

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION

208



To Take Effect Sunday, May 31, 1931, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager.

R. L. RUBY,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

G. E. GAYLORD,
Superintendent.

EASTWARD

Martinez Subdivision.

FIRST CLASS

Time Table No. 208

May 31, 1931

Capacity of sidings in car lengths	FIRST CLASS																		Distance from San Francisco	STATIONS		
	132 Passenger	8 Shasta	22 Tahoe	18 Cascade	28 San Francisco Overland Limited	26 Owl	130 Passenger	48 El Dorado	82 Passenger	46 Senator	30 Governor	56 Tehachapi	20 Pacific Limited	52 San Joaquin	24 Sierra	124 Passenger	36 Passenger	122 Passenger			58 Sequoia	
	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily			
	8.20 PM	8.00 PM	7.00 PM	6.20 PM	6.00 PM	6.00 PM	5.20 PM	5.00 PM	3.40 PM	3.00 PM	1.00 PM	11.40 AM	11.20 AM	8.00 AM	7.40 AM	6.40 AM	6.00 AM		11.40 PM	0.0	SAN FRANCISCO	
	8.38	8.18	7.18	6.38	6.18	6.18	5.38	5.18	3.58	3.18	1.18	11.58 AM	11.38	8.18	7.58	6.58	6.18		11.58 PM	3.5	OAKLAND PIER	
BKWI P	8.43 PM	8.35 PM	7.30 PM	6.50 PM	6.30 PM	6.25 PM	5.50 PM	5.24 PM	4.05 PM	3.25 PM	1.25 PM	12.07 PM	11.50 AM	8.25 AM	8.03 AM	7.04 AM	6.23 AM		12.10 AM	3.5	TO-R OAKLAND PIER	
Yard BKWOTY P																				4.9	TO-R WEST OAKLAND	
Interchange P	s 8.49	s 8.41	s 7.37	s 6.56	s 6.36	s 6.31	s 5.56	s 5.30	s 4.11	s 3.31	s 1.30	s 12.13	s 11.56 AM	s 8.31	s 8.08	s 7.10	s 6.28		s 12.16	5.5	OAKLAND (16th Street)	
IP																				6.6	EMERYVILLE	
																				7.0	SHELLMOUND	
55 West P																				7.4	PARAFFIN	
P	s 8.58	s 8.50	s 7.48	s 7.05	s 6.45	s 6.40	s 6.04	s 5.38	s 4.20	s 3.39	s 1.38	s 12.22	s 12.05 PM	s 8.39	s 8.16	s 7.18	s 6.36		s 12.25	7.8	STOCK YARDS	
f							f		f											9.2	BERKELEY (University Ave.)	
																				10.7	FLEMING	
																				11.2	NOBEL	
																				11.6	VIGORIT	
87 East P	f						f		f											13.1	STEGE	
P	s 9.07	8.59	s 7.59	7.14	6.54	6.48	s 6.12	s 5.46	s 4.31	s 3.47	s 1.48	s 12.31	s 12.14	s 8.47	s 8.24	s 7.27	s 6.45		s 12.34	15.0	RICHMOND	
143 East WP Interchange	f 9.10						f 6.15		f 4.34								s 6.48			16.6	SAN PABLO	
P	f						f		s											18.9	GIANT	
48 East 52 West	f						f													19.8	SOBRANTE	
							f													21.5	KRIEGER	
74 West P	s 9.20	9.11	8.12	7.25	7.06	6.59	s 6.25	5.56	s 4.45	3.58	2.00	f 12.42	12.26	8.57	8.34	7.39	s 6.57		f 12.46	23.0	PINOLE	
45 East P																				23.8	HERCULES	
P	s 9.24						s 6.29		s 4.50		f									25.5	RODEO	
69 East P	s						s		s		f									26.4	OLEUM	
43 East W	f						f		f											27.1	TORMEY	
46 West P	s 9.33	9.19	8.22	7.33	7.15	7.07	s 6.37	6.03	s 4.59	4.05	f 2.11	f 12.51	12.35	f 9.04	8.41	s 7.50	s 7.12		12.56	27.5	SELBY	
210 West P	s 9.37	s 9.22	s 8.27				s 6.41		s 5.09	s 4.09	s 2.15	s 12.56	s 12.39	s 9.09	s 8.46	s 7.55	s 7.17		s 1.00	29.0	CROCKETT	
02 West P	f						f													30.1	ECKLEY	
Yard BKWOTY P	s 9.42	9.26	8.32	7.40	7.25	7.15	s 6.49	6.09	s 5.15	s 4.15	f 2.20	s 1.05	12.43	9.13	8.50	s 8.02	s 7.25	6.40 AM	s 1.05	31.1	TO-R PORT COSTA	
P	f						f													32.2	NEVADA DOOK	
																				33.1	OZOL	
Center 100 WP	s 9.52 PM	s 9.35 PM	s 8.39 PM	7.47 PM	7.34 PM	s 7.25 PM	s 6.57 PM	s 6.15 PM	s 5.24 PM	s 4.22 PM	s 2.27 PM	s 1.15 PM	s 12.52 PM	s 9.22 AM	s 8.58 AM	s 8.12 AM	s 7.35 AM	s 6.52 AM	s 1.15 AM	34.7	TO-R MARTINEZ	
	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily			(31.2)
	(1.09) 27.13	(1.00) 31.20	(1.09) 27.13	(0.57) 32.84	(1.04) 29.25	(1.00) 31.20	(1.07) 27.94	(0.51) 36.71	(1.19) 23.70	(0.57) 32.84	(1.02) 30.19	(1.08) 27.53	(1.02) 30.19	(0.57) 32.84	(0.55) 34.04	(1.08) 27.53	(1.12) 26.00	(0.12) 18.00	(1.05) 28.80			

STATIONS	Distance from San Francisco
SAN FRANCISCO	0.0
OAKLAND PIER	3.5
TO-R OAKLAND PIER	1.4
TO-R WEST OAKLAND	0.6
OAKLAND (16th Street)	1.1
EMERYVILLE	0.4
SHELLMOUND	0.4
PARAFFIN	0.4
STOCK YARDS	1.4
BERKELEY (University Ave.)	1.5
FLEMING	0.5
NOBEL	0.4
VIGORIT	1.5
STEGE	1.9
RICHMOND	1.6
SAN PABLO	2.3
GIANT	0.9
SOBRANTE	1.7
KRIEGER	1.5
PINOLE	0.8
HERCULES	1.7
RODEO	0.9
OLEUM	0.7
TORMEY	0.4
SELBY	1.5
CROCKETT	1.1
ECKLEY	1.0
TO-R PORT COSTA	1.1
NEVADA DOOK	0.9
OZOL	1.6
TO-R MARTINEZ	

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

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Martinez.
Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
Sundays and national holidays Stege is a flag stop for No. 82.
At San Pablo No. 46 reduce speed to 10 M. P. H. to exchange mail.
Port Costa is a train order office only for trains originating.
AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
8	Any Station	Gerber
18	Richmond	Klamath Falls
18	Crockett	Klamath Falls
18	Martinez	Klamath Falls
20	Any Station	East of Sacramento
26	Richmond	Fresno
26	Crockett	Fresno
28	Any Station	Ogden

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS			
Train	At	To	For Passengers To or Beyond
36	Certain-teed Pro. Co.	Receive or Discharge	Any Station
124	Certain-teed Pro. Co.	Discharge	Any Station

Martinez Subdivision.

WESTWARD

Time Table No. 208

May 31, 1931

FIRST CLASS

Automatic Train Control

STATIONS	Distance from Martinez	FIRST CLASS																			
		21	9	57	27	25	123	7	33	47	49	29	19	43	45	81	17	23	133	51	209
		Tahoe	Fast Mail	Sequoia	San Francisco Overland Limited	Owl	Passenger	Shasta	Passenger	El Dorado	Fresno	Governor	Pacific Limited	Passenger	Sutter	Passenger	Cascade	Sierra	Passenger	San Joaquin	Passenger
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
SAN FRANCISCO	34.7	7.50 AM	8.10 AM	8.10 AM	8.30 AM	8.30 AM	8.30 AM	9.30 AM	10.30 AM	12.10 PM	1.50 PM	3.30 PM	4.30 PM	5.50 PM	6.10 PM	6.30 PM	6.50 PM	8.15 PM	10.05 PM	10.45 PM	
OAKLAND PIER	31.2	7.32	7.52	7.52	8.12	8.12	8.12	9.12	10.12	11.52 AM	1.32	3.12	4.12	5.32	5.52	6.12	6.32	7.53	9.47	10.27	
TO-R OAKLAND PIER	31.2	s 7.15 AM	s 7.35 AM	s 7.40 AM	s 7.55 AM	s 8.00 AM	s 8.07 AM	s 9.00 AM	s 10.05 AM	s 11.45 AM	s 1.25 PM	s 3.05 PM	s 4.00 PM	s 5.28 PM	s 5.45 PM	s 6.05 PM	s 6.20 PM	s 7.48 PM	s 9.38 PM	s 10.20 PM	
TO-R WEST OAKLAND	29.8																				
OAKLAND (16th Street)	29.2	s 7.05	s 7.28	s 7.32	s 7.46	s 7.53	s 8.00	s 8.52	s 9.58	s 11.38	s 1.18	s 2.58	s 3.52	s 5.22	s 5.38	s 5.59	s 6.12	s 7.42	s 9.30	s 10.13	
EMERYVILLE	28.1																				
SHELLMOUND	27.7																				
PARAFFIN	27.3																				
STOCK YARDS	26.9																				
BERKELEY (University Ave.)	25.5	s 6.50	s 7.02	s 7.20	s 7.35	s 7.41	s 7.52	s 8.40	s 9.49	s 11.29	s 1.08	s 2.48	s 3.40	s 5.13	s 5.29	s 5.50	s 6.02	s 7.33	s 9.20	s 10.03	
FLEMING	24.0						f		f												
NOBEL	23.5																				
VIGORIT	23.1								f												
STEGE	21.6						f		f												
RICHMOND	19.7	s 6.38	6.49	s 7.10	7.25	7.30	s 7.43	8.29	s 9.38	s 11.20	s 12.59	s 2.39	3.29	s 5.04	s 5.20	s 5.41	f 5.53	7.24	9.11	s 9.55	
SAN PABLO	18.1	6.33		7.05			f 7.38		f 9.34					s 5.01							
GIANT	15.8						s		s					s							
SOBRANTE	14.9								f												
KRIEGER	13.2								f												
PINOLE	11.7	6.23	6.38	6.55	7.13	7.18	s 7.28	8.17	s 9.23	11.09	12.47	2.27	3.17	s 4.51	5.09	s 5.30	5.42	7.13	9.00	9.45	
HERCULES	10.9						f		f					f							
RODEO	9.2			f			s		s					s		s					
OLEUM	8.3						s		s		f			s		f					
TORMEY	7.6						f		f					s		f					
SELBY	7.2	6.13	6.30	6.45	7.05	7.10	s 7.15	8.08	s 9.10	11.01	f 12.38	f 2.18	3.08	s 4.38	5.02	5.19	5.34	7.05	8.52	9.38	
CROCKETT	5.7	s 6.09	s 6.27	s 6.40		s	s 7.12		s 9.07	s 10.58	s 12.34	s 2.14		s 4.33	s 4.59	s 5.16				s 9.34	
EOKLEY	4.6						f		f					f							
TO-R PORT COSTA	3.6	6.05	6.15	s 6.35	6.58	7.02	s 7.09	8.00	s 9.00	10.54	12.30	2.09	3.00	s 4.27	4.55	s 5.12	5.27	6.59	s 7.12 PM	8.45	9.30
NEVADA DOCK	2.5						f							f					f		
OZOL	1.6						f							f							
TO-R MARTINEZ	0.0	5.55 AM	6.08 AM	6.25 AM	6.51 AM	6.54 AM	7.00 AM	7.52 AM	8.53 AM	10.48 AM	12.20 PM	2.02 PM	2.51 PM	4.13 PM	4.48 PM	5.05 PM	5.20 PM	6.53 PM	7.00 PM	8.36 PM	9.22 PM
(31.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(1.20)	(1.27)	(1.15)	(1.04)	(1.06)	(1.07)	(1.08)	(1.12)	(0.57)	(1.05)	(1.03)	(1.09)	(1.15)	(0.57)	(1.00)	(1.00)	(0.55)	(0.12)	(1.02)	(0.58)
Average Speed per Hour		23.40	21.52	24.96	29.25	28.36	27.94	27.53	26.00	32.84	28.80	29.71	27.13	24.96	32.84	31.20	31.20	34.04	18.00	30.19	32.28

See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Martinez.
 Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
 At Berkeley (University Avenue) No. 9 will stop east of University Avenue to unload mail to avoid blocking the crossing.
 At Stege No. 33 reduce speed to 10 M. P. H. to receive mail except Sundays and national holidays.

At Richmond No. 51 reduce speed to 10 M. P. H. to receive air mail.
 At Crockett No. 23 reduce speed to 10 M. P. H. to exchange mail.
 Port Costa is a train order office only for trains originating.
 AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

Train	At	For Passengers From or Beyond	Train	At	For Passengers From or Beyond
7	Any Station	Gerber	25	Richmond	Bakersfield
17	Crockett	Klamath Falls	27	Any Station	Ogden
19	Any Station	East of Sacramento	51	Richmond	Tracy
21	Any Station	Sacramento	81	Any Station	Tracy
23	Any Station	Woodland	209	Any Station	Martinez
23	Any Station	Roseville			

Train	At	For Passengers To or From
33	Certain-tee Pro. Co.	Any Station
123	Certain-tee Pro. Co.	Any Station

Train	At	Frequency
19	Crockett	Saturday Only
23	Crockett	Saturday Only
29	Oleum	Saturday Only
49	Port Costa	Saturday Only
49	Oleum	Saturday Only

Train	At	Frequency
7	Crockett	Sunday Only
29	Glant	Saturday Only
49	Rodeo	Tuesday and Thursday
49	Pinole	Saturday Only
49	Glant	Saturday Only
57	Glant	Daily Ex. Saturday and Sunday

EASTWARD

Martinez Subdivision.

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS										Distance from San Francisco	
	222	288	302	304	258												
	Sacramento Ogden and Portland Fast Freight	Fresno Freight	Local Freight	Local Freight	Local Freight												
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY											10 Mail and Express Leave Daily	
																9.00 PM	0.0
																9.18	3.5
																9.35 PM	3.5
BKWI P																	
Term Yard BKWOITY P																	
Interchange P																s 9.41	5.5
P																	6.6
IP																	7.0
																	7.4
55 West P																	7.8
P																s 9.50	9.2
																	10.7
																	11.2
87 East P																	11.6
P																s 9.58	13.1
																	15.0
143 East WP Interchange P																	16.6
																	18.9
48 East P																	19.8
52 West P																	21.5
																	23.0
74 West P																10.09	23.0
																	23.8
45 East P																	25.5
P																	26.4
69 East P																	27.1
43 East W																	27.5
46 West P																10.17	27.5
																	29.0
210 West P																s 10.20	29.0
																	30.1
62 West P																	31.1
Yard BKWOT P						2.30 PM	9.20 AM	8.30 AM								10.25	31.1
P																	32.2
																	33.1
Center 100 WP						12.05 AM	8.50 PM	9.32 AM	8.42 AM							s 10.33 PM	34.7
						Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY						Arrive Daily	
						(1.50) 16.25	(1.20) 22.35	(7.20) 3.57	(0.12) 18.00	(0.12) 18.00						(0.58) 32.28	

Time Table No. 208

May 31, 1931

STATIONS

SAN FRANCISCO	0.0
3.5	3.5
OAKLAND PIER	3.5
1.4	4.9
TO-R OAKLAND PIER	4.9
0.6	5.5
TO-R WEST OAKLAND	5.5
1.1	6.6
OAKLAND (16th Street)	6.6
0.4	7.0
EMERYVILLE	7.0
0.4	7.4
SHELLMOUND	7.4
0.4	7.8
PARAFFIN	7.8
1.4	9.2
STOCK YARDS	9.2
1.5	10.7
BERKELEY (University Ave.)	10.7
0.5	11.2
FLEMING	11.2
0.4	11.6
NOBEL	11.6
1.5	13.1
VIGORIT	13.1
1.9	15.0
STEGE	15.0
1.6	16.6
RICHMOND	16.6
2.3	18.9
SAN PABLO	18.9
0.9	19.8
GIANT	19.8
1.7	21.5
SOBRANTE	21.5
1.5	23.0
KRIEGER	23.0
0.8	23.8
PINOLE	23.8
1.7	25.5
HERCULES	25.5
0.9	26.4
RODEO	26.4
0.7	27.1
OLEUM	27.1
0.4	27.5
TORMEY	27.5
1.5	29.0
SELBY	29.0
1.1	30.1
CROCKETT	30.1
1.0	31.1
EOKLEY	31.1
1.1	32.2
TO-R PORT COSTA	32.2
0.9	33.1
NEVADA DOCK	33.1
1.6	34.7
OZOL	34.7
TO-R MARTINEZ	

(31.2)

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

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Martinez.
 Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
 Port Costa is a train order office only for trains originating.
 AT MARTINEZ: Siding is 2428 feet west of station, extending 6036 feet westward.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	For Passengers To or Beyond
10	Any Station	Ogden

Martinez Subdivision.

WESTWARD

Time Table No. 208

May 31, 1931

STATIONS	Distance from Martinez	SECOND CLASS			
		219	301	303	259
		Freight	Local Freight	Local Freight	Local Freight
		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
SAN FRANCISCO	34.7				
OAKLAND PIER	31.2				
TO-R OAKLAND PIER	31.2				
TO-R WEST OAKLAND	29.8	3.30 AM	2.00 PM		
OAKLAND (16th Street)	29.2				
EMERYVILLE	28.1				
SHELLMOUND	27.7				
PARAFFIN	27.3				
STOCK YARDS	26.9				
BERKELEY (University Ave.)	25.5				
FLEMING	24.0				
NOBEL	23.5				
VIGORIT	23.1				
STEGE	21.6				
RICHMOND	19.7				
SAN PABLO	18.1				
GIANT	15.8				
SOBRANTE	14.9				
KRIEGER	13.2				
PINOLE	11.7				
HERCULES	10.9				
RODEO	9.2				
OLEUM	8.3				
TORMEY	7.6				
SELBY	7.2				
CROCKETT	5.7				
ECKLEY	4.6				
TO-R PORT COSTA	3.6		7.00 AM	12.05 PM	12.15 PM
NEVADA DOCK	2.5				
OZOL	1.6				
TO-R MARTINEZ	0.0	12.05 AM		11.50 AM	12.01 PM
(31.2)		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
Time over District.....		(3.25)	(7.00)	(0.15)	(0.14)
Average speed per hour.....		8.72	3.74	14.40	15.43

Automatic Train Control

Double Track

See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Martinez.
 Track No. 1 between San Pablo and Shellmound tower not protected by block signals.
 Port Costa is a train order office only for trains originating.
 AT MARTINEZ: Siding is 2428 feet west of station, extending 6036 feet westward.

May 31, 1931

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS														Distance from San Francisco
	304	222	10	8	22	18	28	48	46	41	30	20	24	53	62		
	Local Freight	Sacramento Ogden and Portland Fast Freight	Mail and Express	Shasta	Tahoe	Cascade	San Francisco Overland Limited	El Dorado	Senator	Passenger	Governor	Pacific Limited	Sierra	Passenger	Passenger		
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Center 100 W P	9.32 AM	12.05 AM															
Center 100 P			10.33 PM	9.35 PM	8.39 PM	7.47 PM	7.34 PM	6.15 PM	4.22 PM		2.27 PM	12.52 PM	8.58 AM				
			10.46	9.50	8.51	8.01	7.49	6.27	f 4.34		2.39	1.06	9.08				
									f								
									f								
									f								
Yard BKWOY P Interchange			f 11.01	10.06	s 9.07	8.16	8.06	s 6.43	s 4.53		s 2.54	s 1.22	s 9.23				
48 East Interchange									f 4.57								
82 West Interchange									f								
									f								
Center 101 BKWOY P			s 11.16	10.21	f 9.22	8.30	8.23	6.57	s 5.12		3.09	1.37	s 9.40				
									f								
Center 86 W P			11.26	10.32	f 9.34	8.40	8.35	7.07	s 5.25		s 3.21	f 1.48	s 9.51				
83 East									f								
Yard 88 East 121 West WIY P	3.40 PM	2.30	s 11.37	s 10.45 PM	s 9.46	s 8.52 PM	8.47	s 7.18	s 5.38	5.21 PM	s 3.33	f 2.00	s 10.02	9.50 AM	6.50 AM		
									f					f	f		
Center 114			11.44		9.53		8.55	7.25	f 5.45	5.27	3.41	2.07	10.09	f 9.57	f 6.57		
															f		
I P																	
Term Yard BKWOY P	4.20 PM	3.30 AM	s 11.59 PM		s 10.10 PM		s 9.15 PM	s 7.40 PM	s 6.05 PM	s 5.40 PM	s 4.00 PM	s 2.25 PM	s 10.25 AM	s 10.10 AM	s 7.10 AM		
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(6.48) 8.40	(3.25) 16.71	(1.26) 39.84	(1.10) 37.63	(1.31) 37.65	(1.05) 40.52	(1.41) 33.92	(1.25) 40.31	(1.43) 33.26	(0.19) 41.68	(1.33) 36.84	(1.33) 36.84	(1.27) 39.38	(0.20) 39.60	(0.20) 39.60		

STATIONS

TO-R MARTINEZ	6.3
BENICIA JUNCTION	2.1
PIERCE	2.1
OYGNUS	1.0
TEAL	1.9
JACKSNIPE	3.8
TO SUISUN-FAIRFIELD	3.0
TOLENAS	1.9
VANDEN	1.6
CANNON	4.0
ELMIRA	4.8
BATAVIA	3.3
DIXON	4.3
TREMONT	2.0
BRIGGSTON	1.8
TO-R DAVIS	1.5
CHILES	2.0
SWINGLE	1.3
WEBSTER	5.9
MIKON	0.6
Sacramento Northern Ry. Crossing	1.4
WASHINGTON	0.5
TO-R SACRAMENTO	

Automatic Block System

Double Track

(57.1)
Time over District.....
Average Speed per Hour.....

Automatic train control eastward track from Martinez to westward dwarf signal 300 feet east of draw span.
AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

No. 46 stop at Washington (Broderick) to exchange U. S. Mail.

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	For Passengers Destined To or Beyond
8	Any Station	Gerber
10	Any Station	Ogden
18	Suisun-Fairfield	Klamath Falls
20	Any Station	East of Sacramento
28	Any Station	Ogden

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Frequency
30	Benicia Junction	Wednesday and Saturday during hunting season
30	Pierce, Cygnus, Teal, Jacksnipe	Tuesday and Saturday during hunting season

Martinez Subdivision.

WESTWARD

Time Table No. 208

May 31, 1931

FIRST CLASS

SECOND CLASS

STATIONS

TO-R MARTINEZ	6.4
BENICIA JUNCTION	2.1
PIERCE	2.1
CYGNUS	1.0
TEAL	1.9
JACKSNIFE	3.8
TO SUISUN-FAIRFIELD	3.0
TOLENAS	1.9
VANDEN	1.6
CANNON	4.0
ELMIRA	4.8
BATAVIA	3.3
DIXON	4.3
TREMONT	2.0
BRIGGSTON	1.8
TO-R DAVIS	1.5
CHILES	2.0
SWINGLE	1.3
WEBSTER	5.9
MIKON	0.6
Sacramento Northern Ry. Crossing	1.4
WASHINGTON	0.5
TO-R SACRAMENTO	0.0

Double Track

Distance from Sacramento		21	9	27	7	33	47	16	29	19	45	17	23	54	209	61			303	219
		Tahoe	Fast Mail	San Francisco Overland Limited	Shasta	Passenger	El Dorado	West Coast	Governor	Pacific Limited	Sutter	Cascade	Sierra	Passenger	Passenger	Passenger			Local Freight	Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily EX. SUNDAY	Arrive Daily
57.2	s	5.55 AM	6.08 AM	6.51 AM	s 7.52 AM	s 8.53 AM	s 10.48 AM		s 2.02 PM	s 2.51 PM	4.48 PM	s 5.20 PM	6.53 PM		s 9.22 PM				11.50 AM	12.05 AM
50.8		5.40	5.54	6.36	f 7.39	f 8.42	10.37		1.49	2.36	4.37	5.04	6.42		f 9.10					
48.7						f									f					
46.6						f									f					
45.6						f									f					
43.7						f									f					
39.9	f	5.23	5.40	6.22	7.24	s 8.27	s 10.23		s 1.33	2.22	s 4.22	4.50	6.28		s 8.52					
36.9						f									f					
35.0						f									f					
33.4						f									f					
29.4	f	5.07	5.28	6.10	7.11	s 8.12	10.09		f 1.18	2.10	4.08	4.38	6.14		s 8.35					
24.6						f									f					
21.3	s	4.54	5.18	6.00	7.01	s 8.00	s 10.00		s 1.06	2.00	f 3.58	4.28	6.04		s 8.22					
17.0						f									f					
15.0						f														
13.2	f	4.41	5.08	5.49	6.50 AM	s 7.48	s 9.49	s 11.04 AM	s 12.54	1.49	s 3.48	4.17 PM	s 5.53	s 7.10 PM	s 8.09	s 10.40 PM			7.10	9.20 PM
11.7																				
9.7						f														
8.4		4.33	5.02	5.42		f 7.41	9.42	10.57	12.47	1.42	3.42		5.46	7.02	8.02	f 10.33				
2.5																				
1.9																				
0.5						f														
0.0		4.20 AM	4.50 AM	5.30 AM		7.30 AM	9.30 AM	10.45 AM	12.35 PM	1.30 PM	3.30 PM		5.35 PM	6.50 PM	7.50 PM	10.20 PM			6.30 AM	8.15 PM
(57.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily EX. SUNDAY	Leave Daily
Time over District.....		(1.35)	(1.18)	(1.21)	(1.02)	(1.23)	(1.18)	(0.19)	(1.27)	(1.21)	(1.18)	(1.03)	(1.18)	(0.20)	(1.32)	(0.20)			(5.20)	(3.50)
Average Speed per Hour.....		36.13	44.00	42.37	42.58	41.35	44.00	41.68	39.45	42.37	44.00	41.90	44.00	39.60	37.30	39.60			10.72	14.92

Automatic train control westward track from signal No. 347 to Martinez.
 AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

Nos. 33 and 209 Stop at Washington (Broderick) to exchange U. S. Mail.
 At Dixon No. 21 place mail in locker at station.

EASTWARD		Time Table No. 208		WESTWARD	
Capacity of sidings in car lengths	Distance from San Francisco		May 31, 1931	Distance from Benicia Junction	
WP	32.4	BENICIA	1.4	5.6	
P	33.8	ARMY POINT	4.2	4.2	
Center 100 P	38.0	BENICIA JUNCTION		0.0	

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
7	Any Station	Gerber
17	Suisun-Fairfield	Klamath Falls
19	Any Station	East of Sacramento
21	Any Station	Sacramento
23	Any Station	Woodland
23	Any Station	Roseville
27	Any Station	Ogden

ADDITIONAL REGULAR STOPS		
Train	At	Frequency
23	Martinez	Saturday Only

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	Frequency
29	{ Jacksnipe, Teal, Cygnus and } Pierce	{ Sunday and Wednesday during } hunting season
45	{ Jacksnipe, Teal, Cygnus and } Pierce	{ Sunday and Wednesday during } hunting season

EASTWARD

Martinez Subdivision.

AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

AT BAY POINT: 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 STATIONS { Jersey, M. P. 55.1.
Newlove, M. P. 56.0.
Arbor, M. P. 59.4
Silisand, M. P. 64.7.

ADDITIONAL FLAG STOPS		
Train	At	For Passengers to or Beyond
36	Jersey	
82	Any Station	Tracy

ADDITIONAL FLAG STOPS		
Train	At	Frequency
58	Avon	Monday Only

Capacity of sidings in car lengths	SECOND CLASS		FIRST CLASS								Distance from San Francisco
	288 Fresno Freight Leave Daily	258 Local Freight Leave Daily EX. SUNDAY	26 Owl Leave Daily	82 Passenger Leave Daily	56 Tehachapi Leave Daily	52 San Joaquin Leave Daily	124 Passenger Leave Daily EX. SUNDAY	36 Passenger Leave Daily	58 Sequoia Leave Daily		
Center 100 WP	8.50 PM	8.42 AM	7.25 PM	5.24 PM	1.15 PM	9.22 AM	8.12 AM	7.35 AM	1.15 AM	34.7	
111 P				f			f	f		36.0	
73 YP	9.00	9.00	7.31	s 5.32	f 1.21	9.27	s 8.22 AM	s 7.43	1.21	38.1	
Interchange Yard 208 WP	9.10	9.31	7.36	s 5.38	s 1.27	9.31		s 7.50	f 1.27	41.3	
70 P		9.36						f 7.54	f 1.30	43.0	
Interchange 56 P	9.20	9.50	7.41	5.44	1.33	9.36		f 7.58	1.33	44.8	
44 Spur								f 8.03		46.8	
Interchange Yard 74 P	9.35	10.40	f 7.47	s 5.50	s 1.40	f 9.42		s 8.10	s 1.40	48.9	
56 P	9.50	11.10	7.54	s 5.58	s 1.48	9.48		s 8.20	f 1.48	53.5	
83	10.00	11.45 AM	8.06	6.03	1.53	9.53		f 8.27	1.54	57.3	
154 WP	10.15	12.10 PM	8.12	s 6.09	s 2.00	9.59		s 8.37	f 2.00	61.7	
95 P	10.30	12.40	8.19	s 6.17	s 2.10	10.06		s 8.47	2.08	66.9	
P				f	f			f		68.9	
51 P	10.45	12.55	8.25	6.24	2.19	10.12		f 8.57	2.15	71.6	
50 P	11.00	1.10	8.30	f 6.29	2.26	10.17		s 9.05	2.21	75.7	
47	11.10	1.25	8.35	6.34	2.32	10.22		f 9.12	2.26	79.1	
Term Yard BKWOTY P	11.30 PM	1.40 PM	s 8.40 PM	s 6.40 PM	s 2.40 PM	s 10.27 AM		s 9.20 AM	s 2.33 AM	82.2	
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		
	(2.40) 17.81	(4.58) 9.56	(1.15) 38.00	(1.16) 37.50	(1.25) 33.53	(1.05) 43.85	(0.10) 20.40	(1.45) 27.14	(1.18) 36.54		

Time Table No. 208

May 31, 1931

STATIONS

TO-R	MARTINEZ	1.3	D.T.
	MOCOCO	0.8	
	End of Double Track	0.8	
	PEYTON	1.3	
TO-R	AVON	3.2	
TO	BAY POINT	1.7	
	NICHOLS	1.8	
	McAVOY	2.0	
	SHELL POINT	2.1	
TO	PITTSBURG	1.9	
	LOS MEDANOS	2.7	
TO	ANTIOCH	3.8	
	NEROLY	4.4	
TO	BRENTWOOD	5.2	
TO	BYRON	2.0	
	BYRON HOT SPRINGS	2.7	
	HERDLYN	4.1	
TO	BETHANY	3.4	
	JANNEY	3.1	
TO-R	TRACY		

(47.5)
.....Time over District
.....Average Speed per Hour

EASTWARD

Lathrop Subdivision

Capacity of sidings in car lengths	THIRD CLASS		FIRST CLASS												Distance from San Francisco Via Niles
	298 Local Freight Leave Daily EX. SUNDAY	306 Local Freight Leave Daily EX. SUNDAY	80 Stockton Leave Daily	38 Passenger Leave Daily	82 Passenger Leave Daily	56 Tehachapi Leave Daily	52 San Joaquin Leave Daily	32 Passenger Leave Daily	36 Passenger Leave Daily	16 West Coast Leave Daily	210 Sacramento Leave Daily	58 Sequoia Leave Daily			
Term. Yard BKWOTY P	7.00 AM	2.00 AM	8.05 PM	6.46 PM	6.43 PM	2.45 PM	10.32 AM	10.30 AM	9.35 AM		4.20 AM	2.38 AM	70.8		
P				f 6.52		2.51	10.38	f 10.36	f 9.41		4.26	2.44	73.9		
9 Spur													76.8		
I P													78.7		
Eastward 77 Westward 82 Fresno 57 BWY	7.30 AM		8.20	s 7.20	6.58	s 3.05 PM	s 10.52 AM	s 10.55	f 9.54	8.05 AM	s 4.42	s 2.56 AM	81.5		
P				f 7.27				s 11.05	f 10.01	8.15	4.49		86.1		
I													87.7		
I Yard BKWOTY P		3.15 AM	s 8.35 PM	s 7.37 PM	s 7.13 PM		s 11.15 AM	s 10.10 AM	s 8.25 AM	s 4.57 AM			90.9		
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	(0.30) 21.40	(1.15) 16.08	(0.30) 40.20	(0.51) 23.65	(0.30) 40.20	(0.20) 32.10	(0.20) 32.10	(0.45) 26.80	(0.35) 34.46	(0.20) 28.20	(0.87) 32.59	(0.18) 35.66			

Time Table No. 208

May 31, 1931

STATIONS

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

(20.1)
.....Time over District
.....Average Speed per Hour

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

No. 210 reduce speed on Sundays to 30 miles per hour at French Camp to discharge papers.

Time Table No. 208
May 31, 1931

Martinez Subdivision.

WESTWARD

STATIONS	Distance from Tracy	FIRST CLASS						SECOND CLASS	
		57	25	49	43	81	51	259	
		Sequoia	Owl	Fresno	Passenger	Passenger	San Joaquin	Local Freight	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	EX. SUNDAY
TO-R MARTINEZ 1.3 MOOOCO End of Double Track 0.8	47.5	s 6.25 AM	6.54 AM	s 12.20 PM	s 4.13 PM	s 5.05 PM	s 8.36 PM		12.01 PM
PEYTON 1.3	45.4								
TO-R AVON 3.2	44.1	f 6.15	6.49	f 12.12	4.05 PM	s 4.55	8.29		11.45 AM
TO BAY POINT 1.7	40.9	f 6.08	6.45	f 12.07		s 4.48	8.25		11.30
NICHOLS 1.8	39.2	f 6.04							11.05
McAVOY 2.0	37.4	6.01	6.40	12.02 PM		4.41			11.00
SHELL POINT 2.1	35.4					f 4.36			
TO PITTSBURG 1.9	33.3	f 5.53	f 6.35	s 11.56 AM		s 4.31	8.16		10.40 9.35
LOS MEDANOS 2.7	31.4								
TO ANTIOCH 3.8	28.7	f 5.44	6.28	f 11.50		f 4.22	8.10		9.20
NEROLY 4.4	24.9	5.36	6.23	11.45		4.15	8.06		9.00
TO BRENTWOOD 5.2	20.5	s 5.28		f 11.39		s 4.08	8.00		8.37
TO BYRON 2.0	15.3	s 5.17	6.11	f 11.32		s 3.59	7.54		7.45
BYRON HOT SPRINGS 2.7	13.3			f		f			
HERDLYN 4.1	10.6	5.09	6.05	11.26		3.51			7.30
TO BETHANY 3.4	6.5	5.01	6.00	11.21		f 3.45	7.45		7.20
JANNEY 3.1	3.1	4.55	5.55	11.16		3.40			7.10
TO-R TRACY (47.5)	0.0	4.50 AM	5.50 AM	11.12 AM		3.35 PM	7.38 PM		7.00 AM
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily EX. SUNDAY
Time over District.....		(1.35)	(1.04)	(1.08)	(0.08)	(1.30)	(0.58)		(5.01)
Average speed per hour.....		30.00	44.53	41.91	25.50	31.67	49.14		9.47

AT BYRON HOT SPRINGS No. 57 reduce speed to 10 miles per hour to dispatch newspapers.

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

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

AT MARTINEZ: Siding is 2428 feet west of station extending 6036 feet westward.

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

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS			ADDITIONAL REGULAR STOPS		
Train	At	For Passengers From or Beyond	Train	At	Frequency
25	Martinez	Glendale	49	Avon	Saturday Only

Time Table No. 208
May 31, 1931

Lathrop Subdivision

WESTWARD

STATIONS	Distance from Stockton	FIRST CLASS								THIRD CLASS	
		57	79	31	49	81	37	51	15	297	305
		Sequoia	Stockton	Passenger	Fresno	Passenger	Passenger	San Joaquin	West Coast	Local Freight	Local Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
TO-R TRACY 3.1	20.1	s 4.35 AM	s 7.33 AM	s 10.55 AM	s 11.08 AM	s 3.30 PM	s 5.30 PM	s 7.27 PM		1.30 PM	11.20 PM
BANTA 2.9	17.0	4.27		f 10.47	11.01	f 3.22					
WINSHIP 1.9	14.1										
SAN JOAQUIN BRIDGE 2.8	12.2										
TO-R LATHROP 4.6	9.4	4.15 AM	7.17	s 10.35	10.50 AM	s 3.10	f 5.13	7.10 PM	★ 7.41 PM	1.00 PM	10.45
FRENCH CAMP 1.6	4.8			f 10.21					7.34		
T. S. Ry. Crossing 3.2	3.2										
A. T. & S. F. Crossing S. E. R. R. Crossing C. C. T. Co. Crossing	0.0		7.05 AM	10.12 AM		2.50 PM	5.00 PM		7.25 PM		10.15 PM
TO-R STOCKTON (20.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
Time over District.....		(0.20)	(0.28)	(0.43)	(0.18)	(0.40)	(0.30)	(0.17)	(0.16)	(0.30)	(1.05)
Average Speed per Hour.....		32.10	43.07	28.04	35.66	30.15	40.20	37.77	36.00	21.40	18.55

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

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

EASTWARD

Niles Subdivision.

Time Table No. 208

May 31, 1931

Capacity of sidings in car lengths	SECOND CLASS							FIRST CLASS								Distance from San Francisco
	242	246	802	280	240	278	254	74	80	96	38	32	502	90	210	
	Fresno Mdae. Freight	Fresno Freight	Local Freight	Local Freight	Ogden Portland Freight	Local Freight	Freight	Padre	Stockton	Passenger	Passenger	Passenger	Passenger	Passenger	Sacramento	
Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
								7.40 PM	7.40 PM	5.20 PM	4.00 PM	7.40 AM	7.20 AM	7.00 AM	1.20 AM	
								7.58	5.58	5.38	4.18	7.58	7.38	7.18	1.38	
								8.15 PM	6.06 PM	5.48 PM	4.25 PM	8.05 AM	7.50 AM	7.23 AM	1.50 AM	
BKWI P																
Term. Yard BKWOITY P Interchange			8.15 AM	7.30 AM		4.10 AM										
I P								s 8.24	s 6.12	s 5.55	s 4.33	s 8.12	s 7.57	s 7.30	s 1.57	
P										f			f	f		
I P								s 8.32	s 6.20	s 6.03	s 4.42	s 8.20	s 8.05	s 7.38	2.05	
55 WP			8.45 AM	8.00		4.35		8.40 PM	6.28	s 6.11	4.49	f 8.27	s 8.13 AM	s 7.45	2.13	
38 P				8.10		4.40			6.31	s 6.15	f 4.52	s 8.31		s 7.48	s 2.16	
										f				f		
										f	f	f		f		
40 P				8.25		4.50			6.35	s 6.23	f 4.57	f 8.36		s 7.55	2.20	
100 WP				8.35 8.56		5.00			6.39	s 6.30	s 5.03	s 8.43		s 8.02	s 2.25	
33 P				9.15		5.10			6.44	f 6.37	5.09	8.51		f 8.08	2.31	
36 P				9.25		5.20			6.48	s 6.42	f 5.13	s 8.57		s 8.13	2.34	
										f				f		
Yard KWY P				9.40 AM		5.30			s 6.53	s 6.48 PM	s 5.21	s 9.05		s 8.18 AM	s 2.44	
IY	8.50 PM	8.00 PM			6.20 AM		1.25 AM									
74 P	9.00	8.15			6.30	5.50	1.40		6.58		5.27	f 9.12			2.49	
80 P	9.12	8.30			6.42	6.05	1.55		f 7.06		s 5.35	s 9.20			2.58	
												f			38.4	
79 P	9.27	8.45			6.57	6.25	2.10		f 7.13		s 5.43	s 9.29			3.08	
IY P															42.0	
															42.4	
Yard 248 P	9.34	8.55			7.05	6.50	2.20		7.16		5.46	f 9.33			3.12	
Yard 168 KW P	9.47	9.10			7.20	7.05 AM	2.45		s 7.22		s 5.53	s 9.43			s 3.19	
P												f			48.4	
80 P	10.02	9.25			7.35	3.00			7.28		6.06	f 9.50			3.28	
97 WT P	10.17	9.45			8.01	3.40			7.36		f 6.14	s 9.59			3.40	
74 P	10.32	10.05			8.20	4.10			7.45		6.23	f 10.09			3.50	
78 P	10.45	10.20			8.35	4.25			7.52		6.30	f 10.16			4.00	
30 P															68.7	
Term. Yard BKWOITY P	11.15 PM	11.00 PM			9.00 AM	5.15 AM			s 8.02 PM		s 6.40 PM	s 10.27 AM			s 4.15 AM	
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(2.25) 17.21	(3.00) 13.87	(0.30) 17.00	(2.10) 11.22	(2.40) 15.60	(2.55) 14.40	(3.50) 40.85		(0.25) 23.76	(1.56) 34.81	(1.00) 25.70	(2.15) 29.91	(2.22) 28.44	(0.23) 25.83	(0.55) 28.04	(2.25) 27.80

STATIONS

SAN FRANCISCO 3.5
OAKLAND PIER 3.5

TO-R OAKLAND PIER 1.4
Cedar St. Crossing 1.4

TO-R WEST OAKLAND 1.0
Western Pacific Crossing 0.8

OAKLAND (First Street) 1.6
EAST OAKLAND 1.4

FRUITVALE 3.7
TO-R ELMHURST End of Double Track 1.4

TO SAN LEANDRO 0.7
SOUTH SAN LEANDRO 1.0

ESTUDILLO 1.0
TO LORENZO 2.6

TO HAYWARD 3.9
HALVERN 2.5

TO DECOTO 1.1
PABRICO 1.6

TO-R NILES 2.5
W. P. Crossing 0.7

TO-R NILES TOWER 3.9
FARWELL 2.8

TO SUNOL 2.5
VERONA 2.8

TO PLEASANTON 1.1
TO RADUM 0.4

REMILLARD 0.6
ELIOT 3.9

TO-R LIVERMORE 1.5
TREVARNIO 2.1

ULMAR 4.5
TO ALTAMONT 4.5

OAYLEY 3.6
MIDWAY 5.6

MEDAL 2.1
TO-R TRACY 2.1

(67.3)

Time over District
Average Speed per Hour

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.

Train	At	For Passengers To or From
32	Bonita	Any Station
90	Cherryland	Any Station
90-96	Cherry	Any Station
90-96	Harder	Any Station
90-96	Tennyson	Any Station

Train	At	Frequency
38	Farwell	Saturday Only

No. 210 reduce speed at Sunol and Pleasanton sufficiently to enable safe dispatch of papers and mail.

Train	At	For Passengers Destined To or Beyond
80	San Leandro	Niles

Train	At	Frequency
38	Tennyson	Daily

EASTWARD

Merced Subdivision

FIRST CLASS

May 31, 1931

Capacity of Sidings in Car Lengths	THIRD CLASS			SECOND CLASS			FIRST CLASS				Distance from San Francisco Via Antioch
	300 Local Freight	298 Local Freight	252 Fresno Freight	168 Madera Freight			60 West Coast	56 Tehachapi	52 San Joaquin	58 Sequoia	
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Eastward 77 Fresno 57 BWY P		7.40 AM	12.15 AM								92.9
I											93.8
80 P		7.56	12.35				f 7.54	s 3.19	11.06	3.06	96.8
115 P		8.16	12.40				7.58	3.23	11.09	3.09	99.4
26 P											100.6
79 P		8.50	12.47				f 8.04	s 3.30	11.13	3.13	103.3
85 P		9.15	12.53				f 8.10	s 3.38	11.17	3.17	106.4
20											108.1
No. 1, 106 No. 2, 100 No. 3, 100 BKWP		10.07	1.10				s 8.26	s 3.53	11.33	3.25	113.1
IP											114.7
77 P		10.54	1.22				f 8.34	s 4.02	11.40	3.47	117.4
74 P		11.15	1.28				8.39	f 4.07	11.44	3.51	120.8
83 P		11.53 AM	1.40				s 8.49	s 4.20	11.53 AM	4.03	126.2
4 Spur											129.3
99 P		12.20 PM	1.52				8.57	f 4.28	12.01 PM	4.10	131.9
84 WP		1.00	2.24				f 9.06	s 4.35	12.07	4.16	136.4
30								f 4.40			138.9
73 P		2.00	2.40				f 9.16	s 4.48	12.14	4.24	143.2
42								f			144.8
125 P		2.15	2.50				9.22	4.53	12.19	4.29	147.4
70 BKWOT P		10.30 AM	2.30 PM	3.30			s 9.35	s 5.14	12.26	4.55	150.5
24											151.9
75 P		11.00	3.50				9.44	f 5.30	12.34	5.04	156.6
79 P		11.20	3.57				9.49	f 5.37	12.39	5.09	160.5
44 Spur								f			165.8
85 P		11.53 AM	4.12				9.57	f 5.46	12.47	5.17	166.9
40 WP		12.05 PM 1.30					f 9.59	s 5.50	12.49	5.20	168.2
80 P		1.50	4.24				10.05	f 5.56	12.55	5.26	173.0
76 WOT P		2.25	4.40			2.20 PM	10.09	f 6.01	12.59	5.30	176.5
106 P		2.35	4.48			2.27	10.12	6.05	1.02	5.33	179.2
142 BK P		3.45	5.00			2.35 PM	s 10.22	s 6.13	1.10	5.41	183.9
31		4.00						f			186.7
82 P		4.20	5.27				10.31	f 6.21	1.17	6.00	190.2
12 Spur								f			193.5
85 WP		4.46	5.50				10.38	f 6.28	1.24	f 6.10	195.6
Term. Yard BKWOY P		5.20 PM	6.10 AM					f			199.3
I							10.45	f 6.37	1.32	6.20	201.8
Term. Yard BKWOT Y P											203.2
		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily		Arrive Tues., Thurs., Sat.	s 11.00 PM	s 6.50 PM	s 1.45 PM	s 6.35 AM	205.5
		(6.50) 9.17	(6.50) 8.43	(5.55) 18.40		(0.15) 29 60	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
							(3.19) 33.95	(3.40) 31.42	(2.45) 40.94	(3.36) 31.28	

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 MODESTO	1.6
T. S. Ry. Crossing	2.7
TO CERES	3.4
TO KEYES	5.4
TO TURLOCK	3.1
ALCANT	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
TO-R BERENDA	2.7
NOTARB	4.7
TO-R MADERA	2.8
BORDEN	3.5
IRRIGOSA	3.3
THARSA	2.1
HERNDON	3.7
BIOLA JCT.	2.5
TO-R FRESNO YARD	1.4
F. T. Co. Crossing	2.3
TO-R FRESNO	(112.6)

Automatic Block System

Double Track

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
52	Any Station	Discharge		Sacto & Stockton Direct Rt.
60	Any Station	Discharge		Manteca
58	Berenda	Discharge	Talbot	

East leg of wye at Lathrop is not protected by block signals.
 No. 58 reduce speed to 6 miles per hour at Manteca to dispatch mail and to 20 miles per hour at Salida, Ceres, Delhi, Livingston and Atwater to dispatch papers.

ADDITIONAL STATIONS: (Cluster, M.P. 155.9. Cap. 6 Cars.
 Labranza, M.P. 162.3. Cap. 9 Cars (Spur.)

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

Time Table No. 208

May 31, 1931

Merced Subdivision

WESTWARD

Automatic Block System

STATIONS	Distance from Fresno	FIRST CLASS				SECOND CLASS				THIRD CLASS				
		57	59	49	51	165	255	297	299	251				
		Sequoia Arrive Daily	West Coast Arrive Daily	Fresno Arrive Daily	San Joaquin Arrive Daily	Berenda Freight Arrive Tues., Thurs., Sat.	Lathrop Freight Arrive Daily	Local Freight Arrive Daily EX. SUNDAY	Local Freight Arrive Daily EX. SUNDAY	Lathrop Freight Arrive Daily				
TO-R LATHROP	112.6	s 4.10AM	★ 8.05AM	s 10.45AM	s 6.58PM						5.30AM	12.50PM		2.00AM
0.9 W. P. Crossing	111.7													
TO MANTECA	108.7	f 4.00	7.56	s 10.36	6.53						5.11	12.40		1.46
2.6 CALLA	106.1		3.52	7.52	10.30	6.50					5.05	12.30		1.41
1.2 WESTON	104.9													
TO RIPON	102.2	f 3.47	7.47	f 10.25	6.46						4.55	12.20PM		1.32
3.1 TO SALIDA	99.1	f 3.40	7.43	f 10.19	6.42						4.45	11.59AM		1.25
1.7 COVELL	97.4													
5.0 TO MODESTO	92.4	s 3.25	s 7.30	s 10.07	s 6.33						4.30	11.33		1.10
1.6 T. S. Ry. Crossing	90.8													
TO OERES	88.1	f 2.57	7.15	f 9.54	6.23						4.05	10.54		12.22
3.4 TO KEYES	84.7	f 2.52	7.11	9.49	6.19						3.51	10.30		12.15
5.4 TO TURLOCK	79.3	s 2.43	s 7.02	s 9.42	s 6.12						3.37	9.42		12.05AM
3.1 ALCANT	76.2													
2.6 DELHI	73.6	f 2.31	6.52	9.33	6.04						3.26	7.55		11.55PM
4.5 TO LIVINGSTON	69.1	f 2.24	6.46	f 9.26	5.59						3.15	7.35		11.45
2.5 ARENA	66.6													
4.3 TO ATWATER	62.3	f 2.14	6.38	f 9.16	5.52						2.58	6.38		11.32
1.6 BUHAOH	60.7													
2.6 FERGUS	58.1		2.06	6.33	9.09						2.50	6.10		11.22
3.1 TO-R MEROED	55.0	s 2.00	s 6.28	s 9.05	s 5.43						2.40	6.00AM	2.45PM	11.15
1.4 OREEGAN	53.6													
4.7 LINGARD	48.9		1.41	6.13	8.51	5.30					2.28		2.15	10.43
3.9 ATHLONE	45.0	f 1.36	6.09	8.47	5.26						2.20		2.00	10.35
5.3 SIERRA VISTA	39.7													
1.1 MINTURN	38.6		1.28	6.02	8.39	5.19					2.08		1.15	10.22
1.3 TO CHOWCHILLA	37.3	s 1.26		s 8.37									1.00PM 11.50AM	
4.8 FAIRMEAD	32.5	f 1.18	5.55	f 8.30							1.55		11.35	10.05
3.5 TO-R BERENDA	29.0	f 1.12	5.51	8.26	5.09						1.45		11.15	9.35
2.7 NOTARB	26.3		1.08	5.48	8.22	5.06					1.30		10.50	9.22
4.7 TO-R MADERA	21.6	s 1.00	s 5.41	s 8.16	s 5.00						1.20		10.10 8.30	9.10
2.8 BORDEN	18.8	f												
3.5 IRRIGOSA	15.3	f 12.50	5.27	8.07	4.52						1.07		8.07	8.40
3.3 THARSA	12.0													
2.1 HERNDON	9.9	f 12.43	5.21	8.01	4.46						12.56		7.45	8.30
3.7 BIOLA JCT.	6.2													
2.5 TO-R FRESNO YARD	3.7	f 12.35	5.12	7.54	4.39						12.45AM		7.30AM	8.20PM
1.4 F. T. Co. Crossing	2.3													
2.3 TO-R FRESNO	0.0	12.25AM	5.00AM	7.45AM	4.30PM									
(112.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily						Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
Time over District.....		(3.45)	(3.05)	(3.00)	(2.28)						(4.45)	(6.40)	(7.15)	(5.40)
Average Speed per Hour.....		30.03	36.52	37.53	45.65						22.55	8.64	7.09	18.91
						(0.15)								
						29.60								

East leg of wye at Lathrop is not protected by block signals.
No. 57 reduce speed to 6 miles per hour at Manteca to dispatch mail.

ADDITIONAL STATIONS: { Cluster, M. P. 155.9. Cap. 6 Cars.
Labranza M. P. 163.3. Cap. 9 Cars. (Spur)

★No. 59-16 will not stop at Station at Lathrop, but will pull directly around east leg of wye to the Lathrop Subdivision.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
59	Any Station	Receive	Sacramento	Fresno
59	Any Station	Discharge		
49	Any Station	Receive	Lathrop	

EASTWARD

Los Banos Subdivision

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS			SECOND CLASS		FIRST CLASS		Distance from San Francisco Via Antioch	Time Table No. 208 May 31, 1931	Distance from Fresno	FIRST CLASS		THIRD CLASS				
	316	250	248		242		26				40	25	39	243	249	247	241
	San Joa. Div. Mixed	Local Freight	Local Freight		Fresno Mdse. Freight		Owl				Passenger	Owl	Passenger	Tracy Freight	Local Freight	Local Freight	Tracy Freight
Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday		Leave Daily		Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily EX. SUNDAY	Arrive Daily			
Term. Yard BKWOTYP			7.30 AM		12.10 AM		8.45 PM	11.20 AM	82.2	TO-R TRACY	s 5.43 AM	s 6.30 PM		11.15 AM		2.20 PM	11.45 PM
48 I P			7.40		12.22		f 11.27		84.9	W. P. Crossing LYOTH		f 6.23		11.00		2.05	11.30
54 P			7.50		12.27		8.54	f 11.32	87.9	YARMOUTH		f 6.18		10.50		1.55	11.23
55 P			8.03		12.37		9.00	s 11.39	92.6	VERNALIS		s 6.11		10.35		1.20	11.13
13 Spur									93.5	OHM							
24 P								f	94.9	SOLYO		f					
45 P			8.13		12.44		9.05	f 11.44	96.4	HALLY		f 6.04		10.23		12.45	11.07
100 WP			8.40		12.51		9.10	s 11.51 AM	100.4	WESTLEY		s 5.58		10.15		12.30	11.00
13 Spur								f	104.8	VANORMER		f					
56 P			10.00		1.04		9.19	s 12.04 PM	107.4	TO PATTERSON		s 5.48		10.00		12.04 PM	10.48
54 P			10.40 AM		1.14		9.26	s 12.14	113.2	TO CROWS LANDING		s 5.33		9.43		10.40 AM	10.39
13 Spur								f	116.0	STOMAR		f					
58 P								f 12.20	117.3	TIMBA		f					
57 WP			12.30 PM		1.26		9.34	s 12.30	119.5	TO NEWMAN		s 5.22		9.30		10.00 8.45	10.29
52 P			1.25		1.32		9.39	s 12.40	123.5	TO GUSTINE		s 5.10		9.20		8.35	10.21
42			1.35		1.37			f 12.45	126.9	LINORA		f		9.13		7.35	10.15
73 P			1.50		1.41		9.46	f 12.48	129.3	INGOMAR		f 5.00		9.07		7.20	10.10
57 P			2.15		1.50		9.54	f 12.56	135.6	VOLTA		f 4.52		8.55		7.00	9.54
13 Spur								f	138.3	TRENT							
86 BKWOY P		9.00 AM	2.35 PM		2.10		s 10.04	s 1.13	140.4	TO-R LOS BANOS		s 4.29	s 4.45	8.40	3.00 PM	6.30 AM	9.35
30 Spur								f	141.6	ABATTO		f					
56 P		9.25			2.25		10.14	f 1.23	148.8	AGATHA		f 4.15		8.20	2.05		9.09
13 Spur								f	149.6	BRITO		f					
100 P		10.30			2.34		10.20	1.33	153.0	TO DOS PALOS		s 4.08		8.12	1.33		9.02
43 P		11.00 AM			2.46		10.28	f 1.42	159.8	OXALIS		f 3.55		8.00	12.45		8.51
12 Spur								f	161.6	SILAXO		f					
100 WP		12.20 PM			2.58		10.35	s 1.52	166.2	TO FIREBAUGH		s 3.44		7.43	12.20 PM		8.41
46 P		12.35			3.05		10.41	f 1.58	170.8	CROMIE		f 3.36		7.33	11.40 AM		8.34
13 Spur								f	172.8	ARBIOUS		f					
98 P		1.00			3.10		10.46	s 2.06	174.5	TO MENDOTA		s 3.31		7.25	11.30		8.28
52 YP	10.45 AM	1.20			3.39		10.55	f 2.16	181.9	R INGLE		f 3.19		7.10	10.25		8.15
49 P	10.50	1.30			3.48		10.58	f 2.20	184.5	JAMESAN		f 3.15		7.05	10.15		8.10
9 Spur									185.0	BUTTON							
125 BKWOY P	11.05 AM	1.55 PM			4.10 AM		11.09	s 2.35	193.0	TO-R KERMAN		s 3.04		6.45 AM	9.50		7.50 PM
13 Spur								f	196.2	RUGG		f					
55								f 2.40	196.7	FLOYD		f			8.35		
47 P							11.15	f 2.43	198.5	ROLINDA		f 2.56			8.20		
236 Spur P									200.8	KEARNEY							
23 Spur Y								f	201.8	NEVILLS		f					
47 P							11.20	f 2.50	202.5	PRATTON		f 2.50			8.00		
18 Spur									205.3	CRAYOLD							
Term. Yard BKWOTYP							s 11.35 PM	s 3.10 PM	208.4	TO-R FRESNO		3.00 AM	2.35 PM		7.40 AM		
Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily		Leave Daily	Leave Mon., Wed., Fri.	Leave Daily EX. SUNDAY	Leave Daily
(0.20)	(4.55)	(7.05)		(4.00)		(2.50)	(3.50)				(2.43)	(3.55)		(4.30)	(7.20)	(7.50)	(3.55)
33.30	10.72	8.21		27.70		44.54	32.92				46.45	32.22		24.62	9.27	7.43	28.29

No. 26 reduce speed Saturdays to 20 miles per hour at Gustine and Dos Palos to dispatch papers.
No. 249 originates at Fresno Yard.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
39	Gadwall	Receive and Discharge	Any Station	Any Station
40	Gadwall	Receive and Discharge	Any Station	Any Station
25	Gustine-Newman-Patterson	Discharge		Any Station
26	Patterson-Newman-Gustine	Receive	Fresno	Fresno

ADDITIONAL STATIONS: Benito, M.P. 169. Cap. 14 Cars.
Forsey, M.P. 203.7 Cap. 9 Cars. (Spur).

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

EASTWARD							Lathrop Subdivision	WESTWARD						
Capacity of sidings in car lengths	FIRST CLASS					Distance from San Francisco Via Niles	Time Table No. 208 May 31, 1931	Distance from Brighton	FIRST CLASS					
	80	38	32	16	210				79	31	15			
	Stockton	Passenger	Passenger	West Coast	Sacramento				Stockton	Passenger	West Coast			
Yard BKWOITY P	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily					
	8.40 PM	7.45 PM	11.20 AM	8.35 AM	5.10 AM	90.9	TO-R STOCKTON 1.4	42.3	s 6.58 AM	s 10.00 AM	s 7.10 PM			
I P						92.3	STOCKTON TOWER No. 4 W. P. Crossing 0.4	40.9						
63 Spur P						92.7	EL PINAL 0.8	40.5						
4 Spur						93.5	JARN 1.5	39.7						
W P						95.0	AKERS End of Double Track 1.6	38.2						
125 P		f	f			96.6	CASTLE 3.6	36.6	f					
125 P		f	f			100.2	ARMSTRONG 3.1	33.0	f					
BKWOYP 125	s 9.00 PM	s 8.08	s 11.45	s 8.55	s 5.35	103.3	C. C. T. Co. Crossing LODI 1.8	29.9	6.40 AM	s 9.40	s 6.50			
42 Spur P		f				105.1	URGON 1.1	28.1						
125 P		f	s 11.51 AM		s 5.41	106.2	ACAMPO 3.3	27.0	s 9.27	f				
125 P		f	f			109.5	FOREST LAKE 2.2	23.7	f					
BKWOYP 178		s 8.25	s 12.08 PM		s 5.55	111.7	GALT 3.8	21.5	s 9.19	f 6.32				
125 P		f	f			115.5	NEED 2.0	17.7	f					
15 P		f	f			117.5	ARNO 2.0	15.7	f					
125 P		f	f			119.5	MCCONNELL 3.4	13.7	f					
133 P		f 8.42	s 12.25		s 6.15	122.9	ELK GROVE 2.8	10.3	s 8.55	f 6.16				
125 P		f				125.7	MEADOWS 3.3	7.5	f					
135 WP		f 8.50	s 12.36		s 6.25	129.0	FLORIN 3.0	4.2	s 8.45	f 6.07				
10 P						132.0	POLK End of Double Track 1.2	1.2						
WP		f 9.00 PM	f 12.45 PM	9.50 AM	f 6.35 AM	133.2	BRIGHTON	0.0		8.35 AM	6.00 PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(42.3)		Leave Daily	Leave Daily	Leave Daily			
	(0.20) 37.20	(1.15) 33.84	(1.25) 29.86	(1.15) 35.17	(1.25) 29.86		.....Time over District.....		(0.18) 41.33	(1.25) 29.86	(1.10) 36.25		
							.....Average Speed per Hour.....						

Trains must not leave place at which passengers are received and discharged in advance of time shown at stations in Signal Dispatching System between Brighton and Stockton Tower No. 4.

EASTWARD				Lathrop Subdivision	WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco Via Niles	Time Table No. 208 May 31, 1931	Distance from Kentucky House	SECOND CLASS		
	172	173						
	Mixed	Mixed						
Yard BKWOYP	Leave Daily	EX. SUNDAY	STATIONS	Arrive Daily	EX. SUNDAY			
BKWOYP	11.55 AM		TO-R LODI 1.8	39.3	s 9.20 AM			
			C. C. T. Co. Crossing 0.1	37.5				
15 Spur			FRANKLYN 1.9	37.4				
30 P			VICTOR 3.6	35.5	f			
22 P	f 12.25 PM		LOOKEFORD 4.0	31.9	s 8.50			
22 WP	s 12.45		OLEMENTS 6.1	27.9	s 8.25			
30	s 1.03		WALLACE 5.6	21.8	s 8.03			
14	s 1.20		HELISMA 2.9	16.2	s 7.45			
	f		NORVAL 0.9	13.3	f			
19 WTP	s 1.35 PM		TO-R VALLEY SPRING 4.5	12.4	7.30 AM			
9 P			TOYON 4.3	7.9				
12 P			MACONIDER 3.6	3.6				
52			R KENTUCKY HOUSE	0.0				
	Arrive Daily	EX. SUNDAY	(39.3)		Leave Daily			
	(1.40) 16.14		.....Time over District.....		(1.50) 14.67		
			.....Average Speed per Hour.....				

EASTWARD				Lathrop Subdivision	WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco Via Niles	Time Table No. 208 May 31, 1931	Distance from Ione	SECOND CLASS		
	134	131						
	Mixed	Mixed						
Yard BKWOYP	Leave Daily	EX. SUNDAY	STATIONS	Arrive Daily	EX. SUNDAY			
BKWOYP	12.30 PM		TO-R GALT 5.0	27.1	s 9.05 AM			
16	f 12.45		C. C. T. Co. Crossing VANSTOW 5.3	22.1	f 8.40			
18 P	f 1.00		CLAY 10.3	16.8	f 8.15			
34 P	s 1.25		CARBONDALE 0.7	6.5	s 7.35			
13	f		LIGNITE 1.8	5.8	f			
19 Spur			EDWIN 0.4	4.0				
19 Spur	f		CLARKSONA 2.5	3.6	f			
13 Spur	f		DAGON 1.1	1.1	f			
31 WTY P	s 2.00 PM		TO-R IONE	0.0	7.05 AM			
	Arrive Daily	EX. SUNDAY	(27.1)		Leave Daily			
	(1.30) 18.06		.....Time over District.....		(2.00) 13.55		
			.....Average Speed per Hour.....				

EASTWARD				Lathrop Subdivision	WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco Via Niles	Time Table No. 208 May 31, 1931	Distance from Woodbridge	THIRD CLASS	
	170	171						
	Mixed	Mixed						
Yard BKWOYP	Leave Daily	EX. SUNDAY	STATIONS	Arrive Daily	EX. SUNDAY			
BKWOYP	9.55 AM		TO-R LODI	2.5	s 10.35 AM			
8	s 10.10 AM		C. C. T. Co. Crossing WOODBRIDGE 2.5	0.0	10.20 AM			
	Arrive Daily	EX. SUNDAY	(2.5)		Leave Daily			
	(0.15) 10.00		.....Time over District.....		(0.15) 10.00		
			.....Average Speed per Hour.....				

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

EASTWARD

Niles Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 208			Distance from San Jose	FIRST CLASS			SECOND CLASS		THIRD CLASS
	280			96	94	90		May 31, 1931				91	93	95	245		279
	Local Freight			Passenger	Passenger	Passenger						Passenger	Passenger	Passenger	Fresno Freight		Local Freight
	Leave Daily EX. SUNDAY			Leave Daily	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily EX. SUNDAY	
Yard KWYP	11.00AM			6.51 PM	12.35 PM	8.19 AM	29.2	TO-R NILES	17.5	s 6.37 AM	s 8.35 AM	s 4.38 PM				12.01 PM	
IY							29.7	0.5 W. P. Crossing TO-R NILES TOWER	17.0							8.00 PM	
				f	f	f	30.6	0.9 OVERACKER	16.1	f	f	f					
37 P	11.15			s 6.58	s 12.42	s 8.28	32.8	2.2 IRVINGTON	13.9	s 6.29	f 8.28	s 4.29				7.45	11.50 AM
44 P	11.35 AM			f 7.05	f 12.49	f 8.36	36.3	3.5 WARM SPRINGS	10.4	f 6.23	f 8.21	f 4.21				7.30	11.35
42 P	12.05 PM			s 7.12	s 12.56	s 8.43	40.7	4.4 TO MILPITAS	6.0	f 6.16	f 8.15	s 4.15				7.12	11.15
38 P	12.20			f 7.18	f 1.02	f 8.48	43.3	2.6 WAYNE	3.4	f 6.10	8.10	f 4.10				6.55	11.05
Term. Yard BKWOITP	12.35 PM			s 7.25 PM	s 1.10 PM	s 8.55 AM	46.7	3.4 TO-R SAN JOSE	0.0	6.05 AM	8.05 AM	4.05 PM				6.45 PM	10.55 AM
	Arrive Daily EX. SUNDAY			Arrive Daily	Arrive Daily	Arrive Daily		(17.5)		Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily EX. SUNDAY
	(1.35) 11.05			(0.34) 30.88	(0.35) 30.00	(0.36) 29.17		.....Time over District.....		(0.32) 32.81	(0.30) 35.00	(0.33) 31.82				(1.15) 14.00	(1.06) 15.91
								.....Average Speed per Hour.....									

EASTWARD

Niles Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco	Time Table No. 208			Distance from Niles	THIRD CLASS
	242	240	254	504		May 31, 1931				265
	Fresno Merchandise Freight	Ogden Portland Freight	Freight	Passenger						Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY		STATIONS			Arrive Daily	
IWY P	7.50 PM		12.15 AM		26.2	TO-R REDWOOD JCT.	1.3	16.8	1.04 AM	
					27.5	End of Double Track	0.5	15.5		
					28.0	SWEENEY	1.5	15.0		
61 P	8.00		12.25		29.5	HENDERSON	1.4	13.5	12.25	
P					30.9	RAVENSWOOD	3.0	12.1		
56 P	8.15		12.35	(See Note)	33.9	DUMBARTON	3.3	9.1	12.01 AM	
Yard 108 WIYP	8.30	5.55 AM	1.00	5.20 AM	37.2	TO NEWARK	1.8	5.8	11.40 PM	
					39.0	MATTOS	1.1	4.0		
56 P	8.40	6.05	1.10	s 5.25	40.1	CENTERVILLE	1.6	2.9	11.25	
74 P	8.44	6.10	1.15	5.30	41.7	SHINN	0.8	1.3	11.15	
IY	8.50 PM	6.20 AM	1.25 AM		42.5	W. P. Crossing TO-R NILES TOWER	0.5	0.5	11.10 PM	
Yard KWY P				s 5.35 AM	43.0	TO-R NILES		0.0		
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		(16.8)			Leave Daily	
	(1.00) 16.80	(0.25) 13.92	(1.10) 14.40	(0.15) 23.20		.....Time over District.....			(1.54) 8.84
						.....Average Speed per Hour.....			

EASTWARD

Niles Subdivision.

WESTWARD

Capacity of sidings in car lengths	Time Table No. 208			Distance from San Francisco	Time Table No. 208			Distance from Stonehurst
	May 31, 1931				May 31, 1931			
	Stonehurst Branch				Stonehurst Branch			
	STATIONS				STATIONS			
				13.4	TO ELMHURST	0.9		
				14.3	Western Pacific Crossing STONEHURST	0.0		

At Redwood Junction schedule time and train orders will apply at the end of double track.
 At Newark the schedule time of No. 504 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.
 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.

EASTWARD

Niles Subdivision.

WESTWARD

Capacity of sidings in car lengths	EASTWARD							Distance from San Francisco	Time Table No. 208 May 31, 1931	Distance from Santa Clara	WESTWARD								
	SECOND CLASS		FIRST CLASS								SECOND CLASS		THIRD CLASS						
	802	Local Freight				74	502				239	557	801	Ogden Portland Freight	Passenger	Local Freight			
Leave Daily EX. SUNDAY					Leave Daily	Leave Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY										
55 WP	8.45 AM					8.40 PM	8.13 AM	13.4	TO-R ELMHURST 2.1	31.4							s 9.20 PM	2.00 PM	
14	8.50						f 8.18	15.5	MULFORD 2.3	29.3							f 9.16	1.50	
18 P	8.55						f 8.22	17.8	ROBERT 2.4	27.0							f 9.12		
77 WP	9.05					8.49	f 8.26	20.2	RUSSELL 1.3	24.6							f 9.08	1.35	
26 P	9.20						s 8.29	21.5	MOUNT EDEN 1.5	23.3							s 9.05	1.05	
9 Spur							f	23.0	BAUMBERG 2.3	21.8							f		
68 P	9.39					8.57	s 8.35	25.3	TO ALVARADO 0.9	19.5							s 8.57	12.35	
							f	26.2	HALL 2.2	18.6							f 8.45	12.05 PM	
13	10.00						f 8.41	28.4	ARDEN 2.2	16.4									
Yard WIYP	10.15					9.04	s 8.47	30.6	TO NEWARK 2.2	14.2	s 5.20 AM	9.32					5.50 AM	s 8.40	11.45 AM
9							f	32.8	MOWRY 1.3	12.0	f								
88 P	10.50					9.09	f 8.55	34.1	ALBRAE 1.4	10.7	f 5.10	9.27					5.40	f 8.33	10.50
							f	35.5	MALLARD 1.0	9.3							f		
6 P							f	36.5	DRAWBRIDGE 2.6	8.3	f						f		
18 P	11.10						s 9.05	39.1	ALVISO 2.6	5.7	f 5.01						5.20	s 8.23	10.35
59 P	11.30					9.21	s 9.15	41.7	TO AGNEW 3.1	3.1	s 4.56	9.15					5.10	s 8.18	10.20
Yard KI P	11.45 AM					9.26 PM	s 9.23 AM	44.8	SANTA CLARA	0.0	4.49 AM	9.11 AM					5.00 AM	8.13 PM	10.10 AM
	Arrive Daily EX. SUNDAY					Arrive Daily	Arrive Daily		(31.4)		Leave Daily EX. SUNDAY	Leave Daily					Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY
	(3.00) 10.47					(0.46) 40.96	(1.10) 26.91	Time over District.....		(0.31) 27.48	(0.46) 40.96					(0.50) 17.04	(1.07) 28.12	(3.50) 8.19
								Average speed per hour.....										

At Newark the schedule time of No. 503 applies at the passenger station.
 At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of
 the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

EASTWARD

Martinez Subdivision.

WESTWARD

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco via Vallejo	Time Table No. 208 May 31, 1931		Distance from Santa Rosa	THIRD CLASS		
	290	262	292		293	291		263		
	Local Freight	Local Freight	Local Freight		Local Freight	Local Freight		Local Freight		
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily EX. SUNDAY		
Yard BKWOYP	9.35 AM	5.40 AM	5.00 AM	50.5	TO-R SUISUN-FAIRFIELD 2.6	50.0	4.10 AM	2.00 PM	2.30 PM	
				47.9	SUBBET 1.7			1.40	2.20	
33	9.45	5.50	5.10	46.2	THOMASSON 1.4	45.7	3.55	1.25	2.15	
27 WP	9.50	5.55	5.15	44.8	TO CORDELIA 3.8	44.3	3.45	1.10	2.00	
60 P	10.05	6.05	5.25	41.0	ORESTON 3.7	40.5	3.30	12.55	1.50 PM	
Yard 70 WYP	10.50	6.15 AM	5.40	37.3	TO-R NAPA JUNCTION 0.4	36.8	3.10			
				37.7	Napa Valley Ry. Crossing 0.4	36.4				
74				38.1	LOMBARD 2.7	36.0				
P				40.8	BRAZOS 1.5	33.3				
	11.05		5.55	42.3	BUCHLI 2.2	31.8	2.50	12.40		
				44.5	MERAZO 1.3	29.6				
	11.15		6.05	45.8	RAMAL 3.1	28.3	2.40	12.30		
				48.9	N. W. Pac. Ry. Crossing 0.4	25.2				
19 P Interchange	11.40 AM		6.15	49.3	R SCHELLVILLE 3.1	24.8	2.25	12.05 PM		
				52.4	SNYDER 1.4	21.7				
74 WP			6.30	53.8	TO EL VERANO 0.7	20.3	2.05			
				54.5	BOYES SPRINGS 1.0	19.6				
				55.5	AGUA CALIENTE 0.9	18.6				
				56.4	SOBRE VISTA 0.3	17.7				
				56.7	N. W. Pac. Ry. Crossing 0.2	17.4				
11				56.9	YULUPA 0.7	17.2				
2				57.6	ELDRIDGE 1.5	16.5				
				59.1	GLEN ELLEN 0.6	15.0				
				59.7	WARFIELD 1.4	14.4				
2				61.1	BELTANE 1.6	13.0				
				62.7	WILDWOOD 0.8	11.4				
21 P			7.07	63.5	TO KENWOOD 1.4	10.6	1.15			
				64.9	LAWNDALE 0.7	9.2				
2				65.6	LOS GUILICOS 1.3	8.5				
20				66.9	ANNADEL 1.6	7.2				
				68.5	OLESON 0.9	5.6				
15				69.4	MELITTA 1.9	4.7				
12 Spur				71.3	BAKU 2.8	2.8				
Yard 22 WTYP Interchange			8.20 AM	74.1	TO-R SANTA ROSA	0.0	12.15 AM			
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily		(50.0)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	
	(2.05) 12.10	(0.35) 22.63	(3.20) 14.97				(3.55) 12.74	(1.55) 13.04	(0.40) 19.80	
	.....Time over District.....									
	.....Average speed per hour.....									

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 208 May 31, 1931		Distance from Calistoga	THIRD CLASS	
	262	263		263	263			
	Local Freight	Local Freight		Local Freight	Local Freight			
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			
Yard BKWOT			30.0	TO-R SOUTH VALLEJO 4.4	41.7			
24			34.4	FLOSDEN 2.9	37.3			
Yard WY P	6.30 AM		37.3	TO-R NAPA JUNCTION 0.7	34.4	1.45 PM		
			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			
Yard 30 BKW	7.45		45.5	TO NAPA 2.3 Staff System	26.2	12.50		
6	7.55		47.8	UNION 2.4	23.9	12.05 PM		
12			50.2	OAK KNOLL 1.5	21.5			
9			51.7	TRUBODY 2.3	20.0			
22 W	8.10		54.0	TO YOUNTVILLE 3.5	17.7	11.50 AM		
27	8.20		57.5	TO OAKVILLE 1.9	14.2	11.35		
19	8.30		59.4	TO RUTHERFORD 1.8	12.3	11.25		
20	8.35		61.2	ZINFANDEL 0.9	10.5	11.20		
15			62.1	THOMANN 1.5	9.6			
22	9.15		63.6	ST. HELENA 0.9	8.1	11.07		
11			64.5	KRUG 0.8	7.2			
13			65.3	BARRO 2.2	6.4			
7 W			67.5	BALE 0.8	4.2			
16			68.3	LARKMEAD 0.7	3.4			
10 W			69.0	MAPLE 2.7	2.7			
Yard 10 WT	9.40 AM		71.7	TO-R CALISTOGA	0.0	10.40 AM		
	Arrive Daily EX. SUNDAY			(41.7)		Leave Daily EX. SUNDAY		
	(3.10) 10.86					(3.05) 11.16		
	.....Time over District.....						
	.....Average speed per hour.....						

Crossover switch at west end of Union siding must be lined up for West Napa line and sidings must be kept clear between these switches.

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	FIRST CLASS		Distance from San Francisco	Time Table No. 208 May 31, 1931 San Ramon Branch		Distance from Radum	SECOND CLASS	
	146 Mixed			145 Mixed				
	Leave Daily EX. SUNDAY			Arrive Daily EX. SUNDAY				
45 Y P		8.40 AM	38.1	TO-R AVON 2.9	29.7	s 3.30 PM		
			41.0	GALINDO 1.5	26.8			
80 W	s	8.50	42.5	TO CONCORD 0.7	25.3	s 3.15		
12	f		43.2	NACIO 1.9	24.6			
21	s	8.55	45.1	HOOKSTON 0.7	22.7	f 1.45		
Interchange Track	f	9.00	45.8	LAS JUNTAS Sacramento Northern Ry. Crossing 1.5	22.0	f 1.40		
			47.3	OXLEY 0.9	20.5			
24	s	9.10	48.2	TO WALNUT CREEK 2.4	19.6	s 1.30		
	f		50.6	WIDBERO 2.0	17.2			
18	f	9.25	52.6	ALAMO 2.2	15.2	f 1.10		
57	s	9.35	54.8	TO DANVILLE 1.6	13.0	s 1.00 PM		
10	f		56.4	OSAGE 1.3	11.4			
29 T	s	9.45 AM	57.7	R SAN RAMON 3.6	10.1	10.05 AM		
			61.3	FOREST HOME 2.3	6.5			
71			63.6	DOUGHERTY 2.8	4.2			
31			66.4	ASCO 1.4	1.4			
I Y P			67.8	Western Pac. Crossing RADUM	0.0			
		Arrive Daily EX. SUNDAY		(29.7)		Leave Daily EX. SUNDAY		
		(1.05) 18.09		..... Time over District.....		(5.25)	
				.....Average Speed per Hour.....		3.62	

At San Ramon the schedule time of No. 146 applies at the east switch of siding.

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	FIRST CLASS		Distance from San Francisco	Time Table No. 208 May 31, 1931 Wingo Union Branch		Distance from Union	SECOND CLASS	
	146 Mixed			145 Mixed				
	Leave Daily EX. SUNDAY			Arrive Daily EX. SUNDAY				
18			42.2	BUCHLI 1.6	8.6			
			43.8	CARNEROS 1.6	7.0			
*24 WT			45.4	STANLEY 3.4	5.4			
			48.8	WEST NAPA 1.3	2.0			
			50.1	Napa Valley Ry. Crossing 0.7	0.7			
6			50.8	UNION	0.0			
				(8.6)				
				..... Time over District.....			
				.....Average speed per hour.....			

Cross-over switch at west end of Union siding must be lined up for West Napa Line and siding kept clear between these switches.
The Junction switch at Buchli must be lined up for Santa Rosa line.

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	FIRST CLASS		Distance from San Francisco	Time Table No. 208 May 31, 1931 Rumsey Branch		Distance from Rumsey	SECOND CLASS	
	108 Mixed			107 Mixed				
	Leave Daily			Arrive Daily				
BK WOY P 101		9.50 AM	59.4	TO-R ELMIRA 4.3	51.1	s 4.55 PM		
13		s 10.05	63.7	Block Signals TO VACAVILLE 1.9	46.8	s 4.40		
		f 10.10	65.6	VIOLET 2.9	44.9	f 4.07		
24		f 10.16	68.5	HARTLEY 1.8	42.0	f 4.00		
		f 10.21	70.3	ALLENDALE 3.7	40.2	f 3.55		
20		f 10.29	74.0	WOLFSKILL 2.0	36.5	f 3.45		
WT 23		s 10.35	76.0	TO WINTERS 4.3	34.5	s 3.40		
16		f 10.45	80.3	NORTON 2.3	30.2	f 3.00		
		f 10.50	82.6	ARROZ 1.0	27.9	f 2.52		
18		f 10.52	83.6	CITRONA 3.2	26.9	f 2.50		
20		s 11.05	86.8	MADISON 3.1	23.7	s 2.40		
W 41		s 11.15	89.9	TO ESPARTO 2.0	20.6	s 2.18		
20		s 11.35	91.9	CAPAY 4.7	18.6	s 2.00		
20		f	96.6	CADANASSA 2.3	13.9	f		
		s	98.9	ECKHARD 1.8	11.6	s		
20		s 11.55 AM	100.7	TANORED 2.6	9.8	s 1.35		
20		f 12.01 PM	103.3	BERWICK 1.0	7.2	f 1.30		
3		f	104.3	AMARANTH 1.3	6.2	f		
21		s 12.10	105.6	TO GUINDA 0.6	4.9	s 1.25		
5		f	106.2	SAUTERNE 1.7	4.3	f		
20		f	107.9	CASHMERE 2.6	2.6	f		
WT 19		s 12.40 PM	110.5	R RUMSEY	0.0	1.10 PM		
		Arrive Daily		(51.1)		Leave Daily		
		(2.50) 18.04		..... Time over District.....		(3.45)	
				.....Average speed per hour.....		13.63	

ADDITIONAL STOPS:—Nos. 107 and 108 at Paddon (m. p. 67½) on signal.

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	FIRST CLASS		Distance from San Francisco	Time Table No. 208 May 31, 1931 Wingo Union Branch		Distance from Wingo	SECOND CLASS	
	108 Mixed			107 Mixed				
	Leave Daily			Arrive Daily				
(Siding on N.W.P.Ry.)			45.7	RAMAL 2.0	2.0			
			47.7	WINGO	0.0			
				(2.0)				
				..... Time over District.....			
				.....Average speed per hour.....			

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.
The Junction switch at Ramal must be lined up for Santa Rosa line.

20 EASTWARD Merced Subdivision					WESTWARD						
Capacity of sidings in car lengths	THIRD CLASS	FIRST CLASS			Distance from San Francisco Via Niles	Time Table No. 208 May 31, 1931 Oakdale Branch	Distance from Merced	FIRST CLASS			THIRD CLASS
	306 Local Freight	158 Mixed	154 Mixed	152 Mixed				151 Mixed	157 Mixed	153 Mixed	305 Local Freight
	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY			Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	
Yard BKWOITY P	4.00AM	11.30AM	11.40AM	11.30AM	90.9	TO-R STOCKTON W. P. Crossing C. C. T. Co. Crossing 5.1	s 10.05 AM	s 10.05 AM	s 2.50 PM	9.30 PM	
8 Spur			f	f	96.0	ORFORD 0.7	f	f	f		
8 Spur	4.18	f 11.44	f 11.55 AM	f 11.44	96.7	CHARLESTON 1.0	f 9.55	f 9.55	f 2.30	9.10	
4 Spur					97.7	SIBLEY 0.6					
13 Spur		f	f	f	98.3	WALTHALL 2.3	f	f	f		
8 Spur	4.33	f 11.49	f 12.05 PM	f 11.49	100.6	HOLDEN 3.2	f	f	f 2.20	8.55	
30 WYP	4.46	s 11.54 AM	s 12.15 PM	s 11.54 AM	103.8	R PETERS 4.4	f 9.45	f 9.45	2.10 PM	8.40	
14 P	5.10	s 12.01 PM		s 12.01 PM	108.2	TO FARMINGTON 3.3	s 9.38	s 9.38		8.10	
10 Spur		f		f	111.5	GOTRI 2.6	f	f			
24	5.30	f 12.10		f 12.10	114.1	COMETA 2.6	f	f		7.45	
25 P	5.50	s 12.15		s 12.15	116.7	VALLEY HOME 3.9	f 9.24	f 9.24		7.30	
23 Spur		f		f	120.6	ADELA 1.8	f	f			
51 WP	6.15 AM	s 12.35		s 12.25 12.50	122.4	TO-R OAKDALE A. T. & S. F. Crossing 3.9	s 9.15 9.00	s 9.15		7.00 PM	
52		f 12.45		f 1.05	126.3	OLARIBEL 6.1	f 8.50	f 8.59			
57 P		s 12.55		s 1.30	132.4	TO WATERFORD 1.6	s 8.38	s 8.50			
47 P		s 1.00		s 1.40	134.0	HICKMAN 5.8	s 8.18	s 8.46			
40 P		s 1.13		s 2.10	139.8	MONTPELLIER 6.2	s 8.00	s 8.37			
49 P		f 1.22		f 2.35	146.0	RYER 1.5	f 7.36	f 8.27			
3 Spur P					147.5	BASEL 1.3					
10 P		f 1.28		f 2.45	148.8	ARUNDEL 3.7	f 7.30	f 8.23			
49 P		f 1.36		f 3.00	152.5	AMSTERDAM 4.7	f 7.22	f 8.17			
9 Spur		f		f	157.2	NAIRN 1.0	f	f			
16 P		f		f	158.2	FERRIN 1.7	f	f			
12 Spur		f		f	159.9	BATTURS 1.2	f	f			
I					161.1	A. T. & S. F. Crossing 1.8					
BKWOTP		s 1.55 PM		s 3.30 PM	162.9	TO-R MERCED (72.0)					
	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	
	(2.15) 14.00	(2.25) 29.80	(0.35) 22.10	(4.00) 18.00		.....Time over District.....	(3.05) 23.35	(2.05) 34.56	(0.40) 14.35	(2.30) 12.60
						.....Average Speed per Hour.....				

EASTWARD Merced Subdivision					WESTWARD				
Capacity of sidings in car lengths	FIRST CLASS		Distance from San Francisco Via Niles	Time Table No. 208 May 31, 1931 Milton Branch	Distance from Milton	SECOND CLASS			
	154 Mixed					153 Mixed			
	Leave Daily EX. SUNDAY				Arrive Daily EX. SUNDAY				
30 WYP	12.15 PM	103.8	R	PETERS 5.7	11.5	s	2.10 PM		
7	f 12.34	109.5		WAVERLY 5.8	5.8	f	1.50		
4 TP	s 12.55 PM	115.3	TO-R	MILTON (11.5)	0.0		1.30 PM		
	Arrive Daily EX. SUNDAY						Leave Daily EX. SUNDAY		
	(0.40) 17.25			.....Time over District.....			(0.40) 17.25	
				.....Average Speed per Hour.....				

EASTWARD Merced Subdivision					WESTWARD				
Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco Via Antioch	Time Table No. 208 May 31, 1931 Raymond Branch	Distance from Raymond	THIRD CLASS			
	166 Mixed					167 Mixed			
	Leave Tues., Thurs., Sat.				Arrive Tues., Thurs., Sat.				
WTO P	10.30 AM	176.5	TO-R	BERENDA 3.3	20.9	s	2.10 PM		
I		179.8		A. T. & S. F. Crossing 4.0	17.6				
17	f 10.50	183.8		TALBOT 4.1	13.6	f	1.47		
22	f 11.05	187.9		DAULTON 2.9	9.5	f	1.30		
2 Spur	f	190.8		JESBEL 4.2	6.6	f			
13	f 11.30	195.0		HERBERT 1.2	2.4	f			
22 WTP	s 11.45 AM	197.4	R	KNOWLES JCT. 1.2	1.2	f	1.00		
	Arrive Tues., Thurs., Sat.			RAYMOND (20.9)	0.0	TO-R	12.15 PM		
	(1.15) 16.72						Leave Tues., Thurs., Sat.		
				.....Time over District.....			(1.55) 10.90	
				.....Average Speed per Hour.....				

EASTWARD Merced Subdivision					WESTWARD				
Capacity of sidings in car lengths	SECOND CLASS	Distance from San Francisco Via Antioch	Time Table No. 208 May 31, 1931 Knowles Branch	Distance from Knowles	THIRD CLASS				
	162 Freight				163 Freight				
	Leave Tues., Thurs., Sat.				Arrive Tues., Thurs., Sat.				
88 Spur	12.20 PM	196.2	R	KNOWLES JCT. 2.1	2.3		1.00 PM		
	12.30 PM	198.3		HILLSIDE 0.2	0.2				
		198.5	R	KNOWLES (2.3)	0.0		12.50 PM		
	Arrive Tues., Thurs., Sat.						Leave Tues., Thurs., Sat.		
	(0.10) 13.80			.....Time over District.....			(0.10) 13.80	
				.....Average Speed per Hour.....				

Eastward Merced Subdivision					Westward				
Capacity of sidings in car lengths	Distance from San Francisco Via Antioch	Time Table No. 208 May 31, 1931 Chowchilla Branch			Distance from Dairyland				
		STATIONS							
40 WP	168.2	CHOWCHILLA 4.4			10.1				
9	172.6	ASH 1.5			5.7				
3 Spur	174.1	OVEJA 1.2			4.2				
3	175.3	TILLMAN 1.9			3.0				
5 Spur	177.2	PLAINS 1.1			1.1				
9	178.3	DAIRYLAND (10.1)			0.0				
Service Performed by Extra Trains.									

EASTWARD Los Banos Subdivision					WESTWARD				
Capacity of sidings in car lengths	THIRD CLASS	SECOND CLASS	Distance from San Francisco Via Antioch	Time Table No. 208 May 31, 1931	Distance from Biola Jct.	THIRD CLASS			
	250 Local Freight	242 Fresno Mlse. Freight				243 Tracy Freight	241 Tracy Freight		
	Leave Tues., Thurs., Sat.	Leave Daily			Arrive Daily	Arrive Daily			
125 BKWOY P	3.00 PM	4.30 AM	193.0	TO-R	KERMAN 7.5	15.6	6.30 AM	7.36 PM	
8 P	3.45	4.55	200.5	TO	BIOLA 1.5	8.1	6.05	7.20	
3			202.0		TRUMAN 2.0	6.6			
5			204.0		EVERTS 2.0	4.6			
5			206.0		WEST ACRES 2.6	2.6			
P	4.15 PM	5.15 AM	208.6	R	BIOLA JUNCTION	0.0	5.45 AM	7.05 PM	
	Arrive Tues., Thurs., Sat.	Arrive Daily					Leave Daily	Leave Daily	
	(1.15) 12.48	(0.45) 20.80			.....Time over District.....		(0.45) 20.80	(0.31) 30.19
					.....Average Speed per Hour.....			

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.

Oakland.....H. Bullard (1788 Seventh Street)	Santa Rosa.....John Hood Co.
Oakland.....W. A. Hurst (214 Easton Building)	Winters.....C. E. Wyatt
Oakland.....E. W. Becker (3357 E. 14th St.)	Sacramento....H. T. Harger, 1022 K St.
Alameda.....A. O. Gott	Roseville.....H. T. Harger
Berkeley.....W. R. Burke (2199 Shattuck Avenue)	Martinez.....John G. Beard
Berkeley.....Ernest L. Dorrett (1823 Solano Avenue)	Tracy.....R. Von Dack & Son
Richmond.....O. A. Paulsen	Livermore.....C. Harlie Power
Stockton..C. Mantele, 129 N. Sutter St.	San Jose.....Kochers, 169 So. First St.
Crockett.....H. L. Whited	San Jose.W. H. Turick, 275 So. First St.
Vallejo.....G. E. Bangle Co.	Los Banos.....J. F. Muth
	Fresno.....Bert Fuller, 1241 Fulton St.
	Madera.....R. A. Bay
	Merced.....R. C. Haun
	Modesto.....W. P. Shoemaker
	Turlock.....D. F. Hall

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

Between Oakland, 16th Street Station and Shellmound Tower, trains on Track No. 2.

Martinez, Trains on Tracy line.

Newark } Trains on Elmhurst-Santa Clara line.
Santa Clara }

Niles, Trains on Oakland-Tracy line.

Merced, Trains on Oakdale Branch.

Fresno, Trains on Los Banos Subdivision.

Biola Jct., Trains on Los Banos Subdivision.

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

Between San Pablo and Oakland, 16th Street Station, trains on Track No. 1.

Between Port Costa and Mile Post 28.2 trains on Working Track.

Martinez, Trains on Tracy line.

Elmhurst } Trains on Elmhurst-Santa Clara line.
Newark }
Santa Clara }

Niles, Trains on Milpitas line.

Napa Junction, Trains on Santa Rosa line.

Suisun-Fairfield, Trains on Napa Junction line.

Davis, Trains on Woodland line.

Galt, Trains on Ione Branch.

Lodi, Trains on Valley Spring and Woodbridge lines.

Stockton, Trains on Oakdale Branch.

Peters, Trains on Milton Branch.

Lathrop, Trains on Merced Subdivision.

Tracy, Trains on Los Banos Subdivision.

Berenda, Trains on Raymond Branch.

Kerman, Trains on Biola line.

Ingle, Trains on Riverdale Branch.

RULE 14 (1). Whistle signal must be sounded and bell kept ringing when entering or leaving the Sugar Co.'s yard at Alvarado or approaching their road crossing.

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

RULES D-71 AND 73. Trains and yard 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 West Oakland with less than five minutes clearance ahead of first class trains and must avoid delaying passenger trains.

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

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

RULE 83 (A).

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

Davis	Port Costa	Avon	Livermore	Schellville
Madera	Berenda	Kerman	Los Banos	Fresno Yard

At Ingle: No. 249 and trains originating and terminating.

At Peters: Nos. 153 and 154.

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

Extra trains will register at Stockton, Lathrop, Merced, and Napa Junction and at Niles, except extra trains between Tracy and Newark and between Tracy and San Jose.

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

Elmhurst.....Regular Trains

Niles.....Nos. 79 and 80

Niles Tower and Redwood Junction.....All Trains

Martinez.....Westward Trains

Stockton.....Extra trains except those originating and terminating.

Lathrop.....All trains on Lathrop Subdivision.

Merced.....All trains except those originating and terminating.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

Suisun-Fairfield South Vallejo	Calistoga	Pittsburg	Eliot
Davis	Napa Junction	Santa Rosa	Newark
Sacramento	Napa	Bay Point	Niles
Tracy	Galt	Merced	Kerman
Lathrop	Brighton	Madera	Oakdale
Stockton	Modesto	Fresno	Valley Spring
Lodi	Turlock	Los Banos	Raymond

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.

Fresno: Between Calwa Tower and Clinton Ave. trains and yard engines may move with current of traffic irrespective of timetable superiority, using every precaution to avoid delaying passenger trains.

Section of single track between Divisadero St. and Clinton Ave. is operated and controlled by manual block. Trains and yard engines must not pass Divisadero St. or Clinton Ave. until given proceed signal by switch tenders, green flag by day and green light by night.

Trains entering yard from Merced and Kerman lines will be governed by green signal from herder.

Trains entering or leaving through passenger station tracks designated below will not pass Merced or Kern Streets without signal from yardman.

Main Track—Depot No. 1—Depot No. 2—Depot. No. 3—Depot No. 4—Back Lead.

A first class westward train which does not reach Fresno Yard within 15 minutes from its leaving time as registered at Fresno, must run expecting to find a train moving ahead of it, Fresno Yard to Madera.

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.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED:

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

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

N. W. Pac. Railway, 2200 feet west of Schellville, STOP.

N. W. Pac. Railway, 1000 feet west of Yulupa, STOP.

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

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

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

Western Pacific Railway, between Elmhurst and Stonehurst, STOP.

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

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.

Brazos.....Napa River.

DRAWBRIDGE NOT INTERLOCKED:

1000 feet west of Wingo Junction switch.—Steamboat Slough, STOP.

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

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

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

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

For Stonehurst line, one short, one long, one short.

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

Avon.....San Ramon Branch, for siding.

Napa Junction.....Suisun-Fairfield-Santa Rosa line, for South Vallejo line.

Suisun-Fairfield.....Santa Rosa Branch, for siding.

Elmira.....Rumsey Branch, for siding.

Tracy.....West end for Martinez line.

East end for Lathrop Subdivision.

Lathrop.....Junction switches for both ends of yard for Lathrop Subdivision.

East end of east and west legs of wye on Merced Subdivision for west leg of wye.

Outside wye, east leg for Lathrop Subdivision; east and west legs to be used as main tracks for Merced Subdivision.

Lodi.....Woodbridge Branch, for Lathrop Subdivision.

Valley Spring Branch, for siding on Lathrop Subdivision.

Galt.....Ione Branch, for non-controlled siding, Lathrop Subdivision.

Ingle.....Riverdale Branch, for siding on Los Banos Subdivision.

Kerman.....Armona Branch, for main track Los Banos Subdivision.
Biola Line for Kerman-Fresno main track.
Merced.....Oakdale Branch for main track Merced Subdivision.
Berenda.....Raymond Branch, for main track Merced Subdivision.
Biola Junction.....Los Banos Subdivision, for main track Merced Subdivision.
Peters.....Milton Branch, for Stockton-Oakdale main track.

Martinez. The junction switch of the eastward tracks is located 614 feet east of Martinez passenger station, and the normal line-up will be for the 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. Eastward trains will trail through it.

RULE D-152. 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, but Rule 99 must be complied with.

RULE 221. Light will not be displayed in train order signals on Rumsey, Napa, Santa Rosa, San Ramon, Oakdale and Lodi branch lines except when train orders are to be delivered.

Trains must obtain a clearance before leaving Newark, Stockton, Merced, Napa Junction and Valley Spring, and at Niles except trains between Tracy and Newark and between Tracy and San Jose.

RULE 509. When a block signal in advance of facing point oil buffer spring switch indicates stop, careful examination of switch must be made before passing over it.

RULE 516. Overlaps are located at:

Bay Point.....Eastward trains.
Nichols (150 ft. east of west switch).....Eastward trains.
Wayne (Highway Crossing).....Eastward trains.
Hayward (1000 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 west of east switch).....Eastward trains.
Floyd (1500 feet west of east switch).....Eastward trains.

STAFF SYSTEM

RULES 726 TO 736 INCLUSIVE:

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.

RULE 827. 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.

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.

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.

AIR BRAKE RULE 17. Standing air brake test must be made at:

Oakland Pier.....Equipment for West Oakland.

West Oakland.....Equipment for Oakland Pier.

Altamont.....All trains except passenger trains.

Napa Junction.....Trains via Cordelia.

Cordelia.....Eastward trains that stop.

Creston.....All trains except passenger trains.

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.

AUTOMATIC BLOCK SYSTEM

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

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.

Switch at east end east siding at Lathrop is an oil buffer spring switch, normally lined for main track, trains leaving siding to split same.

Automatic three indication dwarf light signal 828 governs movement from east siding to eastward main track through spring switch.

Red (stop indication) will be displayed if main track is occupied between signal 818, about opposite the water tank, and signal 832, first eastward signal east of spring switch.

Yellow (caution indication) will be displayed when signal 832 displays stop indication.

When signal indicates stop, train must stop and, if movement to main track is to be made, must protect by flag on eastward main track between signal 822 and spring switch, not proceeding until it is known that there is no train between signal 822 and the spring switch, or if there be a train in that territory, that it is stopped to await the movement of train from siding. After ascertaining that movement is protected and signal still indicates stop, proceed as per Rule 509 (f).

TRACY YARD

The Port Costa-Niles junction switch is protected by automatic dwarf light signals Nos. 708, 709 and 710. Westward automatic dwarf light signal 709 just east of junction switch, indication as follows:

Red, Stop. Yellow, to Niles line. Green, to Port Costa line.

All train movements over crossover and puzzle switch east end Tracy yard will be governed by manual operated signals under the control of the switch tender. Eastward movements from all routes will be governed by dwarf light signals.

Westward movements from the Lathrop Subdivision are governed by a three indication high and a two indication low type searchlight signal 300 feet east of the puzzle switch. High signal governs movements on main track, low signals governs movements to hill yard or local yard.

Westward dwarf light signal located on the right of eastward track 300 feet east of puzzle switch governs westward movements over puzzle switch and crossover to all routes.

Westward movements from the Los Banos Subdivision are governed by a three arm semaphore signal. Top arm governs movements to main track, diverging route arm governs movements to hill or local yard.

Westward freight trains stopped by signal 717 located just east of State Highway crossing east of Tracy will use telephone located on this signal and call switch tender at puzzle switch and be governed by his instructions.

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 up 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.

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 Street 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 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 track 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 7:00 a. m. to 12:00 noon, and 1:00 p. m. to 4:00 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, call the signal maintainer who resides on opposite side of track from the tower.

NILES TOWER—Crossing of Western Pacific Ry.

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

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

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

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

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

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

NEWARK TOWER

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

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

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

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

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

Limits of Martinez-Benicia Bridge interlocking plant extend as follows:

BRIDGE ZONE

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

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

EAST END ZONE

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

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

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

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

Limits of Martinez Station Interlocking Plant extend as follows:

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

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

DAVIS TOWER

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

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

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

MIKON TOWER—Crossing Sacramento Northern Railway

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

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

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

Both junction switches are oil buffer spring switches.

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

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

Stock Yard track has a hand operated derail on which is an electric lock 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 the signal operator and will be given in accordance with Rule 628 and may be called for by the use of

whistle signal, three long, one short. Whistle signal for movements through crossover will be, one long, one short, one long.

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

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 the light signal 475 feet east of crossing on westward track and to the dwarf signal 350 feet east of crossing on eastward track.

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.

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

Limits on main tracks extend from the home signals 700 feet east of crossing to home signal 660 feet west of crossing on eastward track and to dwarf signal 200 feet west of crossing on westward track.

Gulf Red Cedar Products Company track within the tower limits has a hand operated derail on which is an electric lock controlled by the 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 and may be called for by the use of whistle signal, three long, one short.

When engineers wish to 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.

Signal operator on duty 9:00 a. m. to 6:00 p. m., daily except Sunday. No signal operator on duty on Sunday and between 6:00 p. m. and 9:00 a. m. on other days.

Signals will be left in "proceed" position when signal operator is off duty.

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 Branch

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

No signal operator on duty from 10:00 p. m. to 6:00 a. m.

SPECIAL INSTRUCTIONS

KISMET TOWER—A. T. & S. F. R. R. Crossing Raymond Branch 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.

BIOLA JUNCTION

Switches, derails and signals at Biola Junction are operated by remote control and their use is governed by San Joaquin Division rules.

MANUAL CONTROL SIGNALS

When Semi-Automatic Signals at east end of Tracy Yard are inoperative, trains entering or leaving yard will be governed by Rules 628 and 663.

MISCELLANEOUS

1. 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.

2. 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.

3. A yard engine 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.

4. But one train should occupy Broadway Station or tracks between Washington and Franklin Streets at the same time. If necessary for two trains to occupy this territory, but one train at a time should be moving. Passenger trains must be given preference.

5. Electric trains have preference over main line trains at Fruitvale.

6. 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 running against current of traffic.

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

8. 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.

9. Trains must not pass the switchtender's cabin at east end of Sacramento River bridge, Sixth, Seventh and Fifteenth Streets, Sacramento, without receiving signal to proceed.

10. **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.

Fresno siding is the siding leaving eastward main track at extreme west end of Lathrop yard and entering Merced Subdivision main track just east of west junction switch.

Straight leg of wye is the track which parallels eastward main track, connecting with wye track just west of east junction switch, and with Merced Subdivision main track just east of west junction switch. This track to be left clear of cars, except upon specific instructions from Chief Train Dispatcher covering its use.

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

12. 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.

13. 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.

14. 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.”

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

15. Oil cars of greater capacity than 6500 gallons must not be moved between Peters and Milton.

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.

Main tracks between Shellmound Tower and San Pablo, numbering from the Bay, are designated as 1, 2 and 3, and used as follows:

Track No. 1 is the first track from the Bay and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains displaying markers as per Rule 19 the same as though running against the current of traffic.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward 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.

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN MUST NOT EXCEED 50 MILES PER HOUR, EXCEPT THAT BETWEEN SACRAMENTO AND SUISUN-FAIRFIELD, KRIEGER AND BERKELEY-UNIVERSITY AVENUE, TRACY AND EAST SWITCH BAY POINT, CASTLE AND MILE POST 132, AND LATHROP AND BIOLA JCT. THE MAXIMUM SPEED MUST NOT EXCEED 60 MILES PER HOUR, BETWEEN TRACY AND CASTLE, AND TRACY AND FRESNO THE MAXIMUM SPEED MUST NOT EXCEED 55 MILES PER HOUR UNLESS WATER CAPACITY OF ENGINE TENDER IS LESS THAN NINE THOUSAND GALLONS WHEN THE MAXIMUM SPEED OF 50 MILES PER HOUR MUST NOT BE EXCEEDED.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR, EXCEPT THAT BETWEEN SACRAMENTO AND SUISUN-FAIRFIELD, KRIEGER AND BERKELEY-UNIVERSITY AVE., TRACY AND EAST SWITCH BAY POINT, CASTLE AND MILE POST 132, BETWEEN LATHROP AND BIOLA JCT. AND BETWEEN TRACY AND FRESNO THE MAXIMUM SPEED MUST NOT EXCEED 40 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG. AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG., AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR SHALL NOT EXCEED A SPEED OF 50 MILES PER HOUR AROUND CURVES OF LESS THAN 5 DEGREES.

NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEGREES.

MAXIMUM ALLOWABLE SPEED OF 2-10-2 ENGINES IN PASSENGER SERVICE WILL BE AS FOLLOWS:

- (a) Tangent track—45 miles per hour.
- (b) Type F1 (Nos. 3600 to 3652 Incl.). Restricted to same speeds on curves as applicable to other passenger power.
- (c) Type F3-F4-F5 (Nos. 3653 upward). Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive, and on curves of less than 7 degrees subject to same restrictions applicable to engines of lighter type.

MAXIMUM ALLOWABLE SPEED OF CONSOLIDATED AND MIKADO ENGINES (57 INCH DRIVERS) IN PASSENGER SERVICE WILL BE 45 MILES PER HOUR.

TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN IN THE FOLLOWING TABLE:

Page	BETWEEN	Passenger	Freight	Engine Backing
2, 3, 4, 5	Within limits Shellmound Tower	40	25	15
3	No. 9 passing Richmond	12		
2, 3, 4, 5	San Pablo and Oakland, 16th St., on Track No. 1		15	
2, 3, 4, 5	Krieger and Port Costa on curves	40	30	20
2, 3, 4, 5	Passing Port Costa Station	30	20	20
2, 3, 4, 5	Port Costa and Mile Post 28.2 on working track		15	
2, 3, 4, 5	Port Costa and Martinez	45	30	20
6, 7	Eastward track Martinez to west end of 4 deg. curve at west end of bridge	45	35	20
6, 7	Eastward track Through 4 deg. curve at west end of bridge and continuing across lift span	35	35	20
6, 7	Eastward track From east end of lift span to and through 3 deg. 34' curve just east of the east end of bridge	45	35	20
6, 7	Westward track Benicia Junction to east end of steel viaduct	50	35	20
6, 7	Westward track From east end of steel viaduct to lift span	45	35	20
6, 7	Westward track Across lift span and continuing to and through 4 deg. curve at west end of bridge	35	35	20
6, 7	Westward track From west end of 4 deg. curve at west end of bridge to Martinez	45	35	20
6, 7	Suisun-Fairfield Yard	30	20	10
6, 7	Davis Yard	30	20	10
6, 7	Trestle 81-A, Webster and Mikon	50		
6, 7	Sacramento Northern Ry. Crossing	40	25	15
6, 7	Sacramento drawbridge	20	20	20
8, 9	End of Double Track Mococo to Martinez			
	Westward Track	30	20	15
8, 9	San Joaquin River drawbridge	10	10	10
8, 9, 14	Tracy, over double slip switch at Junction of Lathrop and Los Banos Subdivisions	10	10	10

(Continued on page 25)

SPECIAL INSTRUCTIONS

Page	BETWEEN	Passenger	Freight	Engine Backing
8, 9, 14	(Continued from page 24)			
8, 9, 14	From the road crossing east of junction switch on Los Banos Subdivision, and end of double track on Lathrop Subdivision; to the road crossings west of station on Niles line, and on Martinez line.....	10	10	10
10, 11	Halvern and Alvarado.....	10	10	10
10, 11	Niles and Mile Post 34.5.....	35	25	15
10, 11	Mile Post 61 and Midway.....	40	25	15
12, 13	West Leg of Wye leading to Fresno main track Lathrop.....	30	20	20
12, 13	East Leg outer Wye Lathrop.....	15	15	15
12, 13	Biola Jct. to Clinton Ave., Fresno.....	50	35	25
12, 13	F. T. Co. Crossing, Olive Ave., Fresno.....	20	20	20
12, 13	Clinton Ave. to North City limits.....	20	20	20
12, 13	Sugar Pine and Winery Spurs at Madera.....	10	10	10
12, 13	Over Highway Crossing and Street Crossing just west of station at Livingston.....	30	30	25
12, 13	Spreckels Sugar Spur Manteca.....	10	10	10
12, 13	Over Highway Crossing east of station Manteca.....	30	30	25
12, 13	Over W. P. R. R. Crossing Lathrop Tower.....	30	30	20
14	Kearney and Timba Spurs.....	10	10	10
15	Eastward trains through S. D. S. switch at Akers.....	25	25	25
15	Galt and Ione, except as follows:.....	35	30	15
15	Mile Post 125.5 to Mile Post 125.7.....	25	25	15
15	Mile Post 126.5 to Mile Post 126.7.....	25	25	15
15	Mile Post 127.0 to Mile Post 127.1.....	20	20	15
15	Mile Post 131.1 to Mile Post 131.3.....	25	25	15
15	Mile Post 132.2 to Mile Post 132.4.....	25	25	15
15	Lodi and Woodbridge.....	10	10	10
15	Lodi and Mile Post 121.4.....	30	25	15
15	Mile Post 121.4 to Mile Post 121.6.....	15	15	15
15	Mile Post 121.6 to Mile Post 127.7.....	20	20	15
15	Mile Post 127.7 to Mile Post 128.1.....	15	15	15
15	Mile Post 128.1 to Mile Post 132.3.....	20	20	15
15	Mile Post 132.3 to Mile Post 132.6.....	12	12	12
15	Mile Post 132.6 to Mile Post 135.4.....	20	20	15
15	Mile Post 135.4 to Mile Post 136.1.....	12	12	12
15	Mile Post 136.1 to Mile Post 137.4.....	20	20	15
15	Mile Post 137.4 to Mile Post 139.7.....	12	12	12
15	Mile Post 139.7 to Kentucky House.....	20	20	15
16	Newark and Redwood Junction, except:.....	30	20	15
16	Newark Slough and Dumbarton drawbridges.....	15	15	10
16	Dumbarton Salt Spur.....	8	8	8
16	Ravenswood Spur.....	8	8	8
16	Niles and San Jose via Milpitas.....	40	25	20
16	Niles and San Jose via Milpitas 2-10-2 engines.....	20	20	20
16	San Jose Yard.....	20	20	20
16, 17	Newark Yard.....	15	15	15
17	Warm Springs and Coyote drawbridges.....	15	15	10
17	Distillery Spur, Agnews.....	6	6	6
18	South Vallejo and Napa Jct.....	30	15	15
18	Napa Junction and Napa.....	40	25	15
18	Napa and Calistoga.....	40	25	15
18	Napa Junction and Cordelia.....	40	25	15
18	Cordelia Winery Spur.....	10	10	10
18	Cordelia and Suisun-Fairfield.....	25	15	15
18	Napa Junction and Santa Rosa, except:.....	40	25	15
18	Napa River drawbridge.....	15	15	10
19	Elmira and Violet.....	40	25	15
19	Violet and Rumsey.....	30	25	15
19	Buchli and Union.....	30	20	15
19	Ramal and Wingo.....	10	10	10
19	Avon and Concord.....	30	18	15
19	Concord and Alamo.....	30	25	15
19	Alamo and San Ramon.....	30	18	15
19	San Ramon and Radum.....	30	25	15
20	Stockton and Merced via Oakdale.....	45	30	15
20	Peters and Milton.....	20	20	20
20	Peters and Milton cars in excess of 110,000 pounds net weight.....	12	12	12
20	Between switches at Peters.....	10	10	10
20	Berenda and Daulton.....	30	25	15
20	Daulton and Raymond.....	20	20	15
20	Knowles and Knowles Jct.....	15	15	15
20	Biola Jct. and Kerman.....	40	35	25
	Through interlocking limits, with caution.....			
	When shoving or backing passenger equipment.....	15	15	15
	Through Crossovers, Turnouts and Sidings, except Sidings in S. D. S.....	10	10	10
	Trains with engine backing up, Main Line.....	25	25	25

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

Page	STATION	Passenger	Freight	Engine Backing
2, 3, 4, 5	Oakland, over, along or upon any of the public streets or highways.....	22	22	20
2, 3, 4, 5	Berkeley, University Ave.....	10	10	10
2, 3, 4, 5	Martinez.....	40	30	20
6, 7	Dixon.....	30	30	20
6, 7	Washington.....	20	20	20
8, 9	Pittsburg.....	25	25	20
8, 9	Stockton.....	8	8	8
15, 20	Oakland, over, along or upon any of the public streets or highways.....	22	22	20
10, 11	Oakland, 23rd Avenue.....	8	8	8
10, 11	Oakland, 29th Avenue.....	20	20	20
10, 11	Pleasanton.....	15	15	15
10, 11	Livermore.....	10	10	10
12, 13	Madera, between Standard Oil Spur and Fresno River Bridge.....	20	20	20
12, 13, 20	Modesto, Turlock and Merced.....	15	15	15
12, 13, 14	Fresno.....	15	15	15
12, 13, 14	Fresno, along or across street crossings.....	8	8	8
15	Lodi.....	15	15	15
17	Alviso.....	35	25	15
18	Napa.....	8	8	8
18	St. Helena.....	12	12	12
18	Santa Rosa.....	5	5	5
19	Capay.....	10	10	10
20	Oakdale.....	20	20	20

OIL BUFFER SPRING SWITCHES

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

San Joaquin Bridge:	
West End.....	Trailing eastward, 20 M. P. H.
	Facing westward, 30 M. P. H.
East End.....	
	Trailing westward, 30 M. P. H.
	Facing eastward, 20 M. P. H.
Lathrop.....	Trailing eastward, 20 M. P. H.
	Facing westward, 30 M. P. H.
Shinn Jct.....	Trailing eastward, 8 M. P. H.
	Facing westward, 30 M. P. H.
Napa Jct.....	Trailing eastward, 8 M. P. H.
	Facing westward, 30 M. P. H.
Mococo.....	Trailing eastward, 30 M. P. H.
	Facing westward, 30 M. P. H.
Martinez.....	Trailing westward, 30 M. P. H.

LIGHT ENGINES

	Running Forward	Running Backward
Switch Engine, 6-wheel connected.....	20	20
Mallet Consolidated.....	25	25
Passenger Engines (see Exception below).....	45	20
Other Engines on Main Track.....	35	20
Other Engines on Oakdale Line.....	30	20
Other Engines on Other Lines.....	20	12
Engines with main rod removed.....	30 miles per hour	
Engines with side rods removed.....	30 miles per hour	
Engines with both main and side rods removed.....	20 miles per hour	

Where, because of curvature or other physical conditions, speed is restricted, passenger engines running light in forward motion will not exceed maximum speed allowed freight and mixed trains within such limits.

Where speed restriction on curves is above 30 miles per hour, locomotives with tenders of 7000 gals. or less capacity, except 70-R-1 and 70-SC-1, will be restricted to 30 miles per hour.

Motor cars running backward must not exceed 10 miles per hour through yards and over highway crossings.

Relief outfit must not exceed 30 miles per hour main line or 20 miles per hour on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 miles per hour on straight track and 15 miles per hour around curves, and on branch lines must not exceed 15 miles per hour. Locomotive cranes must be handled in trains with heavy end forward. (Rule 833.)

Engines must not work over clay unloading trestles on Brickyard spur at Crayold.

Approach crossing of Seventh Street, near Roundhouse, West Oakland, carefully to make sure gates are down and vehicle traffic stopped.

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

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the 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	24	2.30	37	1.37	49	1.13
8	7.30	25	2.24	38	1.34	50	1.12
10	6.00	26	2.18	39	1.33	51	1.10
12	5.00	27	2.13	40	1.30	52	1.09
15	4.00	28	2.08	41	1.27	53	1.08
16	3.45	29	2.04	42	1.25	54	1.06
17	3.31	30	2.00	43	1.23	55	1.05
18	3.20	31	1.56	44	1.21	56	1.04
19	3.09	32	1.52	45	1.20	57	1.03
20	3.00	33	1.49	46	1.18	58	1.02
21	2.51	34	1.45	47	1.16	59	1.01
22	2.43	35	1.42	48	1.15	60	1.00
23	2.36	36	1.40				

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	EAST OF	DESCRIPTION
OAKLAND PIER—TRACY VIA MARTINEZ		
	Oakland Pier.....	Posts supporting shed..... Side
		Freight Slip..... Side
5.5	Oakland, 16th St.....	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.....	Corral platform..... Side
7.5	Stock Yards.....	Fertilizer spur..... Side
13.1	Stege.....	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
19.3	Giant.....	Wagon bridge..... Overhead and Side
26.5	Oleum.....	Loading racks, 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.....	Buildings; 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
88.3	Washington.....	Sacramento River bridge..... Side
OAKLAND PIER—TRACY VIA NILES		
	Alameda.....	Park Street crossing, wires..... Overhead
	Oakland Pier.....	Posts supporting shed..... Side
4.9	West Oakland.....	Buildings and platform at Creosote Works..... Overhead and Side
7.0	West Oakland.....	Freight platforms and tracks, Kirkham St., freight yards..... Side
7.2	Oakland, 1st St.....	Warehouse track, Howard Co..... Side
7.2	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.....	Chlorox 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
42.4	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

(Continued on page 26)

SPECIAL INSTRUCTIONS

(Continued from page 25)

Mile Post	EAST OF	DESCRIPTION
ELMHURST—SANTA CLARA		
41.7	Agnew	Track leading into distillery. Overhead and Side
AVON—RADUM		
44.6	Nacio	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—SANTA ROSA—CALISTOGA		
37.3	Napa Jet	{ Sheds over platforms on the two northerly 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
62.1	Thomann	Fence, Sutter Home Winery. Side
53.7	El Verano	Water tank spout. Side
74.0	Santa Rosa	Water tank spout. Side
74.0	Santa Rosa	Cars standing on west end of back track at Santa Rosa will not clear man on side of car being switched on west end of siding. Side
45.5	Napa	Water tank spout. Side
54.0	Yountville	Water tank spout. Side
67.5	Bale	Water tank spout. Side
71.7	Calistoga	Water tank spout. Side
ELMIRA—RUMSEY		
76.0	Winters	Fruit shed. Overhead and Side
76.0	Winters	Water tank spout. Side
110.5	Rumsey	Water tank spout. Side

TRACY-BRIGHTON, TRACY-FRESNO, LATHROP-FRESNO AND BRANCHES. MAIN TRACKS

Mile Post	Between	Description	Height Above Top of Rail	Side Clearance
82.0	Tracy	West Water Tank		6 ft. 6 in.
82.2	Tracy	East Water Tank		6 " 6 "
78.3	Banta-Lathrop	San Joaquin River Bridge	19 ft. 9 in.	7 " 2 "
81.5	Lathrop	Water Tank		6 " 6 "
103.3	Lodi	East Water Tank		6 " 6 "
104.3	Lodi-Urgon	Mokelumne River Bridge		7 " 6 "
104.3	Ripon-Salida	Stanislaus River Bridge		7 " 6 "
134.9	Delhi-Livingston	Merced River Bridge	21 ft. 10 in.	7 " 6 "
195.6	Herndon	Water Tank		6 " 6 "
100.4	Westley	Water Tank		6 " 6 "
119.5	Newman	Water Tank		6 " 6 "
100.7	Holden-Peters	Mormon Slough Bridge		7 " 4 "
148.5	Ryer-Arundel	Merced River Bridge		7 " 6 "
136.7	Clarkson-Dagon	Sutter Creek Bridge	20 ft. 6 in.	7 " 4 1/4 "
114.7	Clements	Water Tank		6 " 6 "
SIDE TRACKS AND SPURS				
81.5	Lathrop	Water Tank		6 " 6 "
92.7	El Pinal Winery	Trolley Wires and Poles	22 feet	8 "
110.7	Lockeford	Corral Chute		7 " 10 "
103.3	Lodi	R. H. Water Tank		6 " 6 "
119.5	Newman	Water Tank		6 " 6 "
201.8	Nevills Spur	Packing House		7 " 1 "
126.2	Turlock	Water Tank		6 " 6 "
183.9	Madera Sugar Pine Mill	Warehouses and Platforms	18 feet	5 " 7 "
	Stockton	Delta Warehouse		8 "
	Stockton	Delta Platform		6 "
	Stockton	Murphy Wood Yard Gate		7 " 3 "
	Stockton	Murphy Wood Yard Shed		8 "
	Stockton	S. P. Co. Corral Platform		6 "

Following structures, Stockton, will not clear man on side of car: Girvin Warehouse, located at westerly end of Hazelton Ave.; Union Mills, Farmers' Union Milling Company and California Navigation and Imp. Co.'s Buildings on water front track Weber Ave.

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.

Clay loading chutes on Edwin Spur when in position for loading into gondola cars will not clear high cars nor clear man on top or side of cars.

Bridge for loading clay at Cluster will not clear high cars or man standing on loaded gondola when in loading position.

Electric light brackets on sign boards paralleling team track extension to Sites warehouse at Modesto will not clear man on side of car.

Sugar beet dump at Spreckels Sugar Beet Factory Manteca and Clay dump on brick yard spur at Crayold are 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.

Overhead ice platform and loading platform on John R. Graham spur track at Merced will not clear man on top or side of car.

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. Grant Selfridge	Aurist.
San Francisco	Dr. H. B. Graham	Aurist.
Oakland	Dr. O. D. Hamlin	Division Surgeon.
Oakland	Dr. F. H. Tebbe	Assistant Surgeon.
Oakland	Dr. Milton H. Shutes	Oculist and Aurist.
West Oakland	Dr. J. I. Vickerson	District Surgeon.
Oakland (Central)	Dr. Harry H. Appledorn	District Surgeon.
Oakland (North)	Dr. L. E. Kindall	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningham	Assistant Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
South Vallejo	Dr. E. A. Peterson	District Surgeon.
Napa	Dr. H. R. Coleman	District Surgeon.
St. Helena	Dr. M. M. Booth	Emergency Surgeon.
Calistoga	Dr. W. L. Blodgett	District Surgeon.
Sonoma	Dr. J. D. Finnerty	Emergency Surgeon.
Santa Rosa	Dr. A. B. Herrick	District Surgeon.
Port Costa	Dr. P. B. Fry	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Concord	Dr. Geo. McKenzie	Emergency Surgeon.
Walnut Creek	Dr. C. R. Leach	Emergency Surgeon.
Danville	Dr. M. C. Bolender	Emergency Surgeon.
Bay Point	Dr. H. D. Neufeld	Emergency Surgeon.
Pittsburg	Dr. H. E. Peters	District Surgeon.
Antioch	Dr. L. B. Weatherbee	District Surgeon.
Brentwood	Dr. N. C. MacLafferty	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Suisun-Fairfield	Dr. S. J. Bransford	District Surgeon.
Suisun-Fairfield	Dr. H. V. Clymer	District Surgeon.
Vacaville	Dr. M. P. Stansbury	District Surgeon.
Winters	Dr. H. R. King	District Surgeon.
Esparto	Dr. F. P. McManus	Emergency Surgeon.
Dixon	Dr. F. Stolle	District Surgeon.
Davis	Dr. W. E. Bates	Emergency Surgeon.
Davis	Dr. T. E. Cooper	Emergency Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Alameda	Dr. A. L. Guerra	District Surgeon.
Alameda	Dr. W. O. Smith	District Surgeon.
East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. C. 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. C. H. Miller	District Surgeon.
Hayward	Dr. D. J. Manley	District Surgeon.
Niles—Centerville	Dr. John M. Adams	District Surgeon.
Pleasanton	Dr. J. Hal Cope	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. Harry J. Arnold	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
Tracy	Dr. Allan R. Powers	District Surgeon.
Tracy	Dr. Max Goldstein	District Surgeon.
Elk Grove	Dr. H. Beattie	District Surgeon.
Galt	Dr. J. T. Christian	District Surgeon.
Ione	Dr. Hugo Childress	District Surgeon.
Stockton	Dr. B. J. Powell	Oculist and Aurist.
Stockton	Dr. D. R. Powell	Assistant Oculist and Aurist.
Stockton	Dr. James P. Hull	District Surgeon.
Stockton	Dr. Ellis Harbert	District Surgeon.
Stockton	Dr. R. A. Buchanan	District Surgeon.
Lodi	Dr. H. A. Morel	District Surgeon.
Woodbridge	Dr. S. R. Arthur	Emergency Surgeon.
Lockeford	Dr. N. R. Barbour	Emergency Surgeon.
Oakdale	Dr. F. W. McKibbin	District Surgeon.
Manteca	Dr. H. W. Kidy	Emergency Surgeon.
Manteca	Dr. L. E. Tretheway	Emergency Surgeon.
Ripon	Dr. H. B. Stewart	Emergency Surgeon.
Modesto	Dr. E. R. McPheeters	District Surgeon.
Modesto	Dr. Hugh E. Smith	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. W. C. Cotton	District Surgeon.
Merced	Dr. E. R. Fountain	District Surgeon.
Chowchilla	Dr. H. G. Martin	Emergency 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. D. H. Trowbridge	Oculist and Aurist.
Kerman	Dr. J. C. Drake	District Surgeon.
Patterson	Dr. A. M. Field	District Surgeon.
Newman	Dr. H. V. Armistead	District Surgeon.
Gustine	Dr. A. W. Gustafson	Emergency Surgeon.
Los Banos	Dr. L. R. Hillyer	District 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.

LOCATION OF STRETCHERS.

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

HOSPITALS.

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

RATING OF LOCOMOTIVES—WESTERN DIVISION.
In M's of 1,000 pounds back of Tender.

Revised May, 1931.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Oakland and Tracy via Antioch, Oakland and Santa Clara, Tracy and Fresno, Tracy and Brighton, Lathrop and Fresno	Martinez to Bridge Summit	Bridge Summit to Sacramento	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield, Napa Jct. to Calistoga	Napa Jct. and Santa Rosa, Calistoga to Napa Jct.	Stockton and Merced via Oakdale Branch
E-23	E-73 20/24 92	1433 to 1458.....	190	3300	1250	2900	2550	2550	4200	1000	1050	750	1050	1300	2300
E-23	E-73 20/24 101-S														
E-24	E-69 18/26 73	1459 to 1462.....	165	2600	1000	2250	2050	2000	3400	800	850	600	850	1000	1800
M-4	M-63 20/28 126	1615 to 1719.....	190	4300	1850	3750	3550	3350	5750	1350	1450	1100	1550	1750	2950
M-4	M-63 20/28 135-S														
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779	200	5250	2250	4600	4350	4100	7050	1650	1750	1350	1750	2150	3650
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803													
M-6	M-63 21/28 153-S	1823 to 1825													
M-9	M-63 21/28 150-S	1804 to 1822.....	210	5550	2400	4850	4600	4300	7400	1750	1900	1400	1800	2250	3850
M-9	M-63 21/28 156-S	1826 to 1827.....													
T-3	T-69 20/26 113	2215 to 2219.....	180	3500	1450	3050	2850	2750	4600	1050	1150	820	1150	1400	2500
T-2	T-63 19/24 105	2221 to 2230.....	160	2850	1100	2450	2250	2200	3700	870	920	650	920	1100	1950
T-1	T-63 20/26 112	2235 to 2273.....	180	3850	1600	3350	3100	3000	5100	1200	1300	960	1300	1550	2650
T-26	T-69 21/28 152-S	2283 to 2300.....	200	4850	2000	4250	3900	3750	6350	1500	1600	1150	1600	1950	3350
T-23	T-63 21/28 148-S	2301 to 2310.....	210	5500	2400	4850	4600	4300	7400	1750	1850	1400	1900	2250	3850
T-23	T-63 21/28 145-SF														
T-28, 31	T-63 22/28 162-S	2311 to 2362.....	210	6050	2600	5300	4950	4750	8100	1950	2050	1550	2100	2450	4200
T-32	T-69 23/28 174-S	2363 to 2370, 2372 to 2384	210	6150	2600	5400	4950	4800	8100	2000	2100	1550	2100	2500	4300
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460...	210	5000	2050	4350	4000	3900	6550	1550	1650	1200	1650	2000	3400
P-1	P-77 22/28 152-SF														
P-1	P-77 22/28 160/B-54-S	2400 to 2427.....	210	5400	2150	4800	4200	4300	6850	1600	1700	1300	1800	2200	3650
P-1	P-77 22/28 163/B-54-SF														
P-4	P-77 23/28 155/B-58-SF	2400 to 2437.....	210	5850	2350	5200	4350	4600	7150	1700	1850	1400	1950	2350	4000
P-6	P-77 25/28 172-S	2453 to 2458.....	200	6100	2550	5350	4950	4750	8000	1900	2000	.....	.....	.....	4200
P-6	P-77 25/28 172-SF														
P-8	P-73 25/30 181-SF	2462 to 2474.....	200	6800	2900	5950	5550	5300	9100	2100	2200	.....	.....	.....	4650
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2698 to 2860	210	6650	2900	5850	5550	5250	9000	2150	2250	1750	2350	2750	4600
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														
C-5	C-57 22/30 185-S														
C-5	C-57 22/30 180	2624 to 2679.....	200	5950	2600	5200	4950	4650	8500	1900	2000	1550	2100	2400	4100
C-5	C-57 22/30 178														
C-5	C-57 22/30 178														
TW-3	TW-50 20/26 120	2932 to 2953, 2954.....	170	4250	1750	3700	3400	3300	5550	1350	1450	1100	1500	1700	3000
TW-2, 6	TW-50 20/26 118														
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071.	210	3950	1550	3450	3100	3100	5100	1200	1300	890	1250	1550	2650
A-3	A-81 20/28 116-SF														
A-3	A-81 20/28 116/B-59-S														
A-3	A-81 20/28 120/B-64-SF														
A-3	A-73 20/28 111-S														
A-6	A-81 22/28 127/B-64-SF	3000 to 3003.....	210	4750	1900	4550	3750	4050	6150	1600	1700	1250	1700	2050	3250
MK-2, 4	MK-57 23 1/2 /30 206-S	3200 to 3240.....	210	7800	3400	6800	6500	6100	10500	2500	2650	2000	2750	3150	5400
MK-2, 4	MK-57 23 1/2 /30 206-SF														
MK-5, 6	MK-63 26/28 210-S	3241 to 3277.....	210	8000	3650	7450	7000	6650	11300	2750	2900	2200	2950	3450	5800
MK-5, 6	MK-63 26/28 210-SF.....														
F-4, 5	F-63 29 1/2 /32 306/B-61-SF	3668 to 3768.....	200	11000	4850	8000	8000	8000	12000	3550	3750	2900	3950	4550	8000
F-5	F-63 29 1/2 /32 306/B-62-SF														
AC-1,2,3	AC-57 22 1/2 /22 441-SF	4000 to 4048.....	210	12000	5500	8000	8000	8000	12000	4000	4250	3300	4450	5100	8600
AC-4	AC-63 24 1/2 /24 475-SF	4100 to 4125.....	235	12000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11000
AC-5	AC-63 24 1/2 /24 483-SF														
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376.....	210	9000	4050	7850	7800	7000	12000	2800	3000	.....	.....	.....	6150
SP-1	SP-63 28 1/2 /32 316/B-60-SF	5000 to 5015.....	225	12000	5350	8000	8000	8000	12000	3950	4200	.....	.....	.....	8600
SP-2, 3	SP-63 28 1/2 /32 317/B-61-SF	5016 to 5048.....													

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Class	All Steel	Steel Under-frame	Wood
Baggage 60 ft.....	93,070	.....	.....
Baggage 66 ft.....	127,610	.....	.....
Baggage 70 ft.....	122,620	.....	.....
Baggage.....	.....	87,120	81,120
Baggage (Dynamo).....	98,730	.....	.....
Baggage and Mail 60 ft.....	103,620	.....	.....
Baggage and Mail 69 ft.....	124,760	.....	.....
Baggage and Mail 70 ft.....	129,140	.....	.....
Baggage and Mail.....	.....	103,590	99,200
Baggage and Passenger.....	108,675	112,640	76,320
Baggage-(CM&StP).....	125,000	.....	.....
Express Refr. (NP RR).....	.....	74,000	60,000
" " (GN RR).....	.....	.....	70,000
" " (A.R.E.) No. 40-154.....	.....	78,000	.....
" " " No. 155-224.....	.....	89,000	.....
" " " No. 500-506.....	.....	110,000	.....
" " " No. 1101-1175.....	.....	85,000	.....
" " (P.F.E.) No. 500-799.....	.....	83,000	.....
Tea and Silk.....	.....	.....	48,180
Express, Horse.....	133,050	.....	81,033
Postal.....	112,120	.....	.....
Postal Storage 40 ft.....	74,530	.....	.....
Postal Storage 60 ft.....	105,120	.....	.....
Club.....	146,210	122,300	.....
Official.....	170,700	155,370	109,370
Official (CM&StP).....	141,000	.....	.....
Chair.....	100,620	.....	84,740
Coaches 60 ft.....	98,130	.....	.....
Coaches 70 ft.....	137,640	.....	.....
Coaches 72 ft.....	139,660	.....	.....
Coaches 73 ft.....	148,040	.....	.....
Coaches 72 ft, Interurban.....	120,000	.....	.....
Coaches (CM&StP).....	133,000	.....	81,210
Coaches.....	.....	.....	.....
All-Day Lunch, Chair.....	105,970	.....	.....
All-Day Lunch, Coach.....	103,875	.....	.....
Cafe-Coach.....	.....	.....	117,200
Diner 70 ft.....	.....	135,930	131,040
Diner 72 ft.....	155,330	146,930	134,530
Diner 77 ft.....	157,240	165,530	.....
Diner 79 ft.....	169,100	.....	.....
Cafe-Observation.....	148,950	.....	128,550
Observation.....	.....	141,870	121,300
Pullman Observation.....	163,600	153,000	.....
Pullman Parlor.....	155,600	147,500	.....
Pullman Standard Sleeper.....	164,600	144,000	.....
Pullman Tourist.....	140,600	133,000	.....
CM&StP Tourist Sleeper.....	141,000	.....	.....
Rail Car Gas & Electric.....	143,360	.....	.....
Rail Car McKean 55 ft.....	64,140	.....	.....
Rail Car McKean 70 ft.....	71,530	.....	.....
Observation (Open Top).....	.....	.....	62,000

Main Lines

Oakland Pier to West Oakland.....	C. P. Ry.....	1.01
Oakland Pier to Tracy, via Niles.....	C. P. Ry.....	65.90
Elmhurst to Santa Clara.....	S. P. C. Ry.....	30.26
Niles to San Jose.....	C. P. Ry.....	16.08
End Coast Division to Niles Junction.....	C. P. Ry.....	14.85
West Oakland to Sacramento, via Martinez.....	S. P. R. R.....	88.09
Martinez to Tracy.....	S. P. R. R.....	45.93
Tracy to Biola Junction.....	S. P. R. R.....	119.01
	(F. T. Co.).....	8.69
Kerman to Fresno.....	S. P. R. R.....	12.70
Tracy to Brighton.....	C. P. Ry.....	62.79
Lathrop to Biola Junction.....	C. P. Ry.....	106.45

571.76

Branches

Alvarado.....	C. P. Ry.....	Halvern to Alvarado.....	2.63
Napa.....	S. P. R. R.....	(Suisun-Fairfield to South Vallejo).....	19.95
		(Napa Junction to Calistoga).....	34.53
Richmond Spur.....	S. P. R. R.....	San Pablo to Richmond Transfer.....	51.22
Rumsey.....	S. P. R. R.....	Elmira to Rumsey.....	29.85
San Ramon.....	S. P. R. R.....	Avon to Radum.....	36.86
Santa Rosa.....	S. P. R. R.....	Napa Junction to Santa Rosa.....	75
Stonehurst.....	C. P. Ry.....	Elmhurst to Stonehurst.....	.....
Wingo-Union.....	S. P. R. R.....	(Union to Buehli).....	8.62
		(Ramal to Wingo).....	2.08
Chowchilla.....	V. E. R. R.....	Chowchilla to Dairyland.....	10.23
Ione.....	S. P. R. R.....	Galt to Ione.....	26.91
Kerman.....	S. P. R. R.....	Kerman to Kerman.....	1.27
Knowles.....	S. P. R. R.....	Knowles Jet. to Knowles.....	2.40
	(C. P. Ry.).....	Lodi to Lodi.....	.01
Lodi.....	S. P. R. R.....	Lodi to Woodbridge.....	2.58
	(S. P. R. R.).....	Lodi to Valley Spring.....	26.67
	(S. P. Co.).....	Valley Spring to Kentucky House.....	12.65
Madera Spur.....	S. P. R. R.....	Madera to Italian Swiss Colony.....	3.89
Milton.....	S. P. R. R.....	Peters to Milton.....	11.78
Oakdale.....	S. P. R. R.....	Stockton to Merced.....	72.05
Raymond.....	S. P. R. R.....	Berenda to Raymond.....	21.10
Riverdale.....	S. P. R. R.....	Ingle Easterly.....	.25

380.31
952.07

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.

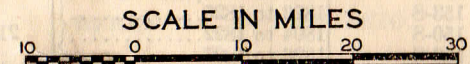
CLASS "E"—Eight-wheelers
"M"—Moguls
"T"—Ten-wheelers
"P"—Pacific Type

"C"—Consolidation

MAP OF THE WESTERN DIVISION

SOUTHERN PACIFIC COMPANY

MAY 1931.



OAKLAND
AND ADJACENT TERRITORY
SCALE OF MILES