	7.18 AM	11.07 AM	12.10 PM	5.01 PM	8.36 PM				3.15 AM	11.30 AM
TO-R AVON 3.2		44.1	6.30	7.11	11.01	12.04 PM	4.55 PM	8.30				3.04	11.20
TO PORT CHICAGO 1.7 NICHOLS 1.8 McAVOY 2.0 SHELL POINT 2.1	D.T.	40.9	6.26	7.06	10.56	11.58 AM		8.25				2.58	10.56
TO-R PITTSBURG 1.9 LOS MEDANOS 2.7		33.3	6.18	6.57	10.47	11.46		8.15				2.45	10.00 8.20
TO ANTIOCH 3.8 NEROLY 4.4	D.T.	28.7	6.12	6.50	10.41	11.37		8.01				2.38	8.10
TO BRENTWOOD 5.2 TO BYRON 2.0 BYRON HOT SPRINGS 2.7		20.5	6.01	6.40	10.30	11.25		7.49				2.25	7.45
HERDLYN 4.1 BETHANY 3.4 JANNEY 3.1	D.T.	15.3	5.54	6.32	10.22	11.16		7.41				2.12	7.15
TO-R TRACY 0.0		13.3	5.49	6.27	10.13	11.09						2.02	7.00
(47.5)			5.44	6.22	10.04	11.04		7.33				1.55	6.50
			5.40	6.18	10.00	11.00						1.48	6.40
			5.35 AM	6.13 AM	9.55 AM	10.55 AM		7.25 PM				1.40 AM	6.30 AM

Time over District.....	(1.01)	(1.05)	(1.12)	(1.15)	(0.06)	(1.11)	(1.35)	(5.00)
Average speed per hour.....	46.72	43.84	39.58	38.00	24.00	40.14	30.00	9.50

**Martinez Subdivision.**

**WESTWARD**

**FIRST CLASS**

**THIRD CLASS**

Distance from Tracy	25	53	49	231	201	51					405	411
	Owl	Passenger	Fresno Flyer	Passenger	Passenger	San Joaquin					Freight	Local Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily					Arrive Daily EX. MONDAY	Arrive Daily EX. SUNDAY
47.5	6.36 AM	7.18 AM	11.07 AM	12.10 PM	5.01 PM	8.36 PM					3.15 AM	11.30 AM
44.1	6.30	7.11	11.01	12.04 PM	4.55 PM	8.30					3.04	11.20
40.9	6.26	7.06	10.56	11.58 AM		8.25					2.58	10.56
33.3	6.18	6.57	10.47	11.46		8.15					2.45	10.00 8.20
28.7	6.12	6.50	10.41	11.37		8.01					2.38	8.10
20.5	6.01	6.40	10.30	11.25		7.49					2.25	7.45
15.3	5.54	6.32	10.22	11.16		7.41					2.12	7.15
13.3												
10.6	5.49	6.27	10.13	11.09							2.02	7.00
6.5	5.44	6.22	10.04	11.04		7.33					1.55	6.50
3.1	5.40	6.18	10.00	11.00							1.48	6.40
0.0	5.35 AM	6.13 AM	9.55 AM	10.55 AM		7.25 PM					1.40 AM	6.30 AM
(47.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily					Leave Daily EX. MONDAY	Leave Daily EX. SUNDAY
	(1.01)	(1.05)	(1.12)	(1.15)	(0.06)	(1.11)					(1.35)	(5.00)
	46.72	43.84	39.58	38.00	24.00	40.14					30.00	9.50

**Lathrop Subdivision**

**WESTWARD**

**FIRST CLASS**

**SECOND CLASS**

**THIRD CLASS**

**Time Table No. 221**  
February 2, 1936

**STATIONS**

TO-R TRACY 3.1 BANTA 2.9 WINSHIP 1.9 SAN JOAQUIN BRIDGE 2.8	D.T.	20.1	6.05 AM	7.32 AM	9.50 AM	10.45 AM	5.27 PM	7.07 PM	7.15 PM		9.10 PM	1.30 PM
TO-R LATHROP 4.6 FRENCH CAMP 1.6 T. S. Ry. Crossing 3.2 A. T. & S. F. Crossing S. E. R. R. Crossing		17.0			9.42	10.37						
TO-R STOCKTON 0.0	D.T.	14.1										
		12.2										
		9.4	5.46 AM	7.17	9.31 AM	10.25	5.12	6.52	7.00 PM	9.21 PM	8.40 PM	1.00 PM
		4.8				10.09				9.14		
		3.2										
		0.0		7.05 AM		10.00 AM	5.00 PM	6.40 PM		9.05 PM		

Time over District.....	(0.19)	(0.27)	(0.19)	(0.45)	(0.27)	(0.27)	(0.15)	(0.16)	(0.30)	(0.30)
Average Speed per Hour.....	34.84	44.44	34.84	26.80	44.44	44.44	42.80	36.00	21.40	21.40

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

**AT PORT CHICAGO:** Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.

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

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

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

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS		
Train	At	For Passengers From or Beyond
25	Pittsburg and Martinez	Fresno

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

No. 15-60 will not stop at station at Lathrop but will use east leg of wye to the Merced Subdivision.



Capacity of sidings in car lengths	THIRD CLASS			SECOND CLASS			FIRST CLASS								Distance from San Francisco	
	418	416		402	422	406	278	74	12	254	280	252	50	232		250
	Local Freight	Local Freight		Freight	Freight	Freight	Passenger	Oakland Lark	W. P. Passenger	Passenger	Stockton	Passenger	Fresno Flyer	Passenger		Passenger
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
							8.00 PM	7.20 PM	7.00 PM		5.40 PM	5.20 PM	4.40 PM	7.40 AM	7.00 AM	
							8.20	7.40	7.20		6.00	5.40	5.00	8.00	7.20	
							8.25 PM	7.52 PM	7.28 PM		6.05 PM	5.45 PM	5.05 PM	8.05 AM	7.25 AM	
BKWI P																
Term. Yard BKWOITYP																
I P	10.30 AM	6.30 AM			8.45 PM				7.34 PM	7.15 PM						
I P							s 8.32	s 8.05		s 7.20	s 6.13	s 5.54	s 5.12	s 8.12	s 7.33	
P											f			f		
I P							s 8.39	s 8.12		s 7.27	s 6.20	s 6.02	s 5.18	s 8.20	s 7.40	
45 WP	11.00 AM	7.00			9.30 PM		8.45	8.18 PM		7.34 PM	6.25	s 6.08	5.23	f 8.27	s 7.46	
31 P		7.11					8.47				6.27	s 6.11	f 5.26	s 8.30	s 7.49	
												f		f		
												f		f		
31 P		7.25										f 6.17		f 8.36	f 7.54	
100 WP		8.04					f 8.55				6.34	s 6.22	f 5.33	s 8.41	s 8.04	
28 P		8.15									f 6.27			8.48	f 8.09	
27 P		8.22					9.03				6.42	s 6.32		s 8.54	s 8.13	
												f		f		
68 BKWYP		8.35 AM					s 9.08				s 6.47	s 6.38 PM	s 5.46	s 9.01	s 8.18 AM	
IY				9.18 PM		6.33 AM										
75 P				9.23		6.38	9.13				6.54		5.50	f 9.07		
95 P				9.33		6.49	f 9.19				s 7.01		5.56	s 9.15		
														f		
71 P				9.42		6.59	s 9.27				s 7.09		6.04	s 9.23		
IY P																
East-110 West-105 P				9.46		7.03	9.30				7.12		6.14	f 9.26		
East 85 West 78 BKWP				10.03		7.10	s 9.37				s 7.20		6.22	s 9.38		
P														f		
72 P				10.10		7.17	9.42				7.25		6.27	f 9.45		
93 WT P				10.23		7.35	f 9.51				7.34		6.35	s 9.55		
71 P				10.35		7.51	9.58				7.42		6.42	f 10.05		
70 P				10.45		8.10	10.05				7.49		6.49	f 10.12		
22 P																
Term. Yard BKWOITYP				11.00 PM		8.30 AM	s 10.15 PM				s 8.00 PM		s 6.58 PM	s 10.22 AM		
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(0.30) 17.00	(2.05) 11.66		(1.42) 24.05	(0.45) 10.00	(1.57) 20.97	(1.50) 36.70	(0.26) 22.85	(0.06) 24.00	(0.19) 23.68	(1.55) 35.11	(0.53) 29.09	(1.53) 35.82	(2.17) 29.47	(0.53) 29.09	

**STATIONS**

SAN FRANCISCO	0.0
OAKLAND PIER	3.5
TO-R OAKLAND PIER	1.4
Cedar St. Crossing	1.4
TO-R WEST OAKLAND TOWER	1.0
Western Pacific Crossing	1.0
TO-R MAGNOLIA TOWER	0.8
OAKLAND (First Street)	1.6
EAST OAKLAND	1.4
FRUITVALE	3.7
TO-R ELMHURST	1.4
End of Double Track	1.4
TO SAN LEANDRO	0.7
SOUTH SAN LEANDRO	1.0
ESTUDILLO	1.0
LORENZO	2.6
TO HAYWARD	3.9
HALVERN	2.5
DECOTO	1.1
PABRICO	1.6
TO-R NILES	0.7
NILES JUNCTION	1.8
FARWELL	3.9
SUNOL	2.8
VERONA	2.5
TO PLEASANTON	1.1
TO RADUM	0.4
REMILLARD	0.6
ELIOT	3.9
TO-R LIVERMORE	1.5
TREVARNO	2.1
ULMAR	4.5
TO ALTAMONT	4.5
OAYLEY	3.6
MIDWAY	5.6
MEDAL	2.1
TO-R TRACY	70.8

Automatic Block System

Distance from San Francisco

Time over District Average Speed per Hour (67.3)

**AT LIVERMORE: Eastward siding is opposite station extending 4600 feet westward. Westward siding is 2000 feet east of station extending 4000 feet eastward.**

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS			ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS		
Train	At	For Passengers To or From	Train	At	For Passengers Destined to or Beyond
232 250 250-252	Bonita Cherryland Cherry, Harder and Tennyson	Any Station Any Station Any Station	280	San Leandro	Stockton

At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.  
Holidays indicated are: New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.



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Time Table No. 221

February 2, 1936

Niles Subdivision.

WESTWARD

STATIONS	Distance from Tracy	FIRST CLASS								SECOND CLASS		THIRD CLASS			
		251	253	11	73	279	255	237	235	401	409	419	437	417	473
		Passenger	Passenger	W. P. Passenger	Oakland Lark	Stockton	Passenger	Passenger	Passenger	Freight	Freight	Freight	Local Freight	Local Freight	Freight
		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive SUNDAYS & HOLIDAYS	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
SAN FRANCISCO	70.8	7.12 AM	8.12 AM	8.52 AM	9.52 AM	9.52 AM	6.12 PM	7.52 PM	9.32 PM						
OAKLAND PIER	67.3	6.52	7.52	8.32	9.32	9.32	5.52	7.32	9.12						
TO-R OAKLAND PIER	67.3	s 6.40 AM	s 7.44 AM	s 8.20 AM	s 9.17 AM	s 9.25 AM	s 5.42 PM	s 7.25 PM	s 9.05 PM						
Cedar St. Crossing	65.9														
TO-R WEST OAKLAND TOWER	64.9			8.13 AM											
Western Pacific Crossing	64.1	s 6.30	s 7.34		s 9.08	s 9.17	s 5.32	s 7.18	s 8.54						
TO-R MAGNOLIA TOWER	62.5	f													
OAKLAND (First St.)	61.1	s 6.22	s 7.25		s 8.59	s 9.09	s 5.23	s 7.10	s 8.46						
EAST OAKLAND	57.4	s 6.16	s 7.16		8.52 AM	9.03	s 5.15	7.02	8.39				3.00 AM	3.05	5.25 PM
TO-R ELMHURST	56.0	s 6.13	s 7.11			9.01	s 5.11	f 6.59	f 8.36						
TO SAN LEANDRO	55.3	f	f				f							3.00	
SOUTH SAN LEANDRO	54.3	f	f				f								
ESTUDILLO	53.3	f 6.06	s 7.02			8.57	f 5.04	6.55							
LORENZO	50.7	s 5.59	s 6.57			8.53	s 4.59	s 6.51	s 8.28						
TO HAYWARD	46.8	f 5.52	f 6.49			8.48	f 4.50	6.45							
HALVERN	44.3	f 5.47	s 6.44			8.45	f 4.46	f 6.42	8.20						
DECOTO	43.2		f				f								
PABRICO	41.6	5.42 AM	6.39 AM			s 8.41	4.40 PM	s 6.38	s 8.16						
TO-R NILES	40.9														
NILES JUNCTION	39.1					8.35		f 6.31	8.09	2.35 AM	3.35 AM				11.43 PM
FARWELL	35.2					s 8.28		f 6.25	f 8.03	2.29	3.25				11.38
SUNOL	32.4									2.19	3.15				11.28
VERONA	29.9					s 8.21		s 6.18	s 7.56						
TO PLEASANTON	28.8									2.09	3.05				11.19
TO RADUM	28.4														
REMILLARD	27.8					8.18		f 6.14	7.53	2.05	3.00				11.15
ELIOT	23.9					s 8.13		s 6.09	s 7.48	1.58	2.50				11.08
TO-R LIVERMORE	22.4							f							
TREVARNO	20.3					8.07		f 6.01	7.42	1.51	2.31				11.01
ULMAR	15.8					8.00		f 5.54	7.35	1.40	2.20				10.50
TO ALTAMONT	11.3					7.51		5.45	7.26	1.25	2.00				10.35
OAYLEY	7.7					7.45		f 5.39	7.20	1.15	1.50				10.05
MIDWAY	2.1														
MEDAL	0.0					7.36 AM		5.30 PM	7.11 PM	1.00 AM	1.30 AM				9.45 PM
TO-R TRACY															
(67.3)		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUNDAYS & HOLIDAYS	Leave Daily EX. MONDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
Time over District	(0.58)	(1.05)	(0.07)	(0.25)	(1.49)	(1.02)	(1.55)	(1.54)		(1.35)	(2.05)	(0.30)	(2.00)	(0.30)	(1.58)
Average Speed per Hour	26.58	23.72	20.57	23.76	37.04	24.87	35.11	35.42		25.83	19.63	17.00	11.66	17.00	20.79

AT LIVERMORE: Eastward siding is opposite station extending 4600 feet westward. Westward siding is 2000 feet east of station extending 4000 feet eastward.

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

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

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
237 and 235 279	Any Station West of Niles San Leandro	Sanol Stockton

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
251-253 and 255	Tennyson, Harder and Cherry	Any Station







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**Time Table No. 221**  
February 2, 1936

**Merced Subdivision WESTWARD**

STATIONS	Distance from Fresno	FIRST CLASS					SECOND CLASS			THIRD CLASS		
		53 Passenger	59 West Coast	49 Fresno Flyer	239 Motor	51 San Joaquin	423 Freight	405 Freight	421 Freight	425 Local Freight	427 Local Freight	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	
TO-R LATHROP	112.6	s 5.45 AM	6.55 AM	s 9.30 AM		s 6.50 PM					12.50 PM	
0.9 W. P. Crossing	111.7											
TO MANTEOA	108.7	f 5.37		9.22			5.51	8.25	11.35		12.40	
2.6 CALLA	106.1	5.34	6.44	9.18		6.40	5.47	8.21	11.31		12.30	
1.2 WESTON	104.9											
TO RIPON	102.2	f 5.30	6.40	9.14			5.40	8.15	11.25		12.20 PM	
3.1 TO SALIDA	99.1	f 5.25	6.36	9.10		6.33	5.35	8.10	11.20		11.59 AM	
1.7 OOVELL	97.4											
5.0 TO-R MODESTO	92.4	s 5.15	s 6.27	s 9.02		s 6.25	5.15	7.52	11.05		11.33	
1.6 T. S. Ry. Crossing	90.8											
TO CERES	88.1	f 5.00		8.47			4.50	6.40	10.25		10.54	
2.7 KEYES	84.7	f 4.56	6.10	8.43		6.03	4.45	6.35	10.10		10.30	
3.4 TO-R TURLOOK	79.3	s 4.50	s 6.04	s 8.37		s 5.57	4.30	6.25	9.50		10.15	
3.1 ALCANT	76.2											
2.6 DELHI	73.6	f 4.40	5.53				4.00	6.03	9.40		8.45	
4.5 TO LIVINGSTON	69.1	f 4.33	5.48	8.24		5.39	3.51	5.56	9.30		8.24	
2.5 ARENA	66.6											
4.3 TO ATWATER	62.3	f 4.25	5.41	8.17		5.32	3.40	5.45	9.20		7.20	
1.6 BUHACH	60.7											
2.6 FERGUS	58.1	4.19	5.36	8.12			3.32	5.37	9.12		6.40	
3.1 TO-R MERCED	55.0	s 4.15	s 5.30	s 8.08		s 5.25	3.25	5.30 PM	8.53		6.30 AM	2.45 PM
1.4 OREGAN	53.6											
4.7 LINGARD	48.9	3.49	5.18	7.57			3.10		8.31		2.15	
3.9 ATHLONE	45.0	3.45					3.00		8.24		2.00	
5.3 SIERRA VISTA	39.7											
1.1 MINTURN	38.6	3.39	5.08	7.47		5.02	2.50		8.13		1.15	
1.3 TO OHOWHILLA	37.3	f 3.37		7.45							1.00 PM	
4.8 FAIRMEAD	32.5	f 3.32	5.02				2.40		8.04		11.35	
3.5 BERENDA	29.0	3.28		7.38		4.53	2.33		7.58		11.15	
2.7 NOTARB	26.3	3.25	4.56				2.28		7.53		10.50	
4.7 TO MADERA	21.6	s 3.20	s 4.50	s 7.30		s 4.45	2.20		7.45		10.00	
2.8 BORDEN	18.8											
3.5 IRRIGOSA	15.3	3.10	4.40	7.20		4.35	2.07		7.32		8.02	
3.3 THARSA	12.0											
2.1 HERNDON	9.9	3.05	4.35	7.15		4.30	1.57		7.24		7.45	
3.7 R BIOLA JOT.	6.2				s 2.53 PM							
2.5 FRESNO YARD	3.7	2.58	4.28	7.08	2.49	4.23	1.45		7.14		7.30	
1.4 F. T. Co. Crossing	2.3											
2.3 TO-R FRESNO	0.0	2.50 AM	4.20 AM	7.00 AM	2.40 PM	4.15 PM	1.30 AM		7.00 PM		7.15 AM	
(112.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
Time over District.....		(2.55)	(2.35)	(2.30)	(0.13)	(2.35)	(4.30)	(3.05)	(4.45)		(6.20)	(7.30)
Average Speed per Hour.....		38.60	43.52	45.04	28.61	43.52	25.02	18.68	24.05		9.09	7.33

Rule S-72—Exceptions: Nos. 52, 50 and 60 are superior to No. 239.  
East leg of wye at Lathrop is not protected by block signals.  
No. 59-16—Will not stop at station at Lathrop but will use east leg of wye to Lathrop subdivision.

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
49	Chowehilla, Atwater, Livingston, Ceres, Salida, Ripon and Manteca	Receive	Where 49 scheduled to stop	

Automatic Block System

Double Track

Double Track



Capacity of Sidings in Car Lengths	EASTWARD					FIRST CLASS			Distance from San Francisco Via Antioch	Time Table No. 221 February 2, 1936			Distance from Fresno	FIRST CLASS		THIRD CLASS		
	THIRD CLASS		SECOND CLASS			FIRST CLASS												
	432	430	428	402	400	26	240	25		239	431	433		401	25	239	431	433
Term. Yard BKWOTYP	Local Freight	Local Freight	Freight	Freight	Freight	Owl	Motor		STATIONS		Arrive Daily	Arrive Daily		Arrive Daily	Ar. Monday Wed., Fri.	Arrive Daily		
	Leave Tues., Thurs., Sat.	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. MONDAY	Leave Daily EX. SUNDAY & MONDAY	Leave Daily	Leave Daily		TO-R TRACY 2.7	126.2	s 5.28 AM	s 6.35 PM		Ar. Daily EX. SUNDAY		11.00 PM		
40 I P		7.30 AM	11.30 AM	1.40 AM	12.30 AM		f 11.27	84.9	W. P. Crossing LYOTH 3.0	123.5		f 6.29		2.05		10.45		
49 P		7.40	11.37	1.47	12.35		f 11.32	87.9	YARMOUTH 4.7	120.5	5.13	f 6.25		1.55		10.40		
49 P		7.50	11.43	1.52	12.40		f 11.39	92.6	VERNALIS 2.3	115.8	5.06	s 6.18		1.20		10.32		
39 P		8.03	11.52 AM	2.00	12.47	f	f	94.9	SOLYO 1.5	113.5	f	f						
103 WP		8.13					f 11.44	96.4	HALLY 4.0	112.0		f 6.12		12.45		10.26		
48 P		8.25	12.04 PM	2.12	12.59		9.08	100.4	WESTLEY 4.4	108.0	4.57	s 6.06		12.35		10.21		
47 P							f	104.8	VANORMER 2.6	103.6		f						
51 WP		10.00	12.17	2.23	1.08	f 9.16	s 12.04 PM	107.4	TO PATTERSON 5.8	101.0	f 4.48	s 5.56		12.17 PM 10.55 AM		10.10		
47 P		10.40	12.27	2.33	1.16	9.23	s 12.14	113.2	OROWS LANDING 2.8	95.2	4.40	s 5.45		10.40		10.00		
43 P							f	116.0	STOMAR 1.3	92.4		f						
51 WP		11.00 AM 12.40 PM	12.40	2.44	1.24	f 9.31	s 12.30	119.5	TIMBA 2.2	91.1		f						
47 P		1.25	12.48	2.50	1.30	f 9.36	s 12.40	123.5	TO NEWMAN 4.0	88.9	f 4.33	s 5.35		10.00		9.50		
35		1.35					f 12.45	126.9	TO GUSTINE 3.4	84.9	f 4.26	s 5.25		8.35		9.36		
64 P		1.50	12.58	2.59	1.38	9.44	f 12.48	129.3	LINORA 2.4	81.5		f		7.40				
50 P		2.15	1.08	3.09	1.47	9.51	f 12.56	135.6	INGOMAR 6.3	79.1	4.18	f 5.15		7.30		9.18		
77 BKWOYP		9.00 AM	2.35 PM	1.40	3.30	10.00	s 1.20	140.4	VOLTA 2.7	72.8	4.11	f 5.07		7.00		9.08		
49 P		9.25	1.57	3.53	2.15	10.09	f 1.30	148.3	TRENT 2.1	70.1								
92 P		10.30	2.08	4.10	2.22	10.15	s 1.38	153.0	TO-R LOS BANOS 1.2	68.0	s 4.05	s 5.00		6.30 AM	2.20 PM	9.00		
36 P		11.00 AM	2.20	4.22			f	149.6	ABATTO 6.7	66.8		f						
103 WP		12.20 PM	2.33	4.33	2.40	10.30	s 1.57	166.2	AGATHA 1.3	60.1	3.53	f 4.32		1.57		8.41		
39 P		12.35	2.40	4.40	2.46		f	170.8	BEITO 3.4	58.8		f						
89 P		1.00	2.47	4.47	2.52	10.41	s 2.11	174.5	TO DOS PALOS 6.8	55.4	3.48	s 4.25		1.38		8.34		
37 YP		1.20	3.02	5.02	3.04	10.51	f 2.20	181.9	OXALIS 1.8	48.6	3.41	f 4.13		12.45		8.23		
40 P		1.30	3.06	5.06	3.14	10.54	f 2.24	184.5	SILAXO 4.6	46.8		f						
125 WY P		2.37	3.25	5.25	3.30	11.05	s 2.37	193.0	TO FIREBAUGH 2.8	42.2	3.34	s 4.03			12.20 PM	8.13		
52							f	196.7	BENITO 1.8	39.4								
39 P		2.55	3.45	5.35	3.39	11.11	f 2.45	198.5	OCROMIR 2.0	37.6		f 3.55			11.40 AM	8.06		
Spur P							f	172.8	ARBBIOS 1.7	35.6		f						
Spur Y								170.8	TO MENDOTA 7.4	33.9	3.25	s 3.50			11.30	8.00		
40 P		3.10	3.55	5.45	3.45	11.16	f 2.51	202.5	R INGLE 2.6	26.5	3.17	f 3.38			10.25	7.49		
Term Yard BKWOTYP		3.40 PM	4.10 PM	6.00 AM	4.00 AM	11.30 PM	s 3.05 PM	208.4	JAMESAN 8.5	23.9	3.14	f 3.35			10.15	7.45		
		Arrive Tues., Thurs., Sat.	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. MONDAY	Arrive Daily EX. SUNDAY & MONDAY	Arrive Daily	Arrive Daily	TO-R KERMAN 3.7	15.4	3.05	3.25 PM		9.50		7.30		
		(6.40) 10.01	(7.05) 8.21	(4.40) 27.04	(4.20) 29.12	(3.30) 36.05	(2.44) 46.17	(3.45) 33.65	FLOYD 1.8	11.7								

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS			
Trains	At	Receive or Discharge	To (Or Beyond)
25	Firebaugh, Mendota, Dos Palos	Receive	Tracy
26	Dos Palos, Firebaugh, Mendota	Discharge	Any Station
239 & 240	Gadwall	Receive and Discharge	Tracy Any Station

ADDITIONAL STATIONS:

Ohm, M.P. 93.5.  
 Button, M.P. 185.  
 Rugg, M.P. 196.2.  
 Forsey, M.P. 203.7 (Spur).  
 Crayold, M.P. 205.3 (Spur).

Capacity of sidings in car lengths

Yard BKWOTYP

I

Spur

Sp

W

125

125

BKWOY 125

Spur

125

125

WOY

176

125

128

133

125

135 W

W

Capacity of sidings in car lengths

BKWOY

ADI

Train

16

16

15

15

232

232



**EASTWARD**

**Lathrop Subdivision**

**WESTWARD**

Capacity of sidings in car lengths	FIRST CLASS					Distance from San Francisco Via Niles	Time Table No. 221 February 2, 1936	Distance from Brighton	FIRST CLASS					
	278	280	282	232	16				279	231	237	235	15	
	Passenger	Stockton	Passenger	Passenger	West Coast				Stockton	Passenger	Passenger	Passenger	West Coast	
	Leave SUNDAYS & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily				Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive SUNDAYS & HOLIDAYS	Arrive Daily			
Yard BKWOY P	10.50 PM	8.40 PM	7.50 PM	11.20 AM	7.25 AM	90.9	<b>STATIONS</b>	42.3	s 6.58 AM	s 9.50 AM	s 4.45 PM	s 6.28 PM	s 8.50 PM	
I P						92.3	TO-R STOCKTON 1.4	40.9						
Spur P						92.7	STOCKTON TOWER No. 4 W. P. Crossing 0.4	40.5						
Spur						93.5	EL PINAL 0.8	39.7						
W P						95.0	JARN 1.5	38.2						
125 P			f			96.6	AKERS End of Double Track 1.6	36.6						
125 P			f			100.2	CASTLE 3.6	33.0						
BKWOY P 125	s 11.10 PM	s 9.00 PM	s 8.13	s 11.48	s 7.50	103.3	ARMSTRONG 3.1	29.9	6.40 AM	s 9.30	s 4.25	s 6.10	s 8.30	
Spur P			f			105.1	C. C. T. Co. Crossing LODI 1.8	28.1						
125 P			f	8.19	s 11.54 AM	106.2	URGON 1.1	27.0		s 9.15	f 4.13	f 6.01	8.19	
125 P			f			109.5	ACAMPO 3.3	23.7		f	f			
WOY P			s	8.30	s 12.02 PM	111.7	FOREST LAKE 2.2	21.5		s 9.08	s 4.07	s 5.55	8.13	
125 P			f			115.5	GALT 3.8	17.7			f			
P			f			117.5	NEED 2.0	15.7		f	f			
128 P			f			119.5	ARNO 2.0	13.7		f	f			
133 P			f	8.46	s 12.18	122.9	MCCONNELL 3.4	10.3		s 8.50	s 3.51	f 5.40	8.00	
125 P			f			125.7	ELK GROVE 2.8	7.5						
135 WP			f	8.56	s 12.26	129.0	MEADOWS 3.3	4.2		s 8.42	s 3.43	f 5.32	7.52	
P						132.0	FLORIN 3.0	1.2						
WP			f	9.05 PM	f 12.35 PM	133.2	POLK 1.2	0.0						
	Arrive SUNDAYS & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily		BRIGHTON			8.35 AM	3.35 PM	5.25 PM	7.45 PM	
	(0.20) 36.60	(0.20) 36.60	(1.15) 33.84	(1.15) 33.84	(1.15) 33.84		(42.3)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUNDAYS & HOLIDAYS	Leave Daily	
							..... Time over District.....		(0.18) 40.66	(1.15) 33.84	(1.10) 36.26	(1.03) 40.28	(1.05) 39.04	
							..... Average Speed per Hour.....							

**EASTWARD**

**Lathrop Subdivision**

**WESTWARD**

Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco Via Niles	Time Table No. 221 February 2, 1936		Distance from Kentucky House	THIRD CLASS	
			Lodi Branch				435 Freight
			STATIONS				
	434 Freight						
	Leave Daily EX. SUNDAY					Arrive Daily EX. SUNDAY	
BKWOY P	9.30 AM	103.3	TO-R	LODI 1.8	39.3	4.00 PM	
		105.1		C. C. T. Co. Crossing 0.1	37.5		
Spur		105.2		ROMA 1.9	37.4		
17 P		107.1		VICTOR 3.6	35.5		
7 P	9.55	110.7	TO	LOCKEFORD 4.0	31.9	3.35	
P	10.15	114.7	TO	OLEMENTS 6.1	27.9	3.15	
	10.30	120.8		WALLAOE 5.6	21.8	2.55	
	10.47	126.4		HELISMA 2.9	16.2	2.40	
		129.3		NORVAL 0.9	13.3		
17 TP	11.10	130.2	TO	VALLEY SPRING 4.5	12.4	2.30	
9 P	11.25	134.7		TOYON 4.3	7.9	1.50	
P		139.0		MACNIDER 3.6	3.6		
YWP	11.55 AM	142.6		KENTUCKY HOUSE	0.0	1.20 PM	
	Arrive Daily EX. SUNDAY			(39.3)		Leave Daily EX. SUNDAY	
	(2.25) 16.26			..... Time over District.....		(2.40) 14.74	
				..... Average Speed Per Hour.....			

**EASTWARD**

**Lathrop Subdivision**

**WESTWARD**

Capacity of sidings in car lengths	Time Table No. 221 February 2, 1936					Distance from San Francisco Via Niles	Distance from Woodbridge
	Lodi Branch						
	STATIONS						
BKWOY P						103.3	TO-R
						105.8	LODI
							C. C. T. Co. Crossing 2.5
							WOODBIDGE
							(2.5)

**EASTWARD**

**Lathrop Subdivision**

**WESTWARD**

Capacity of sidings in car lengths	Distance from San Francisco Via Niles	Time Table No. 221 February 2, 1936		Distance from Ione
		Ione Branch		
		STATIONS		
WOY P	111.7	TO-R	GALT 5.0	27.1
	116.7		C. C. T. Co. Crossing VANSTOW 5.3	22.1
P	122.0		OLAY 10.3	16.8
P	132.3		CARBONDALE 0.7	6.5
	133.0		LIGNITE 1.8	5.8
Spur	134.8		EDWIN 0.4	4.0
Spur	135.2		CLARKSONA 2.5	3.6
Spur	137.7		DAGON 1.1	1.1
WTP	138.8	TO-R	IONE	0.0
			(27.1)	
			..... Time over District.....	
			..... Average Speed per Hour.....	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To or Beyond	From or Beyond
16	Any Station	Receive	Beyond Sacramento	Fresno
16	Any Station	Discharge		
15	Any Station	Receive	Modesto	Roseville
15	Any Station	Discharge		
232	Any Station	Receive	Sacramento	Stockton
232	Any Station	Discharge		

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

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



EASTWARD

Niles Subdivision.

WESTWARD

Capacity of sidings in car lengths	EASTWARD							Distance from San Francisco	Time Table No. 221 February 2, 1936	Distance from Santa Clara	WESTWARD				
	THIRD CLASS		SECOND CLASS	FIRST CLASS			SECOND CLASS				THIRD CLASS				
	414 Local Freight	418 Local Freight	422 Freight	74 Oakland Lark	254 Passenger	244 Passenger	407 Freight				419 Freight	415 Local Freight	417 Local Freight		
Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY					
WP		11.00 AM	9.30 PM	8.18 PM	7.34 PM		13.4	TO-R ELMHURST 2.1	31.4	8.52 AM		3.00 AM		5.25 PM	
		11.05					15.5	MULFORD 2.3	29.3					5.17	
20 P		11.10					17.8	ROBERT 2.4	27.0					5.12	
68 WP		11.15	9.45	f 8.28	7.43		20.2	RUSSELL 1.3	24.6	f 8.44		2.45		5.05	
P		11.30 AM		f 8.32	f		21.5	MOUNT EDEN 1.5	23.3					5.00	
Spur							23.0	BAUMBERG 2.3	21.8						
61 P		12.30 PM	9.55	s 8.40	f 7.51		25.3	TO ALVARADO 0.9	19.5	s 8.36		2.35		4.45	
							26.2	HALL 2.2	18.6						
		12.40					28.4	ARDEN 2.2	16.4					4.07	
88WIYP	11.50 AM	12.50 PM	10.30	f 8.48	f 8.00	9.18 AM	30.6	TO-R NEWARK 2.2	14.2	s 5.25 AM f 8.28		6.10 AM	2.20	11.40 AM 4.00 PM	
							32.8	MOWRY 1.3	12.0	f					
79 P	12.05 PM		10.40	f 8.55	8.06	f 9.25	34.1	ALBRAE 1.4	10.7	f 5.15 f 8.23		6.00	2.00	11.30	
							35.5	MALLARD 1.0	9.3						
P				f		f	36.5	DRAWBRIDGE 2.6	8.3	f f					
P	12.20			f 9.05		s 9.35	39.1	ALVISO 2.6	5.7	f 5.06				11.10	
49 P	12.50		11.00	f 9.11	f 8.23	s 9.40	41.7	TO AGNEW 3.1	3.1	s 5.01 f 8.11		5.40	1.40	11.00	
Term. Yard KI P	1.00 PM		11.15 PM	9.17 PM	f 8.29 PM	s 9.45 AM	44.8	TO SANTA OLARA	0.0	4.55 AM 8.07 AM		5.30 AM	1.30 AM	10.30 AM	
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(31.4)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	
	(1.10) 12.17	(1.50) 4.90	(1.45) 17.94	(0.59) 31.93	(0.55) 34.26	(0.27) 31.55		Time over District.....		(0.30) 28.40	(0.45) 41.86	(0.40) 21.30	(1.30) 20.93	(1.10) 12.17	(1.25) 12.14

EASTWARD

Niles Subdivision.

WESTWARD

Capacity of sidings in car lengths	EASTWARD				Distance from San Francisco	Time Table No. 221 February 2, 1936	Distance from San Jose	FIRST CLASS			ADDITIONAL FLAG STOPS		
	SECOND CLASS		FIRST CLASS					253 Passenger	245 Passenger	255 Passenger	Train	At	Frequency
		404 Freight		252 Passenger				250 Passenger	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	254	Robert, Russell Albrae, Drawbridge and Alviso
		Leave Daily	Leave Daily	Leave Daily									
68 BKWYP			6.42 PM	8.20 AM	29.2	TO-R NILES 0.5	18.5	s 6.38 AM	s 8.38 AM	s 4.38 PM			
IYP		3.45 AM			29.7	TO-R NILES TOWER W. P. Crossing 0.9	18.0						
					30.6	OVERACKER 2.2	17.1		f	f			
30 P		4.00	f 6.49	s 8.30	32.8	IRVINGTON 3.5	14.9	f 6.31	f 8.30	s 4.29			
35 P		4.10	f 6.55	f 8.36	36.3	WARM SPRINGS 4.4	11.4	f 6.25	f 8.20	f 4.21			
33 P		4.22	f 7.02	s 8.43	40.7	TO MILPITAS 2.6	7.0	f 6.20	f 8.14	s 4.15			
30 P		4.27	f 7.07	f 8.48	43.3	WAYNE 4.4	4.4	f 6.15	8.10	f 4.10			
Term. Yard BKWOITY P		4.40 AM	s 7.20 PM	s 9.00 AM	47.7	TO-R SAN JOSE	0.0	6.05 AM	8.00 AM	4.00 PM			
		Arrive Daily	Arrive Daily	Arrive Daily		(18.5)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily			
		(0.55) 19.09	(0.38) 29.21	(0.40) 27.75		Time over District.....		(0.33) 33.63	(0.38) 29.21	(0.38) 29.21			

At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.  
At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.

At Newark the schedule time of No. 259 and No. 244 applies at the passenger station.  
At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

See page 17 for additional trains between Niles and Niles Tower.







EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco Via Vallejo	Time Table No. 221 February 2, 1936		Distance from Calistoga	THIRD CLASS	
	Local Freight	Local Freight		Local Freight	Local Freight			
	Leave Daily	Leave Daily EX. SUNDAY		Arrive Daily	Arrive Daily EX. SUNDAY			
101 BKWOYP	3.00AM	2.00AM	50.5	TO-R SUISUN-FAIRFIELD 2.6	47.6	6.50AM	6.15PM	
24	3.10	2.10	46.2	SUBEET 1.7	46.0			
35 WP	3.15	2.15	44.8	THOMASSON 1.4	43.3	6.40	6.00	
20 West 23 East WYP	3.25	2.25	41.0	TO OORDELIA 3.8	41.9	6.35	5.50	
	3.40AM	2.45	37.3	CRESTON 3.7	38.1	6.25	5.35	
			38.0	TO-R NAPA JUNCTION 0.7	34.4	6.10AM	5.15	
			41.0	Napa Valley Ry. Crossing 3.0	33.7			
			41.7	RATTO 0.7	30.7			
			42.8	SUSCOL 1.1	30.0			
			44.2	ROCKTRAM 1.4	28.9			
			45.4	IMOLA 1.2	27.5			
47 KW		4.00	45.5	Napa Valley Ry. Crossing 0.1	26.3			
24		4.10	47.8	TO NAPA 2.3 Staff System	26.2		4.45	
			50.2	UNION 2.4	23.9		3.50	
			51.7	OAK KNOLL 1.5	21.5			
			54.0	TRUBODY 2.3	20.0			
19		4.30	57.5	TO YOUNTVILLE 3.5	17.7		3.40	
		4.55	59.4	TO OAKVILLE 1.9	14.2		3.20	
		5.10	61.2	RUTHERFORD 1.8	12.3		3.05	
		5.15	62.1	ZINFANDEL 0.9	10.5		2.50	
			63.6	THOMANN 1.5	9.6			
17		6.10	64.5	ST. HELENA 0.9	8.1		2.45	
			65.3	KRUG 0.8	7.2			
			67.5	BARRO 2.2	6.4			
			68.3	BALE 0.8	4.2			
			69.0	LARKMEAD 0.7	3.4			
16 BKTW		7.00AM	71.7	MAPLE 2.7	2.7			
				TO-R CALISTOGA	0.0		2.00PM	
				(47.6)		Leave Daily	Leave Daily EX. SUNDAY	
				.....Time over District.....		(0.40)	(4.15)	
				.....Average speed per hour.....		19.80	11.17	

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 221 February 2, 1936		Distance from Napa Junction
	Local Freight	Local Freight		Local Freight	Local Freight	
	Leave Daily	Leave Daily EX. SUNDAY		Arrive Daily	Arrive Daily EX. SUNDAY	
BKWT			30.0	TO-R SOUTH VALLEJO 4.4	7.3	
16			34.4	FLOSDEN 2.9	2.9	
34 WYP			37.3	TO-R NAPA JUNCTION	0.0	

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco Via Vallejo	Time Table No. 221 February 2, 1936		Distance from Schellville	THIRD CLASS	
	Local Freight	Local Freight		Local Freight	Local Freight			
	Leave Daily	Leave Daily EX. SUNDAY		Arrive Daily	Arrive Daily EX. SUNDAY			
WYP	4.00AM		37.3	TO-R NAPA JUNCTION 0.4	11.5	5.50AM		
			37.7	Napa Valley Ry. Crossing 0.4	11.1			
66	4.05		38.1	LOMBARD 2.7	10.7	5.45		
			40.8	BRAZOS 1.5	8.0			
			42.3	BUOHLI 2.2	6.5			
			44.5	MERAZO 1.3	4.3			
			45.8	RAMAL 3.0	3.0			
Y	4.40AM		48.8	TO-R SCHELLVILLE	0.0	5.10AM		
				(11.5)		Leave Daily		
				.....Time over District.....		(0.40)	(0.40)	
				.....Average speed per hour.....		17.25	17.25	

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 221 February 2, 1936		Distance from Union
	Local Freight	Local Freight		Local Freight	Local Freight	
	Leave Daily	Leave Daily EX. SUNDAY		Arrive Daily	Arrive Daily EX. SUNDAY	
24			42.2	BUOHLI 1.6	8.6	
			43.8	CARNEROS 1.6	7.0	
			45.4	STANLEY 3.4	5.4	
			48.8	WEST NAPA 1.3	2.0	
			50.1	Napa Valley Ry. Crossing 0.7	0.7	
			50.8	UNION	0.0	
				(8.6)		
				.....Time over District.....		
				.....Average speed per hour.....		



WARD

WARD

RD CLASS

ht

daily

OAM

5

OAM

daily

5

WARD

EASTWARD			Merced Subdivision			WESTWARD		
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco Via Niles	Time Table No. 221 February 2, 1936		Distance from Merced	SECOND CLASS	
	448 Mixed			Oakdale Branch			449 Mixed	
	Leave Mon. Wed., Fri.					Arrive Tues. Thurs., Sat.		
Yard BKWOITY P	11.30 AM	90.9	TO-R	STOCKTON W. P. Crossing C. C. T. Co. Crossing 5.1	72.0	s 2.30 PM		
Spur	f	96.0		ORFORD 0.7	66.9	f		
Spur	f 11.45	96.7		CHARLESTON 1.0	66.2	f 2.05		
		97.7		SIBLEY 0.6	65.2			
Spur	f	98.3		WALTHALL 2.3	64.6	f		
Spur	f 11.53 AM	100.6		HOLDEN 3.2	62.3	f		
23 WYP	s 12.03 PM	103.8		PETERS 4.4	59.1	f 1.50		
P	s 12.20	108.2		FARMINGTON 3.3	54.7	s 1.40		
Spur	f	111.5		GOTRI 2.6	51.4	f		
16	f 12.33	114.1		COMETA 2.6	48.8	f		
P	s 12.41	116.7		VALLEY HOME 3.9	46.2	f 1.15		
Spur	f	120.6		ADELA 1.8	42.3	f		
47 WP	s 12.55 1.45	122.4	TO-R	OAKDALE A. T. & S. F. Crossing 3.9	40.5	s 12.55 PM		
44	f 2.00	126.3		CLARIBEL 6.1	38.6	f 11.25 AM		
P	s 2.20	132.4	TO	WATERFORD 1.6	30.5	s 11.10		
P	s 2.30	134.0		HICKMAN 5.8	28.9	s 10.55		
34 P	s 2.50	139.8		MONTPELLIER 6.2	23.1	s 10.40		
14 P	f 3.10	146.0		RYER 1.5	16.9	f 10.18		
Spur P		147.5		BASEL 1.3	15.4			
P	f 3.20	148.8		ARUNDEL 3.7	14.1	f 10.10		
18 P	f 3.40	152.5		AMSTERDAM 4.7	10.4	f 10.00		
	f	157.2		NAIRN 1.0	5.7	f		
P	f	158.2		FERRIN 1.7	4.7	f		
Spur	f	159.9		BATTURS 1.2	3.0	f		
I		161.1		A. B. S. { A. T. & S. F. Crossing 1.8	1.8			
BKWOTP	s 4.15 PM	162.9		TO-R MEROED	0.0	9.30 AM		
	Arrive Mon. Wed., Fri.			(72.0)		Leave Tues., Thurs., Sat.		
	(4.45) 15.15			Time over District.....		(5.00) 14.40		
				Average Speed per Hour.....				

EASTWARD			Merced Subdivision			WESTWARD 19		
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco Via Antioch	Time Table No. 221 February 2, 1936		Distance from Raymond	THIRD CLASS	
	456 Mixed			Raymond Branch			457 Mixed	
	Leave Tues. and Sat.					Arrive Tues. and Sat.		
OT P	9.00 AM	176.5	R	BERENDA 3.3	20.9	s 12.40 PM		
I		179.8		A. T. & S. F. Crossing 4.0	17.6			
	f 9.20	183.8		TALBOT 4.1	13.6	f 12.15 PM		
	f 9.35	187.9		DAULTON 2.9	9.5	f 11.59 AM		
Spur	f	190.8		JESBEL 4.2	6.6	f		
	f 10.00	195.0		HERBERT 1.2	2.4	f		
	f	196.2		KNOWLES JOT. 1.2	1.2	f 11.30		
WTP	s 10.15 AM	197.4	R	RAYMOND	0.0	10.45 AM		
	Arrive Tues. and Sat.			(20.9)		Leave Tues. and Sat.		
	(1.15) 16.72			Time over District.....		(1.55) 10.90		
				Average Speed per Hour.....				

EASTWARD			Merced Subdivision			WESTWARD		
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco Via Antioch	Time Table No. 221 February 2, 1936		Distance from Knowles	THIRD CLASS	
	458 Freight			Knowles Branch			459 Freight	
	Leave Tues. and Sat.					Arrive Tues. and Sat.		
	10.50 AM	196.2		KNOWLES JOT. 2.1	2.3	11.30 AM		
Spur		198.3		HILLSIDE 0.2	0.2			
	11.00 AM	198.5		KNOWLES	0.0	11.20 AM		
	Arrive Tues. and Sat.			(2.3)		Leave Tues. and Sat.		
	(0.10) 13.80			Time over District.....		(0.10) 13.80		
				Average Speed per Hour.....				

EASTWARD			Merced Subdivision			WESTWARD		
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco Via Niles	Time Table No. 221 February 2, 1936		Distance from Milton	THIRD CLASS	
	Milton Branch			STATIONS			Milton Branch	
23 WYP		103.8		PETERS 5.7	11.5			
		109.5		WAVERLY 5.8	5.8			
TP		115.3		MILTON	0.0			
				(11.5)				
				Time over District.....				
				Average Speed per Hour.....				

Eastward		Merced Subdivision		Westward	
Capacity of sidings in car lengths	Distance from San Francisco Via Antioch	Time Table No. 221 February 2, 1936		Distance from Dairyland	
		Chowchilla Branch			
		TO	STATIONS		
37 WP	168.2	TO	CHOWCHILLA 4.4	10.1	
	172.6		ASH 1.5	5.7	
Spur	174.1		OVEJA 1.2	4.2	
	175.3		TILLMAN 1.9	3.0	
Spur	177.2		PLAINS 1.1	1.1	
	178.3		DAIRYLAND	0.0	
			(10.1)		

Eastward		Niles Subdivision		Westward	
Distance from San Francisco	Time Table No. 221 February 2, 1936		Distance from Stonehurst	STATIONS	
	Stonehurst Branch			STATIONS	
	TO				
13.4	TO	ELMHURST 0.9	0.9		
14.3		Western Pacific Crossing STONEHURST	0.0		
		(0.9)			



**RULE 2. Watch Inspectors:**

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.  
 Oakland.....W. A. Hurst, 214 Easton Building  
 Oakland.....E. W. Becker, 3357 E. 14th St.  
 Oakland.....H. Bullard, 1194 Seventh Street  
 Alameda.....A. O. Gott  
 Berkeley.....W. R. Burke, 2199 Shattuck Avenue  
 Berkeley.....Ernest L. Dorrett, 1823 Solano Avenue  
 Richmond.....O. A. Poulsen  
 Stockton.....C. Mantele, 129 N. Sutter St.  
 Lodi.....Jack Labes  
 Benicia.....Curt S. Appe  
 Crockett.....Mrs. H. L. Whited  
 Suisun-Fairfield.....J. B. Wallace  
 Vallejo.....G. E. Bangle Co.  
 Calistoga.....Albert Mercer  
 Winters.....C. E. Wyatt  
 Sacramento.....H. T. Harger, 1022 K St.  
 Roseville.....H. T. Harger  
 Martinez.....John G. Beard  
 Tracy.....R. Von Dack & Son  
 Livermore.....C. Harlie Power  
 San Jose.....Kochers, 169 So. First St.  
 San Jose.....W. H. Turick, 275 So. First St.  
 Fresno.....Bert Fuller, 1335 Fulton St.  
 Merced.....R. C. Haun  
 Modesto.....W. P. Shoemaker  
 Turlock.....D. F. Hall

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

Martinez, Trains on Tracy line.  
 Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.  
 Niles, Trains on Oakland-Tracy line.  
 Merced, Trains on Oakdale line.  
 Fresno, Trains on Los Banos Subdivision.  
 Biola Jct., Trains on Los Banos Subdivision.

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

Martinez, Trains on Tracy line.  
 Elmhurst, Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.  
 Niles, Trains on Milpitas line.  
 Napa Jct., Trains on Schellville line.  
 Suisun-Fairfield, Trains on Napa Jct. line.  
 Davis, Trains on Woodland line.  
 Galt, Trains on Ione line.  
 Lodi, Trains on Valley Spring and Woodbridge lines.  
 Stockton, Trains on Merced Subdivision.  
 Peters, Trains on Milton line.  
 Lathrop, Trains on Merced Subdivision.  
 Tracy, Trains on Los Banos Subdivision.  
 Berenda, Trains on Raymond line.  
 Kerman, Trains on Biola line.  
 Ingle, Trains on Riverdale line.

**RULE 14 (l).** Whistle signal must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

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

**RULES 17 and 19.** Night signals will be displayed through tunnels.

**RULE S-17.** In limits of Signal Dispatching System this rule will not apply to movement on controlled sidings.

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

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

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

**RULE 30.** Between the hours of 9:00 p. m. and 6:00 a. m. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.

**RULE 33.** When crossing flagmen find it necessary to leave their post of duty for a short time and no special device is provided, they will display a yellow flag by day and yellow light by night, which will indicate to train and enginemen that crossing usually protected by flagman, is temporarily without protection, and train and enginemen will be governed accordingly.

**RULE D-71.** Trains and engines may move between Oakland Pier and Elmhurst with the current of traffic irrespective of timetable superiority.

Freight trains and yard engines must not leave Magnolia Tower with less than five minutes clearance ahead of first-class trains and must avoid delaying passenger trains.

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

**RULE 72.** Trains and engines may run ahead of first-class trains San Jose to Niles via Milpitas, but must avoid delaying passenger trains.

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

**RULE 83.** Westward trains arriving Stockton Tower No. 4 will continue to Stockton Station irrespective of timetable superiority moving with current of traffic.

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

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

**RULE 83 (A).**

At the following stations, only trains originating and terminating will register:

Modesto	Newark	Avon	Pittsburg	Magnolia Tower
Turlock	Port Costa	Los Banos	West Oakland Tower	Suisun-Fairfield
Davis	Biola Jct.	Livermore		

At Ingle: No. 433 and trains originating and terminating.

At Kerman: No. 239 and trains originating and terminating.

At Martinez: Only westward trains and trains originating and terminating.

At Oakdale Nos. 448 and 449 and trains originating and terminating. Extra trains will register at Stockton, Lathrop, Merced, Napa Junction, Niles Tower and Niles.

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

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

Elmhurst.....	Regular Trains
Niles.....	Nos. 50, 278, 279, 280, 235 and 237
Niles Tower.....	All Trains
Redwood Junction.....	All Trains
Martinez.....	Westward Trains
Stockton, Extra trains except those originating and terminating.	
Lathrop.....	All trains on Lathrop Subdivision
Merced, All trains except those originating and terminating	
West Oakland Tower.....	All Trains
Magnolia Tower.....	All Trains

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

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

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

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

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

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

**Oakland Yard:** Between Oakland Pier and yard limit sign east of South San Leandro and yard limit sign east of Elmhurst on Elmhurst-Santa Clara line, Stonehurst, San Pablo, including Richmond Transfer and Richmond Belt Railway and East Bay Electric lines.

**Port Costa Yard:** Extends from Mile Post 28.2 west of Crockett to Mile Post 37.2 west of Avon. Martinez to Benicia Junction and Benicia Junction to Benicia.

**Tracy:** Eastward passenger trains arriving Tracy via Port Costa line must obtain signal from Yardmaster or his representative before passing Signal 820 located just west of "C" Street crossing.

Eastward passenger trains arriving Tracy via Niles line must receive signal from Yardmaster or his representative before passing Signal 704.

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

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

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

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

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

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

**RULE D-97 (A).** Will apply on double track between Oakland Pier and Sacramento and between Oakland Pier and Elmhurst and between Tracy and Stockton Tower No. 4, and between Martinez and Mococo.

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

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

Napa Valley Railway, 3600 feet east of Napa Junction on Napa line, STOP.

Napa Valley Railway, 3200 feet west of Union, on Buchli-Union line, STOP.

Napa Valley Railway, 600 feet west of Napa, on Napa line, STOP.

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

A. T. & S. F. R. R. at Oakdale, STOP.

Central California Traction Co. at Roma, STOP.

Central California Traction Co. at Vanstow, STOP.

Stockton Belt Ry., Paper Mill spur, STOP and FLAG.

Western Pacific Railway, between Elmhurst and Stonehurst, STOP.

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



**Surryhne Drill crossing, Santa Fe lead east of Santa Fe Interchange, Oakland:** Passenger trains of Santa Fe must approach crossing under control and not exceed 10 miles per hour over crossing, and if visibility is impaired or if trains are on or approaching crossing on drill track, must STOP and not proceed until it is safe to do so.

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

Yard engines must be protected before crossing Western Pacific Ry. on Stonehurst line and at Third and Fallon Streets, and San Francisco & Oakland Terminal Ry. at Ward Street on Shattuck Avenue line and Parker Street on Ninth Street line.

**DRAWBRIDGES INTERLOCKED OR GOVERNED BY BLOCK SIGNALS:**

Martinez-Benicia Bridge..... Suisun Bay  
 Sacramento..... Sacramento River  
 Cygnus..... Cordelia Slough  
 Avon..... Pacheco Slough  
 Dumbarton..... San Francisco Bay  
 West of Newark..... Newark Slough  
 Between Albrae and Alviso..... Warm Springs Creek—Coyote Creek  
 San Joaquin Bridge..... San Joaquin River  
 Brazos..... Napa River

**DRAWBRIDGE NOT INTERLOCKED:**

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

**RULE 103 (A).** Switching must not be performed over Main and Olive Street crossings, Turlock, between hours of 12 noon and 1:00 p. m. All switching between these hours must be performed from west end of melon and house tracks.

No train, engine, motor or car shall be operated over road crossing on Grisez spur at Vernalis or over Hershell Canning Company spur at Eight Mile Road between Castle and Armstrong unless same be first brought to a stop and traffic on the road protected by a member of train crew or other competent employe acting as flagman.

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

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

With engine ahead pulling cars, stop and proceed.

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

**RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS, WILL BE AS FOLLOWS:**

Elmhurst.....(End of double track) for Eastward track.  
 Junction Switch for Niles line.  
 Whistle  
 Signals:—For Santa Clara line, one short, two long.  
 For Tracy line, one long, one short, one long.  
 For Stonehurst line, one short, one long, one short.  
 Niles.....West end, for Oakland-Tracy line.  
 Avon.....San Ramon Branch, for siding.  
 Napa Junction...Suisun-Fairfield-Napa line, for South Vallejo line.  
 Union.....Crossover switch at west end of siding, for Buchli Union line.  
 Buchli.....For Schellville line.  
 Suisun-Fairfield..Napa line, for siding.  
 Elmira.....Capay line, for east leg of wye.  
 Tracy.....West end, for Martinez line.  
 East end, for Lathrop Subdivision.  
 Lathrop.....Junction switches for both ends of yard, for Lathrop Subdivision.  
 East end of east and west legs of wye on Merced Subdivision, for west leg of wye.  
 Outside wye; East leg for Eastward siding; east and west legs to be used as main tracks for Merced Subdivision.

Lodi.....Woodbridge line, for Lathrop Subdivision.  
 Valley Spring line, for siding on Lathrop Subdivision.  
 Galt.....Ione line, for siding Lathrop Subdivision.  
 Ingle.....Riverdale line, for siding on Los Banos Subdivision.  
 Kerman.....Armona line, for main track Los Banos Subdivision.  
 Biola line, for Kerman-Fresno main track.  
 Merced.....Oakdale line, for main track Merced Subdivision.  
 Berenda.....Raymond line, for main track Merced Subdivision.  
 Biola Junction...Los Banos Subdivision, for main track Merced Subdivision.  
 Fresno Yard.....Clinton Ave. (End of double track). For Eastward track. This is an oil buffer spring switch.  
 Fresno.....Los Banos line, for Eastward track. This is an oil buffer spring switch.

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

The junction switch of the westward tracks is located 1580 feet east of Martinez passenger station, and the normal line-up will be for the Bridge line. This is an oil buffer spring switch.

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

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

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

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

**RULE 105. LATHROP sidings are designated as follows:**

Westward siding is the siding leading from the westward main track 1500 feet east of corral and re-entering main track just east of water tank.

Eastward siding is the siding leaving eastward main track about opposite corral and re-entering eastward main track at extreme east end of Lathrop yard, and speed must not exceed 20 miles per hour through this siding.

Fresno siding is the siding leaving eastward main track at extreme west end of Lathrop yard and entering Merced Subdivision main track at automatic signal 932.

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

Electric trains have preference over main line trains at Fruitvale.

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

**RULE 221.** Light will not be displayed in train-order signals on Capay, Napa, San Ramon, Oakdale, and Lodi branches and at Biola except when train orders are to be delivered.

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

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

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

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

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

**AUTOMATIC BLOCK SYSTEM**

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

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

**RULE 511.** Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

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

If indicator is clear, switches may be lined. The first switch or derail lined, dwarf signal will indicate red. When second switch or derail is lined, dwarf signal will indicate green. When signal indicates block occupied, after proper line-up has been made, Rule 512 (A) will govern movement to main track.

**RULE 516. Overlap posts are located at:**

Port Chicago.....Eastward trains.  
 Nichols (150 feet east of west switch).....Eastward trains.  
 Wayne (Highway Crossing).....Eastward trains.  
 Hayward (2500 feet east of signal 187).....Westward trains.  
 Livermore (1275 feet east of signal 473).....Westward trains.  
 Livermore (850 feet west of signal 470).....Eastward trains.  
 Manteca (2300 feet east of west switch).....Eastward trains.  
 Floyd (1500 feet east of west switch).....Eastward trains.

**LATHROP**

Automatic three indication dwarf light signal 828 governs movement from east siding to eastward main track through spring switch. Signal will indicate "Stop" if main track is occupied between signal 818, about opposite the water tank, and signal 832, first eastward signal east of spring switch. Yellow will be displayed when signal 832 displays stop indication. When signal indicates stop, train must stop and, if movement to main track is to be made, must protect by flag on eastward main track between signal 822 and spring switch, not proceeding until it is known that there is no train between signal 822 and the spring switch, or if there be a train in that territory, that it is stopped to await the movement of train from siding. After ascertaining that movement is protected and signal still indicates stop, proceed as per Rule 509 (f), leaving fusee between siding and main track at or near stock corral.

Signal circuits are so arranged that when eastward train movement is being made on eastward siding, after reaching point 1500 feet from east switch, caution light indication will be displayed in Signal 818 governing movement on eastward main track.

Eastward trains on eastward main track finding caution light displayed in Signal 818 with proceed indication displayed in Signal 822, will proceed with caution until east switch of siding has been passed.

**TRACY**

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

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

Westward movements from Lathrop Subdivision are governed by high light type signal 713 located 300 feet east of Puzzle Switch, the high light governing movements on main track and the low light governing movements to Hill or Local Yard, and dwarf light signal 715 located on right of eastward track 300 feet east of Puzzle Switch governing movements to all routes.

Westward movements from Los Banos Subdivision are governed by semaphore type signal 823, located 300 feet east of Puzzle Switch, top arm governing movements on main track and lower arm governing movements to Hill or Local Yard.

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

**FRESNO**

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

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



## SPECIAL INSTRUCTIONS

## SPECIAL SIGNALS

Following block signals have included in their control limits a special protective device. When these signals indicate "STOP" careful inspection must be made of track or structures, as indicated below, and it must be known that they are safe for passage of trains before proceeding: 950, 965, 1074, 1091, 1372, 1395, 1936 and 1951 located between Lathrop and Fresno. These signal circuits have high water alarm connections protecting against flood waters.

## OIL BUFFER SPRING SWITCHES

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

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

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

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

## INTERLOCKING

Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard signal operator may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against the current of traffic signal operator must know that track to be used is clear of opposing engines and trains.

At all interlocking plants, when route lined is not to be used, following signal will be sounded by engineers: Two short, one long, two short.

## OAKLAND PIER TOWER

Limits extend eastward to signal bridge 102 on tracks 1, 2, 3 and 4, and to signal bridge 105 on tracks 5, 6, 7, 8, 9 and 10.

When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier is a double-arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering track occupied by cars. Responsibility for collision will rest with train entering.

## SIXTEENTH STREET TOWER—Oakland

Limits extend from signal bridge 200 to signal bridge 201. Yard engines must obtain permission from signal operator before doing work on Cedar Street.

Whistle signal for movement to West Oakland yard, one short, two long.

From Santa Fe Interchange to Oakland Pier, one long.

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

Enginemen, trainmen and yardmen on electric line may accept hand signal from tower window to move against fixed signals.

## SHELLMOUND TOWER

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

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard, one short, two long.

## WEST OAKLAND TOWER—First and Cedar Streets, Oakland

Limits on First St. main tracks extend from signal bridge 111 to signal bridge 112.

Cedar Street single track is controlled by West Oakland and 16th Street towers. Trains will use this track against opposing trains on receiving proceed signal.

## MAGNOLIA TOWER—First and Chestnut Streets, Oakland

Limits on eastward main track extend from home signal 1600 feet west of Western Pacific crossing to dwarf signal 200 feet east of crossing, on westward main track from home signal 500 feet east of Western Pacific crossing to dwarf signal 480 feet west of crossing.

## FRUITVALE TOWER—Fruitvale

Limits on main tracks extend from signal bridge 123 to signal bridge 127.

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

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

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

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the limits of inoperative signal.

Signal operator on duty at Radum Tower 9:00 a. m. to 12:00 noon, and 1:00 p. m. to 10:00 p. m., daily except Sundays.

After these hours when necessary for train movement from Niles-Tracy line to Radum-Avon line, or vice versa, it will be necessary to call the signal operator who resides at Pleasanton to operate signals and switches for such movements and in case unable to locate signal operator at Pleasanton, confer with Train Dispatcher.

## NILES TOWER—Crossing of Western Pacific Ry.

Limits extend from the junction switch of the Oakland-Tracy line to the junction switch of the Centerville-Redwood Junction line and from the Niles-San Jose Junction switch to the junction switch of the San Jose-Centerville-Redwood Junction line.

Whistle Signals:—For San Jose, one short, two long.

For Centerville, one long, one short, one long.

For Niles, one short, one long, one short.

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

Engines leaving trains and running light into Niles yard for water, one short, one long, one short, one long.

## NEWARK TOWER

Limits extend from two-light signal fifty feet east of the wye switch on the Centerville line to two-light signal 1150 feet east of the wye switch on the Santa Clara line and to two-light signal 650 feet west of the wye switch on Elmhurst line and dwarf signals on Redwood Junction line near Newark station.

Whistle Signals:—For Santa Clara, one short, two long.

For Santa Clara siding, one short, two long, one short.

For Redwood Junction, one long, one short, one long, one short.

For Dumbarton siding, one long, one short, one long, two short.

For Centerville, one long, one short, one long.

For Elmhurst, one short, one long, one short.

LIMITS OF MARTINEZ-BENICIA BRIDGE INTERLOCKING PLANT EXTEND AS FOLLOWS:  
BRIDGE ZONE

On westward track from westward home signal 800 feet east of draw span to eastward dwarf signal 550 feet west of draw span.

On eastward track from eastward home signal 550 feet west of draw span to westward dwarf signal 800 feet east of draw span.

## EAST END ZONE

On eastward track from signal SA 346 near Upper Crossover to westward dwarf signal at east switch of Lower Crossover.

Telephones connecting with interlocking station are located at Upper Crossover and at Lower Crossover.

Westward trains and engines intending to move from running track through lower crossover against the current of traffic on eastward main track to upper crossover must not throw either switch of lower crossover until signal operator on bridge has been communicated with and his permission given by display of clear indication in switch indicator located at east switch of crossover. Switches may then be thrown and the movement will be governed by indication of interlocking dwarf signal at east switch of crossover. This dwarf signal will remain dark until one of the crossover switches is thrown whereupon it will indicate "Stop." After second switch of crossover is thrown it will indicate "Proceed" providing signal operator has cleared it.

Trains and engines moving westward on eastward main track through upper crossover will first call signal operator on phone unless switch indicator at east switch of crossover shows clear indication. If indicator shows clear indication switches may be thrown and movement will then be governed by automatic dwarf signal 345.

## LIMITS OF MARTINEZ STATION INTERLOCKING PLANT EXTEND AS FOLLOWS:

On westward tracks of Tracy line and Bridge line, from westward home signals 2400 feet east of passenger station to westward signal No. 343 at east switch of West Siding. The two signals, one directing the movement of the Tracy westward main track and the other directing movement of the bridge westward main track, will be operated by the operator in the Martinez train order office.

Telephones connecting with interlocking station are located at each end of interlocking limits.

## DAVIS TOWER

Limits on double track extend from home signal 1200 feet west of tower to signal bridge, 1700 feet east of tower, on Woodland line to signal bridge 1200 feet north of tower.

Whistle signal to and from Sacramento, for the Woodland line, one short, two long.

Whistle signal for Western Division, eastward trains desiring to enter siding at Davis, one long, one short, one long.

## MIKON TOWER—Crossing Sacramento Northern Railway

Limits on double track extend 500 feet each side of crossing.

## SAN JOAQUIN RIVER BRIDGE TOWER—San Joaquin River Bridge between Banta and Lathrop

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

Both switches are oil buffer spring switches.

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

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

Signal Operator on duty 6:00 p. m. to 10:00 p. m. and 11:00 p. m. to 3:00 a. m. Signals will be left in proceed position and switch and derail to stock yard spur will be left for normal handling by trainmen when Signal Operator is off duty.

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

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

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



**STOCKTON TOWER No. 2—A. T. & S. F. Crossing, Sacramento and Taylor Streets, Stockton**

Limits on double track extend from signal bridge 800 feet west of crossing to signal bridge 800 feet east of crossing.

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

- Westward main track, two short, two long.
- Eastward main track, one long, one short, one long.
- Middle track, one short, two long.
- Siding, two long, two short.
- Gauns track, one short, one long, one short.
- Houser-Haines track, two short, one long, one short.

One short sound of tower siren (o) will be signal for all train movements to stop.

Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

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

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

**STOCKTON TOWER No. 4—Western Pacific R. R. Crossing .4 mile west of El Pinal**

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

Switches and derails on tracks of Gulf Red Cedar Products Company and Gilmore Oil Company are hand operated with electric lock controlled by Signal Operator.

When engineers wish to use crossover they will sound whistle signal, one long, one short, one long.

**MODESTO TOWER—Tidewater Southern Railway Crossing 1.6 miles east of Modesto**

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

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

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

Limits extend from home signal 600 feet east of crossing to home signal 450 feet west of crossing.

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

**LYOTH TOWER—Western Pacific R. R. Crossing, Lyoth**

Limits on main track extend from home signal 650 feet east of crossing to home signal 700 feet west of crossing.

Engineers will sound whistle signal, one short, one long, one short, when wish to enter or leave siding.

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

Limits extend from home signal 550 feet east of crossing to home signal 550 feet west of crossing.

No Signal Operator on duty from 6:00 p. m. to 9:00 a. m.

**KISMET TOWER—A. T. & S. F. R. R. Crossing Raymond Line 3.3 miles east of Berenda**

Limits extend from home signal 400 feet east of crossing to home signal 400 feet west of crossing.

**POLK**

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

**STAFF SYSTEM**

The main track between Third Street and Calistoga Avenue, Napa, for a distance of 7200 feet used jointly by Southern Pacific Company and San Francisco, Napa and Calistoga Railway. Switches at above location must be lined up for the San Francisco, Napa and Calistoga Railway.

**TRAIN AND AIR INSPECTION**

On freight trains, when conditions are favorable and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop except that a distance of seventy (70) miles must not be exceeded between inspections.

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

**AIR BRAKE RULE 11.** Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, shall be made as follows:

After train is made up and engine attached, engineer will apply brakes with 20 pound service reduction and leave them applied. Trainmen will then pass along train to determine that brake is applied on each car. Numbers of any cars found with inoperative air brakes must be reported on form 2809 and such cars assembled and switched to rear of train, next ahead of caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

If necessary to switch any cars to rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

Attention is directed to Safety Appliance Act which requires that whenever any train is operated with power or train brakes, not less than 85 per cent of cars of such train shall have their brakes used and operated by engineer of engine drawing such train; and all power-brake cars in every such train which are associated together with 85 per cent., shall have their brakes so used and operated.

**AIR BRAKE RULE 13.**

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16(e) from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

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

**Oakland, 16th St. . . .** Westward trains for Oakland Pier.  
Also equipment being handled between Oakland Pier and West Oakland.

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

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

In making running air brake test trainmen use communicating signal 16 (h) instead of hand or lamp signals.

**AIR BRAKE RULE 17.** Rear end test must be made immediately prior to departure from:

- Oakland Pier. . . . .** Equipment for West Oakland.
- West Oakland. . . . .** Equipment for Oakland Pier.
- Toyon. . . . .** All trains except passenger trains.
- Napa Junction. . . . .** Trains via Cordelia.
- Cordelia. . . . .** Eastward trains that stop.

At Davis Air Brake Rules 16 and 17 will not apply to a passenger train from the Woodland line unless the brake pipe has been separated, engine or cars added or crew changed.

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

**AIR BRAKE RULE 56.** One retainer for each 150 Ms handled must be turned up on westward freight and mixed trains between Toyon and one-half mile east of Valley Spring, and between Norval and Helisma.

All retainers must be used between Mile Posts 195 and 190 on Raymond Branch when Ms per operative brake exceed 100.

When necessary retainers will be used between Altamont and Midway, Altamont and Ulmar, Creston and Cordelia, Creston and Napa Junction and speed must not exceed 25 miles per hour. Nothing less than ten retainers will be used and alternated on heavy loads at head end of train, and must not be used continuously on any car for more than five miles to prevent hot or cracked wheels.

**MISCELLANEOUS****1.**

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

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

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

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

**4.** (a) Pushing trains out of yards: Pusher engine will not be placed behind wooden underframe cabooses or other wooden frame cars and 4000 and 4100 class engines will not be used in pusher service behind steel underframe cabooses.

Switch engines regularly assigned to pusher service must be equipped with Russel-Jordan device to prevent coupler pin from dropping and avoid necessity for yardmen uncoupling pusher engine to detach it from train. Knuckle must not be removed or closed, or cutting lever fastened in release position as a means to prevent coupling. Unless local conditions require trains need not be stopped to detach pusher engines.

Air will not be coupled through pusher engines while in service.

(b) In helper service: Helper engines will not be placed behind wooden underframe cars or cabooses.

Helper engines of 4000 and 4100 class will not be placed behind steel underframe cabooses.

More than one helper engine must not be placed behind steel underframe cabooses.

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

**6.**

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

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

Engines will be turned on Santa Fe wye at Oakdale. In doing so, engines will operate over Sierra Railway main track from Oakdale to Santa Fe Junction, being governed by current Sierra Railway timetable (copy can be secured from SP Agent), and will secure clearance from Sierra Railway operator before leaving Oakdale, during such time as operator on duty; also be governed by Special Rule No. 3, Sierra Railway timetable reading as follows:

"All trains will approach yard limits of stations shown with trains under full control, expecting to find main track obstructed. This does not give switching engines right over any train."

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

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

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



SPECIAL INSTRUCTIONS

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

Schellville Branch.....	MK 4
Vallejo Branch.....	M 9
Napa Branch, Napa Jet. to Union.....	C
Napa Branch, Union to Calistoga.....	M 4
Buchli Union Branch.....	M 4
Capay Branch, Winters to Capay.....	M 4
San Ramon Branch, Avon to San Ramon.....	M 4
Ione Branch.....	M 4
Lodi Branch.....	C
Oakdale Branch.....	MK 6
Milton Branch.....	E 23
Chowchilla Branch.....	M 4
Raymond Branch, Berenda to Daulton.....	T 40
Raymond Branch, Daulton to Raymond.....	M 4
Halvern-Alvarado line.....	M 9
Tremont, Corral Track.....	C
Alvarado, Alameda Sugar Co. Spur.....	MK 6
Alviso, Cannery Spur.....	C
Agnew, Distillery Spur.....	C
Ravenswood and Dumbarton Spurs.....	C
Lodi, Tracks 5 and 6 and link from track 3 to track 5.....	C
Manteca, Spreckles Sugar Spur.....	C
Livingston, Spur to Shed 101.....	C
Madera, Winery Spur.....	M 4
Timba and Kearney Spurs.....	M 9

11. MAIN TRACKS

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

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

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

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

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

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

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

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

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

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

Club cars handled in head end of main line passenger trains must be of all steel construction.

SPEED RESTRICTIONS

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

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

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

Page No.	BETWEEN	PASSENGER				FREIGHT	Engines and Motors Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD			
		Maximum	With T 1, 2, T 7 to 23, 28, 31, 36, MK 5, 6, 7, 8, 9 M	With SP 1, 2, 3, F 1, 3, 4, 5, 6, MM 2 & AM AC 4, 5, 6 C 2 to 10 C 18 to 29 incl.	With C12, 15, 17; MC 2, 4, 6 AC 1, 2, 3, TW				Freight and Mixed Maximum	C 12, 15, 17 MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2, AM 2 TW	T 1, 2, 7 to 23, 28, 31, 36, C 2 to 10 incl. C 18 to 29 incl. MK 5, 6, 7, 8, 9 SP 1, 2, 3 M	T26, 32, 37, 40
2, 3, 4, 5	Oakland and Berkeley, University Ave.....	50	50	45	40	35	20	20	30	35	40	45
2, 3, 4, 5	Berkeley, University Ave. and Krieger.....	65	50	45	40	40	30	20	30	35	40	45
2, 3, 4, 5	Krieger and Port Costa, Tangent.....	50	50	45	40	40	30	20	30	35	40	45
2, 3, 4, 5	Krieger and Port Costa, on Curves.....	40	40	40	40	30	25	20	30	30	30	30
2, 3, 4, 5	Passing Port Costa Station.....	40	40	40	40	20	20	20	20	20	20	20
2, 3, 4, 5	Port Costa and M.P. 28.2 on Working Track.....					15	15	15	15	15	15	15
2, 3, 4, 5	Port Costa and Martinez, Tangent.....	50	50	45	40	35	30	20	30	35	40	45
2, 3, 4, 5	Port Costa and Martinez, on Curves.....	45	45	45	40	30	25	20	30	30	30	30
6, 7	Eastward Track, Martinez to M.P. 35.5.....	45	45	45	40	35	25	20	30	35	35	35
6, 7	Eastward Track, M.P. 35.5 to M.P. 38.....	55	50	45	40	40	30	20	30	35	40	45
6, 7	Westward Track, M.P. 38 to East end Steel Viaduct.....	50	50	45	40	35	25	20	30	35	40	45
6, 7	Westward Track, East End Steel Viaduct to Martinez.....	45	45	45	40	35	25	20	30	35	35	35
6, 7	M.P. 38 and Suisun-Fairfield.....	55	50	45	40	35	30	20	30	35	40	45
6, 7	Suisun-Fairfield Yard.....	50	50	45	40	35	25	20	30	35	35	35
6, 7	Suisun-Fairfield and Sacramento (except).....	65	50	45	40	40	30	20	30	35	40	45
6, 7	Davis Yard.....	40	40	40	40	35	25	20	30	35	35	35
6, 7	Sacramento Northern Ry. Crossing.....	40	40	40	40	40	30	20	25	25	25	25
6, 7	Sacramento Drawbridge.....	20	20	20	20	20	20	20	20	20	20	20
8, 9	End of Double Track Mococo to Martinez, Westward Track.....	30	30	30	30	20	20	20	20	20	20	20
8, 9	Martinez to End of Double Track Mococo, Eastward Track.....	50	50	45	40	35	20	20	30	35	40	45
8, 9	End of Double Track Mococo and East Switch Port Chicago.....	50	50	45	40	35	30	20	30	35	40	45
8, 9	East Switch Port Chicago and Tracy.....	60	50	45	40	40	30	20	30	35	40	45
8, 9	Shell Point, Chemical Spur.....					10	10	10	10	10	10	10
8, 9, 14	From Road Crossing east end of Junction switch on Los Banos Sub-division and end of double track on Lathrop Sub-division; to the road crossings at Tracy west of station on Niles line and on Martinez line.....	10	10	10	10	10	10	10	10	10	10	10
8, 9	Tracy and Lathrop (except).....	60	50	45	40	40	30	20	30	35	40	45
8, 9	San Joaquin River Drawbridge.....	10	10	10	10	10	10	10	10	10	10	10
8, 9	Lathrop and Stockton.....	55	50	45	40	40	20	20	30	35	40	45
10, 11	Oakland and Tracy (except).....	50	50	45	40	35	20	20	30	35	40	45
10, 11	Halvern and Alvarado.....	10	10			10	10	10				10
10, 11	Niles and M.P. 34.5.....	35	35	30	25	25	15	15	25	25	25	25
10, 11	M.P. 52 and M.P. 53.5.....	30	30	25	25	25	15	15	25	25	25	25
10, 11	M.P. 53.5 and M.P. 55.5.....	40	40	30	30	25	15	15	25	25	25	25
10, 11	M.P. 55.5 and M.P. 58.5.....	30	30	25	25	25	15	15	25	25	25	25
10, 11	M.P. 58.5 and M.P. 61.....	35	35	30	30	25	15	15	25	25	25	25
10, 11	M.P. 61 and Midway.....	40	40	30	30	25	15	15	25	25	25	25
12, 13	West leg wye leading to Fresno main track Lathrop to and over W. P. Crossing.....	30	30	30	30	20	20	20	20	20	20	20
12, 13	East leg outer wye Lathrop.....	15	15	15	15	15	15	15	15	15	15	15
12, 13	W. P. Crossing and Biola Jet. (except).....	65	50	45	40	40	30	20	30	35	40	45
12, 13	Over Highway Crossing east of Manteca Sta. Spreckles Sugar Spur, Manteca.....	45	45	45	40	30	20	20	30	30	30	30
12, 13	Over Highway Crossing and Street Crossing west of Livingston Station.....	45	45	45	40	30	20	20	30	30	30	30
12, 13	Sugar Pine Spur, Madera.....					10	10					
12, 13	Winery Spur, Madera.....					20	20					
12, 13	Biola Junction and Fresno (except).....	50	50	45	40	35	30	20	30	35	40	45
12, 13	Fresno Traction Crossing, Olive Ave.....	20	20	20	20	20	20	20	20	20	20	20
14	Tracy and Fresno (except).....	55	50	45	40	40	30	20	30	35	40	45
14	Over W. P. Crossing, Lyoth.....	40	40	40	40	25	20	20	25	25	25	25
14	Kearney and Timba Spurs.....					10	10	10				
15	Stockton and End of Double Track, Akers.....	55	50	45	40	35	30	20	30	35	40	45
15	End of Double Track Akers and Road Crossing 95-D.....	40	40	40	40	30	20	20	30	30	30	30



SPECIAL INSTRUCTIONS

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

Page No.	BETWEEN	PASSENGER				FREIGHT	Engines and Motors Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD			
		Maximum	With T 1, 2 T 7 to 23, 28, 31, 36 MK 5, 6, 7, 8, 9 M	With SP 1, 2, 3, F 1, 3, 4, 5, 6 MM 2 & AM AC 4, 5, 6 C 2 to 10 C 18 to 29 Incl.	With C 12, 15, 17; MC 2, 4, 6 AC 1, 2, 3, TW	Freight and Mixed Maximum			C 12, 15, 17 MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2, AM 2 TW	T 1, 2, 7 to 23, 28, 31, 36 C 2 to 10 Incl. C 18 to 29 Incl. F 1, 3, 4, 5, 6 SP 1, 2, 3 M	T 28, 32, 37, 40	Mt 1, 3, 4, 5 GS 1 E P A
15	Eastward trains through S.D.S switch, Akers	25	25	25	25	20	20	20	25	25	25	25
15	Westward trains at Akers, through control switch to Eastward Track	25	25	25	25	25	20	20	25	25	25	25
15	Through Controlled Sidings in S.D.S.	25	25	25	25	25	20	20	25	25	25	25
15	Through Controlled Sidings in S.D.S under Caution Indication	12	12	12	12	12	12	12	12	12	12	12
15	Crossing 95-D and Castle	55	50	45	40	35	30	20	30	35	40	45
15	Castle and M.P. 132	60	50	45	40	40	30	20	30	35	40	45
15	M.P. 132 and Brighton	50	50	45	40	40	30	20	30	35	40	45
15	Galt and Ione (except)	30				30	15	15	30	35	40	45
15	M.P. 125.5 and M.P. 125.7	25				25	15	15	25	25	25	25
15	M.P. 126.5 and M.P. 126.7	25				25	15	15	25	25	25	25
15	M.P. 127.0 and M.P. 127.1	20				20	15	15	20	20	20	20
15	M.P. 131.1 and M.P. 131.3	25				25	15	15	25	25	25	25
15	M.P. 132.2 and M.P. 132.4	25				25	15	15	25	25	25	25
15	Lodi and Woodbridge	10				10	10	10	10	10	10	10
15	Lodi and M.P. 121.4	25				25	15	15	25	25	25	25
15	M.P. 121.4 and M.P. 132.3	20				20	15	15	20	20	20	20
15	M.P. 132.3 and M.P. 139.7	15				15	15	15	15	15	15	15
15	M.P. 139.7 and Kentucky House	20				20	15	15	20	20	20	20
16	Elmhurst and Santa Clara (except)	50	50	45	40	35	30	20	30	35	40	45
16, 17	Newark Yard	40	40	40	40	20	15	15	25	25	25	25
16	Over Warm Springs and Coyote Drawbridges	15	15	15	15	15	15	15	15	15	15	15
16	Distillery Spur, Agnew					6	6	6				
16	Niles and San Jose via Milpitas (except)	40	40	40	40	25	20	20	20	20	25	25
16	San Jose Yard	20	20	20	20	20	20	20	20	20	20	20
16	Trains with AC, F-4 and F-5 Engines	20				20			20	20	20	20
17	Niles and Newark	50	50	45	40	35	20	20	30	35	40	45
17	Newark and Redwood Junction (except)	30	30	30	30	30	10	10	15	15	15	15
17	Newark Slough and Dumbarton Drawbridges	15	15	15	15	15	10	10	15	15	15	15
17	Dumbarton Salt and Ravenswood Spurs					8	8	8				
17	Biola Junction and Kerman (except)	35	35	35	35	35	20	20	35	35	35	35
17	Passenger Trains Handled by Motor	40				40						
17	Avon and Alamo (except)	25				25	15	15				
17	Over Bridges 44-E near Hookston and 49-C west of Rady	10				10	10	10				
17	Alamo and San Ramon (except)	20				20	15	15				
17	Over Bridge 57-A east of Osage	10				10	10	10				
17	San Ramon and Radum	15				15	15	15	15	15	15	15
17	Elmira and Winters	30	30	30	30	30	20	15	30	30	30	30
17	Winters and Capay	25				25	15	15	25	25	25	25
18	Suisun-Fairfield and Cordelia	40	40	30	30	25	20	15	25	25	25	25
18	Cordelia Winery Spur					10	10	10				
18	Cordelia and Napa Junction	35	35	25	25	25	15	15	25	25	25	25
18	Napa Junction and Calistoga	25				25	20	15	25	25	25	25
18	Napa Junction and South Vallejo	25	25	25	25	15	15	15	25	25	25	25
18	Napa Junction and Schellville (except)	25	25	25	25	25	15	15	25	25	25	25
18	Napa River Drawbridge	10	10	10	10	10	10	10	10	10	10	10
18	Buchli and Union (except)	15				15	15	15				
18	West Napa and Caneros	10				10	10	10				
19	Stockton and Merced (except)	30	30	30	30	30	20	15	30	30	30	30
19	Peters, between Switches	10	10	10	10	10	10	10	10	10	10	10
19	Peters and Milton (except)	15				15	15	15				
19	Cars in Excess of 110,000 Net Weight	12				12						
19	Berenda and Daulton	20				20	15	15	20	20	20	20
19	Daulton and Raymond	15				15	15	15				
19	Knowles and Knowles Junction	15				15	15	15				
19	Chowchilla and Dairyland	10				10	10	10				

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	LOCATION	Passenger	Freight	Engine Backing
2, 3, 4, 5	Oakland, over, along or upon any of the public streets or highways	22	22	20
2, 3, 4, 5	Berkeley, University Ave.	10	10	10
2, 3, 4, 5	Martinez, over grade crossings, Except	15	15	15
6, 7, 8, 9	Eastward trains operating over Benicia bridge	20	30	15
6, 7	Dixon	50	35	20
6, 7	Washington	20	20	20
8, 9	Pittsburg	25	25	20
8, 9	Stockton, along or across street crossings	8	8	8
15, 19	Oakland over, along or upon any of the public streets or highways, Except	22	22	20
10, 11	Between Market and Oak Streets	15	15	15
10, 11	Oakland, 29th Avenue	20	20	20
10, 11	Pleasanton	15	15	15
10, 11	Livermore	10	10	10
12, 13	Madera, between Standard Oil Spur and Fresno River Bridge	20	20	20
12, 13	Modesto and Turlock	15	15	15
12, 13, 19	Merced	15	15	15
12, 13, 14	Fresno	20	20	12
15	Lodi	15	15	15
16	Alviso	35	25	15
16	San Jose	12	12	12
17	Capay	10	10	10
18	Napa	8	8	8
18	St. Helena	12	12	12
19	Oakdale	20	20	20

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

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

Tenders having water capacity in excess of 7,000 gallons, and including Classes 70-R-1 and 70-SC-1, maximum speed 65 M.P.H.

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

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

- When pilot removed ..... 20 M.P.H.
- When main rod only removed ..... 30 M.P.H.
- When side rods only removed ..... 30 M.P.H.
- When both main and side rods removed ..... 20 M.P.H.
- When hauled in train and all rods are on ..... 30 M.P.H.
- GS engines ..... 15 M.P.H.
- SP 1, 2 and 3 when inside main rod removed ..... 30 M.P.H.
- S and SE engines, and all other classes of engines when not equipped with engine trucks ..... 20 M.P.H.

When all weight has been removed from any one pair drivers on an engine, speed must not exceed 20 M.P.H.

When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed 30 M.P.H.

Engines must not exceed speed of 4 miles per hour over crossing at West Oakland roundhouse receiving track near oil column.

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

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

The maximum speed for No. 400 between Tracy and Fresno will be 50 M.P.H.

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

Trains handling relief outfit must not exceed 25 M. P. H. main line or 20 M.P.H. on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 M.P.H. on straight track and 15 M.P.H. around curves, and on branch lines must not exceed 15 M.P.H. Locomotive cranes must be handled in trains with heavy end forward.

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



SPECIAL INSTRUCTIONS

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

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

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

SPEED TABLE

Table with 8 columns: SPEED PER HOUR, 1 MILE IN MIN. SEC., SPEED PER HOUR, 1 MILE IN MIN. SEC., SPEED PER HOUR, 1 MILE IN MIN. SEC., SPEED PER HOUR, 1 MILE IN MIN. SEC. Rows show speeds for various mileages from 6 to 24 miles.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

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

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

Table with 3 columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations from Oakland Pier to Shell Point with descriptions of structures and clearances.

MARTINEZ—SACRAMENTO

Table with 3 columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations from Benicia Junction to Washington.

OAKLAND PIER—TRACY VIA NILES

Table with 3 columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations from Alameda to Livermore.

ELMHURST—SANTA CLARA

Table with 3 columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists Agnew.

AVON—RADUM

Table with 3 columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists Concord, Las Juntas, Osage, Asco.

SUISUN-FAIRFIELD AND SOUTH VALLEJO—CALISTOGA

Table with 3 columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists Napa Junction, Thomasson, Napa, Bale, Calistoga, Rocktram, South Vallejo.

ELMIRA—CAPAY

Table with 3 columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists Winters.

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

Table with 3 columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists Tracy, Banta-Lathrop, Lathrop, Stockton, El Pinal Winery, Holden Peters, Ryer-Arundel, Lodi, Lodi-Urgon, Lockeford, Clements, Edwin, Clarksons-Dagon, Westley, Newman, Nevills Spur, Ripon-Salida, Delhi-Livingston, Merced, Cluster, Madera, Herndon.

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

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

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

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

LOCATION OF STRETCHERS.

Table with 4 columns: OAKLAND WHARF, WEST OAKLAND, EAST OAKLAND, FRUITVALE, ALAMEDA, BERKELEY, RICHMOND, STOCKTON, LODI, TRACY RELIEF OUTFIT. Lists locations and corresponding stretcher locations.

HOSPITALS.

Table with 2 columns: GENERAL HOSPITAL, SOUTHERN PACIFIC HOSPITAL, S. P. EMERGENCY HOSPITAL. Lists hospital locations: SAN FRANCISCO, SACRAMENTO, WEST OAKLAND.

COMPANY SURGEONS—WESTERN DIVISION

Table with 3 columns: LOCATION, NAME, TITLE. Lists surgeons and their titles for various locations from San Francisco to Dos Palos.

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

NOMIN. CLASS.

Vertical list of classification codes: M-4, M-4, M-8, M-6, M-6, M-9, M-9, T-1, T-28, T-23, T-23, T-28, T-32, P-1,3, P-1, P-1, P-1, P-4, C-9, C-9, C-8, C-5, C-5, C-5, TW-3, TW-2, TW-6, A-3, A-3, A-3, A-3, A-3, MK-2, MK-2, MK-4, MK-5, MK-5, F-4, F-5, F-6, AC-1,2, AC-4, AC-5, GS-1, Mt-1,3, SP-1, SP-2, P-6, P-6, P-8, P-8, All, The of tra which will b static, W. S, H. L, V. S, O. S, H.



NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Oakland and Tracy via Antioch and Santa Clara Tracy and Fresno Tracy and Brighton Lathrop and Fresno	Martinez to Bridge Summit	Bridge Summit to Sacramento	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Napa Jct. and Santa Rosa Calistoga to Napa Jct.	Stockton and Merced via Oakdale Branch
M-4	M-63 20/28 126	1615 to 1717	190	4300	1850	3750	3550	3350	5050	1350	1450	1100	1450	1750	2950
M-4	M-63 20/28 135-S	1615 to 1717	190	4450	1900	3900	3700	3450	5250	1400	1500	1100	1500	1800	3050
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779	200	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	2100	3600
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	2100	3600
M-6	M-63 21/28 153-S	1823 to 1825	200	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	2100	3600
M-9	M-63 21/28 150-S	1806 to 1822	210	5500	2400	4850	4600	4300	6500	1750	1850	1400	1900	2250	3800
M-9	M-63 21/28 156-S	1826 & 1827	210	5500	2400	4850	4600	4300	6500	1750	1850	1400	1900	2250	3800
T-1	T-63 20/26 112	2235 to 2271	180	3800	1600	3350	3100	2950	4450	1200	1250	930	1300	1550	2600
T-26	T-69 21/28 152-S	2283 to 2300	200	4800	2000	4200	3900	3750	5550	1500	1600	1150	1600	1900	3300
T-23	T-63 21/28 156-S	2301 to 2310	210	5500	2350	4800	4550	4300	6450	1750	1850	1350	1900	2200	3750
T-23	T-63 21/28 163-SF	2311 to 2362	210	6000	2600	5250	5000	4700	7100	1900	2000	1500	2100	2450	4150
T-28, 31	T-63 22/28 162-S	2363 to 2384	210	6150	2600	5350	5000	4800	7100	1950	2050	1500	2100	2500	4200
T-32, 40	T-69 23/28 174-S	2363 to 2384	210	6150	2600	5350	5000	4800	7100	1950	2050	1500	2100	2500	4200
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	4950	2050	4300	4000	3850	5700	1500	1600	1150	1600	1950	3350
P-1	P-77 22/28 152-SF	2400 to 2427	210	4950	2150	4300	4000	4150	5700	1500	1600	1200	1700	2100	3600
P-1	P-77 22/28 160/B-54-S	2400 to 2427	210	4950	2150	4300	4000	4150	5700	1500	1600	1200	1700	2100	3600
P-4	P-77 23/28 155/B-58-SF	2400 to 2437	210	5450	2400	4750	4400	4550	6250	1650	1750	1350	1900	2300	4000
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2698 to 2860	210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	4550
C-9, 10	C-57 22/30 194-S	2624 to 2679	210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	4550
C-8	C-57 22/30 192-S	2680 to 2693	210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	4550
C-5	C-57 22/30 187-S	2624 to 2679	200	5950	2600	5200	5000	4650	7050	1900	2000	1550	2100	2400	4100
C-5	C-57 22/30 185-S	2680 to 2693	200	5950	2600	5200	5000	4650	7050	1900	2000	1550	2100	2400	4100
C-5	C-57 22/30 180	2624 to 2679	200	5950	2600	5200	5000	4650	7050	1900	2000	1550	2100	2400	4100
C-5	C-57 22/30 178	2680 to 2693	200	5950	2600	5200	5000	4650	7050	1900	2000	1550	2100	2400	4100
TW-3	TW-50 20/26 120	2932 to 2945	170	4100	1750	3550	3400	3200	4850	1300	1350	1050	1400	1650	2800
TW-2	TW-50 20/26 118	2946 to 2953	170	4100	1750	3550	3400	3200	4850	1300	1350	1050	1400	1650	2800
TW-6	TW-50 20/26 110	2954, 2957	160	3850	1650	3350	3200	3000	4550	1200	1250	960	1300	1550	2600
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071	210	3900	1550	3400	3050	3050	4400	1150	1200	850	1200	1500	2650
A-3	A-81 20/28 116-SF	3025 to 3040, 3042 to 3071	210	3900	1550	3400	3050	3050	4400	1150	1200	850	1200	1500	2650
A-3	A-81 20/28 116/B-59-S	3025 to 3040, 3042 to 3071	210	3900	1650	3400	3050	3300	4400	1150	1200	910	1300	1650	2900
A-3	A-81 20/28 120/B-64-SF	3041	210	4350	1800	3800	3500	3400	5000	1350	1450	1050	1450	1750	2950
A-3	A-73 20/28 111-S	3000 to 3003	210	4800	2100	4150	3750	4050	5400	1450	1550	1150	1650	2050	3550
A-6	A-81 22/28 127/B-64-SF	3000 to 3003	210	4800	2100	4150	3750	4050	5400	1450	1550	1150	1650	2050	3550
MK-2, 4	MK-57 23 1/2/30 206-S	3200 to 3240	210	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	3050	5250
MK-2, 4	MK-57 23 1/2/30 222-SF	3200 to 3240	210	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	3050	5250
MK-4	MK-57 23 1/2/30 230-SF	3241 to 3277	210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	3400	5800
MK-5, 6	MK-63 26/28 210-S	3241 to 3277	210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	3400	5800
MK-5, 6	MK-63 26/28 231-SF	3241 to 3277	210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	3400	5800
MK-5, 6	MK-63 26/28 233-SF	3241 to 3277	210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	3400	5800
F-4, 5	F-63 29 1/2/32 306/B-61-SF	3668 to 3768	200	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	4750	8050
F-5	F-63 29 1/2/32 306/B-62-SF	3769	200	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	4750	8050
F-6	F-63 29 1/2/32 314/B-61-SF	3769	200	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	4750	8050
AC-1,2,3	AC-57 2 1/2-2 1/2 441-SF	4000 to 4048	210	13300	5900	11650	11150	10400	15800	4300	4550	3500	4700	5450	9150
AC-4	AC-63 2 1/2-2 1/2 475-SF	4100 to 4125	235	17350	7700	15200	14600	13600	20600	5600	5950	4550	6150	7100	11950
AC-5	AC-63 2 1/2-2 1/2 483-SF	4400 to 4409	250	9600	4300	8400	7900	7950	11250	3000	3150	2450	3400	4050	6950
GS-1	GS-73 27/30 262/B-58-SF	4300 to 4376	210	9000	4050	7850	7400	7450	10550	2800	3000	2350	3200	3850	6550
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	5000 to 5015	225	12950	6050	11350	10850	10750	15400	4200	4400	.....	.....	.....	9450
SP-1	SP-63 2 1/2-2 1/2 316/B-60-SF	5016 to 5048	225	12950	6050	11350	10850	10750	15400	4200	4400	.....	.....	.....	9450
SP-2, 3	SP-63 2 1/2-2 1/2 317/B-61-SF	2453 to 2458	200	6100	2550	5350	4950	4750	7050	1900	2000	.....	.....	.....	4200
P-6	P-77 25/28 172-S	2461 to 2474, 2478 to 2483	200	6800	2850	5900	5550	5300	7950	2050	2200	.....	.....	.....	4650
P-6	P-77 25/28 179-SF	2475, 2484 to 2491	200	6800	3050	5900	5550	5700	7950	2050	2200	.....	.....	.....	5000
P-8, 10	P-73 25/30 181-SF	2475, 2484 to 2491	200	6800	3050	5900	5550	5700	7950	2050	2200	.....	.....	.....	5000
P-8, 10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491	200	6800	3050	5900	5550	5700	7950	2050	2200	.....	.....	.....	5000

CLASS	AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS			
	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122,620			
" —70 ft. (With Auto. End Door)	125,800			
" (Dynamo)	98,730			
		87,120		
Baggage & Mail—60 ft.	103,620			
" " —69 ft.	124,760			
" " —70 ft.	129,140			
" " Passenger	108,675	103,590		
Express Refr.—N. P. Ry.		112,640		
" —A. R. E. No. 40-154		74,000		
" —" " 155-224		78,000		
" —" " 500-506		89,000		
" —" " 1101-1175		110,000		
" —P. F. E. " 500-799		85,000		
		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" —60 ft.	105,120			
Club	146,210	122,300	160,726	153,710
Official	170,700	155,370		
Chair—60 ft.	100,620		112,985	108,120
" —74 ft. (Ice Sys.)			180,915	173,125
" —74 ft. (Steam Ejec. Sys.)			197,944	181,600
Coaches—60 ft.	98,130		110,380	105,630
" —70 ft.	137,640		151,671	145,140
" —72 ft.			153,782	147,160
" —73 ft.			168,245	161,000
" —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
" —Coach	103,875			
Cafe Coach		138,600	*152,675	*146,100
Diner—70 ft.		135,930		
" —72 ft.		146,930		
" —77 ft. (Arch Type Roof) (Ice Sys.)	155,330		170,857	163,500
" —77 ft. (Clere Story Roof) (Ice Sys.)	156,000		179,400	171,675
" —77 ft. ( " ) (Mech. Sys.)				

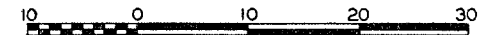


# MAP OF THE WESTERN DIVISION SOUTHERN PACIFIC COMPANY

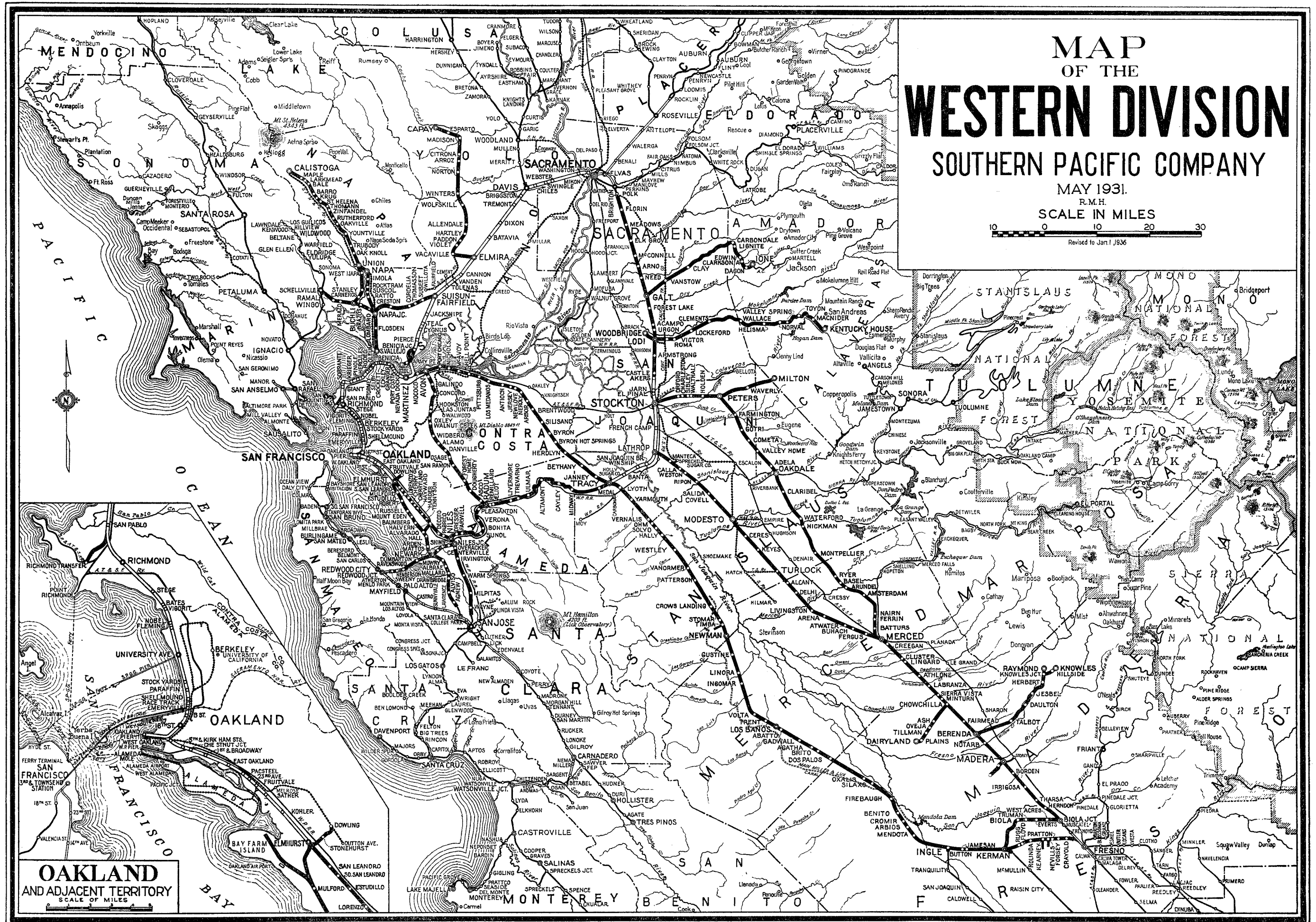
MAY 1931.

R.M.H.

SCALE IN MILES



Revised to Jan. 1, 1936



**OAKLAND AND ADJACENT TERRITORY**  
SCALE OF MILES