

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

WESTERN DIVISION

2220

To Take Effect Monday, April 1, 1935, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

A. T. MERCIER,
General Manager

W. B. KIRKLAND,
Superintendent of Transportation

L. U. MORRIS,
Assistant General Manager

G. E. GAYLORD,
Superintendent.

785762
5759
5827
4986
81296



EASTWARD

Martinez Subdivision.

Time Table No. 220

April 1, 1935

Capacity of sidings in car lengths	FIRST CLASS																			Distance from San Francisco
	208	28	30	18	26	206	248	282	246	230	220	2	14	52	202	224	204	236	58	
	Passenger	San Francisco Overland Limited	Advance San Francisco Overland Limited	Cascade	Owl	Passenger	El Dorado	Passenger	Statesman	Governor	Governor	Santa Fe Passenger	Pacific Limited	San Joaquin	Passenger	Senator	Passenger	Passenger	Sequoia	
	Leave SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SAT., SUN. & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	8.20PM	8.00PM	8.00PM	6.20PM	6.00PM	5.20PM	5.00PM	4.00PM	3.00PM	1.00PM	11.40AM	10.20AM	8.20AM	8.00AM	7.40AM	7.40AM	6.40AM	6.00AM	11.40PM	
	8.40	8.20	8.20	6.40	6.20	5.40	5.20	4.20	3.20	1.20	11.59AM	10.40	8.40	8.20	8.00	8.00	7.00	6.20	11.59PM	
BKWI P	8.45PM	8.35PM	8.27PM	6.56PM	6.28PM	5.44PM	5.25PM	4.27PM	3.22PM	1.25PM	12.03PM	10.48AM	8.47AM	8.25AM	8.08AM	8.04AM	7.04AM	6.23AM	12.10AM	
Term Yd BKWOTTY																				
IP s	8.52	s 8.46	s 8.35	s 7.02	s 6.34	s 5.49	s 5.30	s 4.33	s 3.28	s 1.30	s 12.08	10.53AM	s 8.54	s 8.31	s 8.13	s 8.09	s 7.09	s 6.28	s 12.16	
P																				
IP																				
P																				
P s	9.02	s 8.57	s 8.45	s 7.11	s 6.43	s 5.56	s 5.37	s 4.41	s 3.36	s 1.39	s 12.16		s 9.02	s 8.39	s 8.20	s 8.16	s 7.17	s 6.36	s 12.25	
f																				
f																				
P f																				
P s	9.14	s 9.08	8.54	7.19	s 6.52	s 6.04	5.43	s 4.50	s 3.44	s 1.48	s 12.24		9.10	s 8.47	s 8.29	8.22	s 7.25	s 6.45	s 12.34	
WP f																				
P f																				
42 East 33 West P f																				
64 West P s	9.27	9.19	9.04	7.29	7.02	s 6.15	5.53	s 5.03	f 3.58	f 1.58	f 12.34		9.20	8.57	f 8.41	8.32	f 7.37	s 6.57	f 12.46	
P																				
P s	9.31					s 6.19		s 5.07	f	f	f								f	
24 East P s						f		s		f	f								f	
41 East																				
17 West P s	9.40					f		s		s 2.10	f			9.04	s			s 7.12	f	
P s	9.44	9.30	9.13	7.40	s 7.13	s 6.31	6.01	s 5.18	s 4.10	s 2.14	s 12.46		9.30	s 9.09	s 8.55	8.40	s 7.53	s 7.17	s 1.00	
P f																				
Yard BKWOT P s	9.49					s 6.37		s 5.22	s 4.15	f 2.18	f 12.51			9.13	f 8.59		s 7.58	s 7.25	s 1.05	
P f																				
119 Center WP s	10.00PM	s 9.45PM	s 9.25PM	7.50PM	s 7.22PM	s 6.45PM	6.09PM	s 5.31PM	s 4.25PM	s 2.25PM	s 1.02PM		9.40AM	s 9.18AM	s 9.05AM	8.48AM	s 8.06AM	s 7.35AM	s 1.15AM	
Arrive SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SAT., SUN. & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturday Only	Arrive Daily Ex. Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	
	(1.15) 24.88	(1.10) 26.66	(.58) 32.17	(0.54) 34.55	(0.54) 34.55	(1.01) 30.59	(0.44) 42.41	(1.04) 29.16	(1.03) 29.62	(1.00) 31.10	(.59) 31.63	(0.05) 24.00	(0.53) 35.21	(0.53) 35.21	(0.57) 32.74	(0.44) 42.41	(1.02) 30.01	(1.12) 25.92	(1.05) 28.71	

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

Automatic Train Control

Double Track

Time over District Average Speed per Hour

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

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

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

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
14	Richmond, Crockett Martinez	Reno
18	Any Station	Any Station beyond Black Butte where train scheduled to stop and for points between Dunsmuir and Eugene where No. 8 scheduled to stop.
18	Martinez	Any Station where train scheduled to stop
30	Any Station	Sparks
28	Any Station	Ogden

ADDITIONAL FLAG STOPS		
Train	At	Frequency
52	Oleum, Selby, Port Costa	Sunday only

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

ADDITIONAL REGULAR STOPS		
Train	At	Frequency
246	Giant	Daily Except Sundays and Holidays
202	Certain-teeed Pro. Co.	Daily Except Saturday

Time Table No. 220

April 1, 1935

Martinez Subdivision.

WESTWARD

STATIONS	Distance from Martinez	FIRST CLASS																		
		9	111	205	27	203	25	5	233	247	55	229	201	243	241	17	223	211	21	23
		Fast Mail	Santa Fe Passenger	Passenger	San Francisco Overland Limited	Passenger	Owl	Klamath	Passenger	El Dorado	Tehachapi	Governor	Passenger	Statesman	Passenger	Cascade	Senator	Sierra	Pacific Limited	Santa Fe Passenger
		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
SAN FRANCISCO 3.5	34.6	7.32 AM	7.52 AM	7.52 AM	8.32 AM	8.32 AM	8.52 AM	10.12 AM	10.32 AM	10.52 AM	1.52 PM	3.12 PM	5.52 PM	6.12 PM	6.32 PM	6.52 PM	7.32 PM	9.32 PM	10.12 PM	10.12 PM
OAKLAND PIER	31.1	7.12	7.32	7.32	8.12	8.12	8.32	9.52	10.12	10.32	1.32	2.52	5.32	5.52	6.12	6.32	7.12	9.12	9.52	9.52
TO-R OAKLAND PIER 1.4	31.1	s 6.53 AM	s 7.20 AM	s 7.22 AM	s 7.55 AM	s 8.05 AM	s 8.20 AM	s 9.40 AM	s 10.05 AM	s 10.25 AM	s 1.25 PM	s 2.45 PM	s 5.28 PM	s 5.42 PM	s 6.05 PM	s 6.20 PM	s 7.05 PM	s 9.05 PM	s 9.33 PM	s 9.38 PM
TO-R WEST OAKLAND TOWER 0.6	29.7																			
OAKLAND (10th Street) 1.1	29.1	s 6.45	7.12 AM	s 7.16	s 7.48	s 7.59	s 8.12	s 9.31	s 9.59	s 10.19	s 1.18	s 2.39	s 5.22	s 5.35	s 5.56	s 6.10	s 6.59	s 8.58	s 9.25	9.30 PM
EMERYVILLE 0.4	28.0																			
SHELLMOUND 0.4	27.6																			
PARAFFIN 0.4	27.2																			
STOCK YARDS 1.4	26.8																			
BERKELEY (University Ave.) 1.5	25.4	s 6.23		s 7.07	s 7.30	s 7.50	s 7.57	s 9.18	s 9.47	s 10.11	s 1.05	s 2.27	s 5.13	s 5.25	s 5.47	s 5.54	s 6.51	s 8.48	s 9.10	
FLEMING 0.5	23.9			f		f														
NOBEL 0.4	23.4																			
VIGORIT 1.5	23.0			f		f														
STEGE 1.9	21.5			f		f														
RICHMOND 1.6	19.6	s 6.10		s 6.55	s 7.18	s 7.38	s 7.46	s 9.07	s 9.36	10.03	s 12.56	s 2.18	s 5.04	5.16	s 5.39	5.44	6.43	s 8.38	8.57	
SAN PABLO 2.3	18.0					f 7.33														
GIANT 0.9	15.7			f		f														
SOBRANTE 1.7	14.8																			
KRIEGER 1.5	13.1			f																
PINOLE 0.8	11.6	5.57		f 6.42	7.06	s 7.25	7.34	8.55	s 9.25	9.54	12.45	2.07	s 4.49	5.05	s 5.27	5.35	6.34	f 8.25	8.45	
HERCULES 1.7	10.8					f														
RODEO 0.8	9.1			f		s														
OLEUM 0.8	8.3			f		s														
TORMEY 0.4	7.5					f														
SELBY 1.4	7.1			s		s 7.11		8.46	s 9.10											
CROCKETT 1.1	5.7	s 5.48		s 6.27	6.55	s 7.08	s 7.24		s 9.07	9.46	s 12.29	s 1.55	s 4.33	4.54	s 5.13	5.26	6.26	s 8.10	8.36	
ECKLEY 1.0	4.6					f														
R PORT COSTA 1.1	3.6			s 6.22	6.51	s 7.04	7.17	8.41	s 9.00		f 12.24	1.50	s 4.27		s 5.09			f 8.06		
NEVADA DOCK 0.9	2.5					f														
OZOL 1.6	1.6					f														
TO-R MARTINEZ (31.1)	0.0	5.35 AM		6.15 AM	6.45 AM	6.55 AM	7.11 AM	8.35 AM	8.54 AM	9.38 AM	12.18 PM	1.45 PM	4.20 PM	4.44 PM	5.03 PM	5.17 PM	6.18 PM	8.00 PM	8.25 PM	
		Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District.....		(1.18)	(0.08)	(1.07)	(1.10)	(1.10)	(1.09)	(1.05)	(1.11)	(0.47)	(1.07)	(1.00)	(1.08)	(0.58)	(1.02)	(1.03)	(0.47)	(1.05)	(1.08)	(0.08)
Average Speed per Hour.....		23.92	15.00	27.85	26.66	26.66	27.04	28.71	26.28	39.70	27.85	31.10	27.44	32.17	30.01	29.62	39.70	28.71	27.44	15.00

No. 233 reduce speed to 10 M. P. H. at Stege to receive mail, except Sundays and holidays.
 No. 55 wait at Crockett until 12.34 P. M. on Saturdays for Vallejo bus connection if necessary.
 No. 233 wait at Crockett 5 mins. for Vallejo Bus connection if necessary.
 No. 201 wait at Martinez 5 mins. for Benicia Martinez Ferry if necessary.

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

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

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
5	Any Station	Gerber
17	Any Station	Woodland
27	Any Station	Sacramento
21	Any Station	Sparks
243	Crockett-Richmond	Suisun-Fairfield

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	For Passengers To or From
203, 233 and 201	Certain-lead Pro. Co.	Any Station

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

ADDITIONAL FLAG STOPS		
Train	At	Frequency
5 229 55 55	Crockett Giant Pinole and Giant San Pablo	Sunday Only Saturday Only Saturday Only Saturday Only

EASTWARD

Martinez Subdivision

Time Table No. 220

April 1, 1935

Capacity of sidings in car lengths	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from San Francisco	STATIONS			
	476	410	412		470							112	210	6
	Freight	Freight	Local Freight		Portland Freight							Santa Fe Passenger	Sierra	Klamath
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY		Leave Daily EX. SUNDAY					Leave Daily	Leave Daily	Leave Daily		
										11.00PM	9.00PM	9.00PM	0.0	SAN FRANCISCO
										11.20	9.20	9.20	3.5	OAKLAND PIER
BKWI P										11.28PM	9.35PM	9.30PM	3.5	TO-R OAKLAND PIER
Term. Yd. BKWOITY P	11.00PM	6.50PM			10.30PM								4.9	TO-R WEST OAKLAND TOWER
IP P										11.33PM	s 9.46	s 9.38	5.5	OAKLAND (18th Street)
IP P													6.6	EMERYVILLE
IP P													7.0	SHELLMOUND
IP P													7.4	PARAFFIN
IP P					10.47						s 9.56	s 9.48	9.2	STOCK YARDS
IP P													10.7	BERKELEY (University Ave)
WP P					11.05								11.2	FLEMING
WP P													11.6	NOBEL
42 East 33 West P													13.1	VIGORIT
64 West P					11.20						s 10.06	s 9.58	15.0	STEGE
64 West P													16.6	RICHLAND
24 East P													18.9	SAN PABLO
41 East P													19.8	GIANT
17 West P													21.5	SOBRANTE
17 West P													23.0	KRIEGER
Yard BKWOT P			8.30AM		11.50PM						10.16	10.08	23.8	PINOLE
Yard BKWOT P													25.5	HERCULES
Center 119 W P	12.30AM	9.00PM	8.42AM		12.01AM								26.3	RODEO
Center 119 W P													27.1	OLEUM
Center 119 W P													27.5	TORMEY
Center 119 W P													28.9	SELBY
Center 119 W P													29.0	CROCKETT
Center 119 W P													30.1	ECKLEY
Center 119 W P													31.1	PORT COSTA
Center 119 W P													32.2	NEVADA DOCK
Center 119 W P													33.1	OZOL
Center 119 W P													34.7	TO-R MARTINEZ
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		Arrive Daily EX. MONDAY					Arrive Daily	Arrive Daily	Arrive Daily		(31.1)
	(1.30) 19.80	(2.10) 13.75	(0.12) 18.00		(1.31) 20.50					(0.05) 24.00	(1.08) 27.44	(1.05) 28.71		Time over District
														Average Speed per Hour

SAN FRANCISCO	3.5	} Oakland Pier
OAKLAND PIER	3.5	
TO-R OAKLAND PIER	1.4	} Double Track
TO-R WEST OAKLAND TOWER	0.6	
OAKLAND (18th 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	
RICHLAND	1.6	
SAN PABLO	2.3	
GIANT	0.9	
SOBRANTE	1.7	
KRIEGER	1.5	
PINOLE	0.8	
HERCULES	1.7	
RODEO	0.8	
OLEUM	0.8	
TORMEY	0.4	
SELBY	1.4	
CROCKETT	1.1	
ECKLEY	1.0	
PORT COSTA	1.1	
NEVADA DOCK	0.9	
OZOL	1.6	
TO-R MARTINEZ		

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

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

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
6 210	Any Station Any Station	Gerber Roseville

Time Table No. 220

April 1, 1935

STATIONS

SAN FRANCISCO	3.5	Oakland Ferry
OAKLAND PIER		
TO-R OAKLAND PIER	1.4	Oakland Ferry
TO-R WEST OAKLAND TOWER	0.6	
OAKLAND (10th Street)	1.1	Automatic Train Control
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	Double Track
SAN PABLO	2.3	
GIANT	0.9	
SOBRANTE	1.7	
KRIEGER	1.5	
PINOLE	0.8	
HERCULES	1.7	
RODEO	0.8	
OLEUM	0.8	
TORMEY	0.4	
SELBY	1.4	
CROCKETT	1.1	
ECKLEY	1.0	
R PORT COSTA	1.1	
NEVADA DOCK	0.9	
OZOL	1.6	
TO-R MARTINEZ	0.0	

(31.1)

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

Martinez Subdivision

WESTWARD

5

Distance from Martinez	FIRST CLASS										SECOND CLASS			THIRD CLASS		
	51										471			405	411	475
	San Joaquin										Oakland Freight			Freight	Local Freight	Freight
Arrive Daily											Arrive Daily			Arrive Daily EX. MONDAY	Arrive Daily EX. SUNDAY	Arrive Daily
34.6	10.12 PM															
31.1	9.52															
31.1	s 9.40 PM															
29.7											1.15 AM			4.30 AM		1.00 AM
29.1	s 9.32															
28.0																
27.6																
27.2																
26.8																
25.4	s 9.21										12.35					
23.9																
23.4																
23.0																
21.5																
19.6	9.11															
18.0											12.15 AM					
15.7																
14.8																
13.1																
11.6	8.59										11.55 PM					
10.8																
9.1																
8.3																
7.5																
7.1																
5.7	8.50															
4.6																
3.6											11.35				11.40 AM	
2.5																
1.6																
0.0	8.40 PM										11.25 PM			3.15 AM	11.30 AM	10.50 PM
Leave Daily											Leave Daily			Leave Daily EX. MONDAY	Leave Daily EX. SUNDAY	Leave Daily
(1.00)											(1.50)			(1.15)	(0.10)	(2.10)
31.10											16.20			23.84	21.60	13.70

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

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

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
51	{ Crockett Richmond	Fresno Tracy

EASTWARD

Martinez Subdivision.

Time Table No. 220

April 1, 1935

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS				FIRST CLASS											Distance from San Francisco
	462 Local Freight	476 Freight	470 Portland Freight	210 Sierra	6 Klamath	28 San Francisco Overland Limited	30 Advance San Francisco Overland Limited	18 Cascade	248 El Dorado	246 Statesman	230 Governor	220 Governor	14 Pacific Limited	293 Passenger	224 Senator	204 Passenger	262 Passenger	
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Saturday Only	Leave Daily Ex. Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Center 119 W P		12.30AM	12.01AM	10.43PM	10.35PM	9.45PM	9.25PM	7.50PM	6.09PM	4.25PM	2.25PM	1.02PM	9.40AM		8.48AM	8.06AM		
Center 97 P				10.53	10.45	9.55	9.35	8.00	6.17	f 4.34	2.34	1.11	9.50		8.57	8.15		
										f					f			
										f					f			
										f					f			
82 East 86 West BKWOY P	10.30AM	2.00	12.35	s 11.09	10.59	10.08	9.48	8.12	6.30	s 4.50	s 2.49	s 1.26	10.04		9.09	s 8.34		
41 East 73 West P										f								
										f								
										f								
Center 87 WY P			12.55	f 11.24	11.13	10.23	10.01	8.25	6.42	s 5.05	f 3.03	s 1.41	10.17		9.20	s 8.48		
										f								
Center 72 W P			1.10	f 11.35	11.23	10.33	10.10	8.35	6.51	s 5.24	s 3.22	s 2.01	10.27		9.28	s 9.01		
70 East										f								
78 East 80 West KWLY P			1.30	s 11.50	s 11.35PM	10.45	10.20	s 8.50PM	7.00	s 5.40	s 3.35	s 2.15	10.38	9.45AM	9.37	s 9.15	7.32AM	
										f				f				
Center 100				11.57PM		10.51	10.26		7.06	f 5.47	3.41	2.21	10.44	f 9.52	9.43	9.22	f 7.39	
										f								
I P										f				s			f	
Term Yard BKWOTY P	2.00PM	4.30AM	2.15AM	s 12.10AM		s 11.05PM	s 10.40PM		s 7.20PM	s 6.00PM	s 3.55PM	s 2.35PM	s 10.57AM	s 10.05AM	s 9.55AM	s 9.35AM	s 7.52AM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Saturday Only	Arrive Daily Ex. Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(3.30) 11.46	(4.00) 14.32	(2.14) 25.66	(1.27) 39.52	(1.00) 43.90	(1.20) 42.98	(1.15) 45.84	(1.00) 43.90	(1.11) 48.44	(1.35) 36.19	(1.30) 38.20	(1.33) 36.97	(1.17) 44.65	(0.20) 40.20	(1.07) 51.31	(1.20) 38.63	(0.20) 40.20	

STATIONS

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

Automatic Block System

Double Track

(57.3)
Time over District.....
Average Speed per Hour.....

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

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

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

ADDITIONAL FLAG STOPS TO RECEIVE REVENUE PASSENGERS		
Train	At	For Passengers Destined to or Beyond
14	Suisun-Fairfield, Dixon and Davis	Reno
18	Any Station	Any Station beyond Black Butte where train scheduled to stop and for points between Dunsmuir and Eugene where No. 8 scheduled to stop.
30	Any Station	
28	Any Station	

ADDITIONAL FLAG STOPS FOR REVENUE PASSENGERS.		
Train	At	Receive or Discharge
248	Suisun-Fairfield	Receive or Discharge
248	Davis	Discharge

Martinez Subdivision.

WESTWARD

Time Table No. 220

April 1, 1935

FIRST CLASS

SECOND CLASS

THIRD CLASS

STATIONS

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

Distance from Sacramento	FIRST CLASS												SECOND CLASS		THIRD CLASS	
	9	27	5	233	247	229	243	17	223	211	21	261	471	463	475	
	Fast Mail	San Francisco Overland Limited	Klamath	Passenger	El Dorado	Governor	Statesman	Cascade	Senator	Sierra	Pacific Limited	Passenger	Oakland Freight	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 Ex. Sunday	Arrive Daily	
57.4	5.35 AM	6.45 AM	s 8.35 AM	s 8.54 AM	s 9.38 AM	s 1.45 PM	4.44 PM	s 5.17 PM	6.18 PM	s 8.00 PM	f 8.25 PM		11.25 PM		10.50 PM	
51.0	5.25	6.32	8.20	8.40	9.27	1.31	4.33	4.57	6.09	f 7.47	8.13					
48.9										f						
46.8										f						
45.8										f						
43.9										f						
40.1	5.12	f 6.19	8.07	s 8.26	9.15	s 1.18	s 4.21	f 4.45	5.57	s 7.33	8.00		10.45	9.30 AM	10.00	
37.1				f						f						
35.2				f						f						
33.6				f						f						
29.6	5.00	f 6.03	7.54	s 8.10	9.05	f 1.03	4.07	4.30	5.47	f 7.18	7.47		10.15			
24.8				f						f						
21.5	4.51	s 5.51	7.44	s 7.58	8.57	s 12.54	f 3.58	4.22	5.39	s 7.07	7.38		10.00			
17.2				f						f						
15.2																
13.4	4.42	s 5.39	7.32 AM	s 7.40	s 8.48	s 12.43	s 3.48	4.12 PM	5.30	s 6.50	s 7.27	s 11.30 PM	9.45			
11.9																
9.9												f				
8.6	4.36	5.31		f 7.31	8.40	12.35	3.40		5.25	6.41	7.16	f 11.21				
2.7												f				
2.1												f				
0.0	4.25 AM	5.20 AM		7.20 AM	8.30 AM	12.25 PM	3.30 PM		5.15 PM	6.30 PM	7.05 PM	11.10 PM	9.15 PM	6.00 AM	7.10 PM	
(57.4)	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.....	(1.10)	(1.25)	(1.03)	(1.34)	(1.08)	(1.20)	(1.14)	(1.05)	(1.03)	(1.30)	(1.20)	(0.20)	(2.10)	(3.30)	(3.40)	
Average Speed per Hour.....	49.20	40.52	41.90	36.42	50.64	43.05	46.54	40.61	54.00	38.25	43.05	40.20	26.49	11.45	15.65	

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

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

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco	STATIONS	Distance from Benicia Junction
P	32.4	BENICIA 1.4	5.6
P	33.8	ARMY POINT 4.2	4.2
Center 91 P	38.0	BENICIA JUNCTION	0.0

Time Table No. 220
April 1, 1935

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

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
5	Any Station	Gerber
17	Any Station	Woodland
21	Any Station	Sparks
27	Any Station	Sacramento
243	Martinez	Suisun-Fairfield

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

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

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

No. 58 reduce speed at Avon to 10 miles per hour to discharge papers.

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

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

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

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

EASTWARD

Martinez Subdivision.

Capacity of sidings in car lengths	THIRD CLASS			FIRST CLASS						Distance from San Francisco
	410 Freight	412 Local Freight		26 Owl	282 Passenger	52 San Joaquin	202 Passenger	236 Passenger	58 Sequoia	
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	
Center 119 WP	9.00 PM	8:42 AM		7.27 PM	5.31 PM	9.26 AM	9.05 AM	7.35 AM	1.15 AM	34.7
P	9.05				f			f		36.0
					f			f		36.8
62 YP	9.10	9.00		7.32	s 5.37	9.31	s 9.15 AM	s 7.47 AM	f 1.20	38.1
East 80 West 109 WP	9.30	9.35		7.37	s 5.42	9.35			f 1.24	41.3
60 P		9.39			f				f 1.26	43.0
46 P	9.37	9.50		7.41	5.46	9.39			1.28	44.8
42										46.8
73 P	9.45	10.00 10.40		f 7.49	s 5.56	s 9.45			s 1.38	48.9
12										50.8
40 P	9.53	11.10		7.55	s 6.03	9.51			f 1.46	53.5
75	10.00	11.36 AM		8.07	6.08	9.55			1.51	57.3
48 WP	10.10	12.10 PM		8.16	s 6.18	f 10.01			s 2.02	61.7
83 P	10.18	12.40		8.23	s 6.26	10.08			f 2.12	66.9
P					f	f				68.9
43 P	10.26	12.55		8.28	6.32	10.13			2.18	71.6
50 P	10.33	1.10		8.33	f 6.38	10.18			f 2.24	75.7
38	10.40	1.25		8.37		10.22			2.28	79.1
Term Yard BKWOITY P	10.50 PM	1.40 PM		s 8.42 PM	s 6.47 PM	s 10.27 AM			s 2.33 AM	82.2
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	
	(1.50) 25.91	(4.58) 9.53		(1.15) 38.00	(1.16) 37.50	(1.01) 46.72	(0.10) 20.40	(0.12) 17.00	(1.18) 36.53	

Time Table No. 220

April 1, 1935

STATIONS

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

(47.5)
Time over District
Average Speed per Hour

EASTWARD

Lathrop Subdivision

Capacity of sidings in car lengths	THIRD CLASS			FIRST CLASS						Distance from San Francisco Via Niles	
	424 Local Freight	454 Local Freight	410 Freight	278 Passenger	280 Stockton	282 Passenger	52 San Joaquin	232 Passenger	16 West Coast		58 Sequoia
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily
Term Yard BKWOITY P	7.00 AM	2.00 AM	1.30 AM	10.18 PM	8.07 PM	6.56 PM	10.32 AM	10.30 AM	6.15 AM	2.40 AM	70.8
P							10.38	f 10.36	6.21	2.45	73.9
Spur											76.8
I P											78.7
Eastward 87 Westward 77 Fresno 50 WY P	7.30 AM		2.00 AM	10.32	8.21	s 7.11 7.22	s 10.52 AM	s 10.50	f 6.33	s 2.58 AM	81.5
P						f 7.30		s 11.00	6.41		86.1
I											87.7
I Yard BKWOITY P		3.15 AM		s 10.45 PM	s 8.35 PM	s 7.40 PM		s 11.10 AM	s 6.50 AM		90.9
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive SUNDAYS & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(0.30) 21.40	(1.15) 16.08	(0.30) 21.40	(0.27) 44.44	(0.28) 43.07	(0.44) 27.40	(0.20) 32.10	(0.40) 30.15	(0.35) 34.45	(0.18) 35.66	

Time Table No. 220

April 1, 1935

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 OAMP	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

Time Table No. 220 April 1, 1935		Martinez Subdivision.										WESTWARD	
		Distance from Tracy	FIRST CLASS					THIRD CLASS					
			25 Owl	55 Tehachapi	201 Passenger	241 Passenger	51 San Joaquin	405 Freight	411 Local Freight				
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. MONDAY	Arrive Daily EX. SUNDAY						
TO-R MARTINEZ 1.3	47.5	7.11 AM	12.18 PM	4.20 PM	5.03 PM	8.40 PM					3.15 AM	11.30 AM	
MOCOCO 0.8 End of Double Track	46.2			f									
PEYTON 1.3	45.4			f									
TO-R AVON 3.2	44.1	7.05	12.06	4.10 PM	4.55	8.32					3.04	11.15	
TO PORT CHICAGO 1.7	40.9	7.00	12.01 PM		4.49	8.28					2.58	11.00	
NICHOLS 1.8	39.2			f								10.35	
McAVOY 2.0	37.4	6.56	11.56 AM		4.43						2.52	10.30	
SHELL POINT 2.1	35.4			f									
TO-R PITTSBURG 1.9	33.3	f 6.51	s 11.50		4.37	8.19					2.45	10.10 9.05	
LOS MEDANOS 2.7	31.4												
TO ANTIOCH 3.8	28.7	6.45	11.42		4.28	8.11					2.38	8.50	
NEROLY 4.4	24.9	6.41	11.36		4.22	8.07					2.32	8.30	
TO BRENTWOOD 5.2	20.5	6.35	11.30		4.16	8.00					2.25	8.05	
TO BYRON 2.0	15.3	6.27	11.22		4.08	7.47					2.12	7.15	
BYRON HOT SPRINGS 2.7	13.3			f	f								
HERDLYN 4.1	10.6	6.22	11.15		4.01						2.02	7.00	
BETHANY 3.4	6.5	6.17	11.10		3.56	7.39					1.55	6.50	
JANNEY 3.1	3.1	6.13	11.06		3.50						1.48	6.40	
TO-R TRACY 3.1	0.0	6.08 AM	11.02 AM		3.45 PM	7.31 PM					1.40 AM	6.30 AM	
(47.5)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily					Leave Daily EX. MONDAY	Leave Daily EX. SUNDAY	
Time over District.....		(1.03)	(1.16)	(0.10)	(1.18)	(1.09)					(1.35)	(5.00)	
Average speed per hour.....		45.23	37.50	20.40	36.54	41.30					30.00	9.50	

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

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

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

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

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

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS			ADDITIONAL FLAG STOPS		
Train	At	For Passengers From or Beyond	Train	At	Frequency
25	Martinez	Glendale	25	Martinez	Sunday Only

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS ONLY		
Train	At	For Passenger To or From
25	Brentwood	For Crockett, Sulzain-Fairfield and beyond
25	Brentwood	From Tracy and beyond

ADDITIONAL REGULAR STOPS		
Train	At	Frequency
241	Newlove	Daily

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

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

AT STOCKTON Nos. 235 and 237 may occupy main track fifteen minutes before scheduled leaving time as shown, but Rule 99 must be complied with.

Time Table No. 220 April 1, 1935		Lathrop Subdivision										WESTWARD	
		Distance from Stockton	FIRST CLASS					SECOND CLASS		THIRD CLASS			
			25 Owl	277 Passenger	279 Stockton	231 Passenger	55 Tehachapi	237 Passenger	235 Passenger	51 San Joaquin	15 West Coast	405 Freight	425 Local Freight
STATIONS	Arrive Daily	Arrive SUNDAYS & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		
TO-R TRACY 3.1	20.1	s 5.56 AM	s 7.07 AM	s 7.32 AM	s 10.45 AM	s 10.55 AM	s 5.27 PM	s 7.07 PM	s 7.21 PM		9.00 PM		1.30 PM
BANTA 2.9	17.0				f 10.37	10.46							
WINSHIP 1.9	14.1												
SAN JOAQUIN BRIDGE 2.8	12.2												
TO-R LATHROP 4.6	9.4	5.38 AM	6.52	7.17	s 10.25	10.35 AM	f 5.12	6.52	7.06 PM	8.41 PM	8.30 PM		1.00 PM
FRENCH CAMP 1.6	4.8				f 10.09					8.34			
T. S. Ry. Crossing 3.2	3.2												
A. T. & S. F. Crossing 3.2	0.0		6.40 AM	7.05 AM	10.00 AM		5.00 PM	6.40 PM		8.25 PM			
TO-R STOCKTON 3.2		Leave Daily	Leave SUNDAYS & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	See Note	See Note	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	
(20.1)		Leave Daily	Leave SUNDAYS & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	See Note	See Note	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	
Time over District.....		(0.18)	(0.27)	(0.27)	(0.45)	(0.20)	(0.27)	(0.27)	(0.15)	(0.10)	(0.30)	(0.30)	
Average Speed per Hour.....		35.66	44.44	44.44	26.80	32.10	44.44	44.44	42.80	36.00	21.40	21.40	

Automatic Train Control

Automatic Block System

Automatic Block System

D. T.

D. T.

Double Track

EASTWARD

Niles Subdivision.

Time Table No. 220

April 1, 1935

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS			FIRST CLASS										Distance from San Francisco		
	418 Local Freight	416 Local Freight	402 Freight	422 Freight	406 Freight	278 Passenger	74 Passenger	12 W. P. Passenger	254 Passenger	280 Stockton	256 Passenger	252 Passenger	232 Passenger	250 Passenger				
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUNDAYS & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily				
						8.00 PM	7.20 PM	7.00 PM		5.20 PM	5.20 PM	4.00 PM	7.40 AM	7.00 AM	0.0			
						8.20	7.40	7.20		5.40	5.40	4.20	8.00	7.20	3.5			
BKWI P						8.25 PM	7.50 PM	7.28 PM		5.46 PM	5.45 PM	4.25 PM	8.05 AM	7.23 AM	3.5			
Term. Yard BKWOITYP															4.9			
I P	10.30 AM	6.30 AM		8.45 PM				7.34 PM	7.15 PM						5.9			
I P						s 8.32	s 8.05		s 7.20	s 5.55	s 5.53	s 4.34	s 8.12	s 7.30	6.7			
P												f		f	8.3			
I P						s 8.39	s 8.12		s 7.27	s 6.02	s 6.01	s 4.44	s 8.20	s 7.38	9.7			
45 WP	11.00 AM	7.00		9.30 PM		8.45	8.18 PM		7.34 PM	f 6.08	f 6.07	s 4.51	f 8.27	s 7.45	13.4			
81 P		7.11				8.47				f 6.11	s 6.11	s 4.54	s 8.30	s 7.48	14.8			
										f	f	f		f	15.5			
										f	f	f		f	16.5			
31 P		7.25								f 6.18	f 6.18	s 5.01	f 8.36	s 7.54	17.5			
100 WP		8.04				f 8.55				s 6.25	s 6.24	s 5.06	s 8.41	s 8.04	20.1			
28 P		8.15								f	f 6.31	f 5.15	8.48	f 8.09	24.0			
27 P		8.22				9.03				f 6.42	f 6.36	s 5.20	s 8.54	s 8.13	26.5			
												f		f	27.6			
68 BKWYP		8.35 AM				s 9.08				s 6.52	s 6.43 PM	s 5.25 PM	s 9.01	s 8.18 AM	29.2			
IY				9.18 PM	6.33 AM										29.9			
75 P				9.23	6.38	9.13					6.59		f 9.07		31.7			
95 P				9.33	6.49	f 9.19				s 7.06			s 9.15		35.6			
													f		38.4			
71 P				9.42	6.59	s 9.27				s 7.15			s 9.23		40.9			
IY P															42.0			
															42.4			
East-110 West-105 P				9.46	7.03	9.30				7.18			f 9.26		43.0			
East 85 West 78 BKWYP				10.03	7.10	s 9.37				s 7.25			s 9.38		46.9			
													f		48.4			
72 P				10.10	7.17	9.42				7.30			f 9.45		50.5			
93 WT P				10.23	7.35	f 9.51				7.39			s 9.55		55.0			
71 P				10.35	7.51	9.58				7.47			f 10.05		59.5			
70 P				10.45	8.10	10.05				7.54			f 10.12		63.1			
22 P															68.7			
Term. Yard BKWOITYP				11.00 PM	8.30 AM	s 10.15 PM				s 8.04 PM			s 10.22 AM		70.8			
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily				Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily			
	(0.30) 17.00	(2.05) 11.86		(1.42) 24.05	(0.45) 10.00	(1.57) 20.97				(1.50) 36.70	(0.28) 21.21	(0.06) 24.00	(0.19) 23.68	(2.18) 29.26	(0.58) 26.58	(1.00) 25.70	(2.17) 29.47	(0.55) 28.03

STATIONS		Distance from San Francisco
SAN FRANCISCO	0.0	
OAKLAND PIER	3.5	
TO-R OAKLAND PIER	1.4	
Cedar St. Crossing	1.4	
TO-R WEST OAKLAND TOWER	1.0	
Western Pacific Crossing	1.0	
TO-R MAGNOLIA TOWER	0.8	
OAKLAND (First Street)	1.6	
EAST OAKLAND	1.4	
FRUITVALE	3.7	
TO-R ELMHURST End of Double Track	1.4	
TO SAN LEANDRO	0.7	
SOUTH SAN LEANDRO	1.0	
ESTUDILLO	1.0	
LORENZO	2.6	
TO HAYWARD	3.9	
HALVERN	2.5	
DECOTO	1.1	
PABRICO	1.6	
TO-R NILES	0.7	
NILES JUNCTION	1.8	
FARWELL	3.9	
SUNOL	2.8	
VERONA	2.5	
TO PLEASANTON	1.1	
TO RADUM	0.4	
REMILLARD	0.6	
ELIOT	3.9	
TO-R LIVERMORE	1.5	
TREVARNO	2.1	
ULMAR	4.5	
ALTAMONT	4.5	
OAYLEY	3.6	
MIDWAY	5.6	
MEDAL	2.1	
TO-R TRACY	(67.3)	

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

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

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	For Passengers To or From
232	Bonita	Any Station
250	Cherryland	Any Station
250-252-256 and 280	Cherry, Harder and Tennyson	Any Station

Time Table No. 220

April 1, 1935

Niles Subdivision.

WESTWARD

STATIONS	Distance from Tracy	FIRST CLASS										SECOND CLASS		THIRD CLASS			
		251	253	11	277	73	279	255	237	235	409	401	419	415	417	473	
		Passenger	Passenger	W. P. Passenger	Passenger	Passenger	Stockton	Passenger	Passenger	Passenger	Freight	Freight	Freight	Local Freight	Local Freight	Freight	
Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily			
SAN FRANCISCO	70.8	7.12 AM	8.12 AM	8.52 AM	9.32 AM	9.52 AM	9.52 AM	6.12 PM	7.52 PM	9.32 PM							
OAKLAND PIER	67.3	6.52	7.52	8.32	9.12	9.32	9.32	5.52	7.32	9.12							
TO-R OAKLAND PIER	67.3	s 6.40 AM	s 7.44 AM	s 8.20 AM	s 9.05 AM	s 9.17 AM	s 9.25 AM	s 5.45 PM	s 7.25 PM	s 9.05 PM							
Cedar St. Crossing																	
TO-R WEST OAKLAND TOWER	65.9																
Western Pacific Crossing				8.13 AM													
TO-R MAGNOLIA TOWER	64.9											3.30 AM	3.30 PM	5.55 PM			
OAKLAND (First St.)	64.1	s 6.30	s 7.34		s 8.55	s 9.08	s 9.17	s 5.36	s 7.18	s 8.54							
EAST OAKLAND	62.5	f															
FRUITVALE	61.1	s 6.22	s 7.25		s 8.48	s 8.59	s 9.09	s 5.28	s 7.10	s 8.46							
TO-R ELMHURST	57.4	s 6.16	s 7.16		8.42	8.52 AM	9.03	f 5.21	7.02	8.39			3.00 AM	3.05	5.25 PM		
TO SAN LEANDRO	56.0	s 6.13	s 7.11		8.40		9.01	s 5.18	f 6.59	f 8.36				3.00			
SOUTH SAN LEANDRO	55.3	f	f					f									
ESTUDILLO	54.3	f	f					f									
LORENZO	53.3	f 6.06	s 7.02		8.36		8.57	f 5.11	6.55				2.50				
TO HAYWARD	50.7	s 5.59	s 6.57		8.30		8.53	s 5.06	s 6.51	s 8.28			2.40				
HALVERN	46.8	f 5.52	f 6.49				8.48	f 4.50	6.45				1.53				
DECOTO	44.3	f 5.47	s 6.44		8.22		8.45	f 4.46	f 6.42	8.20			1.45				
PABRICO	43.2		f					f									
TO-R NILES	41.6	5.42 AM	6.39 AM		s 8.18		s 8.41	4.40 PM	s 6.38	s 8.16				1.30 PM			
NILES JUNCTION	40.9										3.05 AM	3.20 AM			12.33 AM		
FARWELL	39.1				8.09		8.35		f 6.31	8.09	2.55	3.10			12.28		
SUNOL	35.2				f 8.03		s 8.28		f 6.25	f 8.03	2.45	3.00			12.18		
VERONA	32.4																
TO PLEASANTON	29.9				s 7.56		s 8.21		s 6.18	s 7.56	2.35	2.50			12.09		
TO RADUM	28.8																
REMILLARD	28.4																
ELIOT	27.8				7.53		8.18		f 6.14	7.53	2.30	2.45			12.05 AM		
TO-R LIVERMORE	23.9				s 7.48		s 8.13		s 6.09	s 7.48	2.20	2.35			11.58 PM		
TREVARNO	22.4								f								
ULMAR	20.3				7.42		8.07		f 6.01	7.42	2.01	2.26			11.51		
ALTAMONT	15.8				f 7.35		8.00		f 5.54	7.35	1.50	2.15			11.40		
OAYLEY	11.3				7.26		7.51		5.45	7.26	1.30	2.00			11.25		
MIDWAY	7.7				7.20		7.45		f 5.39	7.20	1.20	1.50			11.15		
MEDAL	2.1																
TO-R TRACY	0.0				7.11 AM		7.36 AM		5.30 PM	7.11 PM	1.00 AM	1.30 AM			11.00 PM		
(67.3)		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily EX. MONDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	
Time over District	(0.58)	(1.08)	(0.07)	(1.54)	(0.25)	(1.49)	(1.05)	(1.55)	(1.84)	(2.05)	(1.50)	(0.30)	(2.00)	(0.30)	(1.33)		
Average Speed per Hour	26.58	23.72	20.57	35.42	23.76	37.04	23.72	35.11	38.42	19.63	22.30	17.00	11.66	17.00	26.38		

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

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

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

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
237 and 235 279 and 277	Any Station West of Niles San Leandro	Sunol Stockton

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

EASTWARD

Merced Subdivision

April 1, 1935

Capacity of Sidings in Car Lengths	THIRD CLASS					SECOND CLASS				FIRST CLASS			Distance from San Francisco Via Antiocha	
	426 Local Freight		424 Local Freight		410 Freight		420 Freight		60 West Coast	52 San Joaquin	58 Sequoia			
	Leave Daily EX.SUNDAY	Leave Daily EX.SUNDAY	Leave Daily EX.SUNDAY	Leave Daily EX.SUNDAY	Leave Daily EX.SUNDAY	Leave Daily EX.SUNDAY	Leave Daily EX.SUNDAY	Leave Daily	Leave Daily	Leave Daily				
Eastward 67 Fresno 50 WYP				7.40 AM			2.00 AM	12.15 AM			8.41 PM	11.00 AM	3.01 AM	92.9
1 P														93.8
74 P				8.10			2.20	12.35			f 8.55	11.06	s 3.11	96.8
118 P				8.16			2.25	12.40			8.58	11.09	3.14	99.4
P														100.6
78 P				8.50			2.31	12.46			f 9.03	11.13	s 3.22	103.3
78 P				9.15			2.36	12.51			f 9.07	11.17	s 3.29	106.4
														108.1
No. 1, 98 No. 2, 113 No. 3, 127 BKWP				9.55			3.15	1.05			s 9.20	s 11.33	s 3.53	113.1
IP														114.7
70 P				10.54			3.25	1.15			f 9.27	11.40	s 4.02	117.4
67 P				11.15			3.30	1.20			9.31	11.44	4.08	120.8
81 BP				11.55 AM			3.45	1.30			s 9.41	s 11.55 AM	s 4.25	126.2
Spur														129.3
92 P				12.20 PM			4.00	1.40			9.49	12.03 PM	f 4.36	131.9
79 WP				1.00			4.31	1.48			f 9.55	12.09	s 4.47	136.4
														138.9
70 P				2.00			4.45	2.00			f 10.04	12.16	f 4.57	143.2
83														144.8
130 P				2.15			4.52	2.08			10.09	12.20	5.02	147.4
90 BKWOTP				10.30 AM	2.30 PM		5.00 AM	2.40			s 10.24	s 12.33	s 5.07 5.25	150.5
														151.9
70 P				11.00				3.10			10.35	12.41	f 5.35	156.6
74 P				11.20				3.25			10.39	12.45	f 5.41	160.5
Spur														165.8
70 P				11.53 AM				3.49			10.46	12.52	f 5.49	166.9
37 WP				12.05 PM 1.30							f 10.50	12.54	s 5.55	168.2
74 P				1.50				4.10			10.56	12.59	f 6.02	173.0
66 OTP				2.25				4.18			11.00		f 6.07	176.5
100 P				2.35				4.23			11.03	1.05	6.10	179.2
145 KP				3.45				4.35			s 11.13	s 1.13	s 6.23	183.9
				4.00										186.7
75 P				4.35				4.50			11.21	1.20	f 6.31	190.2
													f	193.5
78 WP				4.48				5.00			11.28	1.26	f 6.39	195.6
P														199.3
Term. Yard WOYP				5.00				5.10			11.35	1.33	6.46	201.8
I														203.2
Term. Yard BKWOTYP				5.20 PM				5.30 AM			s 11.50 PM	s 1.45 PM	s 7.00 AM	205.5
				Arrive Daily EX.SUNDAY	Arrive Daily EX.SUNDAY		Arrive Daily EX.SUNDAY	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	
				(6.50) 8.00	(6.50) 8.43		(3.00) 19.20	(5.15) 21.45			(3.09) 35.74	(2.45) 40.94	(3.59) 28.27	

STATIONS	
TO-R LATHROP	0.9
W. P. Crossing	3.0
TO MANTECA	2.6
CALLA	1.2
WESTON	2.7
TO RIPON	3.1
TO SALIDA	1.7
COVELL	5.0
TO-R MODESTO	1.6
T. S. Ry. Crossing	2.7
TO CERES	3.4
KEYES	5.4
TO-R 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 MEROED	1.4
OREGAN	4.7
LINGARD	3.9
ATHLONE	5.3
SIERRA VISTA	1.1
MINTURN	1.3
TO OHOWCHILLA	4.8
FAIRMEAD	3.5
BERENDA	2.7
NOTARB	4.7
TO MADERA	2.8
BORDEN	3.5
IRIGOSA	3.3
THARSA	2.1
HERNDON	3.7
R BIOLA JOT.	2.5
FRESNO YARD	1.4
F. T. Co. Crossing	2.3
TO-R FRESNO	(112.6)

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
52	Any Station	Receive	Bakersfield	Lathrop
52	Any Station	Discharge		Manteca
60	Any Station	Discharge		

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

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

Double Track

Time Table No. 220

April 1, 1935

Merced Subdivision

WESTWARD

STATIONS	Distance from Fresno	FIRST CLASS				SECOND CLASS			THIRD CLASS											
		25 Owl	55 Tehachapl	239 Motor	51 San Joaquin	423 Freight	405 Freight	421 Freight	425 Local Freight	427 Local Freight										
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY										
TO-R LATHROP 0.9 W. P. Crossing 3.0	112.6	s 5.37 AM	s 10.30 AM		s 6.50 PM															
TO MANTEOA 2.6	108.7	f 5.30	s 10.22																	
CALLA 1.2	106.1	5.27	10.17		6.41															
WESTON 2.7	104.9																			
TO RIPON 3.1	102.2	5.23	f 10.12																	
TO SALIDA 1.7	99.1	5.19	f 10.06		6.34															
OOVELL 5.0	97.4																			
TO-R MODESTO 1.6 T. S. Ry. Crossing 2.7	92.4	s 5.08	s 9.55		s 6.26															
TO OERES 3.4	88.1		f 9.42																	
KEYES 5.4	84.7	4.51	f 9.37		6.01															
TO-R TURLOOK 3.1 ALCANT 2.6	79.3	s 4.45	s 9.30		s 5.55															
DELHI 4.5	73.6	4.36	f 9.17																	
TO LIVINGSTON 2.5 ARENA 4.3	69.1	4.31	f 9.11		5.38															
TO ATWATER 1.6 BUHAOH 2.6	62.3	4.24	f 9.01		5.31															
FERGUS 3.1	58.1	4.20	8.55																	
TO-R MEROED 1.4 OREEGAN 4.7	55.0	s 4.15	s 8.50		s 5.24															
LINGARD 3.9	48.9	3.59	8.35																	
ATHLONE 5.3 SIERRA VISTA 1.1	45.0																			
MINTURN 1.3	38.6	3.49	8.25		5.02															
TO CHOWCHILLA 4.8 FAIRMEAD 3.5	37.3	f 3.47	s 8.23																	
BERENDA 2.7	29.0	3.38			4.53															
NOTARB 4.7	26.3		8.10																	
TO MADERA 2.8 BORDEN 3.5	21.6	s 3.30	s 8.05		s 4.45															
IRRIGOSA 3.3 THARSA 2.1	15.3	3.20	7.55		4.35															
HERNDON 3.7	9.9	3.15	7.50		4.30															
R BIOLA JOT. 2.5	6.2				2.33 PM															
FRESNO YARD 1.4 F. T. Co. Crossing 2.3	3.7	3.08	7.43		2.29	4.23														
TO-R FRESNO (112.6)	0.0	3.00 AM	7.35 AM		2.20 PM	4.15 PM														
		Leave Daily	Leave Daily		Leave Daily	Leave Daily														
Time over District.....		(2.37)	(2.55)		(0.13)	(2.35)														
Average Speed per Hour.....		43.03	38.60		28.61	43.52														

Automatic Block System

Double Track

Rule S-72—Exceptions: Nos. 52 and 60 are superior to No. 239.
East leg of wye at Lathrop is not protected by block signals.

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

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

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. 220 April 1, 1935				Distance from Fresno	FIRST CLASS				THIRD CLASS			
	432		430		428		402		26		240			59		239			429		431		433		401	
	Local Freight	Local Freight	Freight	Freight	Freight	Freight	Owl	Motor	West Coast	Motor	Tracy Freight	Local Freight		Local Freight	Freight											
Leave Tues., Thurs., Sat.	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. MONDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Mon., Wed., Fri.	Arrive Daily EX. SUNDAY													
Term. Yard BKWOTYP		7.30AM	11.30AM	12.50AM			8.50PM	11.20AM	82.2	TO-R TRACY	126.2	s 5.50AM	s 6.15PM	9.05AM	2.20PM							11.00PM				
40 I P		7.40	11.37	12.57			f 11.27		84.9	W. P. Crossing LYOTH	123.5	f 6.09		8.55	2.05							10.45				
40 P		7.50	11.43	1.02			8.58	f 11.32	87.9	YARMOUTH	120.5	5.38	f 6.05	8.48	1.55							10.40				
49 P		8.03	11.52AM	1.10			9.04	s 11.39	92.6	VERNALIS	115.8	5.32	s 5.58	8.38	1.20							10.32				
P							f	f	94.9	SOLYO	113.5	f	f													
39 P		8.13					f 11.44		96.4	HALLY	112.0	f 5.52		8.32	12.45							10.26				
103 WP		8.25	12.04PM	1.22			9.13	s 11.51AM	100.4	WESTLEY	108.0	5.23	s 5.46	8.25	12.35							10.21				
							f	f	104.8	VANORMER	103.6	f														
48 P		10.00	12.17	1.33			f 9.21	s 12.04PM	107.4	TO PATTERSON	101.0	f 5.15	s 5.36	8.05	12.17PM 10.55AM							10.10				
47 P		10.40	12.27	1.43			9.28	s 12.14	113.2	CROWS LANDING	95.2	5.07	s 5.25	7.55	10.40							10.00				
							f	f	116.0	STOMAR	92.4	f	f													
43 P							f 12.20		117.3	TIMBA	91.1	f	f													
51 WP		11.00AM 12.40PM	12.40	1.54			f 9.36	s 12.30	119.5	TO NEWMAN	88.9	f 5.00	s 5.15	7.45	10.00							9.50				
47 P		1.25	12.48	2.00			f 9.41	s 12.40	123.5	TO GUSTINE	84.9	f 4.53	s 5.05	7.39	8.35							9.41				
35		1.35					f 12.45		126.9	LINORA	81.5	f	f		7.40											
64 P		1.50	12.58	2.09			9.48	f 12.48	129.3	INGOMAR	79.1	4.45	f 4.55	7.30	7.30							9.18				
50 P		2.15	1.08	2.19			9.56	f 12.56	135.6	VOLTA	72.8	4.37	f 4.47	7.20	7.00							9.08				
							f	f	138.3	TRENT	70.1															
77 BKWOYP		9.00AM	2.35PM	1.40	2.45		s 10.05	s 1.20	140.4	TO-R LOS BANOS	68.0	s 4.30	s 4.40	7.10	6.30AM	2.20PM	9.00									
							f	f	141.6	ABATTO	66.8	f	f													
49 P		9.25	1.57	2.57			10.15	f 1.30	148.3	AGATHA	60.1	4.18	f 4.12	6.47		1.57	8.41									
							f	f	149.6	BRITO	58.8	f	f													
92 P		10.30	2.08	3.04			10.21	f 1.38	153.0	TO DOS PALOS	55.4	4.12	s 4.05	6.40	1.38	8.34										
36 P		11.00AM	2.20	3.15			10.29	f 1.47	159.8	OXALIS	48.6	4.04	f 3.53	6.29	12.45	8.23										
							f	f	161.6	SILAXO	46.8	f	f													
103 WP		12.20PM	2.33	3.25			10.36	s 1.57	166.2	TO FIREBAUGH	42.2	3.57	s 3.43	6.19	12.20PM	8.13										
									169.0	BENITO	39.4															
39 P		12.35	2.40	3.32				f 2.03	170.8	OROMIR	37.6	f 3.35		6.12	11.40AM	8.06										
							f	f	172.8	ARBIOB	35.6	f	f													
80 P		1.00	2.47	3.48			10.46	s 2.11	174.5	TO MENDOTA	33.9	3.48	s 3.30	6.06	11.30	8.00										
37 YP		1.20	3.02	4.10			10.55	f 2.20	181.9	INGLE	26.5	3.39	f 3.18	5.54	10.25	7.49										
40 P		1.30	3.15	4.14			10.58	f 2.24	184.5	JAMESAN	23.9	3.36	f 3.15	5.50	10.15	7.45										
125 WY P		2.37	3.35	4.45			11.09	s 2.37	193.0	TO-R KERMAN	15.4	3.26	3.05PM	5.35	9.50	7.30										
							f	f	196.2	RUGG	12.2															
52							f 2.42		196.7	FLOYD	11.7															
39 P		2.55	3.45	5.00			11.15	f 2.45	198.5	ROLINDA	9.9	3.20		5.25	8.20	7.22										
Spur P									200.8	KEARNEY	7.6															
Spur Y							f	f	201.8	NEVILLE	6.6															
40 P		3.10	3.55	5.10			11.20	f 2.51	202.5	PRATON	5.9	3.15		5.10	8.00	7.15										
Spur									205.3	GRAYOLD	3.1															
Term. Yard BKWOTYP		3.40PM	4.10PM	5.30AM			s 11.35PM	s 3.05PM	208.4	TO-R FRESNO	0.0	3.05AM		4.50AM	7.40AM	7.00PM										
		Arrive Tues., Thurs., Sat.	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. MONDAY		Arrive Daily	Arrive Daily			Leave Daily	Leave Daily		Leave Daily	Leave Daily EX. SUNDAY	Leave Mon., Wed., Fri.	Leave Daily EX. SUNDAY									
		(6.40) 10.01	(7.05) 8.21	(4.40) 27.04	(4.40) 27.04		(2.45) 45.89	(3.45) 33.65			(2.45) 45.89	(3.10) 34.96		(4.15) 29.69	(7.50) 7.43	(6.40) 10.20	(4.00) 32.38									

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS					
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)	
59 26 239 & 240	Firebaugh, Mendota, Dos Palos Dos Palos, Firebaugh, Mendota (Gadwall)	Receive Discharge Receive and Discharge	Tracy Any Station	Tracy Any Station	

ADDITIONAL STATIONS: { Ohm, M.P. 93.5.
Button, M.P. 185.
Forsey, M.P. 203.7 (Spur).

EASTWARD		Lathrop Subdivision				WESTWARD								
Capacity of sidings in car lengths	FIRST CLASS				Distance from San Francisco Via Niles	Time Table No. 220 April 1, 1935	Distance from Brighton	FIRST CLASS						
	278 Passenger	280 Stockton	282 Passenger	16 West Coast				277 Passenger	279 Stockton	231 Passenger	15 West Coast			
Yard														
BKWOYP		10.50 PM	8.40 PM	7.50 PM	7.05 AM	90.9		s 6.33 AM	s 6.58 AM	s 9.50 AM	s 8.10 PM			
I P						92.3								
Spur P						92.7								
Spur						93.5								
W P						95.0								
125 P				f		96.6								
125 P				f		100.2								
BKWOYP 125		s 11.10 PM	s 9.00 PM	s 8.15	s 7.35	103.3		6.15 AM	6.40 AM	s 9.30	s 7.50			
Spur P				f		105.1								
125 P				f 8.21	f 7.40	106.2				s 9.15	f 7.39			
125 P				f		109.5								
WOYP 176				s 8.30	s 7.51	111.7								
125 P				f		115.5								
P				f		117.5								
128 P				f		119.5								
133 P				f 8.46	s 8.10	122.9								
125 P				f		125.7								
135 WP				f 8.56	f 8.20	129.0								
P						132.0								
WP				f 9.05 PM	f 8.30 AM	133.2					8.35 AM	7.05 PM		
		Arrive SUNDAYS & HOLIDAYS	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive Daily	Arrive Daily			Leave SUNDAYS & HOLIDAYS	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave Daily	Leave Daily			
		(0.20) 36.60	(0.20) 36.60	(1.15) 33.84	(1.25) 29.8			(0.18) 40.66	(0.18) 40.66	(1.15) 33.84	(1.05) 39.04			
		Time over District.....						Time over District.....						
		Average Speed per Hour.....						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. 220 April 1, 1935	Distance from Kentucky House	THIRD CLASS	
	434 Freight	Leave Daily EX. SUNDAY				435 Freight	Arrive Daily EX. SUNDAY
BKWOYP	9.30 AM	103.3	TO-R	LODI	39.3	4.00 PM	
		105.1		C. C. T. Co. Crossing	37.5		
Spur		105.2		ROMA	37.4		
17 P		107.1		VICTOR	35.5		
7 P	9.55	110.7	TO	LOCKEFORD	31.9	3.35	
8 P	10.15	114.7	TO	OLEMENTS	27.9	3.15	
	10.30	120.8		WALLACE	21.8	2.55	
	10.47	126.4		HELISMA	16.2	2.40	
		129.3		NORVAL	13.3		
17 TP	11.10	130.2	TO-R	VALLEY SPRING	12.4	2.30	
9 P	11.25	134.7		TOYON	7.9	1.50	
P		139.0		MAONIDER	3.6		
YW	11.55 AM	142.6		KENTUCKY HOUSE	0.0	1.20 PM	
	Arrive Daily EX. SUNDAY			(39.3)		Leave Daily EX. SUNDAY	
	(2.25) 16.26			.....Time over District.....		(2.40) 14.74	
				.....Average Speed per Hour.....			

EASTWARD		Lathrop Subdivision				WESTWARD	
Capacity of sidings in car lengths	Time Table No. 220 April 1, 1935				Distance from Woodbridge		
	Lodi Branch					STATIONS	
BKWOYP					103.3	TO-R	LODI
					105.8		C. C. T. Co. Crossing
							WOODBRIDGE
							(2.5)

EASTWARD		Lathrop Subdivision				WESTWARD	
Capacity of sidings in car lengths	Time Table No. 220 April 1, 1935				Distance from Ione		
	Ione Branch					STATIONS	
WOYP					111.7	TO-R	GALT
					116.7		C. C. T. Co. Crossing
P					122.0		VANSTOW
P					132.3		OLAY
					133.0		CARBONDALE
Spur					133.0		LIGNITE
Spur					134.8		EDWIN
Spur					135.2		OLARKSONA
Spur					137.7		DAGON
WTP					138.8	TO-R	IONE
							(27.1)
							.....Time over District.....
							.....Average Speed per Hour.....

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

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

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

EASTWARD

Niles Subdivision.

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS	FIRST CLASS			Distance from San Francisco	Time Table No. 220 April 1, 1935	Distance from Santa Clara	FIRST CLASS		SECOND CLASS	THIRD CLASS		
	418	414	422	74	254	244				259	73	407	419	417	
	Local Freight	Local Freight	Freight	Passenger	Passenger	Passenger				Passenger	Passenger	Freight	Freight	Local Freight	
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	
WP	11.00 AM		9.30 PM	8.18 PM	7.34 PM		13.4	TO-R ELMHURST 2.1	31.4		8.52 AM			3.00 AM	5.25 PM
	11.05						15.5	MULFORD 2.3	29.3						5.17
20 P	11.10			f	f		17.8	ROBERT 2.4	27.0						5.12
68 WP	11.15		9.45	f 8.28	f 7.43		20.2	RUSSELL 1.3	24.6		f 8.44			2.45	5.05
P	11.30 AM			f 8.32	f		21.5	MOUNT EDEN 1.5	23.3						5.00
Spur							23.0	BAUMBERG 2.3	21.8						
61 P	12.30 PM		9.55	s 8.40	f 7.51		25.3	TO ALVARADO 0.9	19.5		s 8.36			2.35	4.45
	12.40						26.2	HALL 2.2	18.6						
							28.4	ARDEN 2.2	16.4						4.07
88 WIYP	12.50 PM	11.00 AM	10.30	f 8.48	f 8.00	9.18 AM	30.6	TO-R NEWARK 2.2	14.2	s 5.25 AM	f 8.28		6.10 AM	2.20	4.00 PM
							32.8	MOWRY 1.3	12.0	f					
79 P		11.15	10.40	f 8.55	f 8.06	f 9.25	34.1	ALBRAE 1.4	10.7	f 5.15	f 8.23		6.00	2.00	
							35.5	MALLARD 1.0	9.3						
P				f	f	f	36.5	DRAWBRIDGE 2.6	8.3	f	f				
P		11.30		f 9.05	f	s 9.35	39.1	ALVISO 2.6	5.7	f 5.06					
49 P		11.59 AM	11.00	f 9.11	f 8.23	s 9.40	41.7	TO AGNEW 3.1	3.1	s 5.01	f 8.11		5.40	1.40	
Term. Yard KI P		12.10 PM	11.15 PM	9.17 PM	f 8.29 PM	s 9.45 AM	44.8	TO SANTA CLARA (31.4)	0.0	4.55 AM	8.07 AM		5.30 AM	1.30 AM	
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	(1.50) 4.90	(1.10) 12.17	(1.45) 17.94	(0.59) 31.93	(0.55) 34.26	(0.27) 31.56		Time over District.....		(0.30) 28.40	(0.45) 41.86		(0.40) 21.30	(1.30) 20.93	(1.25) 12.14
								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. 220 April 1, 1935	Distance from San Jose	FIRST CLASS			THIRD CLASS	
	404	252	256	250	253				245	255	415		
	Freight	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Local Freight		
	Leave Daily	Leave Daily EX. SUNDAYS & HOLIDAYS	Leave SUNDAYS & HOLIDAYS	Leave Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY					
68 BKWYP		6.55 PM	6.45 PM	8.20 AM	s 6.38 AM	s 8.38 AM	s 4.38 PM	11.40 AM					
IYP	3.15 AM												
30 P	3.30	f 7.02	s 6.52	s 8.30	f 6.31	f 8.30	s 4.29	11.25					
35 P	3.40	f 7.08	f 6.58	f 8.36	f 6.25	f 8.20	f 4.21	11.00					
33 P	3.52	f 7.14	f 7.04	s 8.43	f 6.20	f 8.14	s 4.15	10.50					
30 P	3.57	f 7.19	f 7.09	f 8.48	f 6.15	8.10	f 4.10	10.40					
Term. Yard BKWOITYP	4.10 AM	s 7.25 PM	s 7.15 PM	s 8.55 AM	6.10 AM	8.05 AM	4.05 PM	10.30 AM					
	Arrive Daily	Arrive Daily EX. SUNDAYS & HOLIDAYS	Arrive SUNDAYS & HOLIDAYS	Arrive Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY					
	(0.55) 19.09	(0.30) 35.00	(0.30) 35.00	(0.35) 30.00	(0.28) 37.50	(0.33) 31.82	(0.33) 31.82	(1.10) 15.00					

Holidays indicated are: New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas.
See page 17 for additional trains between Niles and Niles Tower.

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

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

EASTWARD

Niles Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco	Time Table No. 220 April 1, 1935	Distance from Niles and Niles Jct.	FIRST CLASS	SECOND CLASS	THIRD CLASS	
	402	406	258	249				401	473	413	
	Freight	Freight	Passenger	Passenger				Freight	Freight	Local Freight	
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily EX. SUNDAY				
IWY P	8.40 PM								4.15 AM	1.20 AM	
63 P	8.48								4.05	1.10	
48 P	8.58		(See Note)					(See Note)	3.55	1.00	
99 WIYP	9.06	6.10 AM	5.25 AM						9.17 AM	3.35	12.45 10.30 AM
46 P	9.12	6.15	s 5.32						9.12	3.30	12.40 10.20
78 P	9.15	6.30	5.35						9.08	3.25	12.37 10.05
IYP			5.37						9.06		10.02
68 BKWY P	9.18 PM	6.33 AM								3.20 AM	12.33 AM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily EX. MONDAY	Leave Daily	Leave Daily EX. SUNDAY				
	(0.38) 26.52	(0.23) 15.13	(0.13) 26.77			(0.12) 29.00		(0.55) 18.33	(0.47) 21.36	(0.30) 11.60	

See page 16 for additional trains between Niles and Niles Tower.

EASTWARD

Los Banos Subdivision

WESTWARD

Capacity of sidings in car lengths				Distance from San Francisco Via Antioch	Time Table No. 220 April 1, 1935	Distance from Biola Jct.	FIRST CLASS	
							239	
							Motor	
							Arrive Daily	
40 WOY P				193.0	TO-R KERMAN	15.6	s 3.01 PM	
8 P				200.5	TO BIOLA	8.1	s 2.48	
				202.0	TRUMAN	6.6		
				204.0	EVERTS	4.6		
				206.0	WEST ACRES	2.6		
P				208.6	BIOLA JUNCTION	0.0	2.33 PM	
					(15.6)		Leave Daily	
					Time over District.....		(0.28)	
					Average speed per hour.....		33.42	

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

At Newark the schedule time of No. 258 and No. 249 applies at the passenger station.

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

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

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths				Distance from San Francisco	Time Table No. 220 April 1, 1935	Distance from Radium		
							San Ramon Branch	
							STATIONS	
62 YP				38.1	TO-R AVON	29.7		
				41.0	GALINDO	26.8		
22 W				42.5	TO CONCORD	25.3		
				45.1	HOOKSTON	22.7		
				45.8	LAS JUNTAS Sacramento Northern Ry. Crossing	22.0		
				47.3	OXLEY	20.5		
18				48.2	TO WALNUT CREEK	19.6		
				50.6	WIDBERO	17.2		
				52.6	ALAMO	15.2		
				54.8	DANVILLE	13.0		
				56.4	OSAGE	11.4		
21 T				57.7	SAN RAMON	10.1		
				61.3	FOREST HOME	6.5		
				63.6	DOUGHERTY	4.2		
22				66.4	ASCO	1.4		
IYP				67.8	TO Western Pac. Crossing RADUM	0.0		
					(29.7)			
					Time over District.....			
					Average Speed per Hour.....			

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths				Distance from San Francisco	Time Table No. 220 April 1, 1935	Distance from Capay		
							Capay Branch	
							STATIONS	
WY P				59.4	R ELMIRA	32.5		
				63.7	TO VACAVILLE	28.2		
				65.6	VIOLET	26.3		
16				68.5	HARTLEY	23.4		
				70.3	ALLENDALE	21.6		
				74.0	WOLFSKILL	17.9		
WT 15				76.0	TO WINTERS	15.9		
				80.3	NORTON	11.6		
				82.6	ARROZ	9.3		
				83.6	CITRONA	8.3		
				86.8	MADISON	5.1		
W				89.9	TO-R ESPARTO	2.0		
				91.9	CAPAY	0.0		
					(32.5)			
					Time over District.....			
					Average speed per hour.....			

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco Via Vallejo	Time Table No. 220 April 1, 1935		Distance from Calistoga	THIRD CLASS	
	Local Freight	Local Freight		439	441			
	Leave Daily	Leave Daily EX. SUNDAY		Arrive Daily	Arrive Daily EX. SUNDAY			
				Napa Branch				
				STATIONS				
101 BKWOYP	3.00AM	2.00AM	80.8	TO-R SUISUN-FAIRFIELD 2.6	47.6	6.50AM	6.15PM	
			47.9	SUBEET 1.7	45.0			
24	3.10	2.10	46.2	THOMASSON 1.4	43.3	6.40	6.00	
35 WP	3.15	2.15	44.8	TO CORDELIA 3.8	41.9	6.35	5.50	
20 West 23 East WYP	3.25	2.25	41.0	ORESTON 3.7	38.1	6.25	5.35	
	3.40AM	2.45	37.3	TO-R NAPA JUNCTION 0.7	34.4	6.10AM	5.15	
			38.0	Napa Valley Ry. Crossing 3.0	33.7			
			41.0	RATTO 0.7	30.7			
			41.7	SUSCOL 1.1	30.0			
			42.8	ROCKTRAM 1.4	28.9			
			44.2	IMOLA 1.2	27.5			
			45.4	Napa Valley Ry. Crossing 0.1	26.3			
47 KW	4.00		45.5	TO NAPA 2.3 Staff System	26.2		4.45	
24	4.10		47.8	UNION 2.4	23.9		3.50	
			50.2	OAK KNOLL 1.5	21.5			
			51.7	TRUBODY 2.3	20.0			
19	4.30		54.0	TO YOUNTVILLE 3.5	17.7		3.40	
	4.55		57.5	TO OAKVILLE 1.9	14.2		3.20	
	5.10		59.4	RUTHERFORD 1.8	12.3		3.05	
	5.15		61.2	ZINFANDEL 0.9	10.5		2.50	
			62.1	THOMANN 1.5	9.6			
17	6.10		63.6	ST. HELENA 0.9	8.1		2.45	
			64.5	KRUG 0.8	7.2			
			65.3	BARRO 2.2	6.4			
			67.5	BALE 0.8	4.2			
			68.3	LARKMEAD 0.7	3.4			
			69.0	MAPLE 2.7	2.7			
18 BKTW	7.00AM		71.7	TO-R CALISTOGA	0.0		2.00PM	
	Arrive Daily	Arrive Daily EX. SUNDAY		(47.6)		Leave Daily	Leave Daily EX. SUNDAY	
	(0.40) 19.30	(5.00) 9.52		Time over District.....		(0.40) 19.30	(4.15) 11.17	
				Average speed per hour.....				

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco	Time Table No. 220 April 1, 1935		Distance from Napa Junction
		Vallejo Branch		
		STATIONS		
BKWT	30.0	TO-R SOUTH VALLEJO 4.4	7.3	
16	34.4	FLOBDEN 2.9	2.9	
34 WYP	37.3	TO-R NAPA JUNCTION	0.0	

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	SECOND CLASS		Distance from San Francisco Via Vallejo	Time Table No. 220 April 1, 1935		Distance from Schellville	THIRD CLASS	
	Local Freight	Local Freight		439	Local Freight			
	Leave Daily	Leave Daily EX. SUNDAY		Arrive Daily	Arrive Daily EX. SUNDAY			
				Schellville Branch				
				STATIONS				
WYP	4.00AM		37.3	TO-R NAPA JUNCTION 0.4	11.5	5.50AM		
			37.7	Napa Valley Ry. Crossing 0.4	11.1			
66	4.05		38.1	LOMBARD 2.7	10.7	5.45		
			40.8	BRAZOS 1.5	8.0			
			42.3	BUCHLI 2.2	6.5			
			44.5	MERAZO 1.3	4.3			
			45.8	RAMAL 3.0	3.0			
Y	4.40AM		48.8	R SCHELLEVILLE	0.0	5.10AM		
	Arrive Daily			(11.5)		Leave Daily		
	(0.40) 17.25			Time over District.....		(0.40) 17.25		
				Average speed per hour.....				

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco	Time Table No. 220 April 1, 1935		Distance from Union
		Buchli Union Branch		
		STATIONS		
	42.2	BUCHLI 1.6	8.6	
	43.8	CARNEROS 1.6	7.0	
	45.4	STANLEY 3.4	5.4	
	48.8	WEST NAPA 1.3	2.0	
	50.1	Napa Valley Ry. Crossing 0.7	0.7	
24	50.8	UNION	0.0	
		(8.6)		
		Time over District.....		
		Average speed per hour.....		

EASTWARD				Merced Subdivision				WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco Via Niles	Time Table No. 220 April 1, 1935 Oakdale Branch	Distance from Merced	SECOND CLASS				
		448 Mixed					449 Mixed				
		Leave Mon. Wed., Fri.				Arrive Tues. Thurs., Sat.					
Yard BKWOITY P		11.30 AM	90.9	TO-R STOCKTON W. P. Crossing C. C. T. Co. Crossing 5.1	72.0	s 3.00 PM					
Spur	f		96.0	ORFORD 0.7	66.9	f					
Spur	f	11.45	96.7	CHARLESTON 1.0	66.2	f 2.40					
			97.7	SIBLEY 0.6	65.2						
Spur	f		98.3	WALTHALL 2.3	64.6	f					
Spur	f	11.53 AM	100.6	HOLDEN 3.2	62.3	f					
23 WYP	s	12.03 PM	103.8	PETERS 4.4	59.1	f 2.20					
P	s	12.20	108.2	FARMINGTON 3.3	54.7	s 2.05					
Spur	f		111.5	GOTRI 2.6	51.4	f					
10	f	12.33	114.1	COMETA 2.6	48.8	f					
P	s	12.41	116.7	VALLEY HOME 3.9	46.2	f 1.35					
Spur	f		120.6	ADELA 1.8	42.3	f					
47 WP	s	12.55 1.30	122.4	TO-R OAKDALE A. T. & S. F. Crossing 3.9	40.5	s 1.15 PM					
44	f	1.40	126.3	OLARIBEL 6.1	36.6	f 11.45 AM					
P	s	2.20	132.4	TO WATERFORD 1.6	30.5	s 11.30					
P	s	2.30	134.0	HICKMAN 5.8	28.9	s 11.00					
34 P	s	2.50	139.8	MONTPELLIER 6.2	23.1	s 10.40					
14 P	f	3.10	146.0	RYER 1.5	16.9	f 10.18					
Spur P			147.5	BASEL 1.3	15.4						
P	f	3.20	148.8	ARUNDEL 3.7	14.1	f 10.10					
18 P	f	3.55	152.5	AMSTERDAM 4.7	10.4	f 10.00					
	f		157.2	NAIRN 1.0	5.7	f					
P	f		158.2	FERRIN 1.7	4.7	f					
Spur	f		159.9	BATTURS 1.2	3.0	f					
I			161.1	A. T. & S. F. Crossing 1.8	1.8						
BKWOTP	s	4.30 PM	162.9	TO-R MERCED	0.0	9.30 AM					
	Arrive Mon. Wed., Fri.			(72.0)		Leave Tues., Thurs., Sat.					
	(5.00)			.....Time over District.....		(5.30)				
	14.40			.....Average Speed per Hour.....		13.09				

EASTWARD				Merced Subdivision				WESTWARD 19			
Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco Via Antioch	Time Table No. 220 April 1, 1935 Raymond Branch	Distance from Raymond	THIRD CLASS				
		456 Mixed					457 Mixed				
		Leave Tues. and Sat.				Arrive Tues. and Sat.					
OT P		9.00 AM	176.5	R BERENDA 3.3	20.9	s 12.40 PM					
I			179.8	A. T. & S. F. Crossing 4.0	17.6						
	f	9.20	183.8	TALBOT 4.1	13.6	f 12.15 PM					
	f	9.35	187.9	DAULTON 2.9	9.5	f 11.59 AM					
Spur	f		190.8	JESBEL 4.2	6.6	f					
	f	10.00	195.0	HERBERT 1.2	2.4	f					
	f		196.2	KNOWLES JOT, 1.2	1.2	f 11.30					
WTP	s	10.15 AM	197.4	R RAYMOND	0.0	10.45 AM					
	Arrive Tues. and Sat.			(20.9)		Leave Tues. and Sat.					
	(1.15)			.....Time over District.....		(1.55)				
	16.72			.....Average Speed per Hour.....		10.90				

EASTWARD				Merced Subdivision				WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco Via Antioch	Time Table No. 220 April 1, 1935 Knowles Branch	Distance from Knowles	THIRD CLASS				
		458 Freight					459 Freight				
		Leave Tues. and Sat.				Arrive Tues. and Sat.					
		10.50 AM	196.2	KNOWLES JOT, 2.1	2.3	11.30 AM					
Spur			198.3	HILLSIDE 0.2	0.2						
		11.00 AM	198.5	KNOWLES	0.0	11.20 AM					
	Arrive Tues. and Sat.			(2.3)		Leave Tues. and Sat.					
	(0.10)			.....Time over District.....		(0.10)				
	13.80			.....Average Speed per Hour.....		13.80				

EASTWARD				Merced Subdivision				WESTWARD			
Capacity of sidings in car lengths	SECOND CLASS			Distance from San Francisco Via Niles	Time Table No. 220 April 1, 1935 Milton Branch	Distance from Milton	THIRD CLASS				
		448 Mixed					449 Mixed				
		Leave Mon. Wed., Fri.				Arrive Tues. Thurs., Sat.					
23 WYP			103.8	PETERS 5.7	11.5						
			109.0	WAVERLY 5.8	5.8						
TP			116.3	MILTON	0.0						
				(11.5)							
				.....Time over District.....						
				.....Average Speed per Hour.....						

Eastward Merced Subdivision Westward				Eastward Niles Subdivision Westward				
Capacity of sidings in car lengths	Distance from San Francisco Via Antioch	Time Table No. 220 April 1, 1935 Chowchilla Branch		Distance from Dairyland	Distance from San Francisco	Time Table No. 220 April 1, 1935 Stonehurst Branch		Distance from Stonehurst
			STATIONS				STATIONS	
37 WP	168.2	TO	OHOWCHILLA 4.4	10.1				
	172.6		ASH 1.5	5.7	13.4	TO	ELMHURST 0.9	0.9
Spur	174.1		OVEJA 1.2	4.2			Western Pacific Crossing STONEHURST	0.0
	175.3		TILLMAN 1.9	3.0	14.3			
Spur	177.2		PLAINS 1.1	1.1			(0.9)	
	178.3		DAIRYLAND	0.0				
			(10.1)					

SPECIAL INSTRUCTIONS

**RULE 2.** The following are designated Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.
 Oakland.....W. A. Hurst, 214 Easton Building
 Oakland.....E. W. Becker, 3357 E. 14th St.
 Oakland.....H. Bullard, 1194 Seventh Street
 Alameda.....A. O. Gott
 Berkeley.....W. R. Burke, 2199 Shattuck Avenue
 Berkeley.....Ernest L. Dorrett, 1823 Solano Avenue
 Richmond.....O. A. Poulsen
 Stockton.....C. Mantele, 129 N. Sutter St.
 Lodi.....Jack Labes
 Benicia.....Curt S. Appe
 Crockett.....Mrs. H. L. Whited
 Suisun-Fairfield.....J. B. Wallace
 Vallejo.....G. E. Bangle Co.
 Calistoga.....Albert Mercer
 Winters.....C. E. Wyatt
 Sacramento.....H. T. Harger, 1022 K St.
 Roseville.....H. T. Harger
 Martinez.....John G. Beard
 Tracy.....R. Von Duck & Son
 Livermore.....C. Harlie Power
 San Jose.....Kochera, 100 So. First St.
 San Jose.....W. H. Turick, 275 So. First St.
 Los Banos.....J. F. Muth
 Fresno.....Bert Fuller, 1335 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 and one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99:

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

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

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

RULE 14 (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.

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

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

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

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

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

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

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 Magnolia Tower 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.

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

RULE 83 (A).

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

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

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

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

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

Extra trains will register at Stockton, Lathrop, Merced, Napa Junction, Niles Tower and Niles.

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

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

Elmhurst.....	Regular Trains
Niles.....	Nos. 277, 278, 279, 280, 235 and 237
Niles Tower.....	All Trains
Redwood Junction.....	All Trains
Martinez.....	Westward Trains
Stockton, Extra trains except those originating and terminating.	
Lathrop.....	All trains on Lathrop Subdivision
Merced, All trains except those originating and terminating	
West Oakland Tower.....	All Trains
Magnolia Tower.....	All Trains

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

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

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

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

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

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

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

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

Fresno: 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.

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.

Electric switch lamp connected to Los Banos Main track junction switch, Fresno, located between main tracks will display indications for westward trains only. Red light will be displayed when switch is lined for eastward main track and green when switch is lined for westward movement to Los Banos main track.

West switch and derail of running track, Fresno Yard near Biola Junction, and the Biola main line junction switches and derail, will be hand operated by using the switch levers located on side of dual switch machines.

Automatic signals will govern train movements: trains entering main track from Biola Branch and from the west end of No. 1 track, Fresno Yard, will stop at signals which will indicate stop until derails and switches have been properly lined for route desired when signals will indicate proceed.

Trains may use No. 1 running track between Clinton Avenue and Biola Junction.

Interlocking switch, No. 2 track, west of Ashland Avenue, may be hand operated by using switch lever located on side of dual switch machine.

This places Biola Branch in operation from Biola Junction.

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

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED:

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

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

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

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

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

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

Central California Traction Co. at Roma, STOP.

Central California Traction Co. at Vanstow, STOP.

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

Western Pacific Railway, between Elmhurst and Stonehurst, STOP.

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

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

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

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

DRAWBRIDGES INTERLOCKED OR GOVERNED BY BLOCK SIGNALS:

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

DRAWBRIDGE NOT INTERLOCKED:

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

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

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

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

With engine ahead pulling cars, stop and proceed.

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

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

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

Whistle

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

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

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

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

Union.....Crossover switch at west end of siding, for Buchli Union line.

Buchli.....For Schellville line.

Suisun-Fairfield..Napa line, for siding.

Elmira.....Capay line, for west leg of wye.

Tracy.....West end, for Martinez line.
East end, for Lathrop Subdivision.

Lathrop.....Junction switches for both ends of yard, for Lathrop Subdivision.
East end of east and west legs of wye on Merced Subdivision, for west leg of wye.
Outside wye, east leg for Lathrop Subdivision; east and west legs to be used as main tracks for Merced Subdivision.

Lodi.....Woodbridge line, for Lathrop Subdivision.
Valley Spring line, for siding on Lathrop Subdivision.

Galt.....Ione line, for siding Lathrop Subdivision.

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

Kerman.....Armona line, for main track Los Banos Subdivision.
Biola line, for Kerman-Fresno main track.

Merced.....Oakdale line, for main track Merced Subdivision.

Berenda.....Raymond line, for main track Merced Subdivision.

Biola Junction...Los Banos Subdivision, for main track Merced Subdivision.

Peters.....Milton line, for Stockton-Oakdale main track.

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

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

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

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

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

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

RULE 105. LATHROP sidings are designated as follows:

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

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

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

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

Electric trains have preference over main line trains at Fruitvale.

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

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

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

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

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatcher, nor will they complete that portion of clearance (Form CS-2643) reading:

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

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

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.

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

RULE 511. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant, but Rule 99 must be complied with.

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

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

RULE 516. Overlaps are located at:

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

SPECIAL INSTRUCTIONS

RULES 726 TO 736 INCLUSIVE—STAFF SYSTEM.

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

TRAIN AND AIR INSPECTION

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

AIR BRAKE RULE 13.

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

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

Oakland, 16th St. . . . Westward trains for Oakland Pier.

Also equipment being handled between Oakland Pier and West Oakland.

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

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

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

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

Oakland Pier. Equipment for West Oakland.

West Oakland. Equipment for Oakland Pier.

Toyon. All trains except passenger trains.

Napa Junction. Trains via Cordella.

Cordella. Eastward trains that stop.

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

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

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

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

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

RULE 827. 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.

AUTOMATIC BLOCK SYSTEM

LATHROP

Switch at east end east siding is an oil buffer spring switch, normally lined for main track.

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

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

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

TRACY YARD

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

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

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

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

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

INTERLOCKING

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

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

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

OAKLAND PIER TOWER

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

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

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

SIXTEENTH STREET TOWER—Oakland

Limits extend from signal bridge 200 to signal bridge 201.

Yard engines must obtain permission from signal operator before doing work on Cedar Street.

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

From Santa Fe Interchange to Oakland Pier, one long.

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

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

SHELLMOUND TOWER

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

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

WEST OAKLAND TOWER—First and Cedar Streets, Oakland

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

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

MAGNOLIA TOWER—First and Chestnut Streets, Oakland

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

FRUITVALE TOWER—Fruitvale

Limits on main 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 9:00 a. m. to 12:00 noon, and 1:00 p. m. to 10:00 p. m., daily except Sundays.

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

NILES TOWER—Crossing of Western Pacific Ry.

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

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

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

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

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

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

NEWARK TOWER

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

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

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

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

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

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

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

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

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

EAST END ZONE

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

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

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

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

LIMITS OF MARTINEZ STATION INTERLOCKING PLANT EXTEND AS FOLLOWS:

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

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

DAVIS TOWER

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

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

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

MIKON TOWER—Crossing Sacramento Northern Railway

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

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

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

Both switches are oil buffer spring switches.

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

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

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

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

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

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

Engineers will sound whistle signals as follows then 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 Unlog Street, Stockton

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

POLK

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

MISCELLANEOUS

1. WATER AND OIL

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

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

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

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

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

6. WYE TRACKS

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

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

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

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

Sierra switch key may be found in telephone box at S. P. station. Every precaution for safety must be observed, flagging if conditions require.

7. Capacity of sidings in car lengths, based on following formula:

- Average length of cars 46 feet.
- Average length of engine and tender 100 feet.
- Average length of caboose 40 feet.
- Length of track used for operating stop, 190 feet.
- Length of track, switch point to clearance point each end 225 feet.

10. 2-10-2 engines must not enter spur at Ravenswood and must not enter Alameda Sugar Co. spur at Alvarado beyond switch point of lead leaving siding.

11. MAIN TRACKS

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

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

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

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

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

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

13. Mechanical switch point locks on following switches:

- Decoto—East switch on Cannery track.
- Sunol—West switch of siding.
- Calla—East switch.
- Keyes—West switch.
- Livingston—West switch of siding—Minturn and Crowell spur.
- Notarb—East switch.

To Open Switch: Remove switch lock and apply foot pressure on rocker at point where metal is corrugated, then throw switch as usual.

To Close Switch: Handle as usual and replace lock in hole provided.

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

SPECIAL INSTRUCTIONS

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 AVE. AND BETWEEN LATHROP AND BIOLA JCT., THE MAXIMUM SPEED MUST NOT EXCEED 65 MILES PER HOUR. BETWEEN TRACY AND EAST SWITCH PORT CHICAGO; TRACY AND LATHROP; CASTLE AND MILE POST 132, THE MAXIMUM SPEED MUST NOT EXCEED 60 MILES PER HOUR. BETWEEN SUISUN-FAIRFIELD AND MILE POST 38; LATHROP AND CASTLE, AND TRACY AND FRESNO, THE MAXIMUM SPEED MUST NOT EXCEED 55 MILES PER HOUR. WHEN WATER CAPACITY OF ENGINE TENDER IS LESS THAN NINE THOUSAND GALLONS THE MAXIMUM SPEED OF 50 MILES PER HOUR MUST NOT BE EXCEEDED.

THE MAXIMUM SPEED OF 65 MILES PER HOUR IS AUTHORIZED WITH THE FOLLOWING CLASSES OF LOCOMOTIVES ONLY:

E	MT-1, 2, 3, 4, and 5
T-37 and 40	GS-1
P	Gas-Electric Cars
A	

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 PORT CHICAGO, TRACY AND LATHROP, CASTLE AND MILE POST 132, 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 DEGREES AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEGREES. AND BETWEEN POINTS WHERE MAXIMUM SPEED IS 60 MILES PER HOUR OR MORE 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 DEGREES 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 (67-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	LOCATION	Passenger	Freight	Engine Backing
2, 3, 4, 5	Berkeley (University Ave.) and Mile Post 17..	60	40	20
2, 3, 4, 5	Krieger and Port Costa on curves.....	40	30	20
2, 3, 4, 5	Passing Port Costa Station.....	40	20	20
2, 3, 4, 5	Port Costa and Mile Post 28.2 on working track.....	45	15	20
2, 3, 4, 5	Port Costa and Martinez.....	45	30	20
6, 7	Eastward track Martinez to Mile Post 35.5.....	45	35	20
6, 7	Eastward track Mile Post 35.5 to Mile Post 38.....	50	40	20
6, 7	Westward track Mile Post 38 to east end of steel viaduct.....	50	40	20
6, 7	Westward track from east end of steel viaduct to Martinez.....	45	35	20

PAGE	LOCATION	Passenger	Freight	Engine Backing
6, 7	Suisun-Fairfield Yard.....	50	35	20
6, 7	Davis Yard.....	40	35	20
6, 7	Trestle 81-A, Webster and Milcon.....	50	35	20
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	Shell Point Chemical Spur.....	10	10	10
8, 9	San Joaquin River drawbridge.....	10	10	10
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 at Tracy 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, Except.....	35	25	15
10, 11	Between curve warning signs.....	30	25	10
10, 11	Mile Post 52 and Mile Post 53.5.....	30	25	15
10, 11	Mile Post 53.5 and Mile Post 55.5.....	40	25	15
10, 11	Mile Post 55.5 and Mile Post 58.5.....	30	25	15
10, 11	Mile Post 58.5 and Mile Post 61, Except.....	35	25	15
10, 11	On 8 deg. curve west end Cayley Siding.....	30	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	Over W. P. R. R. Crossing Lathrop Tower.....	30	30	20
12, 13	Over Highway Crossing east of station Manteca Spreckels Sugar Spur Manteca.....	45	30	20
12, 13	Over trestle approach Bridge 134B west of Livingston.....	50	35	20
12, 13	Over Highway Crossing and Street Crossing just west of station at Livingston.....	45	30	20
12, 13	Sugar Pine and Winery Spurs at Madera.....	10	10	10
12, 13	F. T. Co. Crossing, Olive Ave., Fresno.....	20	20	20
14	Over W. P. Crossing Lyoth.....	40	25	20
14	Kearney and Timba Spurs.....	10	10	10
15	Between end of double track Akers and road crossing at 95C.....	40	30	20
15	Eastward trains through S.D.S. switch at Akers Westward trains at Akers through controlled switch to eastward track.....	25	25	20
15	Through controlled sidings in S. D. S.....	25	25	20
15	Through controlled sidings in S. D. S. under caution indication.....	12	12	12
15	Galt and Ione, except as follows:.....	30	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.....	25	25	15
15	Mile Post 121.4 to Mile Post 132.3.....	20	20	15
15	Mile Post 132.3 to Mile Post 139.7.....	15	15	15
15	Mile Post 139.7 to Kentucky House.....	20	20	15
16	Niles and San Jose via Milpitas, Except:.....	40	25	20
16	F4, F5, and AC engines.....	20	20	20
16	San Jose Yard.....	20	20	20
16	Warm Springs and Coyote drawbridges.....	15	15	10
16	Distillery Spur, Agnew.....	15	6	6
16, 17	Newark Yard.....	15	15	15
17	Newark and Redwood Junction, except.....	30	30	15
17	Newark Slough and Dumbarton drawbridges.....	15	15	10
17	Dumbarton Salt Spur.....	8	8	8
17	Ravenswood Spur.....	8	8	8
17	Elmira and Winters.....	30	30	15
17	Winters and Capay.....	25	25	15
17	Biola Jct. and Kerman, Except.....	35	35	20
17	Passenger trains handled by Motor Car.....	40	25	15
17	Avon and Alamo, Except.....	25	25	15
17	Over bridges 44-E near Hookston and 49-C west of Rady.....	10	10	10
17	Alamo and San Ramon, Except.....	20	20	15
17	Over Bridge 57-A east of Orsago.....	10	10	10
17	San Ramon and Radum.....	15	15	15
18	South Vallejo and Napa Jct.....	25	25	15
18	Napa Junction and Callistoga.....	25	25	15
18	Napa Junction and Cordella.....	35	25	15
18	Cordella Winery Spur.....	10	10	10
18	Cordella and Suisun-Fairfield.....	40	25	15
18	Napa Junction and Schellville, Except.....	25	25	15
18	Napa River drawbridge.....	10	10	10
18	Buchli and Union.....	15	15	15
19	Stockton and Merced via Oakdale, Except.....	30	30	15
19	Between switches at Peters.....	10	10	10
19	Peters and Milton, Except.....	15	15	15
19	Cars in excess of 110,000 pounds net weight.....	12	12	12
19	Beronda and Daulton.....	25	25	15
19	Daulton and Raymond, Except.....	20	20	15
19	Mile Posts 195 and 190 descending grades.....	15	15	15
19	Knowles and Knowles Junction.....	15	15	15
19	Chowchilla and Dairyland.....	15	15	15
19	When shoving or backing passenger equipment Through Crossovers, Turnouts and Sidings, except Controlled Sidings in S. D. S.....	10	10	10
19	Trains with engine backing up, Main Line.....	10	10	25

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

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

OIL BUFFER SPRING SWITCHES

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

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

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	

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, engines with tenders of 7000 gals. or less capacity, except 70-R-1 and 70-SC-1, will be restricted to 30 miles per hour.

Trains handling disabled engines as specified below must not exceed speed indicated:

- Passenger engines, except GS-1,.....30 M. P. H.
- GS-1.....15 M. P. H.
- Freight engines including switch engines.....20 M. P. H.

Switch engines handling cars must not exceed speed of 25 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 exceed speed of 4 miles per hour over crossing at West Oakland roundhouse receiving track near oil column.

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

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 on local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such trains is restricted to forty miles per hour when train consists of more than three such cars and fifty miles per hour when three or less. 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	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.56	45	1.20	59	1.01
18	3.20	32	1.52	46	1.18	60	1.00
19	3.09	33	1.49	47	1.16	61	0.59
20	3.00	34	1.45	48	1.15	62	0.58
21	2.51	35	1.42	49	1.13	63	0.57
22	2.43	36	1.40	50	1.12	64	0.56
23	2.36	37	1.37	51	1.10	65	0.55
24	2.30	38	1.34	52	1.09		

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

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

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

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

MARTINEZ—SACRAMENTO

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

OAKLAND PIER—TRACY VIA NILES

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

ELMHURST—SANTA CLARA

41.7	Agnew	Track leading into distillery Overhead and Side
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AVON—RADUM

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

SUISUN-FAIRFIELD AND SOUTH VALLEJO—CALISTOGA

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

ELMIRA—CAPAY

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

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

MAIN TRACKS.

Mile Post	AT OR 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 "
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	Clarksoma-Dagon	Sutter Creek Bridge	20 ft. 6 in.	7 " 4 "
114.7	Clements	Water Tank		6 " 6 "
SIDE TRACKS AND SPURS				
81.5	Lathrop	Water Tank		6 " 6 "
90.9	Stockton	Delta Warehouse		8 "
90.9	Stockton	Delta Platform		6 "
90.9	Stockton	Murphy Wood Yard Gate		7 " 3 "
90.9	Stockton	Murphy Wood Yard Shed		8 "
90.9	Stockton	S. P. Co. Corral Platform		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 "
110.5	Newman	Water Tank		6 " 6 "
201.8	Nevilla Spur	Packing House		7 " 1 "
183.9	Madera Sugar Pine Mill	Warehouses and Platforms	18 feet	5 " 7 "

Following structures, Stockton, will not clear man on side of car: Girvin Warehouse, located at westerly end of Hazleton 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.

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

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

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

LOCATION OF STRETCHERS.

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

HOSPITALS.

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

COMPANY SURGEONS—WESTERN DIVISION

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon.
San Francisco	Dr. J. H. O'Connor	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. N. P. Dunne	District Surgeon.
Berkeley	Dr. A. M. McIntosh	District Surgeon.
Berkeley	Dr. J. R. Masterson	District Surgeon.
Albany	Dr. Douglas Ream	District Surgeon.
Richmond	Dr. H. L. Carpenter	District Surgeon.
Richmond	Dr. W. E. Cunningham	Assistant Surgeon.
Crockett	Dr. J. M. McCullough	District Surgeon.
South Vallejo	Dr. E. A. Peterson	District Surgeon.
Napa	Dr. D. H. Murray	District Surgeon.
St. Helena	Dr. M. M. Booth	Emergency Surgeon.
Calistoga	Dr. W. L. Blodgett	District Surgeon.
Port Costa	Dr. C. E. Dietderich	District Surgeon.
Benicia	Dr. N. J. Crisp	District Surgeon.
Martinez	Dr. Edwin Merrithew	District Surgeon.
Concord	Dr. Geo. McKenzie	Emergency Surgeon.
Walnut Creek	Dr. C. R. Leach	Emergency Surgeon.
Danville	Dr. M. C. Bolender	Emergency Surgeon.
Port Chicago	Dr. H. D. Neufeld	Emergency Surgeon.
Pittsburg	Dr. H. E. Peters	District Surgeon.
Antioch	Dr. L. B. Weatherbee	District Surgeon.
Byron	Dr. J. W. Hammond	District Surgeon.
Suisun-Fairfield	Dr. S. J. Bransford	District Surgeon.
Suisun-Fairfield	Dr. C. C. Purviance	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. T. E. Cooper	Emergency Surgeon.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	Division Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Alameda	Dr. A. L. Guerra	District Surgeon.
Alameda	Dr. Douglas D. Stafford	Associate District Surgeon.
East Oakland	Dr. C. P. Higgins	District Surgeon.
East Oakland	Dr. W. H. 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. Geo. T. Honaker	District Surgeon.
Hayward	Dr. D. J. Manley	District Surgeon.
Niles	Dr. G. S. Holeman	District Surgeon.
Pleasanton	Dr. Richard Heinz	District Surgeon.
Livermore	Dr. Paul Dolan	District Surgeon.
Irvington	Dr. E. M. Grimmer	Emergency Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. D. R. Threlfall	District Surgeon.
San Jose	Dr. T. V. Moore	District Surgeon.
Tracy	Dr. Allan R. Powers	District Surgeon.
Tracy	Dr. M. L. Jacobs	Assistant District Surgeon.
Elk Grove	Dr. H. Beattie	District Surgeon.
Galt	Dr. J. T. Christian	District Surgeon.
Galt	Dr. Elliott L. Adams	Acting District Surgeon.
Ione	Dr. Hugo Childress	District Surgeon.
Stockton	Dr. B. J. Powell	Oculist and Aurist.
Stockton	Dr. D. R. Powell	Assistant Oculist and Aurist.
Stockton	Dr. James P. Hull	District Surgeon.
Stockton	Dr. A. L. Van Meter	Associate District Surgeon.
Stockton	Dr. Ellis Harbert	Consulting Surgeon.
Lodi	Dr. R. A. Buchanan	District Surgeon.
Lodi	Dr. L. J. Peterson	District Surgeon.
Lockeford	Dr. N. R. Barbour	Emergency Surgeon.
Oakdale	Dr. Elmo Alexander	District Surgeon.
Waterford	Dr. L. A. Arnett	District Surgeon.
Manteca	Dr. K. W. Kidy	Emergency Surgeon.
Manteca	Dr. L. E. Trettheway	Emergency Surgeon.
Ripon	Dr. H. B. Stewart	Emergency Surgeon.
Modesto	Dr. E. R. McPheeters	District Surgeon.
Modesto	Dr. Fred E. DeLappe	District Surgeon.
Modesto	Dr. J. A. Porter	Oculist and Aurist.
Ceres	Dr. F. K. Lord	Emergency Surgeon.
Turlock	Dr. J. L. Collins	District Surgeon.
Livingston	Dr. Chas. L. Garvin	District Surgeon.
Atwater	Dr. Edw. A. Jackson	District Surgeon.
Merced	Dr. E. R. Fountain	District Surgeon.
Chowchilla	Dr. A. C. Atwood	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. A. M. Roscoe	District Surgeon.
Gustine	Dr. A. W. Gustafson	Emergency Surgeon.
Los Banos	Dr. L. R. Hillyer	District Surgeon.
Dos Palos	Dr. F. W. Overdahl	Emergency Surgeon.
Dos Palos	Dr. Harry N. Grayman	Acting Emergency Surgeon.

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

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Oakland and Tracy via Antioch and Santa Clara Tracy and Fresno Tracy and Brighton Lathrop and Fresno	Martinez to Bridge Summit	Bridge Summit to Sacramento	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Calistoga to Napa Jct.	Stockton and Merced via Oakdale Branch
M-4	M-63 20/28 126	1615 to 1717	190	4300	1850	3750	3550	3350	5000	1350	1450	1100	1550	1750	2950
M-4	M-63 20/28 135-S	1720 to 1724, 1770 to 1779	200	5250	2250	4600	4350	4100	6150	1650	1750	1350	1750	2150	3650
M-8	M-63 21/28 159-S	1725 to 1769, 1780 to 1803	210	5500	2400	4850	4600	4300	6450	1750	1850	1400	1900	2250	3850
M-6	M-63 21/28 150-S	1823 to 1825	210	6050	2600	5300	4950	4750	7100	1950	2050	1550	2100	2450	4200
M-9	M-63 21/28 150-S	1806 to 1822	210	6150	2600	5350	5000	4800	7100	1950	2050	1500	2050	2500	4200
M-9	M-63 21/28 156-S	1826 to 1827	210	4950	2050	4300	4000	3850	5700	1500	1600	1150	1600	1950	3350
T-1	T-63 20/26 112	2235 to 2271	180	3850	1600	3350	3100	3000	4450	1200	1300	960	1300	1550	2650
T-26	T-63 21/28 152-S	2283 to 2300	200	4850	2000	4250	3900	3750	5550	1500	1600	1150	1600	1950	3350
T-23	T-63 21/28 156-S	2301 to 2310	210	5500	2400	4850	4600	4300	6450	1750	1850	1400	1900	2250	3850
T-23	T-63 21/28 163-SF	2311 to 2362	210	6050	2600	5300	4950	4750	7100	1950	2050	1550	2100	2450	4200
T-28, 31	T-63 22/28 162-S	2363 to 2384	210	6150	2600	5350	5000	4800	7100	1950	2050	1500	2050	2500	4200
T-32, 40	T-63 23/28 174-S		210	4950	2050	4300	4000	3850	5700	1500	1600	1150	1600	1950	3350
P-1,3,5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	4950	2150	4300	4000	4150	5700	1500	1600	1200	1700	2100	3600
P-1	P-77 22/28 152-SF	2400 to 2427	210	5450	2400	4750	4400	4550	6250	1650	1750	1350	1900	2300	4000
P-1	P-77 22/28 160/B-54-S	2453 to 2458	200	6100	2550	5350	4950	4750	7050	1900	2000	1400	1900	2300	4000
P-4	P-77 23/28 155/B-58-SF	2461 to 2474, 2478 to 2483	200	6800	2850	5900	5550	5300	7950	2050	2200	1400	1900	2300	4000
P-6	P-77 25/28 172-S	2475, 2484 to 2491	200	6800	3050	5900	5550	5300	7950	2050	2200	1400	1900	2300	4000
P-6	P-77 25/28 179-SF		200	6800	3050	5900	5550	5300	7950	2050	2200	1400	1900	2300	4000
P-8, 10	P-73 25/30 181-SF		200	6800	3050	5900	5550	5300	7950	2050	2200	1400	1900	2300	4000
P-8, 10	P-73 25/30 183 B-63-SF		200	6800	3050	5900	5550	5300	7950	2050	2200	1400	1900	2300	4000
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2698 to 2860	210	6600	2900	5750	5550	5150	7850	2100	2300	1700	2300	2650	4550
C-9, 10	C-57 22/30 194-S	2624 to 2679	200	5950	2600	5200	4950	4650	7050	1900	2000	1550	2100	2400	4100
C-8	C-57 22/30 192-S	2680 to 2693	200	5950	2600	5200	4950	4650	7050	1900	2000	1550	2100	2400	4100
C-5	C-57 22/30 187-S	2624 to 2679	200	5950	2600	5200	4950	4650	7050	1900	2000	1550	2100	2400	4100
C-5	C-57 22/30 185-S	2680 to 2693	200	5950	2600	5200	4950	4650	7050	1900	2000	1550	2100	2400	4100
C-5	C-57 22/30 180	2624 to 2679	200	5950	2600	5200	4950	4650	7050	1900	2000	1550	2100	2400	4100
C-5	C-57 22/30 178	2680 to 2693	200	5950	2600	5200	4950	4650	7050	1900	2000	1550	2100	2400	4100
TW-3	TW-50 20/26 120	2932 to 2953	170	4250	1750	3700	3400	3300	4850	1350	1450	1100	1500	1700	3000
TW-2	TW-50 20/26 118	2954, 2957	160	3850	1650	3350	3200	3000	4550	1200	1250	960	1300	1550	2600
TW-6	TW-50 20/26 110		160	3850	1650	3350	3200	3000	4550	1200	1250	960	1300	1550	2600
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071	210	3900	1550	3400	3050	3050	4400	1150	1200	850	1200	1500	2650
A-3	A-81 20/28 116-SF	3025 to 3040, 3042 to 3071	210	3900	1650	3400	3050	3300	4400	1150	1200	910	1300	1650	2900
A-3	A-81 20/28 116/B-59-S	3041	210	4350	1800	3800	3500	3400	5000	1350	1450	1050	1450	1750	2950
A-3	A-81 20/28 120/B-64-SF	3000 to 3003	210	4800	2100	4150	3750	4050	5400	1450	1550	1150	1650	2050	3550
A-6	A-81 22/28 127/B-64-SF		210	4800	2100	4150	3750	4050	5400	1450	1550	1150	1650	2050	3550
MK-2, 4	MK-57 23 1/2/30 206-S	3200 to 3240	210	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	3050	5250
MK-2, 4	MK-57 23 1/2/30 222-SF	3241 to 3277	210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	3400	5800
MK-4	MK-57 23 1/2/30 230-SF		210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	3400	5800
MK-5, 6	MK-63 26/28 210-S		210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	3400	5800
MK-5, 6	MK-63 26/28 231-SF		210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	3400	5800
MK-5, 6	MK-63 26/28 233-SF		210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	3400	5800
F-4, 5	F-63 29 1/2/32 306/B-61-SF	3668 to 3768	200	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	4750	8050
F-5	F-63 29 1/2/32 306/B-62-SF	3769	200	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	4750	8050
F-6	F-63 29 1/2/32 314/B-61-SF		200	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	4750	8050
AC-1,2,3	AC-57 24 1/2/24 441-SF	4000 to 4048	210	13300	5900	11650	11150	10400	15800	4300	4550	3500	4700	5450	9150
AC-4	AC-63 24 1/2/24 475-SF	4100 to 4125	235	17350	7700	15200	14600	13600	20600	5600	5950	4550	6150	7100	11950
AC-5	AC-63 24 1/2/24 483-SF	4300 to 4376	210	9000	4050	7850	7400	7450	10550	2800	3000	2350	3200	3850	6550
Mt-1,3,4,5	Mt-73 27/30 246/B-60-SF	4400 to 4409	250	9600	4300	8400	7900	7950	11250	3000	3150	2450	3400	4050	6950
GS-1	GS-73 27/30 262/B-104-SF		250	9600	4300	8400	7900	7950	11250	3000	3150	2450	3400	4050	6950
SP-1	SP-63 28 1/2/32 316/B-60-SF	5000 to 5015	225	12950	6050	11350	10850	10750	15400	4200	4400	....	....	....	9450
SP-2, 3	SP-63 28 1/2/32 317/B-61-SF	5016 to 5048	225	12950	6050	11350	10850	10750	15400	4200	4400	....	....	....	9450

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

Class	All Steel	Steel Under-frame	Wood
Baggage—60 ft.	93,070		
—66 ft.	127,610		
—70 ft.	122,620		
—70 ft. (With Auto. End Door)	125,800		
—(Dynamo)	98,730	87,120	81,120
Baggage and Mail—60 ft.	103,620		
—69 ft.	124,760		
—70 ft.	129,140		
Baggage and Passenger	108,675	103,590	99,200
Express Refr.—N.P.Ry.	74,000	112,640	76,320
—G.N.Ry.	78,000	74,000	60,000
—A.R.E. No. 40-154	89,000		
—155-224	110,000		
—500-506	85,000		
—1101-1175	83,000		
—P.F.E. 500-799			
Tea and Silk			48,180
Express, Horse	133,050		81,033
Postal	112,120		
Postal Storage—40 ft.	74,530		
—60 ft.	105,120		
Club	146,210	122,300	
Official	170,700	155,370	109,370
Chair—60 ft.	100,620		84,740
—74 ft.	163,900		
Coaches—60 ft.	98,130		
—70 ft.	137,640		
—72 ft.	139,660		
—73 ft.	148,040		
—72 ft. (Interurban)	120,000		81,210
All-Day Lunch—Chair	105,970		
—Coach	103,875		
Cafe Conch.		138,600	
Diner—70 ft.		135,930	131,040
—72 ft.	155,330	146,930	134,530
—77 ft. (Arch Type Roof)	156,000		
—77 ft. (Clear Story Roof)	161,520		
—70 ft.	169,100		
—80 ft.	175,200		
Cafe Parlor	148,950	161,200	
Lounge	173,000		
Observation—75 ft.	154,400		
—77 ft.	173,300	141,870	121,300
Pullman—Observation	164,600	153,000	
—Observation Lounge	171,200		
—Lounge	168,700		
—Parlor	155,600	147,500	
—Bedroom Car	167,600		
—Standard Sleeper	164,600	144,000	
—Tourist	140,600	133,000	
Rail Car—Gas-Electric, 400 H.P.	158,400		
—Gas-E. etric, 600 H.P.	167,200		
—McKeen—55 ft.	64,140		
—70 ft.	71,530		62,000

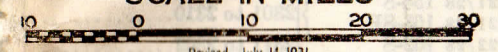
For air conditioned cars add to above weights:
 Mechanical.....10000 pounds
 Ice Activated (In service).....10000 "

MAP OF THE WESTERN DIVISION SOUTHERN PACIFIC COMPANY

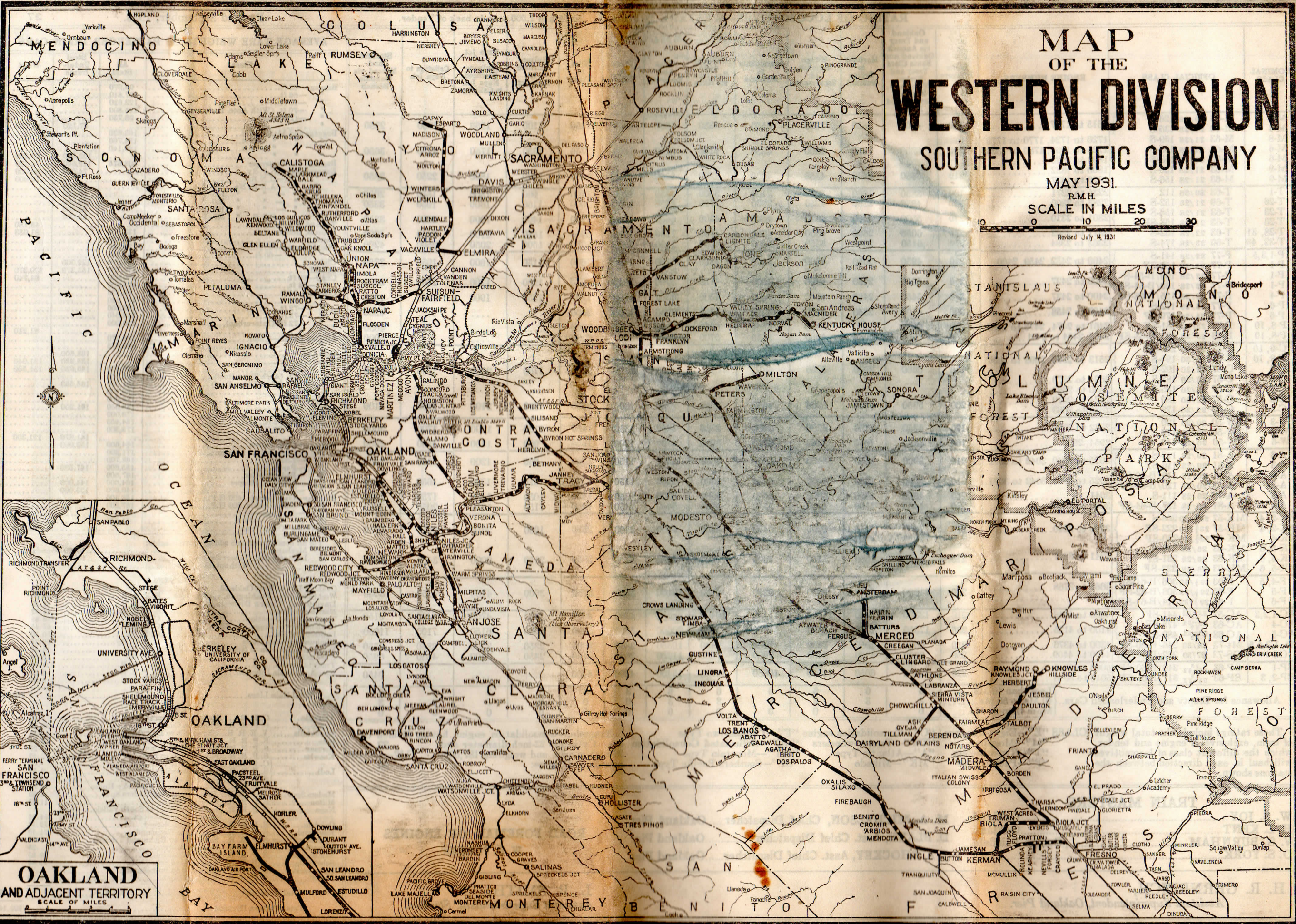
MAY 1931.

R.M.H.

SCALE IN MILES



Revised July 14, 1931



OAKLAND AND ADJACENT TERRITORY

SCALE OF MILES