

TERMINAL SUPERINTENDENT

T. F. GOODWIN.....West Oakland

ASST. TERMINAL SUPERINTENDENTS

F. J. DIGNON.....West Oakland
J. F. SCHETTER.....West Oakland

TRAINMASTERS

N. B. EDDLESTONE.....Oakland Pier
H. W. HALL.....Oakland Pier
A. G. McMANUS.....Suisun-Fairfield
L. W. MONEY.....Stockton
J. H. LONG.....Tracy

ASSISTANT TRAINMASTERS

W. S. HOOSON.....Oakland Pier
E. M. TURNER.....Mulford
P. J. MYERS.....Port Costa
WM. J. BOUSQUET.....Livermore

TERMINAL TRAINMASTERS

W. S. CHAMNEY.....West Oakland
E. L. O'DONNELL.....West Oakland
F. M. COYLE.....West Oakland
P. V. STONE.....West Oakland
J. L. HARRISON, JR.....Richmond

ROAD FOREMEN OF ENGINES

S. H. BRAY.....West Oakland
E. R. ALVORD.....Tracy

ASST. ROAD FOREMAN OF ENGINES

C. M. SCHULZE.....West Oakland

CHIEF TRAIN DISPATCHERS

J. B. WATTS.....Oakland Pier
M. T. ROUSE.....Stockton

W. E. EASTMAN

Assistant Superintendent, Oakland Pier

W. H. FERGUSON

Assistant Superintendent, Stockton

A. J. FERRARA

Supervisor Marine and Ferry
Station Operations, Oakland Pier

SOUTHERN PACIFIC COMPANY



WESTERN DIVISION

TIMETABLE

251

EFFECTIVE SUNDAY, APRIL 29, 1951

AT 12:01 A. M.

PACIFIC STANDARD TIME

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY, WHO MUST ALSO
CARRY COPY OF CURRENT ISSUE
OF SPECIAL INSTRUCTIONS**

R. E. HALLAWELL,
General Manager.

**E. D. MOODY,
H. R. HUGHES,**
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

V. E. ANDERSON,
Superintendent of Transportation.

A. S. McCANN,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

| LOCATION | NAME | TITLE | LOCATION | NAME | TITLE |
|------------------|-------------------------|-----------------------------------|-------------------|------------------------|-----------------------------------|
| San Francisco | Dr. W. W. Washburn | Chief Surgeon | Roseville | Dr. L. E. Jones | District Physician and Surgeon |
| Oakland | Dr. Harry H. Appeldorn | District Physician and Surgeon | Roseville | Dr. J. F. McAnnally | Asst. Dist. Physician and Surgeon |
| Oakland | Dr. J. D. Young | District Physician and Surgeon | Tracy | Dr. J. E. Longley | District Physician and Surgeon |
| Oakland | Dr. Edmund H. Padden | Oculist | Tracy | Dr. H. K. Wilson | Asst. Dist. Physician and Surgeon |
| Oakland | Dr. H. W. Kahlmoos | Aurist | Stockton | Dr. H. T. Quinn | District Physician and Surgeon |
| East Oakland | Dr. E. C. Bourdon | District Physician and Surgeon | Stockton | Dr. Oliver R. Vannucci | District Physician and Surgeon |
| West Oakland | Dr. D. W. Stomberg | District Physician and Surgeon | Stockton | Dr. Eric Rosenberg | Asst. Dist. Physician and Surgeon |
| West Oakland | Dr. J. M. Gates | District Physician and Surgeon | Stockton | Dr. D. R. Powell | Oculist and Aurist |
| North Oakland | Dr. Joseph Cieri | District Physician and Surgeon | Stockton | Dr. J. R. Powell | Asst. Oculist |
| Fruitvale | Dr. C. F. Hawkins | District Physician and Surgeon | Lodi | Dr. L. J. Peterson | District Physician and Surgeon |
| Fruitvale | Dr. L. E. Lacey | District Physician and Surgeon | Lodi | Dr. C. V. Thompson | District Physician and Surgeon |
| Fruitvale | Dr. G. W. Dygert | District Physician and Surgeon | Galt | Dr. V. E. Greer, Jr. | District Physician and Surgeon |
| Fruitvale | Dr. O. T. Leitwich | Oculist and Aurist | Ione | Dr. L. B. Gallagher | Emergency Surgeon |
| Fruitvale | Dr. H. P. Howell | Asst. Oculist and Aurist | Elk Grove | Dr. Paul W. Frame | District Physician and Surgeon |
| Elmhurst | Dr. Theo. R. Stepman | District Physician and Surgeon | Oakdale | Dr. E. E. Chouret | District Physician and Surgeon |
| Berkeley | Dr. J. R. Masterson | District Physician and Surgeon | Manteca | Dr. Curtis M. Galt | Emergency Surgeon |
| Berkeley | Dr. C. E. Hass | Oculist | Manteca | Dr. K. Wm. Hidy | Emergency Physician and Surgeon |
| Berkeley | Dr. R. J. Oakes | District Physician and Surgeon | Modesto | Dr. Fred R. DeLappe | District Physician and Surgeon |
| Berkeley | Dr. H. J. Mankin | Asst. Dist. Physician and Surgeon | Modesto | Dr. H. R. Wilson | District Physician and Surgeon |
| Albany | Dr. Douglas Ream | District Physician and Surgeon | Modesto | Dr. G. M. DeLappe | District Physician and Surgeon |
| Richmond | Dr. R. O. Bagley | District Physician and Surgeon | Modesto | Dr. J. K. Morris | Oculist and Aurist |
| Richmond | Dr. W. E. Cunningham | District Physician and Surgeon | Turlock | Dr. M. C. Collins | District Physician and Surgeon |
| Alameda | Dr. A. L. Guerra | District Physician and Surgeon | Livingston | Dr. J. J. Wolohan | Emergency Surgeon |
| Alameda | Dr. W. C. Babcock | District Physician and Surgeon | Atwater | Dr. Arthur P. Harris | District Physician and Surgeon |
| San Leandro | Drs. Rudnick & Kessler | District Physicians and Surgeons | Merced | Dr. Wm. E. Fountain | District Physician and Surgeon |
| San Leandro | Dr. Theo. R. Stepman | District Physician and Surgeon | Merced | Dr. Edward A. Jackson | District Physician and Surgeon |
| Hayward | Dr. Charles C. Impey | District Physician and Surgeon | Merced | Dr. Shelby W. Hicks | Asst. Dist. Physician and Surgeon |
| Rodeo | Dr. J. C. McCullough | District Physician and Surgeon | Chowchilla | Dr. Herbert O. Leff | Emergency Surgeon |
| Crockett | Dr. Samuel Eldridge | District Physician and Surgeon | Chowchilla | Dr. A. B. Bigler | Emergency Surgeon |
| Vallejo | Dr. Burton F. Jones | District Physician and Surgeon | Madera | Dr. Thomas Klein | Emergency Surgeon |
| Vallejo | Dr. A. J. Ryan | District Physician and Surgeon | Fresno | Dr. F. E. Cooley | District Physician and Surgeon |
| Napa | Dr. D. H. Murray | District Physician and Surgeon | Fresno | Dr. W. E. Furze | Asst. Dist. Physician and Surgeon |
| St. Helena | Dr. M. M. Booth | District Physician and Surgeon | Fresno | Dr. O. B. Doyle | Asst. Dist. Physician and Surgeon |
| Calistoga | Dr. Frank McGreane | District Physician and Surgeon | Fresno | Dr. H. Awtrey | Oculist and Aurist |
| Santa Rosa | Dr. Paul T. Quarry | District Physician and Surgeon | Fresno | Dr. W. J. Smith | Oculist and Aurist |
| Santa Rosa | Dr. E. T. Noall | District Physician and Surgeon | Fresno | Dr. Marvin W. Simmons | Aurist |
| Santa Rosa | Dr. A. M. Bowles | Asst. Dist. Physician and Surgeon | Fresno | Dr. L. G. Price | Oculist |
| Santa Rosa | Dr. J. Leslie Spears | Oculist and Aurist | Patterson | Dr. E. G. Allen | District Physician and Surgeon |
| Benicia | Dr. A. C. Atwood | District Physician and Surgeon | Crows Landing | Dr. E. G. Allen | District Physician and Surgeon |
| Benicia | Dr. B. T. Sanford | Asst. Dist. Physician and Surgeon | Newman | Dr. A. M. Roscoe | District Physician and Surgeon |
| Martinez | Dr. Edwin Merrithew | District Physician and Surgeon | Newman | Dr. James E. Thompson | Asst. Dist. Physician and Surgeon |
| Martinez | Dr. G. L. Coates | Asst. Dist. Physician and Surgeon | Gustine | Dr. A. W. Gustafson | Emergency Surgeon |
| Concord | Dr. Robert Martin | District Physician and Surgeon | Los Banos | Dr. L. R. Hillier | District Physician and Surgeon |
| Walnut Creek | Dr. M. C. Bolender | Emergency Surgeon | Dos Palos | Dr. W. H. Curry | District Physician and Surgeon |
| Danville | Dr. John Blemer | Emergency Surgeon | Firebaugh-Mendota | Dr. L. Rowe | Emergency Surgeon |
| Pittsburg | Dr. Claude L. Kerns | Emergency Surgeon | Kerman | Dr. A. Chaffin | District Physician and Surgeon |
| Antioch | Dr. Paul E. Gaver | District Physician and Surgeon | Niles | Dr. E. C. Grau | District Physician and Surgeon |
| Suisun-Fairfield | Dr. Felix R. Rossi, Jr. | District Physician and Surgeon | Pleasanton | Dr. Harold J. Shanks | District Physician and Surgeon |
| Suisun-Fairfield | Dr. W. J. Olson | Asst. Dist. Physician and Surgeon | Livermore | Dr. Paul Dolan | District Physician and Surgeon |
| Vacaville | Dr. M. P. Stansbury | District Physician and Surgeon | Centerville | Dr. G. J. Romito | District Physician and Surgeon |
| Winters | Dr. H. G. Potter | District Physician and Surgeon | Irvington | Dr. E. M. Czimmer | Emergency Surgeon |
| Esparto | Dr. H. H. Johnson | Emergency Physician and Surgeon | San Jose | Dr. D. R. Threlfall | District Physician and Surgeon |
| Dixon | Dr. O. P. Floreth | District Physician and Surgeon | San Jose | Dr. J. M. Olson | Asst. Dist. Physician and Surgeon |
| Davis | Dr. Leo A. Cronan | Emergency Surgeon | San Jose | Dr. J. M. Hohl | Asst. Dist. Physician and Surgeon |
| Davis | Dr. Charles L. McKinney | Emergency Surgeon | San Jose | Dr. P. T. Pace | Aurist |
| Davis | Dr. T. Y. Cooper | Emergency Surgeon | San Jose | Dr. Phillips Thygeson | Oculist |
| Sacramento | Dr. W. W. Cress | Division Surgeon | San Jose | Dr. Crowell Beard | Oculist |
| Sacramento | Dr. A. F. Wallace | Division Surgeon | | | |
| Sacramento | Dr. Manuel L. Azevedo | District Physician and Surgeon | | | |
| Sacramento | Dr. W. N. Becker | District Physician and Surgeon | | | |
| Sacramento | Dr. R. P. Jones | District Physician and Surgeon | | | |
| Sacramento | Dr. J. Roy Jones | Oculist and Aurist | | | |

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.

HOSPITALS

| | |
|-------------------------|---------------|
| GENERAL HOSPITAL..... | SAN FRANCISCO |
| EMERGENCY HOSPITAL..... | SACRAMENTO |
| EMERGENCY HOSPITAL..... | WEST OAKLAND |

WATCH INSPECTORS

| | |
|--|---|
| C. D. Fabrin, Manager of Time Service..... | 65 Market St., San Francisco |
| San Francisco..... | E. J. Land, 745 Third St. |
| Oakland..... | E. W. Becker, 3315 E. 14th St. |
| Oakland..... | L. D. Wertz, 1624 Franklin St. |
| Oakland..... | Morgan A. Chivers, 8135 MacArthur Blvd. |
| Oakland..... | Don J. Allphin, 5836 Foothill Blvd. |
| Oakland..... | E. D. Stucki, 4844 E. 14th St. |
| Alameda..... | A. O. Gott |
| Berkeley..... | Service & Post, 2179 Shattuck Ave. |
| Berkeley..... | S. R. Hickman, 1587 Solano Ave. |
| Richmond..... | O. A. Poulsen, 1317 McDonald Ave. |
| Stockton..... | C. Mantele, 129 N. Sutter St. |
| Lodi..... | Donnell Guptaill, 22 S. School St. |
| Benicia..... | Curt S. Appe |
| Vallejo..... | Frank Lovegod, 617 Marin St. |
| Fairfield..... | C. L. Pegar |
| Crockett..... | A. Ghioldi |
| Calistoga..... | W. A. Stone |
| Sacramento..... | H. T. Harger, 1028 K St. |
| Roseville..... | W. F. Sugden |
| Martinez..... | John G. Beard |
| Pittsburg..... | Messrs. H. A. Minasian & H. A. Clark |
| Tracy..... | L. H. Jolley |
| Livermore..... | C. Harlie Power |
| Walnut Creek..... | Kirkeby and Bitnes, 1346 Main St. |
| San Jose..... | Kochers, 160 So. First St. |
| Newman..... | Ernest Beall |
| Los Banos..... | Machado's, 636 I St. |
| Fresno..... | M. M. Haney, 2015 Fresno St. |
| Madera..... | N. H. Wariner |
| Merced..... | Chas. N. Watry, 5111 17th St. |
| Modesto..... | W. P. Shoemaker |
| Turlock..... | D. F. Hall |

LOCATION OF STANDARD CLOCKS

| | |
|-----------------------|-------------------------------------|
| Oakland Pier..... | Train-Order Office |
| Oakland Pier..... | Trick Dispatcher's Office |
| West Oakland..... | Train-Order Office |
| West Oakland..... | Crew Dispatcher's Office Roundhouse |
| West Oakland..... | Desert Yard Office |
| East Oakland..... | Yard Office |
| Elmhurst..... | Train-Order Office |
| Emeryville..... | Yard Office |
| Richmond..... | Richmond Transfer |
| Port Costa..... | Train-Order Office |
| Suisun-Fairfield..... | Train-Order Office |
| Suisun-Fairfield..... | Roundhouse |
| Davis..... | Train-Order Office |
| Calistoga..... | Train-Order Office |
| Sacramento..... | Train-Order Office |
| Sacramento..... | Trick Dispatcher's Office |
| Sacramento..... | Train Crew Dispatcher's Office |
| Sacramento..... | Crew Dispatcher's Office Roundhouse |
| Port Chicago..... | Train-Order Office |
| Tracy..... | Train-Order Office |
| Tracy..... | Crew Dispatcher's Office Roundhouse |
| Stockton..... | Train-Order Office |
| Stockton..... | Chief Dispatcher's Office |
| Stockton..... | Trick Dispatcher's Office (2) |
| Stockton..... | Roundhouse |
| Lodi..... | Train-Order Office |
| Los Banos..... | Train-Order Office |
| Modesto..... | Train-Order Office |
| Merced..... | Train-Order Office |
| Fresno Yard..... | Train-Order Office |
| Fresno Yard..... | Enginemen's Locker Room |
| Fresno..... | Train-Order Office |
| Fresno..... | Roundhouse |
| Niles..... | Train-Order Office |
| Livermore..... | Train-Order Office |

MARTINEZ SUBDIVISION

EASTWARD

FIRST CLASS

| Capacity of sidings | FIRST CLASS | | | | | | | | | Mile Post Location | Timetable No. 251 | | Distance from Oakland Pier |
|---------------------------------|-----------------|---------------------------|-------------------------------------|--------------------------------------|------------------------|-----------------|-----------------|----------------------|--------------|--------------------|-----------------------------|--------------|----------------------------|
| | 248 | 102 | 244 | 246 | 28 | 56 | 10 | 52 | 224 | | April 29, 1951 | | |
| | El Dorado | City of San Francisco | Statesman | Statesman (c) | San Francisco Overland | Passenger (c) | Shasta Daylight | San Joaquin Daylight | Senator | | STATIONS | | |
| Leave Daily | Leave Daily | Leave Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | SAN FRANCISCO | | OAKLAND PIER | |
| PM 4.30 4.50 | PM 4.00 4.20 | PM 2.30 2.50 | PM 2.00 2.20 | AM 10.30 10.50 | AM 9.30 9.50 | AM 7.45 8.05 | AM 6.20 6.40 | AM 6.20 6.40 | 3.5 | | | | |
| | PM 4.57 | PM 4.27 | PM 2.55 | PM 2.30 | AM 11.00 | AM 10.00 | AM 8.15 | AM 6.50 | AM 6.45 | 3.5 | TO-R OAKLAND PIER | | 0.0 |
| BKWIP | | | | | | | | | | (4.9) | (TO-R WEST OAKLAND) | | (1.4) |
| BKWOITYP | | | | | | | | | | 4.5 | 2.0 | | 2.0 |
| IP | s 5.04 | s 4.33 | s 3.02 | s 2.38 | s 11.08 | s 10.08 | s 8.22 | s 6.57 | s 6.51 | 5.5 | OAKLAND (16th Street) | | 2.0 |
| | | | | | | | | | | 7.0 | 1.5 | | 3.5 |
| P | s 5.12 | s 4.40 | s 3.10 | s 2.46 | s 11.16 | s 10.17 | s 8.29 | s 7.05 | s 6.58 | 9.2 | TO-R SHELLMOUND | | 3.5 |
| | | | | | | | | | | 15.0 | 2.2 | | 5.7 |
| P | 5.20 | 4.48 | s 3.20 | s 2.56 | s 11.26 | s 10.28 | 8.37 | s 7.14 | f 7.06 | 15.0 | 5.8 | | 11.5 |
| | | | | | | | | | | 16.6 | RICHMOND | | 11.5 |
| WP | | | | | | | | | | 16.6 | 1.6 | | 13.1 |
| | | | | | | | | | | 23.0 | SAN PABLO | | 13.1 |
| E 105 W 95 | P 5.30 | 4.56 | f 3.31 | s 3.08 | 11.36 | f 10.40 | 8.45 | 7.24 | 7.15 | 23.0 | 6.4 | | 19.5 |
| P | s 5.40 | 5.04 | s 3.42 | s 3.23 | s 11.47 | s 11.01 | 8.53 | s 7.35 | s 7.27 | 28.9 | 5.9 | | 25.4 |
| | | | | | | | | | | 29.0 | CROCKETT | | 25.4 |
| BKWOTP | | | f 3.46 | s 3.28 | | s 11.06 | | | | 31.1 | 2.1 | | 27.5 |
| | | | | | | | | | | 33.1 | TO-R PORT COSTA | | 27.5 |
| M 116 | P | | | | | | | | | 33.1 | 2.0 | | 29.5 |
| | | | | | | | | | | 34.7 | OZOL | | 29.5 |
| WIP | s 5.50 | 5.12 | s 3.54 | s 3.38 | c 11.58 | s 11.12 | s 9.05 | s 7.44 | s 7.37 | 31.7 | 1.6 | | 31.1 |
| | | | | | | | | | | 38.0 | TO-R MARTINEZ | | 31.1 |
| M 118 | P 5.59 | 5.21 | 4.03 | 3.47 | 12.07 | | 9.13 | | 7.46 | 38.0 | 6.3 | | 37.4 |
| | | | | | | | | | | 48.9 | BAHIA | | 37.4 |
| E 83 Suisun yard W 87 BKWOYP | s 6.11 | 5.30 | s 4.18 | s 4.08 | c 12.19 | | 9.22 | | s 8.01 | 48.9 | 10.9 | | 48.3 |
| E 112 | | | | | | | | | | 55.4 | 6.5 | | 54.8 |
| | | | | | | | | | | 59.4 | CANNON | | 54.8 |
| M 88 WYP | 6.21 | 5.39 | f 4.29 | s 4.19 | 12.29 | | 9.30 | | 8.11 | 59.4 | 4.0 | | 58.8 |
| M 74 WP | 6.28 | 5.46 | f 4.38 | s 4.33 | 12.36 | | | | c 8.18 | 67.5 | 8.1 | | 66.9 |
| | | | | | | | | | | 75.6 | DIXON | | 66.9 |
| E 80 Yard Limits W 81 KWIYP | s 6.40 | 5.55 | s 4.53 | s 4.53 | 12.45 | | s 9.49 | | s 8.30 | 75.6 | 8.1 | | 75.0 |
| M 96 | P 6.45 | 6.00 | 5.00 | 5.00 | 12.50 | | | | 8.35 | 80.4 | TO-R DAVIS | | 75.0 |
| | | | | | | | | | | 86.9 | 4.8 | | 79.8 |
| IP | | | | | | | | | | 86.9 | WEBSTER | | 79.8 |
| | s 7.00 | s 6.15 | s 5.15 | s 5.15 | s 1.05 | | | | s 8.50 | 89.0 | 6.5 | | 86.3 |
| BKWOTIP | PM | PM | PM | PM | PM | | | | AM | 89.0 | TO-R SACRAMENTO | | 86.3 |
| | | | | | | | | | | | 2.1 | | 88.4 |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (88.4) | | |
| (2.03) 43.12 | (1.48) 49.11 | (2.20) 37.88 | (2.45) 32.18 | (2.05) 42.43 | (1.12) 25.92 | (1.34) 47.87 | (0.54) 34.55 | (2.05) 42.43 | | | Time over District..... | | |
| | | | | | | | | | | | Average Speed per Hour..... | | |

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

RULE 93. First-class trains enter and leave Oakland Pier passenger station on yard tracks within Oakland Pier interlocking. First-class trains enter and leave Sacramento passenger station on yard tracks between Sacramento River bridge and Sixth St.

Automatic train control eastward track from Martinez to westward dwarf signal 300 ft. east of draw span. When Signal 328 displays yellow aspect, trains must not exceed 15 MPH from this signal to track magnet located 550 feet west of semi-automatic signal, opposite white concrete marker block.

MARTINEZ SUBDIVISION

| Timetable No. 251 April 29, 1951 | | WESTWARD | | | | | | | | | | | | | | |
|-------------------------------------|-----------------------------|--------------|--------------|------------------|---------------------------------|------------------|---------------|--|----------------------------------|---|---------------------------------|-------------------------------|--------------|--|--|--|
| | | FIRST CLASS | | | | | | | | | | | | | | |
| | | 21 Mail | 57 Owl | 23 Gold Coast | 101 City of San Francisco | 247 El Dorado | 11 Cascade | 27 San Francisco Overland | 229 Governor (c) | 243 Governor | 55 Passenger (c) | 51 San Joaquin Daylight | | | | |
| Mile Post Location | Distance from Sacramento | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Sunday and Holidays | Arrive Daily | Arrive Daily | | | | | |
| STATIONS | | | | | | | | | | | | | | | | |
| SAN FRANCISCO 3.5 | | 92.0 | AM 5.50 | AM 7.15 | AM 7.35 | AM 8.15 | AM 8.50 | AM 9.15 | PM 2.20 | PM 3.20 | PM 3.20 | PM 5.50 | PM 6.55 | | | |
| OAKLAND PIER | | 88.5 | 5.30 | 6.55 | 7.15 | 7.55 | 8.30 | 8.55 | 2.00 | 3.00 | 3.00 | 5.30 | 6.35 | | | |
| 3.5 TO-R OAKLAND PIER 2.0 | | 88.5 | AM 5.00 | AM 6.40 | AM 7.00 | AM 7.40 | s AM 8.23 | s AM 8.40 | PM 1.45 | PM 2.50 | PM 2.50 | s PM 5.20 | s PM 6.25 | | | |
| (4.9) (TO-R WEST OAKLAND) | | (87.5) | | | | | | | | | | | | | | |
| 4.5 OAKLAND (16th Street) 1.5 | | 86.5 | s 4.50 | s 6.30 | s 6.49 | s 7.32 | s 8.14 | s 8.30 | s 1.35 | s 2.42 | s 2.42 | s 5.12 | s 6.16 | | | |
| 5.5 TO-R SHELLMOUND 2.2 | | 85.0 | | | | | | | | | | | | | | |
| 7.0 BERKELEY 5.8 | | 82.8 | s 4.30 | s 6.17 | s 6.38 | s 7.23 | s 8.03 | s 8.20 | s 1.25 | s 2.32 | s 2.32 | s 5.00 | s 6.06 | | | |
| 9.2 RICHMOND 1.6 | | 77.0 | s 4.10 | s 6.04 | s 6.24 | 7.12 | 7.52 | c 8.07 | s 1.11 | s 2.20 | s 2.21 | s 4.46 | s 5.54 | | | |
| 15.0 SAN PABLO 6.4 | | 75.4 | | | | | | | | | | | | | | |
| 16.6 TO PINOLE 5.9 | | 69.0 | 3.51 | 5.50 | 6.08 | 7.04 | 7.42 | 7.55 | 12.59 | s 2.06 | 2.08 | f 4.30 | 5.41 | | | |
| 23.0 CROCKETT 2.1 | | 63.1 | s 3.41 | s 5.40 | s 5.58 | c 6.56 | 7.33 | c 7.46 | s 12.50 | s 1.56 | s 1.59 | s 4.12 | s 5.31 | | | |
| 28.9 TO-R PORT COSTA 2.0 | | 61.0 | | | | | | | | | | | | | | |
| 29.0 OZOL 1.6 | | 59.0 | | | | | | | | | | | | | | |
| 31.1 TO MARTINEZ 6.4 | | 57.4 | 3.26 | 5.25 AM | s 5.43 | 6.48 | s 7.24 | s 7.35 | 12.39 | s 1.43 | s 1.48 | 3.55 PM | 5.20 PM | | | |
| 34.7 BAHIA 10.9 | | 51.0 | 3.17 | | | | | | | | | | | | | |
| 31.7 TO-R SUISUN-FAIRFIELD 6.5 | | 40.1 | s 3.06 | | | | | | | | | | | | | |
| 38.0 CANNON 4.0 | | 33.6 | | | | | | | | | | | | | | |
| 48.9 ELMIRA 8.1 | | 29.6 | 2.53 | | | | | | | | | | | | | |
| 55.4 DIXON 8.1 | | 21.5 | 2.45 | c 5.00 | 6.15 | 6.45 | | | | | | | | | | |
| 59.4 TO-R DAVIS 4.8 | | 13.4 | f 2.36 | c 4.51 | 6.08 | s 6.36 | 6.49 AM | 11.55 AM | s 12.49 | s 12.57 | | | | | | |
| 67.5 WEBSTER 6.5 | | 8.6 | 2.31 | | | | | | | | | | | | | |
| 75.6 SNRy Crossing 2.1 | | 2.1 | | | | | | | | | | | | | | |
| 80.4 TO-R SACRAMENTO | | 0.0 | 2.20 AM | | | | | | | | | | | | | |
| 86.9 (88.5) | | Leave Daily | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Sunday and Holidays | Leave Daily | Leave Daily | | | |
| 89.0 | | (2.40) | | (1.15) | (2.25) | (1.47) | (2.03) | (1.51) | (2.05) | (2.20) | (2.10) | (1.25) | (1.05) | | | |
|Time over District..... | | 33.15 | | 24.88 | 36.57 | 49.62 | 43.17 | 40.59 | 42.48 | 37.88 | 40.84 | 21.83 | 28.71 | | | |
|Average Speed per Hour..... | | | | | | | | | | | | | | | | |

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

RULE 93. First-class trains enter and leave Oakland Pier passenger station on yard tracks within Oakland Pier interlocking.

First-class trains enter and leave Sacramento passenger station on yard tracks between Sacramento River bridge and Sixth St.

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

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

MARTINEZ SUBDIVISION

| Mile Post Location | Timetable No. 251 April 29, 1961 | Distance from Sacramento | WESTWARD | | | | | | | | | | THIRD CLASS |
|--------------------|-------------------------------------|--------------------------|-------------|-------------|---|---------------------------------|-----------------|--|--|--|--|--|--------------|
| | | | FIRST CLASS | | | | | | | | | | 475 |
| | | | 223 | 19 | 241 | 245 | 9 | | | | | | Freight |
| | STATIONS | | Senator | Klamath | Sierra (c) | Sierra | Shasta Daylight | | | | | | Arrive Daily |
| | SAN FRANCISCO 3.5 | 92.0 | PM 7.20 | PM 9.20 | PM 9.50 | PM 9.50 | PM 11.15 | | | | | | |
| | OAKLAND PIER | 88.5 | 7.00 | 9.00 | 9.30 | 9.30 | 10.55 | | | | | | |
| 3.5 | TO-R OAKLAND PIER 2.0 | 88.5 | PM | PM | PM | PM | PM | | | | | | |
| (4.9) | (TO-R WEST OAKLAND) | (87.5) | s 6.52 | s 8.45 | s 9.15 | s 9.23 | s 10.43 | | | | | | |
| 4.5 | OAKLAND (16th Street) 1.5 | 86.5 | s 6.44 | s 8.35 | s 9.02 | s 9.12 | s 10.33 | | | | | | AM 1.30 |
| 5.5 | TO-R SHELLMOUND 2.2 | 85.0 | | | | | | | | | | | |
| 7.0 | BERKELEY 5.8 | 82.8 | s 6.34 | s 8.24 | s 8.51 | s 9.02 | s 10.24 | | | | | | |
| 9.2 | RICHMOND 1.6 | 77.0 | c 6.22 | s 8.11 | s 8.36 | s 8.49 | | | | | | | |
| 15.0 | SAN PABLO 6.4 | 75.4 | | | | | | | | | | | |
| 16.6 | TO PINOLE 5.9 | 69.0 | 6.11 | 7.57 | 8.19 | 8.34 | 10.05 | | | | | | |
| 23.0 | CROCKETT 2.1 | 63.1 | c 6.01 | s 7.47 | s 8.08 | s 8.23 | 9.57 | | | | | | |
| 28.9 | TO-R PORT COSTA 2.0 | 61.0 | | | s 7.55 | s 8.13 | | | | | | | |
| 29.0 | OZOL 1.6 | 59.0 | | | | | | | | | | | |
| 31.1 | TO MARTINEZ 6.4 | 57.4 | s 5.52 | s 7.33 | s 7.49 | s 8.07 | s 9.48 | | | | | | 10.30 PM |
| 31.7 | BAHIA 10.9 | 51.0 | 5.42 | 7.21 | 7.35 | 7.56 | | | | | | | |
| 34.7 | TO-R SUISUN-FAIRFIELD 6.5 | 40.1 | s 5.31 | s 7.10 | s 7.24 | s 7.45 | 9.25 | | | | | | 10.00 |
| 38.0 | CANNON 4.0 | 33.6 | | | | | | | | | | | |
| 48.9 | ELMIRA 8.1 | 29.6 | 5.21 | 6.58 | s 7.10 | 7.34 | 9.17 | | | | | | |
| 55.4 | DIXON 8.1 | 21.5 | 5.14 | 6.51 | s 7.02 | s 7.27 | | | | | | | |
| 59.4 | TO-R DAVIS 4.8 | 13.4 | s 5.06 | 6.42 PM | s 6.50 | s 7.18 | 9.04 PM | | | | | | 9.15 |
| 67.5 | WEBSTER 6.5 | 8.6 | 5.01 | | 6.41 | 7.11 | | | | | | | |
| 75.6 | SNRy Crossing 2.1 | 2.1 | | | | | | | | | | | |
| 80.4 | TO-R SACRAMENTO | 0.0 | 4.50 PM | | 6.30 PM | 7.00 PM | | | | | | | 8.45 PM |
| 86.9 | | | Leave Daily | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Sunday and Holidays | Leave Daily | | | | | | Leave Daily |
| 89.0 | | | | | | | | | | | | | |
| | (88.5) | | | | | | | | | | | | |
| | Time over District | | (2.02) | (2.03) | (2.45) | (2.23) | (1.39) | | | | | | (4.45) |
| | Average Speed per Hour | | 43.52 | 36.58 | 32.18 | 37.13 | 45.51 | | | | | | 18.71 |

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

RULE 93. First-class trains enter and leave Oakland Pier passenger station on yard tracks within Oakland Pier interlocking.

First-class trains enter and leave Sacramento passenger station on yard tracks between Sacramento River bridge and Sixth St.

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

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

| ADDITIONAL STATIONS | | |
|--------------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Emeryville | 6.6 | P |
| Pabco | 7.4 | .. |
| Stockyards | 7.8 | P |
| Steger | 13.1 | P |
| Giant (Spur) | 18.9 | 19 P |
| Sobrante (Spur) | 19.8 | 45 P |
| Hercules | 23.8 | P |
| Rodeo (Spur) | 25.5 | 22 P |
| Oleum | 26.3 | 95 P |
| Tormey (Spur) | 27.1 | 45 P |
| Selby (Spur) | 27.5 | 61 P |
| Eckley | 30.1 | P |
| Nevada Dock | 32.2 | P |
| Army Point (on spur) | 33.8 | P |
| Benicia (on spur) | 32.4 | P |
| Tolenas (Spur) | 51.9 | 71 P |
| Batavia (Spur) | 64.2 | 14 |
| Tremont (Spur) | 71.8 | 47 P |
| Chiles (Spur) | 77.1 | 11 |
| Swingle (Spur) | 79.1 | 18 |
| Mikon (Spur) | 86.3 | 15 |
| Washington | 88.3 | .. |

MARTINEZ SUBDIVISION

EASTWARD

| Capacity of sidings | | THIRD CLASS | | | FIRST CLASS | | | Mile Post Location | Timetable No. 251 April 29, 1951 | Distance from Martinez |
|---------------------|--------------------|-----------------|--|--|-----------------|-----------------|----------------------------|--------------------|-------------------------------------|------------------------|
| | | 410 Freight | | | 58 Owl | 56 Passenger | 52 San Joaquin Daylight | | | |
| | | Leave Daily | | | Leave Daily | Leave Daily | Leave Daily | | STATIONS | |
| Port Costa yard | WIP | PM 11.15 | | | PM 10.00 | AM 11.20 | AM 7.49 | 34.7 | TO MARTINEZ | 0.0 |
| | P | 11.18 | | | 10.03 | 11.23 | 7.52 | 36.0 | 1.3 MOCOCO | 1.3 |
| 64 | Yard Limits YP | 11.21 | | | 10.06 | s 11.27 | | 38.1 | 2.1 AVON | 3.4 |
| 82 | Yard Limits BKWYP | 11.25 | | | 10.09 | s 11.33 | 7.57 | 41.3 | 3.2 TO-R PORT CHICAGO | 6.6 |
| 50 | P | 11.30 | | | 10.12 | 11.38 | 8.00 | 44.8 | 3.5 McAVOY | 10.1 |
| Yd. Limits | 86 WP | 11.35 | | | s 10.16 | s 11.42 | s 8.04 | 48.9 | 4.1 TO-R PITTSBURG | 14.2 |
| | 55 YP | 11.40 | | | 10.27 | AM 11.57 | 8.08 | 50.8 | 1.9 LOS MEDANOS | 16.1 |
| 64 | P | 11.44 | | | 10.30 | PM 12.05 | | 53.5 | 2.7 TO ANTIOCH | 18.8 |
| 78 | P | 11.49 | | | 10.34 | 12.09 | | 57.3 | 3.8 NEROLY | 22.6 |
| 52 | Yard Limits WP | PM 11.55 | | | f 10.39 | s 12.21 | 8.18 | 61.7 | 4.4 TO BRENTWOOD | 27.0 |
| 82 | P | AM 12.02 | | | 10.45 | s 12.32 | | 66.9 | 5.2 BYRON | 32.2 |
| 46 | P | 12.08 | | | 10.50 | 12.38 | | 71.6 | 4.7 HERDLYN | 36.9 |
| 53 | P | 12.13 | | | 10.54 | 12.43 | 8.30 | 75.7 | 4.1 BETHANY | 41.0 |
| 42 | P | 12.17 | | | 10.57 | 12.47 | 8.33 | 79.1 | 3.4 JANNEY | 44.4 |
| | Tracy yard BKWOTYP | AM 12.25 | | | s 11.05 | s 12.55 | s 8.40 | 82.2 | 3.1 TO-R TRACY | 47.5 |
| | | Arrive Daily | | | Arrive Daily | Arrive Daily | Arrive Daily | | (47.5) | |
| | | (1.10) 40.71 | | | (1.05) 43.84 | (1.35) 30.00 | (0.51) 55.88 | |Time over District..... | |
| | | | | | | | | |Average Speed per Hour..... | |

RULE 5. Schedule time and train-order time at Mococo apply at end of double track.

| Capacity of sidings | | EASTWARD | | Timetable No. 251 April 29, 1951 | | WESTWARD | |
|---------------------|----------------|--------------------|------|-------------------------------------|--|---------------------|--|
| | | Mile Post Location | | San Ramon Branch | | Distance from Radum | |
| | | | | STATIONS | | | |
| 64 | Yard Limits YP | 38.1 | TO-R | AVON | | 29.7 | |
| | WP | 42.5 | | 4.4 CONCORD | | 25.3 | |
| | | 45.8 | | 3.3 LAS JUNTAS | | 22.0 | |
| | P | 48.2 | | 2.4 WALNUT CREEK | | 19.6 | |
| | | 54.8 | | 6.6 DANVILLE | | 13.0 | |
| 27 | | 57.7 | | 2.9 SAN RAMON | | 10.1 | |
| Yard Limits | | 63.6 | | 5.9 DOUGHERTY | | 4.2 | |
| | | 66.4 | | 2.8 ASCO | | 1.4 | |
| | IYP | 67.8 | TO | 1.4 RADUM | | 0.0 | |
| | | | | (29.7) | | | |

| ADDITIONAL STATIONS | | |
|-------------------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| San Ramon Branch Galindo.....(Spur) | 41.0 | 2 |
| Hookston..... | 45.1 | 17 |
| Alamo..... | 52.6 | .. |

MARTINEZ SUBDIVISION

| Timetable No. 251 April 29, 1951 | | Distance from Tracy | | WESTWARD | | | | | | | | | |
|-------------------------------------|----------------------------------|------------------------|--------------|--------------|-----------------|-------------------------------|--|--|--|--|--|--|--|
| | | | | FIRST CLASS | | | | | | | | | |
| | | | | 57 Owl | 55 Passenger | 51 San Joaquin Daylight | | | | | | | |
| STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | | |
| 34.7 | TO MARTINEZ 1.3 | 47.5 | s AM 5.20 | s PM 3.48 | s PM 5.13 | | | | | | | | |
| 36.0 | MOCOCO 2.1 | 46.2 | | | | | | | | | | | |
| 38.1 | TO-R AVON 3.2 | 44.1 | 5.11 | s 3.41 | | | | | | | | | |
| 41.3 | TO-R PORT CHICAGO 3.5 | 40.9 | 5.07 | s 3.35 | 5.02 | | | | | | | | |
| 44.8 | McAVOY 4.1 | 37.4 | 5.03 | 3.28 | | | | | | | | | |
| 48.9 | TO-R PITTSBURG 1.9 | 33.3 | s 4.58 | s 3.10 | s 4.54 | | | | | | | | |
| 50.8 | LOS MEDANOS 2.7 | 31.4 | | | | | | | | | | | |
| 53.5 | TO ANTIOCH 3.8 | 28.7 | 4.46 | s 3.02 | 4.47 | | | | | | | | |
| 57.3 | NEROLY 4.4 | 24.9 | 4.42 | 2.55 | 4.43 | | | | | | | | |
| 61.7 | TO BRENTWOOD 5.2 | 20.5 | c 4.37 | s 2.50 | 4.39 | | | | | | | | |
| 66.9 | BYRON 4.7 | 15.3 | 4.32 | s 2.39 | | | | | | | | | |
| 71.6 | HERDLYN 4.1 | 10.6 | 4.27 | 2.33 | | | | | | | | | |
| 75.7 | BETHANY 3.4 | 6.5 | 4.23 | 2.29 | 4.27 | | | | | | | | |
| 79.1 | JANNEY 3.1 | 3.1 | 4.20 | 2.25 | 4.24 | | | | | | | | |
| 82.2 | TO-R TRACY | 0.0 | 4.15 AM | 2.20 PM | 4.20 PM | | | | | | | | |
| | (47.5) | | Leave Daily | Leave Daily | Leave Daily | | | | | | | | |
| |Time over District..... | | (1.05) | (1.28) | (0.53) | | | | | | | | |
| |Average Speed per Hour..... | | 43.84 | 32.38 | 53.77 | | | | | | | | |

RULE 5. Schedule time and train-order time at Mococo apply at end of double track.

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Nichols..... | 43.0 | 61 P |
| Shell Point..... | 46.8 | 48 P |
| Jersey..... (Spur) | 55.0 | 22 |
| Newlove..... (Spur) | 56.0 | 24 |
| Arbor..... (Spur) | 59.4 | 13 |

MARTINEZ SUBDIVISION

| | | EASTWARD | | | Mile Post Location | WESTWARD | | | | | |
|---------------------|------------|-----------------|-------------------------|-----------------|-----------------------------|-------------------------|-------------------------|------|-----------------|-----------------|-----------------|
| | | SECOND CLASS | | | | THIRD CLASS | | | | | |
| Capacity of sidings | | 438 | 440 | 436 | | 437 | 439 | 441 | | | |
| | | Freight | Freight | Freight | Freight | Freight | Freight | | | | |
| | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | | | | |
| Suisun Yd. | 101 BKWOYP | PM 12.01 | AM 7.00 | AM 12.01 | 48.9 48.5 | TO-R | SUISUN-FAIRFIELD | 24.8 | AM 4.00 | PM 4.00 | PM 5.00 |
| | 26 | | | | 52.8 | | | | | | |
| | 39 WP | 12.16 | 7.15 | 12.16 | 54.2 | | | | | | |
| Yd Limits | 23 P | 12.26 | 7.25 | 12.26 | 58.0 | TO-R | NAPA JCT. | 11.5 | 3.20 | 3.20 | 4.20 PM |
| | 35 WYP | 1.00 | 7.40 AM | 1.00 | 61.8 61.0 | | | | | | |
| | 68 | 1.05 | | 1.05 | 62.0 | | | | | | |
| | IP | | | | 64.7 | | | | | | |
| Yard Limits Y | | 1.40 PM | | 1.40 AM | 72.5 72.8 | TO-R | SCHELLVILLE | 0.0 | 2.20 AM | 2.20 PM | Leave Daily |
| | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | | | | | | | |
| | | (1.39) 14.84 | (0.40) 19.95 | (1.39) 14.84 | | Time over District..... | | | (1.40) 14.70 | (1.40) 14.70 | (0.40) 19.95 |
| | | | | | Average Speed per Hour..... | | | | | | |

| | | EASTWARD | Timetable No. 251 | WESTWARD |
|---------------------|--|--------------------|-------------------|-------------------------|
| | | | April 29, 1951 | |
| Capacity of sidings | | Mile Post Location | Calistoga Branch | Distance from Calistoga |
| | | | STATIONS | |
| Yard Limits WYP | | 61.8 61.2 | TO-R NAPA JCT. | 34.5 |
| 50 Yard Limits W | | 69.5 | 8.3 NAPA | 26.2 |
| 30 | | 71.8 | 2.3 UNION | 23.9 |
| | | 78.0 | 6.2 YOUNTVILLE | 17.7 |
| 21 Yard Limits KT | | 95.7 | 17.7 CALISTOGA | 0.0 |
| (34.5) | | | | |

| | | EASTWARD | Timetable No. 251 | WESTWARD |
|---------------------|--|--------------------|-------------------|-----------------------|
| | | | April 29, 1951 | |
| Capacity of sidings | | Mile Post Location | Winters Branch | Distance from Esparto |
| | | | STATIONS | |
| WYP | | 59.4 59.6 | ELMIRA | 30.3 |
| 63.7 | | | 4.1 VACAVILLE | 26.2 |
| 20 Yard Limits WT | | 76.0 | 12.3 WINTERS | 13.9 |
| | | 89.9 | 13.9 ESPARTO | 0.0 |
| (30.3) | | | | |

| | | EASTWARD | Timetable No. 251 | WESTWARD |
|---------------------|--|--------------------|-------------------|-----------------------|
| | | | April 29, 1951 | |
| Capacity of sidings | | Mile Post Location | Vallejo Branch | Distance from Vallejo |
| | | | STATIONS | |
| 35 Yard Limits WYP | | 61.8 | TO-R NAPA JCT. | 7.1 |
| 21 | | 64.6 | 2.8 FLOSDEN | 4.3 |
| Yard Limits WT | | 68.9 68.8 | 4.3 VALLEJO | 0.0 |
| (7.1) | | | | |

| | | EASTWARD | Timetable No. 251 | WESTWARD |
|---------------------|--|--------------------|-------------------|-------------------------|
| | | | April 29, 1951 | |
| Capacity of sidings | | Mile Post Location | Union Branch | Distance from West Napa |
| | | | STATIONS | |
| 30 | | 71.8 71.2 | UNION | 2.0 |
| | | 73.2 | 2.0 WEST NAPA | 0.0 |
| (2.0) | | | | |

| ADDITIONAL STATIONS | | |
|---------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Calistoga Branch | | |
| Rocktram | 66.8 | 21 |
| Imola (Spur) | 68.2 | 3 |
| Oak Knoll (Spur) | 74.2 | 3 |
| Oakville | 81.5 | 26 |
| Rutherford | 83.4 | 20 |
| Thomann | 86.1 | 40 |
| St. Helena | 87.6 | 22 |
| Krug | 88.5 | 6 |
| Barro (Spur) | 89.3 | 6 |
| Bale (Spur) | 91.5 | 5W |
| Larkmead | 92.3 | 12 |
| Maple | 93.0 | 9 |
| Schellville Branch | | |
| Subeet | 51.1 | 9 |
| Buchli | 66.2 | 7 |
| Ramal | 69.7 | .. |
| Winters Branch | | |
| Norton | 80.3 | 13 |
| Arroz (Spur) | 82.8 | 3 |
| Citrona (Spur) | 83.6 | 7 |
| Madison (Spur) | 86.8 | 31 |

LOS BANOS SUBDIVISION

| EASTWARD | | | | | Mile Post Location | Automatic Block System | WESTWARD | | | | | | | |
|---------------------|----------------------------|--------------|--------------|--------------|--------------------|------------------------|----------------------|-----------------------------|--------------|--------------|---------|--------------|--------------|--------------|
| Capacity of sidings | SECOND CLASS | | | FIRST CLASS | | | Distance from Fresno | FIRST CLASS | | THIRD CLASS | | | | |
| | 434 | 432 | 430 | 58 | | | | 57 | | 401 | 403 | 405 | | |
| | Freight | Freight | Freight | Owl (c) | | | | Owl (c) | | Freight | Freight | Freight | | |
| | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| | | | | | | | | | | | | | | |
| Tracy yard | BKWOTYP | PM 3.40 | AM 8.40 | AM 1.40 | PM 11.15 | 82.2 | TO-R | TRACY | 126.2 | s | AM 4.07 | AM 5.40 | PM 12.40 | PM 7.40 |
| | IP | | | | | 84.9 | | LYOTH | 123.5 | | 3.57 | | | |
| | 52 P | 3.53 | 8.53 | 1.53 | 11.26 | 87.9 | | YARMOUTH | 120.5 | | 3.53 | 5.27 | 12.27 | 7.27 |
| | 52 P | 3.59 | 8.59 | 1.59 | 11.31 | 92.6 | | VERNALIS | 115.8 | | 3.48 | 5.21 | 12.21 | 7.21 |
| | 43 P | | | | | 96.4 | | HALLY | 112.0 | | | | | |
| | 103 WP | 4.10 | 9.10 | 2.10 | 11.39 | 100.4 | TO | WESTLEY | 108.0 | | 3.40 | 5.10 | 12.10 | 7.10 |
| | 52 P | 4.19 | 9.19 | 2.19 | c 11.47 | 107.4 | TO | PATTERSON | 101.0 | c | 3.32 | 5.01 | 12.01 PM | 7.01 |
| | 50 P | 4.28 | 9.28 | 2.28 | PM 11.53 | 113.2 | | CROWS LANDING | 95.2 | | 3.25 | 4.52 | 11.52 AM | 6.52 |
| | 47 P | | | | | 117.3 | | TIMBA | 91.1 | | | | | |
| | 55 WP | 4.38 | 9.38 | 2.38 | c AM 12.01 | 119.5 | TO | NEWMAN | 88.9 | c | 3.18 | 4.42 | 11.42 | 6.42 |
| | 50 P | 4.43 | 9.43 | 2.43 | c 12.06 | 123.5 | TO | GUSTINE | 84.9 | c | 3.13 | 4.37 | 11.37 | 6.37 |
| | 67 P | 4.51 | 9.51 | 2.51 | 12.12 | 129.3 | | INGOMAR | 79.1 | | 3.06 | 4.29 | 11.29 | 6.29 |
| | 53 P | 4.59 | 9.59 | 2.59 | 12.19 | 135.6 | | VOLTA | 72.8 | | 2.59 | 4.21 | 11.21 | 6.21 |
| | Yard Limits BKWOYP | 5.06 | 10.06 | 3.06 | s 12.32 | 140.4 | TO-R | LOS BANOS | 68.0 | s | 2.52 | 4.14 | 11.14 | 6.14 |
| | 52 P | 5.18 | 10.18 | 3.18 | 12.43 | 148.3 | | AGATHA | 60.1 | | 2.33 | 4.02 | 11.02 | 6.02 |
| | 101 P | 5.24 | 10.24 | 3.24 | c 12.49 | 153.0 | TO | DOS PALOS | 55.4 | c | 2.27 | 3.56 | 10.56 | 5.56 |
| | 40 P | 5.32 | 10.32 | 3.32 | 12.56 | 159.8 | | OXALIS | 48.6 | | 2.19 | 3.48 | 10.48 | 5.48 |
| | Yard Limits WP | 5.40 | 10.40 | 3.40 | c 1.03 | 166.2 | TO | FIREBAUGH | 42.2 | c | 2.11 | 3.40 | 10.40 | 5.40 |
| | 43 P | 5.46 | 10.46 | 3.46 | 1.08 | 170.8 | | CROMIR | 37.6 | | 2.05 | 3.34 | 10.34 | 5.34 |
| | 89 P | 5.51 | 10.51 | 3.51 | c 1.13 | 174.5 | TO | MENDOTA | 33.9 | c | 2.00 | 3.29 | 10.29 | 5.29 |
| | 39 P | 6.00 | 11.00 | 4.00 | 1.21 | 181.9 | R | INGLE | 26.5 | | 1.51 | 3.20 | 10.20 | 5.20 |
| | 44 P | 6.04 | 11.04 | 4.04 | 1.24 | 184.5 | | JAMESAN | 23.9 | | 1.48 | 3.16 | 10.16 | 5.16 |
| | N 111 Yard Limits S 81 WYP | 6.15 PM | 11.15 AM | 4.15 AM | c 1.38 | 193.0 | TO-R | KERMAN | 15.4 | c | 1.38 | 3.05 AM | 10.05 AM | 5.05 PM |
| | Fresno yard BKWOTYP | | | | s 2.15 AM | 196.7 | | FLOYD | 11.7 | | | | | |
| | | | | | | 208.4 | TO-R | FRESNO | 0.0 | | 1.15 AM | | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | (126.2) | | Leave Daily | | Leave Daily | Leave Daily | Leave Daily |
| | (2.35) 42.89 | (2.35) 42.89 | (2.35) 42.89 | (3.00) 42.06 | | | | Time over District..... | | (2.52) 44.02 | | (2.35) 42.89 | (2.35) 42.89 | (2.35) 42.89 |
| | | | | | | | | Average Speed per Hour..... | | | | | | |

RULE 5. Schedule time and train-order time for Biola line trains at Kerman apply at north siding, and for Pratton line trains at south siding.

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Solyo..... | 94.9 | 34 P |
| Puerto.....(Spur) | 102.8 | 7 |
| Linora..... | 126.9 | .. |
| Abatto.....(Spur) | 141.6 | 9 |
| Benito..... | 169.0 | 25 |
| Rolinda.....(Spur) | 198.5 | 5 P |
| Pratton..... | 202.5 | 20 P |
| Crayold.....(Spur) | 205.3 | 14 |

LOS BANOS SUBDIVISION

| EASTWARD | | | | Mile Post Location | Timetable No. 251 April 29, 1951 | Distance from Fresno Yard | WESTWARD | | | | | | |
|-------------------------------|-----------------|-----------------|-----------------|--------------------|-------------------------------------|----------------------------------|----------------|-----------------|-----------------|-----------------|--|--|--|
| Capacity of sidings | SECOND CLASS | | | | | | THIRD CLASS | | | | | | |
| | 434 Freight | 432 Freight | 430 Freight | | | | 401 Freight | 403 Freight | 405 Freight | | | | |
| | Leave Daily | Leave Daily | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | | | | |
| N 111 Yard Limits S 81 WYP | PM 6.15 | AM 11.15 | AM 4.15 | 193.0 | TO-R | KERMAN | 18.2 | AM 3.05 | AM 10.05 | PM 5.05 | | | |
| P | 6.30 | 11.30 | 4.30 | 200.5 | TO | BIOLA | 10.7 | 2.50 | 9.50 | 4.50 | | | |
| Fresno yard { | IP | 6.47 | 11.47 | 208.6 199.2 | | BIOLA JCT. | 2.6 | 2.33 | 9.33 | 4.33 | | | |
| | KP | | | 200.2 | TO-R | MUSCATEL | 1.6 | | | | | | |
| BKWP | 6.55 PM | 11.55 AM | 4.55 AM | 201.8 | R | FRESNO YARD | 0.0 | 2.25 AM | 9.25 AM | 4.25 PM | | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | | | (18.2) | | Leave Daily | Leave Daily | Leave Daily | | | |
| | (0.40) 27.30 | (0.40) 27.30 | (0.40) 27.30 | | |Time over District..... | | (0.40) 27.30 | (0.40) 27.30 | (0.40) 27.30 | | | |
| | | | | | |Average Speed per Hour..... | | | | | | | |

RULE 5. Schedule time and train-order time for Biola line trains at Kerman apply at north siding, and for Pratton line trains at south siding.

Trains to and from Los Banos Subdivision via Biola Jct. use No. 1 drill track to enter or leave Fresno yard.

| ADDITIONAL STATIONS | | |
|------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| West Acres..... (Spur) | 206.0 | 4 |

LATHROP SUBDIVISION

| EAST-WARD | | Mile Post Location | Timetable No. 251 April 29, 1951 | | WEST-WARD | |
|--------------------------|-------------------|--------------------|-------------------------------------|---------------------------|---------------------------|------|
| Capacity of sidings | | | Oakdale Branch | | Distance from Montpellier | |
| STATIONS | | | | | | |
| Stockton yard BKOITYP | | 90.9 | TO-R | STOCKTON | | 48.9 |
| 28 | P | 103.8 | | 12.9 PETERS | | 36.0 |
| 50 | Yard Limits WP | 122.4 | TO | 18.6 OAKDALE | | 17.4 |
| 50 | P | 132.4 | | 10.0 WATERFORD | | 7.4 |
| | P | 139.8 | | 7.4 MONTPELLIER | | 0.0 |

| EAST-WARD | | Mile Post Location | Timetable No. 251 April 29, 1951 | | WEST-WARD | |
|-----------------------|--------------------|--------------------|-------------------------------------|-------------------------------|------------------------------|------|
| Capacity of sidings | | | Lodi Branch | | Distance from Kentucky House | |
| STATIONS | | | | | | |
| Yard Limits BKWOYP | | 103.3 | TO-R | LODI | | 39.3 |
| 11 | | 105.2 | | 1.9 ROMA | | 37.4 |
| 33 | P | 110.7 | | 5.5 LOCKEFORD | | 31.9 |
| 7 | Yard Limits P | 130.2 | TO | 19.5 VALLEY SPRING | | 12.4 |
| | Yard Limits YWP | 142.6 | | 12.4 KENTUCKY HOUSE | | 0.0 |

| EAST-WARD | | Mile Post Location | Timetable No. 251 April 29, 1951 | | WEST-WARD | |
|---------------------|--|--------------------|-------------------------------------|-------------------------|--------------------------|-----|
| Capacity of sidings | | | Lodi Branch | | Distance from Woodbridge | |
| STATIONS | | | | | | |
| Yd. Lmts. BKWOYP | | 103.3 | TO-R | LODI | | 2.5 |
| | | 105.8 | | 2.5 WOODBIDGE | | 0.0 |

| EAST-WARD | | Mile Post Location | Timetable No. 251 April 29, 1951 | | WEST-WARD | |
|---------------------|-----|--------------------|-------------------------------------|------------------------------|--------------------|------|
| Capacity of sidings | | | Ione Branch | | Distance from Ione | |
| STATIONS | | | | | | |
| Yard Limits 175 | WYP | 111.7 | TO-R | GALT | | 27.1 |
| | | 116.7 | | 5.0 CCTCo Crossing | | 22.1 |
| Yard Limits WTP | | 138.8 | TO | 22.1 IONE | | 0.0 |

| ADDITIONAL STATIONS | | |
|-------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Oakdale Branch | | |
| Orford (Spur) | 96.0 | 5 |
| Walthall | 98.3 | 17 |
| Farmington | 108.2 | 13 P |
| Gotri (Spur) | 111.5 | 7 |
| Valley Home | 116.7 | 15 P |
| Adela (Spur) | 120.6 | 18 |
| Claribel | 126.3 | 46 |
| Hickman | 134.0 | 42 P |

| ADDITIONAL STATIONS | | |
|----------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Lodi Branch | | |
| Victor | 107.1 | 17 P |
| Clements | 114.7 | 10 P |
| Wallace | 120.8 | 27 P |
| Helisma | 126.4 | 14 |
| Toyon | 134.7 | 11 P |
| Macnider | 139.0 | 11 P |
| Ione Branch | | |
| Clay | 122.0 | 19 |
| Carbondale | 132.3 | 38 P |
| Edwin (Spur) | 134.8 | 27 |
| Clarksona (Spur) | 135.2 | 13 |
| Dagon (Spur) | 137.7 | 14 |

MERCED SUBDIVISION

| EAST-WARD | | Mile Post Location | Timetable No. 251 April 29, 1951 | | WEST-WARD | |
|---------------------|-----|--------------------|-------------------------------------|----------------------------|-----------------------|------|
| Capacity of sidings | | | Berenda Branch | | Distance from Daulton | |
| STATIONS | | | | | | |
| 70 | WTP | 176.5 | | BERENDA | | 11.4 |
| | I | 179.8 | TO | 3.3 KISMET TOWER | | 8.1 |
| 12 | | 183.8 | | 4.0 TALBOT | | 4.1 |
| | | 187.9 | | 4.1 DAULTON | | 0.0 |
| (11.4) | | | | | | |

| EAST-WARD | | Mile Post Location | Timetable No. 251 April 29, 1951 | | WEST-WARD | |
|---------------------|--|--------------------|-------------------------------------|--------------------------|-------------------------|------|
| Capacity of sidings | | | Chowchilla Branch | | Distance from Dairyland | |
| STATIONS | | | | | | |
| Yd. Lmts. WYP | | 168.2 | TO | CHOWCHILLA | | 10.1 |
| | | 178.3 | | 10.1 DAIRYLAND | | 0.0 |
| (10.1) | | | | | | |

| ADDITIONAL STATIONS | | |
|--------------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Chowchilla Branch | | |
| Ash | 172.6 | 7 |
| Tillman | 175.3 | 5 |
| Plains (Spur) | 177.2 | 5 |

LATHROP SUBDIVISION

EASTWARD

| Capacity of sidings | THIRD CLASS | | | | SECOND CLASS | FIRST CLASS | | | | Mile Post Location | Timetable No. 251 April 29, 1951 | Distance from Tracy |
|------------------------------------|-------------|-------------|-------------|-------------------------|--------------|---------------------|---------------|----------------------|----------------|--------------------|--|---------------------|
| | 425 | 423 | 421 | 402 | | 53 | 56 | 52 | 59 | | | |
| | Freight | Freight | Freight | B. M. | | Sacramento Daylight | Passenger (c) | San Joaquin Daylight | West Coast | | | |
| | Leave Daily | Leave Daily | Leave Daily | Lv. Daily Ex. Sat., Sun | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| Tracy yard BKWOYYP | | | | PM 11.10 | | PM 3.25 | PM 1.20 | AM 8.44 | | 70.8 | TO-R TRACY 7.5 | 0.0 |
| IP | | | | | | | | | | 78.3 | San Joaquin River Drawb'ge 3.2 | 7.5 |
| Yard Limits W79 WYYP | PM 8.20 | AM 11.20 | AM 4.25 | PM 11.30 | | 3.40 4.10 | s 1.35 PM | s 8.55 AM | AM 5.35 | 81.5 | R LATHROP 6.2 | 10.7 |
| Stockton yard I BKOITYP | | | | | | | | | | 87.7 | TSRy Crossing 3.2 | 16.9 |
| | | | | | | s 4.35 | | | s 5.50 6.07 | 90.9 | TO-R STOCKTON 1.4 | 20.1 |
| IP | | | | | | | | | | 92.3 | STOCKTON TOWER No. 4 1.6 | 21.5 |
| W | | | | | | | | | | 93.9 | AKERS 1.1 | 23.1 |
| P | | | | | | | | | | 95.0 | End of Double Track 1.6 | 24.2 |
| 125 P | | | | | | | | | | 96.6 | CASTLE 3.6 | 25.8 |
| 125 P | | | | | | | | | | 100.2 | ARMSTRONG 3.1 | 29.4 |
| Yard Limits 129 BKWOYYP | | | | | | s 4.55 | | | s 6.28 | 103.3 | LODI 2.9 | 32.5 |
| 125 P | | | | | | | | | c | 106.2 | ACAMPO 3.3 | 35.4 |
| 126 P | | | | | | | | | | 109.5 | FOREST LAKE 2.2 | 38.7 |
| Yard Limits 175 WYP | | | | | | s 5.10 | | | c | 111.7 | GALT 3.8 | 40.9 |
| 125 P | | | | | | | | | | 115.5 | NEED 4.0 | 44.7 |
| 128 P | | | | | | | | | | 119.5 | McCONNELL 3.4 | 48.7 |
| 135 P | | | | | | | c | | | 122.9 | ELK GROVE 2.8 | 52.1 |
| 125 P | | | | | | | | | | 125.7 | MEADOWS 3.3 | 54.9 |
| 137 WP | | | | | | | | | | 129.0 | FLORIN 3.0 | 58.2 |
| Sacra- mento yard 138 WIP | IP | | | | | | | | | 132.0 | POLK 1.2 | 61.2 |
| | WIP | 9.30 PM | 12.30 PM | 5.35 AM | | 5.35 PM | | | 7.14 AM | 133.2 | BRIGHTON | 62.4 |

Time at Sacramento for information only.

See Sacramento Division timetable for train movements between Sacramento and Brighton.

| | | | | | 5.50 PM | | | 7.30 AM | | SACRAMENTO (62.4) |
|--|-----------------|-----------------|-----------------|--------------------------|-----------------|-----------------|-----------------|-----------------|--|----------------------------------|
| | Arrive Daily | Arrive Daily | Arrive Daily | Ar. Daily Ex. Sat., Sun. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | |
| | (1.10) 44.31 | (1.10) 44.31 | (1.10) 44.31 | (0.20) 32.10 | (2.10) 28.34 | (0.15) 42.80 | (0.11) 58.36 | (1.39) 31.33 | |Time over District..... |
| | | | | | | | | | |Average Speed per Hour..... |

Trains operate by C.T.C. between Stockton Tower No. 4 and Polk but at stations where time is shown must not depart ahead of time.

LATHROP SUBDIVISION

WESTWARD

| Mile Post Location | Timetable No. 251 April 29, 1951 | Distance from Brighton | FIRST CLASS | | | | THIRD CLASS | | | | | |
|--------------------|-------------------------------------|------------------------|-------------------------------|---------------------|----------------------------|------------------|----------------|----------------|----------------|--|--|--|
| | | | 54 Sacramento Daylight (c) | 55 Passenger (c) | 51 San Joaquin Daylight | 60 West Coast | 420 Freight | 424 Freight | 426 Freight | | | |
| | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | |
| 70.8 | TO-R TRACY 7.5 | 62.4 | AM 9.30 | PM 1.48 | PM 4.15 | | | | | | | |
| 78.3 | San Joaquin River Drawb'ge 3.2 | 54.9 | | | | | | | | | | |
| 81.5 | R LATHROP 6.2 | 51.7 | 9.15 AM 8.40 | 1.33 PM | 4.04 PM | PM 9.10 | AM 5.50 | PM 2.50 | PM 10.50 | | | |
| 87.7 | TSRY Crossing 3.2 | 45.5 | | | | | | | | | | |
| 90.9 | TO-R STOCKTON 1.4 | 42.3 | s 8.25 | | | s 8.56 | | | | | | |
| 92.3 | STOCKTON TOWER No. 4 1.6 | 40.9 | | | | | | | | | | |
| 93.9 | AKERS 1.1 | 39.3 | | | | | | | | | | |
| 95.0 | End of Double Track 1.6 | 38.2 | | | | | | | | | | |
| 96.6 | CASTLE 3.6 | 36.6 | | | | | | | | | | |
| 100.2 | ARMSTRONG 3.1 | 33.0 | | | | | | | | | | |
| 103.3 | LODI 2.9 | 29.9 | s 7.54 | | | s 8.30 | | | | | | |
| 106.2 | ACAMPO 3.3 | 27.0 | c | | | | | | | | | |
| 109.5 | FOREST LAKE 2.2 | 23.7 | | | | | | | | | | |
| 111.7 | GALT 3.8 | 21.5 | s 7.40 | | | | | | | | | |
| 115.5 | NEED 4.0 | 17.7 | | | | | | | | | | |
| 119.5 | McCONNELL 3.4 | 13.7 | | | | | | | | | | |
| 122.9 | ELK GROVE 2.8 | 10.3 | | | | | | | | | | |
| 125.7 | MEADOWS 3.3 | 7.5 | | | | | | | | | | |
| 129.0 | FLORIN 3.0 | 4.2 | | | | | | | | | | |
| 132.0 | POLK 1.2 | 1.2 | | | | | | | | | | |
| 133.2 | BRIGHTON | 0.0 | 7.15 AM | | | 8.00 PM | 4.40 AM | 1.40 PM | 9.40 PM | | | |

Time at Sacramento for information only.
See Sacramento Division timetable for train movements between Sacramento and Brighton.

| SACRAMENTO | 7.00 AM | | | 7.45 PM | | | | | |
|----------------------------------|-------------|-------------|-------------|-------------|--|-------------|-------------|-------------|--|
| (62.4) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily | Leave Daily | Leave Daily | |
|Time over District..... | (2.15) | (0.15) | (0.11) | (1.10) | | (1.10) | (1.10) | (1.10) | |
|Average Speed per Hour..... | 27.73 | 42.80 | 58.36 | 44.31 | | 44.31 | 44.31 | 44.31 | |

Trains operate by C.T.C. between Stockton Tower No. 4 and Polk but at stations where time is shown must not depart ahead of time.

No. 60 will not stop at station at Lathrop.

| ADDITIONAL STATIONS | | |
|---------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Banta..... | 73.9 | 67 P |
| Winship..... (Spur) | 76.8 | 9 |
| French Camp..... | 86.1 | 77 P |
| El Pinal..... | 92.7 | P |
| Tomspur..... (Spur) | 98.1 | 6 |
| Urgon..... (Spur) | 105.1 | 31 P |
| Arno..... | 117.5 | 16 P |

MERCED SUBDIVISION

EASTWARD

| Capacity of sidings | THIRD CLASS | | | SECOND CLASS | FIRST CLASS | | | Mile Post Location | Timetable No. 251 April 29, 1961 | Distance from Lathrop |
|------------------------------|--------------|--------------|--------------|--------------------------|--------------|--------------|----------------------|--------------------|-------------------------------------|----------------------------------|
| | 426 | 424 | 420 | 402 | 60 | 56 | 52 | | | |
| | Freight | Freight | Freight | B. M. | West Coast | Passenger | San Joaquin Daylight | | | |
| | Leave Daily | Leave Daily | Leave Daily | Lv. Daily Ex. Sat., Sun. | Leave Daily | Leave Daily | Leave Daily | | | |
| | PM 10.50 | PM 2.50 | AM 5.50 | PM 11.30 | PM 9.10 | PM 1.38 | AM 8.55 | 92.9 | | |
| Yd.Limits. { WYIP | | | | | | | | 92.9 | | TO-R LATHROP 0.0 |
| IP | | | | | | | | 93.8 | | 0.9 WPRR Crossing 0.9 |
| 76 P | 10.57 | 2.57 | 5.57 | 11.37 | 9.17 | s 1.47 | 9.12 | 96.8 | | 3.0 TO MANTECA 3.9 |
| 112 P | 11.00 | 3.00 | 6.00 | 11.40 | 9.20 | | | 99.4 | | 2.6 CALLA 6.5 |
| 79 P | 11.05 | 3.05 | 6.05 | 11.45 | 9.24 | s 1.57 | | 103.3 | | 3.9 TO RIPON 10.4 |
| 79 P | 11.09 | 3.09 | 6.09 | PM 11.49 | 9.27 | s 2.04 | 9.20 | 106.4 | | 3.1 SALIDA 13.5 |
| E 98 Yard Limits W125 BKWOYP | 11.18 | 3.18 | 6.18 | AM 12.08 | s 9.40 | s 2.30 | s 9.29 | 113.1 | | 6.7 TO-R MODESTO 20.2 |
| IP | | | | | | | | 114.7 | | 1.6 TSRY Crossing 21.8 |
| 72 P | 11.25 | 3.25 | 6.25 | 12.15 | 9.46 | s 2.36 | 9.34 | 117.4 | | 2.7 CERES 24.5 |
| 70 P | 11.29 | 3.29 | 6.29 | 12.19 | 9.49 | f 2.40 | 9.37 | 120.8 | | 3.4 KEYES 27.9 |
| 82 Yard Limits P | 11.37 | 3.37 | 6.37 | 12.27 | s 9.59 | s 2.52 | s 9.45 | 126.2 | | 5.4 TO TURLOCK 33.3 |
| 91 P | 11.44 | 3.44 | 6.44 | 12.34 | 10.05 | c f 3.08 | 9.51 | 131.9 | | 5.7 DELHI 39.0 |
| 80 WP | 11.50 | 3.50 | 6.50 | 12.40 | 10.09 | s 3.18 | 9.55 | 136.4 | | 4.5 TO LIVINGSTON 43.5 |
| 72 P | PM 11.58 | 3.58 | 6.58 | 12.48 | 10.15 | c f 3.26 | 10.01 | 143.2 | | 6.8 TO ATWATER 50.3 |
| 125 P | AM 12.03 | 4.03 | 7.03 | 12.53 | 10.19 | | 10.05 | 147.4 | | 4.2 FERGUS 54.5 |
| 147 Yard Limits BKWOTP | 12.08 | 4.08 | 7.08 | 1.10 | s 10.31 | s 3.50 | s 10.11 | 150.5 | | 3.1 TO-R MERCED 57.6 |
| 71 P | 12.18 | 4.18 | 7.18 | 1.20 | 10.40 | f 4.02 | 10.18 | 156.6 | | 6.1 LINGARD 63.7 |
| 76 P | 12.23 | 4.23 | 7.23 | 1.25 | 10.44 | f 4.07 | 10.22 | 160.5 | | 3.9 ATHLONE 67.6 |
| 78 P | 12.31 | 4.31 | 7.31 | 1.33 | 10.50 | f 4.15 | 10.28 | 166.9 | | 6.4 MINTURN 74.0 |
| WYP | | | | | c 10.52 | s 4.22 | | 168.2 | | 1.3 TO CHOWCHILLA 75.3 |
| 92 P | 12.39 | 4.39 | 7.39 | 1.41 | 10.57 | f 4.28 | 10.33 | 173.0 | | 4.8 FAIRMEAD 80.1 |
| 70 WP | 12.44 | 4.44 | 7.44 | 1.46 | 11.01 | f 4.33 | 10.36 | 176.5 | | 3.5 R BERENDA 83.6 |
| 98 P | 12.48 | 4.48 | 7.48 | 1.50 | 11.04 | | 4.37 10.39 | 179.2 | | 2.7 NOTARB 86.3 |
| 139 Yard Limits P | 12.55 | 4.55 | 7.55 | 1.57 | s 11.16 | s 4.50 | s 10.47 | 183.9 | | 4.7 TO MADERA 91.0 |
| 77 P | 1.05 | 5.05 | 8.05 | 2.07 | 11.25 | | 5.00 10.54 | 190.2 | | 6.3 IRRIGOSA 97.3 |
| 78 P | 1.12 | 5.12 | 8.12 | 2.17 | 11.31 | f 5.07 | 11.00 | 195.6 | | 5.4 HERNDON 102.7 |
| IP | 1.18 | 5.18 | 8.18 | 2.22 | 11.35 | | 5.13 11.04 | 199.2 | | 3.6 BIOLA JCT. 106.3 |
| KP | | | | | | | | 200.2 | | 1.0 TO-R MUSCATEL 107.3 |
| BKWP | 1 30 AM | 5 30 PM | 8 30 AM | 2 30 AM | 11.40 | | 5.20 11.09 | 201.8 | | 1.6 R FRESNO YARD 108.9 |
| BKWOTYP | | | | | s 11.52 PM | s 5.35 PM | s 11.20 AM | 205.5 | | 3.7 TO-R FRESNO 112.6 |
| | Arrive Daily | Arrive Daily | Arrive Daily | Ar. Daily Ex. Sun., Mon. | Arrive Daily | Arrive Daily | Arrive Daily | | | (112.6) |
| | (2.40) 40.83 | (2.40) 40.83 | (2.40) 40.83 | (3.00) 36.30 | (2.42) 41.70 | (3.57) 28.50 | (2.25) 46.59 | | |Time over District..... |
| | | | | | | | | | |Average Speed per Hour..... |

Automatic Block System

D.F.

MERCED SUBDIVISION

| Mile Post Location | Timetable No. 251 April 29, 1951 | Distance from Fresno | WESTWARD | | | | | | | | | |
|--------------------|-------------------------------------|----------------------|----------------------------|---------------------------|--------------------------------------|--|--|-------------------------|-------------------------|-------------------------|--|--|
| | | | FIRST CLASS | | | | | THIRD CLASS | | | | |
| | | | 59 | 55 | 51 | | | 421 | 423 | 425 | | |
| | | | West Coast Arrive Daily | Passenger Arrive Daily | San Joaquin Daylight Arrive Daily | | | Freight Arrive Daily | Freight Arrive Daily | Freight Arrive Daily | | |
| 92.9 | TO-R LATHROP 0.9 | 112.6 | AM 5.35 | s PM 1.30 | PM 4.00 | | | AM 4.25 | AM 11.20 | PM 8.20 | | |
| 93.8 | WPRR Crossing 3.0 | 111.7 | | | | | | | | | | |
| 96.8 | TO MANTECA 2.6 | 108.7 | 5.27 | s 1.10 | 3.53 | | | 4.17 | 11.12 | 8.12 | | |
| 99.4 | CALLA 3.9 | 106.1 | 5.23 | 1.07 | 3.50 | | | 4.13 | 11.08 | 8.08 | | |
| 103.3 | TO RIPON 3.1 | 102.2 | 5.19 | s 1.02 | 3.46 | | | 4.08 | 11.03 | 8.03 | | |
| 106.4 | SALIDA 6.7 | 99.1 | 5.15 | s 12.52 | 3.43 | | | 4.04 | 10.59 | 7.59 | | |
| 113.1 | TO-R MODESTO 1.6 | 92.4 | s 5.07 | s 12.42 | s 3.35 | | | 3.55 | 10.50 | 7.50 | | |
| 114.7 | TSRy Crossing 2.7 | 90.8 | | | | | | | | | | |
| 117.4 | CERES 3.4 | 88.1 | 4.52 | s 12.12 | 3.25 | | | 3.48 | 10.43 | 7.43 | | |
| 120.8 | KEYES 5.4 | 84.7 | 4.49 | f 12.08 PM | 3.22 | | | 3.44 | 10.39 | 7.39 | | |
| 126.2 | TO TURLOCK 5.7 | 79.3 | s 4.37 | s 11.57 AM | s 3.13 | | | 3.36 | 10.31 | 7.31 | | |
| 131.9 | DELHI 4.5 | 73.6 | 4.32 | f 11.52 | 3.08 | | | 3.29 | 10.24 | 7.24 | | |
| 136.4 | TO LIVINGSTON 6.8 | 69.1 | 4.28 | s 11.44 | 3.04 | | | 3.23 | 10.18 | 7.18 | | |
| 143.2 | TO ATWATER 4.2 | 62.3 | 4.22 | s 11.38 | 2.58 | | | 3.15 | 10.10 | 7.10 | | |
| 147.4 | FERGUS 3.1 | 58.1 | 4.18 | 11.31 | 2.54 | | | 3.10 | 10.05 | 7.05 | | |
| 150.5 | TO-R MERCED 6.1 | 55.0 | s 4.13 | s 11.27 | s 2.50 | | | 3.04 | 9.59 | 6.59 | | |
| 156.6 | LINGARD 3.9 | 48.9 | 4.01 | 11.06 | 2.42 | | | 2.54 | 9.49 | 6.49 | | |
| 160.5 | ATHLONE 6.4 | 45.0 | 3.57 | 11.02 | 2.38 | | | 2.49 | 9.44 | 6.44 | | |
| 166.9 | MINTURN 1.3 | 38.6 | 3.51 | 10.56 | 2.32 | | | 2.41 | 9.36 | 6.36 | | |
| 168.2 | TO CHOWCHILLA 4.8 | 37.3 | c 3.49 | s 10.54 | | | | | | | | |
| 173.0 | FAIRMEAD 3.5 | 32.5 | 3.44 | f 10.46 | 2.27 | | | 2.33 | 9.28 | 6.28 | | |
| 176.5 | R BERENDA 2.7 | 29.0 | 3.40 | 10.43 | 2.24 | | | 2.28 | 9.23 | 6.23 | | |
| 179.2 | NOTARB 4.7 | 26.3 | 3.37 | 10.39 | 2.21 | | | 2.24 | 9.19 | 6.19 | | |
| 183.9 | TO MADERA 6.3 | 21.6 | s 3.31 | s 10.29 | s 2.16 | | | 2.17 | 9.12 | 6.12 | | |
| 190.2 | IRRIGOSA 5.4 | 15.3 | 3.21 | 10.20 | 2.09 | | | 2.07 | 9.02 | 6.02 | | |
| 195.6 | HERNDON 3.6 | 9.9 | 3.16 | f 10.15 | 2.04 | | | 2.00 | 8.55 | 5.55 | | |
| 199.2 | BIOLA JCT. 1.0 | 6.3 | | | | | | | | | | |
| 200.2 | TO-R MUSCATEL 1.6 | 5.3 | 3.10 | 10.09 | 1.59 | | | 1.50 | 8.45 | 5.45 | | |
| 201.8 | R FRESNO YARD 3.7 | 3.7 | 3.08 | 10.07 | 1.57 | | | 1.45 AM | 8.40 AM | 5.40 PM | | |
| 205.5 | TO-R FRESNO 0.0 | 0.0 | 3.00 AM | 10.00 AM | 1.50 PM | | | | | | | |
| | (112.6) | | Leave Daily | Leave Daily | Leave Daily | | | Leave Daily | Leave Daily | Leave Daily | | |
| | Time over District..... | | (2.35) | (3.30) | (2.10) | | | (2.40) | (2.40) | (2.40) | | |
| | Average Speed per Hour..... | | 43.52 | 32.17 | 51.97 | | | 40.83 | 40.83 | 40.83 | | |

No. 59 will not stop at station at Lathrop.

| ADDITIONAL STATIONS | | |
|----------------------|-----------|----------|
| NAME | Mile Post | Capacity |
| Bardi..... (Spur) | 100.6 | 28 |
| Coyell..... (Spur) | 108.1 | 16 |
| Arena..... (Spur) | 138.9 | 16 |
| Buhach..... (Spur) | 144.8 | 25 |
| Creagan..... (Spur) | 151.9 | 21 |
| Labranza..... (Spur) | 163.3 | 4 |
| Sierra Vista..... | 165.8 | |
| Borden..... | 186.7 | 25 |

NILES SUBDIVISION

EASTWARD

SECOND CLASS

| Capacity of sidings | | SECOND CLASS | | | | | Mile Post Location | Timetable No. 251 April 29, 1951 | Distance from Redwood Jct. |
|---------------------|--------------------|-----------------|-----------------|--------------------------|------------------------------|-----------------|--------------------|-------------------------------------|----------------------------|
| | | 408 Freight | 472 Freight | 402 B. M. | 444 C. C. M. | 406 Freight | | | |
| | | Leave Daily | Leave Daily | Lv. Daily Ex. Sat., Sun. | Lv. Daily Ex. Fri. Sat. Sun. | Leave Daily | STATIONS | | |
| Yd. Limits | WIYP | | PM 11.25 | PM 7.50 | PM 7.10 | | 26.2 | TO-R REDWOOD JCT. } D.T. | 0.0 |
| | | | | | | | | | |
| | 64 P | | 11.31 | 7.56 | 7.15 | | 29.5 | HENDERSON | 3.3 |
| | IP | | | | | | 32.5 | TO S. F. BAY DRAWBRIDGE | 6.3 |
| | 51 P | | 11.39 | 8.04 | 7.22 | | 33.9 | DUMBARTON | 7.7 |
| Yard Limits | 100 WIYP | PM 11.57 | 11.47 | 8.22 | 7.27 | AM 8.10 | 37.2 | TO-R NEWARK | 11.0 |
| | 51 P | AM 12.03 | 11.53 | 8.29 | 7.31 | 8.16 | 40.1 | CENTERVILLE | 13.9 |
| Yard Limits | 80 P | 12.06 | 11.56 | 8.34 | 7.33 | 8.19 | 41.7 | SHINN | 15.5 |
| | | | PM 12.08 | 11.58 | 8.36 | 7.35 PM | 8.21 | 42.4 | TO-R NILES TOWER |
| | IYP | | AM 12.11 | 8.39 | | 8.24 | 43.0 | NILES JCT. | 16.8 |
| | 76 P | | 12.16 | 12.06 | 8.44 | 8.29 | 31.7 | FARWELL | 18.9 |
| | 91 P | | 12.26 | 12.16 | 8.54 | 8.39 | 35.6 | SUNOL | 22.8 |
| | 73 P | | 12.36 | 12.26 | 9.04 | 8.49 | 40.9 | TO PLEASANTON | 28.1 |
| Yd. Limits | IYP | | | | | | 42.0 | TO RADUM | 29.2 |
| | | | | | | | 43.0 | TO ELIOT | 30.2 |
| Yard Limits | 1-110, 2-105 P | 12.41 | 12.31 | 9.09 | | 8.54 | 43.0 | TO-R LIVERMORE | 34.1 |
| Yard Limits | 1-79, 2-80 BKWP | 12.51 | 12.41 | 9.19 | | 9.04 | 46.9 | ULMAR | 37.7 |
| | 72 P | 12.58 | 12.48 | 9.26 | | 9.11 | 50.5 | ALTAMONT | 42.2 |
| Yard Limits | 88 WTP | 1.08 | 12.58 | 9.36 | | 9.21 | 55.0 | CAYLEY | 46.7 |
| | 72 P | 1.19 | 1.09 | 9.47 | | 9.32 | 59.5 | MIDWAY | 50.3 |
| | 69 P | 1.28 | 1.18 | 9.56 | | 9.41 | 63.1 | TO-R TRACY | 58.0 |
| | Tracy yard BKWOTYP | AM 1.40 | AM 1.30 | 10.10 PM | | AM 9.55 | 70.8 | (58.0) | |
| | | Arrive Daily | Arrive Daily | Ar. Daily Ex. Sat., Sun. | Ar. Daily Ex. Fri. Sat. Sun. | Arrive Daily | |Time over District..... | |
| | | (1.43) 27.37 | (2.05) 27.84 | (2.20) 24.85 | (0.25) 38.80 | (1.45) 26.85 | |Average Speed per Hour..... | |

RULE 5. Schedule time and train-order time at Redwood Jct. apply at end of double track.
 Schedule time and train-order time for eastward trains holding main track at Eliot apply at crossover known as California link.

NILES SUBDIVISION

| Mile Post Location | Timetable No. 251 April 29, 1951 | | WESTWARD | | | | | | | | |
|--------------------|-------------------------------------|--------------|---------------|--------------|--------------|--------------|--------------|-------------|-------------|--|--|
| | Distance from Tracy | | THIRD CLASS | | | | | | | | |
| | 429 | 401 | 433 | 403 | 409 | 435 | 413 | | | | |
| | Freight | Freight | Freight | Freight | Freight | Freight | Freight | | | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | |
| 26.2 | TO-R REDWOOD JCT. 1.3 | | | AM 3.55 | | AM 10.55 | PM 4.55 | | PM 9.05 | | |
| 27.5 | End of Double Track 2.0 | | | | | | | | | | |
| 29.5 | HENDERSON 3.0 | | | 3.49 | | 10.49 | 4.49 | | 8.58 | | |
| 32.5 | TO S. F. BAY DRAWBRIDGE 1.4 | | | | | | | | | | |
| 33.9 | DUMBARTON 3.3 | | | 3.41 | | 10.41 | 4.41 | | 8.50 | | |
| 37.2 | TO-R NEWARK 2.9 | | | 3.34 | | 10.34 | 4.34 | | 8.43 | | |
| 40.1 | CENTERVILLE 1.6 | | | 3.28 | | 10.28 | 4.28 | | 8.37 | | |
| 41.7 | SHINN 0.7 | | | 3.25 | | 10.25 | 4.25 | | 8.34 | | |
| 42.4 | TO-R NILES TOWER 0.6 | | AM 2.10 | 3.23 | AM 9.00 | 10.23 | 4.23 | PM 5.55 | 8.32 | | |
| 43.0 | NILES JCT. 2.1 | | 2.07 | 3.20 | 8.57 | 10.20 | 4.20 | 5.52 | 8.29 | | |
| 29.6 | FARWELL 3.9 | | 2.01 | 3.14 | 8.51 | 10.14 | 4.14 | 5.46 | 8.23 | | |
| 31.7 | SUNOL 5.3 | | 1.51 | 3.04 | 8.39 | 10.04 | 4.04 | 5.35 | 8.13 | | |
| 35.6 | TO PLEASANTON 1.1 | | 1.41 | 2.54 | 8.24 | 9.54 | 3.54 | 5.24 | 8.03 | | |
| 40.9 | TO RADUM 1.0 | | | | | | | | | | |
| 42.0 | TO ELIOT 3.9 | | 1.36 | 2.49 | 8.19 | 9.49 | 3.49 | 5.19 | 7.58 | | |
| 43.0 | TO-R LIVERMORE 3.6 | | 1.26 | 2.39 | 8.09 | 9.39 | 3.39 | 5.09 | 7.48 | | |
| 46.9 | ULMAR 4.5 | | 1.19 | 2.32 | 8.02 | 9.32 | 3.32 | 5.02 | 7.41 | | |
| 50.5 | ALTAMONT 4.5 | | 1.08 12.58 | 2.22 | 7.52 | 9.21 | 3.22 | 4.52 | 7.31 | | |
| 55.0 | CAYLEY 3.6 | | 12.40 | 2.10 | 7.40 | 9.08 | 3.10 | 4.40 | 7.19 | | |
| 59.5 | MIDWAY 7.7 | | 12.30 | 2.00 | 7.30 | 8.59 | 3.00 | 4.30 | 7.10 | | |
| 63.1 | TO-R TRACY 0.0 | | 12.15 AM | 1.45 AM | 7.15 AM | 8.45 AM | 2.45 PM | 4.15 PM | 6.55 PM | | |
| 70.8 | (58.0) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | |
| | Time over District..... | | (1.55) | (2.10) | (1.45) | (2.10) | (2.10) | (1.40) | (2.10) | | |
| | Average Speed per Hour..... | | 21.81 | 26.76 | 23.88 | 26.76 | 26.76 | 25.08 | 26.76 | | |

| EASTWARD | | | | Mile Post Location | Timetable No. 251 April 29, 1951 | | Distance from San Jose Yard | WESTWARD | | ADDITIONAL STATIONS |
|---------------------|---------------------------|--------------|--------------|--------------------|-------------------------------------|------------------------------|-----------------------------|--------------|--|---------------------|
| THIRD CLASS | | | | | STATIONS | | | SECOND CLASS | | |
| Capacity of sidings | 435 | 433 | 429 | | | | | 444 | | |
| | Freight | Freight | Freight | | | C. C. M. | | | | |
| | Leave Daily | Leave Daily | Leave Daily | | | Ar. Daily Ex. Fri. Sat. Sun. | | | | |
| Yo. Lms. | | | | | | PM 7.38 | | | | |
| 70 | KWYP | | | 29.2 | TO-R NILES 0.6 | 7.35 | 18.5 | | | |
| | IYP | PM 5.55 | AM 9.00 | 29.8 | TO-R NILES TOWER 3.0 | PM | 17.9 | | | |
| | P | 6.03 | 9.08 | 32.8 | IRVINGTON 7.9 | | 14.9 | | | |
| | P | 6.22 | 9.27 | 40.7 | MILPITAS 7.0 | | 7.0 | | | |
| | San Jose yard BKWOITYP | 6.45 PM | 9.50 AM | 47.7 | R SAN JOSE YARD 7.0 | | 0.0 | | | |
| | Arrive Daily | Arrive Daily | Arrive Daily | | (18.5) | | | | | |
| | (0.50) | (0.50) | (0.50) | | | | | | | |
| | 22.20 | 22.20 | 22.20 | | | | | | | |
| | | | | | Time over District..... | | | | | |
| | | | | | Average Speed per Hour..... | | | | | |
| | | | | | | (0.03) | | | | |
| | | | | | | 12.00 | | | | |

RULE 5. Schedule time and train-order time at Redwood Jct. apply at end of double track.
Schedule time and train-order time for eastward trains holding main track at Eliot apply at crossover known as California link.

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

| Train | STATION | KIND | FREQUENCY | FOR REVENUE PASSENGERS | | FOR OTHER TRAFFIC |
|-------|------------------|---------------------|------------------------|---------------------------|-------------------------------|--------------------------------------|
| | | | | RECEIVE TO (or beyond) | DISCHARGE FROM (or beyond) | |
| 11 | Suisun-Fairfield | 5 MPH | Daily exc. Sun. & Hol. | | | To dispatch U. S. Mail |
| 11 | Crockett | Flag | Daily | | Eugene | To receive U. S. Mail |
| 11 | Richmond | Flag | Daily | | Eugene | |
| 12 | Richmond | Flag | Daily | Eugene | | |
| 20 | Elmira | Flag | Daily | Woodland | | |
| 23 | Davis | Flag | Daily | | Ogden | |
| 23 | Dixon | Flag | Daily | | Ogden | |
| 23 | Suisun-Fairfield | Flag | Daily | | Ogden | |
| 26 | Any Station | Flag | Daily | Any Station | Any Station | Or for baggage, mail or express |
| 28 | Martinez | Flag | Daily | Ogden | | |
| 28 | Martinez | 5 MPH | Daily exc. Sun. & Hol. | | | To dispatch U. S. Mail |
| 28 | Suisun-Fairfield | Flag | Daily | Ogden | | |
| 28 | Suisun-Fairfield | Stop | Daily exc. Sun. & Hol. | | | To receive U. S. Mail |
| 53 | Elk Grove | 10 MPH | Daily exc. Sun. & Hol. | | | To throw U. S. Mail in mail car door |
| 54 | Acampo | Stop | Daily | | | To exchange U. S. Mail |
| 54 | French Camp | Stop | Daily exc. Sun. & Hol. | | | To exchange U. S. Mail |
| 55 | Banta | Stop (if necessary) | Daily | | | To exchange U. S. Mail |
| 55 | Selby | Stop | Daily exc. Sun. & Hol. | | | To exchange U. S. Mail |
| 55 | Oleum | Stop | Daily exc. Sun. & Hol. | | | To exchange U. S. Mail |
| 55 | Rodeo | Stop | Daily exc. Sun. & Hol. | | | To exchange U. S. Mail |
| 55 | Pinole | 5 MPH or stop | Daily exc. Sun. & Hol. | | | To exchange U. S. Mail |
| 55 | Giant | Flag | Daily exc. Sun. & Hol. | | | To receive or discharge express |
| 56 | Pinole | Stop | Daily exc. Sun. & Hol. | | | To exchange U. S. Mail |
| 56 | Rodeo | Stop | Daily exc. Sun. & Hol. | | | To exchange U. S. Mail |
| 56 | Oleum | Stop | Daily exc. Sun. & Hol. | | | To exchange U. S. Mail |
| 56 | Selby | Stop | Daily exc. Sun. & Hol. | | | To exchange U. S. Mail |
| 56 | Selby | Flag | Daily | Any station | Any station | Or for any traffic |
| 56 | Banta | Stop (if necessary) | Daily | | | To exchange U. S. Mail |
| 56 | Delhi | 10 MPH | Daily | | | To dispatch papers |
| 56 | Atwater | 10 MPH | Daily | | | To dispatch papers |
| 57 | Kerman | Flag | Daily | Martinez | Bakersfield | |
| 57 | Mendota | Flag | Daily | Martinez | Bakersfield | |
| 57 | Firebaugh | Flag | Daily | Martinez | Bakersfield | |
| 57 | Dos Palos | Flag | Daily | Martinez | Bakersfield | |
| 57 | Gustine | Flag | Daily | Martinez | Bakersfield | |
| 57 | Newman | Flag | Daily | Martinez | Fresno | |
| 57 | Patterson | Flag | Daily | Martinez | Fresno | |
| 57 | Solyo | Flag | Daily | Tracy | Fresno | |
| 57 | Brentwood | Flag | Daily | Berkeley | Fresno | |
| 58 | Solyo | Flag | Daily | Fresno | Martinez | |
| 58 | Patterson | Flag | Daily | Fresno | Martinez | |
| 58 | Newman | Flag | Daily | Fresno | Martinez | |
| 58 | Gustine | Flag | Daily | Bakersfield | Martinez | |
| 58 | Dos Palos | Flag | Daily | Bakersfield | Martinez | |
| 58 | Firebaugh | Flag | Daily | Bakersfield | Martinez | |
| 58 | Mendota | Flag | Daily | Bakersfield | Martinez | |
| 58 | Kerman | Flag | Daily | Bakersfield | Martinez | |
| 59 | Chowchilla | Flag | Daily | Sacramento | Bakersfield | |
| 59 | Acampo | 35 MPH | Daily | | | To dispatch U. S. Mail |
| 59 | Galt | 35 MPH | Daily | | | To dispatch U. S. Mail |
| 60 | Chowchilla | Flag | Daily | Bakersfield | Sacramento | |
| 73 | Drawbridge | Flag | Wednesday | Any Station | Any Station | |
| 74 | Drawbridge | Flag | Fri. & Sat. | Any Station | Any Station | |
| 101 | Crockett | 30 MPH | Daily | | | To dispatch U. S. Mail |
| 223 | Crockett | 15 MPH | Daily exc. Sun. & Hol. | | | To dispatch U. S. Mail |
| 223 | Richmond | Flag | Daily | | Suisun-Fairfield | |
| 224 | Dixon | 50 MPH | Daily | | | To dispatch U. S. Mail |
| 229 | Selby | Flag | Daily exc. Sun. & Hol. | Any station | Any station | |
| 229 | Oleum | Flag | Daily exc. Sun. & Hol. | Any station | Any station | |
| 229 | Rodeo | Flag | Daily exc. Sun. & Hol. | Any station | Any station | |
| 246 | Giant | Flag | Daily | | | To receive or discharge express |
| 246 | Rodeo | Stop | Daily | | | For any traffic |
| 246 | Oleum | Stop | Daily | | | For any traffic |
| 246 | Selby | Stop | Daily | | | For any traffic |
| 250 | Agnew | Flag | Sunday | Any station | Any station | |
| 255 | Agnew | Flag | Sunday | Any station | Any station | |
| 255 | Drawbridge | Flag | Sunday | Any station | Any station | |

RULE 4. Designated holidays:
 New Year's Day, January 1st.
 Washington's Birthday, February 22nd.
 Decoration Day, May 30th.
 Independence Day, July 4th.
 Labor Day, first Monday in September.
 Thanksgiving Day, fourth Thursday in November.
 Christmas Day, December 25th.

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

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

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction. Those designated "N," "S," "1," "2" or "3" are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—MARTINEZ SUBDIVISION

RULE 82 (A). Trains originating Desert Unit, West Oakland will obtain clearance at Shellmound instead of West Oakland. Second- and third-class and extra trains to or from Western Division passing Sacramento will not obtain clearance at Sacramento.

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

RULE 83 (A). At the following stations only trains indicated will register:

| | |
|-----------------------|--|
| West Oakland..... | Trains originating or terminating |
| Shellmound..... | Trains originating or terminating |
| | Desert Unit, West Oakland. |
| Port Costa..... | } Trains originating or terminating |
| Suisun-Fairfield..... | |
| Davis..... | |
| Avon..... | |
| Port Chicago..... | |
| Pittsburg..... | |

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

Sacramento, 12th St. Eastward trains via Brighton and trains originating or terminating.
 Extra trains will register at Napa Jct.

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

| | |
|-----------------|--|
| Shellmound..... | Trains originating or terminating |
| | Desert Unit, West Oakland. |
| Davis..... | All trains to or from West Valley Subdivision, |
| | Sacramento Division. |

RULE 84. Proceed signal 12 (c) must be used to start trains from Oakland Pier, except Nos. 10, 12 and 102 when communicating signal may be used.

RULE D-97 (A). Will apply between following points:
 Oakland Pier and Sacramento;
 Martinez and Mococo.

RULE 105. Suisun-Fairfield. Eastward siding is first track south of eastward main track and leaves eastward main track 2280 feet east of MP 47; westward siding is first track north of westward main track and leaves westward main track 3000 feet west of MP 50.

Davis. Eastward siding is first track south of eastward main track and enters eastward main track 1200 feet east of Davis Tower. Westward siding is first track north of westward main track and enters westward main track 1960 feet west of MP 77.

RULE 221. Light will not be displayed in train-order signal at Vacaville, except when train-order operator is on duty.

Trains must obtain clearance before leaving Napa Jct. and Napa.

Shellmound is train-order office only for trains originating Desert Unit West Oakland, and for eastward second-class, third-class and extra trains from Oakland Pier and West Oakland. When SA Signals on eastward track or freight lead indicate proceed, such trains must approach prepared to receive train orders.

Eastward trains, except first-class trains from Oakland Pier and West Oakland must obtain clearance before leaving Shellmound.

West Oakland, Port Costa and Avon are train-order offices only for trains originating.

RULE D-251. Will apply as follows:

On westward track Sacramento to Davis train-order office, provided proceed signal received from yardman at Front St., Sacramento (green flag by day, green light by night), except will not supersede the superiority of No. 101.

SPECIAL INSTRUCTIONS—LOS BANOS SUBDIVISION

RULE 82 (A). Westward trains via Biola line will obtain train orders and check register at Muscatel instead of Fresno Yard.

RULE 83. Identification of trains from Pratton line may be made by westward trains between Fresno and junction switch to Pratton line. Reduce speed sufficiently to permit identification and comply with Rule 14(k).

RULE 83 (A). Only trains originating or terminating will register at Los Banos and Ingle.

Only extra trains will register at Kerman.

Only trains via Biola terminating, and trains via Pratton originating or terminating will register at Fresno Yard.

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

Kerman..... Extra trains

Muscatel.....Trains not required to stop for other reasons.

RULE 105. Kerman. North siding is siding north of main track extending from MP 192.9 to MP 194.1, and to be used only by trains to and from Biola line; east switch to be lined normally for movement to and from Biola line. Westward trains from Biola line, unless otherwise required by train order, will use north siding. Eastward trains to Biola line will enter Biola line at junction switch, unless west switch of north siding is lined for siding, and proceed signal is received from operator (green flag by day, green light by night).

South siding is siding south of main track extending from MP 192.8 to MP 193.8, and to be used only by trains to and from Pratton line.

Los Banos. Normal position of switch diverging from west end siding will be for movement to tail track spur.

RULE 221. Fresno Yard is a train-order office only for trains originating via Pratton line.

SPECIAL INSTRUCTIONS—LATHROP SUBDIVISION

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

Sections of schedules and extra trains authorized at Stockton for movement on Merced Subdivision may leave Lathrop without clearance.

Regular trains from Merced Subdivision to Lathrop Subdivision will assume the corresponding number and schedule at Lathrop without clearance.

Regular trains from Western Division to Sacramento Division at Brighton will assume the corresponding number and schedule at Brighton without clearance.

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

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

Trains to operate as Nos. 420, 424 and 426, and sections thereof, on Western Division from Brighton, may assume such identity at Roseville instead of Brighton. Sacramento and Western Division clearance for sections of these schedules must bear the words "No signals" or "Green signals"; train-order authority for display of signals will not be required Roseville to Brighton, nor on Lathrop Subdivision of Western Division. Trains will register and display indicators and signals accordingly.

RULE 83. Sections of schedules authorized at Stockton for movement on Merced Subdivision need not ascertain that preceding sections of the same schedule have left Lathrop. A leading section must not permit a following section to pass between Stockton train-order-office and junction switch Lathrop except as provided by last paragraph of Rule 85.

Identification may be made by westward trains between Stockton and Lathrop to be applied at Lathrop on Merced Subdivision. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

RULE 83 (A). Extra trains will register at Stockton.

Extra trains, except extra trains originating or terminating on east leg of wye, will register at Lathrop.

Regular trains originating or terminating on east leg of wye at Lathrop will not register at Lathrop.

Only trains originating or terminating, other than third-class and extra trains passing Sacramento to or from Western Division will register at Sacramento.

Only eastward trains via Brighton, and trains originating or terminating, will register at Sacramento, 12th St.

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

Lathrop.....All trains on Lathrop Subdivision. Merced Subdivision trains originating or terminating on west leg of wye.

Stockton.....All trains, except trains originating or terminating.

Sacramento, 12th St.... Eastward trains via Brighton.

RULE 95. Train orders issued by Western Division under Form F, reading to or from Brighton, will apply over the Sacramento Division into or out of Sacramento or Roseville.

Nos. 421, 423 and 425 and sections of those schedules from Western Division at Brighton may continue display of indicators through to Roseville, and register at Roseville accordingly.

RULE D-97 (A). Will apply between Tracy and Stockton Tower No. 4.

RULE 105. Lathrop. Westward siding leaves westward main track 1500 feet east of corral and enters main track just east of water tank.

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

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

RULE 221. Trains must obtain clearance before leaving Stockton and Oakdale.

Light will not be displayed in train-order signal at Valley Spring, except when train-order operator is on duty.

RULE D-251. Will apply as follows:

On eastward track, Lathrop to Stockton Tower No. 4.

On westward track: Stockton Tower No. 4 to Stockton;

Lathrop to Tracy.

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

Sections of schedules and extra trains authorized at Stockton for movement on Merced Subdivision may leave Lathrop without clearance.

Regular trains from Merced Subdivision to Lathrop Subdivision will assume the corresponding number and schedule at Lathrop without clearance.

Trains originating or terminating at Fresno need not obtain clearance or check register at Muscatel.

Westward trains originating at Fresno Yard will obtain train orders and check register at Muscatel instead of Fresno Yard.

RULE 83. Sections of schedules authorized at Stockton for movement on Merced Subdivision need not ascertain that preceding sections of the same schedule have left Lathrop. A leading section must not permit a following section to pass between Stockton train-order office and junction switch Lathrop except as provided by last paragraph of Rule 85.

Identification may be made by westward trains between Stockton and Lathrop to be applied at Lathrop on Merced Subdivision; and by westward trains between Fresno and Fresno Yard to be applied at end of double track Fresno Yard. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

Rule 83 (A). Only trains originating or terminating will register at Modesto, Merced and Berenda.

Only trains terminating will register at Fresno Yard.

Trains originating or terminating on east leg of wye at Lathrop will not register at Lathrop.

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

Lathrop..... All trains on Lathrop Subdivision.
Merced Subdivision trains originating or terminating on west leg of wye.

Muscatel.... Trains not required to stop for other reasons.

RULE 105. Modesto. Eastward siding leaves main track 1740 feet east of MP 110 and enters main track 1800 feet east of MP 111. Westward siding leaves main track 3432 feet east of MP 113 and enters main track 2112 feet east of MP 112.

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

RULE 221. Muscatel is train-order office only for trains originating.

Trains must obtain clearance before leaving Kismet Tower.

SPECIAL INSTRUCTIONS—NILES SUBDIVISION

RULE 82 (A). Trains receiving Western Division clearance at San Jose may leave Santa Clara without clearance.

RULE 83. Identification may be made by eastward trains between Redwood Jct. and end of double track to be applied at end of double track. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

RULE 83 (A). Only trains originating or terminating will register at West Oakland, Newark and Livermore.

Extra trains will register at Niles Tower and Niles.

Trains originating or terminating San Jose Yard will register at Santa Clara.

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

Elmhurst..... Regular trains.
Niles..... All trains.
Niles Tower..... All trains.
Redwood Jct..... All trains.
Newark..... Nos. 405, 406, 407 and 408.
Santa Clara..... All trains.

RULE 84. Proceed signal 12 (c) must be used to start trains from Oakland Pier.

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

Nos. 401, 403, 409 and 413 and sections of those schedules will be cleared at Redwood Jct. according to their identification arriving at that point, and are authorized to display this identification to Bayshore without train-order authority, clearance for sections to show "No signals" or "Green signals" following train number.

RULE D-97 (A). Will apply between Oakland Pier and Elmhurst.

RULE 105. Eliot. Siding No. 1 is first track north of main track. Siding No. 2 is second track north of main track and connects with Siding No. 1 at both ends.

These sidings may be used by trains in either direction, or as instructed by train dispatcher.

Livermore. Siding No. 1 extends from station building westward 4600 feet and to be used by eastward trains.

Siding No. 2 extends from switch 2000 feet east of station building 4000 feet and to be used by westward trains.

Connection between Siding No. 1 and Siding No. 2 must be left clear. Trains may move from one siding to the other only after authority has been given by train dispatcher.

Alvarado. Siding extends from crossover 250 feet west of station building to west end.

Hayward. Siding extends from crossover 1500 feet west of station building to west end.

Newark. Siding on Tracy-Redwood Jct. line is located west of Elmhurst-Santa Clara line crossing.

Siding on Elmhurst-Santa Clara line is located east of Tracy-Redwood Jct. line crossing, and extends from initial switch at east end to crossover only.

Passenger siding on Elmhurst-Santa Clara line extends from crossover 300 feet west of station building to west end; has capacity of engine and 13 passenger cars; must be left clear; may be used by No. 73; may be used by other trains only when authorized by train order.

RULE 221. West Oakland is a train-order office only for trains originating.

Eastward trains to Coast Division, may leave Santa Clara without clearance.

Eliot and Mulford are train-order offices only for trains originating when operator is on duty.

Trains must obtain clearance before leaving Newark and Niles.

RULE D-251. Will apply as follows:
On both main tracks, between Oakland Pier and Elmhurst.

DIVISION MILEAGE

| MAIN LINES | First Track | Second Track Miles |
|--|---------------------------------|--------------------|
| Oakland Pier to Washington..... | (C. P. Ry..... 1.01 | 1.01 |
| | (S. P. R. R..... 86.20 | 86.33 |
| Davis to End of Division..... | S. P. R. R..... 1.53 | |
| Martinez to Tracy..... | S. P. R. R..... 47.61 | .96 |
| Oakland Pier to Tracy via Niles..... | C. P. Ry..... 66.97 | 9.17 |
| Tracy to Polk..... | C. P. Ry..... 60.74 | 23.85 |
| Tracy to Fresno via Kerman..... | S. P. R. R..... 124.18 | |
| Lathrop to Biola Jct..... | C. P. Ry..... 106.45 | |
| Elmhurst to Santa Clara..... | S. P. Co..... 30.26 | |
| Redwood Jct. to Niles Tower..... | C. P. Ry..... 14.85 | |
| Niles to San Jose..... | C. P. Ry..... 16.08 | |
| Kerman to Biola Jct..... | S. P. R. R..... 14.52 | |
| Total..... | 570.40 | 121.32 |
| Total Main Lines..... | 691.72 | |
| BRANCHES | | |
| Berenda—Berenda to Daulton..... | S. P. R. R..... 11.73 | |
| Calistoga—Napa Jct. to Calistoga..... | S. P. R. R..... 34.53 | |
| Chowchilla—Chowchilla to Dairyland..... | S. P. Co..... 10.23 | |
| Ione—Galt to Ione..... | S. P. R. R..... 26.87 | |
| Lodi—Lodi to Woodbridge..... | S. P. R. R..... 2.59 | |
| Lodi to Valley Spring..... | S. P. R. R..... 26.67 | |
| Valley Spring to Kentucky House..... | S. P. Co..... 12.65 | |
| Madera—Madera to end of Branch..... | S. P. R. R..... 3.93 | |
| Oakdale—Stockton to Montpelier..... | (C. P. Ry..... 10 | |
| | (S. P. R. R..... 49.23 | |
| Riverdale—Ingle to end of Division..... | S. P. R. R..... 25 | |
| San Pablo—San Pablo to Richmond Transfer..... | S. P. R. R..... 1.70 | |
| San Ramon—Avon to Radum..... | S. P. R. R..... 29.85 | |
| Schellville—Suisun-Fairfield to Schellville..... | S. P. R. R..... 23.21 | |
| | S. P. R. R.—N. W. P. R. R... 88 | |
| Stonehurst—Elmhurst to Stonehurst..... | C. P. Ry..... 75 | |
| Union—Union to West Napa..... | S. P. R. R..... 1.87 | |
| Vallejo—Napa Junction to Vallejo..... | S. P. R. R..... 7.28 | |
| Winters—Elmira to Esparto..... | S. P. R. R..... 30.73 | |
| Total Branches..... | 275.05 | |
| Total Western Division..... | 966.77 | |

SPEED TABLE

| TIME PER MILE | MILES PER HOUR |
|---------------|----------------|
| 36"..... | 100 |
| 37"..... | 97.3 |
| 38"..... | 94.7 |
| 39"..... | 92.3 |
| 40"..... | 90 |
| 41"..... | 87.8 |
| 42"..... | 85.7 |
| 43"..... | 83.7 |
| 44"..... | 81.8 |
| 45"..... | 80 |
| 46"..... | 78.3 |
| 47"..... | 76.6 |
| 48"..... | 75 |
| 49"..... | 73.5 |
| 50"..... | 72 |
| 51"..... | 70.6 |
| 52"..... | 69.2 |
| 53"..... | 67.9 |
| 54"..... | 66.7 |
| 55"..... | 65.5 |
| 56"..... | 64.3 |
| 57"..... | 63.2 |
| 58"..... | 62.1 |
| 59"..... | 61 |
| 1'00"..... | 60 |
| 1'01"..... | 59 |
| 1'02"..... | 58.1 |
| 1'03"..... | 57.1 |
| 1'04"..... | 56.2 |
| 1'05"..... | 55.4 |
| 1'06"..... | 54.5 |
| 1'07"..... | 53.7 |
| 1'08"..... | 52.9 |
| 1'09"..... | 52.2 |
| 1'10"..... | 51.4 |
| 1'11"..... | 50.7 |
| 1'12"..... | 50 |
| 1'13"..... | 49.3 |
| 1'14"..... | 48.6 |
| 1'15"..... | 48 |
| 1'16"..... | 47.4 |
| 1'17"..... | 46.8 |
| 1'18"..... | 46.2 |
| 1'19"..... | 45.6 |
| 1'20"..... | 45 |
| 1'25"..... | 42.4 |
| 1'30"..... | 40 |
| 1'35"..... | 37.9 |
| 1'40"..... | 36 |
| 1'45"..... | 34.3 |
| 1'50"..... | 32.7 |
| 1'55"..... | 31.3 |
| 2'00"..... | 30 |
| 2'15"..... | 26.7 |
| 2'30"..... | 24 |
| 2'45"..... | 21.8 |
| 3'00"..... | 20 |
| 3'30"..... | 17.1 |
| 4'00"..... | 15 |
| 5'00"..... | 12 |
| 6'00"..... | 10 |
| 7'00"..... | 8.6 |
| 7'30"..... | 8 |
| 8'00"..... | 7.5 |
| 10'00"..... | 6 |

