

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION

225

To Take Effect Wednesday, September 15, 1937, 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

Timetable 224 eff 13 June 1937
226 16 January 1938

EASTWARD

Martinez Subdivision.

FIRST CLASS

Capacity of sidings in car lengths	8	26	206	24	248	282	102	246	230	220	48	2	14	52	202	224	222	204	236	Distance from San Francisco	Time Table No. 225 September 15, 1937	
	Shasta	Owl	Passenger	Cascade	El Dorado	Passenger	Streamliner City of San Francisco	Statesman	Governor	Governor	Forty-Niner	Santa Fe Passenger	Pacific Limited	San Joaquin	Passenger	Senator	Passenger	Passenger	Passenger		STATIONS	
	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Saturday Only	Leave Daily Ex. Saturday	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Daily Ex. Sundays and Holidays		SAN FRANCISCO	
	6.20 PM	6.00 PM	5.20 PM	5.00 PM	5.00 PM	4.00 PM	3.40 PM	3.00 PM	1.00 PM	11.40 AM	11.00 AM	10.20 AM	8.20 AM	8.00 AM	7.40 AM	7.40 AM	7.20 AM	6.40 AM	6.00 AM	0.0	OAKLAND PIER	
	6.40	6.20	5.40	5.20	5.20	4.20	4.00	3.20	1.20	11.59 AM	11.20	10.40	8.40	8.20	8.00	8.00	7.40	7.00	6.20	3.5	TO-R OAKLAND PIER	
BKWI P	6.50 PM	6.28 PM	5.44 PM	5.30 PM	5.25 PM	4.27 PM	4.08 PM	3.25 PM	1.25 PM	12.03 PM	11.28 AM	10.46 AM	8.47 AM	8.25 AM	8.08 AM	8.05 AM	7.53 AM	7.04 AM	6.23 AM	3.5	TO-R WEST OAKLAND	
Term. Yd P BKWOITY																				4.9	OAKLAND (16th Street)	
P	6.58	6.37	5.49	5.37	5.30	4.33	4.16	3.31	1.30	12.08	11.35	10.51 AM	8.54	8.32	8.14	8.10	8.00	7.09	6.28	5.5	EMERYVILLE	
P																				6.6	SHELLMOUND	
I P																				7.0	PARAFFIN	
P																				7.4	STOCK YARDS	
P	7.07	6.46	5.56	5.45	5.37	4.41	4.23	3.39	1.39	12.16	11.43		9.03	8.40	8.21	8.18	8.08	7.17	6.36	9.2	BERKELEY (University Ave.)	
			f																	11.2	NOBEL	
			f			s														11.6	VIGORIT	
P			f												f					13.1	STEGE	
P	7.16	6.56	6.04	5.52	5.43	4.50	4.29	3.48	1.48	12.24	11.49		9.13	8.49	8.29	8.24	8.14	7.25	6.45	15.0	RICHMOND	
WP			f			s		f										f	6.48	16.6	SAN PABLO	
P			f					f										s	f	18.9	GIANT	
42 East 33 West P																				19.8	SOBRANTE	
																				21.5	KRIEGER	
64 West P	7.26	7.06	6.15	6.02	5.53	5.03	4.38	f 4.00	f 1.58	f 12.34	11.59 AM		9.23	8.59	f 8.41	8.33	8.24	f 7.37	s 6.57	23.0	PINOLE	
P																		s	s	23.8	HEROULES	
P			s 6.19			s 5.07		f	f	f								s	s	25.5	RODEO	
24 East P			f			s			f	f								s	s	26.3	OLEUM	
41 East			f			f												f		27.1	TORMEY	
17 West P			f			s			s 2.10	f								s	s 7.12	27.5	SELBY	
P	7.36	7.19	6.31	6.10	6.01	5.18	4.46	s 4.14	s 2.14	s 12.49	12.08 PM		9.34	s 9.11	s 8.55	8.42	8.32	s 7.53	s 7.17	28.9	CROCKETT	
P			f															f	f	30.1	EOKLEY	
Yard BKWOT P			s 6.37			s 5.22		s 4.19	s 2.19	s 12.54					s 8.59			s 7.58	s 7.22	31.1	PORT COSTA	
P			f															f		32.2	NEVADA DOCK	
119 Center																		f		33.1	OZOL	
WP	f 7.45 PM	s 7.28 PM	s 6.45 PM	6.18 PM	6.09 PM	s 5.28 PM	4.54 PM	s 4.25 PM	s 2.25 PM	s 1.00 PM	12.16 PM		9.44 AM	s 9.20 AM	s 9.05 AM	8.50 AM	8.40 AM	s 8.04 AM	s 7.27 AM	34.7	TO-R MARTINEZ	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Saturday Only	Arrive Daily Ex. Saturday	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily Ex. Sundays and Holidays		(31.1)	
	(0.55) 33.93	(1.00) 31.10	(1.01) 30.59	(0.48) 38.87	(0.44) 42.41	(1.01) 30.59	(0.46) 40.56	(1.00) 31.10	(1.00) 31.10	(0.57) 32.74	(0.48) 38.87	(0.05) 24.00	(0.57) 32.74	(0.55) 33.93	(0.57) 32.74	(0.45) 41.47	(0.47) 39.70	(1.00) 31.10	(1.04) 29.16		Time over District Average Speed per Hour	

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.

No. 102 leaves on the 2nd, 8th, 14th, 20th and 26th of each month.
No. 48 leaves on 5th, 11th, 17th, 23rd and 29th of each month.
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. 14 reduce speed to 10 M. P. H. at Martinez to exchange mail.
No. 282 reduce speed to 10 M. P. H. at Hercules to discharge mail.

ADDITIONAL REGULAR STOPS

Train	At	Frequency
202	Certain-need Pro. Co.	Daily Except Saturday

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	To	For Passengers To or Beyond
236 and 204 282 246	Certain-need Pro. Co. Certain-need Pro. Co. Certain-need Pro. Co.	Receive or Discharge Receive Discharge	Any Station Any Station Any Station

ADDITIONAL FLAG STOPS

Train	At	Frequency
14 204	Oleum, Selby, Port Costa Steg	Sunday only Sundays and Holidays

Martinez Subdivision.

WESTWARD

3

Time Table No. 225

September 15, 1937

A. B. S.
Automatic Train Control

Time Table No. 225		FIRST CLASS																			
September 15, 1937		Distance from Martinez	9	109	19	205	101	25	27	87	203	7	49	233	247	23	231	229	241	243	201
			Fast Mail	Santa Fe Passenger	Klamath	Passenger	Streamliner City of San Francisco	Owl	San Francisco Overland Limited	Challenger	Passenger	Shasta	Forty-Niner	Passenger	El Dorado	Cascade	Passenger	Governor	Statesman	Statesman	Passenger
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays
SAN FRANCISCO		34.6	6.12 AM	6.52 AM	7.52 AM	7.52 AM	7.52 AM	8.12 AM	8.32 AM	8.32 AM	8.32 AM	9.52 AM	10.12 AM	10.32 AM	10.52 AM	1.32 PM	1.52 PM	3.12 PM	5.52 PM	5.52 PM	6.32 PM
OAKLAND PIER		31.1	5.52	6.32	7.32	7.32	7.32	7.52	8.12	8.12	8.12	9.32	9.52	10.12	10.32	1.12	1.32	2.52	5.32	5.32	6.12
TO-R OAKLAND PIER		31.1	s 5.00 AM	s 6.20 AM	s 7.13 AM	s 7.19 AM	s 7.22 AM	s 7.40 AM	s 7.53 AM	s 7.58 AM	s 8.05 AM	s 9.20 AM	s 9.40 AM	s 10.05 AM	s 10.25 AM	s 1.00 PM	s 1.24 PM	s 2.45 PM	s 5.25 PM	s 5.25 PM	s 6.05 PM
TO-R WEST OAKLAND		29.7																			
OAKLAND (16th Street)		29.1	s 4.43	6.12 AM	s 7.05	s 7.13	s 7.16	s 7.32	s 7.43	s 7.50	s 7.59	s 9.10	s 9.33	s 9.59	s 10.19	s 12.53	s 1.18	s 2.39	s 5.19	s 5.19	s 5.59
EMERYVILLE		28.0																			
SHELLMOUND		27.6																			
PARAFFIN		27.2																			
STOCK YARDS		26.8																			
BERKELEY (University Ave.)		25.4	s 4.25		s 6.51	s 7.03	s 7.08	s 7.20	s 7.28	s 7.33	s 7.50	s 8.57	s 9.20	s 9.47	s 10.11	s 12.41	s 1.08	s 2.27	s 5.10	s 5.10	s 5.49
NOBEL		23.4																			
VIGORIT		23.0			f						f										
STEGE		21.5			f						f			f					f		f
RICHMOND		19.6	s 4.13		6.40	s 6.52	6.58	f 7.09	7.15	s 7.20	s 7.38	s 8.45	9.09	s 9.36	10.03	12.30	s 12.58	s 2.18	s 5.01	f 5.02	s 5.41
SAN PABLO		18.0									f 7.33										f
GIANT		15.7			f						f			f				f	f		f
SOBRANTE		14.8																			
KRIEGER		13.1																			
PINOLE		11.6	3.57		6.29	f 6.40	6.49	6.58	7.04	7.09	s 7.25	8.34	9.00	s 9.25	9.54	12.21	12.47	2.07	s 4.47	4.53	s 5.30
HERCULES		10.8									f							f	f		f
RODEO		9.1			f						s			s			f	f	s	f	s
OLEUM		8.3			f						s			s			f		s		f
TORMEY		7.5									f							f	f		f
SELBY		7.1			s						s 7.11			s 9.10			f	f	s		s
CROCKETT		5.7	s 3.48		6.18	s 6.26	6.41	s 6.47	6.52	6.58	s 7.08	8.24	8.52	s 9.07	9.46	12.13	s 12.31	s 1.55	s 4.31	f 4.44	s 5.16
EOKLEY		4.6									f										f
R PORT OOSTA		3.6			s 6.21						s 7.03			s 9.00			s 12.26	1.50	s 4.26	s	s 5.12
NEVADA DOCK		2.5									f										f
OZOL		1.6									f										
TO-R MARTINEZ		0.0	3.33 AM		6.08 AM	6.15 AM	6.33 AM	6.36 AM	6.43 AM	6.48 AM	6.55 AM	8.15 AM	8.44 AM	8.54 AM	9.38 AM	12.05 PM	12.20 PM	1.45 PM	4.20 PM	4.35 PM	5.06 PM
(31.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Daily Ex. Sundays and Holidays
Time over District			(1.27)	(0.08)	(1.05)	(1.04)	(0.49)	(1.04)	(1.10)	(1.10)	(1.10)	(1.05)	(0.56)	(1.11)	(0.47)	(0.55)	(1.04)	(1.00)	(1.05)	(0.50)	(0.59)
Average Speed per Hour			21.45	15.00	28.71	29.16	38.08	29.16	26.66	26.66	26.66	28.71	33.32	26.28	39.70	33.93	29.16	31.10	28.71	37.32	31.62

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.

No. 101 leaves on the 7th, 13th, 19th, 25th, 31st and 1st of each month.
 No. 49 leaves on the 4th, 10th, 16th, 22nd and 28th of each month.
 No. 233 wait at Martinez 10 minutes for Bus connection if necessary.
 No. 233 wait at Crockett 5 minutes for Vallejo Bus connection if necessary.
 No. 233 reduce speed to 10 M. P. H. at Stege to receive mail, except Sundays and holidays.
 No. 241 wait at Martinez 5 minutes for Benicia-Martinez Ferry if necessary.
 No. 9 may arrive Oakland Pier ahead of time shown, after observing scheduled time at Oakland 16th Street.
 No. 19 reduce speed to 15 M. P. H. at Crockett to dispatch mail.
 No. 25 stop at Richmond to unload express and when not necessary to stop will reduce speed to 10 M. P. H. to exchange mail.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
19	Any Station	Dunsmuir
7	Any Station	Gerber
27	Any Station	Roseville
87	Any Station	Sacramento

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

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

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

EASTWARD

Martinez Subdivision

Time Table No. 225

September 15, 1937

Capacity of sidings in car lengths	THIRD CLASS					SECOND CLASS		FIRST CLASS											Distance from San Francisco	STATIONS
	476	470	412	464	478	442	410	58	110	54	10	210	20	208	28	88	226	18		
	Freight	Portland Freight	Local Freight	Local Freight	Freight	Mdse	Freight	Sequoia	Santa Fe Passenger	Sequoia	Fast Mail	Sierra	Klamath	Passenger	San Francisco Overland Limited	Challenger	Passenger	Oregonian		
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday and Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily		
								11.00 PM	11.00 PM	11.00 PM	9.40 PM	9.00 PM	9.00 PM	8.20 PM	8.20 PM	8.00 PM	8.00 PM	6.40 PM	0.0	SAN FRANCISCO
								11.20	11.20	11.20	10.00	9.20	9.20	8.40	8.40	8.20	8.20	7.00	3.5	OAKLAND PIER
BKWI P								11.35 PM	11.32 PM	11.28 PM	10.20 PM	9.38 PM	9.35 PM	8.55 PM	8.50 PM	8.30 PM	8.25 PM	7.15 PM	3.5	TO-R OAKLAND PIER
Term. Yd. P BKWOITY	11.00 PM	10.30 PM		9.00 AM	3.00 AM	10.00 PM	6.50 PM												4.9	TO-R WEST OAKLAND
IP								s 11.44	11.39 PM	s 11.34	s 10.33	s 9.50	s 9.43	s 9.02	s 8.57	s 8.39	s 8.33	s 7.23	5.5	OAKLAND (16th Street)
P																			6.6	EMERYVILLE
IP																			7.0	SHELLMOUND
P																			7.4	PARAFFIN
P																			7.8	STOCK YARDS
P		10.47				10.12		s 11.53 PM		s 11.43	s 10.44	s 10.00	s 9.52	s 9.11	s 9.07	s 8.49	s 8.42	s 7.32	9.2	BERKELEY (University Ave)
																			11.2	NOBEL
														f					11.6	VIGORIT
P														f					13.1	STEGE
P						10.22		s 12.03 AM		s 11.53 PM	10.53	s 10.10	10.01	s 9.21	9.16	8.58	s 8.51	7.41	15.0	RICHMOND
WP		11.05												f					16.6	SAN PABLO
P														f					18.9	GIANT
42 East 33 West P														f					19.8	SOBRANTE
																			21.5	KRIEGER
64 West P		11.20				10.35		f 12.13		f 12.03 AM	11.03	10.20	10.11	s 9.35	9.26	9.09	9.01	7.51	23.0	PINOLE
P																			23.8	HERCULES
P								f		f				s 9.39					25.5	RODEO
24 East P								f		f				s					26.3	OLEUM
41 East								f		f									27.1	TORMEY
17 West P								f		f				s 9.47					27.5	SELBY
P						10.49		s 12.30		s 12.20	11.12	s 10.34	10.21	s 9.52	9.36	9.20	9.11	8.01	28.9	CROCKETT
P														f					29.0	ECKLEY
Yard BKWOT P		11.50 PM	8.30 AM	4.00 PM				f 12.35		f 12.25		f 10.39		s 9.57					30.1	PORT COSTA
P														f					31.1	NEVADA DOOK
Center 119																			32.2	OZOL
WP	12.30 AM	12.01 AM	8.42 AM		5.00 AM	11.00 PM	8.50 PM	s 12.41 AM		s 12.33 AM	11.20 PM	s 10.46 PM	s 10.30 PM	s 10.05 PM	9.45 PM	s 9.30 PM	s 9.20 PM	s 8.10 PM	33.1	TO-R MARTINEZ
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Saturday and Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Monday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily		(31.1)
	(1.30) 19.80	(1.31) 20.50	(0.12) 18.00	(7.00) 3.72	(2.00) 14.80	(1.00) 29.80	(2.00) 14.80	(1.06) 28.27	(0.07) 17.14	(1.05) 28.71	(1.00) 31.10	(1.08) 27.44	(0.55) 33.93	(1.10) 26.66	(0.55) 33.93	(1.00) 31.10	(0.55) 33.93	(0.55) 33.93		Time over District
																				Average Speed per Hour

See pages 2, 3 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
18	Crockett	Portland
18	Any Station	Seattle
88	Any Station	Sparks
28	Any Station	Ogden
20	Any Station	Davis
210	Any Station	Roseville

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	At
226	Crockett

Time Table No. 225

September 15, 1937

STATIONS

Martinez Subdivision

WESTWARD

5

Time Table No. 225		FIRST CLASS										SECOND CLASS			THIRD CLASS					
September 15, 1937		Distance from Martinez	17	223	21	51	323	207	53	209	215				471		405	465	411	475
			Oregonian	Senator	Pacific Limited	San Joaquin	Santa Fe Passenger	Passenger	Passenger	Passenger	Sierra				Oakland Freight		Freight	Local Freight	Local Freight	Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily				Arrive Daily		Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
SAN FRANCISCO 3.5		34.6	6.52PM	7.32PM	9.32PM	9.32PM	9.32PM	10.12PM	10.12PM	10.52PM										
OAKLAND PIER		31.1	6.32	7.12	9.12	9.12	9.12	9.52	9.52	10.32										
A. B. S. Automatic Train Control	TO-R OAKLAND PIER 1.4	31.1	s 6.20PM	s 7.05PM	s 8.55PM	s 9.00PM	s 9.03PM	s 9.06PM	s 9.40PM	s 9.45PM	s 10.25PM									
	TO-R WEST OAKLAND 0.6	29.7												12.10AM		4.30AM	2.00PM		1.00AM	
	OAKLAND (16th Street) 1.1	29.1	s 6.13	s 6.59	s 8.45	s 8.52	8.55PM	s 8.58	s 9.32	s 9.38	s 10.19									
	EMERYVILLE 0.4	28.0																		
	SHELLMOUND 0.4	27.6																		
	PARAFFIN 0.4	27.2																		
	STOCK YARDS 1.4	26.8																		
	BERKELEY (University Ave.) 2.0	25.4	s 6.00	s 6.51	s 8.31	s 8.39		s 8.46	s 9.19	s 9.28	s 10.07			11.45PM						
	NOBEL 0.4	23.4																		
	VIGORIT 1.5	23.0																		
	STEGE 1.9	21.5																		
	RICHMOND 1.6	19.6	5.49	6.43	8.18	8.28		f 8.37	9.08	s 9.17	s 9.57									
	SAN PABLO 2.3	18.0												11.25						
	GIANT 0.9	15.7									f									
	SOBRANTE 1.7	14.8																		
	KRIEGER 1.5	13.1																		
	PINOLE 0.8	11.6	5.39	6.34	8.07	8.18		8.27	8.58	9.06	f 9.45			11.10						
	HERCULES 1.7	10.8																		
	RODEO 0.8	9.1									f									
	OLEUM 0.8	8.3									f									
TORMEY 0.4	7.5																			
SELBY 1.4	7.1									f										
CROCKETT 1.1	5.7	5.29	6.26	7.56	8.09		8.18	8.49	8.57	s 9.30										
ECKLEY 1.0	4.6																			
R PORT COSTA 1.1	3.6									s 9.25			10.50			7.00AM	11.40AM			
NEVADA DOCK 0.9	2.5																			
OZOL 1.6	1.6																			
TO-R MARTINEZ	0.0	5.20PM	6.18PM	7.45PM	8.00PM		8.10PM	8.40PM	8.48PM	9.19PM			10.40PM		3.15AM		11.30AM	11.20PM		
(31.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Sundays and Holidays	Leave Daily			Leave Daily		Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily		
Time over District.....		(1.00)	(0.47)	(1.10)	(1.00)	(0.08)	(0.56)	(1.00)	(0.57)	(1.06)			(1.30)		(1.15)	(7.00)	(0.10)	(1.40)		
Average Speed per Hour.....		31.10	39.70	26.66	31.10	15.00	33.32	31.10	32.74	28.27			19.80		23.84	3.72	21.60	17.82		

See pages 2, 3 and 4 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.

No. 21 reduce speed to 20 M. P. H. at Richmond to dispatch mail.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	At	For Passengers From or Beyond
51 & 53 21 17	Crockett Richmond Any Station Any Station	Tracy Tracy Ogden Woodland

Time Table No. 225

September 15, 1937

Capacity of sidings in car lengths	FIRST CLASS																			Distance from San Francisco
	28	88	226	18	8	24	248	102	246	230	220	48	14	291	293	224	222	204	262	
	San Francisco Overland Limited	Challenger	Passenger	Oregonian	Shasta	Cascade	El Dorado	Streamliner City of San Francisco	Statesman	Governor	Governor	Forty-Niner	Pacific Limited	Passenger	Passenger	Senator	Passenger	Passenger	Passenger	
	Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Saturday Only	Leave Daily Ex. Saturday	Leave See Footnote	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Daily	
W P	9.45 PM	9.32 PM	9.22 PM	8.12 PM	7.45 PM	6.18 PM	6.09 PM	4.54 PM	4.27 PM	2.27 PM	1.02 PM	12.16 PM	9.44 AM			8.50 AM	8.40 AM	8.06 AM		
Center 97 P	9.55	9.41	9.31	8.21	7.54	6.26	6.17		f 4.36	2.36	1.11	12.24	9.53			8.58	8.49	8.15		
									f									f		
P									f									f		
									f									f		
									f									f		
82 East 86 West BKWOY P	10.08	9.55	9.45	8.34	8.06	6.37	6.30	5.10	s 4.50	s 2.50	s 1.25	12.35	10.05			9.10	9.01	s 8.34		
41 East 73 West P									f									f		
									f											
									f											
Center 87 WY P	10.22	10.08	9.58	8.47	8.18	6.47	6.42	5.19	s 5.05	f 3.03	f 1.38	12.46	10.18			9.21	9.13	s 8.48		
									f											
Center 73 W P	10.31	10.18	10.07	8.56	8.27	6.56	6.51	5.25	s 5.25	s 3.15	s 1.51	12.55	10.27			9.29	9.22	s 9.01		
70 East									f											
78 East 80 West KWLY P	10.40	10.30	10.16	s 9.08 PM	s 8.38 PM	s 7.07 PM	7.00	5.32	s 5.36	s 3.25	s 2.02	1.04	10.38	10.10 AM	9.45 AM	9.38	9.31	s 9.15	7.15 AM	
									f					f	f				f	
Center 100 P	10.46	10.36	10.21				7.06		f 5.42	3.31	2.08	1.09	10.44	f 10.17	f 9.52	9.43	9.37	9.22	f 7.22	
																		f		
I P																				
									f					s	s				f	
Term Yard BKWOY P	s 11.00 PM	s 10.50 PM	s 10.35 PM				s 7.20 PM	s 5.45 PM	s 5.55 PM	s 3.45 PM	s 2.20 PM	s 1.20 PM	s 10.57 AM	s 10.30 AM	s 10.05 AM	s 9.55 AM	s 9.50 AM	s 9.35 AM	s 7.35 AM	
	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Saturday Only	Arrive Daily Ex. Saturday	Arrive See Footnote	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	
	(1.15) 45.84	(1.18) 44.08	(1.13) 47.09	(0.56) 47.03	(0.53) 49.69	(0.49) 53.77	(1.11) 48.44	(0.51) 67.41	(1.28) 39.07	(1.18) 44.08	(1.18) 44.08	(1.04) 53.72	(1.13) 47.09	(0.20) 40.20	(0.20) 40.20	(1.05) 52.89	(1.10) 49.11	(1.29) 38.63	(0.20) 40.20	

STATIONS

TO-R MARTINEZ	6.3
BENICIA JUNCTION	2.1
PIERCE	2.1
OYGNUS	1.0
TEAL	1.9
JACKSON	3.8
TO-R SUIJUN-FAIRFIELD	3.0
TOLINAS	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	

(57.3)

Time over District
Average Speed per Hour

See pages 7, 8 and 9 for additional trains between Martinez and Sacramento.

Holidays indicated are:

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

No. 102 leaves on the 2nd, 8th, 14th, 20th and 26th of each month.

No. 48 leaves on 5th, 11th, 17th, 23rd and 29th of each month.

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

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
18	Any Station	
88	Any Station	
28	Any Station	

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS

Train	At	Receive or Discharge
248	Suisun-Fairfield	Receive or Discharge
248	Davis	Receive or Discharge
8	Dixon	Discharge
226	Suisun-Fairfield and Davis	Discharge

Time Table No. 225

September 15, 1937

Martinez Subdivision.

WESTWARD

7

Time Table No. 225		FIRST CLASS																				
September 15, 1937																						
STATIONS		9	19	27	87	101	7	233	49	247	23	229	241	243	17	223	21	207	209	215	261	
		Fast Mail	Klamath	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Shasta	Passenger	Forty-Niner	El Dorado	Cascade	Governor	Statesman	Statesman	Oregonian	Senator	Pacific Limited	Passenger	Passenger	Sierra	Passenger	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays & Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	
Automatic Block System	TO-R MARTINEZ 6.4	57.4	3.33AM	6.08AM	6.43AM	6.33AM	s 8.10AM	s 8.50AM	8.44AM	s 9.37AM	12.05PM	s 1.43PM	s 4.17PM	s 4.35PM	s 5.15PM	6.18PM	7.45PM	8.10PM	8.48PM	s 9.16PM		
	BENICIA JUNCTION 2.1	51.0	3.23	5.58	6.26	6.26	8.00	8.40	8.35	9.27	11.56AM	1.33	4.07	4.25	5.05	6.08	7.36	8.00	8.39	9.06		
	PIEROE 2.1	48.9																				
	OYGNUS 1.0	46.8																				
	TEAL 1.9	45.8																				
	JACKSNIPE 3.8	43.9																				
	TO-RSUISUN-FAIRFIELD 3.0	40.1	3.10	5.45	5.59	s 6.17	6.17	f 7.48	s 8.23	8.23	9.15	11.44	s 1.20	s 3.54	s 4.13	f 4.52	5.57	7.24	7.45	8.27	s 8.53	
	TOLENAS 1.9	37.1							f												f	
	VANDEN 1.6	35.2							f													
	OANNON 4.0	33.6							f													
	ELMIRA 4.8	29.6	2.57	5.33	5.44	f 5.55	6.09	7.34	s 8.01	8.12	9.05	11.32	f 1.07	3.41	4.01	4.39	5.47	7.12	7.32	8.17	s 8.39	
	BATAVIA 3.3	24.8							f													
	DIXON 4.3	21.5	2.49	5.24	5.35	s 5.45	6.02	7.24	s 7.49	8.04	8.57	11.24	s 12.58	f 3.33	f 3.53	4.31	5.39	7.04	7.24	8.09	s 8.28	
	TREMONT 2.0	17.2							f													
	BRIGGSTON 1.8	15.2																				
	TO-R DAVIS 1.5	13.4	2.40	5.15AM	5.25	s 5.35	5.54	7.15AM	s 7.35	7.55	s 8.48	11.15AM	s 12.48	s 3.23	s 3.43	4.22PM	5.30	6.55	7.15	8.00	s 8.15	s 11.20PM
	OHILES 2.0	11.9																				
	SWINGLE 1.3	9.9																				f
	WEBSTER 5.9	8.6	2.34		5.16	5.26	5.49		f 7.26	7.50	8.40		12.40	3.15	3.35		5.25	6.46	7.10	7.55	8.00	f 11.11
	MIKON 0.6	2.7																				f
	Sacramento Northern Ry. Crossing 1.4	2.1																				f
	WASHINGTON 0.7	0.7																				f
	TO-R SACRAMENTO	0 0	2.23AM		5.05AM	5.15AM	5.40AM		7.15AM	7.40AM	8.30AM		12.30PM	3.05PM	3.25PM		5.15PM	6.35PM	7.00PM	7.45PM	7.50PM	11.00PM
(57.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Sundays & Holidays	Leave Sundays and Holidays	Leave Daily	Leave Daily	
Time over District.....		(1.10)	(0.53)	(1.38)	(1.33)	(0.53)	(0.55)	(1.35)	(1.04)	(1.07)	(0.50)	(1.13)	(1.12)	(1.10)	(0.53)	(1.03)	(1.10)	(1.10)	(1.03)	(1.26)	(0.20)	
Average Speed per Hour.....		49.20	49.81	35.14	37.03	64.98	48.00	36.25	53.81	51.40	52.80	47.17	47.83	49.20	49.81	54.66	49.20	49.20	54.66	40.04	40.20	

See pages 6, 8 and 9 for additional trains between Sacramento and Martinez.

Holidays indicated are:

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

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.

No. 101 Streamliner leaves on the 7th, 13th, 19th, 25th, 31st and 1st of each month.

No. 49 leaves on 4th, 10th, 16th, 22nd and 28th of each month.

No. 17 reduce speed to 10 M. P. H. at Elmira on Sundays to pick up mail.

No. 233 reduce speed to 6 M. P. H. at Washington on Sundays to discharge papers.

No. 233 stop on flag at Jacksnipe, Teal, Cygnus and Pierce to discharge express.

No. 241 reduce speed to 30 M. P. H. at Elmira to dispatch papers.

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
19	Suisun-Fairfield	San Jose
207	Suisun-Fairfield Jacksnipe & Cygnus	Berkeley

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS		
Train	At	Receive or Discharge
223	Martinez	Receive or Discharge

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS			
Train	At	For Passengers From or Beyond	Frequency
19	Any Station	Dunsmuir	Daily
7	Any Station	Gerber	Daily
17	Any Station	Woodland	Daily
21	Any Station	Ogden	Daily
27	Any Station	Roseville	Daily
241	Cygnus	Suisun-Fairfield	Daily Ex. Sat. & Sun
215	Tremont	Davis	Tues & Fri.
215	Jacksnipe, Cygnus, Benicia Jet.	Suisun-Fairfield Only	Saturday

Double Track

Holidays indicated are:

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

When distant signal 328 indicates caution, trains must not exceed 15 M. P. H. from this distant signal to track magnet located 550 feet west of Bridge signal SA-332, opposite white concrete marker block.

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS		
Train	At	Receive or Discharge
210	Elmira and Dixon	Receive or Discharge

Martinez Subdivision

WESTWARD

Time Table No. 225

September 15, 1937

STATIONS

TO-R MARTINEZ	6.4
BENICIA JUNCTION	2.1
PIEROE	2.1
CYGNUS	1.0
TEAL	1.9
JACKSON	3.8
TO-RSUISUN-FAIRFIELD	3.0
TOLINAS	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	

Distance from
San Francisco

Double Track

FIRST CLASS

SECOND CLASS

THIRD CLASS

471

Oakland
Freight

Arrive Daily

10.40 PM

10.00

8.54

8.42

8.30

8.00 PM

Leave Daily

(2.40)

21.52

514

Sacramento
Division
Freight

Arrive Daily
Ex. Sunday

3.30 AM

3.00 AM

Leave Daily
Ex. Sunday

(0.30)

26.80

463

Local Freight

Arrive Daily
Ex. Sunday

10.30 AM

7.30 AM

Leave Daily
Ex. Sunday

(3.00)

13.37

475

Freight

Arrive Daily

11.20 PM

10.40

9.00

8.15 PM

Leave Daily

(3.05)

18.59

(57.4)

Time over District
Average Speed per Hour

See pages 6, 7 and 8 for additional trains between Sacramento and Martinez.

Holidays indicated are:

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

Automatic train control westward track from signal No. 347 to Martinez.

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

EASTWARD Martinez Subdivision. **WESTWARD**

Capacity of sidings in car lengths		Distance from San Francisco	Time Table No. 225		Distance from Radum
			September 15, 1937		
			San Ramon Branch		
			STATIONS		
62 Y P		33.1	TO-R	AVON 2.9	29.7
		41.0		GALINDO 1.5	26.8
22 W		42.5	TO	CONCORD 2.6	25.3
		45.1		HOOKSTON 0.7	22.7
		45.8		LAS JUNTAS Sacramento Northern Ry. Crossing	22.0
		47.3		OXLEY 0.9	20.5
18		48.2	TO	WALNUT CREEK 2.4	19.6
		50.6		WIDBERO 2.0	17.2
		52.6		ALAMO 2.2	15.2
		54.8		DANVILLE 1.6	13.0
		56.4		OSAGE 1.3	11.4
21 T		57.7		SAN RAMON 3.6	10.1
		61.3		FOREST HOME 2.3	6.5
		63.6		DOUGHERTY 2.8	4.2
22		66.4		ASCO 1.4	1.4
I Y P		67.8	TO	Western Pac. Crossing RADUM	0.0
				(29.7)	

EASTWARD Martinez Subdivision. **WESTWARD**

Capacity of sidings in car lengths		Distance from San Francisco	Time Table No. 225 September 15, 1937	Distance from Benicia Junction	
			STATIONS		
P		32.4	BENICIA 1.4	5.6	
P		33.8	ARMY POINT 4.2	4.2	
Center 91 P		38 0	BENICIA JUNCTION	0.0	
			(5.6)		

EASTWARD

Martinez Subdivision.

Capacity of Sidings in Car Lengths	THIRD CLASS		SECOND CLASS		FIRST CLASS						Distance from San Francisco
	412 Local Freight	410 Freight	26 Owl	282 Passenger	52 San Joaquin	202 Passenger	236 Passenger	58 Sequoia	54 Sequoia		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily Ex. Monday	Leave Monday Only		
WP	8.42AM	8.50PM		7.32PM	5.31 PM	9.23 AM	9.05 AM	7.35 AM	12.45 AM	12.35 AM	34.7
P		8.55			f			f			36.0
					f			f			36.8
62 YP	9.00	9.00		7.37	s 5.37	9.28	s 9.15 AM	s 7.47 AM	f 12.51	f 12.41	38.1
East 80 West 109 WP	9.32	9.08		7.45	s 5.42	9.32			f 12.56	f 12.46	41.3
60 P	9.39				f				f	f	43.0
46 P	9.50	9.13		7.51	5.46	9.36			1.00	12.50	44.8
42											46.8
73 P	10.45	9.45		s 7.58	s 5.56	s 9.42			s 1.12	s 12.59	48.9
12											50.8
40 P	11.10	9.53		8.05	s 6.03	9.48			s 1.23	s 1.07	53.5
											55.1
											56.0
76	11.32AM	10.00		8.10	6.08	9.52			1.28	1.12	57.3
											59.4
48 WP	12.10PM	10.10		8.16	s 6.18	f 9.58			s 1.38	s 1.20	61.7
											64.7
83 P	12.40	10.18		8.22	s 6.26	10.05			f 1.47	f 1.28	66.9
P					f	f					66.9
43 P	12.55	10.26			6.32	10.10			1.53	1.34	71.6
50 P	1.10	10.33		8.31	f 6.38	10.15			f 1.58	f 1.39	75.7
38	1.25	10.40							2.02		79.1
Term Yard BKWOTY P	1.40 PM	10.50 PM		s 8.38 PM	s 6.47 PM	s 10.23 AM			s 2.10 AM	s 1.50 AM	82.2
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily Ex. Monday	Arrive Monday Only	
	(4.58) 9.53	(2.00) 23.75		(1.06) 43.18	(1.16) 37.50	(1.00) 47.50	(0.10) 20.40	(0.12) 17.00	(1.25) 33.52	(1.15) 38.00	

Time Table No. 225

September 15, 1937

STATIONS

TO-R MARTINEZ	1.3	D.F.
MOCOCO	0.8	
End of Double Track	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	1.6	
JERSEY	0.9	
NEWLOVE	1.3	
NEROLY	2.1	
ARBOR	2.3	
TO BRENTWOOD	3.0	
SILISAND	2.2	
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

Holidays indicated are:

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

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.

Nos. 54 and 58 reduce speed at Avon and Byron Hot Springs to 10 miles per hour to dispatch papers.

No. 52 reduce speed at Brentwood to permit safe dispatch registered mail on request Railway Mail Clerk.

ADDITIONAL FLAG STOPS

Train	At	For Passengers to or Beyond
282	Any Station	Tracy

Time Table No. 225

September 15, 1937

Martinez Subdivision.

WESTWARD

Automatic Train Control

Automatic Block System

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	1.6
JERSEY	0.9
NEWLOVE	1.3
NEROLY	2.1
ARBOR	2.3
TO BRENTWOOD	3.0
SILISAND	2.2
TO BYRON	2.0
BYRON HOT SPRINGS	2.7
HERDLYN	4.1
BETHANY	3.4
JANNEY	3.1
TO-R TRACY	0.0

Distance from Tracy	FIRST CLASS					THIRD CLASS	
	25 Owl	231 Passenger	201 Passenger	51 San Joaquin	53 Passenger	405 Freight	411 Local Freight
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday
47.5	6.36 AM	s 12.15 PM	s 5.01 PM	s 7.56 PM	s 8.36 PM	3.15 AM	11.30 AM
46.2							
45.4							
44.1	6.29	s 12.08	4.55 PM	7.50	8.30	3.04	11.20
40.9	6.25	s 12.02 PM		7.45	8.25	2.58	11.10
39.2							
37.4	6.21	11.55 AM		7.36		2.52	10.55
35.4							
33.3	6.16	s 11.50		7.32	s 8.15	2.45	10.45 8.20
31.4							
28.7	6.09	s 11.40		7.27	8.05	2.38	8.10
27.1							
26.2							
24.9	6.04	11.32		7.23	7.54	2.32	7.55
22.8							
20.5	5.58	s 11.26			s 7.49	2.25	7.45
17.5							
15.3	5.52	s 11.16		7.13	7.41	2.17	7.15
13.3					f		
10.6	5.47	11.09				2.10	7.00
6.5	5.43	f 11.04		7.05	7.33	1.58	6.50
3.1						1.48	6.40
0.0	5.35 AM	10.55 AM		6.57 PM	7.25 PM	1.40 AM	6.30 AM
(47.5)	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday
Time over District.....	(1.01)	(1.20)	(0.06)	(0.59)	(1.11)	(1.35)	(5.00)
Average speed per hour.....	46.72	35.62	24.00	48.13	40.14	30.00	9.50

Holidays indicated are:

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

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.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	At	For Passengers From or Beyond
25	Pittsburg and Martinez	Fresno

ADDITIONAL FLAG STOPS

Train	At	Frequency
25	Martinez	Sundays

EASTWARD

Martinez Subdivision.

WESTWARD

STATIONS	
TO-R ELMIRA	4.3
TO VACAVILLE	1.9
VIOLET	2.9
HARTLEY	1.8
ALLENDALE	3.7
WOLFSKILL	2.0
TO WINTERS	4.3
NORTON	2.3
ARROZ	1.0
CITRONA	3.2
MADISON	3.1
TO-R ESPARTO	2.0
CAPAY	0.0
(32.5)	

EASTWARD

Niles Subdivision.

Time Table No. 225

September 15, 1937

Capacity of sidings in car lengths	THIRD CLASS			SECOND CLASS					FIRST CLASS										Distance from San Francisco	STATIONS
	418	416	408	472	402	422	450	406	278	74	12	254	280	252	96	234	232	250		
	Local Freight	Local Freight	Freight	Freight	Freight	Freight	Mdse	Freight	Passenger	Oakland Lark	W. P. Passenger	Passenger	Stockton	Passenger	Fresno Flyer	Passenger	Passenger	Passenger		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily		
									8.00 PM	7.40 PM	7.00 PM	7.00 PM	5.40 PM	5.20 PM	4.40 PM	7.40 AM	7.20 AM	7.00 AM	0.0	SAN FRANCISCO
									8.20	8.00	7.20	7.20	6.00	5.40	5.00	8.00	7.40	7.20	3.5	OAKLAND PIER
BKWI P									8.25 PM	8.15 PM	7.28 PM	7.25 PM	6.08 PM	5.48 PM	5.08 PM	8.05 AM	7.50 AM	7.30 AM	3.5	OAKLAND PIER
Term. Yard BKWOITY P																			4.9	Cedar St. Crossing WEST OAKLAND
I P	10.30 AM	6.30 AM				8.45 PM	7.15 PM				7.34 PM								5.9	Western Pacific Crossing TO-R MAGNOLIA TOWER
I P									s 8.35	s 8.30		s 7.34	s 6.15	s 5.55	s 5.15	s 8.14	s 7.59	s 7.39	6.7	OAKLAND (First Street)
P														f				f	8.3	EAST OAKLAND
I P									s 8.42	s 8.37		s 7.42	s 6.22	s 6.02	s 5.22	s 8.21	s 8.08	s 7.47	9.7	FRUITVALE
45 WP	11.00 AM	7.00				9.30 PM	7.32 PM		8.47	8.43 PM		7.47	6.27	s 6.08	5.27	f 8.27	f 8.14	s 7.53 AM	13.4	TO-R ELMHURST End of Double Track
31 P		7.11							8.49			f 7.50	6.29	s 6.11	5.30	s 8.31	s 8.19		14.8	TO SAN LEANDRO
														f					15.5	SOUTH SAN LEANDRO
														f					16.5	ESTUDILLO
31 P		7.25												f 6.18		f	s 8.24		17.5	LORENZO
100 WP		8.00							f 8.57			f 7.59	6.36	s 6.24	5.38	s 8.42	s 8.34		20.1	TO HAYWARD
28 P		8.15											f 6.46	6.29		8.43			24.0	HALVERN
27 P		8.22							9.05			8.07	f 6.54	6.32	5.46	f 8.54	s 8.45		26.5	DEOTO
														f					27.6	PABRICO
68 BKWY P		8.35 AM							s 9.12			s 8.12 PM	s 7.00	s 6.37 PM	s 5.50	s 9.00	s 8.55		29.2	TO-R NILES
IY			4.50 AM	11.28 PM	9.08 PM			6.33 AM											29.9	NILES JUNCTION
75 P			4.55	11.33	9.13			6.38	9.16				7.04		5.56	f 9.04	f 8.59		31.7	FARWELL
95 P			5.05	11.43	9.23			6.49	f 9.23				f 7.11		6.02	s 9.11	s 9.06		35.6	SUNOL
																f	f		38.4	VERONA
71 P			5.15	11.52	9.33			6.59	s 9.33				s 7.19		6.18	s 9.20	s 9.15		40.9	TO PLEASANTON
IY P																			42.0	TO RADUM
																			42.4	REMILLARD
East-110 West-105 P			5.20	11.56 PM	9.37			7.02	9.36				7.22		6.22	f 9.23	f 9.18		43.0	TO ELIOT
East 85 West 78 BKWY P			5.45	12.03 AM	9.55			7.08	s 9.45				s 7.29		6.28	s 9.31	s 9.30		46.9	TO-R LIVERMORE
																f	f		48.4	TREVARNO
72 P			5.55	12.08	10.03			7.14	9.50							f 9.37	f 9.36		50.5	ULMAR
93 WT P			6.10	12.20	10.23			7.29	f 10.00				7.43		6.41	s 9.46	s 9.46		55.0	TO ALTAMONT
71 P			6.25	12.33	10.35			7.47	10.08				7.49		6.47	f 9.55	f 9.55		59.5	OAYLEY
70 P			6.35	12.43	10.45			8.10	10.15				7.56		6.54	f 10.03	f 10.03		63.1	MIDWAY
22 P																			68.7	MEDAL
Term. Yard BKWOITY P			6.55 AM	1.00 AM	11.00 PM			8.30 AM	s 10.25 PM				s 8.06 PM		s 7.05 PM	s 10.15 AM	s 10.15 AM		70.8	TO-R TRACY
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily		
	(0.30) 17.00	(2.05) 11.66	(2.05) 19.63	(1.32) 26.67	(1.52) 21.91	(0.45) 10.00	(0.17) 26.47	(1.57) 20.97	(2.00) 33.65	(0.28) 21.21	(0.06) 24.00	(0.47) 32.89	(1.58) 34.22	(0.49) 31.47	(1.57) 34.51	(2.10) 31.06	(2.25) 27.84	(0.23) 25.82		

At Eliot: Eastward siding is first siding north of main track.

Westward siding is second siding north of main track.

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.

No. 96 reduce speed to 15 M. P. H. at Hayward to dispatch mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	For Passengers To or From
232-234	Bonita	Receive or Discharge	Any Station
232	Cherryland	Receive or Discharge	Any Station
232	Cherry, Harder and Tennyson	Receive or Discharge	Any Station
234	Tennyson	Receive or Discharge	Any Station
96	San Leandro and Hayward	Discharge	Oakland
252	Cherry	Receive or Discharge	Any Station
280	Harder and Tennyson	Receive or Discharge	Any Station

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS

Train	At	For Passengers Destined to or Beyond
280	San Leandro	Stockton
96	San Leandro and Hayward	Tracy

Time Table No. 225

September 15, 1937

Capacity of Sidings in Car Lengths	THIRD CLASS				SECOND CLASS			FIRST CLASS										Distance from San Francisco Via Niles		
			424 Local Freight	454 Freight			410 Freight			278 Passenger	280 Stockton	96 Fresno Flyer	282 Passenger	52 San Joaquin	232 Passenger	234 Passenger	59 West Coast		58 Sequoia	54 Sequoia
			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Leave Daily Ex. Sunday			Leave Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Daily		Leave Daily Ex. Monday	Leave Monday Only
Term. Yard BKWOYT P			7.00 AM	2.30 AM			1.30 AM			10.28 PM	8.10 PM	7.09 PM	6.58 PM	10.29 AM	10.26 AM	10.26 AM		2.25 AM	2.00 AM	70.8
P														10.34	f 10.31	f 10.31		2.30	2.05	73.9
Spur																				76.8
I P																				78.3
Eastward 67 Westward 77 Fresno 50 WY P			7.30 AM	3.00			2.00 AM			10.42	8.25	s 7.25 PM	s 7.15 7.27	s 10.46 AM	s 10.43 10.48	s 10.43 10.48	7.00 AM	s 2.42 AM	s 2.17 AM	81.5
P													f 7.35		f 10.56	s 10.56				86.1
I																				87.7
I Yard BKWOITY P				3.30 AM						s 10.55 11.00	s 8.40 8.45		s 7.44 7.55		s 11.05 11.12	s 11.05 11.12	s 7.15 7.30			90.9
I P																				92.3
Spur P																				92.7
Spur																				93.5
W																				93.9
P																				95.0
125 P													f							96.6
Spur																				98.1
125 P													f							100.2
BKWOY P 125										s 11.20 PM	s 9.05 PM		s 8.23		s 11.37	s 11.35	s 7.55			103.3
Spur P													f							105.1
125 P													f 8.28		s 11.44	f 11.40	8.01			106.2
125 P													f		f	f				109.5
WOY P 176													s 8.43		s 11.53 AM	s 11.49 AM	8.10			111.7
125 P													f							115.5
P													f							117.5
128 P													f		f	f				119.5
133 P													f 8.59		s 12.09 PM	s 12.04 PM	8.26			122.9
125 P													f							125.7
135 WP													f 9.08		s 12.17	f 12.12	8.35			129.0
P																	8.42			132.0
WP													f 9.15 PM		f 12.25 PM	f 12.20 PM	8.45 AM			133.2
			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday			Arrive Sundays and Holidays	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily Ex. Monday	Arrive Monday Only	
			(0.30) 21.40	(1.00) 20.10			(0.30) 21.40			(0.52) 37.50	(0.55) 35.45	(0.16) 40.12	(2.17) 27.32	(0.17) 37.76	(1.59) 31.46	(1.54) 32.84	(1.45) 29.54	(0.17) 37.76	(0.17) 37.76	

STATIONS

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

(62.4)

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

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

Holidays indicated are:

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

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To or Beyond	From or Beyond
59	Any Station	Receive	Beyond Sacramento	Fresno
59	Any Station	Discharge	Beyond Sacramento	Fresno
232 & 234	Any Station	Receive	Sacramento	Stockton
232 & 234	Any Station	Discharge	Sacramento	Stockton

September 15, 1937

STATIONS

TO-R	TRACY
	3.1
	BANTA
	2.9
	WINSHIP
	1.5
	SAN JOAQUIN RIVER
	DRAWBRIDGE
	3.2

TO-R LATHROP

FRENCH CAMP

T. S. Ry. Crossing

A. T. & S. F. Crossing
S. E. R. R. Crossing

TO-R STOCKTON

STOCKTON TOWER No. 4
W. P. Crossling

EL PINAL

JARN

AKERS

1.1

1.6

— 1.5 —

2.1

3.1

LODI

URGON

ACAMP

FOREST LAKE

GALT

NEED

ARNO

COONN

ELK GROVE

MEADOWS

FLORIN

POLK

1.2
BRIGHTON

(62.4)

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

Holidays indicated are:

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

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

No. 60 reduce speed to 15 miles per hour at Elk Grove to dispatch mail.

FIRST CLASS

SECOND CLASS

THIRD CLASS

Distance from Brighton	FIRST CLASS												SECOND CLASS				THIRD CLASS			
	279	95	231	237	51	235	53	60				405				425	455			
	Stockton	Passenger	Passenger	Passenger	San Joaquin	Passenger	Passenger	West Coast				Freight				Local Freight	Freight			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily				Arrive Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
62.4	s 7.26 AM	s 10.15 AM	s 10.45 AM	s 5.25 PM	s 6.52 PM	s 7.07 PM	s 7.15 PM					9.10 PM				1.30 PM	8.00 PM			
59.3			f 10.37																	
56.4																				
54.9																				
51.7	7.12	9.55 AM	s 10.25	f 5.11	6.32 PM	f 6.52	6.55 PM	9.13 PM				8.40 PM				1.00 PM	7.25			
47.1			f 10.09																	
45.5																				
42.3	s 7.01 6.57		s 10.00 9.50	s 5.00 4.45		s 6.40 6.28		s 9.00 8.43									7.00 PM			
40.9																				
40.5																				
39.7																				
39.3																				
38.2																				
36.6																				
35.1																				
33.0																				
29.9	6.40 AM		s 9.30	s 4.25		s 6.10		s 8.23												
28.1																				
27.0			s 9.16	f 4.13		f 6.01		8.15												
23.7			f	f																
21.5			s 9.10	s 4.07		s 5.55		8.09												
17.7				f																
15.7			f	f																
13.7			f	f																
10.3			s 8.54	s 3.51		f 5.40		7.57												
7.5																				
4.2			s 8.47	s 3.43		f 5.32		7.50												
1.2			8.42																	
0.0			8.40 AM	3.35 PM		5.25 PM		7.45 PM												
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Daily				Leave Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
	(0.46) 42.39	(0.20) 32.10	(2.05) 29.95	(1.50) 34.03	(0.20) 32.10	(1.42) 36.70	(0.20) 32.10	(1.28) 35.25				(0.30) 21.40				(0.30) 21.40	(1.00) 20.10			

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond
60	Any Station	Receive	Modesto	
60	Any Station	Discharge		Roseville

EASTWARD

Merced Subdivision

Capacity of Siding in Car Lengths	THIRD CLASS					SECOND CLASS					FIRST CLASS					Distance from San Francisco Via Antioch		
				426 Local Freight Leave Daily Ex. Sunday	424 Local Freight Leave Daily Ex. Sunday			410 Freight Leave Daily Ex. Sunday	420 Freight Leave Daily		60 West Coast Leave Daily	96 Fresno Flyer Leave Daily	52 San Joaquin Leave Daily	58 Sequoia Leave Daily Ex. Monday	54 Sequoia Leave Mon. Only			
Eastward 67 Fresno 50 WYP					7.40AM			2.00AM	12.15AM				9.13PM	7.27PM	10.55AM	2.45AM	2.19AM	92.9
1 P																		93.8
74 P					8.10			2.20	12.35				9.21	f 7.35	11.01	s 2.55	s 2.28	96.8
118 P					8.16			2.25	12.40				9.24	7.38	11.04	2.58	2.31	99.4
P																		100.6
78 P					8.50			2.38	12.46				9.28	f 7.43	11.08	s 3.07	s 2.38	103.3
87 P					9.15 9.27			2.50	12.51				9.32	f 7.47	11.12	s 3.15	s 2.44	106.4
																		108.1
No. 1, 98 No. 2, 113 No. 3, 127 BKOWP					10.30			3.15	1.05				s 9.45	s 7.59	s 11.28	s 3.35	s 3.03	113.1
IP																		114.7
70 P					10.54			3.25	1.15				9.53	f 8.06	11.35	s 3.45	s 3.12	117.4
67 P					11.15			3.30	1.20				9.57	8.10	11.39	3.50	3.17	120.8
81 BP					11.50AM			3.45	1.30				s 10.08	s 8.19	s 11.50	s 4.05	s 3.31	126.2
Spur																		129.3
92 P					12.20PM			4.00	1.40				10.16	8.26	11.58AM	f 4.14	f 3.38	131.9
79 WP					1.00			4.23	1.48				10.22	f 8.31	12.04PM	s 4.23	s 3.48	136.4
																		138.9
70 P					2.00			4.50	2.00				10.33	f 8.39	12.11	f 4.35	f 3.58	143.2
33																		144.8
130 P					2.15			5.00	2.08				10.37	8.44	12.15			147.4
90 BKWOTP					10.30AM	2.30PM		5.15AM	2.40				s 10.50	s 8.57	s 12.28	s 5.08	s 4.23	150.5
																		151.9
70 P					11.00				3.10				11.09	9.06	12.36	f 5.18	f 4.33	156.6
74 P					11.20				3.20				11.13	9.10	12.40	f 5.27	f 4.39	160.5
Spur																		165.8
79 P					11.53AM				3.32				11.20	9.17	12.47	f 5.34	f 4.46	166.9
37 WP					12.05PM 1.30								11.22	s 9.19	12.49	s 5.38	s 4.51	168.2
74 P					1.50				3.42				11.27	9.24	12.54	f 5.44	f 5.02	173.0
60 WTP					2.25				3.49				11.31	9.28		f 5.48	f 5.08	176.5
100 P					2.35				3.55				11.34	9.31	1.00	5.51	5.11	179.2
145 P					3.45				4.07				s 11.42	s 9.39	s 1.08	s 6.00	s 5.20	183.9
					4.00													186.7
75 P					4.24 4.34				4.40				11.50	9.46	1.15	6.09	5.29	190.2
																f	f	193.5
78 WP					4.48				5.00				11.56PM	9.52	1.21	f 6.17	f 5.37	195.6
P																		199.3
Term. Yard WP					5.00				5.10				12.03AM	9.58	1.28	6.23	5.44	201.8
I																		203.2
Term. Yard BKWOTYP					5.20PM				5.30AM				s 12.15AM	s 10.10PM	s 1.40PM	s 6.35AM	s 6.00AM	205.5
					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Mon. Only	
					(6.50) 8.05	(6.50) 8.48		(3.15) 17.72	(5.15) 21.45				(3.02) 37.12	(2.43) 41.44	(2.45) 40.94	(3.50) 29.37	(3.41) 30.57	

Time Table No. 225

September 15, 1937

STATIONS

TO-R	LATHROP	0.9
	W. P. Crossing	3.0
TO	MANTECA	2.6
	CALLA	1.2
	WESTON	2.7
TO	RIPON	3.1
TO	SALIDA	1.7
	COVELL	5.0
TO-R	MODESTO	1.6
	T. S. Ry. Crossing	2.7
TO	CHERES	3.4
	KEYES	5.4
TO-R	TURLOCK	3.1
	ALCANT	2.6
TO	DELHI	4.5
TO	LIVINGSTON	2.5
	ARENA	4.3
TO	ATWATER	1.6
	BUHACH	2.6
	FERGUS	3.1
TO-R	MERCED	1.4
	OREEGAN	4.7
	LINGARD	3.9
	ATHLONE	5.3
	SIERRA VISTA	1.1
	MINTURN	1.3
TO	CHOWCHILLA	4.8
	FAIRMEAD	3.5
	BERENDA	2.7
	NOTARB	4.7
TO	MADERA	2.8
	BORDEN	3.5
	IRRIGOSA	3.3
	THARSA	2.1
	HERNDON	3.7
R	BIOLA JCT.	2.5
	FRESNO YARD	1.4
	F. T. Co. Crossing	2.3
TO-R	FRESNO	112.6

Automatic Block System

Double
TrackTime 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)
52	Manteca Ripon Salida Ceres	Receive Discharge	Bakersfield	Lathrop
60	Any Station	Discharge		Stockton

Rule S-72—Exceptions: Nos. 52, 96 and 60 are superior to No. 239.
East leg of wye at Lathrop is not protected by block signals.
Nos. 58 and 54 reduce speed to 10 M. P. H. at Delhi and Atwater to dispatch papers.

Additional Stations { Cluster, M. P. 155.9.
Labranza, M. P. 163.3. (Spur)

Time Table No. 225

September 15, 1937

Merced Subdivision

WESTWARD

17

STATIONS	Distance from Fresno	FIRST CLASS					SECOND CLASS			THIRD CLASS	
		59	95	239	51	53	423	405	421	425	427
		West Coast Arrive Daily	Passenger Arrive Daily	Motor Arrive Daily	San Joaquin Arrive Daily	Passenger Arrive Daily	Freight Arrive Daily	Freight Arrive Daily Ex. Sunday	Freight Arrive Daily	Local Freight Arrive Daily Ex. Sunday	Local Freight Arrive Daily Ex. Sunday
TO-R LATHROP	112.6	7.00AM	s 9.50AM		s 6.30PM	s 6.46PM	9.40AM	8.35PM	11.45PM	12.50PM	
0.9											
W. P. Crossing	111.7										
TO MANTECA	108.7		s 9.43				9.31	8.25	11.35	12.40	
2.6											
OALLA	106.1	6.50	9.38		6.21	6.37	9.27	8.00	11.31	12.30	
1.2											
WESTON	104.9										
2.7											
TO RIPON	102.2	6.46	f 9.34				9.20	7.43	11.25	12.20PM	
3.1											
TO SALIDA	99.1	6.42	f 9.27		6.14	6.30	9.15	7.25	11.20	11.59AM	
1.7											
COVELL	97.4										
5.0											
TO-R MODESTO	92.4	s 6.33	s 9.17		s 6.07	s 6.23	9.00	7.10	11.05	11.28	
1.6											
T. S. Ry. Crossing	90.8										
2.7											
TO OERES	88.1		f 9.02				8.37	6.35	10.25	10.54	
3.4											
KEYES	84.7	6.15	f 8.57		5.52	6.03	8.30	6.29	9.57	10.30	
5.4											
TO-R TURLOCK	79.3	s 6.09	s 8.50		s 5.47	s 5.57	8.20	6.20	9.43	10.15 8.40	
3.1											
ALCANT	76.2										
2.6											
TO DELHI	73.6	5.58	f 8.39				8.10	6.03	9.34	8.15	
4.5											
TO LIVINGSTON	69.1	5.54	s 8.33		5.31	5.39	8.00	5.56	9.26	8.00	
2.5											
ARENA	66.6										
4.3											
TO ATWATER	62.3	5.47	s 8.23		5.25	5.32	7.40	5.45	9.17	7.05	
1.6											
BUHAOH	60.7										
2.6											
FERGUS	58.1	5.43	8.15				7.32	5.37	9.10	6.40	
3.1											
TO-R MEROED	55.0	s 5.38	s 8.11		s 5.18	s 5.25	7.26	5.30PM	8.57	6.30AM	2.45PM
1.4											
OEEGAN	53.6										
4.7											
LINGARD	48.9	5.18	7.58				7.12		8.31	2.15	
3.9											
ATHLONE	45.0						7.05		8.24	2.00	
5.3											
SIERRA VISTA	39.7										
1.1											
MINTURN	38.6	5.08	7.48		4.55	5.00	6.55		8.13	1.15	
1.3											
TO CHOWCHILLA	37.3		s 7.46							1.00PM 11.50AM	
4.8											
FAIRMEAD	32.5	5.02	f 7.40				6.46		8.04	11.35	
3.5											
BERENDA	29.0		7.36		4.46	4.51	6.37		7.58	11.15	
2.7											
NOTARB	26.3	4.56					6.32		7.53	10.50	
4.7											
TO MADERA	21.6	s 4.50	s 7.28		s 4.38	s 4.43	6.24		7.45	10.00	
2.8											
BORDEN	18.8										
3.5											
IRREGOSA	15.3	4.40	7.19		4.29	4.34	6.09		7.32	7.55	
3.3											
THARSA	12.0										
2.1											
HERNDON	9.9	4.35	7.14		4.24	4.29	5.55		7.24	7.45	
3.7											
R BIOLA JOT.	6.2			s 2.38PM							
2.5											
FRESNO YARD	3.7	4.28	7.08	2.34	4.18	4.23	5.44		7.14	7.30	
1.4											
F. T. Co. Crossing	2.3										
2.3											
TO-R FRESNO	0.0	4.20AM	7.00AM	2.25PM	4.10PM	4.15PM	5.30AM		7.00PM	7.15AM	
(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		(2.40)	(2.50)	(0.13)	(2.20)	(2.31)	(4.10)	(3.05)	(4.45)	(6.20)	(7.30)
Average Speed per Hour		42.22	39.70	28.61	48.26	44.74	27.04	18.68	24.05	9.09	7.33

Rule S-72—Exceptions: Nos. 52, 96 and 60 are superior to No. 239.
East leg of wye at Lathrop is not protected by block signals.
No. 59 will not stop at station at Lathrop but will use east leg of wye to Lathrop subdivision.
No. 53 reduce speed to 10 M. P. H. at Manteca to receive mail.

Additional Stations { Cluster, M. P. 155.9.
Labranza, M. P. 163.3. (Spur)

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Trains	At	For Passengers From or Beyond
53	Any Station	Fresno

EASTWARD

Los Banos Subdivision

WESTWARD

Capacity of Siding in car lengths	THIRD CLASS						SECOND CLASS			FIRST CLASS			Distance from San Francisco Via Antioch	Time Table No. 225 September 15, 1937	Distance from Fresno	FIRST CLASS				THIRD CLASS									
	432		430		428		402		400		26					240		25		239		431		433		403		401	
	Local Freight		Local Freight		Freight		Freight		Mdse.		Owl					Motor		Owl		Motor		Local Freight		Local Freight		Freight		Freight	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday and Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily				Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
Term. Yard BKWOTYP		7.30 AM	11.30 AM	1.40 AM	12.30 AM		8.46 PM	11.20 AM	82.2					TO-R TRACY	126.2	s 5.25 AM	s 6.35 PM					2.20 PM		8.35 PM	11.00 PM				
40 I P		7.40	11.37	1.47	12.35			f 11.27	84.9					W. P. Crossing LYOTH	123.5		f 6.29					2.05		8.21	10.45				
49 P		7.50	11.43	1.52	12.40			f 11.32	87.9					YARMOUTH	120.5	5.13	f 6.25					1.55		8.15	10.40				
40 P		8.03	11.52 AM	2.00	12.47		8.59	s 11.39	92.6					VERNALIS	115.8	5.06	s 6.18					1.20		8.09	10.32				
P							f	f	94.9					SOLYO	113.5	f	f												
39 P		8.13						f 11.44	96.4					HALLY	112.0		f 6.12					12.45		8.02	10.26				
103 WP		8.25	12.04 PM	2.12	12.59		9.08	s 11.51 AM	100.4					WESTLEY	108.0	4.57	s 6.06					12.35		7.55	10.21				
								f	104.8					VANORMER	103.6		f												
48 P		10.00	12.17	2.23	1.08		f 9.16	s 12.04 PM	107.4					TO PATTERSON	101.0	f 4.48	s 5.56					12.17 PM 10.55 AM		7.42	10.10				
47 P		10.40	12.27	2.33	1.16		9.23	s 12.14	113.2					CROWS LANDING	95.2	4.40	s 5.45					10.40		7.32	10.00				
								f	116.0					STOMAR	92.4		f												
43 P								f 12.20	117.3					TIMBA	91.1		f												
51 WP		11.00 AM 12.40 PM	12.40	2.44	1.24		f 9.31	s 12.30	119.5					TO NEWMAN	88.9	f 4.33	s 5.35					10.00		7.20	9.50				
47 P		1.25	12.48	2.50	1.30		f 9.36	s 12.40	123.5					TO GUSTINE	84.9	f 4.26	s 5.20					8.35		7.14	9.36				
35		1.35						f 12.45	126.9					LINORA	81.5		f					7.40							
64 P		1.50	12.58	2.59	1.38		9.44	f 12.48	129.3					INGOMAR	79.1	4.18	f 5.00					7.30		7.04	9.18				
50 P		2.15	1.08	3.09	1.47		9.51	f 12.56	135.6					VOLTA	72.8	4.11	f 4.52					7.00		6.54	9.08				
								f	138.3					TRENT	70.1														
77 BKWOY P	9.00 AM	2.35 PM	1.35	3.30	2.02		s 10.00	s 1.20	140.4					TO-R LOS BANOS	68.0	s 4.05	s 4.45					6.30 AM	2.20 PM	6.45	9.00				
								f	141.6					ABATTO	66.8		f												
49 P	9.25		1.50	3.53	2.15		10.09	f 1.30	148.3					AGATHA	60.1	3.53	f 4.25					1.50		6.17	8.41				
92 P	10.30		2.01	4.10	2.22		10.16	s 1.38	153.0					TO DOS PALOS	55.4	3.48	s 4.18					1.38		6.10	8.34				
36 P	11.00 AM		2.13	4.22				f 1.47	159.8					OXALIS	48.6	3.41	f 4.04					12.45		5.59	8.23				
								f	161.6					SILAXO	46.8		f												
103 WP	12.20 PM		2.24	4.33	2.40		10.32	s 1.57	166.2					TO FIREBAUGH	42.2	3.34	s 3.54					12.20 PM		5.49	8.13				
39 P	12.35		2.31	4.40	2.46			f 2.03	170.8					OROMIR	37.6		f 3.45					11.40 AM		5.42	8.06				
								f	172.8					ARBIOS	35.6		f												
39 P	1.00		2.37	4.47	2.52		10.44	s 2.11	174.5					TO MENDOTA	33.9	3.25	s 3.40					11.30		5.36	8.00				
37 YP	1.20		2.50	5.02	3.04		10.54	f 2.20	181.9					R INGLE	26.5	3.17	f 3.25					10.25		5.24	7.49				
40 P	1.30		2.54	5.06	3.14		10.57	f 2.24	184.5					JAMESAN	23.9	3.14	f 3.22					10.15		5.20	7.45				
42 KWP P	2.37		3.10	5.25	3.30		11.08	s 2.37	193.0					TO-R KERMAN	15.4	3.05	3.10 PM					9.50		5.05	7.30				
52								f 2.42	196.7					FLOYD	11.7							8.35							
39 P	2.55		3.25	5.35	3.39		11.15	f 2.45	198.5					ROLINDA	9.9	2.59						8.20		4.52	7.22				
Spur P									200.8					KEARNEY	7.6														
Spur Y								f	201.8					NEVILLS	6.6														
40 P	3.10		3.35	5.45	3.45		11.21	f 2.51	202.5					PRATTON	5.9	2.54						8.00		4.45	7.15				
Term. Yard BKWOTYP	3.40 PM		3.50 PM	6.00 AM	4.00 AM		s 11.35 PM	s 3.05 PM	208.4					TO-R FRESNO	0.0	2.45 AM						7.40 AM		4.30 PM	7.00 PM				
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday and Monday		Arrive Daily	Arrive Daily						(126.2)		Leave Daily	Leave Daily					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily				
	(6.40) 10.01	(7.05) 8.21	(4.20) 29.12	(4.20) 29.12	(3.30) 36.05		(2.49) 44.80	(3.45) 33.65						Time over District		(2.40) 47.32	(3.25) 32.42					(7.50) 7.43	(6.40) 10.20	(4.05) 30.90	(4.00) 31.55				
														Average Speed per Hour															

Time Table No. 225 September 15, 1937				
STATIONS				
TO-R	TRACY	126.2	s 5.25 AM	s 6.35 PM
	2.7			
	W. P. Crossing	123.5		f 6.29
	LYOTH			
	3.0			
	YARMOUTH	120.5	5.13	f 6.25
	4.7			
	VERNALIS	115.8	5.06	s 6.18
	2.3			
	SOLYO	113.5	f	f
	1.5			
	HALLY	112.0		f 6.12
	4.0			
	WESTLEY	108.0	4.57	s 6.06
	4.4			
	VANORMER	103.6		f
	2.6			
TO	PATTERSON	101.0	f 4.48	s 5.56
	5.8			
	CROWS LANDING	95.2	4.40	s 5.45
	2.8			
	STOMAR	92.4		f
	1.3			
	TIMBA	91.1		f
	2.2			
TO	NEWMAN	88.9	f 4.33	s 5.35
	4.0			
TO	GUSTINE	84.9	f 4.26	s 5.20
	3.4			
	LINORA	81.5		f
	2.4			
	INGOMAR	79.1	4.18	f 5.00
	6.3			
	VOLTA	72.8	4.11	f 4.52
	2.7			
	TRENT	70.1		
	2.1			
TO-R	LOS BANOS	68.0	s 4.05	s 4.45
	1.2			
	ABATTO	66.8		f
	6.7			
	AGATHA	60.1	3.53	f 4.25
	4.7			
TO	DOS PALOS	55.4	3.48	s 4.18
	6.8			
	OXALIS	48.6	3.41	f 4.04
	1.8			
	SILAXO	46.8		f
	4.6			
TO	FIREBAUGH	42.2	3.34	s 3.54
	4.6			
	OROMIR	37.6		f 3.45
	2.0			
	ARBIOB	35.6		f
	1.7			
TO	MENDOTA	33.9	3.25	s 3.40
	7.4			
R	INGLE	26.5	3.17	f 3.25
	2.6			
	JAMESAN	23.9	3.14	f 3.22
	8.5			
TO-R	KERMAN	15.4	3.05	3.10 PM
	3.7			
	FLOYD	11.7		
	1.8			
	ROLINDA	9.9	2.59	
	2.3			
	KEARNEY	7.6		
	1.0			
	NEVILLS	6.6		
	0.7			
	PRATTON	5.9	2.54	
	5.9			
TO-R	FRESNO	0.0	2.45 AM	
	(126.2)			
Time over District.....				
Average Speed per Hour				

No. 26 reduce speed Saturdays to 20 M. P. H. at Gustine and Dos Palos to dispatch papers.

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

Additional Stations:
 Ohm, M.P. 93.5
 Brito, M.P. 149.6.
 Benito, M.P. 169.0.
 Button, M.P. 185.
 Rugg, M.P. 196.2.
 Forsey, M.P. 203.7 (Spur).
 Crayold, M.P. 205.3 (Spur).

EASTWARD

Niles Subdivision.

WESTWARD

19

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS		FIRST CLASS				Distance from San Francisco	Time Table No. 225 September 15, 1937	Distance from Santa Clara	FIRST CLASS				SECOND CLASS		THIRD CLASS			
	414	418	422	450			74	250				259	73				451	407	419	415	417
	Local Freight	Local Freight	Freight	Mdse			Oakland Lark	Passenger				Passenger	Oakland Lark				Mdse	Freight	Freight	Local Freight	Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays			Leave Daily	Leave Daily				Arrive Daily	Arrive Daily				Arrive Daily Ex. Sun., Mon. and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
	STATIONS																				
WP		11.00 AM	9.30 PM	7.32 PM			8.43 PM	7.53 AM	13.4	Automatic Block System	31.4		8.47 AM			8.12 AM		3.00 AM		5.25 PM	
		11.05							15.5		TO-R ELMHURST 2.1										5.17
20 P		11.10					f		17.8		MULFORD 2.3										5.12
68 WP		11.15	9.45	7.44			f 8.53	8.01	20.2		ROBERT 2.4										5.05
P		11.30 AM					f 8.57		21.5		RUSSELL 1.3		f 8.39				8.01		2.45		5.00
Spur									23.0		MOUNT EDEN 1.5										
61 P		12.30 PM	9.55	7.53			s 9.05	f 8.10	25.3		BAUMBERG 2.3										
									26.2		TO ALVARADO 0.9		s 8.31				7.48		2.35		4.45
		12.40							28.4		HALL 2.2										4.07
88WIYP	11.50 AM	12.50 PM	10.10	8.17			f 9.14	s 8.22	30.6		ARDEN 2.2										
									32.8		TO-R NEWARK 2.2	s 5.25 AM	f 8.22				7.40	6.10 AM	2.20	11.15 AM	4.00 PM
79 P	12.05 PM		10.20	8.23			f 9.20	8.28	34.1		MOWRY 1.3	f									
									35.5		ALBRAE 1.4	f 5.15	f 8.13				7.34	6.00	2.00	11.05	
P							f		36.5		MALLARD 1.0										
P	12.20						f 9.30	s 8.38	39.1		DRAWBRIDGE 2.6	f	f								
49 P	12.50		10.38	8.38			f 9.37	s 8.43	41.7		ALVISO 2.6	f 5.06								10.50	
Term. Yard KI P	1.00 PM		10.45 PM	8.45 PM			9.43 PM	s 8.48 AM	44.8		TO AGNEW 3.1	s 5.01	f 8.04				7.24	5.40	1.40	10.45	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays			Arrive Daily	Arrive Daily			TO-R SANTA OLARA	4.55 AM	7.59 AM				7.20 AM	5.30 AM	1.30 AM	10.30 AM	
	(1.10) 12.17	(1.50) 4.90	(1.15) 25.12	(1.13) 25.80			(1.00) 31.40	(0.55) 34.25		(31.4)	Leave Daily	Leave Daily				Leave Daily Ex. Sun., Mon. and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
										Time over District.....	(0.30) 28.40	(0.48) 39.25				(0.52) 36.23	(0.40) 21.30	(1.30) 20.93	(0.45) 18.93	(1.25) 12.14	
										Average speed per hour.....											

EASTWARD

Niles Subdivision.

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 225		Distance from San Jose	FIRST CLASS			ADDITIONAL FLAG STOPS						
			404			254		252	244		September 15, 1937			253	245	255	Train	At	Frequency	For Passengers To or From
			Freight			Passenger		Passenger	Passenger			Passenger	Passenger	Passenger	250	Drawbridge	Sunday Only	Any Station		
			Leave Daily			Leave Daily		Leave Daily	Leave Daily			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	250	Drawbridge	Wednesday and Friday Daily Daily	To San Jose or Beyond From Fruitvale or Beyond To San Jose or Beyond		
68 BKWYP						8.16 PM	6.40 PM	9.00 AM	29.2	Automatic Block System	18.5	s 6.38 AM	s 8.33 AM	s 5.45 PM						
IY P		3.45 AM							29.7		TO-R NILES 0.5	18.0				See page 20 for additional trains between Niles and Niles Tower.				
							f	f	30.6		TO-R NILES TOWER W. P. Crossing 0.9	17.1		f	f					
30 P		4.00			f 8.23	f 6.49	s 9.10	32.8	OVERACKER 2.2		14.9	f 6.31	f 8.26	s 5.36						
35 P		4.10			f 8.29	f 6.56	f 9.16	36.3	IRVINGTON 3.5		11.4	f 6.25	f 8.21	f 5.29						
33 P		4.22			f 8.36	f 7.03	s 9.23	40.7	WARM SPRINGS 4.4		7.0	f 6.20	f 8.15	s 5.23						
30 P		4.27				f 7.08	f 9.28	43.3	TO MILPITAS 2.6		4.4	f 6.15	8.10	f 5.18						
Term. Yard BKWOITY P		4.40 AM			s 8.50 PM	s 7.20 PM	s 9.40 AM	47.7	WAYNE 4.4		0.0	6.05 AM	8.00 AM	5.08 PM						
		Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		TO-R SAN JOSE			Leave Daily Ex. Sunday	Leave Daily	Leave Daily						
		(0.55) 19.09			(0.34) 32.65	(0.40) 27.75	(0.40) 27.75		(18.5)											
									Time over District.....		(0.33) 33.63	(0.33) 33.63	(0.37) 30.00							
									Average Speed per Hour.....											

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 applies at the passenger station.
At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.
Holidays indicated are: New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.

Capacity of sidings in car lengths	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 225 September 15, 1937	THIRD CLASS		
	436 Local Freight	408 Freight		472 Freight	402 Freight	406 Freight		258 Passenger				401 Freight	413 Local Freight	473 Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Monday		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily		Leave Daily				Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
IWY P		3.50 AM		10.40 PM	8.20 PM				26.2	Automatic Block System	STATIONS	16.8	3.30 AM	12.10 AM
									27.5			15.5		
									28.0			15.0		
63 P		3.58		10.46	8.26				29.5			13.5	3.20	12.01 AM
									30.9			12.1		
48 P		4.06		10.53	8.33			(See Note)	33.9			9.1	3.10	11.51 PM
99 WIYP	11.25 AM	4.30		11.15	8.55	6.10 AM		5.25 AM	37.2			5.8	2.50	10.30 AM
									39.0			4.0		
46 P	11.30	4.40		11.22	9.02	6.15		s 5.32	40.1			2.9	2.45	10.20
78 P		4.45		11.25	9.05	6.30		5.35	41.7			1.3	2.40	10.05
IYP								5.37	42.5			0.5	10.02	
		4.50 AM		11.28 PM	9.08 PM	6.33 AM			43.0			0.0	2.35 AM	11.17 PM
68 BKWY P	11.40 AM							s 5.38 AM	43.0			0.0	10.00 AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily				Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(0.15) 23.20	(1.00) 16.80		(0.48) 21.00	(0.48) 21.00	(0.23) 15.13		(0.13) 26.77				(0.55) 18.33	(0.30) 11.60	(0.53) 19.01

See page 19 for additional trains between Niles and Niles Tower.

At Redwood Junction schedule time and train orders will apply at the end of double track.

At Newark the schedule time of No. 258 applies at the passenger station.

At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.

At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

Eastward Niles Subdivision Westward

Distance from San Francisco	Time Table No. 225 September 15, 1937		Distance from Stonehurst
	Stonehurst Branch		
	STATIONS		
13.4	TO	ELMHURST 0.9	0.9
14.3	Western Pacific Crossing STONEHURST		0.0
	(0.9)		

EASTWARD		Lathrop Subdivision		WESTWARD	
Capacity of sidings in car lengths	SECOND CLASS 434 Freight Leave Daily Ex. Sunday	Distance from San Francisco Via Niles	Time Table No. 225 September 15, 1937 Lodi Branch STATIONS	Distance from Kentucky House	THIRD CLASS 435 Freight Arrive Daily Ex. Sunday
BKWOYP	9.30 AM	103.3	TO-R Lodi 1.3	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 LOKEFORD 4.0	31.9	3.35
P	10.15	114.7	TO CLEMENTS 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	MAONIDER 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..... Average Speed Per Hour.....		(2.40) 14.74

EASTWARD		Lathrop Subdivision		WESTWARD	
Capacity of sidings in car lengths		Distance from San Francisco Via Niles	Time Table No. 225 September 15, 1937 Ione Branch STATIONS	Distance from Ione	
WOYP		111.7	TO-R GALT 5.0	27.1	
		116.7	C. C. T. Co. Crossing VANSTOW 5.3	22.1	
P		122.0	CLAY 10.3	16.8	
P		132.3	OARBONDALE 0.7	6.5	
Spur		133.0	LIGNITE 1.8	5.8	
Spur		134.8	EDWIN 0.4	4.0	
Spur		135.2	OLARKSONA 2.5	3.6	
Spur		137.7	DAGON 1.1	1.1	
WT P		138.8	TO-R IONE	0.0	
			(27.1)		

EASTWARD		Lathrop Subdivision		WESTWARD	
Capacity of sidings in car lengths		Distance from San Francisco Via Niles	Time Table No. 225 September 15, 1937 Lodi Branch STATIONS	Distance from Woodbridge	
BKWOYP		103.3	TO-R Lodi C. C. T. Co. Crossing 2.5	2.5	
		105.8	WOODBIDGE	0.0	
			(2.5)		

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS				Distance from San Francisco Via Vallejo	Time Table No. 225 September 15, 1937		Distance from Calistoga	THIRD CLASS							
			438	440		Napa Branch	STATIONS		439	441						
			Local Freight	Local Freight									Local Freight	Local Freight		
			Leave Daily	Leave Daily Ex. Sunday											Arrive Daily	Arrive Daily Ex. Sunday
101 BKWOYP			3.00 AM	2.00 AM	50.5	TO-R SUISUN-FAIRFIELD 2.6	47.6	6.50 AM	6.15 PM							
					47.9	SUBEET 1.7	45.0									
24			3.10	2.10	46.2	THOMASSON 1.4	43.3	6.40	6.00							
35 WP			3.15	2.15	44.8	TO CORDELIA 3.8	41.9	6.35	5.50							
20 West 23 East P			3.25	2.25	41.0	ORESTON 3.7	38.1	6.25	5.35							
WYP			3.40 AM	2.45	37.3	TO-R NAPA JUNCTION 0.7	34.4	6.10 AM	5.15							
					38.0	Napa Valley Ry. Crossing 3.0	33.7									
					41.0	RATTO 0.7	30.7									
					41.7	SUSCOL 1.1	30.0									
					42.8	ROCKTRAM 1.4	28.9									
					44.2	IMOLA 1.2	27.5									
					45.4	Napa Valley Ry. Crossing 0.1	26.3									
47 KW				4.00	45.5	TO NAPA 2.3 Staff System	26.2		4.45							
24				4.10	47.8	UNION 2.4	23.9		3.50							
					50.2	OAK KNOLL 1.5	21.5									
					51.7	TRUBODY 2.3	20.0									
19				4.30	54.0	TO YOUNTVILLE 3.5	17.7		3.40							
				4.55	57.5	TO OAKVILLE 1.9	14.2		3.20							
				5.10	59.4	RUTHERFORD 1.8	12.3		3.05							
				5.15	61.2	ZINFANDEL 0.9	10.5		2.50							
					62.1	THOMANN 1.5	9.6									
17				6.10	63.6	ST. HELENA 0.9	8.1		2.45							
					64.5	KRUG 0.8	7.2									
					65.3	BARRO 2.2	6.4									
W					67.5	BALE 0.8	4.2									
					68.3	LARKMEAD 0.7	3.4									
W					69.0	MAPLE 2.7	2.7									
16 BKTW				7.00 AM	71.7	TO-R CALISTOGA	0.0		2.00 PM							
			Arrive Daily	Arrive Daily Ex. Sunday		(47.6)		Leave Daily	Leave Daily Ex. Sunday							
			(0.40) 19.80	(5.00) 9.52		Time over District.....		(0.40) 19.80	(4.15) 11.17							
						Average speed per hour.....										

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths			Distance from San Francisco	Time Table No. 225 September 15, 1937		Distance from Napa Junction		
				Vallejo Branch				
				STATIONS				
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. 225		Distance from Schellville	THIRD CLASS	
		438			September 15, 1937			439
		Local Freight			Schellville Branch			Local Freight
		Leave Daily			STATIONS			Arrive Daily
WYP		4.00 AM	37.3	TO-R NAPA JUNCTION		11.5	5.50 AM	
			37.7	Napa Valley Ry. Crossing		11.1		
66		4.05	38.1	LOMBARD		10.7	5.45	
			40.8	BRAZOS		8.0		
			42.3	BUOHLI		6.5		
			44.5	MERAZO		4.3		
			45.8	RAMAL		3.0		
Y		4.40 AM	48.8	TO-R SCHELLVILLE		0.0	5.10 AM	
		Arrive Daily		(11.5)			Leave Daily	
		(0.40) 17.25		Time over District			(0.40) 17.25	
				Average speed per hour				

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths			Distance from San Francisco	Time Table No. 225		Distance from Union		
				September 15, 1937				
				Buchli Union Branch				
				STATIONS				
			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			
24			50.8	UNION	0.0			
				(8.6)				

EASTWARD										WESTWARD													
Merced Subdivision										Merced Subdivision													
Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS		Distance from San Francisco Via Niles	Time Table No. 225 September 15, 1937		Distance from Merced	SECOND CLASS		THIRD CLASS		Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS		Distance from San Francisco Via Antioch	Time Table No. 225 September 15, 1937		Distance from Raymond	THIRD CLASS	
	454		448			Oakdale Branch			449		455			456		Raymond Branch			457				
	Freight		Mixed			STATIONS			Mixed		Freight			Mixed		STATIONS			Mixed				
	Leave Daily Ex. Sunday		Leave Mon. Wed., Fri.			Arrive Tues. Thurs., Sat.			Arrive Daily Ex. Sunday		Arrive Tues. and Sat.			Arrive Tues. and Sat.		Arrive Tues. and Sat.							
Yard BKWOITY P	4.00 AM		11.30 AM	90.9	TO-R	STOCKTON W. P. Crossing C. C. T. Co. Crossing 5.1	72.0	s	2.30 PM		6.30 PM	WT	P		9.00 AM	176.5	R	BERENDA 3.3	20.9	s	12.40 PM		
Spur			f	96.0		ORFORD 0.7	66.9	f				I				179.8	TO	KISMET TOWER A. T. & S. F. Crossing 4.0	17.6				
Spur	4.13		f	11.45	96.7	CHARLESTON 1.0	66.2	f	2.05		6.15				f	9.20	183.8	TALBOT 4.1	13.6	f	12.15 PM		
Spur				97.7		SIBLEY 0.6	65.2								f	9.35	187.9	DAULTON 2.9	9.5	f	11.59 AM		
Spur			f	98.3		WALTHALL 2.3	64.6	f				Spur			f		190.8	JESBEL 4.2	6.6	f			
Spur			f	11.53 AM	100.6	HOLDEN 3.2	62.3	f							f	10.00	195.0	HERBERT 1.2	2.4	f			
23 WYP	4.30		s	12.03 PM	103.8	PETERS 4.4	59.1	f	1.50		6.00				f		196.2	KNOWLES JOT. 1.2	1.2	f	11.30		
P	4.45		s	12.20	108.2	FARMINGTON 3.3	54.7	s	1.40		5.47	WTP			s	10.15 AM	197.4	R	RAYMOND	0.0	10.45 AM		
Spur			f		111.5	GOTRI 2.6	51.4	f							Arrive Tues. and Sat.			(20.9)		Leave Tues. and Sat.			
16	4.50		f	12.33	114.1	COMETA 2.6	48.8	f			5.32				(1.15) 16.72			Time over District.....		(1.55) 10.90			
P	5.00		s	12.41	116.7	VALLEY HOME 3.9	46.2	f	1.15		5.25							Average Speed per Hour.....					
Spur			f		120.6	ADELA 1.8	42.3	f															
47 WP	5.30 AM		s	12.55 1.45	122.4	TO-R	OAKDALE A. T. & S. F. Crossing 3.9	40.5	s	12.55 PM		5.00 PM											
44			f	2.00	126.3	OLARIBEL 6.1	36.6	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																
BKWOT P			s	4.15 PM	162.9	TO-R MERCED	0.0		9.30 AM														
	Arrive Daily Ex. Sunday		Arrive Mon. Wed., Fri.			(72.0)			Leave Tues. Thurs., Sat.		Leave Daily Ex. Sunday												
	(1.30) 21.00		(4.45) 15.15			Time over District.....			(5.00) 14.40		(1.30) 21.00												
						Average Speed per Hour.....																	
EASTWARD										WESTWARD													
Merced Subdivision										Merced Subdivision													
Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS		Distance from San Francisco Via Niles	Time Table No. 225 September 15, 1937		Distance from Milton	SECOND CLASS		THIRD CLASS		Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS		Distance from San Francisco Via Antioch	Time Table No. 225 September 15, 1937		Distance from Dairyland	THIRD CLASS	
	454		448			Milton Branch			449		455			456		Raymond Branch			457				
	Freight		Mixed			STATIONS			Mixed		Freight			Mixed		STATIONS			Mixed				
	Leave Daily Ex. Sunday		Leave Mon. Wed., Fri.			Arrive Tues. Thurs., Sat.			Arrive Daily Ex. Sunday		Arrive Tues. and Sat.			Arrive Tues. and Sat.		Arrive Tues. and Sat.							
23 WYP				103.8		PETERS 5.7	11.5						37 WP		168.2	TO	CHOWCHILLA 4.4	10.1					
				109.5		WAVERLY 5.8	5.8						Spur		172.6		ASH 1.5	5.7					
TP				115.3		MILTON	0.0						Spur		174.1		OVEJA 1.2	4.2					
						(11.5)									175.3		TILMAN 1.9	3.0					
															177.2		PLAINS 1.1	1.1					
															178.3		DAIRYLAND	0.0					
																	(10.1)						

SPECIAL INSTRUCTIONS

**RULE 2. Authorized Watch Inspectors:**

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.
 Oakland.....E. W. Becker, 3357 E. 14th St.
 Oakland.....H. Bullard, 1194 Seventh Street
 Oakland.....E. S. Griffin, 214 Easton Bldg.
 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
 Suisun-Fairfield.....Chas. J. Wiener
 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.
 Newman.....Ernest Beall
 Los Banos.....John B. Machado
 Fresno.....Bert Fuller, 1335 Fulton St.
 Fresno.....A. L. Colvin, 1211 Fulton St.
 Madera.....Robert J. Wellman
 Merced.....R. C. Haun
 Modesto.....W. P. Shoemaker
 Turlock.....D. F. Hall

RULE 10 (J). A new type round slow board, painted yellow, has been adopted, which by black figures indicates the speed restrictions applying to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, when those trains consist of streamlined cars and diesel power unit.

The speeds indicated by white oval slow boards apply to trains 101 and 102, Streamliner CITY OF SAN FRANCISCO, unless a new type round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

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

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

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

Martinez, Trains on Tracy line.
 Elmhurst, Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.
 Niles, Trains on Milpitas line.
 Napa Jet., Trains on Schellville line.
 Suisun-Fairfield, Trains on Napa Jet. 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 19. Streamliner CITY OF SAN FRANCISCO is equipped with two red bull's eye lights counter-sunk nearly flush with roof of rear car. Lights burn continuously by day and night and serve as markers on this train.

RULE 21. Streamliner CITY OF SAN FRANCISCO is not equipped with train indicators. No engine number will be used in train orders. It will be identified as Streamliner CITY OF SAN FRANCISCO and consist of two motor cars and nine articulated type passenger train cars.

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 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.

RULE 83 (A).

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

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

At Sacramento: First-class trains and passenger extras register at Passenger Station and other trains register at Sacramento, 12th Street.

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.

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

Elmhurst.....	Regular Trains
Niles.....	Nos. 95, 96, 278, 279, 280, 235 and 237
Niles Tower.....	All Trains
Redwood Junction.....	All Trains
Newark.....	Nos. 259, 258, 407 and 406
Santa Clara.....	All trains at Santa Clara Tower
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	
Magnolia Tower.....	All Trains
Sacramento, 12th St: Western Division trains except those originating and terminating.	

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

Western Division trains originating Roseville, via Elvas and Brighton, will obtain separate Sacramento and Western Division clearances.

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."

RULES 86 and 87. Second and inferior class trains and extra trains must clear time of Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102 not less than fifteen (15) minutes.

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

Oakland	Port Chicago	Fresno	Los Banos
Port Costa	Pittsburg	Redwood Jet.	Kerman
Suisun-Fairfield	Tracy	Newark	Oakdale
Davis	Lathrop	Niles	Valley Spring
Sacramento	Modesto	Livermore	Kentucky House
South Vallejo	Turlock	Stockton	Ione
Napa Jet.	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.

Within yard limits, engines must clear the main track not less than fifteen (15) minutes for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

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

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

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

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

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

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.

Western Pacific Railway at 42nd Ave., Oakland, STOP and FLAG.

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 River Bridge.....San Joaquin River
Brazos.....Napa River

DRAWBRIDGE NOT INTERLOCKED:

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

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

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

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

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

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

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

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

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

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

Elmhurst.... (End of double track) for Eastward track.
Junction Switch for Niles line.

Whistle

Signals:—For Santa Clara line, one short, two long.
For Tracy line, one long, one short, one long.
For Stonehurst line, one short, one long, one short.

Niles..... West end, for Oakland-Tracy line.

Operators at Niles while on duty, will handle junction switch located 550 feet west of station building and cross-over switch located 250 feet west of station building for trains to enter or leave the Niles-San Jose main track. Whistle signal for this route, one long, two short and one long.

Westward trains using crossover located 250 feet west of station building will be governed by indication of Signal No. 287. Eastward trains using crossover will receive a green flag by day and a green light by night.

Avon.....San Ramon Branch, for siding.
Napa Junction.....Suisun-Fairfield-Napa line, for South Vallejo line.
Union.....Crossover switch at west end of siding, for 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 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner CITY OF SAN FRANCISCO No. 101 and No. 102.

RULE 105. LATHROP 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, Niles and Kismet Tower.

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

Niles is continuous train-order office daily except Sundays and holidays.

On Sundays and holidays operators on duty at Niles from 8:00 A. M. to 10:00 A. M. and 4:30 P. M. to 9:30 P. M.

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 switch tender at Puzzle switch and be governed by his instruction.

ELMHURST

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

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

No.	950	High water alarm, Merced subdivision.
965	"	"
1074	"	"
1091	"	"
1372	"	"
1395	"	"
1936	"	"
1951	"	"
423	"	Protection for oil buffer switch at Shinn.
359	"	" " " " " " Mococo.
374	"	" " " " " " Napa Junction.

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:

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

On eastward track from two-light signal 600 feet east of Martinez passenger station to eastward signal 328 on Bridge line and eastward signal 358 on Tracy line.

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 DRAW BRIDGE TOWER—
San Joaquin River Bridge between Banta and Lathrop

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

Both switches are oil buffer spring switches.

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.

Signal Operator on duty from 9:00 a. m. to 12 noon and 1:00 p. m. to 6:00 p. m.

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

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

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

POLK

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

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 cabooses, 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.

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

When necessary retainers will be used between Altamont and Midway, Altamont and Ulmar, Creston and Cordelia, Creston and Napa Junction 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, 4100 and 4200 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, 4100 and 4200 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.

10. El Pinal Winery Spur cannot be used beyond point 400 feet from main track.

SPECIAL INSTRUCTIONS

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

Schellville Branch.....	MK 4
Vallejo Branch.....	M 9
Napa Branch, Napa Jct. to Union.....	C
Napa Branch, Union to Calistoga.....	M 4
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
Stockton, Tracks 2 and 3 except to pick up and set out cars.....	C
Oakdale Branch.....	MK 6
Milton Branch.....	E 23
Chowchilla Branch.....	M 4
Raymond Branch, Berenda to Daulton.....	T 40
Raymond Branch, Daulton to Raymond.....	M 4
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 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.

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 Except Streamliner Diesel Power	Streamliner Diesel Power Unit	With T 1, 2, T 7 to 23, 28, 31, 36, MK 5, 6, 7, 8, 9 M	With SP 1, 2, 3, F 1, 3, 4, 5, 6, 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				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 F 1, 3, 4, 5, 6 SP 1, 2, 3 M	T26, 32, 37, 40	Mt 1, 3, 4, 5 GS 1 E P A
2, 3, 4, 5	Oakland and Berkeley, University Ave.....	50	60	50	45	40	35	20	20	30	35	40	45
2, 3, 4, 5	Berkeley, University Ave. and Krieger.....	65	80	50	45	40	40	30	20	30	35	40	45
2, 3, 4, 5	Krieger and Port Costa, Tangent.....	50	60	50	45	40	40	30	20	30	35	40	45
2, 3, 4, 5	Krieger and Port Costa, on Curves.....	40	45	40	40	40	30	25	20	30	30	30	30
2, 3, 4, 5	Passing Port Costa Station.....	40	50	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	15	15	15	15	15
2, 3, 4, 5	Port Costa and Martinez, Tangent.....	50	60	50	45	40	35	30	20	30	35	40	45
2, 3, 4, 5	Port Costa and Martinez, on Curves.....	45	50	45	45	40	30	25	20	30	30	30	30
6, 7, 8, 9	Eastward Track, Martinez to M.P. 35.....	45	45	45	45	40	35	25	20	30	35	35	35
6, 7, 8, 9	Eastward Track, M.P. 35 to Suisun-Fairfield.....	60	80	50	45	40	40	30	20	30	35	40	45
6, 7, 8, 9	Eastward Track, Suisun-Fairfield to Dixon.....	65	95	50	45	40	40	30	20	30	35	40	45
6, 7, 8, 9	Eastward Track, Dixon to Webster.....	65	80	50	45	40	40	30	20	30	35	40	45
6, 7, 8, 9	Eastward Track, Webster to Mikon.....	65	95	50	45	40	40	30	20	30	35	40	45
6, 7, 8, 9	Eastward Track, Mikon to Sacramento.....	65	80	50	45	40	40	30	20	30	35	40	45
6, 7, 8, 9	Westward Track, Sacramento to M.P. 85.3.....	65	80	50	45	40	40	30	20	30	35	40	45
6, 7, 8, 9	Westward Track, M.P. 85.3 to Webster.....	65	95	50	45	40	40	30	20	30	35	40	45
6, 7, 8, 9	Westward Track, Webster to M.P. 72.....	65	80	50	45	40	40	30	20	30	35	40	45
6, 7, 8, 9	Westward Track, M.P. 72 to Suisun-Fairfield.....	65	95	50	45	40	40	30	20	30	35	40	45
6, 7, 8, 9	Westward Track, Suisun-Fairfield to east end steel viaduct 35-B.....	60	80	50	45	40	40	30	20	30	35	40	45
6, 7, 8, 9	Westward Track, east end steel viaduct 35-B to Martinez.....	45	45	45	45	40	35	25	20	30	35	35	35
6, 7, 8, 9	Suisun-Fairfield Yard, both tracks.....	50	50	50	45	40	35	25	20	30	35	35	35
6, 7, 8, 9	Davis Yard, both tracks.....	40	50	40	40	40	35	25	20	30	35	35	35
6, 7, 8, 9	Sacramento Northern Ry. Crossing, both tracks.....	40	40	40	40	40	40	30	20	25	25	25	25
6, 7, 8, 9	Sacramento River Drawbridge, both tracks.....	20	20	20	20	20	20	20	20	20	20	20	20
10, 11	End of Double Track Mococo to Martinez, Westward Track.....	30	.....	30	30	30	20	20	20	20	20	20	20
10, 11	Martinez to End of Double Track Mococo, Eastward Track.....	50	.....	50	45	40	35	20	20	30	35	40	45
10, 11	End of Double Track Mococo and East Switch Port Chicago.....	50	.....	50	45	40	35	30	20	30	35	40	45
10, 11	East Switch Port Chicago and Tracy.....	60	.....	50	45	40	40	30	20	30	35	40	45
10, 11	Shell Point, Chemical Spur.....	10	.....	10	10	10	10	10	10	10	10	10	10
10	Avon and San Ramon (except).....	20	.....	20	20	20	20	15	15	20	20	20	20
10	Over Bridges 44-E near Hookston and 49-C west of Rady.....	10	.....	10	10	10	10	10	10	10	10	10	10
10	Over Bridge 57-A east of Osage.....	10	.....	10	10	10	10	10	10	10	10	10	10
10	San Ramon and Radum.....	15	.....	15	15	15	15	15	15	15	15	15	15
11	Elmira and Winters.....	30	.....	30	30	30	30	20	15	30	30	30	30
11	Winters and Capay.....	25	.....	25	25	25	25	15	15	25	25	25	25
10, 11, 12	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
12, 13	Oakland and Tracy (except).....	50	.....	50	45	40	35	20	20	30	35	40	45
12, 13	Halvern and Alvarado.....	10	.....	10	10	10	10	10	10	10	10	10	10
12, 13	Niles and M.P. 34.5.....	35	.....	35	30	25	25	15	15	25	25	25	25
12, 13	M.P. 52 and M.P. 53.5.....	30	.....	30	25	25	25	15	15	25	25	25	25
12, 13	M.P. 53.5 and M.P. 55.5.....	40	.....	40	30	30	25	15	15	25	25	25	25
12, 13	M.P. 55.5 and M.P. 58.5.....	30	.....	30	25	25	25	15	15	25	25	25	25
12, 13	M.P. 58.5 to M.P. 61.....	35	.....	35	30	30	25	15	15	25	25	25	25
12, 13	M.P. 61 and Midway.....	40	.....	40	30	30	25	15	15	25	25	25	25
14, 15	Tracy and Lathrop (except).....	60	.....	50	45	40	40	30	20	30	35	40	45
14, 15	San Joaquin River Drawbridge.....	10	.....	10	10	10	10	10	10	10	10	10	10
14, 15	Lathrop and Stockton.....	55	.....	50	45	40	40	20	20	30	35	40	45
14, 15	Stockton and End of Double Track, M.P. 95.....	55	.....	50	45	40	35	30	20	30	35	40	45
14, 15	End of Double Track and Road Crossing 95-D.....	40	.....	40	40	40	30	20	20	30	30	30	30
14, 15	Eastward trains through S.D.S switch at End of double track.....	25	.....	25	25	25	20	20	20	25	25	25	25

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

SPECIAL INSTRUCTIONS

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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 C12, 15, 17: MC 2, 4, 6 AC 1, 2, 3, TW				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 F 1, 3, 4, 5, 6 SP 1, 2, 3 M	T28, 32, 37, 40	Mt 1, 3, 4, GS 1 E P A
14, 15	Westward trains at End of double track through control switch to Eastward Track.	25	25	25	25	25	20	20	25	25	25	25
14, 15	Through Controlled Sidings in S.D.S.	25	25	25	25	25	20	20	25	25	25	25
14, 15	Through Controlled Sidings in S.D.S. under Caution Indication.	12	12	12	12	12	12	12	12	12	12	12
14, 15	Crossing 95-D and Castle.	55	50	45	40	35	30	20	30	35	40	45
14, 15	Castle and M.P. 132.	60	50	45	40	40	30	20	30	35	40	45
14, 15	M.P. 132 and Brighton.	50	50	45	40	40	30	20	30	35	40	45
16, 17	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
16, 17	East leg outer wye Lathrop.	15	15	15	15	15	15	15	15	15	15	15
16, 17	W. P. Crossing and Biola Jct. (except).	65	50	45	40	40	30	20	30	35	40	45
16, 17	Over Highway Crossing east of Manteca Sta.	45	45	45	40	30	20	20	30	30	30	30
16, 17	Spreckles Sugar Spur, Manteca.					10	10	10	10	10	10	10
16, 17	Over Highway Crossing and Street Crossing west of Livingston Station.	45	45	45	40	30	20	20	30	30	30	30
16, 17	Sugar Pine Spur, Madera.					10	10					
16, 17	Winery Spur, Madera.					20	20					
16, 17	Biola Junction and Fresno (except).	50	50	45	40	35	30	20	30	35	40	45
16, 17	Fresno Traction Crossing, Olive Ave.	20	20	20	20	20	20	20	20	20	20	20
18	Tracy and Fresno (except).	55	50	45	40	40	30	20	30	35	40	45
18	Over W. P. Crossing, Lyoth.	40	40	40	40	25	20	20	25	25	25	25
18	Kearney and Timba Spurs.					10	10	10				
19	Elmhurst and Santa Clara (except).	50	50	45	40	35	30	20	30	35	40	45
19, 20	Newark Yard.	40	40	40	40	20	15	15	25	25	25	25
19	Over Warm Springs and Coyote Drawbridges.	15	15	15	15	15	15	15	15	15	15	15
19	Distillery Spur, Agnew.					6	6	6				
19	Niles and San Jose via Milpitas (except).	40	40	40	40	25	20	20	20	20	25	25
19	San Jose Yard.	20	20	20	20	20	20	20	20	20	20	20
19	Trains with AC, F-4 and F-5 Engines.	20				20						
20	Niles and Newark.	50	50	45	40	35	20	20	30	35	40	45
20	Newark and Redwood Junction (except).	40	40	40	40	40	20	20	30	35	40	45
20	Newark Slough Drawbridge.	20	20	20	20	20	20	20	20	20	20	20
20	San Francisco Bay Bridge.	30	30	30	30	30	30	20	30	30	30	30
20	Dumbarton Salt and Ravenswood Spurs.					8	8	8				
21	Biola Junction and Kerman (except).	35	35	35	35	35	20	20	35	35	35	35
21	Passenger Trains Handled by Motor.	40										
21	Galt and Ione (except).	30				30	15	15		30		30
21	M.P. 125.5 and M.P. 125.7.	25				25	15	15		25		25
21	M.P. 126.5 and M.P. 126.7.	25				25	15	15		25		25
21	M.P. 127.0 and M.P. 127.1.	20				20	15	15		20		20
21	M.P. 131.1 and M.P. 131.3.	25				25	15	15		25		25
21	M.P. 132.2 and M.P. 132.4.	25				25	15	15		25		25
21	Lodi and Woodbridge.	10				10	10	10	10	10	10	10
21	Lodi and M.P. 121.4.	25				25	15	15	25	25	25	25
21	M.P. 121.4 and M.P. 132.3.	20				20	15	15	20	20	20	20
21	M.P. 132.3 and M.P. 139.7.	15				15	15	15	15	15	15	15
21	M.P. 139.7 and Kentucky House.	20				20	15	15	20	20	20	20
22	Suisun-Fairfield and Cordelia.	40	40	30	30	25	20	15	25	25	25	25
22	Cordelia Winery Spur.					10	10	10				
22	Cordelia and Napa Junction.	35	35	25	25	25	15	15	25	25	25	25
22	Napa Junction and Calistoga.	25				25	20	15	25	25	25	25
22	Napa Junction and South Vallejo.	25	25	25	25	15	15	15	25	25	25	25
22	Napa Junction and Schellville (except).	25	25	25	25	15	15	15	25	25	25	25
22	Napa River Drawbridge.	10	10	10	10	10	10	10	10	10	10	10
22	Buchli and Union.	10				10	10	10		10		10
23	Stockton and Merced (except).	30	30	30	30	30	20	15	30	30	30	30
23	Peters, between Switches.	10	10	10	10	10	10	10	10	10	10	10
23	Peters and Milton (except).	15				15	15	15		15		15
23	Cars in Excess of 110,000 Net Weight.	12				12						
23	Berenda and Daulton.	20				20	15	15		20	20	20
23	Daulton and Raymond.	15				15	15	15		15		15
23	Knowles and Knowles Junction.	15				15	15	15		15		15
23	Chowchilla and Dairyland.	10				10	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
10, 11	Dixon.	50	35	20
6, 7, 8, 9	Washington.	20	20	20
10, 11	Pittsburg.	25	25	20
11	Capay.	10	10	10
12, 13	Oakland over, along or upon any of the public streets or highways, Except.	22	22	20
12, 13	Between Market and Oak Streets.	15	15	15
12, 13	Oakland, 29th Avenue.	20	20	20
12, 13	Pleasanton.	15	15	15
12, 13	Livermore.	10	10	10
14, 15	Stockton, all main tracks, Except.	20	20	20
23	Between Wilson Way and Sacramento St.	8	8	8
23	Tracks other than main tracks.	8	8	8
14, 15	Lodi.	15	15	15
16, 17	Madera, between Standard Oil Spur and Fresno River Bridge.	20	20	20
16, 17	Modesto and Turlock.	15	15	15
16, 17, 23	Merced.	15	15	15
16, 17, 18	Fresno.	20	20	12
19	Alviso.	35	25	15
22	San Jose.	12	12	12
22	Napa.	8	8	8
22	St. Helena.	12	12	12
23	Oakdale.	20	20	20

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

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

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

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

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.

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

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.
6	10.00	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.96	45	1.20	59	1.01
18	3.20	32	1.92	46	1.18	60	1.00
19	3.09	33	1.89	47	1.16	61	0.99
20	3.00	34	1.86	48	1.15	62	0.98
21	2.91	35	1.83	49	1.14	63	0.97
22	2.83	36	1.80	50	1.12	64	0.96
23	2.76	37	1.77	51	1.10	65	0.95
24	2.70	38	1.74	52	1.09		

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.

Mile Post	AT OR NEAR	DESCRIPTION
OAKLAND PIER—TRACY VIA MARTINEZ		
3.5	Oakland Pier	Posts supporting shed
5.5	Oakland, 16th St.	Freight Slip
6.6	Emeryville	Structures of Pacific Coast Canning Co.
6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205
6.6	Emeryville	Transmission Pole 1770 near switch leading to Judson
6.6	Emeryville	Iron Works
6.6	Emeryville	Machine shops Judson Iron Works
6.6	Emeryville	Uphred Warehouse
7.5	Stock Yards	Forlifers spur
13.1	Steg	Buildings end of track No. 2
14.5	Richmond	A. T. & S. F. Crossing
16.5	San Pablo	A. T. & S. F. Crossing
16.6	San Pablo	Eastward and Westward Water Columns
16.6	San Pablo	Rheem Mfg. Co. Spur
26.5	Oleum	Loading tracks, Union Oil Co.
26.7	Oleum	Tunnel No. 1
27.7	Tormey	Tunnel No. 2
29.0	Crockett	Sugar Co. warehouse
29.0	Crockett	Cal. Haw. S. R. Co.
30.1	Eckley	Platforms of brick company
30.5	Port Costa	Bldgs.; Bankers, California and Grangers Warehouse
31.8	Nevada Dock	Platforms of brick company
31.8	Nevada Dock	Long and short cable, empty and house track No. 1
34.7	Martinez	Warehouse, Anderson Co.—Cars to be left outside
43.2	Nichols	Wagon bridge
43.2	Nichols	A. T. & S. F. crossing
43.2	Nichols	General Chemical Co., ore house on spur
46.5	Shell Point	Tracks Nos. 1 and 7

MARTINEZ—SACRAMENTO

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

OAKLAND PIER—TRACY VIA NILES

4.9	Alameda	Park Street crossing, wires
4.9	Oakland Pier	Posts supporting shed
4.9	West Oakland	Buildings and platform at Creosote Wks.
7.0	West Oakland	Freight platforms and tracks, Kirkham St., freight yds.
7.2	Oakland, 1st St.	Warehouse track, Howard Co.
9.0	Oakland, 1st St.	Building Sunset Lumber Co.
9.0	23rd Avenue	Pacific Wire and Steel Co., spur
9.0	23rd Avenue	California Cotton Mills
9.7	Fruitvale	California Pottery Co., spur and buildings
10.3	Sather	Steel bridge over estuary
20.1	Hayward	Hunt Bros., canneries
29.2	Niles	New bunkers of Niles Sand and Gravel Co.
42.0	Radum	Kaiser Paving Co. Tracks
42.4	Remillard	Platform and shed, Remillard Brick Co.
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track

ELMHURST—SANTA CLARA

41.7	Agnew	Track leading into distillery
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AVON—RADUM

44.6	Concord	Bridge
45.8	Las Juntas	Trolley wire, interchange track
57.0	Ossage	Bridge
66.4	Asco	Beet loading chute

SUISUN-FAIRFIELD AND SOUTH VALLEJO—CALISTOGA

37.3	Napa Junction	(Sheds over platforms on the two north- erly spurs of Portland Cement Co.)
46.2	Thomasson	(E. B. & A. L. Stone Co., rock crushing plant center track (spur))
62.1	Thomann	Fence, Sutter Home Winery
45.5	Napa	Water tank spout
67.5	Bale	Water tank spout
71.7	Calistoga	Water tank spout
42.8	Rocktram	Bunkers of Basalt Rock Co., outer spur
30.0	South Vallejo	(Buildings and platforms of Sperry Flour Co., tracks 1 to 6 inclusive)

ELMIRA—CAPAY

76.0	Winters	Fruit shed
76.0	Winters	Water tank spout

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

82.0	Tracy	West Water Tank
82.0	Tracy	Gates to Holly Sugar Co. Spur
82.2	Tracy	East Water Tank
78.3	Banta-Lathrop	San Joaquin River Bridge
81.5	Lathrop	Water Tank
90.9	Stockton	Delta Warehouse
90.9	Stockton	Delta Platform
90.9	Stockton	Murphy Wood Yard Gate
90.9	Stockton	Murphy Wood Yard Shed
90.9	Stockton	Girvin Warehouse, west end Hazelton Ave.
90.9	Stockton	Union Mills, Farmers' Union Milling Co. and California Navigation and Imp. Co. buildings on waterfront track Weber Avenue
92.7	El Pinal Winery	Trolley wires and poles
100.7	Holden Peters	Morman Slough Bridge
148.5	Eyer-Arundel	Merced River Bridge
103.3	Lodi	R. H. Water Tank
104.3	Lodi-Urgon	Mokelumne River Bridge
114.7	Clements	Water Tank
134.8	Edwin	Clay loading chutes
136.7	Clarkson-Dagon	Sutter Creek Bridge
100.4	Westley	Water Tank
119.5	Newman	Water Tank
201.8	Neville Spur	Packing House
104.3	Ripon-Salida	Stanislaus River Bridge
134.9	Delhi-Livingston	Merced River Bridge
150.5	Merced	Overhead ice platform and loading platform John R. Graham Spur
155.9	Cluster	Clay loading bridge
183.9	Madera	Sugar Pine Platform
195.6	Herndon	Water Tank

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.

OAKLAND WHARF	NILES	ANTIOCH	SUISUN-
WEST OAKLAND	PLEASANTON	CONCORD	FAIRFIELD
EAST OAKLAND	LIVERMORE	TRACY	VACAVILLE
FRUITVALE	SANTA CLARA	CALISTOGA	WINTERS
ALAMEDA	SAN JOSE	NAPA	DIXON
BERKELEY	PORT COSTA	SOUTH VALLEJO	DAVIS
RICHMOND	MARTINEZ	MERCED	KERMAN
STOCKTON	GALT	MODESTO	LOS BANOS
LODI			
TRACY RELIEF OUTFIT			

HOSPITALS.

GENERAL HOSPITAL	SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL	SACRAMENTO
S. P. EMERGENCY HOSPITAL	WEST OAKLAND

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon.
San Francisco	Dr. J. H. O'Connor	Assistant Chief Surgeon.
San Francisco	Dr. O. A. Walker	Supervisor of Surgical Services, General Hospital.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. Grant Selfridge	Aurist.
San Francisco	Dr. H. B. Graham	Aurist.
Oakland	Dr. O. D. Hamlin	Division Surgeon.
Oakland	Dr. F. H. Tebbe	District Surgeon.
Oakland	Dr. Milton H. Shutes	Oculist and Aurist.
Oakland	Dr. Frank Baxter	Oculist and Aurist.
Oakland	Dr. Geo. F. Mainwaring	District Surgeon.
West Oakland	Dr. J. I. Vickerson	District Surgeon.
Oakland (Central)	Dr. Kenneth B. Jenkins	District Surgeon.
Oakland (North)	Dr. N. P. Dunne	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Albany	Dr. Douglas Ream	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningham	Assistant Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
South Vallejo	Dr. E. A. Peterson	District Surgeon.
Napa	Dr. D. H. Murray	District Surgeon.
St. Helena	Dr. M. M. Booth	Emergency Surgeon.
Calistoga	Dr. W. L. Blodgett	District Surgeon.
Port Costa	Dr. C. E. Dietderich	District Surgeon.
Benicia	Dr. N. J. Crisp	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Martinez	Dr. G. L. Coates	Assistant District Surgeon.
Concord	Dr. E. B. Todd	Emergency Surgeon.
Walnut Creek	Dr. M. C. Bolender	Emergency Surgeon.
Danville	Dr. John Blemer	Emergency Surgeon.
Port Chicago	Dr. Howard B. Flanders	Emergency Surgeon.
Pittsburg	Dr. H. E. Peters	District Surgeon.
Antioch	Dr. L. B. Weatherbee	District Surgeon.
Brentwood	Dr. E. C. S. Leavenworth	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Suisun-Fairfield	Dr. S. J. Bransford	District Surgeon.
Suisun-Fairfield	Dr. C. O. Purviance	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Winters	Dr. H. G. Potter	District Surgeon.
Esparto	Dr. F. P. McManus	Emergency Surgeon.
Dixon	Dr. F. Stolle	District Surgeon.
Davis	Dr. T. E. Cooper	Emergency Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	Division Surgeon.
Sacramento	Dr. Walter W. Cress	District Surgeon.
Sacramento	Dr. S. G. Christian	Assistant District Surgeon.
Sacramento	Dr. Arthur G. Wallace	Assistant District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. O. Turner	Oculist.
Alameda	Dr. A. L. Guerra	District Surgeon.
Alameda	Dr. Douglas D. Stafford	Associate District Surgeon.
East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. O. Hatteroth	District Surgeon.
Fruitvale	Dr. J. W. Scamell	District Surgeon.
Fruitvale	Dr. L. E. Lacey	District Surgeon.
Fruitvale	Dr. O. T. Leftwich	Oculist and Aurist.
Elmhurst	Dr. M. F. Frandy	District Surgeon.
San Leandro	Dr. Geo. T. Honaker	District Surgeon.
Hayward	Dr. D. J. Manley	District Surgeon.
Centerville	Dr. G. S. Holeman	District Surgeon.
Pleasanton	Dr. Harold J. Shanks	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon.
Irvington	Dr. E. M. Grimmer	Emergency Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. D. R. Threlfall	District Surgeon.
San Jose	Dr. Robert W. King	Assistant District Surgeon.
Tracy	Dr. Allan R. Powers	District Surgeon.
Tracy	Dr. T. C. Russell	Assistant District Surgeon.
Elk Grove	Dr. H. Beattie	District Surgeon.
Galt	Dr. J. T. Christian	District Surgeon.
Galt	Dr. Elliott L. Adams	Acting District Surgeon.
Ione	Dr. Hugo Childress	District Surgeon.
Stockton	Dr. B. J. Powell	Oculist and Aurist.
Stockton	Dr. D. R. Powell	Assistant Oculist and Aurist.
Stockton	Dr. James P. Hull	District Surgeon.
Stockton	Dr. A. L. Van Meter	Associate District Surgeon.
Stockton	Dr. Ellis Harbert	Consulting Surgeon.
Lodi	Dr. R. A. Buchanan	District Surgeon.
Lodi	Dr. L. J. Peterson	District Surgeon.
Lockeford	Dr. N. R. Barbour	Emergency Surgeon.
Oakdale	Dr. Elmo Alexander	District Surgeon.
Waterford	Dr. W. S. Dinsmore	District Surgeon.
Manteca	Dr. K. W. Kidy	Emergency Surgeon.
Manteca	Dr. L. E. Tretheway	Emergency Surgeon.
Ripon	Dr. Gilbert denDulk	Emergency Surgeon.
Modesto	Dr. E. R. McPheeters	District Surgeon.
Modesto	Dr. Fred R. DeLappe	District Surgeon.
Modesto	Dr. J. A. Porter	Oculist and Aurist.
Ceres	Dr. F. K. Lord	Emergency Surgeon.
Turlock	Dr. J. L. Collins	District Surgeon.
Livingston	Dr. Chas. L. Garvin	District Surgeon.
Atwater	Dr. Edw. A. Jackson	District Surgeon.
Merced	Dr. E. R. Fountain	District Surgeon.
Chowchilla	Dr. A. C. Atwood	District Surgeon.
Madera	Dr. D. H. Ransome	District Surgeon.
Madera	Dr. R. R. Dearborn	District Surgeon.
Fresno	Dr. J. D. Morgan	District Surgeon.
Fresno	Dr. Chas. A. James	District Surgeon.
Fresno	Dr. O. B. Doyle	Assistant District Surgeon.
Kerman	Dr. J. O. Drake	District Surgeon.
Patterson	Dr. A. M. Field	District Surgeon.
Newman	Dr. A. M. Roscoe	District Surgeon.
Newman	Dr. James E. Thompson	Assistant District Surgeon.
Gustine	Dr. A. W. Gustafson	Emergency Surgeon.
Los Banos	Dr. L. R. Hillyer	District Surgeon.
Firebaugh	Dr. Ralph C. Cleninger	Emergency Surgeon.

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.

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	Calistoga to Napa Jct.	Stockton and Merced via Oakdale Branch
M-4	M-63 20/28 126	1617 to 1713	190	4300	1850	3750	3550	3350	5050	1350	1450	1100	1450	1750	2950
M-4	M-63 20/28 135-S	1617 to 1713	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-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-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		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		210	4950	2050	4300	4000	3850	5700	1500	1600	1150	1600	1950	3350
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-1	P-77 22/28 163/B-54-SF		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		210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	4550
C-8	C-57 22/30 192-S	2624 to 2679	210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	4550
C-5	C-57 22/30 187-S	2680 to 2693	210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	4550
C-5	C-57 22/30 185-S		210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	2650	4550
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		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		210	3900	1650	3400	3050	3300	4400	1150	1200	910	1300	1650	2900
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		210	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	3050	5250
MK-4	MK-57 23 1/2/30 230-SF		210	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	3050	5250
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		210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	3400	5800
MK-5, 6	MK-63 26/28 233-SF		210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	3400	5800
MK-7, 8, 9	MK-63 29/30 247-S	3300 to 3324	176	9200	4050	8050	7750	7200	10900	2950	3150	2400	3250	3750	6350
MK-7, 8, 9	MK-63 29/30 257-SF		176	9200	4050	8050	7750	7200	10900	2950	3150	2400	3250	3750	6350
F-4, 5	F-63 29 1/2/32 306/B-61-SF	3668 to 3769	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		200	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	4750	8050
AC-1,2,3	AC-57 23 1/2/24 441-SF	4000 to 4048	210	13300	5900	11650	11150	10400	15800	4300	4550	3500	4700	5450	9150
AC-4	AC-63 24 1/2/24 475-SF		235	17350	7700	15200	14600	13600	20600	5600	5950	4550	6150	7100	11950
AC-5	AC-63 24 1/2/24 483-SF	4100 to 4125	235	17350	7700	15200	14600	13600	20600	5600	5950	4550	6150	7100	11950
AM-2	AM-63 25 1/2/24 357-SF	4200 to 4211	210	12100	5350	10600	10100	9450	14300	3900	4150	3150	4300	4950	8350
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	9600	4300	8400	7900	7950	11250	3000	3150	2450	3400	4050	6950
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	9000	4050	7850	7400	7450	10550	2800	3000	2350	3200	3850	6550
P-6	P-77 25/28 172-S	2453 to 2458	200	6100	2550	5350	4950	4750	7050	1900	2000	....	....	....	4200
P-6	P-77 25/28 179-SF		200	6100	2550	5350	4950	4750	7050	1900	2000	....	....	....	4200
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200	6800	2850	5900	5550	5300	7950	2050	2200	....	....	....	4650
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

Allowance for Empty and Underloaded Cars.	Less than 40 Ms.	6	6	6	6	6	6	6	3	3	3	3	3	3	6
	40 Ms to 50 Ms.	3	3	3	3	3	3	3	0	0	0	0	0	0	3
	More than 50 Ms.	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "E"—Eight-wheelers
 "M"—Moguls
 "T"—Ten-wheelers
 "P"—Pacific Type

"C"—Consolidation engine
 "TW"—Twelve-wheelers
 "A"—Atlantic Type
 "MK"—Mikado

"F"—Two-ten-two Type
 "AC"—Articulated Consolidation
 "MT"—Mountain Type
 "GS"—Golden State
 "SP"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers. Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57—187 30

TRAIN MASTERS

A. J. FERRARA.....Oakland
 H. L. KENT.....Oakland
 V. S. BURNHAM.....Suisun-Fairfield
 O. S. YORK.....Tracy
 K. K. SCHOMP, Asst. Trainmaster.....Tracy
 C. E. GAYLORD, Asst. Trainmaster.....Oakland
 H. G. ROWLAND, Terminal Trainmaster.....Port Costa

H. R. GERNREICH,
 Assistant Superintendent, Oakland Pier.

M. A. MICHELSON, Chief Dispatcher.....Oakland Pier
 D. BLAKE, Asst. Chief Dispatcher.....Oakland Pier
 J. B. WATTS, Asst. Chief Dispatcher.....Oakland Pier
 H. BATES, Asst. Chief Dispatcher.....Oakland Pier
 T. G. WOOLARD, Asst. Chief Dispatcher.....Oakland Pier
 B. H. HORTON, Asst. Chief Dispatcher.....Oakland Pier

ROAD FOREMAN OF ENGINES

W. R. PARKER

ROAD FOREMAN OF ENGINES

F. L. RYAN

L. R. SMITH,
 Assistant Superintendent, Stockton.

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
—66 ft.	127,810			
—70 ft.	122,820			
—70 ft. (With Auto. End Door)	125,800			
(Dynamo)	98,730			
	87,120			
Baggage & Mail—60 ft.	103,820			
—66 ft.	124,760			
—70 ft.	129,140			
	103,590			
Passenger	108,875			
Express Repr.—N. P. Ry.	112,640			
—A. R. E. No. 40-154	74,000			
— " " " 155-224	78,000			
— " " " 500-508	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	148,210	122,300	160,726	153,710
Official	170,700	155,370		
Chair—60 ft.	100,620			
—74 ft. (Ice Sys.)	112,985		108,120	
—74 ft. (Steam Elec. Sys.)	180,915		173,125	
	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.	155,330			
—77 ft. (Arch Type Roof) (Ice Sys.)	156,000		170,857	163,500
—77 ft. (Clere Story Roof) (Ice Sys.)			179,400	171,675
—77 ft. (") (Mech. Sys.)			189,581	173,836
—79 ft.	169,100			
—80 ft. (Clere Story Roof) (Mech. Sys.)			201,323	184,700
Cafe Parlor	148,950	161,200	180,198	153,350
Lounge	188,949		180,813	
Observation—75 ft.	154,400		169,185	161,900
—77 ft.			194,543	186,166
	141,870			
Pullman-Observation (Ice Sys.)	160,800	153,000	177,314	169,200
(Mech. Sys.)	160,800		185,627	170,300
Lounge (Ice Sys.)	171,200		187,682	179,800
(Mech. Sys.)	171,200		196,963	180,700
Pullman Bedroom Car (Ice Sys.)	167,600	183,920	193,039	176,000
(Mech. Sys.)	167,600		193,039	177,100
Sleeper (Ice Sys.)	163,100		180,075	171,500
(Mech. Sys.)	163,100		188,134	172,600
Tourist (Ice Sys.)	153,000		168,663	161,400
(Mech. Sys.)	153,000		167,625	162,500
Rail Gas-Electric Car, 400 H.P.	158,400			
600 H.P.	167,200			

*Steel Underframe.

MAIN LINES

MAP OF THE WESTERN DIVISION

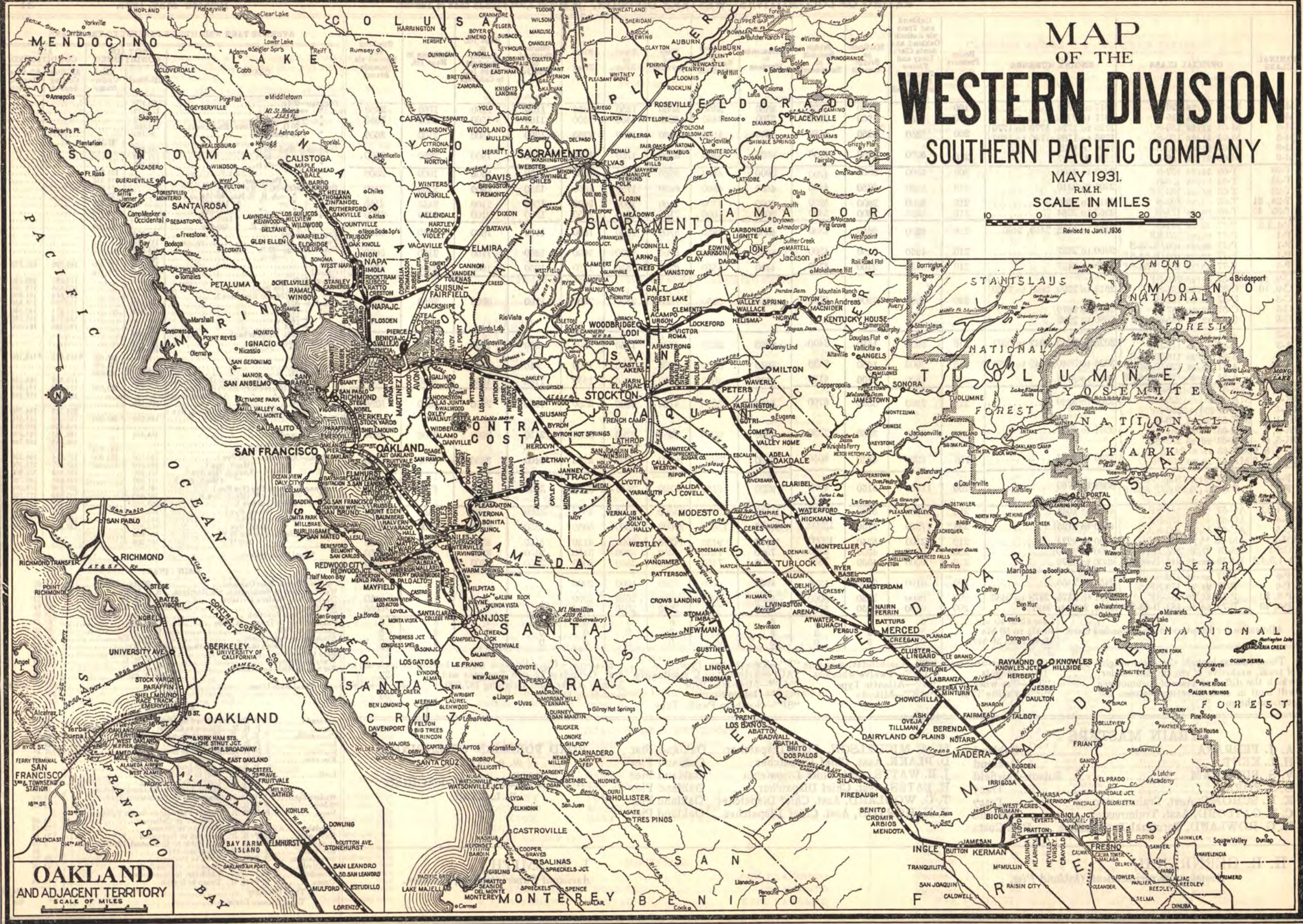
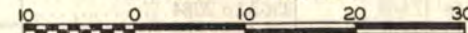
SOUTHERN PACIFIC COMPANY

MAY 1931.

R.M.H.

SCALE IN MILES

Revised to Jan. 1, 1936



OAKLAND

AND ADJACENT TERRITORY

SCALE OF MILES