

# Bay Point and Clayton Railroad Company

## TIME TABLE No. 8

To Take Effect Monday, February 17, 1936

FOR THE GOVERNMENT OF EMPLOYEES ONLY

SOUTH BOUND			STATIONS	NORTH BOUND		
	No. 2 Mixed Daily (Except Sunday)	Distance		Distance	No. 1 Mixed Daily (Except Sunday)	
	6:05 P. M.	0.00	Leave †PORT CHICAGO 1.47	9.00	5:30 P. M.	
	6:15 P. M.	1.47	‡CLYDE 3.89	7.53	5:15 P. M.	
		5.36	*BOLLMAN'S SIDING 2.23	3.64		
		7.59	*MATHESON .68	1.41		
	6:35 P. M.	8.27	COWELL JUNCTION .73	.73	5:05 P. M.	
	6:40 P. M.	9.00	Arrive COWELL Leave	0.00	5:00 P. M.	

‡Connect with Train No. 8 of The Sacramento Northern Railway at Clyde.

†No Regular Depot Connection with Santa Fe or S. P. Co. at Port Chicago.

\*Flag Stations.

Maximum Tonnage South Bound Trains, 300 Tons.

Maximum Speed of All Trains Will Be Twenty Miles per Hour.

North Bound Trains Have Right Over South Bound Trains.

All Trains Must Stop Before Crossing Sacramento Northern Railway at Clyde.

J. A. KASCH,  
Agent.

R. B. MITCHELL,  
Traffic Manager.

W. H. GEORGE,  
General Manager