

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION

227



To Take Effect Sunday, February 6, 1938, 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 226 eff 16 January 1938
228 15 January 1939

EASTWARD

Martinez Subdivision.

FIRST CLASS

Capacity of sidings in car lengths	88	226	8	18	26	206	24	248	282	102	246	48	14	52	202	224	222	204	236	Distance from San Francisco	Time Table No. 227 February 6, 1938	
	Challenger	Passenger	Shasta	Oregonian	Owl	Passenger	Cascade	El Dorado	Passenger	Streamliner City of San Francisco	Statesman	Forty-Niner	Pacific Limited	San Joaquin	Passenger	Senator	Passenger	Passenger	Passenger			
	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Daily Ex. Sundays and Holidays		STATIONS	
	8.00 PM	8.00 PM	7.00 PM	6.40 PM	6.00 PM	5.20 PM	5.00 PM	5.00 PM	4.20 PM	3.40 PM	1.00 PM	11.40 AM	8.20 AM	8.00 AM	7.40 AM	7.40 AM	7.20 AM	6.40 AM	6.00 AM	0.0	SAN FRANCISCO	
	8.20	8.20	7.20	7.00	6.20	5.40	5.20	5.20	4.40	4.00	1.20	11.59 AM	8.40	8.20	8.00	8.00	7.40	7.00	6.20	3.5	OAKLAND PIER	
BKWI P	8.30 PM	8.25 PM	7.30 PM	7.15 PM	6.28 PM	5.44 PM	5.30 PM	5.25 PM	4.45 PM	4.08 PM	1.25 PM	12.07 PM	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 OAKLAND PIER	
Term. Yd BKWOITY																				4.9	TO-R WEST OAKLAND	
P	8.39	8.33	7.38	7.24	6.40	5.49	5.37	5.30	4.52	4.16	1.31	12.14	8.54	8.32	8.14	8.10	8.00	7.09	6.28	5.5	OAKLAND (16th Street)	
P																				6.6	EMERYVILLE	
1 P																				7.0	SHELLMOUND	
P																				7.4	PARAFFIN	
P																				7.8	STOCK YARDS	
P	8.49	8.42	7.47	7.34	6.51	5.56	5.45	5.37	5.01	4.23	1.40	12.22	9.03	8.40	8.21	8.18	8.08	7.17	6.36	9.2	BERKELEY (University Ave.)	
						f														11.2	NOBEL	
P						f			s						f					11.6	VIGORIT	
P	8.58	8.51	7.57	7.43	7.01	6.04	5.52	5.43	5.10	4.29	1.49	12.28	9.13	8.49	8.29	8.24	8.14	7.25	6.45	15.0	STEGE	
WP						f			s						f					16.6	RICHMOND	
P						f					f				f					18.9	SAN PABLO	
42 East 33 West P																				19.8	GIANT	
																				21.5	SOBRANTE	
64 West P	9.09	9.01	8.07	7.53	7.11	6.15	6.02	5.53	5.23	4.38	2.01	12.38	9.23	8.59	8.41	8.33	8.24	7.37	6.57	23.0	KRIEGER	
P															f					23.8	PINOLE	
P						6.19			5.27		f				f					25.5	HERCULES	
24 East P						f			s		f				f					26.3	RODEO	
41 East						f			f						f					27.1	OLEUM	
17 West P						f			s		f				s					27.5	TORMEY	
P	9.20	9.11	8.18	8.04	7.24	6.31	6.10	6.01	5.39	4.46	2.17	12.47	9.34	9.11	8.55	8.42	8.32	7.53	7.17	28.9	SELBY	
P						f									f					29.0	CROCKETT	
Yard BKWO P						6.37			5.43		2.22				8.59			7.58	7.22	30.1	EOKLEY	
P						f												f		31.1	PORT COSTA	
119 Center																		f		32.2	NEVADA DOCK	
WP	9.30 PM	9.20 PM	8.28 PM	8.13 PM	7.33 PM	6.45 PM	6.18 PM	6.09 PM	5.49 PM	4.54 PM	2.30 PM	12.55 PM	9.44 AM	9.20 AM	9.05 AM	8.50 AM	8.40 AM	8.04 AM	7.27 AM	34.7	OZOL	
	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive See Footnote	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily Ex. Sundays and Holidays		TO-R MARTINEZ	
	(1.00) 31.10	(0.55) 33.93	(0.58) 32.58	(0.58) 32.58	(1.05) 28.71	(1.01) 30.59	(0.48) 38.87	(0.44) 42.41	(1.04) 29.16	(0.46) 40.56	(1.05) 28.71	(0.48) 38.87	(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		(31.1)	
	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-teed Pro. Co.	Daily Except Saturday

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
14	Crockett, Martinez	Reno
8	Any Station	Gerber where scheduled to stop
18	Any Station	Klamath Falls where scheduled to stop
88	Any Station	Sparks

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

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

Time Table No. 227

February 6, 1938

Martinez Subdivision.

WESTWARD

3

Time Table No. 227		FIRST CLASS																			
February 6, 1938		Distance from Martinez	9	19	205	101	27	87	203	25	49	7	247	23	231	229	241	243	201	17	223
			Fast Mail	Klamath	Passenger	Streamliner City of San Francisco	San Francisco Overland Limited	Challenger	Passenger	Owl	Forty-Niner	Shasta	El Dorado	Cascade	Passenger	Governor	Statesman	Statesman	Passenger	Oregonian	Senator
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive See Footnote	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	Arrive Daily	Arrive Daily
SAN FRANCISCO 3.5		34.6	6.12 AM	7.52 AM	7.52 AM	8.32 AM	8.32 AM	8.32 AM	8.52 AM	9.32 AM	9.52 AM	10.52 AM	1.32 PM	1.52 PM	3.12 PM	5.52 PM	5.52 PM	6.32 PM	6.52 PM	7.32 PM	
OAKLAND PIER		31.1	5.52	7.32	7.32	8.12	8.12	8.12	8.32	9.12	9.32	10.32	1.12	1.32	2.52	5.32	5.32	6.12	6.32	7.12	
A. B. S.	TO-R OAKLAND PIER 1.4	31.1	s 5.00 AM	s 7.13 AM	s 7.16 AM	s 7.19 AM	s 7.53 AM	s 7.58 AM	s 8.05 AM	s 8.15 AM	s 8.57 AM	s 9.20 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	s 6.20 PM	s 7.05 PM
	TO-R WEST OAKLAND 0.6	29.7																			
	OAKLAND (10th Street) 1.1	29.1	s 4.50	s 7.05	s 7.11	s 7.14	s 7.43 7.40	s 7.50 7.45	s 7.59	s 8.08	s 8.48	s 9.13	s 10.19	s 12.53	s 1.18	s 2.39	s 5.19	s 5.19	s 5.59	s 6.13	s 6.59
	EMERYVILLE 0.4	28.0																			
	SHELLMOUND 0.4	27.6																			
	PARAFFIN 0.4	27.2																			
	STOCK YARDS 1.4	26.8																			
	BERKELEY (University Ave.) 2.0	25.4	s 4.30	s 6.51	s 7.01	s 7.06	s 7.28	s 7.35	s 7.50	s 7.56	s 8.36	s 8.59	s 10.11	s 12.41	s 1.08	s 2.27	s 5.10	s 5.10	s 5.49	s 6.00	s 6.51
	NOBEL 0.4	23.4																			
	VIGORIT 1.5	23.0			f				f												
	STEGE 1.9	21.5			f				f								f		f		
	RICHMOND 1.6	19.6	s 4.16	6.38	s 6.51		7.15	s 7.23	s 7.38	f 7.45	8.23	s 8.46	10.03	12.30	s 12.58	s 2.18	s 5.01	f 5.02	s 5.41	5.49	6.43
	SAN PABLO 2.3	18.0							f 7.33										f		
	GIANT 0.9	15.7			f				f							f	f		f		
	SOBRANTE 1.7	14.8																			
	KRIEGER 1.5	13.1																			
	PINOLE 0.8	11.6	4.02	6.26	f 6.39	6.47	7.04	7.12	s 7.25	7.33	8.12	f 8.33	9.54	12.21	12.47	2.07	s 4.47	4.53	s 5.29	5.39	6.34
	HEROULES 1.7	10.8							f							f	f		f		
	RODEO 0.8	9.1			f				s			f			f	f	s	f	s		
	OLEUM 0.8	8.3			f				s			f			f		s		f		
TORMEY 0.4	7.5							f							f	f		f			
SELBY 1.4	7.1			s				s 7.11			f			f	f	s		s			
OROCKETT 1.1	5.7	s 3.52	6.14	s 6.26		6.52	s 7.01	s 7.08	s 7.22	8.02	s 8.15	9.46	12.13	s 12.31	s 1.55	s 4.31	f 4.44	s 5.14	5.29	6.26	
EOKLEY 1.0	4.6							f										f			
R PORT COSTA 1.1	3.6			s 6.21				s 7.03			s 8.09			s 12.26	1.50	s 4.26	s	s 5.09			
NEVADA DOCK 0.9	2.5							f										f			
OZOL 1.6	1.6							f													
TO-R MARTINEZ	0.0	3.38 AM	6.04 AM	6.15 AM	6.32 AM	6.43 AM	6.48 AM	6.55 AM	7.10 AM	7.52 AM	8.03 AM	9.38 AM	12.05 PM	12.20 PM	1.45 PM	4.20 PM	4.35 PM	5.03 PM	5.20 PM	6.18 PM	
(31.1)			Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave See Footnote	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave See Footnote	Leave Daily	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	Leave Daily	Leave Daily
Time over District.....			(1.22)	(1.09)	(1.01)	(0.47)	(1.10)	(1.10)	(1.05)	(1.05)	(1.17)	(0.47)	(0.55)	(1.04)	(1.00)	(1.05)	(0.50)	(1.02)	(1.00)	(0.47)	
Average Speed per Hour.....			22.75	27.04	30.59	39.70	26.66	26.66	28.71	28.71	24.23	39.70	33.93	29.16	31.10	28.71	37.32	30.01	31.10	39.70	

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. 7 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. 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
17	Any Station	Woodland

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

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

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

Train	At	For Passengers Destined to or Beyond
28	Any Station	Ogden
20	Any Station	Woodland
210	Any Station	Roseville

Time Table No. 227

February 6, 1938

STATIONS

SAN FRANCISCO
3.5
OAKLAND PIERTO-R OAKLAND PIER
1.4TO-R WEST OAKLAND
0.6OAKLAND (16th Street)
1.1EMERYVILLE
0.4SHELLMOUND
0.4PARAFFIN
0.4STOCK YARDS
1.4BERKELEY (University Ave.)
2.0NOBEL
0.4VIGORIT
1.5STEEGE
1.9RICHMOND
1.6SAN PABLO
2.3GIANT
0.9SOBRANTE
1.7KRIEGER
1.5PINOLE
0.8HEROULES
1.7RODEO
0.8OLEUM
0.8TORMEY
0.4SELBY
1.4CROCKETT
1.1EOKLEY
1.0R PORT COSTA
1.1NEVADA DOCK
0.9OZOL
1.6

TO-R MARTINEZ

(31.1)

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

Martinez Subdivision

WESTWARD

5

FIRST CLASS

SECOND CLASS

THIRD CLASS

Distance from Martinez	21 Pacific Limited	51 San Joaquin	207 Passenger	209 Passenger	215 Sierra											471 Oakland Freight		405 Freight	465 Local Freight	411 Local Freight	475 Freight
						183	37	86	209	243	272	27	8	283	2	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily																	
34.6	9.32 PM	9.32 PM	9.32 PM	10.12 PM	10.52 PM																
31.1	9.12	9.12	9.12	9.52	10.32																
31.1	s 8.55 PM	s 9.00 PM	s 9.06 PM	s 9.45 PM	s 10.25 PM																
29.7																	12.10 AM	4.30 AM	2.00 PM		1.00 AM
29.1	s 8.45	s 8.53	s 9.00	s 9.38	s 10.19																
28.0																					
27.6																					
27.2																					
26.8																					
25.4	s 8.31	s 8.42	s 8.48	s 9.28	s 10.07												11.45 PM				
23.4																					
23.0																					
21.5																					
19.6	8.18	8.32	f 8.39	s 9.17	s 9.57																
18.0																	11.25				
15.7					f																
14.8																					
13.1																					
11.6	8.07	8.23	8.28	9.06	f 9.45												11.10				
10.8																					
9.1					f																
8.3					f																
7.5																					
7.1					f																
5.7	7.56	8.14	8.19	8.57	s 9.30																
4.6																					
3.6					s 9.25												10.50		7.00 AM	11.40 AM	
2.5																					
1.6																					
0.0	7.45 PM	8.05 PM	8.10 PM	8.48 PM	9.19 PM												10.40 PM	3.15 AM		11.30 AM	11.20 PM
	Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Sundays and Holidays	Leave Daily												Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	(1.10) 26.66	(0.55) 33.93	(0.56) 33.32	(0.57) 32.74	(1.06) 28.27												(1.30) 19.80	(1.15) 23.84	(7.00) 3.72	(0.10) 21.60	(1.40) 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.

No. 21 stop at Crockett to exchange mail.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

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

EASTWARD

Martinez Subdivision.

FIRST CLASS

Capacity of sidings in car lengths	210 Sierra	20 Klamath	28 San Francisco Overland Limited	88 Challenger	226 Passenger	8 Shasta	18 Oregonian	24 Cascade	248 El Dorado	102 Streamliner City of San Francisco	246 Statesman	48 Forty-Niner	14 Pacific Limited	291 Passenger	293 Passenger	224 Senator	222 Passenger	204 Passenger	262 Passenger	Distance from San Francisco
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave See Footnote	Leave Daily	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	
WP	10.49PM	10.34PM	9.45PM	9.32PM	9.22PM	8.28PM	8.16PM	6.18PM	6.09PM	4.54PM	2.32PM	12.55PM	9.44AM			8.50AM	8.40AM	8.06AM		34.7
Center 97 P	10.58	10.43	9.55	9.41	9.31	8.37	8.26	6.26	6.17		2.41		9.53			8.58	8.49	8.15		31.7
P																		f		38.0
																		f		40.1
																		f		42.2
																		f		43.2
																		f		45.1
82 East 86 West BKWOY P	s 11.14	10.56	10.08	9.55	9.45	8.50	8.40	6.37	6.31	5.10	s 2.56	1.13	10.05			9.10	9.01	s 8.34		48.9
41 East 73 West P																		f		51.9
																				53.8
Center 87 WY P	11.29	11.09	10.22	10.08	9.58	9.03	8.54	6.49	6.43	5.19	f 3.10	1.24	10.18			9.21	9.13	s 8.48		55.4
																				59.4
Center 72 W P	11.39	11.18	10.31	10.18	10.07	9.12	9.04	6.58	6.53	5.25	s 3.24	1.33	10.27			9.29	9.22	s 9.01		64.2
70 East																				67.5
78 East 80 West KWY P	s 11.55PM	s 11.30PM	10.40	10.30	10.16	s 9.23PM	s 9.15PM	s 7.07PM	7.04	5.32	s 3.35	1.42	10.38	10.10AM	9.45AM	9.38	9.31	s 9.15	7.15AM	73.8
																				75.6
														f	f				f	77.1
Center 100 P	12.01AM		10.46	10.36	10.21				7.10		3.41	1.47	10.44	f 10.17	f 9.52	9.43	9.37	9.22	f 7.22	79.1
I																			f	80.4
																				86.3
Term Yard BKWOY P	s 12.15AM		s 11.00PM	s 10.50PM	s 10.35PM				s 7.23PM	s 5.45PM	s 3.55PM	s 1.58PM	s 10.57AM	s 10.30AM	s 10.05AM	s 9.55AM	s 9.50AM	s 9.35AM	s 7.35AM	86.9
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive See Footnote	Arrive Daily	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	88.3
	(1.26) 40.04	(0.56) 47.03	(1.15) 45.84	(1.18) 44.08	(1.13) 47.09	(0.55) 47.89	(0.59) 44.64	(0.49) 53.77	(1.14) 46.46	(0.51) 67.41	(1.23) 41.42	(1.03) 54.57	(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	89.0

Time Table No. 227

February 6, 1938

STATIONS

TO-R MARTINEZ
BENICIA JUNCTION
PIEROE
OYGNUS
TEAL
JACKSON
TO-R SUISUN-FAIRFIELD
TOLENAS
VANDEN
OANNON
ELMIRA
BATAVIA
DIXON
TREMONT
BRIGGSTON
TO-R DAVIS
OHLES
SWINGLE
WEBSTER
MIKON
Sacramento Northern Ry. Crossing
WASHINGTON
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. 204 and 246 stop on flag 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	Gerber where scheduled to stop
18	Any Station	Klamath Falls where scheduled to stop
88	Any Station	Sparks
28	Any Station	Ogden
20	Any Station	Woodland
210	Any Station	Roseville

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS

Train	At	Receive or Discharge
248	Suisun-Fairfield, Dixon and Davis	Receive or Discharge
8	Dixon	Discharge
226	Suisun-Fairfield and Davis	Discharge
210	Elmira and Dixon	Receive or Discharge
246	Vanden	Discharge

Martinez Subdivision.

WESTWARD

7

Time Table No. 227

February 6, 1938

STATIONS

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

Distance from
Sacramento

		9	19	27	87	101	49	7	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	Forty-Niner	Shasta	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 See Footnote	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays & Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily
57.4		3.38AM	6.04AM	6.43AM	s 6.48AM	6.32AM	7.52AM	s 8.00AM	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	
51.0		3.28	5.54	6.25	6.38	6.25	7.41	7.51	9.27	11.56AM	1.33	4.07	4.25	5.05	6.08	7.36	8.00	8.39	9.06	
48.9																				
46.8																				
45.8																				
43.9																				
40.1		3.15	5.42	5.59	s 6.25	6.17	7.29	s 7.38	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	
37.1																			f	
35.2																				
33.6																				
29.6		3.02	5.29	5.41	6.09	6.09	7.17	s 7.22	9.05	11.32	f 1.07	3.41	4.01	4.39	5.47	7.12	7.32	8.17	s 8.39	
24.8																				
21.5		2.54	5.20	5.31	s 5.50	6.02	7.08	s 7.12	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	
17.2																				
15.2																				
13.4		2.45	5.10AM	5.20	s 5.35	5.54	6.58	7.00AM	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
11.9																				
9.9																			f	
8.6		2.39		5.11	5.21	5.49	6.52		8.40		12.40	3.15	3.35		5.25	6.46	7.10	7.55	8.00	f 11.11
2.7																			f	
2.1																				
0.7																			f	
0.0		2.28AM		5.00AM	5.10AM	5.40AM	6.40AM		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 See Footnote	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Sundays & Holidays	Leave Sundays and Holidays	Leave Daily	Leave Daily
Time over District		(1.10)	(0.54)	(1.43)	(1.38)	(0.52)	(1.12)	(1.00)	(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	48.88	33.41	35.14	66.23	47.83	44.00	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. 241 reduce speed to 30 M. P. H. at Elmira to dispatch papers.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers to	Frequency
7	Vanden	Suisun-Fairfield	Daily Ex. Sat., Sun. and Holidays

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS

Train	At	Receive or Discharge
223	Martinez	Receive or Discharge

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 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

EASTWARD

Martinez Subdivision

Capacity of sidings in car lengths	THIRD CLASS						SECOND CLASS						FIRST CLASS						Distance from San Francisco	Automatic Block System	STATIONS
	515 Sacramento Division Freight	462 Local Freight	478 Freight	476 Freight	470 Portland Freight						442 Mdse						10 Fast Mail				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Monday						Leave Daily Ex. Saturday and Sunday						Leave Daily				
WP			5.00 AM	12.30 AM	12.01 AM						11.00 PM						11.20 PM	34.7			TO-R MARTINEZ
Center 97											11.12						11.29	31.7			6.3
																		38.0			BENICIA JUNCTION
P																		40.1			2.1
																		42.2			PIERCE
																		43.2			2.1
																		45.1			CYGNUS
82 East																		48.9			1.0
86 West		11.00 AM	6.45	2.00	12.35						11.41 PM						11.41				1.9
BKWOY P																		51.9			TEAL
41 East																		53.8			1.9
73 West P																		55.4			JACKSNIPE
																		59.4			3.8
																		64.2			TO-RSUISUN-FAIRFIELD
Center WY P					12.55						12.05 AM						11.54 PM	67.5			3.0
		12.01 PM																71.8			1.9
Center 72 WP					1.10						12.18						12.02 AM	73.8			TOLENAS
70 East																		75.6			1.9
																		77.1			VANDEN
78 East																		79.1			1.6
80 West	3.00 PM	2.15	7.40	3.45	1.30						12.31						12.10	80.4			CANNON
KWIY P																		86.3			4.0
																		88.3			ELMIRA
																		89.0			4.8
																					BATAVIA
Center 100											12.37						12.15				3.3
																					4.3
1 P																					DIXON
																					4.3
Term. Yard BKWOTY P	3.30 PM	3.00 PM	8.30 AM	4.30 AM	2.15 AM						1.00 AM						s 12.30 AM				TREMONT
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday						Arrive Daily Ex. Sunday and Monday						Arrive Daily				2.0
	(0.30) 26.80	(4.00) 10.02	(3.30) 16.37	(4.00) 14.32	(2.14) 25.66						(2.00) 28.65						(1.10) 49.11				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 6, 7 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 M. P. H. from this distant signal to track magnet located 550 feet west of Bridge signal SA-332, opposite white concrete marker block.

Martinez Subdivision

WESTWARD

9

Time Table No. 227

February 6, 1938

FIRST CLASS

SECOND CLASS

THIRD CLASS

STATIONS

Distance from
San Francisco

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

Double Track

57.4
51.0
48.9
46.8
45.8
43.9
40.1
37.1
35.2
33.6
29.6
24.8
21.5
17.2
15.2
13.4
11.9
9.9
8.6
2.7
2.1
0.7
0.0

471
Oakland
Freight

Arrive Daily

10.40 PM

10.00

8.54

8.42

8.30

8.00 PM

Leave Daily

(2.40)
21.52514
Sacramento
Division
FreightArrive Daily
Ex. Sunday

11.20 PM

10.30 AM

3.30 AM

3.00 AM

Leave Daily
Ex. Sunday(0.30)
26.80463
Local FreightArrive Daily
Ex. Sunday

10.40

10.30 AM

9.00

7.30 AM

Leave Daily
Ex. Sunday(3.00)
13.37475
Freight

Arrive Daily

11.20 PM

10.40

9.00

8.15 PM

Leave Daily

(3.05)
18.59Time 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. 227 February 6, 1938		Distance from Radum	
				STATIONS			
62 Y P		38.1	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 1.5		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. 227 February 6, 1938		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	
WP	8.42AM	8.50PM	7.37PM	5.51PM	9.23AM	9.05AM	7.35AM	12.45AM	12.35AM	34.7	
P		8.55		f			f			36.0	
62 YP	9.00	9.00	7.42	s 5.57	9.28	s 9.15AM	s 7.47AM	f 12.51	f 12.41	36.8	
East 80 West 109 WP	9.32	9.08	7.50	s 6.02	9.32			f 12.56	f 12.46	38.1	
60 P	9.39							f	f	41.3	
46 P	9.50	9.13	7.56	6.06	9.36			1.00	12.50	43.0	
42										44.8	
73 P	10.45	9.45	s 8.03	s 6.18	s 9.42			s 1.12	s 12.59	46.8	
12										48.9	
40 P	11.10	9.53	8.09	s 6.25	9.48			s 1.23	s 1.07	50.8	
										53.5	
76	11.32AM	10.00	8.13	6.30	9.52			1.28	1.12	55.1	
48 WP	12.10PM	10.10	8.18	s 6.40	f 9.58			s 1.38	s 1.20	56.0	
83 P	12.40	10.18		s 6.48	10.05			f 1.47	f 1.28	57.3	
P				f	f					59.4	
43 P	12.55	10.26	8.28	6.54	10.10			1.53	1.34	61.7	
50 P	1.10	10.33		f 6.59	10.15			f 1.58	f 1.39	64.7	
38	1.25	10.40		7.04				2.02		66.9	
Term Yard BKWOTY P	1.40PM	10.50PM	s 8.42PM	s 7.15PM	s 10.23AM			s 2.10AM	s 1.50AM	68.9	
	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	71.6	
	(4.58) 9.53	(2.00) 23.75	(1.05) 43.84	(1.24) 33.93	(1.00) 47.50	(0.10) 20.40	(0.12) 17.00	(1.25) 33.52	(1.15) 38.00	75.7	

Time Table No. 227

February 6, 1938

STATIONS

TO-R MARTINEZ 1.3	D.T.
MOCOCO End of Double Track 0.8	
PEYTON 1.3	
TO-R AVON 3.2	
TO PORT CHICAGO 1.7	
NICHOLS 1.3	
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.

No. 282 reduce speed to 20 miles per hour at Byron Hot Springs to dispatch mail.

ADDITIONAL FLAG STOPS

Train	At	For Passengers to or Beyond
282	Any Station	Tracy

February 6, 1938

Martinez Subdivision.

WESTWARD

Time Table No. 227		FIRST CLASS										THIRD CLASS		
February 6, 1938														
STATIONS		Distance from Tracy	25 Owl	231 Passenger	201 Passenger	51 San Joaquin						405 Freight	411 Local Freight	
			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily						Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	
Automatic Train Control	TO-R MARTINEZ 1.3 MOCOCO End of Double Track	47.5	7.10 AM	s 12.15 PM	s 5.01 PM	s 8.01 PM						3.15 AM	11.30 AM	
	0.8 PEYTON	46.2												
	1.3 TO-R AVON	45.4												
	3.2	44.1	7.04	s 12.08	4.55 PM	7.55						3.04	11.20	
	TO PORT CHICAGO 1.7	40.9	7.00	s 12.02 PM		7.50						2.58	11.10	
	NICHOLS 1.8	39.2												
	McAVOY 2.0	37.4	6.56	11.55 AM		7.43						2.52	10.55	
	SHELL POINT 2.1	35.4												
	TO-R PITTSBURG 1.9	33.3	6.51	s 11.50		s 7.38						2.45	10.45 8.20	
	LOS MEDANOS 2.7	31.4												
Automatic Block System	TO ANTIOCH 1.6	28.7	6.44	s 11.40		7.30						2.38	8.10	
	JERSEY 0.9	27.1												
	NEWLOVE 1.3	26.2												
	NEROLY 2.1	24.9	6.39	11.32		7.26						2.32	7.55	
	ARBOR 2.3	22.8												
	TO BRENTWOOD 3.0	20.5	6.33	s 11.26								2.25	7.45	
	SILISAND 2.2	17.5												
	TO BYRON 2.0	15.3	6.27	s 11.16		7.16						2.17	7.15	
	BYRON HOT SPRINGS 2.7	13.3												
	HERDLYN 4.1	10.6		11.09								2.10	7.00	
	BETHANY 3.4	6.5	6.18	f 11.04		7.08						1.58	6.50	
	JANNEY 3.1	3.1				7.04						1.48	6.40	
	TO-R TRACY	0.0	6.10 AM	10.55 AM		6.58 PM						1.40 AM	6.30 AM	
	(47.5)			Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily						Leave Daily Ex. Monday	Leave Daily Ex. Sunday
	Time over District.....			(1.00)	(1.20)	(0.06)	(1.03)						(1.35)	(5.00)
Average speed per hour.....			47.50	35.62	24.00	45.23						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 RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
25	Pittsburg	Discharge		Fresno
25	Martinez	Discharge		Fresno
51	Brentwood	Discharge		Fresno
51	Brentwood	Receive	Berkeley	

ADDITIONAL FLAG STOPS		
Train	At	Frequency
25	Martinez	Sundays

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths			Distance from San Francisco	Time Table No. 227 February 6, 1938 Capay Branch	Distance from Capay	
				STATIONS		
WY	P	59.4	R	ELMIRA 4.3	32.5	
		63.7	TO	VACAVILLE 1.9	28.2	
		65.6		VIOLET 2.9	26.3	
16		68.5		HARTLEY 1.8	23.4	
		70.3		ALLENDALE 3.7	21.6	
		74.0		WOLF SKILL 2.0	17.9	
WT	15	76.0	TO	WINTERS 4.3	15.9	
		80.3		NORTON 2.3	11.6	
		82.6		ARROZ 1.0	9.3	
		83.6		CITRONA 3.2	8.3	
		86.8		MADISON 3.1	5.1	
W		89.9	TO-R	ESPARTO 2.0	2.0	
		91.9		CAPAY	0.0	
				(32.5)		

EASTWARD

Niles Subdivision.

Time Table No. 227

February 6, 1938

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	252	280	234	232	250			
	Local Freight	Local Freight	Freight	Freight	Freight	Freight	Mdse	Freight	Passenger	Oakland Lark	W. P. Passenger	Passenger	Stockton	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 Sundays and Holidays	Leave Daily Ex. Sundays and Holidays	Leave Daily				
																0.0	SAN FRANCISCO		
																3.5	OAKLAND PIER		
BKWI P																3.5			
Term. Yard BKWOITYP																4.9			
I P	10.30AM	6.30AM				8.45PM	7.15PM				7.34PM					5.9	TO-R OAKLAND PIER		
I P									s 8.35	s 8.30		s 5.55	s 5.35	s 8.14	s 7.59	s 7.39	6.7	1.4 Cedar St. Crossing WEST OAKLAND	
P												f				f	8.3	1.0 Western Pacific Crossing TO-R MAGNOLIA TOWER	
I P									s 8.42	s 8.37		s 6.02	s 5.42	s 8.21	s 8.08	s 7.47	9.7	0.8 OAKLAND (First Street)	
45 WP	11.00AM	7.00				9.30PM	7.32PM		8.47	8.43PM		s 6.08	5.47	f 8.27	f 8.14	s 7.53AM	13.4	1.6 EAST OAKLAND	
31 P		7.11							8.49			s 6.11	s 5.49	s 8.31	s 8.19		14.8	1.4 TO-R ELMHURST End of Double Track	
												f					15.5	0.7 TO SAN LEANDRO	
												f		f	f		16.5	1.0 SOUTH SAN LEANDRO	
31 P		7.25										f 6.20		f	f 8.24		17.5	1.0 ESTUDILLO	
100 WP		8.00							f 8.57			s 6.28	s 5.58	s 8.42	s 8.34		20.1	2.6 LORENZO	
28 P		8.15										f 6.35	6.05	8.48			24.0	3.9 TO HAYWARD	
27 P		8.22							9.05			f 6.40	6.09	f 8.54	f 8.45		26.5	2.5 HALVERN	
												f					27.6	1.1 DEOOTO	
68 BKWYP		8.35AM							s 9.12			s 6.45PM	s 6.17	s 9.00	s 8.55		29.2	1.6 PABRICO	
IY			4.50AM	11.28PM	9.08PM			6.33AM									29.9	0.7 TO-R NILES	
75 P			4.55	11.33	9.13			6.38	9.16				6.21	f 9.04	f 8.59		31.7	1.8 NILES JUNCTION	
95 P			5.05	11.43	9.23			6.49	f 9.23				f 6.29	s 9.11	s 9.06		35.6	3.9 FARWELL	
														f	f		38.4	2.8 SUNOL	
71 P			5.15	11.52	9.33			6.59	s 9.33				s 6.38	s 9.20	s 9.15		40.9	2.5 VERONA	
IYP																	42.0	1.1 TO PLEASANTON	
																	42.4	0.4 TO RADUM	
East-110 West-106 P			5.20	11.56PM	9.37			7.02	9.36				6.41	f 9.23	f 9.18		43.0	0.6 REMILLARD	
East 85 West 78BKWP			5.45	12.03AM	9.55			7.08	s 9.45				s 6.50	s 9.31	s 9.30		46.9	3.9 ELIOT	
P														f	f		48.4	1.5 TO-R LIVERMORE	
72 P			5.55	12.08	10.03			7.14	9.50					f 9.37	f 9.36		50.5	2.1 TREVARNIO	
93 WT P			6.10	12.20	10.23			7.29	f 10.00				7.04	s 9.46	s 9.46		55.0	4.5 ULMAR	
71 P			6.25	12.33	10.35			7.45	10.08				7.10	f 9.55	f 9.55		59.5	4.5 TO ALTAMONT	
70 P			6.35	12.43	10.45			8.10	10.15				7.17	f 10.03	f 10.03		63.1	3.6 OAYLEY	
22 P																	68.7	5.6 MIDWAY	
Term. Yard BKWOITYP			6.55AM	1.00AM	11.00PM			8.30AM	s 10.25PM				s 7.28PM	s 10.18AM	s 10.18AM		70.8	2.1 MEDAL	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	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 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	(0.57) 27.05	(2.00) 33.75	(2.13) 30.36	2.28 27.28	(0.23) 25.82			
																		Time over District	
																		Average Speed per Hour	

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
252	Cherry, Harder and Tennyson	Receive or Discharge	Any Station

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.

Time Table No. 227

February 6, 1938

STATIONS

SAN FRANCISCO

OAKLAND PIER

TO-R OAKLAND PIER

Cedar St. Crossing

WEST OAKLAND

Western Pacific Crossing

TO-R MAGNOLIA TOWER

OAKLAND (First St.)

EAST OAKLAND

FRUITVALE

TO-R ELMHURST

End of Double Track

TO SAN LEANDRO

SOUTH SAN LEANDRO

ESTUDILLO

LORENZO

TO HAYWARD

HALVERN

DECOTO

PABRICO

TO-R NILES

NILES JUNCTION

FARWELL

SUNOL

VERONA

TO PLEASANTON

TO RADUM

REMILLARD

ELIOT

TO-R LIVERMORE

TREVARNIO

ULMAR

TO ALTAMONT

OAYLEY

MIDWAY

MEDAL

TO-R TRACY

(67.3)

Time over District

Average Speed per Hour

Niles Subdivision.

WESTWARD

13

FIRST CLASS

SECOND CLASS

THIRD CLASS

Distance from Tracy	253 Passenger	251 Passenger	11 W. P. Passenger	73 Oakland Lark	279 Stockton	95 Passenger	255 Passenger	235 Passenger				451 Mdse		401 Freight	409 Freight	419 Freight	437 Local Freight	417 Local Freight	473 Freight
Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily Ex. Sun., Mon. and Holidays		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
70.8	7.12 AM	8.12 AM	8.52 AM	9.52 AM	9.52 AM	12.12 PM	7.32 PM	10.12 PM											
67.3	6.52	7.52	8.32	9.32	9.32	11.52 AM	7.12	9.52											
67.3	s 6.40 AM	s 7.44 AM	s 8.20 AM	s 9.17 AM	s 9.25 AM	s 11.45 AM	s 7.00 PM	s 9.40 PM											
65.9																			
64.9			8.13 AM									8.35 AM					3.30 AM	3.30 PM	5.55 PM
64.1	s 6.30	s 7.34		s 9.07	s 9.17	s 11.37	s 6.52	s 9.30											
62.5	f																		
61.1	s 6.22	s 7.25		s 8.55	s 9.09	s 11.30	s 6.42	s 9.20											
57.4	s 6.16	s 7.16		8.47 AM	9.03	11.24	s 6.35	9.12				8.12 AM				3.00 AM	3.05	5.25 PM	
56.0	s 6.13	s 7.11			9.01	11.22	s 6.29	f 9.09									3.00		
55.3	f	f					f												
54.3	f	f					f												
53.3	f 6.06	s 7.02			8.57		f 6.20										2.50		
50.7	s 5.59	s 6.57			8.53	f 11.14	s 6.14	s 8.57									2.40		
46.8	f 5.52	f 6.49			8.48		f 6.05										1.53		
44.3	f 5.47	s 6.44			8.45	11.06	f 5.55	f 8.47									1.45		
43.2		f					f												
41.6	5.42 AM	6.39 AM			s 8.40	s 11.03	5.50 PM	s 8.43									1.30 PM		
40.9														2.35 AM	3.35 AM				11.17 PM
39.1					8.34	10.57	f 8.34							2.29	3.25				11.12
35.2					f 8.27	10.51	f 8.28							2.19	3.15				11.02
32.4																			
29.9					s 8.19	f 10.44		s 8.20						2.09	3.05				10.52
28.8																			
28.4																			
27.8					8.14	10.40	f 8.15							2.05	3.00				10.48
23.9					s 8.09	s 10.35	s 8.10							1.58	2.50				10.40
22.4							f												
20.3					8.01	10.28	f 8.02							1.51	2.31				10.33
15.8					7.54	10.21	f 7.55							1.40	2.20				10.23
11.3					7.45	10.12	7.45							1.25	2.00				10.08
7.7					7.39	10.03	f 7.38							1.15	1.50				9.40
2.1																			
0.0					7.30 AM	9.50 AM	7.28 PM							1.00 AM	1.30 AM				9.20 PM
	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily Ex. Sun., Mon. and Holidays		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	(0.58)	(1.05)	(0.07)	(0.30)	(1.55)	(1.55)	(1.10)	(2.12)				(0.23)		(1.35)	(2.05)	(0.30)	(2.00)	(0.30)	(1.57)
	26.58	23.72	20.57	19.80	35.11	35.11	20.60	30.59				20.87		25.83	19.63	17.00	11.66	17.00	20.97

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

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.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS

Train	At	For Passengers From or Beyond
235 279	Any Station West of Niles San Leandro	Sunol Stockton and San Jose

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
251-253 and 255	Tennyson, Harder and Cherry	Any Station

Capacity of Siding in Car Lengths	THIRD CLASS			SECOND CLASS			FIRST CLASS										Distance from San Francisco Via Niles	STATIONS	
	424 Local Freight		454 Freight	410 Freight		410 Freight	278 Passenger	26 Owl	282 Passenger	280 Stockton	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 Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Daily	Leave Daily Ex. Monday	Leave Monday Only			
Term. Yard BKWOITY	7.00 AM	2.30 AM		1.30 AM			10.28 PM	8.50 PM	7.35 PM	7.33 PM	10.29 AM	10.26 AM	10.26 AM		2.25 AM	2.00 AM	70.8	TO-R TRACY	3.1
P											10.34	f 10.31	f 10.31		2.30	2.05	73.9	BANTA	2.9
Spur																	76.8	WINSHIP	1.5
I P																	78.3	SAN JOAQUIN RIVER DRAWBRIDGE	3.2
Eastward 67 Westward 77 Fresno 50 WY I P	7.30 AM	3.00		2.00 AM			10.42	9.08 PM	f 7.53	7.48	s 10.46 AM	s 10.43	s 10.43	6.50 AM	s 2.42 AM	s 2.17 AM	81.5	TO-R LATHROP	4.6
P									f 8.00			f 10.56	s 10.56				86.1	FRENCH CAMP	1.6
I																	87.7	T. S. Ry. Crossing	3.2
I																	90.9	A. T. & S. F. Crossing	
Yard BKWOITY		3.30 AM					s 10.55	s 8.08	s 8.00	s 8.05		s 11.05	s 11.05	s 7.05					
P							11.00	8.20				11.12	11.12	7.20			92.3	TO-R STOCKTON	1.4
I P																	92.7	STOCKTON TOWER No. 4	0.4
Spur P																	93.5	W. P. Crossing	0.4
Spur																	93.9	EL PINAL	0.8
W																	95.0	JARN	0.4
P																	96.6	AKERS	1.1
125 P									f								98.1	End of Double Track	1.6
Spur																	100.2	CASTLE	1.5
125 P									f								103.3	TOMSPUR	2.1
BKWOY P							s 11.20 PM	s 8.50	s 8.25 PM			s 11.37	s 11.35	s 7.45			105.1	ARMSTRONG	3.1
Spur P								f									106.2	C. C. T. Co. Crossing	1.8
125 P								f 8.57				s 11.44	f 11.40	7.51			109.5	LODI	1.8
125 P								f				f	f				111.7	URGON	1.1
WOY P								s 9.09				s 11.53 AM	s 11.49 AM	8.00			115.5	ACAMPO	3.3
125 P								f									117.5	FOREST LAKE	2.2
P								f									119.5	GALT	3.8
128 P								f				f	f				122.9	NEED	2.0
133 P								f 9.27				s 12.09 PM	s 12.04 PM	8.16			125.7	ARNO	2.0
125 P								f									129.0	McCONNELL	3.4
135 WP								f 9.36				s 12.17	f 12.12	8.25			132.0	ELK GROVE	2.8
P																	133.2	MEADOWS	3.3
WP								f 9.45 PM				f 12.25 PM	f 12.20 PM	8.35 AM				FLORIN	3.0
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday			Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily Ex. Monday	Arrive Monday Only		POLK	1.2
	(0.30) 21.40	(1.00) 20.10		(0.30) 21.40			(0.52) 37.50	(0.18) 35.66	(2.10) 28.77	(0.52) 37.50	(0.17) 37.76	(1.59) 31.46	(1.54) 32.84	(1.45) 29.54	(0.17) 37.76	(0.17) 37.76		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	Sacramento	Stockton
232 & 234	Any Station	Receive		
232 & 234	Any Station	Discharge		

Time Table No. 227

February 6, 1938

Lathrop Subdivision

WESTWARD

15

STATIONS	Distance from Brighton	FIRST CLASS							SECOND CLASS				THIRD CLASS			
		279 Stockton	95 Passenger	231 Passenger	235 Passenger	51 San Joaquin	239 Passenger	60 West Coast				405 Freight			425 Local Freight	455 Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
TO-R TRACY 3.1	62.4	s 7.26 AM	s 9.40 AM	s 10.45 AM	s 6.43 PM	s 6.47 PM	s 7.03 PM					9.10 PM			1.30 PM	8.00 PM
BANTA 2.9	59.3			f 10.37												
WINSHIP 1.5	56.4															
SAN JOAQUIN RIVER DRAWBRIDGE 3.2	54.9															
TO-R LATHROP 4.6	51.7	7.12	9.20 AM	s 10.25	6.29	6.32 PM	6.48 PM	9.13 PM				8.40 PM			1.00 PM	7.25
FRENCH CAMP 1.6	47.1			f 10.09												
T. S. Ry. Crossing 3.2	45.5															
A. T. & S. F. Crossing S. E. R. R. Crossing	42.3	s 7.01 6.57		s 10.00 9.50	s 6.18 6.08			s 9.00 8.43								7.00 PM
TO-R STOCKTON 1.4	40.9															
STOCKTON TOWER No. 4 W. P. Crossing 0.4	40.5															
EL PINAL 0.8	39.7															
JARN 0.4	39.3															
AKERS 1.1	38.2															
End of Double Track 1.6	36.6															
CASTLE 1.5	35.1															
TOMSPUR 2.1	33.0															
ARMSTRONG 3.1	29.9	6.40 AM		s 9.30	s 5.50			s 8.25								
C. C. T. Co. Crossing LODI 1.8	28.1															
URGON 1.1	27.0			s 9.16	s 5.38			8.15								
AOAMPO 3.3	23.7			f												
FOREST LAKE 2.2	21.5			s 9.10	s 5.32			8.09								
GALT 3.8	17.7				f											
NEED 2.0	15.7			f												
ARNO 2.0	13.7			f	f											
MCCONNELL 3.4	10.3			s 8.54	s 5.16			7.57								
ELK GROVE 2.8	7.5															
MEADOWS 3.3	4.2			s 8.47	s 5.08			7.50								
FLORIN 3.0	1.2															
POLK 1.2	0.0			8.40 AM	5.00 PM			7.45 PM								
BRIGHTON																
(62.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
Time over District.....		(0.46)	(0.20)	(2.05)	(1.43)	(0.15)	(0.15)	(1.28)				(0.30)			(0.30)	(1.00)
Average Speed per Hour.....		42.39	32.10	29.95	36.35	42.80	42.80	35.25				21.40			21.40	20.10

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. 60 will not stop at station at Lathrop but will use east leg of wye to the Merced Subdivision.

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To or Beyond	From or Beyond
60	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	424			410	420			60	26		52	58	54
				Local Freight	Local Freight			Freight	Freight			West Coast	Owl		San Joaquin	Sequoia	Sequoia
				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Mon. Only	
Eastward 67 Fresno 50 IWYP					7.40 AM			2.00 AM	12.15 AM			9.13 PM	9.08 PM	10.55 AM	2.43 AM	2.18 AM	92.9
I P																	93.8
74 P					8.10			2.20	12.35			s 9.22	f 9.15	11.01	s 2.53	s 2.27	96.8
118 P					8.16			2.25	12.40			9.25	9.18	11.04	2.56	2.30	99.
P																	100.6
78 P					9.00			2.38	12.46			9.29	9.22	11.08	s 3.05	s 2.38	103.3
87 P					9.15			2.50	12.51			9.33	9.26	11.12	s 3.13	s 2.44	106.4
																	108.1
No 1, 98 No 2, 113 No 3, 127 BKWP					10.30			3.15	1.05			s 9.47	s 9.40	s 11.28	s 3.33	s 3.03	113.1
IP																	114.7
70 P					10.54			3.25	1.15			9.55	9.47	11.35	s 3.43	s 3.12	117.4
67 P					11.15			3.30	1.20			9.59	9.51	11.39	3.48	3.17	120.8
81 BP					11.50 AM			3.45	1.30			s 10.10	s 10.02	s 11.50	s 4.01	s 3.31	126.2
Spur																	129.3
92 P					12.20 PM			4.00	1.40			10.18	10.09	11.58 AM	f 4.10	f 3.38	131.9
79 WP					1.00			4.18	1.48			10.24	f 10.16	12.04 PM	s 4.18	s 3.48	136.4
																	138.9
70 P					2.00			4.50	2.00			10.34	f 10.26	12.11	f 4.30	f 3.58	143.2
33																	144.8
130 P					2.15			5.00	2.08			10.38	10.30	12.15			147.4
90 BKWOTP					10.30 AM	2.30 PM		5.15 AM	2.40			s 10.59	s 10.40	s 12.28	s 5.03	s 4.20	150.5
																	151.9
70 P					11.00				3.10			11.09	10.49	12.36	f 5.14	f 4.30	156.6
74 P					11.20				3.20			11.13	10.53	12.40	f 5.23	f 4.35	160.5
Spur																	165.8
79 P					11.53 AM				3.32			11.20	11.00	12.47	f 5.31	f 4.42	166.9
37 WP					12.05 PM 1.30							11.22	f 11.03	12.49	s 5.35	s 4.46	168.2
74 P					1.50				3.42			11.27	11.08	12.54	f 5.42	f 4.57	173.0
69 WTP					2.25				3.49			11.31	11.12		f 5.47	f 5.04	176.5
100 P					2.35				3.55			11.34	11.15	1.00	5.50	5.07	179.2
145 P					3.45				4.07			s 11.42	s 11.23	s 1.08	s 6.00	s 5.16	183.9
					4.00												186.7
75 P					4.24 4.34				4.35			11.50	11.31	1.15	6.09	5.25	190.2
																	193.5
78 WP					4.48				5.00			11.56 PM	11.37	1.21	f 6.17	f 5.32	195.6
P																	199.3
Term. Yard WP					5.00				5.10			12.03 AM	11.43	1.28	6.23	5.39	201.8
I																	203.2
Term. Yard BKWOTP					5.20 PM				5.30 AM			s 12.15 AM	s 11.55 PM	s 1.40 PM	s 6.35 AM	s 5.55 AM	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) 8.43		(3.15) 17.72	(5.15) 21.45			(3.02) 37.12	(2.47) 40.45	(2.45) 40.94	(3.52) 29.10	(3.37) 31.13	

Time Table No. 227

February 6, 1938

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	OERES	3.4
	KEYES	5.4
TO-R	TURLOOK	3.1
	ALOANT	2.6
	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
	BIOLA JOT.	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 Livingston) (Ripon Atwater) (Salida Chowchilla) (Ceres)	Receive Discharge	Bakersfield	Lathrop
60	Any Station	Discharge		Stockton

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. 227

February 6, 1938

Merced Subdivision

WESTWARD

17

STATIONS	Distance from Fresno	FIRST CLASS				SECOND CLASS			THIRD CLASS	
		59	95	51	239	423	405	421	425	427
		West Coast Arrive Daily	Passenger 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	6.50 AM	s 9.15 AM	s 6.30 PM	s 6.46 PM	9.40 AM	8.35 PM	11.45 PM	12.50 PM	
0.9										
W P. Crossing	111.7									
TO MANTEOA	108.7		s 9.09		f 6.40	9.31	8.25	11.35	12.40	
2.6										
CALLA	106.1	6.40	9.04	6.21	6.37	9.27	8.00	11.31	12.30	
1.2										
WESTON	104.9									
2.7										
TO RIPON	102.2	6.36	f 9.00			9.20	7.43	11.25	12.20 PM	
3.1										
TO SALIDA	99.1	6.32	f 8.53	6.14	6.30	9.15	7.25	11.20	11.59 AM	
1.7										
OOVELL	97.4									
5.0										
TO-R MODESTO	92.4	s 6.23	s 8.43	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 8.29			8.50	6.35	10.25	10.54	
3.4										
KEYES	84.7	6.06	f 8.24	5.52	6.03	8.43	6.29	9.59	10.30	
5.4										
TO-R TURLOOK	79.3	s 6.00	s 8.17	s 5.47	s 5.57	8.35	6.20	9.33	10.15	
3.1										
ALCANT	76.2									
2.6										
DELHI	73.6	5.50	f 8.07			8.25	6.03	9.24	8.25	
4.5										
TO LIVINGSTON	69.1	5.46	s 8.01	5.31	5.39	8.15	5.56	9.16	8.01	
2.5										
ARENA	66.6									
4.3										
TO ATWATER	62.3	5.39	s 7.51	5.25	5.32	7.51	5.45	9.07	7.05	
1.6										
BUHACH	60.7									
2.6										
FERGUS	58.1	5.35	7.44			7.32	5.37	9.00	6.40	
3.1										
TO-R MERCED	55.0	s 5.30	s 7.40	s 5.18	s 5.25	7.26	5.30 PM	8.50	6.30 AM	2.45 PM
1.4										
OREEGAN	53.6									
4.7										
LINGARD	48.9	5.14	7.28			7.12		8.31	2.15	
3.9										
ATHLONE	45.0	5.10				7.05		8.24	2.00	
5.3										
SIERRA VISTA	39.7									
1.1										
MINTURN	38.6	5.03	7.18	4.55	5.00	6.55		8.13	1.15	
1.3										
TO OHOWOHILLA	37.3		s 7.16						1.00 PM	
4.8									11.50 AM	
FAIRMEAD	32.5	4.57	f 7.10			6.46		8.04	11.35	
3.5										
BERENDA	29.0		7.06	4.46	4.51	6.37		7.58	11.15	
2.7										
NOTARB	26.3	4.51				6.32		7.53	10.50	
4.7										
TO MADERA	21.6	s 4.45	s 6.58	s 4.38	s 4.43	6.24		7.45	10.00	
2.8										
BORDEN	18.3									
3.5										
IRRIGOSA	15.3	4.35	6.49	4.29	4.34	6.09		7.32	7.55	
3.3										
THARSA	12.0									
2.1										
HERNDON	9.9	4.30	6.44	4.24	4.29	5.55		7.24	7.45	
3.7										
BIOLA JCT.	6.2									
2.5										
FRESNO YARD	3.7	4.23	6.38	4.18	4.23	5.45		7.14	7.30	
1.4										
F. I. Co. Crossing	2.3									
TO-R FRESNO	0.0	4.15 AM	6.30 AM	4.10 PM	4.15 PM	5.30 AM		7.00 PM	7.15 AM	
(112.6)		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		(2.35)	(2.45)	(2.20)	(2.31)	(4.10)	(3.05)	(4.45)	(6.20)	(7.30)
Average Speed per Hour		43.52	40.94	48.26	44.74	27.04	18.68	24.05	9.09	7.33

No. 59 will not stop at station at Lathrop but will use east leg of wye to Lathrop subdivision.

No. 239 reduce speed to 10 m.p.h. at Manteca to exchange mail.

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

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS

Train	At	For Passengers From or Beyond
239	Any Station	Fresno

Capacity of Stages in car lengths	EASTWARD						WESTWARD					
	THIRD CLASS		SECOND CLASS		FIRST CLASS		FIRST CLASS		THIRD CLASS			
	432 Local Freight	430 Local Freight	428 Freight	402 Freight	400 Mdse.	240 Passenger	25 Owl		431 Local Freight	433 Local Freight	403 Freight	401 Freight
Term Yard BKWOTYP	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday and Monday	Leave Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
40 I P		7.30 AM	11.30 AM	1.40 AM	12.30 AM	7.35 PM	126.2	s 6.00 AM	2.20 PM		8.40 PM	11.00 PM
49 P		7.40	11.37	1.47	12.35	7.40	123.5		2.05		8.30	10.45
49 P		7.50	11.43	1.52	12.40	7.44	120.5	5.47	1.55		8.23	10.40
49 P		8.03	11.52 AM	2.00	12.47	f 7.50	115.8	5.40	1.20		8.15	10.32
39 P		8.13				f	113.5		12.45			10.26
103 WP		8.25	12.04 PM	2.12	12.59	s 8.00	112.0		12.35		8.00	10.21
48 P		10.00	12.17	2.23	1.08	s 8.10	108.0					
47 P		10.40 AM	12.27	2.33	1.16	s 8.19	103.6	f 5.19	12.17 PM		7.42	10.11
43 P							101.0	f 5.09	10.40 AM		7.32	10.02
51 WP		12.40 PM	12.40	2.44	1.24	s 8.30	95.2		10.00		7.20	9.53
47 P		1.25	12.48	2.50	1.30	s 8.38	92.4	f 4.52	8.35		7.14	9.44
35		1.35					91.1		7.40			
64 P		1.50	12.58	2.59	1.38	f 8.46	88.9	f 5.00	7.30		7.04	9.35
50 P		2.15	1.08	3.09	1.47	f 8.54	84.9	f 4.52	7.00		6.54	9.25
77 BKWOTYP	9.00 AM	2.35 PM	1.35	3.30	2.02	s 9.07	81.5		6.30 AM	2.20 PM	6.45	9.07
49 P	9.25		1.50	3.45	2.15	9.17	79.1				1.50	6.17
92 P	10.30		2.01	4.09	2.22	s 9.26	72.8				1.30	6.10
36 P	11.00 AM		2.13	4.25		9.34	70.1				12.45	5.59
103 WP	12.20 PM		2.24	4.35	2.40	s 9.43	68.0					
39 P	12.35		2.31	4.42	2.46	9.49	66.8				12.20 PM	5.49
89 P	1.00		2.37	4.49	2.52	s 9.55	60.1				11.40 AM	5.42
37 YP	1.20		2.50	5.04	3.04	10.04	55.4				11.30	5.36
40 P	1.30		2.54	5.08	3.27	10.07	48.6				10.25	5.24
42 KWP	2.37		3.10	5.30	3.45	s 10.18	46.8				10.15	5.20
52							42.2				9.50	5.05
39 P	2.55		3.25	5.38	3.53	10.25	37.6				8.35	
Spur P							33.9				8.20	4.52
Spur Y							26.5					7.22
40 P	3.10		3.35	5.45	4.00	10.31	23.9				8.00	4.45
Term Yard BKWOTYP	3.40 PM		3.50 PM	6.00 AM	4.15 AM	s 10.45 PM	15.4				7.40 AM	4.30 PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday and Monday	Arrive Daily	11.7					7.00 PM
	(6.40) 10.01	(7.05) 8.21	(4.20) 29.12	(4.20) 29.12	(3.45) 33.65	(3.10) 39.85	9.9				(7.50) 7.43	(4.00) 31.55

Time Table No. 227

February 6, 1938

STATIONS

TO-R	TRACY	126.2	s	6.00 AM
	2.7			
	W. P. Crossing	123.5		
	LYOTH			
	3.0			
	YARMOUTH	120.5		
	4.7			
	VERNALIS	115.8		
	2.3			
	SOLYO	113.5	f	
	1.5			
	HALLY	112.0		
	4.0			
	WESTLEY	108.0		
	4.4			
	VANORMER	103.6		
	2.6			
TO	PATTERSON	101.0	f	5.19
	5.8			
	CROWS LANDING	95.2	f	5.09
	2.8			
	STOMAR	92.4		
	1.3			
	TIMBA	91.1		
	2.2			
TO	NEWMAN	88.9	f	5.00
	4.0			
TO	GUSTINE	84.9	f	4.52
	3.4			
	LINORA	81.5		
	2.4			
	INGOMAR	79.1		
	6.3			
	VOLTA	72.8		
	2.7			
	TRENT	70.1		
	2.1			
TO-R	LOS BANOS	68.0	s	4.28
	1.2			
	ABATTO	66.8		
	6.7			
	AGATHA	60.1		
	4.7			
TO	DOS PALOS	55.4	f	4.09
	6.8			
	OXALIS	48.6		
	1.8			
	SILAXO	46.8		
	4.6			
TO	FIREBAUGH	42.2	f	3.52
	4.6			
	OROMIR	37.6		
	2.0			
	ARBIO	35.6		
	1.7			
TO	MENDOTA	33.9	f	3.40
	7.4			
R	INGLE	26.5		
	2.6			
	JAMESAN	23.9		
	8.5			
TO-R	KERMAN	15.4	f	3.18
	3.7			
	FLOYD	11.7		
	1.8			
	ROLINDA	9.9		
	2.3			
	KEARNEY	7.6		
	1.0			
	NEVILLS	6.6		
	0.7			
	PRATTON	5.9		
	5.9			
TO-R	FRESNO	0.0		

(126.2)

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
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							
Capacity of sidings in car lengths	THIRD CLASS			FIRST CLASS				Distance from San Francisco	Time Table No. 227		Distance from San Jose	FIRST CLASS			ADDITIONAL FLAG STOPS				
			404				252		February 6, 1938			255			Train	At	Frequency	For Passengers To or From	
			Freight				Passenger					Passenger			250	Drawbridge	Sunday Only	Any Station	
			Leave Daily				Leave Daily		STATIONS			Arrive Daily			250	Drawbridge	Wednesday and	From Fruitvale or Beyond	
68 BKWYP							6.47 PM	29.2	Automatic Block System	TO-R NILES 0.5	18.5	s 5.45 PM				See page 20 for additional trains between Niles and Niles Tower.			
IYP		3.45 AM						29.7		TO-R NILES TOWER W. P. Crossing 0.9	18.0								
						f		30.6		OVERACKER 2.2	17.1	f							
30 P		4.00				f 6.55		32.8		IRVINGTON 3.5	14.9	s 5.36							
35 P		4.10				f 7.02		36.3		WARM SPRINGS 4.4	11.4	f 5.29							
33 P		4.22				f 7.09		40.7		TO MILPITAS 2.6	7.0	s 5.23							
30 P		4.27				f 7.14		43.3		WAYNE 4.4	4.4	f 5.18							
Term. Yard BKWOTYP		4.40 AM				s 7.25 PM		47.7		TO-R SAN JOSE	0.0	5.08 PM							
		Arrive Daily				Arrive Daily				(18.5)		Leave Daily							
		(0.55) 19.09				(0.38) 29.12				Time over District..... Average Speed per Hour.....		(0.37) 30.00							

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. 227 February 6, 1938	Distance from Niles and Niles Jct.	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			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
IWY P		3.50 AM		10.40 PM	8.20 PM				26.2		TO-R REDWOOD JCT. 1.3 End of Double Track 0.5 SWEENEY 1.5 HENDERSON 1.4 RAVENSWOOD 3.0 DUMBARTON 3.3 TO-R NEWARK 1.8 MATTOS 1.1 CENTERVILLE 1.6 SHINN 0.8 W. P. Crossing TO-R NILES TOWER 0.5 NILES JUNCTION 0.5 TO-R NILES	16.8	3.30 AM		12.10 AM
									27.5						
									28.0						
63 P		3.58		10.46	8.26				29.5				3.20		12.01 AM
P									30.9						
48 P		4.06		10.53	8.33			(See Note)	33.9				3.10		11.51 PM
99 WIYP	11.25 AM	4.30		11.15	8.55	5.55 AM		6.19 AM	37.2				2.50	10.30 AM	11.37
									39.0						
46 P	11.30	4.40		11.22	9.02	6.00		6.27	40.1				2.45	10.20	11.32
78 P		4.45		11.25	9.05	6.30		6.30	41.7				2.40	10.05	11.25
IYP								6.32	42.5					10.02	
		4.50 AM		11.28 PM	9.08 PM	6.33 AM			43.0				2.35 AM		11.17 PM
68 BKWY P	11.40 AM							6.33 AM	43.0					10.00 AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily			(15.8)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(0.15) 23.20	(1.00) 16.80		(0.48) 21.00	(0.48) 21.00	(0.38) 9.16		(0.14) 24.14			Time over District Average Speed per Hour		(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. 227 February 6, 1938		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. 227 February 6, 1938 Lodi Branch STATIONS	Distance from Kentucky House	THIRD CLASS 435 Freight Arrive Daily Ex. Sunday
BKWOYP	9.30 AM	103.3	TO-R Lodi 1.8	39.3	4.00 PM
		105.1	C. C. T. Co. Crossing 0.1	37.5	
Spur		105.2	ROMA 1.9	37.4	
17 P		107.1	VICTOR 3.6	35.5	
7 P	9.55	110.7	TO LOCKEFORD 4.0	31.9	3.35
P	10.15	114.7	TO OLEMENTS 6.1	27.9	3.15
P	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. 227 February 6, 1938 Ione Branch STATIONS	Distance from Ione	
WOYP		111.7	TO-R GALT 5.0	27.1	
		116.7	C. C. T. Co. Crossing 5.3 VANSTOW 10.3	22.1	
P		122.0	CLAY 10.3	16.8	
P		132.3	CARBONDALE 0.7	6.5	
		133.0	LIGNITE 1.8	5.8	
Spur		134.8	EDWIN 0.4	4.0	
Spur		135.2	OLARKSONA 2.5	3.6	
Spur		137.7	DAGON 1.1	1.1	
WTP		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. 227 February 6, 1938 Lodi Branch STATIONS	Distance from Woodbridge	
BKWOYP		103.3	TO-R Lodi 2.5 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. 227 February 6, 1938		Distance from Calistoga	THIRD CLASS			
	440		438			Napa Branch			439		441	
	Local Freight	Local Freight	Local Freight	Local Freight		Local Freight	Local Freight		Local Freight	Local Freight		
	Leave Daily Ex. Sunday	Leave Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
101 BKWOYP		2.00AM	1.00AM	50.5	TO-R SUI SUN-FAIRFIELD 2.6	47.6	5.10AM	6.15PM				
				47.9	SUBET 1.7	45.0						
24		2.10	1.10	46.2	THOMASSON 1.4	43.3	5.00	6.00				
35 WP		2.15	1.15	44.8	TO CORDELIA 3.8	41.9	4.55	5.50				
20 West 23 East P		2.25	1.25	41.0	ORESTON 3.7	38.1	4.45	5.35				
WYP		2.45	1.40AM	37.3	TO-R NAPA JUNCTION 0.7	34.4	4.30AM	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	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		7.00AM		71.7	TO-R CALISTOGA	0.0		2.00PM				
		Arrive Daily Ex. Sunday	Arrive Daily		(47.6)		Leave Daily	Leave Daily Ex. Sunday				
		(5.00) 9.52	(0.40) 19.80		Time over District..... Average speed per hour.....		(0.40) 19.80	(4.15) 11.17				

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths			Distance from San Francisco	Time Table No. 227 February 6, 1938		Distance from Napa Junction		
				Vallejo Branch				
				STATIONS				
KWT			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. 227			Distance from Schellville	THIRD CLASS		
	438		Leave Daily		February 6, 1938		Arrive Daily		439		
	Local Freight				Schellville Branch				Local Freight		
						STATIONS					
WYP		2.00AM	37.3	TO-R NAPA JUNCTION	11.5	0.4	4.10AM				
			37.7	Napa Valley Ry. Crossing	11.1	0.4					
66		2.05	38.1	LOMBARD	10.7	2.7	4.05				
			40.8	BRAZOS	8.0	1.5					
			42.3	BUOHLI	6.5	2.2					
			44.5	MERAZO	4.3	1.3					
			45.8	RAMAL	3.0	3.0					
Y		2.40AM	48.8	TO-R SCHELLVILLE	0.0		3.30AM				
		Arrive Daily		(11.5)			Leave Daily				
		(0.40) 17.25		Time over District Average speed per hour			(0.40) 17.25				

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths			Distance from San Francisco	Time Table No. 227		Distance from Union		
				February 6, 1938				
				Buchli Union Branch				
				STATIONS				
			42.2	BUOHLI	8.6			
				1.6				
			43.8	CARNEROS	7.0			
				1.6				
			45.4	STANLEY	5.4			
				3.4				
			48.8	WEST NAPA	2.0			
				1.3				
			50.1	Napa Valley Ry. Crossing	0.7			
				0.7				
24			50.8	UNION	0.0			
				(8.6)				

EASTWARD				Merced Subdivision				WESTWARD			
Capacity of sidings in car lengths	THIRD CLASS	SECOND CLASS	Distance from San Francisco Via Niles	Time Table No. 227		Distance from Merced	SECOND CLASS	THIRD CLASS	Capacity of sidings in car lengths	THIRD CLASS	Distance from San Francisco Via Antioch
	454	448		February 6, 1938			449	455			
	Freight	Mixed		Oakdale Branch			Mixed	Freight			
	Leave Daily Ex. Sunday	Leave Mon. Wed., Fri.		STATIONS			Arrive Tues. Thurs., Sat.	Arrive Daily Ex. Sunday			
Yard BKWOITY	4.00AM	11.30AM	90.9	TO-R	STOCKTON	72.0	s 2.30PM	6.30PM	WT P	9.00AM	176.5
					W. P. Crossing						
Spur		f	96.0		G. C. T. Co. Crossing				I		179.8
Spur	4.13	f 11.45	96.7		5.1					f 9.20	183.8
Spur			97.7		0.7					f 9.35	187.9
Spur		f	98.3		CHARLESTON	66.2	f 2.05	6.15		f	190.8
Spur		f 11.53AM	100.6		1.0				Spur	f	195.0
23 WYP	4.30	s 12.03PM	103.8		SIBLEY	65.2				f 10.00	196.2
P	4.45	s 12.20	108.2		0.6					s 10.15AM	197.4
Spur		f	111.5		WALTHALL	64.6				Arrive Tues. and Sat.	
16	4.50	f 12.33	114.1		2.3					(1.15)	16.72
P	5.00	s 12.41	116.7		HOLDEN	62.3					
Spur		f	120.6		3.2						
47 WP	5.30AM	s 12.55	122.4	TO-R	PETERS	59.1	f 1.50	6.00			
		1.46			4.4						
44		f 2.00	126.3		FARMINGTON	54.7	s 1.40	5.47			
P		s 2.20	132.4		3.3						
P		s 2.30	134.0		GOTRI	51.4					
34 P		s 2.50	139.8	TO	2.6						
14 P		f 3.10	146.0		COMETA	48.8					
Spur P			147.5		2.6						
P		f 3.20	148.8		VALLEY HOME	46.2	f 1.15	5.25			
18 P		f 3.40	152.5		3.9						
		f	157.2		ADELA	42.3					
P		f	158.2		1.8						
Spur		f	159.9		TO-R						
I			161.1		OAKDALE	40.5	s 12.55PM	5.00PM			
BKWOTP		s 4.15PM	162.9		A. T. & S. F. Crossing						
	Arrive Daily Ex. Sunday	Arrive Mon. Wed., Fri.			3.9						
	(1.30)	(4.45)			OLARIBEL	36.6	f 11.25AM				
	21.00	15.15			6.1						
					TO						
					WATERFORD	30.5	s 11.10				
					1.6						
					HICKMAN	28.9	s 10.55				
					5.8						
					MONTPELLIER	23.1	s 10.40				
					6.2						
					EYER	16.9	f 10.18				
					1.5						
					BASEL	15.4					
					1.3						
					ARUNDEL	14.1	f 10.10				
					3.7						
					AMSTERDAM	10.4	f 10.00				
					4.7						
					NAIRN	5.7					
					1.0						
					FERRIN	4.7					
					1.7						
					BATTURS	3.0					
					1.2						
					A. T. & S. F. Crossing	1.8					
					1.8						
					TO-R MERCED	0.0					
					(72.0)						
					Time over District.....						
					Average Speed per Hour.....						
							(5.00)	(1.30)			
							14.40	21.00			

EASTWARD				Merced Subdivision				WESTWARD				
Capacity of sidings in car lengths	THIRD CLASS	SECOND CLASS	Distance from San Francisco Via Niles	Time Table No. 227		Distance from Merced	SECOND CLASS	THIRD CLASS	Capacity of sidings in car lengths	THIRD CLASS	Distance from San Francisco Via Antioch	
	454	448		February 6, 1938			449	455		456		
	Freight	Mixed		Oakdale Branch			Mixed	Freight		Mixed		
	Leave Daily Ex. Sunday	Leave Mon. Wed., Fri.		STATIONS			Arrive Tues. Thurs., Sat.	Arrive Daily Ex. Sunday		Leave Tues. and Sat.		
Yard BKWOITY	4.00AM	11.30AM	90.9	TO-R	STOCKTON	72.0	s 2.30PM	6.30PM	WT P	9.00AM	176.5	
					W. P. Crossing							
Spur		f	96.0		G. C. T. Co. Crossing				I		179.8	
Spur	4.13	f 11.45	96.7		5.1					f 9.20	183.8	
Spur			97.7		0.7					f 9.35	187.9	
Spur		f	98.3		CHARLESTON	66.2	f 2.05	6.15		f	190.8	
Spur		f 11.53AM	100.6		1.0				Spur	f	195.0	
23 WYP	4.30	s 12.03PM	103.8		SIBLEY	65.2				f 10.00	196.2	
P	4.45	s 12.20	108.2		0.6					s 10.15AM	197.4	
Spur		f	111.5		WALTHALL	64.6				Arrive Tues. and Sat.		
16	4.50	f 12.33	114.1		2.3					(1.15)	16.72	
P	5.00	s 12.41	116.7		HOLDEN	62.3						
Spur		f	120.6		3.2							
47 WP	5.30AM	s 12.55	122.4	TO-R	PETERS	59.1	f 1.50	6.00				
		1.46			4.4							
44		f 2.00	126.3		FARMINGTON	54.7	s 1.40	5.47				
P		s 2.20	132.4		3.3							
P		s 2.30	134.0		GOTRI	51.4						
34 P		s 2.50	139.8	TO	2.6							
14 P		f 3.10	146.0		COMETA	48.8						
Spur P			147.5		2.6							
P		f 3.20	148.8		VALLEY HOME	46.2	f 1.15	5.25				
18 P		f 3.40	152.5		3.9							
		f	157.2		ADELA	42.3						
P		f	158.2		1.8							
Spur		f	159.9		TO-R							
I			161.1		OAKDALE	40.5	s 12.55PM	5.00PM				
BKWOTP		s 4.15PM	162.9		A. T. & S. F. Crossing							
	Arrive Daily Ex. Sunday	Arrive Mon. Wed., Fri.			3.9							
	(1.30)	(4.45)			OLARIBEL	36.6	f 11.25AM					
	21.00	15.15			6.1							
					TO							
					WATERFORD	30.5	s 11.10					
					1.6							
					HICKMAN	28.9	s 10.55					
					5.8							
					MONTPELLIER	23.1	s 10.40					
					6.2							
					EYER	16.9	f 10.18					
					1.5							
					BASEL	15.4						
					1.3							
					ARUNDEL	14.1	f 10.10					
					3.7							
					AMSTERDAM	10.4	f 10.00					
					4.7							
					NAIRN	5.7						
					1.0							
					FERRIN	4.7						
					1.7							
					BATTURS	3.0						
					1.2							
					A. T. & S. F. Crossing	1.8						
					1.8							
					TO-R MERCED	0.0						
					(72.0)							
					Time over District.....							
					Average Speed per Hour.....							
							(5.00)	(1.30)				
							14.40	21.00				

EASTWARD				Merced Subdivision				WESTWARD			
Capacity of sidings in car lengths	THIRD CLASS	SECOND CLASS	Distance from San Francisco Via Niles	Time Table No. 227		Distance from Merced	SECOND CLASS	THIRD CLASS	Capacity of sidings in car lengths	TH	

SPECIAL INSTRUCTIONS

"SAFETY"
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
 Crockett.....M. B. Gardner
 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 Jct., Trains on Schellville line.
 Suisun-Fairfield, Trains on Napa Jct. line.
 Davis, Trains on Woodland line.
 Galt, Trains on Ione line.
 Lodi, Trains on Valley Spring and Woodbridge lines.
 Stockton, Trains on Merced Subdivision.
 Peters, Trains on Milton line.
 Lathrop, Trains on Merced Subdivision.
 Tracy, Trains on Los Banos Subdivision.
 Berenda, Trains on Raymond line.
 Kerman, Trains on Biola line.
 Ingle, Trains on Riverdale line.

RULE 14 (I). 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 Centralized Traffic Control 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 (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. A positive observation check may be made by westward trains on double track between Fresno and Fresno Yard, to be applied at end of double track.

Trains approaching each other between these stations must reduce speed sufficiently to permit identification.

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

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 timetable superiority when signal indication permits them to proceed.

Westward trains receiving proceed indication through West Zone or permission from Signal Operator to pass Signal 813SA if displaying "STOP", will move from Lathrop to Tracy irrespective of timetable superiority. Eastward trains on receiving proceed indication through East Zone, or, if in siding, at Signal 828, or permission from Signal Operator to pass that signal if displaying "STOP" will move from Lathrop to Tower No. 4, Stockton, irrespective of timetable superiority.

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		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: 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-A, 83-D and 206-A will not apply to Merced Subdivision trains originating or terminating at Lathrop when using east leg of wye.

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

Elmhurst.....	Regular Trains
Niles.....	Nos. 95, 278, 279, 280 and 235
Niles Tower.....	All Trains
Redwood Junction.....	All Trains

RULE 83 (B).—Continued.

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 subdivision trains originating or terminating at Lathrop using west leg of wye.
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-D will not apply to westward trains from Merced subdivision at Lathrop when there are no train orders to be delivered to such trains at Lathrop.

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 Jct.	Kerman
Suisun-Fairfield	Tracy	Newark	Oakdale
Davis	Lathrop	Niles	Valley Spring
Sacramento	Modesto	Livermore	Kentucky House
South Vallejo	Turlock	Stockton	Ione
Napa Jct.	Merced	Lodi	Raymond
Napa	Madera	Galt	San Jose
Calistoga			
Schellville			

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

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

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

Eastward passenger trains arriving Tracy via Niles line must receive signal from Yardmaster or his representative before passing Signal 704. Fresno Yard: Limits are defined by yard limit signs at the following points:

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

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

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

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

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 Mococo.

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

Napa Valley Railway, 1900 feet east of Napa Junction on Schellville line, STOP.
Napa Valley Railway, 3600 feet east of Napa Junction on Napa line, STOP.
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-Radium 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.

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.

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

Magnolia Tower is train-order office for trains leaving West Oakland Yard only.

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

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

If the orders affect movement, either wholly or in part, outside of the block system or centralized traffic control system 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.

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 green flag or green 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 Jet., 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	"	"
374	"	"

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 eastward	35	Mococo. . . . Trailing eastward	35
Facing westward	25	Facing westward	35
Lathrop. . . . Trailing eastward	20	Martinez. . . . Trailing westward	35
from siding	20	Redwd Jct. . . Trailing eastward	25
Shinn. Facing westward	35	Facing westward	35
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 two-light signal fifteen feet east of the east junction wye switch at east end of Niles yard Tracy Line to the junction switch of the Centerville-Redwood Junction line and from the Niles-San Jose Junction switch to the junction switch of the San Jose-Centerville-Redwood Junction line.

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

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

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

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

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

NEWARK TOWER

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

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

For Santa Clara siding, one short, two long, one 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 westward dwarf signals 938 feet east of Martinez passenger station on both Bridge and Tracy lines.

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

DAVIS TOWER

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

Whistle signal to and from Sacramento, for the Woodland line, one 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 Santa 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.

LIMITS OF LATHROP STATION INTERLOCKING PLANT EXTEND AS FOLLOWS:

EAST ZONE

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

WEST ZONE

From Signal 814SA, 360 feet west of junction switch to signals 813SA and 815SA, 340 feet east of junction switch.

SOUTH ZONE

From Signals 924SA and 936SA, 225 feet west of junction switch to Signal 937SA, 65 feet east of junction switch.

Permission to pass signal 828 from east siding when at stop will be procured from signal operator.

Telephones connecting with signal office located at home interlocking signals governing entrance to each zone and at east switch of eastward siding.

Speed of 25 miles per hour must not be exceeded through switches of East Zone and 10 miles per hour through switches of West Zone.

FRENCH CAMP TOWER—Tidewater Southern R. R. Crossing 1.8 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 caboose, before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, latter must comply with last part of Rule 11 to avoid brakes sticking from an overcharge of the brake system, etc.

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

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

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

AIR BRAKE RULE 13.

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

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

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

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

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

In 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.

Cars must not be left on straight leg of wye at Lathrop so as to block the tool house or crossover.

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

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

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

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

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, 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, 5 GS 1 E P A
2, 3, 4, 5	Oakland and Berkeley, University Ave.....	50	60	50	45	40	35	30	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
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
2, 3, 4, 5	Eastward Track, Martinez to M.P. 35.....	45	45	45	45	40	35	30	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	30	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	Avon and San Ramon (except).....	20					20	15	15		20		20
10	Over Bridges 44-E near Hookston and 49-C west of Rady.....	10					10	10	10		10		10
10	Over Bridge 57-A east of Osage.....	10					10	10	10		10		10
10	San Ramon and Radum.....	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	15	15		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
13, 14, 15, 18	Oakland and Tracy (except).....	50		50	45	40	35	25	20	30	35	40	45
12, 13	Halvern and Alvarado.....	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	25	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	30	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 Eastward trains through C.T.C.S. switch at End of double track.....	40		40	40	40	30	20	20	30	30	30	30
14, 15		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		LIGHT ENGINES RUNNING FORWARD				
		Maximum	With T 1, 2 T 7 to 23, 28, 31, 36 MK 5, 6, 7, 8, 9 M	With SP 1, 2, 3, F 1, 3, 4, 5, 6 MM 2 & AM AC 4, 5, 6 C 2 to 10 C 18 to 29 incl.	With C12, 15, 17; MC 2, 4, 6 AC 1, 2, 3, TW	Freight and Mixed Maximum	Engines and Motors Backing	Switch Engines S-SE Type	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
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 C.T.C.S.	25	25	25	25	25	20	20	25	25	25	25
14, 15	Through Controlled Sidings in C.T.C.S. under Caution Indication.	12	12	12	12	12	12	12	12	12	12	12
14, 15	Crossing 95-D and Castle.	50	50	45	40	35	30	20	30	35	40	45
14, 15	Castle and M.P. 132.	50	50	45	40	35	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	12	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	25	20	25	25	25	25
18	Kearney and Timba Spurs.					10	10	10				
18	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	25	20	30	35	40	45
20	Newark and Redwood Junction (except)	40	40	40	40	40	30	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)	30	30	30	30	30	20	20	30	30	30	30
21	Passenger Trains Handled by Motor.	35										
21	Galt and Ione (except)	30				30	20	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	15	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	25	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	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
6, 7, 8, 9	Pittsburg.	25	25	20
10, 11	Capay.	10	10	10
12, 13	Oakland, between Market and Oak Streets.	15	15	15
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
	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, 23	Fresno.	20	20	12
19	Alviso.	35	25	15
19	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 C.T.C.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	2.51	35	1.82	49	1.13	63	0.97
22	2.43	36	1.80	50	1.12	64	0.96
23	2.36	37	1.77	51	1.10	65	0.95
24	2.30	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. Side
5.5	Oakland, 16th St.	Freight Slip. Side
6.6	Emeryville	Structures of Pacific Coast Canning Co. Side
6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205. Side
6.6	Emeryville	Transmission Pole 1770 near switch leading to Judson Iron Works. Side
6.6	Emeryville	Machine shops Judson Iron Works. Overhead and Side
6.6	Emeryville	Umphred Warehouse. Side
7.5	Stock Yards	Fertilizers spur. Side
13.1	Steger	Buildings end of track No. 2. Side
14.5	Richmond	A. T. & S. F. Crossing. Overhead and Side
16.5	San Pablo	A. T. & S. F. Crossing. Overhead and Side
16.6	San Pablo	Eastward and Westward Water Columns. Side
16.6	San Pablo	Rheem Mfg. Co. Spur. Side
26.5	Oleum	Loading tracks, Union Oil Co. Side
26.7	Oleum	Tunnel No. 1. Overhead and Side
27.7	Tormey	Tunnel No. 2. Overhead and Side
29.0	Crockett	Sugar Co. warehouse. Side
29.0	Crockett	Cal. Haw. S. R. Co. Overhead
30.1	Eckley	Platforms of brick company. Side
30.5	Port Costa	Bldgs.; Bankers, California and Grangers Warehouse. Side
31.8	Nevada Dock	Platforms of brick company. Side
31.8	Nevada Dock	Long and short cable, empty and house track No. 1. Side
34.7	Martinez	Warehouse, Anderson Co.—Cars to be left outside. Overhead and Side
43.2	Nichols	Wagon bridge. Overhead
43.2	Nichols	A. T. & S. F. crossing. Overhead and Side
43.2	Nichols	General Chemical Co., ore house on spur. Side
46.5	Shell Point	Tracks Nos. 1 and 7. Overhead and Side
MARTINEZ—SACRAMENTO		
38.0	Benicia Junction	Water tank spout. Side
59.4	Elmira	Warehouse. Side
71.8	Tremont	Gravel loading chute. Side
88.3	Washington	Sacramento River Bridge. Side
OAKLAND PIER—TRACY VIA NILES		
4.9	Alameda	Park Street crossing, wires. Overhead
4.9	Oakland Pier	Posts supporting shed. Side
4.9	West Oakland	Buildings and platform at Creosote Wks. Overhead and Side
7.0	West Oakland	Freight platforms and tracks, Kirkham St., freight yds. Side
7.2	Oakland, 1st St.	Warehouse track, Howard Co. Side
9.0	Oakland, 1st St.	Building Sunset Lumber Co. Overhead and Side
9.0	23rd Avenue	Pacific Wire and Steel Co., spur. Side
9.0	23rd Avenue	California Cotton Mills. Overhead and Side
9.0	23rd Avenue	California Pottery Co., spur and buildings. Side
9.7	Fruitvale	Steel bridge over estuary. Wires Overhead and Side
10.3	Sather	Clorox Chemical Company spur. Overhead and Side
20.1	Hayward	Hunt Bros., canneries. Side
29.2	Niles	New bunkers of Niles Sand and Gravel Co. Side
42.0	Radum	Kaiser Paving Co. Tracks. Side
42.4	Remillard	Platform and shed, Remillard Brick Co. Side
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track. Overhead and Side

ELMHURST—SANTA CLARA

41.7 | Agnew..... | Track leading into distillery.....Overhead and Side

AVON—RADUM

44.6 | Concord..... | Bridge.....Overhead and Side
45.8 | Las Juntas..... | Trolley wire, Interchange track.....Overhead
57.0 | Osage..... | Bridge.....Overhead and Side
66.4 | Asco..... | Beet loading chute.....Side

SUISUN-FAIRFIELD AND SOUTH VALLEJO—CALISTOGA

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

ELMIRA—CAPAY

76.0 | Winters..... | Fruit shed.....Overhead and Side
76.0 | Winters..... | Water tank spout.....Side

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

82.0 | Tracy..... | West Water Tank.....Side
82.0 | Tracy..... | Gates to Holly Sugar Co. Spur.....Side
82.2 | Tracy..... | East Water Tank.....Side
78.3 | Santa-Lathrop..... | San Joaquin River Bridge.....Overhead and Side
81.5 | Lathrop..... | Water Tank.....Side
90.9 | Stockton..... | Delta Warehouse.....Side
90.9 | Stockton..... | Delta Platform.....Side
90.9 | Stockton..... | Murphy Wood Yard Gate.....Side
90.9 | Stockton..... | Murphy Wood Yard Shed.....Side
90.9 | Stockton..... | Girvin Warehouse, west end Hazelton Ave.....Side
90.9 | Stockton..... | Union Mills, Farmers' Union Milling Co. and California
Navigation and Imp. Co. buildings on waterfront track
Weber Avenue.....Side
92.7 | El Pinal Winery..... | Trolley wires and poles.....Overhead and Side
100.7 | Holden Peters..... | Mormon Slough Bridge.....Side
148.5 | Ryer-Arundel..... | Merced River Bridge.....Side
103.3 | Lodi..... | R. H. Water Tank.....Side
103.3 | Lodi..... | Car standing at door No. 1 of Hilvert Shed will not clear
man on west side of car on adjacent track.....Side
104.3 | Lodi-Urgon..... | Mokelumne River Bridge.....Side
114.7 | Clements..... | Water Tank.....Side
134.8 | Edwin..... | Clay loading chutes.....Overhead and Side
135.7 | Clarksons-Dagon..... | Sutter Creek Bridge.....Overhead and Side
100.4 | Westley..... | Water Tank.....Side
119.5 | Newman..... | Water Tank.....Side
201.8 | Nevills Spur..... | Packing House.....Side
104.3 | Ripon-Salida..... | Stanislaus River Bridge.....Side
134.9 | Delhi-Livingston..... | Merced River Bridge.....Overhead and Side
150.5 | Merced..... | Overhead ice platform and loading platform John R.
Graham Spur.....Overhead and Side
155.9 | Cluster..... | Clay loading bridge.....Overhead
183.0 | Madera..... | Sugar Pine Platform.....Side
195.6 | Herndon..... | Water Tank.....Side

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	Visiting Physician, General Hospital.
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. Geo. F. Mainwaring	District Surgeon.
West Oakland	Dr. J. T. 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	District 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. O. E. Dietderich	District Surgeon.
Benicia	Dr. N. J. Crisp	District Surgeon.
Martinez	Dr. Edwin Merithew	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 Blemmer	Emergency Surgeon.
Port Chicago	Dr. Howard B. Flanders	Emergency Surgeon.
Pittsburg	Dr. Claude L. Kerns	Emergency 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. Felix R. Rossi, Jr.	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Winters	Dr. H. G. Potter	District Surgeon.
Esposito	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	Visiting Physician & 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	District Surgeon.
East Oakland	Dr. O. 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.
Elk Grove	Dr. T. O. Russell	Assistant District Surgeon.
Galt	Dr. H. Beattie	District Surgeon.
Galt	Dr. J. T. Christian	District Surgeon.
Galt	Dr. Elliott L. Adams	District Surgeon.
Ione	Dr. Hugo Childress	District Surgeon.
Stockton	Dr. B. J. Powell	Oculist and Aurist.
Stockton	Dr. D. R. Powell	Oculist and Aurist.
Stockton	Dr. James P. Hull	District Surgeon.
Stockton	Dr. A. L. Van Meter	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. Curtis M. Galt	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	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	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													
M-9	M-63 21/28 150-S	1806 to 1822													
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														
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														
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														
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														
C-8	C-57 22/30 192-S														
C-5	C-57 22/30 187-S	2624 to 2679													
C-5	C-57 22/30 185-S	2680 to 2693													
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071	210	3900	1650	3400	3050	3050	4400	1150	1200	850	1200	1500	2650
A-3	A-81 20/28 116-SF														
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														
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														
MK-4	MK-57 23 1/2/30 230-SF														
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														
MK-5, 6	MK-63 26/28 233-SF														
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														
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														
AC-1, 2, 3	AC-57 22 1/2/30 441-SF	4000 to 4048	210	13300	5900	11650	11150	10400	15800	4300	4550	3500	4700	5450	9150
AC-4	AC-63 24 1/2/30 475-SF	4100 to 4125	235	17350	7700	15200	14600	13800	20600	5600	5950	4550	6150	7100	11950
AC-5	AC-63 24 1/2/30 483-SF														
AM-2	AM-63 22 1/2/30 357-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														
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	3	3	3	3	3	6
			40 Ms to 50 Ms.	3	3	3	3	3	3	0	0	0	0	0	3
			More than 50 Ms.	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
H. G. ROWLAND, Terminal Trainmaster.....Port Costa

M. A. MICHELSON, Chief Dispatcher.....Oakland Pier
D. BLAKE, Asst. Chief Dispatcher.....Oakland Pier
J. B. WATTS, Asst. Chief Dispatcher.....Oakland Pier
C. R. RICE, 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

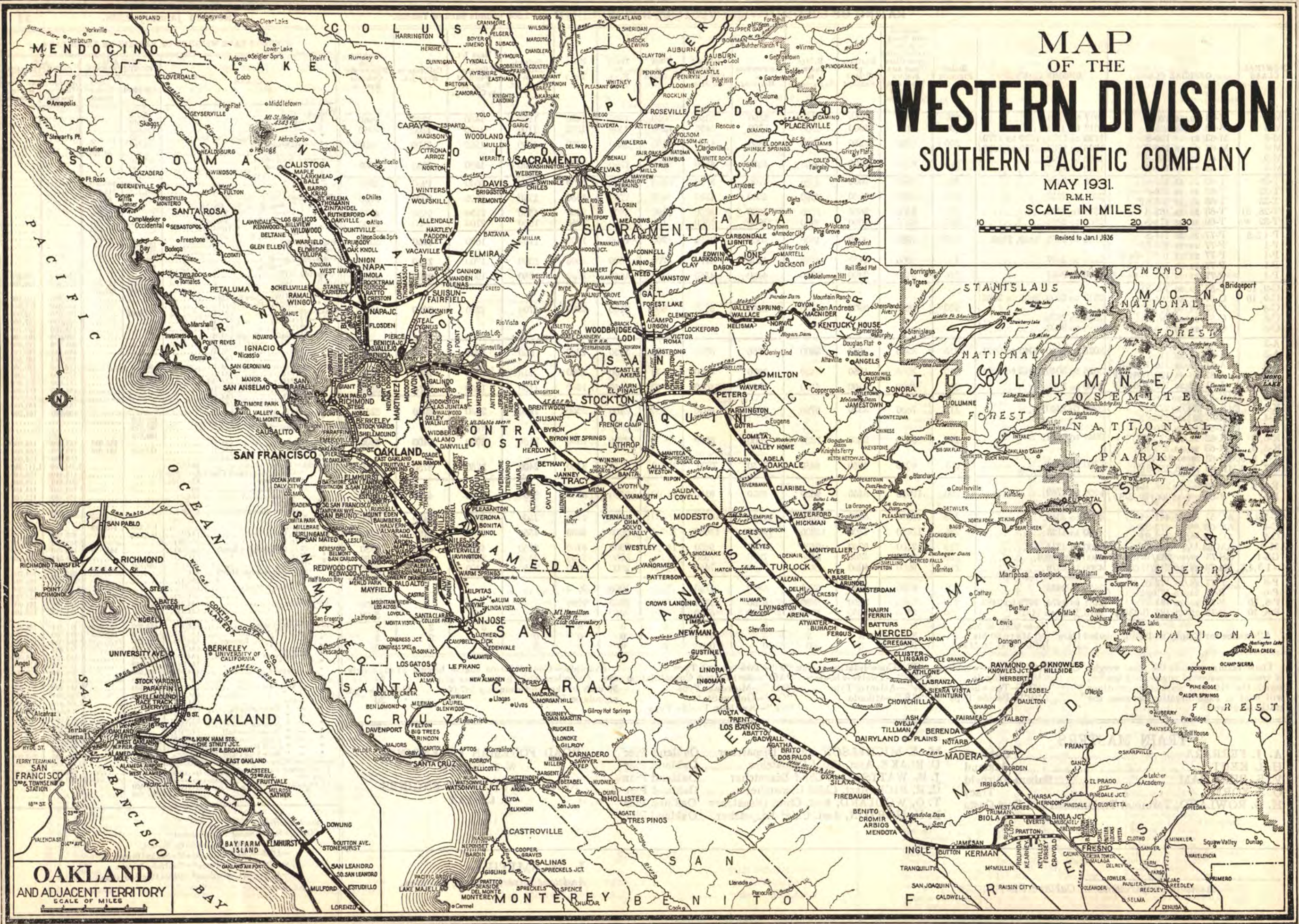
CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
"—66 ft.	127,610			
"—70 ft.	122,620			
"—70 ft. (With Auto. End Door)	125,800			
"—(Dynamo)	98,730			
Baggage & Mail—60 ft.	103,620	87,120		
"—66 ft.	124,760			
"—70 ft.	129,140			
"—Passenger	108,675	103,500		
Express Refr.—N. P. Ry.	112,120	112,640		
"—A. R. E. No. 40-154	74,000	74,000		
"—153-224	89,000	89,000		
"—500-506	110,000	110,000		
"—1101-1175	85,000	85,000		
"—P. F. E. 500-799	83,000	83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
"—60 ft.	105,120			
Assembly (ACI)	168,950	168,950		
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170,700	155,370		
" (ACW)—Cars 107-128	182,800	182,800		
" (ACW)—Cars 140-141	195,040	195,040		
Chair—60 ft.	138,000	138,000		
"—72 ft.	165,000	165,000		
"—72 ft. (ACW)	158,700	158,700		
"—Streamline—Single (ACS)	120,900	104,500		
"—Art. (ACS)	203,400	172,600		
"—74 ft.	180,915	173,125		
"—74 ft. (ACS)	197,944	181,600		
Coaches—60 ft.	98,130	136,100	130,100	
"—70 ft.	137,640	157,800	151,000	
"—72 ft.	137,640	151,000	151,000	
"—72 ft. (ACW)	164,500	157,400		
"—73 ft. 6 in. (ACW)	153,500	153,500		
"—73 ft. 6 in. (ACI)	163,000	163,000		
"—72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
"—Coach	103,875			
Cafe-Couch (ACI)	138,600	155,700	149,000*	
Cafe-Lounge (ACI)	148,950	161,200	186,000	
" (ACW)	156,000	156,000		
Daylight—(12-car train) (ACS)	1,344,080	1,147,280		
"—Comb. Baggage & Coach (ACS)	118,940	102,540		
"—Art. Chair (ACS)	203,640	170,840		
"—Tavern (ACS)	130,850	114,450		
"—Diner (ACS)	129,860	113,460		
"—Parlor (ACS)	115,880	99,480		
"—Parlor-Observation (ACS)	118,600	102,290		
Diner—70 ft.	135,930	135,930		
"—72 ft.	155,330	146,930		
"—77 ft. (Arch Roof) (ACI)	156,000	170,100	162,700	
"—77 ft. (") (ACW)		162,950	162,950	
"—77 ft. (Clere Story Roof) (ACW)		169,450	169,450	
"—77 ft. (") (ACM)		189,581	173,836	
"—79 ft. (NAC)	169,100			
"—80 ft. (Clere Story Roof) (ACM)		201,323	184,700	
Lounge (") (ACI)		189,800	181,630	
" (Arch Roof) (ACI)		167,500	160,300	
" (") (ACW)		164,980	157,780	
Observation—75 ft.	154,400		169,185	161,900
"—77 ft.			194,543	186,166
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
" (ACM)	180,800	153,000	192,300	176,300
"—Lounge (ACI)	171,200		194,900	178,900
" (ACM)	171,200		187,682	179,600
"—Bedroom (ACI)	167,600		183,920	176,000
" (ACM)	167,600		195,800	179,800
"—Sleeper (ACM)	163,100		191,100	175,100
" (ACI)	163,100		180,075	171,500
"—Tourist (ACM)	153,000		185,200	169,200
" (ACI)	153,000		168,663	161,400
"—49er (ACM)			1,431,840	1,316,840
"—Donner Lake (ACM)			198,540	182,640
"—Angel's Camp (ACM)			186,560	170,560
"—Joaquin Miller (ACM)			205,450	189,450
"—James Marshall (ACM)			201,100	185,100
"—Capt. John Sutter (ACM)			200,450	184,450
"—Gold Run (ACM)			200,540	184,540
"—Bear Flag Calif. Rep. (ACM)			239,200	223,200
Streamliner "City of San Francisco" (ACM)			2,545,480	2,545,480
Diesel power unit SF-1-2-3			882,260	882,260
Cars (14)			1,663,220	1,663,220

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