

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE FOR THE WESTERN DIVISION

236

To Take Effect Sunday, June 7, 1942, at 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

C. F. DONNATIN,
General Manager.

J. W. CORBETT,
Assistant General Manager.

W. B. KIRKLAND,
General Superintendent of Transportation.

J. C. GOODFELLOW,
Superintendent.



EASTWARD

MARTINEZ SUBDIVISION

Time Table No. 236

June 7, 1942

Capacity of sidings in car lengths	FIRST CLASS																		Distance from San Francisco	STATIONS		
	20	28	8	88	226	26	12	24	248	15	102	246	244	22	52	224	204	201			262	
	Klamath	San Francisco Overland Limited	Passenger	Challenger	Passenger	Owl	Beaver	Cascade	El Dorado	West Coast	Streamliner City of San Francisco	Statesman	Statesman	Pacific Limited	San Joaquin	Senator	Passenger	Passenger	Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and 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	Leave Daily	Leave Daily		
	9.05 PM	8.40 PM	8.00 PM	7.40 PM	7.40 PM	6.00 PM	5.40 PM	5.00 PM	5.00 PM		3.45 PM	2.00 PM	2.00 PM	11.40 AM	7.30 AM	7.30 AM	5.50 AM			0.0	SAN FRANCISCO	
	9.25	9.00	8.20	8.00	8.00	6.20	6.00	5.20	5.20		4.05	2.20	2.20	11.59 AM	7.50	7.50	6.10			3.5	OAKLAND PIER	
Oakland yard	BKWI P	9.40 PM	9.24 PM	8.40 PM	8.15 PM	8.05 PM	6.32 PM	6.18 PM	5.32 PM	5.27 PM		4.15 PM	2.32 PM	2.25 PM	12.17 PM	8.00 AM	7.56 AM	6.25 AM			3.5	TO-R OAKLAND PIER (1.4)
	BKWO ITY P																				(4.9)	(TO-R WEST OAKLAND) 2.0
	IP s	9.48	9.32	8.50	8.24	8.13	6.42	6.28	5.41	5.33		4.22	2.39	2.32	12.25	8.07	8.01	6.35			5.5	OAKLAND (16th Street) 1.5
	IP																				7.0	SHELLMOUND 2.2
	P s	10.00	9.50	9.04	8.41	8.22	6.57	6.42	5.52	5.41		4.30	2.51	2.41	12.38	8.16	8.09	6.50			9.2	BERKELEY (University Ave.) 3.9
	P																					13.1	STEGE 1.9
Port Costa Yard	P s	10.10	10.01	9.14	8.52	8.31	7.11	6.51	6.00	5.48		3.01	2.51	12.49	8.26	8.16	7.03			15.0	RIICHMOND 1.6	
	WP																				16.6	SAN PABLO 3.2
	E 41 W 37 P																				19.8	SOBRANTE 3.2
	W 67 P	10.19	10.10	9.24	9.02	8.40	7.20	7.01	6.09	5.57		4.44	f 3.11	f 3.00	12.59	8.34	8.24	s 7.14			23.0	PINOLE 2.5
	P												f	f				s			25.5	RODEO 0.8
	P												f	f				s			26.3	OLEUM 0.8
	P																	f			27.1	TORMEY 0.4
	P																		s		27.5	SELBY 1.4
	P	10.29	10.24	9.34	9.18	8.51	7.42	7.14	6.19	6.08		4.52	s 3.30	s 3.18	1.14	8.46	8.32	s 7.44			28.9	CROCKETT 2.1
	BK WOT P												s 3.36	s 3.24				s 7.50			29.0	R PORT COSTA 2.0
Yard	M 116 P																				31.1	OZOL 1.6
	WIP s	10.43	10.34	9.44	9.35	9.02	7.51 PM	7.30	6.28	6.18		5.00	3.48	3.35	1.25	8.55 AM	8.40	8.10			34.7	TO-R MARTINEZ 6.3
	M 118 P																				31.7	BENICIA JUNCTION 10.9
	E 83 W 87 BKWOY P	11.05	10.57	10.07	9.58	9.23		7.52	6.47	6.37		5.14	s 4.13	s 3.56	1.48		8.58	s 8.34			48.9	TO-RSUISUN-FAIRFIELD 3.0
Yard Limits	M 88 WYP	11.17	11.10	10.20	10.11	9.36		8.05	6.59	6.49		f 4.26	f 4.07	2.01		9.08	s 8.49			51.9	TOLENAS 7.5	
	M 74 WP	11.26	11.19	10.29	10.20	9.45		8.15	7.08	6.57		5.28	s 4.37	s 4.17	2.12		9.16	s 9.02		59.4	ELMIRA 8.1	
	E 80 W 81 KWY P	11.35 PM	11.29	10.40 PM	10.30	9.56		8.25 PM	7.18 PM	7.08	6.30 PM	5.35	s 4.50	s 4.28	f 2.25		9.27	s 9.16	7.25 AM	6.40 AM	67.5	DIXON 4.3
Sacramento Yard	M 100 P			10.36					7.13	6.36		4.56	4.33	2.31		9.32	9.21	7.31	6.47	71.8	TREMONT 3.8	
	IP																				75.6	TO-R DAVIS 4.8
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive *See Note	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	80.4	WEBSTER 6.5
	(1.55) 39.13	(2.26) 36.33	(2.00) 37.50	(2.35) 34.22	(2.10) 40.80	(1.19) 25.56	(2.07) 35.43	(1.46) 42.45	(1.58) 44.94	(0.20) 40.20	(1.35) 55.83	(2.38) 33.57	(2.20) 37.86	(2.28) 35.84	(0.55) 33.93	(1.49) 48.66	(3.10) 27.89	(0.20) 40.20	(0.20) 40.20		86.9	Sacramento Northern Ry. Crossing 2.1
																					89.0	TO-R SACRAMENTO
																					(88.4)	
																						Time over District
																						Average Speed per Hour

RULES S-71, D-71, 72, S-72, 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 3, 4 and 5 for additional schedules between Oakland Pier and Sacramento.

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 MPH from this distant signal to track magnet located 550 feet west of Bridge signal 332SA, opposite white concrete marker block.

No. 204 reduce speed to 10 MPH at Giant on Sundays to dispatch papers.

No. 22 reduce speed to 10 MPH at Martinez to exchange mail.

No. 246 reduce speed to 10 MPH at San Pablo to exchange mail.

No. 12 stop on flag at Richmond daily except Saturday and Sunday to receive express and mail for Portland or beyond.

No. 88 stop on signal at Davis to detrain helper conductor.

*No. 102 leave and arrive 2nd, 5th, 8th, 11th, 14th, 17th, 20th, 23rd, 26th and 29th of each month.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS					ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Frequency	Destined to (or beyond)	From (or beyond)	Train	At	Frequency	Destined to (or beyond)	From (or beyond)
204	Giant, Pierce, Cygnus, Teal, Jacknipe, Tremont	Daily	Any station	Any station	88	Richmond, Oleum, Selby, Suisun-Fairfield, Elmira, Dixon and Davis	Daily	Sparks	Berkeley
204	Steg	Sun. & Hol.	Any station	Any station	8	Suisun-Fairfield	Sat., Sun. & Hol.		
22	Martinez, Suisun-Fairfield, Dixon	Daily	Any station	Any station	28	Oleum, Selby, Martinez, Suisun-Fairfield, Elmira, Dixon and Davis	Daily	Ogden	Woodland
246	Certaineed Pro. Co., Giant, Vanden, Cannon	Daily except Sun. & Hol.	Any station	Any station	20	Crockett, Suisun-Fairfield, Elmira and Dixon	Daily		
244	Giant	Sun. & Hol.	Any station	Any station					
248	Dixon	Daily	Any station	Any station					
12	Richmond, Suisun-Fairfield and Dixon	Daily	Woodland	Berkeley					
12	Dixon	Fri. Sat. & Sun.							

MARTINEZ SUBDIVISION

WESTWARD

Time Table No. 236

June 7, 1942

FIRST CLASS

STATIONS	Distance from Sacramento	9	87	27	25	19	101	247	16	23	229	241	243	223	17	51	207	21	53	7
		Fast Mail	Challenger	San Francisco Overland Limited	Owl	Klamath	Streamliner City of San Francisco	El Dorado	West Coast	Cascade	Governor	Sierra	Sierra	Senator	Oregonian	San Joaquin	Passenger	Pacific Limited	Passenger	Passenger
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
SAN FRANCISCO 3.5	92.0	5.45 AM	7.50 AM	8.20 AM	8.50 AM	9.30 AM	9.30 AM	10.50 AM		1.50 PM	3.10 PM	6.30 PM	6.30 PM	7.30 PM	8.30 PM	8.50 PM	9.30 PM	10.30 PM	11.00 PM	11.00 PM
OAKLAND PIER 1.5	88.5	5.25	7.30	8.00	8.30	9.10	9.10	10.30		1.30	2.50	6.10	6.10	7.10	8.10	8.30	9.10	10.10	10.40	10.40
TO-R OAKLAND PIER 2.0	88.5	s 5.10 AM	s 7.15 AM	s 7.45 AM	s 8.10 AM	s 8.50 AM	s 8.55 AM	s 10.25 AM		s 1.15 PM	s 2.42 PM	s 6.05 PM	s 6.05 PM	s 7.05 PM	s 7.50 PM	s 8.22 PM	s 9.05 PM	s 9.55 PM	s 10.20 PM	s 10.25 PM
(TO-R WEST OAKLAND) 1.0	(87.5)																			
OAKLAND (10th Street) 1.5	86.5	s 5.00	s 7.08	s 7.35	s 8.04	s 8.40	s 8.49	s 10.20		s 1.08	s 2.37	s 5.59	s 5.59	s 6.59	s 7.43	s 8.15	s 8.59	s 9.46	s 10.12	s 10.19
SHELLMOUND 2.2	85.0		s 7.03	s 7.30																
BERKELEY (University Ave.) 3.9	82.8	s 4.45	s 6.54	s 7.20	s 7.50	s 8.25	s 8.39	s 10.12		s 12.55	s 2.27	s 5.49	s 5.49	s 6.50	s 7.30	s 8.05	s 8.48	s 9.32	s 9.58	s 10.05
STEGE 1.9	78.9										f									
RICHMOND 1.6	77.0	s 4.15	s 6.40	7.03	s 7.35	s 8.12		10.04		12.42	s 2.17	s 5.32	s 5.40	6.40	s 7.15	7.52	f 8.37	9.18	s 9.44	f 9.52
SAN PABLO 3.2	75.4																			
SOBRANTE 3.2	72.2																			
PINOLE 2.5	69.0	3.55	6.28	6.52	7.21	7.59	8.19	9.54		12.33	2.04	s 5.20	5.30	6.31	7.00	7.41	8.25	9.09	f 9.32	9.41
RODEO 0.8	66.5										f		f						f	
OLEUM 0.8	65.7										f								f	
TORMEY 0.4	64.9										f								f	
SELBY 1.4	64.5										f								f	
OROCKETT 2.1	63.1	s 3.45	s 6.17	s 6.42	s 7.10	s 7.49		9.46		12.23	s 1.47	s 5.04	s 5.20	6.23	s 6.50	s 7.32	8.15	s 9.00	s 9.19	s 9.32
R PORT COSTA 2.0	61.0											s 4.56	s 5.15						s 9.10	
OZOL 1.6	59.0																			
TO-R MARTINEZ 5.4	57.4	3.19	s 5.58	6.24	6.57 AM	s 7.35	8.04	s 9.38		12.12 PM	s 1.37	s 4.50	s 5.09	s 6.15	s 6.38	7.20 PM	8.06	8.47	9.04 PM	s 9.18
BENIOIA JUNCTION 10.9	51.0		5.43	6.12													7.57			
TO-R SUISUN-FAIRFIELD 3.0	40.1	3.01	5.33	s 6.00		7.09	7.49	s 9.16		11.52 AM	s 1.16	s 4.28	s 4.50	5.56	6.10		7.45	8.25		s 8.54
TOLENAS 7.5	37.1																			
ELMIRA 8.1	29.6	2.51	5.21	5.45		6.57		9.05		11.42	f 1.04	4.15	4.38	5.46	5.57		7.32	8.14		8.40
DIXON 4.3	21.5	2.43	5.12	s 5.36		6.49	7.35	8.57		11.34	s 12.56	s 4.07	s 4.30	5.38	5.49		7.24	8.06		s 8.32
TREMONT 3.8	17.2																			
TO-R DAVIS 4.5	13.4	2.35	5.03	s 5.24		6.40 AM	7.28	s 8.48	s 10.40 AM	11.25 AM	s 12.46	s 3.57	s 4.21	5.30	5.40 PM		7.15	7.57		s 8.22
WEBSTER 6.5	8.5	2.30	4.57	5.12				8.40			12.40			5.25			7.10	7.51		8.10
Sacramento Northern Ry. Crossing 2.1	2.1																			
TO-R SACRAMENTO	0.0	2.20 AM	4.45 AM	5.00 AM			7.15 AM	8.30 AM	10.20 AM		12.30 PM	3.40 PM	4.05 PM	5.15 PM			7.00 PM	7.40 PM		8.00 PM
(88.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave	Leave Daily	Leave Daily	Leave Daily
Time over District.....		(2.50)	(2.30)	(2.45)	(1.13)	(2.10)	(1.40)	(1.55)	(0.20)	(1.50)	(2.12)	(2.25)	(2.00)	(1.50)	(2.10)	(1.02)	(2.05)	(2.15)	(1.16)	(2.25)
Average Speed per Hour.....		31.23	35.40	32.18	25.56	42.44	53.10	46.17	40.20	40.96	40.22	36.62	44.25	48.27	34.61	30.01	42.48	39.33	24.55	36.62

*No. 101 leave and arrive 4th, 7th, 10th, 13th, 16th, 19th, 22nd, 25th, 28th, 31st and 1st of each month.
 RULES S-71, D-71, 72, S-72, 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.
 See pages 2, 4 and 5 for additional schedules between Oakland Pier and Sacramento.
 Automatic train control westward track from Signal 347 to Martinez.
 When distant Signal 347 indicates caution, trains must not exceed 15 MPH from this distant signal to track magnet located 1250 feet east of Bridge signal 337SA, opposite white mark on bridge.
 No. 87 reduce speed to 10 MPH at Davis to dispatch mail.
 No. 229 reduce speed to 10 MPH at Pinole to exchange mail.
 No. 241 reduce speed to 30 MPH at Elmira to dispatch papers.
 No. 241 stop on flag at Teal Saturdays to entrain or detrain passengers.
 No. 241 stop on flag at San Pablo to receive or discharge mail.
 No. 17 reduce speed to 10 MPH at Elmira on Sundays to receive mail.
 No. 7 reduce speed to 10 MPH at Richmond to dispatch mail.
 No. 51 reduce speed to 6 MPH at Richmond to receive pouched air mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Frequency	Destined to (or beyond)	From (or beyond)
19	Dixon and Suisun-Fairfield	Daily		Dunsmuir
27	Elmira, Martinez, Selby, Oleum, Pinole and Richmond	Daily		Sacramento
87	Davis, Dixon, Elmira, Suisun-Fairfield, Selby, Oleum and Pinole	Daily		Reno

ADDITIONAL REGULAR STOPS		
Train	At	Frequency
207	Cygnus	Sundays and Holidays

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Frequency	Destined to (or beyond)	From (or beyond)
23	Crockett	Daily		Portland
229	Giant	Saturday only		Any station
229	Herules	Daily	Any station	Any station
229	Pinole	Sundays & Holidays	Any station	Any station
241	Cygnus	Daily ex. Sun. and Hol.	Any station	Suisun
17	Herules, Giant, Certainteed Pro. Co.	Daily ex. Sun. and Hol.	Any station	Any station
17	Dixon and Suisun-Fairfield	Daily		Red Bluff
17	Suisun-Fairfield	Daily	Fresno and San Jose	
7	Elmira, Selby, Oleum and Pinole	Daily		Sacramento
51	Richmond	Daily		Fresno
207	Suisun-Fairfield, Jacknipe	Sundays	Berkeley	

EASTWARD

MARTINEZ SUBDIVISION

Time Table No. 236

June 7, 1942

Capacity of sidings in car lengths	THIRD CLASS							SECOND CLASS		FIRST CLASS						Distance from San Francisco	STATIONS
	476	462	515	464	412	601	478	410	470				58	10	442		
	Freight	Local Freight	Sacramento Division Freight	Local Freight	Local Freight	Sacramento Division Freight	Freight	Freight	Freight	Portland Freight				Sequoia	Passenger			Mdse.
Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday				Leave Daily	Leave Daily	Leave Daily Ex. Saturday and Sunday		
																0.0	SAN FRANCISCO
																3.5	OAKLAND PIER
																3.5	
																9.45 PM (4.9)	TO-R OAKLAND PIER (1.4)
																5.5	(TO-R WEST OAKLAND) 2.0
																7.0	OAKLAND (16th Street) 1.5
																9.2	SHELLMOUND 2.2
																13.1	BERKELEY (University Ave.) 3.9
																15.0	STEGE 1.9
																16.6	RIOHMOND 1.6
																19.8	SAN PABLO 3.2
																23.0	SOBRANTE 3.2
																25.5	PINOLE 2.6
																26.3	RODEO 0.8
																27.1	OLEUM 0.8
																27.5	TORMEY 0.4
																28.9	SELBY 1.4
																29.0	CROCKETT 2.1
																31.1	R PORT COSTA 2.0
																33.1	OZOL 1.6
																34.7	TO-R MARTINEZ 6.3
																31.7	BENIOIA JUNCTION 10.9
																38.0	TO-RSUISUN-FAIRFIELD 3.0
																51.9	TOLENAS 7.5
																59.4	ELMIRA 8.1
																67.5	DIXON 4.3
																71.8	TREMONT 3.8
																75.6	TO-R DAVIS 4.8
																80.4	WEBSTER 6.5
																86.9	Sacramento Northern Ry. Crossing 2.1
																89.0	TO-R SACRAMENTO
																	(88.4)
																	Time over District.....
																	Average Speed per Hour.....

RULES S-71, D-71, 72, S-72, 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes. See pages 2, 3 and 5 for additional schedules between Oakland Pier and Sacramento.

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 MPH from this distant signal to track magnet located 550 feet west of Bridge signal 332 SA, opposite white concrete marker block.

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
10	Oleum, Selby, Elmira and Dixon	Daily	Roseville	Any station
10	Elmira, Dixon	Daily		Berkeley
10	Cygnus	Saturdays and Sundays		

MARTINEZ SUBDIVISION

WESTWARD

Time Table No. 236
June 7, 1942

STATIONS

SAN FRANCISCO	92.0
OAKLAND PIER	88.5
TO-R OAKLAND PIER	88.5
(TO-R WEST OAKLAND)	(87.5)
OAKLAND (16th Street)	86.5
SHELLMOUND	85.0
BERKELEY (University Ave.)	82.8
STEGE	78.9
RICHMOND	77.0
SAN PABLO	75.4
SOBRANTE	72.2
PINOLE	69.0
RODEO	66.5
OLEUM	65.7
TORMEY	64.9
SELBY	64.5
CROCKETT	63.1
R PORT COSTA	61.0
OZOL	59.0
TO-R MARTINEZ	57.4
BENICIA JUNCTION	51.0
TO-R SUIBUN-FAIRFIELD	40.1
TOLENAS	37.1
ELMIRA	29.6
DIXON	21.5
TREMONT	17.2
TO-R DAVIS	13.4
WEBSTER	8.6
Sacramento Northern Ry. Crossing	2.1
TO-R SACRAMENTO	0.0

Distance from Sacramento	FIRST CLASS			SECOND CLASS		THIRD CLASS					
	261 Passenger			471 Oakland Freight		514 Sacramento Division Freight	600 Sacramento Division Freight	465 Local Freight	463 Local Freight	411 Local Freight	475 Freight
STATIONS	Arrive Daily			Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
(88.5)	Leave Daily			Leave Daily		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
Time over District.....	(0.20)			(3.30)		(0.30)	(0.25)	(7.00)	(3.00)	(0.10)	(6.00)
Average Speed per Hour.....	40.20			25.00		26.80	32.16	3.72	13.37	21.60	14.58

ADDITIONAL STATIONS
(Pages 2, 3, 4 and 5)

Emeryville.....	M.P. 6.6
Paraffin.....	M.P. 7.4
Stockyards.....	M.P. 7.8
Giant.....	M.P. 18.9
Hercules.....	M.P. 23.8
Eckley.....	M.P. 30.1
Nevada Dock.....	M.P. 32.2
Pierce.....	M.P. 40.1
Cygnus.....	M.P. 42.2
Teal.....	M.P. 43.2
Jacksnipe.....	M.P. 45.1
Vanden.....	M.P. 53.8
Cannon.....	M.P. 55.4
Batavia.....	M.P. 64.2
Chiles.....	M.P. 77.1
Swingle.....	M.P. 79.1
Mikon.....	M.P. 86.3
Washington.....	M.P. 88.3

RULES S-71, D-71, 72, S-72, 86, 87 and 93: Second and inferior class trains, extra trains and engines must clear time of Nos. 101 and 102 not less than 15 minutes.

See pages 2, 3 and 4 for additional schedules between Oakland Pier and Sacramento.

Automatic train control westward track from Signal 347 to Martinez.

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
261	Washington, Mikon, Swingle	Daily	Any station	Any station

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS		FIRST CLASS			Distance from San Francisco	Time Table No. 236 June 7, 1942	Distance from Tracy	FIRST CLASS			THIRD CLASS		
		412 Local Freight		410 Freight		26 Owl	52 San Joaquin				58 Sequoia	25 Owl	51 San Joaquin	53 Passenger		411 Local Freight
		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	
Fort Costa yard	WIP	9.15 AM		9.00 PM		7.58 PM	8.58 AM	12.55 AM	34.7	D.F.		s 6.55 AM	s 7.17 PM	s 9.00 PM		11.40 AM
	P								36.0							
64 YP		9.25		9.10			9.03	s 1.01	38.1	Automatic Train Control	TO-R AVON	6.50	7.12	f 8.54		11.30
		9.35		9.17		8.07		f 1.06	41.3		TO PORT CHICAGO	6.46		f 8.49		11.20
Yard Limits E.82 W.116 WP		9.40							43.0	Automatic Block System	NICHOLS					
	P	9.50		9.22		8.11		1.10	44.8		McAVOY	6.42		8.44		11.17
50 P									46.8	Automatic Block System	SHELL POINT					
	48								48.9		TO-R PITTSBURG	6.37	6.59	s 8.40		11.10 7.48
Pittsburg yard	75 BP	10.00 11.01		10.15		s 8.21	9.18	s 1.25	48.9	Automatic Block System	LOS MEDANOS					
	55								50.8		TO ANTIOCH	6.29		s 8.28		7.35
44 P		11.50 AM		10.25		8.28		s 1.34	53.5	Automatic Block System	JERSEY					
									55.0		NEWLOVE					
78		12.01 PM		10.32		8.32		1.39	57.3	Automatic Block System	NEROLY	6.24		8.15		7.13
									59.4		ARBOR					
52 WP		1.00		10.40		8.40	9.33	s 1.46	61.7	Automatic Block System	TO BRENTWOOD	6.18	6.47	s 8.10		7.05
									64.7		SILISAND					
84 P		1.40		10.49				f 1.55	66.9	Automatic Block System	TO BYRON	6.12		s 7.59		6.12
									69.9		BYRON HOT SPRINGS					
46 P		1.50		10.58		8.52		2.00	71.6	Automatic Block System	HERDLYN					5.53
									75.7		BETHANY	6.03	6.32	7.48		5.45
53 P		2.00		11.05			9.48	2.05	79.1	Automatic Block System	JANNEY					
									82.2		TO-R TRACY	5.55 AM	6.25 PM	7.40 PM		5.30 AM
Tracy Yard BKWOTY P		2.30 PM		11.20 PM		s 9.04 PM	s 9.56 AM	s 2.15 AM			(47.5)	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday
			Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily			(1.00)	(0.52)	(1.20)		(6.10)
		(5.15) 9.04		(2.20) 20.36		(1.06) 43.18	(0.58) 49.13	(1.20) 35.62				Average Speed per Hour				7.70

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
52	Pittsburg and Brentwood	Discharge	Lathrop	Martinez
52	Pittsburg and Brentwood	Receive		
25	Brentwood and Pittsburg	Discharge	Berkeley	Fresno
25	Brentwood and Pittsburg	Receive		
26	Brentwood	Discharge	Fresno	Berkeley
26	Brentwood	Receive		

RULE 5. At Mococo: Schedule time and train orders will apply at the end of double track.

No. 58 reduce speed at Avon and Byron Hot Springs to 10 MPH to dispatch papers.

No. 52 stop at Pittsburg upon request of Postal Clerk to dispatch registered coin.

EASTWARD

LOS BANOS SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS		Distance from San Francisco via Antioch	Time Table No. 236 June 7, 1942	Distance from Fresno	THIRD CLASS				
	428 Freight	402 Freight	400 Mdse.	26 Owl					25 Owl	429 Freight	403 Freight	401 Freight	
	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday and Monday	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	
Tracy yard BKW OTYP	11.30 AM	1.40 AM	12.30 AM	9.10 PM		82.2	TO-R TRAOY 2.7	126.2	s 5.45 AM	2.00 PM	8.40 PM	11.10 PM	
45 1 P	11.37	1.47	12.35	9.16		84.9	W. P. Crossing LYOTH 3.0	123.5		1.50	8.30	10.57	
52 P	11.43	1.52	12.40			87.9	YARMOUTH 4.7	120.5	5.34	1.40	8.23	10.52	
52 P	11.52 AM	2.00	12.47	9.25		92.6	VERNALIS 3.8	115.8	5.28	1.31	8.15	10.44	
43 P						96.4	HALLY 4.0	112.0					
103 WP	12.04 PM	2.12	12.59	9.35		100.4	TO WESTLEY 7.0	108.0	5.18	1.19	8.00	10.32	
52 P	12.17	2.23	1.08	9.45		107.4	TO PATTERSON 5.8	101.0	f 5.10	1.07	7.48	10.21	
50 P	12.27	2.33	1.16	9.52		113.2	CROWS LANDING 4.1	95.2	5.01	12.57	7.39	10.12	
47 P						117.3	TIMBA 2.2	91.1					
55 WP	12.45	2.44	1.24	f 10.00		119.5	TO NEWMAN 4.0	88.9	f 4.53	12.45	7.29	10.00	
50 P	12.53	2.50	1.30	f 10.06		123.5	TO GUSTINE 5.8	84.9	f 4.46	12.39	7.23	9.43	
67 P	1.03	2.59	1.38	10.13		129.3	INGOMAR 6.3	79.1	4.38	12.29	7.13	9.33	
58 P	1.13	3.09	1.47	10.21		135.6	VOLTA 4.8	72.8	4.31	12.19	7.03	9.23	
80 Yd Lmt. BKWOY P	1.35	3.30	2.02	s 10.33		140.4	TO-R LOS BANOS 7.9	68.0	s 4.24	12.10 PM	6.54	9.12	
52 P	1.50	3.45	2.15	10.41		148.3	AGATHA 4.7	60.1	4.12	11.54 AM	6.24	8.52	
101 P	2.01	4.06	2.22	10.47		153.0	TO DON PALOS 6.8	55.4	f 4.06	11.47	6.17	8.45	
40 P	2.13	4.19		10.55		159.8	OXALIS 6.4	48.6	3.58	11.36	6.06	8.34	
103 WP	2.24	4.30	2.40	11.02		166.2	TO FIREBAUGH 4.6	42.2	f 3.50	11.26	5.56	8.24	
43 P	2.31	4.37	2.46	11.08		170.8	CROMIE 3.7	37.6		11.19	5.49	8.17	
89 P	2.37	4.43	2.52	11.14		174.5	TO MENDOTA 7.4	33.9	f 3.40	11.13	5.43	8.11	
41 P	2.50	4.56	3.04	11.23		181.9	R INGLE 2.6	26.5	3.30	11.01	5.31	8.00	
44 P	2.54	5.00	3.27	11.26		184.5	JAMESAN 8.5	23.9	3.27	10.57	5.27	7.56	
Yard Limits 125 WY P	3.10 PM	5.20 AM	3.40 AM	11.36		193.0	TO-R KERMAN 3.7	15.4	f 3.18	10.42 AM	5.12 PM	7.42 PM	
55						196.7	FLOYD 1.8	11.7					
43 P				11.42		198.5	ROLINDA 4.0	9.9	3.10				
P						202.5	PRATTON 5.9	5.9	3.05				
Fresno yard BKWOY P				s 11.59 PM		208.4	TO-R FRESNO	0.0	2.55 AM				
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday and Monday	Arrive Daily			(126.2)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	
	(3.40) 30.21	(3.40) 30.21	(3.10) 34.94	(2.49) 44.80			.....Time over District.....		(2.50) 44.54	(3.18) 33.57	(3.28) 31.96	(3.28) 31.96	
							.....Average Speed per Hour.....						

EASTWARD		Los Banos Subdivison		WESTWARD	
Time Table No. 236 June 7, 1942					
Kerman Branch					
STATIONS					
Distance from San Francisco via Antioch	Capacity of Sidings in Car Lengths	Distance from Caruthers	STATIONS	Distance from Caruthers	Capacity of Sidings in Car Lengths
193.0	125 WY P	17.7	TO-R KERMAN 12.1		
205.1	22	5.6	RAISIN CITY 5.6		
210.7	20	0.0	CARUTHERS		
			(17.7)		

ADDITIONAL STATIONS
Los Banos Line

Ohm..... M. P. 93.5
 pSolyo..... M. P. 94.9
 Vanormer..... M. P. 104.8
 Stomar..... M. P. 116.0
 pLinora..... M. P. 126.9
 Trent..... M. P. 138.3
 Abatto..... M. P. 141.6
 Brito..... M. P. 149.6
 Silaxo..... M. P. 161.6
 Benito..... M. P. 169.0
 Arblos..... M. P. 172.8
 Crayold..... M. P. 205.3 (Spur)

Biola Line
 West Acres..... M. P. 206

EASTWARD

LOS BANOS SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			Distance from San Francisco via Antioch	Time Table No. 236 June 7, 1942	Distance from Fresno Yard	THIRD CLASS		
	428 Freight	402 Freight	400 Mdse.				429 Freight	403 Freight	401 Freight
	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday and Monday				Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
Yard Limits 125 WY P	3.10 PM	5.20 AM	3.40 AM	193.0	TO-R KERMAN 7.5	18.2	10.42 AM	5.12 PM	7.42 PM
P	3.25	5.35	3.55	200.5	TO BIOLA 8.1	10.7	10.27	4.57	7.27
Fresno Yd I P	3.42	5.52	4.12	208.6	BIOLA JUNCTION 2.6	2.6	10.10	4.40	7.10
BKW P	3.52 PM	6.02 AM	4.22 AM	211.2	TO-R FRESNO YARD	0.0	10.00 AM	4.30 PM	7.00 PM
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday and Monday		18.2		Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(0.42) 26.00	(0.42) 26.00	(0.42) 26.00		.....Time over District.....		(0.42) 26.00	(0.42) 26.00	(0.42) 26.00
					.....Average Speed per Hour.....				

RULE 5. At Kerman, schedule time and train orders for westward trains apply at Train-order signal.

Trains to and from Los Banos Subdivision via Biola Jct. will be governed by interlocking signals between Biola Jct. and west switch No. 1 drill track Fresno yard, and will use No. 1 drill track to enter or leave Fresno yard. See Page 10 for additional schedules between Biola Jct. and Fresno Yard.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
26	Solyo, Patterson, Dos Palos, Firebaugh, Mendota and Kerman	Receive and Discharge	Fresno	Martinez Tracy
26	Patterson	Discharge	Fresno	
25	Solyo	Receive and Discharge	Fresno	Tracy

Capacity of Sidings in Car Lengths	THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from San Francisco Via Miles	STATIONS				
	454 Freight				421 Freight		423 Freight		232 Passenger						52 San Joaquin	59 West Coast	58 Sequoia	
	Leave Daily Ex. Sunday				Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily			Leave Daily	Leave Daily		
Tracy yard BKWO TY P				2.35 AM									6.40 PM	10.00 AM		2.30 AM	70.8	TO-R TRACY 3.1
Spur																	73.9	BANTA 2.9
I P																	76.8	WINSHIP 1.5
Yard Limits E 70 W 70 Fresno 53 YI P				3.05	10.55 PM	9.20 AM	2.00 AM						s 7.14	s 10.16 AM	6.44 AM	f 2.48 AM	81.5	R LATHROP 4.6
P													f 7.21				86.1	FRENCH CAMP 1.6
I																	87.7	T. S. Ry. Crossing 3.2
Stockton yard BKWO I TY P				3.30 AM	11.20 PM	9.45							s 7.33		s 6.59	f 7.10	90.9	A. T. & S. F. Crossing S. E. R. R. Crossing 3.2
I P																	92.3	TO-R STOCKTON 1.4
Spur P																	92.7	STOCKTON TOWER No. 4 W. P. Crossing 0.4
W																	93.9	EL FINAL 1.2
P																	95.0	AKERS 1.1
125 P													f				96.6	End of Double Track 1.6
Spur																	98.1	CASTLE 1.5
125 P													f				100.2	TOMSPUR 2.1
Yard Limits 131 BKWO Y P													s 8.02		s 7.35		103.3	ARMSTRONG 3.1
Spur P													f				105.1	C. C. T. Co. Crossing LODI 1.8
125 P													f 8.08				106.2	URGON 1.1
126 P													f				109.5	AOAMPO 3.3
Yard Limits 175 W Y P													s 8.23		s 7.56		111.7	FOREST LAKE 2.2
125 P													f				115.5	GALT 3.8
P													f				117.5	NEED 2.0
128 P													f				119.5	ARNO 2.0
135 P													f 8.42		8.13		122.9	McCONNELL 3.4
127 P													f				125.7	ELK GROVE 2.8
137 WP													f 8.52		8.23		129.0	MEADOWS 3.3
P																	132.0	FLOREN 3.0
WP					12.40 AM	11.05 AM							f 9.00 PM		8.30 AM		133.2	POLK 1.2
																		BRIGHTON (62.4)

TIME AT ELVAS AND SACRAMENTO FOR INFORMATION ONLY. SEE SACRAMENTO DIVISION CURRENT TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN BRIGHTON AND SACRAMENTO.

				1.00 AM	11.20 AM					9.05 PM	8.35 AM	136.2	3.0 ELVAS			
				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	2.9 SACRAMENTO
				(0.55) 29.20	(1.45) 29.54	(1.45) 29.54	(0.30) 21.40					(2.20) 26.89	(0.16) 40.12	(1.46) 29.26	(0.18) 35.66	.....Time over District..... .....Average Speed per Hour.....

Single track over San Joaquin River Drawbridge; trains will be governed by interlocking signals.
 No. 59 reduce speed to 15 MPH at Acampo and Elk Grove to dispatch mail.
 No. 58 stop at San Joaquin Bridge Mondays and days following Holidays to de-train employees.

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

LATHROP SUBDIVISION WESTWARD

Time Table No. 236

June 7, 1942

STATIONS

TO-R	TRACY	3.1
	BANTA	2.9
	WINSHIP	1.5
	SAN JOAQUIN RIVER DRAWBRIDGE	3.2
R	LATHROP	4.6
	FRENCH CAMP	1.6
	T. S. Ry. Crossing	3.2
	A. T. & S. F. Crossing	
	S. E. R. R. Crossing	
TO-R	STOCKTON	1.4
	STOCKTON TOWER No. 4	0.4
	EL PINAL	1.2
	AKERS	1.1
	End of Double Track	1.6
	OASTLE	1.5
	TOMSPUR	2.1
	ARMSTRONG	3.1
	C. C. T. Co. Crossing	
	LODI	1.8
	URGON	1.1
	ACAMPO	3.3
	FOREST LAKE	2.2
	GALT	3.8
	NEED	2.0
	ARNO	2.0
	MCCONNELL	3.4
	ELK GROVE	2.8
	MEADOWS	3.3
	FLORIN	3.0
	POLK	1.2
	BRIGHTON	(62.4)

Distance from Brighton	FIRST CLASS				SECOND CLASS		THIRD CLASS	
	231 Passenger	51 San Joaquin	53 Passenger	60 West Coast	445 Freight	420 Freight	455 Freight	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	
62.4	s 10.25 AM	s 6.20 PM	s 7.30 PM		9.10 PM		8.00 PM	
59.3	f 10.17							
56.4								
54.9								
51.7	s 10.05	6.04 PM	7.14 PM	9.42 PM	8.40 PM	11.15 PM	7.25	
47.1	f 9.45							
45.5								
42.3	s 9.37 9.27			9.29 9.19		10.50	7.00 PM	
40.9								
40.5								
39.3								
38.2								
36.6								
35.1								
33.0								
29.9	s 9.07			s 9.00				
28.1								
27.0	f							
23.7	f							
21.5	s 8.50			8.42				
17.7	f							
15.7	f							
13.7	f							
10.3	s 8.33			8.28				
7.5								
4.2	s 8.23			8.21				
1.2								
0.0	8.15 AM			8.15 PM		9.30 PM		

TIME AT SACRAMENTO AND ELVAS FOR INFORMATION ONLY.

SEE SACRAMENTO DIVISION CURRENT TIME-TABLE FOR TRAIN MOVEMENTS BETWEEN SACRAMENTO AND BRIGHTON.

	8.10 AM		8.10 PM		9.10 PM	
3.0 ELVAS						
2.9 SACRAMENTO	8.00 AM		8.00 PM			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
Time over District.....	(2.10)	(0.16)	(0.16)	(1.27)	(0.30)	(1.00)
Average Speed per Hour.....	28.77	40.12	40.12	35.65	21.40	20.10

Single track over San Joaquin River Drawbridge; trains will be governed by interlocking signals.
 No. 60 will not stop at station at Lathrop but will use east leg of wye to the Merced Subdivision.
 No. 60 reduce speed to 15 MPH at Elk Grove to dispatch mail.
 No. 53 stop at San Joaquin Bridge upon advice from operator at Lathrop, on Saturdays and days preceding Holidays to entrain employees.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To or Beyond	From or Beyond
60	Any Station	Receive	Modesto	
60	Any Station	Discharge		Roseville

EASTWARD LATHROP SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco via Miles	Time Table No. 236 June 7, 1942		Distance from Kentucky House
		TO-R	STATIONS	
Yard Limits BKWOYP	103.3	LODI	39.3	
	105.1	C. C. T. Co. Crossing	37.5	
10	105.2	ROMA	37.4	
17 P	107.1	VICTOR	35.5	
8 P	110.7	LOCKEFORD	31.9	
P	114.7	OLEMENTS	27.9	
27 P	120.8	WALLAOE	21.8	
	126.4	HELISMA	16.2	
	129.3	NORVAL	13.3	
Yard Limits 17 P	130.2	TO VALLEY SPRING	12.4	
19 P	134.7	TOYON	7.9	
P	139.0	MAONIDER	3.6	
Yard Limits YWP	142.6	KENTUCKY HOUSE	0.0	
		(39.3)		

EASTWARD LATHROP SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco via Miles	Time Table No. 236 June 7, 1942		Distance from Woodbridge
		TO-R	STATIONS	
Yd. Limits BK WOYP	103.3	LODI	2.5	
	105.8	C. C. T. Co. Crossing	0.0	
		WOODBIDGE	0.0	
		(2.5)		

EASTWARD LATHROP SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco via Miles	Time Table No. 236 June 7, 1942		Distance from Ione
		TO-R	STATIONS	
Yard Limits 78 WYP	111.7	GALT	27.1	
	116.7	C. C. T. Co. Crossing	22.1	
	122.0	OLAY	16.8	
P	132.3	CARBONDALE	6.5	
	133.0	LIGNITE	5.8	
Spur	134.8	EDWIN	4.0	
Spur	135.2	OLARKSONA	3.6	
Spur	137.7	DAGON	1.1	
Yard Limits WTP	138.8	IONE	0.0	
		(27.1)		

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS			Distance from San Francisco via Antioch	Time Table No. 236 June 7, 1942	Distance from Fresno	FIRST CLASS			SECOND CLASS		
	420	446		60	52	58				59	51	53	423	445	421
	Freight	Freight		West Coast	San Joaquin	Sequoia				West Coast	San Joaquin	Passenger	Freight	Freight	Freight
	Leave Daily	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		
Yard Limits East Fresno 70 53 IP	11.15 PM	2.00 AM		9.42 PM	10.26 AM	2.48 AM	92.9	TO-R LATHROP	112.6	6.44 AM	6.04 PM	7.02 PM	9.20 AM	8.35 PM	10.55 PM
IP							93.8	0.9							
76 P	11.35	2.12		f 9.50		s 2.58	96.8	W. P. Crossing 3.0	111.7				9.08	8.25	
115 P	11.40	2.16		9.53	10.34	3.01	98.4	TO MANTECA	108.7			s 6.51	9.03	8.00	10.43
79 P	11.46	2.24		9.57		s 3.09	103.3	CALLA	106.1	6.34	5.55	6.48	8.47	7.43	
79 P	11.51 PM	2.30		10.01	10.41	s 3.16	106.4	TO RIPON	102.2	6.30		s 6.43	8.42	7.25	10.32
Yard Limits No. 1, 98 No. 2, 110 No. 3, 125 BKWOYP	12.05 AM	3.15		s 10.16	s 10.54	s 3.37	113.1	SALIDA	99.1	6.26		s 6.36	8.30	7.10	10.16
IP							114.7	TO-R MODESTO	92.4	s 6.18	s 5.40	s 6.25			
72 P	12.15	3.25		10.23	10.59	s 3.47	117.4	1.6					8.20	6.35	9.50
70 P	12.20	3.30		10.27		3.52	120.8	T. S. Ry. Crossing 2.7	90.8				8.15	6.29	9.42
Yard Limits 82 P	12.30	3.45		s 10.37	s 11.12	s 4.07	126.2	OERES	88.1			f 6.01	8.06	6.20	9.32
93 P	12.40	3.55		10.45		f 4.15	131.9	KEYES	84.7	5.58	5.27	f 5.57	7.57	6.03	9.20
80 WP	12.48	4.05		f 10.53	11.23	s 4.25	136.4	TO-R TURLOOK	79.3	s 5.52	s 5.21	s 5.50	7.40	5.45	8.59
72 P	1.00	4.20		f 11.03		f 4.38	143.2	DELHI	73.6			f 5.39	7.32	5.37	8.52
128 P	1.08	4.25		11.07	11.34	4.43	147.4	TO LIVINGSTON	69.1	5.36		s 5.34	7.26	5.30 PM	8.47
Yard Limits 147 BKWOTP	1.40	4.35 AM		s 11.30	s 11.45	s 5.20	150.5	TO ATWATER	62.3	5.29	4.59	s 5.25	7.12	5.30 PM	8.47
72 P	2.10			11.40	11.51 AM	f 5.32	156.6	BUHAOH	60.7				7.06	5.37	8.52
76 P	2.20			11.44		f 5.38	160.5	FERGUS	58.1	5.25			6.57	5.37	8.52
80 P	2.32			11.51	12.01 PM	f 5.46	166.9	TO-R MERCED	55.0	s 5.20	s 4.51	s 5.15	6.48	5.37	8.52
WYP				f 11.55 PM		s 5.53	168.2	6.1					6.42	5.37	8.52
76 P	2.42			12.01 AM		f 6.00	173.0	LINGARD	48.9	4.59		5.00	6.38	5.37	8.52
71 WTP	2.49					f 6.05	176.5	ATHLONE	45.0	4.55	4.39		6.23	5.37	8.52
100 P	2.55					6.08	179.2	MINTURN	38.6	4.49		4.51	6.05	5.37	8.52
Yard Limits 143 WP	3.07			s 12.16	s 12.22	s 6.23	183.9	TO CHOWCHILLA	37.3			s 4.49	6.48	5.37	8.52
76 P	3.20			12.24	12.28	6.32	190.2	FAIRMEAD	32.5		4.27	f 4.43	6.42	5.37	8.52
80 P	3.29			12.29	12.33	f 6.40	195.6	BERENDA	29.0	4.38			6.38	5.37	8.52
IP							199.2	NOTARB	26.3				6.23	5.37	8.52
BKWP	3.40 AM			12.36	12.39	6.47	201.8	TO MADERA	21.6	s 4.30	s 4.17	s 4.28	6.05	5.37	8.52
BKW OTYP				s 12.48 AM	s 12.50 PM	s 7.00 AM	205.5	IRREGOSA	15.3	4.19			5.55	5.37	8.52
	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily		HERNDON	9.9	4.14	4.04	f 4.14	5.45 AM	5.37	8.52
	(4.25) 24.65	(2.35) 22.29		(3.06) 36.32	(2.24) 46.91	(4.12) 26.81		BIOLA JOT.	6.3				7.15 PM	5.37	8.52
								TO-R FRESNO YARD	3.7	4.08	3.58	4.08		5.37	8.52
								TO-R FRESNO	0.0	4.00 AM	3.50 PM	4.00 PM		5.37	8.52
								(112.6)		Leave Daily	Leave Daily	Leave Daily		5.37	8.52
								Time over District		(2.44)	(2.14)	(3.02)		5.37	8.52
								Average Speed per Hour		41.19	50.41	37.12		5.37	8.52

See page 7 for additional schedules between Biola Jct. and Fresno Yard.

No. 58 reduce speed to 10 MPH at Delhi and Atwater to dispatch papers.

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

No. 60 reduce speed to 5 MPH at Chowchilla to receive mail.

No. 52 stop at Manteca, Ripon, Livingston, Atwater and Chowchilla upon request of Postal Clerk to dispatch registered coin.

ADDITIONAL STATIONS

P Cognac	M. P. 100.6
Covell	M. P. 108.1
Alcant	M. P. 129.3 (Spur)
Arena	M. P. 138.9
Creegan	M. P. 151.9
Labranza	M. P. 163.3 (Spur)
Sierra Vista	M. P. 165.8 (Spur)
Borden	M. P. 186.7
Tharsa	M. P. 193.5

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
80	Any station	Discharge		Stockton

Capacity of sidings in car lengths	THIRD CLASS				SECOND CLASS			FIRST CLASS	Distance from San Francisco	Time Table No. 236 June 7, 1942	Distance from Tracy	SECOND CLASS		THIRD CLASS				
		408	472	402	406	444		473				477	401	409	405	433		
		Freight	Freight	Freight	Freight	Mdse.		Freight				Freight	Freight	Freight	Freight	Freight		
	Leave Daily Ex. Monday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.	Arrive Daily					
Yard Limits	WIYP	3.50 AM	10.40 PM	8.50 PM		7.50 PM	26.2	TO-R REDWOOD JOT, 1.3	57.7	10.55 AM	6.40 PM		3.10 AM					
							27.5	End of Double Track 0.5	56.4									
	64 P	3.57	10.46	8.57		7.56	29.5	SWEENEY 1.5	55.9									
							30.9	HENDERSON 1.4	54.4	10.49	6.34		3.04					
	51 P	4.05	10.53	9.05		8.03	33.9	RAVENSWOOD 3.0	53.0									
Yard Limits 100 WIYP		4.20	11.15	9.30	6.05 AM	8.08	37.2	DUMBARTON 3.3	50.0	10.41	6.26		2.56					
	51 P	4.30	11.22	9.35	6.10	8.12	40.1	TO-R NEWARK 2.9	46.7	10.34	6.19		2.49					
							41.7	CENTERVILLE 1.6	43.8	10.28	6.13		2.43					
	80 P	4.45	11.25	9.38	6.25	8.14	41.7	SHINN 0.8	42.2	10.25	6.10		2.40					
Yard Limits	IYP	4.47	11.27	9.40	6.30	8.15 PM	42.5	W. P. Crossing TO-R NILES TOWER 0.5	41.4	10.23	6.08		2.38	3.08 AM	2.30 PM			
		4.49	11.28	9.42	6.33		43.0	NILES JUNCTION 1.8	40.9	10.22	6.07		2.37	3.07	3.37 AM			
							29.9	FARWELL 3.9	39.1	10.18	6.03		2.33	3.03	3.33			
	76 P	4.55	11.33	9.47	6.38		31.7	SUNOL 5.3	35.2	10.08	5.53		2.23	2.53	3.23			
							35.6	TO PLEASANTON 1.1	29.9	9.57	5.42		2.12	2.42	3.12			
	95 P	5.06	11.44	9.58	6.49		40.9	TO RADUM 0.4	28.8									
		5.17	11.55	10.09	7.00		42.0	REMILLARD 0.6	28.4									
Yd. Limits	IYP						42.4	ELIOT 3.9	27.8	9.53	5.38		2.08	2.38	3.08			
	E 110 W 105 YP	5.21	11.59 PM	10.13	7.04		43.0	TO-R LIVERMORE 1.5	23.9	9.45	5.30		2.00	2.30	3.00			
	E 85 BK W 80 WP	5.30	12.06 AM	10.30	7.12		46.9	TREVARNO 2.1	22.4									
							48.4	ULMAR 4.5	20.3	9.38	5.23		1.53	2.23	2.53			
	74 P	5.37	12.12	10.37	7.19		50.5	TO ALTAMONT 4.5	15.8	9.27	5.12		1.42	2.12	2.42			
	94 WTP	5.50	12.24	10.49	7.25		55.0	OAYLEY 3.6	11.3	9.17	5.02		1.32	2.02	2.32			
	72 P	6.02	12.34	10.59	7.40		59.5	MIDWAY 7.7	7.7	9.05	4.50		1.20	1.50	2.20			
	72 P	6.15	12.46	11.11	7.52		63.1	TO-R TRACY	0.0	8.45 AM	4.30 PM		1.00 AM	1.30 AM	2.00 AM			
Tracy Yard BKWOTY	P	6.30 AM	1.00 AM	11.25 PM	8.10 AM		70.8	(57.7)		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily			
		Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays		Time over District.....		(2.10)	(2.10)		(2.10)	(1.38)	(1.37)			
		(2.40) 21.64	(2.20) 24.72	(2.35) 22.33	(2.05) 22.41	(0.25) 39.12		Average Speed per Hour.....		26.63	26.63		26.63	23.30	23.54			
															(2.00) 20.70			

RULE 5. At Redwood Junction schedule time and train orders will apply at the end of double track.

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.

RULE 105. At Newark the siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.

Santa Clara siding No. 1 on the Elmhurst-Santa Clara line is the track between crossover 300 feet west of station building and west house track switch and designated as "Passenger Siding" to be used by passenger trains only and its use will be covered by train order. Santa Clara siding No. 2 is siding east of the station building, and will be designated as "Siding" and will be used by either passenger or freight trains. Schedule time and train orders on Elmhurst-Santa Clara line at Newark will apply at "Siding."

EASTWARD

NILES SUBDIVISION

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS				SECOND CLASS		FIRST CLASS				Distance from San Francisco	Time Table No. 236 June 7, 1942	Distance from Santa Clara	FIRST CLASS					SECOND CLASS		THIRD CLASS			
	418		416		422	450	112	40	74	250				111	73	255	443	39	407	451	419	405	437	417
	Local Freight	Local Freight	Freight	Mdse.	W. P. Passenger	W. P. Passenger	Oakland Lark	Passenger	W. P. Passenger	Oakland Lark				Passenger	Mdse.	W. P. Passenger	Freight	Mdse.	Freight	Mdse.	Freight	Freight	Local Freight	Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun., Mon. and Holidays	Arrive Daily	Arrive Daily Ex. Sunday and Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
					9.40 PM	8.35 PM	8.00 PM	7.00 AM	0.0	SAN FRANCISCO 3.5				10.30 PM										
					10.00	8.55	8.20	7.20	3.5	OAKLAND PIER 3.5				10.10										
Oakland yard	BKWI P				10.15 PM	9.10 PM	8.28 PM	7.35 AM	3.5	TO-R OAKLAND PIER 1.4		s 6.45 AM	s 9.15 AM	s 6.00 PM		s 9.45 PM								
	BKW CITY P	10.30 AM	6.30 AM	8.45 PM	7.15 PM				4.9	Cedar St. Crossing TO-R WEST OAKLAND 1.0							8.40 AM	3.30 AM	4.40 AM	3.30 PM	5.50 PM			
	I P								5.9	Western Pacific Crossing MAGNOLIA TOWER 0.8		6.36 AM				9.36 PM								
	I P						s 8.45	s 7.47	6.7	OAKLAND (First Street) 1.6			s 9.00	s 5.48										
	P								8.3	EAST OAKLAND 1.4														
	I P						s 8.52	s 7.54	9.7	FRUITVALE 3.7			s 8.52	s 5.41										
	64 WP	10.55	6.55 AM	9.30	7.32			8.58	7.59	13.4	TO-R ELMHURST End of Double Track 2.1			8.45	5.35	8.45 PM		8.19	3.00	4.15 AM	3.05 PM	5.25		
		11.05								15.5	MULFORD 2.3											5.15		
	P	11.20								17.8	ROBERT 2.4											5.05		
	70 WP	11.25		9.44	7.43			9.07	8.08	20.2	RUSSELL 1.3			8.37	5.27		8.08	2.45				4.50		
P	11.30 AM								21.5	MOUNT EDEN 1.5											4.45			
Spur									23.0	BAUMBERG 2.3														
64 P	12.30 PM		9.55	7.52			9.14	8.15	25.3	TO ALVARADO 0.9			8.31	5.21		7.48	2.35				4.30			
									26.2	HALL 2.2														
									28.4	ARDEN 2.2														
Yard Limits WLY P No. 1-23 No. 2-107	12.50 PM		10.10	8.18			9.22	s 8.23	30.6	TO-R NEWARK 2.2			8.23	5.14		6.05 AM	7.40	2.20			3.30 PM			
									32.8	MOWRY 1.3														
80 P			10.20	8.23			9.27	8.29	34.1	ALBRAE 2.4			8.08	5.09		5.58	7.34	2.00						
P									36.5	DRAWBRIDGE 2.6														
P							9.32	8.35	39.1	ALVISO 2.6		f 8.02												
53 P			10.38	8.38			f 9.33	8.40	41.7	TO AGNEW 3.1		f 7.57	5.01		5.47	7.24	1.40							
San Jose yd. KI P			10.45 PM	8.45 PM			9.43 PM	8.45 AM	44.8	TO-R SANTA OLARA 0.0			7.52 AM	4.57 PM		5.40 AM	7.20 AM	1.30 AM						
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(41.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily	Leave Daily Ex. Sun., Mon. and Holidays	Leave Daily	Leave Daily Ex. Sunday and Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
	(2.20) 10.01	(0.25) 20.40	(2.00) 19.95	(1.30) 27.53	(0.07) 20.57	(0.05) 28.80	(1.15) 33.04	(1.10) 35.40	Time over District.....		(0.09) 16.00	(1.23) 29.85	(1.03) 39.33	(0.20) 25.50	(0.09) 16.00	(0.25) 34.08	(1.20) 29.92	(2.00) 19.95	(0.25) 20.40	(0.25) 20.40	(2.20) 10.01		

No. 73 stop on flag at Drawbridge Wednesdays and Saturdays.
 No. 74 stop on flag at Drawbridge Wednesdays, Fridays, Saturdays and Sundays.

RULE 5. 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.

RULE 105. At Newark the siding of the Centerville-Redwood Junction line is west of the crossing of the Elmhurst-Santa Clara line.
 Santa Clara siding No. 1 on the Elmhurst-Santa Clara line is the track between crossover 300 feet west of station building and west house track switch and designated as "Passenger Siding" to be used by passenger trains only and its use will be covered by train order. Santa Clara siding No. 2 is siding east of the station building, and will be designated as "Siding" and will be used by either passenger or freight trains. Schedule time and train orders on Elmhurst-Santa Clara line at Newark will apply at "Siding."

Capacity of sidings in car lengths	THIRD CLASS			Distance from San Francisco	Time Table No. 236 June 7, 1942	Distance from San Jose	FIRST CLASS		THIRD CLASS				
	432 Freight	416 Local Freight	404 Freight				443 Mds.	405 Freight	437 Local Freight				
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		STATIONS		Arrive Daily Ex. Sat., Sun. and Holidays		Arrive Daily Ex. Sun. & Mon.	Arrive Daily Ex. Sunday			
Oakland yard 04 WP 36 P				13.4	TO-R ELMHURST 1.4	34.3	8.45 PM		4.15 AM	3.05 PM			
				14.8	TO SAN LEANDRO 1.7	32.9	8.42		4.11	3.00			
				16.5	ESTUDILLO 1.0	31.2							
				17.5	LORENZO 2.6	30.2	8.37		4.05	2.50			
	35 P			20.1	TO HAYWARD 3.9	27.6	8.32		3.59	2.40			
	100 WP			24.0	HALVERN 2.5	23.7	8.25		3.51	1.50			
	33			26.5	DECOTO 1.1	21.2	8.21		3.46	1.45			
	32 P			27.6	PABRICO 1.6	20.1							
				29.2	TO-R NILES 0.5	18.5	8.16		3.40 AM	1.30 PM			
				29.7	TO-R NILES TOWER W. P. Crossing 3.1	18.0	8.15 PM						
Yard Limits 70 K W Y P 1 Y P				32.8	IRVINGTON 3.5	14.9							
	35 P			36.3	WARM SPRINGS 4.4	11.4							
	39 P			40.7	MILPITAS 2.6	7.0							
	37 P			43.3	WAYNE 4.4	4.4							
	35 P			47.7	TO-R SAN JOSE	0.0							
San Jose yard BKWOITY P							Leave Daily Ex. Sat., Sun. and Holidays	Leave Daily Ex. Sun. & Mon.	Leave Daily Ex. Sunday				
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		(34.3)		(0.30)	(0.35)	(1.35)				
	(0.50) 22.20	(3.05) 5.12	(0.50) 22.20		Time over District Average Speed per Hour		32.60	26.97	9.98				

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.

Distance from San Francisco	Eastward Niles Subdivision	Westward
	Time Table No. 236 June 7, 1942	
	Stonehurst Branch	
	STATIONS	
13.4	TO ELMHURST 0.9	0.9
14.3	Western Pacific Crossing STONEHURST	0.0
	(0.9)	

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco via Vallejo	Time Table No. 236 June 7, 1942		Distance from Callistoga	THIRD CLASS	
	440 Local Freight	438 Local Freight		Napa Branch			439 Local Freight	441 Local Freight
	Leave Daily Ex. Sunday	Leave Daily		STATIONS			Arrive Daily	Arrive Daily Ex. Sunday
Yard Limits BK WY P	2.00AM	1.00AM	50.5	TO-R SUISUN-FAIRFIELD 2.6	47.8		5.10AM	6.15PM
			47.9	SUBEET 1.7	45.2			
29	2.10	1.10	46.2	THOMASSON 1.4	43.5		5.00	6.00
39 WY P	2.15	1.15	44.8	ORDELIA 3.8	42.1		4.55	5.50
W25 E28 P	2.25	1.25	41.0	CRESTON 3.8	38.3		4.45	5.35
Yard Limits WY P	2.45	1.40AM	37.2	TO-R NAPA JUNCTION 0.8	34.5		4.30AM	5.15
			38.0	Napa Valley Ry. Crossing 7.5	33.7			
50 W	4.00		45.5	TO NAPA 2.3	26.2			4.45
29	4.10		47.8	UNION 6.2	23.9			3.50
20	4.30		54.0	TO YOUNTVILLE 3.5	17.7			3.40
	4.55		57.5	OAKVILLE 1.9	14.2			3.20
	5.10		59.4	RUTHERFORD 1.8	12.3			3.05
	5.15		61.2	ZINFANDEL 2.4	10.5			2.50
22	6.10		63.6	ST. HELENA 3.9	8.1			2.45
W			67.5	BALE 1.5	4.2			
W			69.0	MAPLE 2.7	2.7			
Yard Limits 21 BKT	7.00AM		71.7	TO-R OALISTOGA	0.0			2.00PM
	Arrive Daily Ex. Sunday	Arrive Daily		(47.8)			Leave Daily	Leave Daily Ex. Sunday
	(5.00) 9.52	(0.40) 19.80		Time over District Average Speed per Hour.....			(0.40) 19.80	(4.15) 11.17

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco via Vallejo	Time Table No. 236 June 7, 1942		Distance from Schellville Junction	THIRD CLASS	
	438 Local Freight			Schellville Branch			439 Local Freight	
	Leave Daily			STATIONS			Arrive Daily	
Yard Limits WY P	2.00AM		37.2	TO-R NAPA JUNCTION 0.4	11.3		4.10AM	
			37.6	Napa Valley Ry. Crossing 0.4	10.9			
68	2.05		38.0	LOMBARD 2.7	10.5		4.05	
			40.7	BRAZOS 1.5	7.8			
			42.2	BUCHLI 3.5	6.3			
			45.7	RAMAL 2.8	2.8			
Yard Limits Y	2.40AM		48.5	TO-R SOHELLVILLE JCT.	0.0		3.30AM	
	Arrive Daily			(11.3)			Leave Daily	
	(0.40) 17.25			Time over District Average Speed per Hour.....			(0.40) 17.25	

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 236 June 7, 1942		Distance from End of Track
		Winters Branch		
		STATIONS		
WY P	59.4	R	ELMIRA 4.1	30.8
	59.6	TO	VACAVILLE 4.8	26.7
	63.7		HARTLEY 7.5	21.9
	68.5	TO	WINTERS 4.3	14.4
WT 20	76.0		NORTON 2.5	10.1
	80.3		ARROZ 0.8	7.6
	82.8		CITRONA 3.2	6.8
	83.6		MADISON 3.1	3.6
	86.8	TO-R	ESPARTO 0.5	0.5
W	89.9		END OF TRACK	0.0
	90.4		(30.8)	

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 236 June 7, 1942		Distance from Union
		Union Branch		
		STATIONS		
	48.5	END OF TRACK 0.3		2.3
	48.8	WEST NAPA 2.0		2.0
30	50.8	UNION		0.0
		(2.3)		

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 236 June 7, 1942		Distance from Benicia Junction
		STATIONS		
Port Costa Yd.			BENICIOA 1.4	5.6
P	32.4		ARMY POINT 4.2	4.2
M118 P	38.0		BENICIOA JUNCTION	0.0
		(5.6)		

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 236 June 7, 1942		Distance from Radum
		San Ramon Branch		
		STATIONS		
67 YP	38.1	TO-R	AVON 2.9	29.7
	41.0		GALINDO 1.5	26.8
26 W	42.5	TO	CONCORD 2.6	25.3
	45.1		HOOKSTON 0.7	22.7
	45.8		LAS JUNTAS Sacramento Northern Ry. Crossing 2.4	22.0
23	48.2	TO	WALNUT CREEK 4.4	19.6
	52.6		ALAMO 2.2	15.2
	54.8		DANVILLE 2.9	13.0
34	57.7		SAN RAMON 5.9	10.1
	63.6		DOUGHERTY 2.8	4.2
Yard Limits I Y P	66.4		ARCO 1.4	1.4
	67.8	TO	Western Pac. Crossing RADUM	0.0
		(29.7)		

Capacity of Sidings in Car Lengths	Mile Post Location	Time Table No. 236 June 7, 1942		Distance from Vallejo
		Vallejo Branch		
		STATIONS		
Yard Limits 38 WYP	37.2	TO-R	NAPA JUNCTION 2.8	7.1
21	34.4		FLOSDEN 4.3	4.3
Yard Limits WT	30.1	TO-R	VALLEJO	0.0
		(7.1)		

ADDITIONAL STATIONS
NAPA BRANCH

- Rocktram.....M.P. 42.8
- Imola.....M.P. 44.2
- Oak Knoll.....M.P. 50.2
- Thomann.....M.P. 62.1
- Krug.....M.P. 64.5
- Barro.....M.P. 65.3
- Larkmead.....M.P. 68.3

EASTWARD MERCED SUBDIVISION WESTWARD

Table with columns for Capacity of sidings, Third Class, Time Table No. 236, June 7, 1942, Stations (Stockton, Orford, Sibley, Holden, Peters, Farmington, Gotri, Valley Home, Adela, Oakdale, Olaribel, Waterford, Hickman, MontPELLIER, Ryer, Basel, Amsterdam, Nairn, Ferrin, Batturs, Merced), Distance from Merced, and Arrive/Leave Daily Ex. Sunday.

EASTWARD MERCED SUBDIVISION WESTWARD

Table with columns for Capacity of sidings, Third Class, Time Table No. 236, June 7, 1942, Stations (Berenda, Kismet Tower, Talbot, Daulton, Jesbel, Knowles Jot, Raymond), Distance from San Francisco via Antioch, and Arrive/Leave Daily Ex. Sunday.

EASTWARD MERCED SUBDIVISION WESTWARD

Table with columns for Capacity of sidings, Time Table No. 236, June 7, 1942, Stations (Knowles Jot, Knowles), Distance from San Francisco via Antioch, and Arrive/Leave Daily Ex. Sunday.

DIVISION MILEAGE

Table listing Main Lines and Branches with distances. Includes entries like Oakland Pier to West Oakland, Winters to Washington, and various branch lines like Alvarado, Chowchilla, etc.

EASTWARD MERCED SUBDIVISION WESTWARD

Table with columns for Capacity of sidings, Time Table No. 236, June 7, 1942, Stations (Chowchilla, Ash, Oveja, Tillman, Plains, Dairyland), Distance from Dairyland, and Arrive/Leave Daily Ex. Sunday.

SPECIAL INSTRUCTIONS "SAFETY"

RULE 1 (A). Standard Clock at yard office, Richmond Transfer.
RULE 2. Watch Inspectors: S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.
List of watch inspectors for various locations including Oakland, Berkeley, Richmond, Stockton, Lodi, Benicia, Suisun-Fairfield, Vallejo, Calistoga, Winters, Sacramento, Roseville, Martinez, Pittsburg, Tracy, Livermore, San Jose, Newman, Los Banos, Fresno, Madera, Merced, Modesto, Turlock.

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

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered streamlined trains "CITY OF SAN FRANCISCO" and to trains Nos. 51, 52 and 53 between M. P. 43.5 and Tracy and between Lathrop and Fresno when handled by P-10 class or lighter engines which have been cross counterbalanced for speeds of 75 MPH or over.

RULE 14 (d). As specified below, o 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 Elmhurst-San Jose line.
Merced, Trains on Oakdale line.
Fresno, Trains on Pratton line.
Biola Jct., Trains on Los Banos Subdivision.

RULE 14 (e). As specified below, will be indication that flagman may return from east as prescribed by Rule 99:
Martinez, Trains on Tracy line.
Elmhurst, Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.

Niles, Trains on Milpitas line.
Napa Jct., Trains on Schellville Jct. line.
Suisun-Fairfield, Trains on Napa Jct. line.
Davis, Trains on Woodland line.
Galt, Trains on Ione line.
Lodi, Trains on Valley Spring and Woodbridge lines.
Stockton, Trains on Merced Subdivision.
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.

SPECIAL INSTRUCTIONS

RULE 14 (k). Also sound signal when passing rear of train, to be acknowledged by trainman by signal 12 (c).

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

Westward trains sound whistle signal 14(l) just before entering tunnel east of Selby.

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

For identification purposes, headlight may be dimmed when passing head end and rear end of trains on adjoining tracks, except when nearing street or highway crossings.

Mars Signal Light on engines so equipped shall be used when engine is moving at night, and in foggy or stormy weather. It must be dimmed or extinguished approaching passenger stations, and at other points as prescribed by rules.

RULES 17 and 19. Night signals will be displayed through tunnels.

RULE S-17. In C. T. C. will not apply on controlled sidings.

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

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

RULE 28. In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULE 30. Between the hours of 9:00 p. m. and 6:00 a. m. engine bell must not be rung, except in emergency, in city limits of Napa.

RULE 72. Trains and engines may move with current of traffic irrespective of time-table superiority as follows, but must avoid delaying passenger trains:

- Between Oakland Pier and Elmhurst.
Between Brighton and Polk.
Between Calwa Tower and Fresno Yard.
Between Stockton Tower No. 4 and Stockton.

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

RULE 83. Identification may be made by westward trains on double track between Fresno and Fresno Yard, to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification. Eastward trains must comply with Rule 14 (k) when approaching trains on opposite track.

Westward trains receiving proceed indication through West Zone, or permission from signal operator to pass Signal 813SA if displaying "stop", will move from Lathrop to Tracy irrespective of timetable superiority. Eastward trains receiving proceed indication through East Zone, or, if in siding, at Signal 828, or permission from signal operator to pass that signal if displaying "stop" will move from Lathrop to Stockton, irrespective of timetable superiority.

RULES 83 and 83 (A). Westward trains, except first-class, passing Sacramento will not comply with Rules 83 and 83 (A) at Sacramento. A proceed signal from switch tender at Front Street, Sacramento, green flag by day or green light by night, and in addition proceed indication displayed in Signal 887SA, will be authority to move irrespective of timetable superiority from Sacramento to Davis train-order office. Proceed indication displayed by train-order signal at Davis and by eastward interlocking signal east of Davis Tower will be authority for eastward second-class and inferior trains to move irrespective of time-table superiority of No. 262 and No. 201 from Davis to Sacramento.

Rule 83 (A). Only trains originating or terminating will register at:

Table listing registration points for Rule 83 (A) including Modesto, Sacramento, Los Banos, Pittsburg, Turlock, Newark, Ingle, Suisun-Fairfield, Oakdale, Port Costa, Fresno Yard, West Oakland, Davis, Avon, Livermore.

At Sacramento: First-class trains and passenger extras register at Passenger Station.

At Martinez: Westward trains and trains originating or terminating. Extra trains will register at Stockton, Lathrop, Merced, Napa Junction, Niles Tower, Niles and Kerman.

Rules 83 (A) and 83 (D) will not apply to Merced Subdivision trains originating or terminating at Lathrop when using east leg of wye.

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

Table listing registration points for Rule 83 (B) including Elmhurst (Regular Trains) and Niles (All Trains).

Table listing registration points for Niles Tower, Redwood Junction, Newark, Santa Clara, Martinez, Stockton, Kerman, Lathrop, Merced, and Davis.

RULE 83 (D). Western Division trains via Agnew receiving clearance at San Jose passenger station applying to Western Division will not comply with Rule 83 (D) at Santa Clara (Tower).

Western Division trains, via Sacramento or Brighton (except first-class), originating at Roseville, will obtain separate Sacramento and Western Division clearances and receive their train orders applying to Western Division at Roseville, and will not comply with Rule 83 (D) at Sacramento.

Westward trains from Merced Subdivision receiving proceed indication on signal 815SA at Lathrop will not obtain clearance.

RULE 83 (E). A train may check the register against an extra when authorized by train order in the following form: "... may check register at ... against Extra ... on Order No.". A train so authorized to check the register must also register.

An extra when instructed by train order in the following form: "Extra ... register at ... on Order No." will register, and place this order number and date in column captioned "Signals."

RULE 84. Proceed signal 12 (c) must be used to start trains from Oakland Pier, except Streamliner "CITY OF SAN FRANCISCO" when communicating signal may be used.

RULE 91. Trains when moving in a direction for which block signals are not provided, will be considered as being outside of block system limits, and will comply with Rule 91.

RULE 93. Second and third paragraphs of Rule 93 apply to all tracks within yard limits.

When cars are moved from one point in yard to another on main track at night, a red light must be displayed in a conspicuous place on rear end of rear car.

Yard limits in which the provisions of Rule 93 will apply are established at the following points:

Table listing yard limits for various stations including Oakland, Port Costa, Suisun-Fairfield, Davis, Sacramento, Vallejo, Napa Jct., Napa, Calistoga, Schellville Jct., Port Chicago, Pittsburg, Tracy, Lathrop, Modesto, Turlock, Merced, Madera, Fresno, Redwood Jct., Newark, Niles, Eliot, Livermore, Stockton, Lodi, Galt, Los Banos, Kerman, Oakdale, Valley Spring, Kentucky House, Ione, Raymond, San Jose.

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

Port Costa yard: Extends from M.P. 27.96 west of Crockett to M.P. 37.07 west of Avon and M.P. 39.24 east of Benicia Jct. and Benicia Jct. to Benicia.

Suisun-Fairfield yard: Between yard limit boards at M.P. 47.05 west of Suisun-Fairfield station and M.P. 52.45 east of Tolenas and M.P. 45.75 east of Thomasson.

Davis yard: Between yard limit boards at M.P. 74.20 west of Standard Oil switch, M.P. 77.37 east of Chiles and M.P. 76.88 on Woodland line.

Eliot yard: Between yard limit boards at M.P. 45.40 east of Eliot and M.P. 41.74 west of Radum on Niles Subdivision and M.P. 63.25 west of Dougherty on San Ramon branch.

Pittsburg yard: Between yard limit boards at M.P. 46.31 west of Shell Point to M.P. 51.68 east of Los Medanos.

Tracy yard: Between yard limit boards at M.P. 80.70 on Martinez Subdivision, M.P. 69.19 on Niles Subdivision, M.P. 74.37 on Lathrop Subdivision and M.P. 85.64 on Los Banos Subdivision.

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

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

Fresno yard: Limits are defined by yard limit boards at the following points:

Table listing yard limit boards for Fresno yard including Pratto Line, Merced Line, Biola Line, Bakersfield Line, Exeter Main Track, Clovis Branch.

Trains must receive proceed signal from yardman, green flag by day and green light by night, in vicinity of Fresno.

Westward trains via Pratto line must receive signal from yardman at Divisadero Street, green flag by day and green light by night.

After receiving check of register for westward first-class train leaving Fresno, westward second-class and inferior trains may leave Fresno Yard not less than 15 minutes after registered departure time of such first-class train from Fresno and run ahead of such first-class train from Fresno Yard to Notarb. A first-class train passing Fresno Yard 15 minutes or more after registered departure time from Fresno will run expecting to find a train running ahead Fresno Yard to Notarb.

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

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

RULE 98. RAILROAD CROSSINGS AT GRADE NOT 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."

Sacramento Northern Railway, 4000 feet east of Hookston on Avon-Radium line, "stop."

A. T. & S. F. Ry. at Oakdale, "stop."

Central California Traction Co. at Roma, "stop."

Central California Traction Co. at M. P. 116.7 Ione Branch, "stop."

Western Pacific Railway, between Elmhurst and Stonehurst, "stop."

Western Pacific Railway at 42nd Ave., Oakland, "stop" and flag.

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

Ward St. Berkeley at Stanford St. "stop" and flag.

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 MPH 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.

Alameda, Belt line bet'n West Alameda and Pacific Ave. "stop."

Alameda, Belt line bet'n Eagle Ave. and Tynan, "stop."

Yard engines must be protected before crossing Western Pacific Ry. on Stonehurst line and at Third and Fallon Streets.

DRAWBRIDGES INTERLOCKED OR GOVERNED BY BLOCK SIGNALS:

Table listing drawbridges governed by block signals including Martinez-Benicia Bridge, Sacramento River, Cygnus, Pacheco Slough, Avon, San Francisco Bay, Newark Slough, Warm Springs Creek-Coyote Creek, San Joaquin River Bridge, Napa River, Tidal Canal.

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. Sound signal 14 (j) for bridge to be closed.

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

Track circuits to crossing protective devices on Track No. 1 at Clinton Avenue, Richmond, are arranged to give protection only on westward movements. Eastward movements on Track No. 1 must be protected by flag over this crossing.

Switching must not be performed over Main and Olive Street crossings, Turlock, between hours of 12 noon and 1:00 p. m. All switching during these hours must be done 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.

RULE 103 (A)—Continued

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 pushed, stop and proceed with yardman protecting movement over El Dorado Street.

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

STOP—FLAG HIGHWAY TRAFFIC, or CAUTION—FLAG HIGHWAY TRAFFIC unless same be first brought to a stop or caution observed (as indicated by sign) and traffic on crossing protected by member of train crew or other competent employe acting as flagman.

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

Elmhurst..... End of double track for Eastward track.
Junction Switch for Niles line.
Whistle
Signals:—For Santa Clara line, o ———
For Niles line, ——— o ———
For Stonehurst line, o ——— o.

Niles..... West end, for Livermore line.
Operator will handle junction switch and cross-over switch west of station building when on duty 4:00 p.m. to 8:00 a.m. daily for trains to or from Niles Tower line, using green flag or green light for proceed indication.

Whistle signal for this route, ——— o o ———.
Westward trains using crossover west of station building will be governed by Signal 287.

Avon..... San Ramon Branch, for siding.
Napa Junction..... Suisun-Fairfield-Napa line, for Vallejo line.
Union..... Cross-over switch at west end of siding, for Union line.
Suisun-Fairfield..... Napa line, for siding.
Elmira..... Winters line, for east leg of wye.
Tracy..... West end, for Martinez Subdivision.
East end, for Lathrop Subdivision.
Lodi..... Woodbridge line, for Lathrop line.
Valley Spring line, for siding Lathrop line.
Galt..... Ione line, for siding Lathrop line.
Ingle..... Riverdale line, for siding Los Banos Subdivision.
Kerman..... Caruthers line for siding Los Banos line.
Biola line, for Pratton line.

Merced..... Oakdale line, for main track Modesto line.
Berenda..... Raymond line, for main track Modesto line.
Fresno Yard..... Clinton Ave. (End of double track.) For eastward track. This is a spring switch.
Fresno..... Pratton line, for eastward track. This is a spring switch.
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 a spring switch.

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

Cross-over located 2700 feet east of M.P. 35 near foot of grade on eastward track will be known as "Lower Crossover."

Whistle Signals:—For the Bridge line, o ———
For Tracy line, ——— o ———.
Mococo..... (End of double track)—For westward track. This is a spring switch.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner "CITY OF SAN FRANCISCO."

RULE 105. LATHROP: 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 and to be used by westward trains.

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 to be used by eastward trains. Speed must not exceed 20 MPH 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 Signal 932 and to be used by trains to or from Merced Subdivision.

MODESTO: Siding No. 1 enters main track 1740 feet east of M.P. 110 and leaves main track 1800 feet east of M.P. 111 and is to be used by eastward trains.

Siding No. 2 enters main track 2000 feet east of M.P. 111 and leaves main track 2243 feet east of M.P. 112.

Siding No. 3 enters main track 3432 feet east of M.P. 113 and leaves main track 2112 feet east of M.P. 112 and is to be used by westward trains.

ELIOT: Eastward siding is first siding north of main track and to be used by eastward trains. Westward siding is second siding north of main track and to be used by westward trains.

LIVERMORE: Eastward siding is opposite station extending 4600 feet westward and is to be used by eastward trains. Westward siding is 2000 feet east of station extending 4000 feet eastward and is to be used by westward trains.

PORT CHICAGO: Eastward siding is the first track on bay side of main track and to be used by eastward trains. Westward siding is the first track on station side and to be used by westward trains.

SUISUN-FAIRFIELD: Eastward siding is first track east of eastward main track and enters eastward main track 2280 feet east of M.P. 47 and is to be used by eastward trains. The westward siding is first track west of westward main track and enters westward main track 3000 feet west of M.P. 50 and is to be used by westward trains, and such trains will enter this siding at cross-over about opposite freight house.

DAVIS: Eastward siding is first track south of eastward main track and enters eastward main track 1200 feet east of Davis tower and is to be used by eastward trains. Westward siding is first track north of westward main track and enters westward main track 1960 feet west of M.P. 77 and is to be used by westward trains.

KERMAN: North siding is siding north of main track extending from M.P. 192.92 to M.P. 194.16, to be used by trains from and to Biola line only. Eastward trains to have preference when west switch is lined for same and proceed signal (green flag by day or green light by night) is received from Operator. Westward trains from Biola line meeting eastward trains to Biola line will use Pratton line main track from junction switch of Biola line, except when train order specifically authorizes use of siding by westward train and requires eastward train to use main track to junction switch. South siding is siding south of main track extending from M.P. 192.83 to M.P. 193.81.

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.

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 206 (A). Merced Subdivision trains (from Stockton) originating on east leg of wye at Lathrop, may be authorized by train order at Stockton, and a clearance will not be necessary at Lathrop.

Lathrop Subdivision trains (from Merced Subdivision) originating on east leg of wye at Lathrop need not obtain clearance at Lathrop.

Regular trains from Merced Subdivision will assume the corresponding number and schedule on Lathrop Subdivision.

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

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

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

When train orders are to be delivered to westward trains at Lathrop stop indication will be displayed in Signal 813SA. When train orders are to be delivered to eastward trains on Lathrop Subdivision at Lathrop, stop indication will be displayed in Signal 818SA. Trainmen and engine-men must be in position to receive train orders passing these signals.

AUTOMATIC BLOCK SYSTEM

RULE 509. When making a reverse movement on main track after moving out of siding or other track, in block system limits, train or engine will, unless movement be completed beyond the governing signal, proceed as if signal be in stop position.

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

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

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 top light governing movements on main track and the lower 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, use telephone located on this signal and call switch tender at puzzle switch and be governed by his instructions.

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

Following block signals equipped with a triangular number plate displaying the letter "P", have included in their control limits a special protective device. When these signals indicate "stop", in addition to complying with Rule 509, careful inspection must be made of track or structures, as indicated below, and it must be known that it is safe for passage of train before proceeding:

NILES SUBDIVISION

No.	Protection afforded
P-423	Spring switch, Shinn
P-526	Rock slide fence, M.P. 52.6
P-543	Rock slide fence, M.P. 54.3

MARTINEZ SUBDIVISION

No.	Protection afforded
P-374	Spring switch, Napa Jct.
P-356, P-358 and P-359	spring switch, Mococo. If signal indicates "stop" careful examination of switch must be made, and hand throw the switch from normal to reverse and back to normal before passing over it. If Signal P-358 governing trailing movement through spring switch continues to indicate "stop" switch must be treated as a hand throw switch, and movement governed by Rule 509.

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

If indicator indicates "block clear," switches may be lined. When first switch or derail is lined, signal will indicate "stop". When second switch or derail is lined, signal will indicate "proceed" if block is clear. When signal indicates "stop" after proper lineup has been made, a train must not move to main track except as prescribed by Rules 509 and 99.

SPRING SWITCHES

Spring Switches are identified by target on switch stand bearing the letters "SS."

When a block signal in advance of a facing point spring switch indicates "stop", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used, nor boosters started, while engine is standing on or passing over such switches.

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

	MPH		MPH
San Joaquin River Drawbridge:		Napa Jct.	8
West End.	25	Trailing eastward	
Facing westward	35	Facing westward	30
East End.	35	Mococo	35
Trailing westward	35	Trailing eastward	
Facing eastward	25	Facing westward	35
Lathrop	20	Martinez	35
Trailing eastward	20	Trailing westward	
from siding	20	Facing westward	35
Facing westward	35	Redw'd Jct.	25
Shinn	8	Trailing eastward	
Trailing eastward	8	Facing westward	35
Facing westward	35		
Fresno, Clinton Ave., end double track:		Fresno, Junction Pratton line:	
Trailing westward	35	Trailing eastward	15
Facing eastward	25	Facing westward	10

RULE 516. Overlap posts:

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

RULE 663 (b). When authority received by telephone to proceed through limits of an inoperative interlocking signal, a member of crew must make careful examination of facing point switches before passing over them.

RULE 825. Marker posts have been installed and cars must not be left within 250 feet of either side of crossing of Highway No. 180 at Floyd.

Outfit cars must not be left next to oil or gasoline loading or unloading locations; warehouses; storehouses; lumber yards; or other buildings.

SPECIAL INSTRUCTIONS

RULE 834. Tank cars, or open-top cars loaded with rail, pipe, structural steel, lumber, poles, or mounted wheels, when lading projects above sides and end walls of car, must not be placed in train next to cab of AC class engines.

RULE 883. Engines under steam must not be stored or left untended on tracks that are not protected by derails against entry to main track. When chains or blocking available, wheels must be blocked.

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 Oakland yard limits 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: o o ——— o o.

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 204.

Whistle signal for movement to West Oakland yard, o ———.

From Santa Fe Interchange to Oakland Pier, ———.

To Santa Fe Interchange, o ——— o.

Telephones connected to 16th Street and West Oakland Towers are located on Lattice Pole 1733, 250 feet east of Bridge 200 and on signal case 30 feet west of junction of Tracks 1 and 2, to be used when necessary to obtain permission to pass signals as per Rule 663 (b).

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, o ———.

WEST OAKLAND TOWER—First and Cedar Streets, Oakland

Limits on First Street main tracks extend from signal bridge 110 to signal bridge 112:

On Oakland Pier-Sacramento line extend from light signal on trolley pole 3183, 500 feet west of West Oakland freight lead crossing to westward signals 300 feet east of signal bridge 200:

On West Oakland freight lead extend from westward signals 300 feet east of signal bridge 200 to signal bridge 112 on First Street line and to three-arm signal 500 feet west of First Street crossing leaving West Oakland yard.

MAGNOLIA TOWER—First and Chestnut Streets, Oakland

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

FRUITVALE TOWER—Fruitvale

Limits on main tracks extend from signal bridge 123 to signal bridge 127 on westward track and to westward dwarf signal 680 west of signal bridge 127 on eastward track.

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 interlocking signals for Niles-Tracy line and Western Pacific main track will be 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 if no signal operator on duty.

NILES TOWER—Crossing of Western Pacific Ry.

Limits extend from two-light signal fifteen feet east of the east junction wye switch at east end of Niles yard, Tracy line, to the junction switch of the Centerville-Redwood Junction line and from the Niles-San Jose junction switch to the junction switch of the San Jose-Centerville-Redwood Junction line.

Switch at east end of No. 1 track is electrically locked and controlled by signal operator. Instructions regarding operation posted inside door of lock.

Whistle Signals as follows:

For San Jose, o ———. For Niles, o ——— o.
For Centerville, ——— o ———. For Tracy, ——— o ——— o.
Engines from trains to Niles yard for water, o ——— o ———.

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. Switches and derails west end of Santa Clara siding extension and east end house track are electrically locked and controlled by signal operator. Instructions regarding operation posted inside door of lock.

Whistle Signals:—For Santa Clara, o ———.
For Santa Clara siding, o ——— o.
For Redwood Junction, ——— o ——— o.
For Dumbarton siding, ——— o ——— o o.
For Centerville, ——— o ———.
For Elmhurst, o ——— o.

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 346SA 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 343 at east switch of West Siding. The two signals, one directing the movement of the Tracy westward main track and the other directing movement of the bridge westward main track, will be operated by the operator in the Martinez train-order office.

On eastward track from two-light signal 600 feet east of Martinez passenger station to westward dwarf signals 938 feet east of Martinez passenger station on both Bridge and Tracy lines.

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

DAVIS TOWER

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

Whistle signal to and from Sacramento, for the Woodland line, o ———.

Whistle signal for Western Division, eastward trains desiring to enter siding at Davis, ——— o ———.

MIKON TOWER—Crossing Sacramento Northern Railway

Signal operator on duty 9:00 a. m. to 6:00 p. m. less meal hour period of one hour, daily except Sundays and holidays. During hours when signal operator not on duty, signals will be placed and derails lined for movements on Southern Pacific tracks.

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

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

Both switches are spring switches.

LIMITS OF LATHROP STATION INTERLOCKING PLANT EXTEND AS FOLLOWS:
EAST ZONE

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

WEST ZONE—From Signal 814SA, 360 feet west of junction switch to Signals 813SA and 815SA, 340 feet east of junction switch.

SOUTH ZONE—From Signals 934SA and 936SA, 225 feet west of junction switch to Signal 937SA, 65 feet east of junction switch.

Permission to pass Signal 828 from east siding when at "stop" will be procured from signal operator, but must comply with Rule 509. Telephones connecting with signal office located at home interlocking signals governing entrance to each zone and at east switch of eastward siding.

Speed of 25 MPH must not be exceeded through switches of East Zone and 15 MPH through switches of West Zone.

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

Signal operator on duty 6:00 p. m. to 10:00 p. m. and 11:00 p. m. to 3:00 a. m. daily except Sundays and holidays. 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 not on duty. During hours when signal operator is on duty, switch leading to Union Stockyards track will be electrically locked and controlled by signal operator.

Trains entering this track must restore switch and derail and lock same. Before leaving this track, permission must be obtained from signal operator and will be given in accordance with Rule 628. It may be called for by use of whistle signal, ——— o ———.

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

Engineers will sound whistle signals as follows when they wish switches lined for:

Westward main track, o o ———.
Eastward main track, ——— o ———.
Middle track, o ———.
Old siding, ——— o o.
Gauns track, o ——— o.
Houser-Haines track, o o ——— o.

One short sound of tower siren (o) will be signal for all train movements to stop.

Two short sounds repeated several times (oo oo oo) will be signal for yard and train crews to clear the plant at once.

STOCKTON TOWER No. 3—Western Pacific R. R. Crossing Weber Avenue and Union Street, Stockton

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 cross-over they will sound whistle signal, ——— o ———.

MODESTO TOWER—Tidewater Southern Railway Crossing 1.8 miles east of Modesto

Signal operator on duty 9:00 a. m. to 12 noon and 1:00 p. m. to 6:00 p. m. daily except Sundays and Holidays; during other hours 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

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

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

Engineers will sound whistle signal, o ——— o, when wish to enter or leave siding.

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

Signal operator on duty from 9:00 a. m. to 12 noon and 1:00 p. m. to 6:00 p. m. During hours when signal operator not on duty, signals will be placed at proceed and derails lined for A. T. & S. F. and will be necessary to call signal operator, who resides in Merced, to operate the plant. Trainmen to confer with train dispatcher who will make necessary arrangements.

BIOLA JUNCTION

Limits extend on Merced Line from eastward signal 675 feet west of Biola Jct. switch, and on Biola Line from eastward signal 575 feet west of junction switch to westward signal on Merced Line 930 feet east of junction switch, and to westward dwarf signal on 7½ ft. mast on No. 1 drill track 290 feet east of junction switch.

Dual control switch machines on Biola Jct. switch; on derail on Biola Line 535 feet west of junction switch; and on switch and derail west end No. 1 drill track, Fresno yard. These switches will be operated from train-order office Fresno Yard.

Trains stopped by signals will communicate with signal operator by telephone, and be governed by his instructions. Telephones are located in concrete battery houses at Biola Jct. switch and at derail on Biola Line.

Instructions governing hand operation of dual control switches by trainmen (when instructed by signal operator) will be posted in telephone booths.

Westward movements from No. 1 drill track will be governed by three-indication dwarf light signal on 7 1/2 ft. mast located on west end of drill track 290 feet east of junction switch. Green light governs movement westward on Merced Line. Yellow light governs movement to Biola Line. All other signals will display indications in accordance with Rules 601 to 604-A, inclusive.

POLK

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

TRAIN INSPECTION

On freight trains, when conditions are favorable and in the judgment of conductor it is safe to do so, run may be made without stopping for inspection from one water stop to the next water stop except that a distance of seventy (70) miles must not be exceeded between inspections.

When any car containing T.N.T., bombs, loaded projectiles, and other such articles of a highly sensitive nature is loaded in excess of 65% of the marked capacity, the maximum distance that a freight train handling may run without stopping for inspection is 50 miles.

AIR BRAKE RULES

RULE 2. 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.

RULE 24. Rear end test on freight trains must be made immediately prior to departure from:

- Altamont.....Trains that stop
Toyon.....All trains.
Napa Junction.....Trains via Cordelia.
Cordelia.....Eastward trains that stop.
Creston.....Trains that stop.

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 4. 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.

RULE 33. One retainer for each 150 Ms handled must be turned up on westward freight and mixed trains between Toyon and one-half mile east of Valley Spring, and between Norval and Helisma.

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

When necessary retainers will be used between Altamont and Midway, Altamont and Ulmar, Creston and Cordelia, Creston and Napa Junction. Nothing less than ten retainers will be used.

RULE 39. Running test on passenger trains must be made:

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

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

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

Eastward passenger trains via Benicia Jet. that do not stop at Martinez will make running test immediately after passing west switch at Ozol.

Westward passenger trains will make running test approaching Signal 357 east of steel viaduct.

MISCELLANEOUS

1. In all cases where it is necessary to make a short move to reach water or oil column, including that required to spot second engine of double header, engines of trains of more than 30 cars must be cut off before spotting at column.

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

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

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

4. In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

4. (a) Pushing trains out of yards:

(a) No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through the pusher engine, except when pushing trains between Port Costa and Benicia Jct. in either direction, air must be coupled through pusher engine. Stop must be made when rear end of train is clear of lift span of bridge to cut helper off.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

5. The working track between Port Costa and M.P. 28.20 west of Crockett may be used by westward freight trains, displaying markers as per Rule 19, same as though moving against current of traffic.

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

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

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

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

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

7. Capacity of sidings between clearance points is based on an average car length of 49 feet not including engines and caboose.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, trainman will open train heat valve on rear of train at station one mile board and enginemen will shut off the train heat one-half mile from station.

10. Sand must not be used at location of rail lubricators.

Tracks on Dock No. 1, Oakland Pier, are not safe for engine or cars.

Halvern-Alvarado line cannot be used beyond point 2500 feet from switch of Sugar Plant on Alvarado end and 500 feet from switch of siding on Halvern end.

Engines heavier than those shown herein will not be permitted to operate on following lines or tracks:

- Schellville Branch.....Mk 9
Vallejo Branch.....C
Napa Branch, Napa Jet. to Union.....C
Napa Branch, Union to Calistoga.....M 4
Union Branch.....M 4
Winters Branch, Winters to End of Track.....M 4
San Ramon Branch, Avon to San Ramon.....M 4
Ione Branch.....C
Lodi Branch.....C
Galt, Crossover from Controlled Siding to Oil Track.....C
Elk Grove, Elk Grove Winery Spur.....C
Florin, Florin Fruit Growers' Spur.....C
Stockton, Tracks 2 and 3 except to pick up and set out cars.....C
Oakdale Branch.....Mk 6
Chowchilla Branch.....M 4
Raymond Branch, Berenda to Daulton.....T 40

- Raymond Branch, Daulton to Raymond.....M 4
Tremont, Corral Track.....C
Alvarado, Alameda Sugar Co. Spur.....Mk 6
Alviso, Cannery Spur.....C
Agnew, Distillery Spur.....C
Ravenswood and Dumbarton Spurs.....C
Lodi, Tracks 5 and 6 and link from track 3 to track 5.....C
Manteca, Spreckles Sugar Spur.....C
Livingston, Spur to Shed 101.....C
Madera, Winery Spur.....Mk 4
Timba Spur.....M 9
Los Banos, Builder's Lumber Co. Spur, Union Oil Spur and Golden State Creamery Spur.....C

Lodi, engines with wheel base in excess of 41 ft. must not be turned on wye.

Engines heavier than consolidation types must not operate over series of slip switches, movable point crossings, and turnouts constituting double track crossovers from eastward and westward steam and electric tracks to west leg of Fruitvale wye.

11. MAIN TRACK

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

- No. 1—Westward Trains, via Oakland (Sixteenth Street).
2—Eastward Trains, via Oakland (Sixteenth 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. 3—Westward Passenger Trains.
2—Eastward Freight Trains. 4—Eastward Passenger Trains.

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

- 3—Westward Steam Trains. 4—Eastward Steam Trains.

15. Trains must not pass switchtenders' stations at Sixth and Seventh Streets, Sacramento, without receiving signal from switchtender to proceed, green flag by day and green light by night, and will move with caution between Sacramento River Bridge and Seventh Street.

20. Handling of freight cars in train behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them. The term "freight car" does not include a baggage, express or mail car, or a caboose.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 MPH and freight and mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal."

Speed of Trains Regulated by Ordinance Through City Limits:

Table with 5 columns: PAGE, LOCATION, Passenger MPH, Freight MPH, Engine Backing MPH. Lists various locations like Berkeley, Washington, Dixon, etc. with corresponding speed limits.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS (Continued)

The following maximum speed will apply to trains Nos. 51, 52 and 53 when handled by P-10 class or lighter engines which have been cross counter-balanced for speeds of 75 MPH or over:

Table with 3 columns: Page No., BETWEEN, MPH. Lists various routes like M.P. 43.5 and Tracy, Through City Limits of Pittsburg, Western Pac. Crossing and Biola Jct. etc.

Following engines are cross counter-balanced:

All GS-1, 2, 3, 4. Mt. 1, 2, 3, 4, 5. P-12. P-7, 8, 10, 2461, 2462, 2463, 2464, 2465, 2467, 2469, 2471, 2472, 2473, 2474, 2475, 2476, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491.

Following engines have been cross counter-balanced for speed of 55 MPH when handling passenger trains.

F-1, 3, 4 and 5; 3619, 3625, 3634, 3636, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3682, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3717, 3727, 3728, 3732, 3737, 3742, 3752, 3765.

All AC-4, 5, 7, 8, 10.

No. 443 will be permitted a speed of 40 MPH Niles to West Oakland, No. 442 a speed of 50 MPH West Oakland to Mikon and No. 400 a speed of 50 MPH Tracy to Kerman except where speed is otherwise restricted and provided the following cars and machines are not handled:

Loaded tank cars, except tank cars of 10,000 gallons capacity or less when not containing gasoline, naphtha, or other highly inflammable commodities;

Open top cars loaded with transformers, rail, poles or piling, twin or multiple loads;

Open top cars where lading projects above ends or sides of car, unless car foreman or lead inspector, after careful inspection, certifies load in condition for fast speed;

Machines on own wheels, such as cranes, derricks, ditching machines or any other car restricted by rule or special instructions;

Cars with arch bar type trucks.

Maximum speed for passenger trains handling box cars equipped with steel wheels and trains consisting entirely of system or foreign line box cars so equipped is 60 MPH. When such cars are equipped with high speed trucks and proper braking equipment and pass required terminal inspection they may be handled in regular passenger trains at passenger speeds.

Engines of "GS" and "AC" types must not exceed speed of 25 MPH over following structures:

- Bridge 18.16—San Lorenzo Creek—East of Lorenzo.
Bridge 31.56—Alameda Creek—West of Farwell.
Bridge 36.87—Sunol Creek—East of Sunol.
Bridge 76.57—Paradise Cut—Between Banta and San Joaquin Bridge.
Bridge 104.38—Mokelumne River—East of Lodi.
Bridge 119.14—Consumnes River—West of McConnell.
Bridge 104.27—Stanislaus River—East of Ripon.
Bridge 113.84—Tuolumne River—East of Modesto.
Bridge 134.84—Merced River—Between Delhi and Livingston.
Bridge 194.52—San Joaquin River—West of Herndon.

Engines backing must not exceed speed of 15 MPH on curves and approaching road crossings at grade.

Maximum speed for Diesel Electric switch engines 30 MPH.

The maximum speed for M-21 class engines restricted to 40 MPH on main lines and not to be used on branch lines.

Trains and engines must not exceed 10 MPH through Cross-overs, Slip Switches, Turnouts and Sidings except as otherwise provided for in Speed Restrictions.

Speed of 15 MPH must not be exceeded when moving through double throw movable point cross-over switches within the limits of Oakland Pier interlocking tower.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 MPH and Freight and mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or "fixed signal".

Main table with columns: Page No., BETWEEN, PASSENGER (Maximum Except Streamliner Diesel Power, Streamliner Diesel Power Unit, With T 1, 2, T 7 to 23, 25, 31, 35, Mk 5, 6, 7, 8, 9, M), With SP 1, 2, 3, F 1, 3, 4, 5, 6, AM, AC 4, 5, 6, 8, 9, 10, C 2 to 10, C 18 to 29 incl., With C12, 15, 17, AC 1, 2, 3, TW, FREIGHT (Freight and Mixed Maximum), Engines and Motors Backing, Switch Engines S-SE Type, LIGHT ENGINES RUNNING FORWARD (C 12, 15, 17, Mk 2, 4, 10, AC 1, 2, 3, 4, 5, 6, 8, 9, 10, AM 2, TW; T 1, 2, 7 to 23, 25, 31, 35, C 2 to 10 incl., C 18 to 29 incl., Mk 5, 6, 7, 8, 9, F 1, 3, 4, 5, 6, SP 1, 2, 3, M; T26, 32, 37, 40; Mt 1, 3, 4, 5, GS, E, P, A).

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

SPEED RESTRICTIONS—Continued

Page No.	BETWEEN	PASSENGER				FREIGHT	Engines and Motors Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD			
		Maximum	With T 1, 2 T 7 to 23, 28, 31, 38 Mk 5, 6, 7, 8, 9 M	With SP 1, 2, 3, F 1, 3, 4, 5, 6 AM AC 4, 5, 6, 8, 9, 10 C 2 to 10 C 18 to 29 Incl.	With C 12, 15, 17 AC 1, 2, 3, TW				C 12, 15, 17 Mk 2, 4, 10 AC 1, 2, 3, 4, 5, 6, 8, 9, 10 AM 2 TW	T 1, 2, 7 to 23, 28, 31, 38 C 2 to 10 Incl. C 18 to 29 Incl. Mk 5, 6, 7, 8, 9 SP 1, 2, 3 M	T 26, 32, 37, 40	Mt 1, 3, 4, 5 GS E P A
10	West leg wye leading to Fresno main track Lathrop to and over W. P. Crossing.....	30	30	30	30	20	20	20	20	20	20	20
10	East leg outer wye Lathrop.....	15	15	15	15	15	15	15	15	15	15	15
10	W. P. Crossing and Biola Jct. (except).....	65	50	45	40	40	20	20	30	35	40	45
10	W. P. Crossing and M.P. 113.6, M.P. 134.9 and 159.64 and M.P. 198.6 and Biola Jct... Over Highway Crossing east of Manteca Sta. Spreckles Sugar Spur, Manteca.....	60	50	45	40	40	20	20	30	35	40	45
10	Over Street Crossing at the Livingston Stat'n Sugar Pine Spur, Madera.....	45	45	45	40	30	20	20	30	30	30	30
10	Winery Spur, Madera.....	20				10	10	10	10	10	10	10
10	Biola Junction and Fresno (except).....	60	50	45	40	35	20	20	30	35	40	45
10	Through Interlocking Plant at Biola Jct.....	40	40	40	40	35	20	20	30	35	40	40
10	Eastward trains end double track M.P. 201.9 Westward trains end double track M.P. 201.9	25	25	25	25	25	20	20	25	25	25	25
11	Redwood Jct. and Niles Jct. (except).....	50	50	45	40	40	20	20	30	35	40	45
11	Newark Slough Drawbridge.....	20	20	20	20	20	20	20	20	20	20	20
11	San Francisco Bay Bridge.....	30	30	30	30	30	20	20	30	30	30	30
11	Dumbarton Salt and Ravenswood Spurs.....	8				8	8	8				
11	Niles Jct. and Tracy (except).....	50	50	45	40	35	20	20	30	35	40	45
11	Niles Jct. and M.P. 34.5.....	35	35	30	25	25	15	15	25	25	25	25
11	M.P. 35.78 and M.P. 37.1.....	35	35	30	25	25	15	15	25	25	25	25
11-14	Through Eliot yard limits.....	20	20	20	20	20	15	15	20	20	20	20
11	M.P. 52 and M.P. 53.5.....	30	30	25	25	25	15	15	25	25	25	25
11	M.P. 53.5 and M.P. 55.5.....	40	40	30	30	25	15	15	25	25	25	25
11	M.P. 55.5 and M.P. 58.5.....	30	30	25	25	25	15	15	25	25	25	25
11	M.P. 58.5 and M.P. 61.....	35	35	30	30	25	15	15	25	25	25	25
11	M.P. 61 and Midway.....	40	40	30	30	25	20	15	25	25	25	25
12	Oakland Pier and Elmhurst (except).....	50	50	45	40	35	20	20	30	35	40	45
12	On curve west of and across freight leads West Oakland.....	20	20	20	20	20	20	20	20	20	20	20
12	On both leads across main tracks to West Oakland.....	15	15	15	15	15	15	15	15	15	15	15
12	Elmhurst and M. P. 25.....	60	50	45	40	35	20	20	30	35	40	45
12	M.P. 25 and east switch Newark (except)..... Newark.....	50	50	45	40	35	20	20	30	35	40	45
12	East switch Newark and M.P. 43.75 (except).....	40	40	40	40	20	15	15	25	25	25	25
12	Distillery Spur, Agnew.....	60	50	45	40	35	20	20	30	35	40	45
12	M.P. 43.75 and Santa Clara.....	15				15	15	15				
13	Elmhurst and Niles.....	50	50	45	40	35	20	20	30	35	40	45
13	Niles and San Jose (except).....	40	40	40	40	25	20	20	20	20	25	25
13	San Jose Yard.....	20	20	20	20	20	20	20	20	20	20	20
13	Trains with AC, F-4 and F-5 Engines.....	20				20						
13	Halvern and Alvarado.....	10	10			10	10	10				
14	Avon and San Ramon (except).....	20				20	15	15				
14	Over Bridges 44-E near Hookston and 49-C west of Rady.....	10				10	10	10				
14	Over Bridge 57-A east of Osage.....	10				10	10	10				
14	San Ramon and Radum.....	20				20	20	20	20	20	20	20
14	Elmira and Winters.....	30	30	30	30	30	20	15	30	30	30	30
14	Winters and end of track.....	15				15	15	15				
14	Suisun-Fairfield and Cordelia.....	40	40	30	30	25	20	15	25	25	25	25
14	Cordelia Winery Spur.....	10				10	10	10				
14	Cordelia and Napa Junction.....	35	35	25	25	25	15	15	25	25	25	25
14	Napa Junction and M.P. 53½ (except).....	25				25	15	15	25	25	25	25
14	Crossing east Napa Station and Calistoga Road Crossing east of Napa.....	8				8	8	8	8	8	8	8
14	M.P. 53½ and Calistoga (except).....	20				20	15	15	20	20	20	20
14	Winery Spur Barro on Curves.....	15				15	15	15				
14	Napa Junction and Vallejo.....	25	25	25	25	25	15	15	25	25	25	25
14	Napa Junction and Schellville Jct. (except).....	25	25	25	25	25	15	15	25	25	25	25
14	Napa River Drawbridge.....	10	10	10	10	10	10	10	10	10	10	10
14	West Napa and Union.....	8				8	8	8				
15	Stockton and Merced (except).....	30	30	30	30	30	20	15	30	30	30	30
15	Peters, between Switches.....	10	10	10	10	10	10	10	10	10	10	10
15	Berenda and Daulton.....	20				20	15	15				
15	Daulton and Raymond.....	15				15	15	15				
15	Knowles and Knowles Junction.....	15				15	15	15				
15	Chowchilla and Ash.....	25				25	20	25				
15	Ash and Dairyland.....	10				10	10	10				

SPEED RESTRICTIONS (Continued)

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

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

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

Disabled engines (except Switch engines Type S and SE) hauled in trains or running under own steam:

With all rods on, hauled in trains.....	30
When main rod only is removed.....	30
When side rod only is removed.....	30
When both main and side rods are removed.....	20
When all weight removed from any one pair drivers.....	20
When all weight removed from only one wheel any pair drivers.....	30
When engine truck is removed.....	20
SP 1, 2 and 3 engines when inside main rod removed.....	30
S and SE engines under all conditions.....	20

(Unless otherwise further restricted by time table, slow board, or train order)

MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:

On tangent main tracks.....	35
except SPMW 4044.....	25
On tangent branch tracks.....	25

On all curves—5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except when speed indicated is 15 MPH or less be governed by slow boards.

Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):

On tangent main tracks.....	20
On curves and on branch tracks.....	15

Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):

On tangent main tracks.....	25
On curves and on branch tracks.....	15

Trains handling steel pile-drivers may make maximum freight train speed.

Trains handling relief outfit with steam derrick:

On tangent main tracks.....	35
On tangent branch tracks.....	25

On all curves—5 MPH less than speed authorized. Where slow boards in place 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.

When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to main track, or off track adjacent to main tracks, boom or other parts of machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

Trains pushing or backing passenger equipment must not exceed 15 MPH.

Motor cars running backward must not exceed 10 MPH through yards and over highway crossings.

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

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains.

Speed of trains handling such cars restricted as follows: When consist includes not more than three wooden passenger carrying cars, maximum speed must not exceed 50 MPH. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 MPH.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

SPECIAL INSTRUCTIONS

SPEED TABLE

Table with columns: SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS, SPEED PER HOUR, 1 MILE IN MINUTES SECONDS. Rows 6-24.

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.

Table with columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations like Oakland Pier, Berkeley, Richmond, San Pablo, etc.

MARTINEZ—SACRAMENTO

Table with columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations like Benicia Junction, Elmira, Tremont, Washington.

OAKLAND PIER—TRACY VIA NILES

Table with columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations like Oakland Pier, West Oakland, Oakland, 1st St., etc.

ELMHURST—SANTA CLARA

Table with columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations like Agnew, Alviso.

AVON—RADUM

Table with columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations like Concord, Las Juntas, Widbero, San Ramon, Danville and Alamo.

SUISUN-FAIRFIELD AND VALLEJO—CALISTOGA

Table with columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations like Thomasson, Napa, West Napa, Bale, Calistoga, Rocktram, Flossen, Vallejo.

ELMIRA—CAPAY

Table with columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations like Winters.

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

Table with columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations like Tracy, Banta-Lathrop, Lathrop, Stockton, Lodi, Lodi-Urgon, Florin, Lockeford, Clements, Edwin, Clarksons-Dagon, Newnam, Los Banos, Ripon-Salida, Delhi-Livingston, Livingston, Raymond, Knowles.

To avoid hazard of impaired clearance leave no car spotted on west house track east of east end of Lathrop Freight Station. All cars left spotted on west end Lathrop team track must be at least 4 car lengths east of west switch of team track.

Also when cars are being moved through west switch to team tracks at Lathrop, cars should not be moved through east switch to west of west house track account impaired clearance.

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

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

HOSPITALS

Table with columns: GENERAL HOSPITAL, SOUTHERN PACIFIC HOSPITAL, S. P. EMERGENCY HOSPITAL, SAN FRANCISCO, SACRAMENTO, WEST OAKLAND.

COMPANY SURGEONS—WESTERN DIVISION

Table with columns: LOCATION, NAME, TITLE. Lists surgeons like Dr. C. A. Walker, Dr. W. W. Washburn, Dr. E. N. Greenwood, Dr. R. Emmet Allen, Dr. O. D. Hamlin, Dr. F. H. Tebbe, Dr. Milton H. Shutes, Dr. Chas. H. De Vault, Dr. Geo. F. Mainwaring.

COMPANY SURGEONS—WESTERN DIVISION—Continued

Table with columns: LOCATION, NAME, TITLE. Lists surgeons like West Oakland, Oakland (Central), Oakland (North), Berkeley, Albany, Richmond, Richmond, Crockett, Vallejo, Napa, St. Helena, Calistoga, Santa Rosa, Port Costa, Benicia, Martinez, Martinez, Concord, Danville, Danville, Port Chicago, Antioch, Brentwood, Byron, Suisun-Fairfield, Suisun-Fairfield, Vacaville, Winters, Esparto, Dixon, Davis, Sacramento, Sacramento, Sacramento, Sacramento, Sacramento, Alameda, Alameda, East Oakland, East Oakland, Fruitvale, Fruitvale, Fruitvale, Elmhurst, San Leandro, San Leandro, Hayward, Centerville, Pleasanton, Livermore, Irvington, Santa Clara, San Jose, San Jose, Tracy, Elk Grove, Galt, Ione, Stockton, Stockton, Stockton, Stockton, Lodi, Lodi, Lockeford, Oakdale, Waterford, Manteca, Manteca, Ripon, Modesto, Modesto, Modesto, Ceres, Turlock, Livingston, Atwater, Merced, Merced, Chowchilla, Chowchilla, Madera, Madera, Fresno, Fresno, Kerman, Patterson, Crows Landing, Newman, Newman, Gustine, Los Banos, Firebaugh.

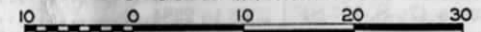
Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

MAP OF THE WESTERN DIVISION SOUTHERN PACIFIC COMPANY

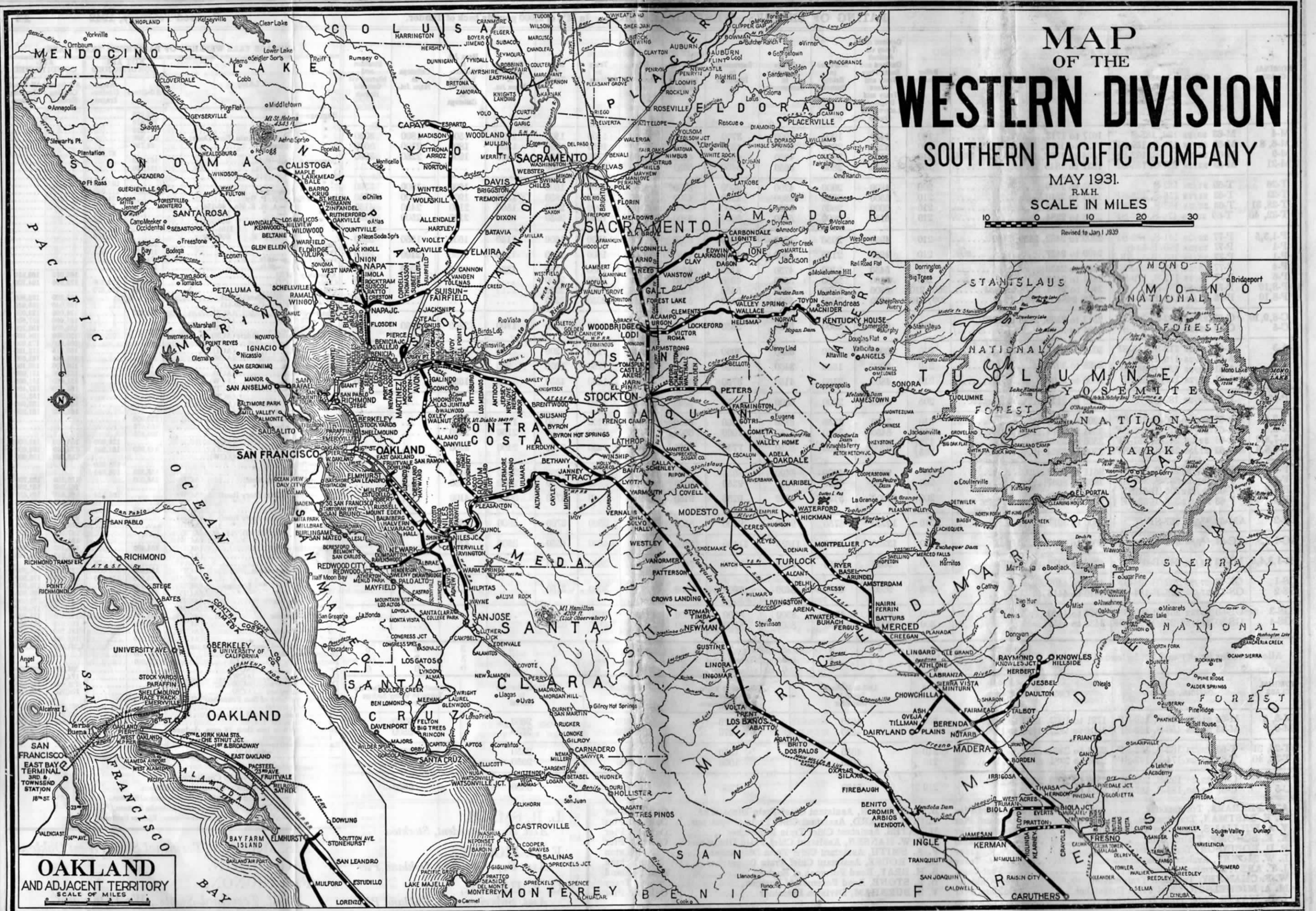
MAY 1931.

R.M.H.

SCALE IN MILES



Revised to Jan 1, 1933



OAKLAND AND ADJACENT TERRITORY
SCALE OF MILES