

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE FOR THE WESTERN DIVISION

229



To Take Effect Tuesday, August 1, 1939, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

L. B. McDONALD
General Manager.

W. B. KIRKLAND
Superintendent of Transportation.

C. F. DONNATIN
Assistant General Manager.

G. E. GAYLORD
Superintendent

EASTWARD

Martinez Subdivision.

Time Table No. 229

August 1, 1939

Capacity of sidings in car lengths	FIRST CLASS																		Distance from San Francisco	STATIONS	
	20	28	8	88	226	18	26	24	248	102	246	48	14	291	52	224	204	54			262
	Klamath	San Francisco Overland Limited	Shasta	Challenger	Passenger	Oregonian	Owl	Cascade	El Dorado	Streamliner City of San Francisco	Statesman	Treasure Island Forty-Niner	Pacific Limited	Passenger	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 2nd, 8th, 14th, 20th & 26th	Leave Daily	Leave 1, 5, 7, 11, 13, 17, 19, 23, 25 & 29th	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	9.00 PM	8.35 PM	8.35 PM	8.00 PM	8.00 PM	6.40 PM	6.00 PM	5.00 PM	5.00 PM	3.45 PM	1.00 PM	11.40 AM	8.35 AM		7.30 AM	7.30 AM	6.30 AM	6.00 AM			
	9.20	8.55	8.55	8.20	8.20	7.00	6.20	5.20	5.20	4.05	1.20	11.59 AM	8.55		7.50	7.50	6.50	6.20			
BKWI P	9.38 PM	9.15 PM	9.10 PM	8.35 PM	8.25 PM	7.18 PM	6.32 PM	5.30 PM	5.27 PM	4.15 PM	1.35 PM	12.10 PM	9.05 AM		8.00 AM	7.57 AM	6.58 AM	6.28 AM			
Term. Yd. BKWOITY																					
IP s	9.45	9.22	9.17	8.45	8.33	7.26	6.44	5.38	5.33	4.22	1.41	12.16	9.12		8.06	8.02	7.04	6.33			
IP																					
P s	9.56	9.34	9.27	8.57	8.42	7.36	6.57	5.49	5.41	4.31	1.50	12.26	9.22		8.14	8.10	7.15	6.41			
P																					
P	10.05	9.43	9.34	9.05	8.51	7.46	7.08	5.56	5.48	4.38	1.59	12.33	9.32		8.21	8.17	7.24	6.50			
WP																					
42 East P																					
33 West P																					
64 West P	10.15	9.53	9.43	9.15	9.01	7.56	7.18	6.05	5.57	4.46	f 2.10	12.42	9.42		8.30	8.26	7.34	s 7.02			
P											f										
24 East P											f										
41 East P																					
17 West P																					
P	10.25	10.03	9.51	s 9.28	9.11	8.07	s 7.31	6.14	s 6.08	4.54	s 2.26	12.50	s 9.54		s 8.40	8.34	s 7.55	s 7.21			
Yard BKWOT P											s 2.31										
119 Center P																					
IW P s	10.38	10.12	10.00	s 9.43	s 9.22	s 8.19	s 7.40 PM	6.23	s 6.18	5.02	s 2.41	12.58	10.04		s 8.49 AM	8.42	s 8.10	s 7.32 AM			
97 Center P	10.47			9.52	9.31	8.29					2.49		10.12				f 8.18				
82 East P																					
86 West BKWOY P	11.01	10.34	10.19	10.06	9.45	8.43		6.42	s 6.37	5.16	s 3.05	1.16	10.24				9.00	s 8.35			
41 East P																					
73 West P																					
87 Center WY P	11.15	10.48	10.32	10.20	9.58	8.56		6.54	6.49		f 3.18	1.27	10.37				9.11	s 8.49			
72 Center WP	11.25	10.57	10.40	10.29	10.07	9.05		7.03	6.57	5.30	s 3.29	1.35	10.46				9.19	s 9.03			
70 East																					
78 East P																					
80 West KWY P	s 11.35 PM	11.06	s 10.50 PM	10.40	10.16	s 9.15 PM		s 7.12 PM	s 7.08	5.37	s 3.42	1.43	10.56	10.30 AM			9.28	s 9.17	6.45 AM		
100 Center P		11.12		10.46	10.21						3.48		11.02	f 10.37			9.33	9.23	6.50		
IP																					
Term. Yd. BKWOTY P		s 11.25 PM		s 11.00 PM	s 10.35 PM						s 7.25 PM	s 5.50 PM	s 4.00 PM	s 1.58 PM	s 11.15 AM	s 10.50 AM		s 9.45 AM	s 9.35 AM	s 7.00 AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive 2nd, 8th, 14th, 20th & 26th	Arrive Daily	Arrive 1, 5, 7, 11, 13, 17, 19, 23, 25 & 29th	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(1.58) 38.13	(2.10) 40.80	(1.40) 45.00	(2.25) 36.51	(2.10) 40.30	(1.57) 38.46	(1.08) 27.97	(1.42) 44.11	(1.58) 44.94	(1.35) 55.83	(2.25) 36.51	(1.48) 49.11	(2.10) 40.80	(0.20) 40.20	(0.49) 38.08	(1.48) 49.11	(2.37) 33.78	(1.04) 29.16	(0.15) 53.60		

STATIONS		Distance from San Francisco
SAN FRANCISCO	3.5	0.0
OAKLAND PIER	3.5	3.5
TO-R OAKLAND PIER	1.4	3.5
TO-R WEST OAKLAND	2.0	4.9
OAKLAND (16th Street)	1.5	5.5
SHELLMOUND	2.2	7.0
BERKELEY (University Ave.)	3.9	9.2
STEGE	1.9	13.1
RICHMOND	1.6	15.0
SAN PABLO	3.2	16.6
SOBRANTE	3.2	19.8
PINOLE	2.5	23.0
RODEO	0.8	25.5
OLEUM	0.8	26.3
TORMEY	0.4	27.1
SELBY	1.4	27.5
CROCKETT	2.1	28.9
PORT COSTA	2.0	29.0
OZOL	1.6	31.1
TO-R MARTINEZ	6.3	34.7
BENIOIA JUNCTION	10.9	31.7
TO-RSUISUN-FAIRFIELD	3.0	38.0
TOLENAS	7.5	48.9
ELMIRA	8.1	51.9
DIXON	4.3	59.4
TREMONT	3.8	67.5
TO-R DAVIS	4.8	71.8
WEBSTER	6.5	75.6
Sacramento Northern Ry. Crossing	2.1	80.4
TO-R SACRAMENTO		86.9
		89.0

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

Treasure Island leaves 1st, 7th, 13th, 19th and 25th of each month.
 Forty-Niner leaves 5th, 11th, 17th, 23rd and 29th of each month.
 See pages 3, 4 and 5 for additional trains 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 M. P. H. from this distant signal to track magnet located 550 feet west of Bridge signal SA-332, opposite white concrete marker block.
 No. 204 reduce speed to 10 M. P. H. at Giant on Sundays to dispatch papers.
 Nos. 204 and 246 stop on flag at Washington to exchange mail.
 No. 14 reduce speed to 10 M. P. H. at Martinez to exchange mail.
 No. 246 reduce speed to 10 M. P. H. at San Pablo to exchange mail.

ADDITIONAL REGULAR STOPS	
Train	Station
54	Hercules
204	Hercules and Tremont
204	Pinole and Giant, Daily, exc. Sundays & Holidays
204	Cygnus, Monday to Friday, inclusive

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Frequency	Destined to (or beyond)	From (or beyond)
54	Certaineed Pro. Co., Giant, Eckley	Daily	Any station	Any station
204	Certaineed Pro. Co., Eckley, Nevada Doek, Pierce, Cygnus, Teal, Jacksnipe	Daily	Any station	Any station
204	Stege, Giant and Pinole	Daily Sun. & Hol.	Any station	Any station
204	Any station between Martinez and Sacramento	Daily	Sacramento	Any station
291	Swingle, Mikon, Washington	Daily	Any station	Any station
52	Richmond	Daily	Fresno	
14	Oleum, Selby, Port Costa	Sunday only	Berkeley	
14	Martinez, Suisun-Fairfield, Dixon, Davis	Daily	Reno	
246	Certaineed Pro. Co., Giant, Vanden, Cannon	Daily	Any station	Any station
248	Dixon	Daily	Berkeley	
18	Richmond, Crockett, Suisun-Fairfield and Dixon	Daily	Woodland	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Frequency	Destined to (or beyond)	From (or beyond)
18	Dixon	Daily	Berkeley	
88	Richmond, Oleum, Selby, Crockett, Suisun-Fairfield, Elmira, Dixon and Davis	Daily	Sparks	
226	Crockett, Suisun-Fairfield, Davis	Daily Sun. & Hol.	Berkeley	
8	Richmond, Crockett, Martinez, Suisun-Fairfield and Dixon	Daily	Black Butte	
8	Suisun-Fairfield	Daily Sat., Sun., & Holidays	Berkeley	
28	Richmond, Oleum, Selby, Crockett, Martinez, Suisun-Fairfield, Elmira, Dixon and Davis	Daily	Ogden	
20	Richmond, Oleum, Selby, Crockett, Suisun-Fairfield, Elmira and Dixon	Daily	Woodland	

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Time Table No. 229
August 1, 1939

Martinez Subdivision.

WESTWARD

STATIONS	Distance from Sacramento	FIRST CLASS																				
		9	19	27	87	101	25	7	49	247	55	23	229	241	243	17	223	51	21	207		
		Fast Mail	Klamath	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Owl	Shasta	Forty-Niner Treasure Island	El Dorado	Tehachapi	Cascade	Governor	Sierra	Sierra	Oregonian	Senator	San Joaquin	Pacific Limited	Passenger		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive 7th, 13th, 19th, 25th 31st & 1st	Arrive Daily	Arrive Daily	Arrive 4, 6, 10, 12, 16, 18, 22, 24, 28 & 30th	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sundays and Holidays	
SAN FRANCISCO 3.5	92.0	5.45 AM	7.50 AM	8.25 AM	8.25 AM	7.50 AM	8.50 AM	9.50 AM	9.25 AM	10.50 AM	12.50 PM	1.20 PM	3.10 PM	6.15 PM	6.15 PM	6.50 PM	7.30 PM	8.50 PM	9.30 PM	9.30 PM	9.30 PM	
OAKLAND PIER	88.5	5.25	7.30	8.05	8.05	7.30	8.30	9.30	9.05	10.30	12.30	1.00	2.50	5.55	5.55	6.30	7.10	8.30	9.10	9.10	9.10	
TO-R OAKLAND PIER 2.0	88.5	s 5.00 AM	s 7.10 AM	s 7.40 AM	s 7.45 AM	s 7.17 AM	s 8.15 AM	s 9.15 AM	s 8.50 AM	s 10.25 AM	s 12.22 PM	s 12.50 PM	s 2.42 PM	s 5.50 PM	s 5.50 PM	s 6.18 PM	s 7.05 PM	s 8.22 PM	s 8.52 PM	s 9.05 PM	s 9.05 PM	
TO-R WEST OAKLAND 1.0	87.5																					
OAKLAND (16th Street) 1.5	86.5	s 4.50	s 7.02	s 7.28	s 7.33	s 7.12	s 8.09	s 9.07	s 8.44	s 10.20	s 12.16	s 12.44	s 2.37	s 5.44	s 5.44	s 6.12	s 6.59	s 8.16	s 8.45	s 8.59	s 8.59	
SHELLMOUND 2.2	85.0																					
BERKELEY (University Ave.) 3.9	82.8	s 4.30	s 6.48	s 7.15	s 7.25	s 7.04	s 7.56	s 8.52	s 8.31	s 10.12	s 12.06 PM	s 12.34	s 2.27	s 5.35	s 5.35	s 6.00	s 6.50	s 8.06	s 8.31	s 8.48	s 8.48	
STEGE 1.9	78.9													f								
RICHMOND 1.6	77.0	s 4.10	s 6.33	7.03	s 7.11		f 7.42	s 8.37	8.19	10.04	s 11.56 AM	12.22	s 2.17	s 5.20	f 5.25	5.49	6.40	7.56	8.17	f 8.39	f 8.39	
SAN PABLO 3.2	75.4																					
SOBRANTE 3.2	72.2																					
PINOLE 2.5	69.0	3.55	6.21	6.51	7.01	6.45	7.28	f 8.24	8.09	9.54	11.45	12.12	2.06	s 5.09	5.15	5.38	6.31	7.46	8.07	8.28	8.28	
RODEO 0.8	66.5							f					f	s	f							
OLEUM 0.8	65.7							f			f		f	s								
TORMEY 0.4	64.9							f					f	s								
SELBY 1.4	64.5							f					f	s								
CROCKETT 2.1	63.1	s 3.45	s 6.09	6.40	s 6.51		s 7.16	s 8.05	7.58	9.46	s 11.33	12.04 PM	s 1.50	s 4.49	s 5.05	5.27	6.23	7.38	s 7.56	8.19	8.19	
PORT COSTA 2.0	61.0							s 7.59					1.45	s 4.44	s 5.00							
OZOL 1.6	59.0			6.31		6.31																
TO-R MARTINEZ 6.4	57.4	3.30	s 5.58	6.15	s 6.40		7.05 AM	s 7.53	7.48	s 9.38	11.22 AM	11.56 AM	s 1.40	s 4.38	s 4.54	s 5.18	s 6.15	7.29 PM	7.43	8.10	8.10	
BENIOIA JUNCTION 10.9	51.0	3.21	5.47	6.02	6.30			7.38	7.38			11.47	1.29			5.04			7.34	8.01	8.01	
TO-RSUISUN-FAIRFIELD 3.0	40.1	3.11	5.36	5.58	s 6.15	6.15		s 7.21	7.27	s 9.16		11.36	s 1.19	s 4.17	s 4.35	f 4.52	5.56		7.24	7.49	7.49	
TOLENAS 7.5	37.1																					
ELMIRA 8.1	29.6	2.59	5.23	5.41	5.58	6.07		s 7.06	7.14	9.05		11.26	f 1.06	4.04	4.23	4.39	5.46		7.11	7.37	7.37	
DIXON 4.3	21.5	2.51	5.15	5.31	s 5.48	6.00		s 6.56	7.05	8.57		11.18	s 12.57	s 3.55	s 4.15	4.31	5.38		7.03	7.29	7.29	
TREMONT 3.8	17.2																					
TO-R DAVIS 4.8	13.4	2.42	5.05 AM	5.20	s 5.35	5.53		6.45 AM	6.55	s 8.48		11.10 AM	s 12.47	s 3.46	s 4.06	4.22 PM	5.30		6.54	7.20	7.20	
WEBSTER 6.5	8.6	2.36		5.11	5.21				6.50	8.40			12.40				5.25		6.45	7.15	7.15	
Sacramento Northern Ry. Crossing 2.1	2.1																					
TO-R SACRAMENTO	0.0	2.25 AM		5.00 AM	5.10 AM	5.40 AM			6.40 AM	8.30 AM			12.30 PM	3.30 PM	3.50 PM		5.15 PM		6.35 PM	7.05 PM	7.05 PM	
(88.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave 7th, 13th, 19th, 25th 31st & 1st	Leave Daily	Leave Daily	Leave 4, 6, 10, 12, 16, 18, 22, 24, 28 & 30th	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sundays and Holidays	
Time over District.....		(2.35)	(2.05)	(2.40)	(2.35)	(1.37)	(1.10)	(2.30)	(2.10)	(1.55)	(1.00)	(1.40)	(2.12)	(2.20)	(2.00)	(1.56)	(1.50)	(0.53)	(2.17)	(2.00)	(2.00)	
Average Speed per Hour.....		34.28	36.04	33.18	34.28	54.74	26.66	30.04	40.84	46.17	31.10	45.06	40.22	37.93	44.25	38.84	48.27	35.21	38.76	44.25	44.25	

Forty-Niner arrives 4th, 10th, 16th, 22nd and 28th of each month.
 Treasure Island arrives 6th, 12th, 18th, 24th and 30th of each month.
 See pages 2, 4 and 5 for additional trains 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 miles per hour from this distant signal to track magnet located 1250 feet east of Bridge signal SA-337, opposite white mark on bridge.
 No. 7 reduce speed to 10 M. P. H. at Stege to receive mail, except Sundays and holidays.
 No. 25 stop at Richmond to unload express and when not necessary to stop will reduce speed to 10 M. P. H. to exchange mail.
 No. 241 reduce speed to 30 M. P. H. at Elmira to dispatch papers.
 No. 17 reduce speed to 10 M. P. H. at Elmira on Sundays to receive mail.
 No. 21 reduce speed to 20 M. P. H. at Richmond to dispatch mail.

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
19	Dixon, Elmira, Suisun-Fairfield, Selby and Oleum	Daily	San Jose	Dunsmuir
19	Suisun-Fairfield	Daily		
27	Davis, Dixon, Elmira, Suisun-Fairfield, Martinez, Crockett, Selby, Oleum, Pinole and Richmond	Daily		Roseville Sacramento
87	Elmira, Selby, Oleum and Pinole	Daily	Suisun	
7	Vanden, Cannon	Daily		
7	Giant	Daily exc. Sun. & Holidays	Any station	Any station

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
55	Giant	Daily	Any station	Any station
229	Giant	Saturday only	Any station	Any station
229	Hercules	Daily	Any station	Any station
229	Pinole	Sundays & Holidays only	Any station	Any station
241	Cygnus	Daily exc. Sat. and Sun.	Any station	Suisun
241	Hercules, Giant, Certainteed Pro. Co.	Daily	Any station	Any station
17	Dixon, Elmira, Crockett, Selby, Oleum and Richmond	Daily		Woodland
17	Richmond	Daily		
21	Davis, Dixon, Elmira, Suisun-Fairfield, Martinez, Selby, Oleum, Pinole and Richmond	Daily	[Express to NWP or Coast Div. Points]	Ogden Fresno
51	Crockett, Richmond	Daily	Berkeley	
207	Suisun-Fairfield, Jacksnipe, Cygnus	Sundays and Holidays		

Martinez Subdivision

WESTWARD

Time Table No. 229
August 1, 1939

STATIONS

SAN FRANCISCO	3.5	
OAKLAND PIER		
TO-R OAKLAND PIER	2.0	
TO-R WEST OAKLAND	1.0	
OAKLAND (16th Street)	1.5	
SHELLMOUND	2.2	
BERKELEY (University Ave.)	3.9	
STEGE	1.9	
RICHLAND	1.6	
SAN PABLO	3.2	
SOBRANTE	3.2	
PINOLE	2.5	
RODEO	0.8	
OLEUM	0.8	
TORMEY	0.4	
SELBY	1.4	
OROCKETT	2.1	
R PORT COSTA	2.0	
OZOL	1.6	
TO-R MARTINEZ	6.4	
BENICIA JUNCTION	10.9	
TO-RSUISUN-FAIRFIELD	3.0	
TOLENAS	7.5	
ELMIRA	8.1	
DIXON	4.3	
TREMONT	3.8	
TO-R DAVIS	4.8	
WEBSTER	6.5	
Sacramento Northern Ry. Crossing	2.1	
TO-R SACRAMENTO		

Distance from Sacramento	FIRST CLASS					SECOND CLASS	THIRD CLASS					
	53	215	209	225	261	471	514	405	465	463	411	475
	Passenger	Statesman	Passenger	Statesman	Passenger	Oakland Freight	Sacramento Division Freight	Freight	Local Freight	Local Freight	Local Freight	Freight
	Arrive Daily	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily
92.0	10.30 PM	10.50 PM	10.30 PM	11.10 PM								
88.5	10.10	10.30	10.10	10.50								
88.5	s 9.58 PM	s 10.20 PM	s 10.03 PM	s 10.40 PM								
87.5						12.25 AM		5.30 AM	2.00 PM			2.00 AM
86.5	s 9.52	s 10.14	s 9.57	s 10.34								
85.0												
82.8	s 9.39	s 10.03	s 9.46	s 10.23								
78.9												
77.0	s 9.26	s 9.51	s 9.35	s 10.12								
75.4						11.30 PM						
72.2												
69.0	9.14	f 9.40	9.24	f 10.01								
66.5		f		f								
65.7	f			f								
64.9												
64.5		f		f								
63.1	s 9.03	s 9.25	9.15	s 9.46								
61.0	f 8.58	s 9.20		s 9.41								
59.0												
57.4	8.53 PM	s 9.14	9.06	s 9.35		10.30		4.15 AM			11.40 AM	11.20 PM
51.0		9.03		9.25								
40.1		s 8.52	8.47	s 9.15		9.50			10.30 AM			10.40
37.1		f										
29.6		s 8.37	8.37	s 9.02								
21.5		s 8.26	8.29	s 8.51								
17.2												
13.4		s 8.15	8.20	s 8.40	s 10.35 PM	8.55	3.30 AM					9.00
8.6		8.05	8.15	8.30	10.26							
2.1												
0.0		7.55 PM	8.05 PM	8.20 PM	10.15 PM	8.25 PM	3.00 AM		7.30 AM			7.30 PM
(88.5)	Leave Daily	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
Time over District.....	(1.05)	(2.25)	(1.58)	(2.20)	(0.20)	(4.00)	(0.30)	(1.15)	(7.00)	(3.00)	(0.10)	(6.30)
Average Speed per Hour.....	28.71	36.62	45.00	37.93	40.20	20.19	26.80	23.84	3.72	13.37	21.60	13.46

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

Emeryville.....	M.P. 6.6
Paraffin.....	M.P. 7.4
Stockyards.....	M.P. 7.8
Nobel.....	M.P. 11.2
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
Briggston.....	M.P. 73.8
Chiles.....	M.P. 77.1
Swingle.....	M.P. 79.1
Mikon.....	M.P. 86.3
Washington.....	M.P. 88.3

See pages 2, 3 and 4 for additional trains 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 M. P. H. from this distant signal to track magnet located 1250 feet east of Bridge signal SA-337, opposite white mark on bridge.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Frequency	Destined to (or beyond)	From (or beyond)
215	Tremont	Tues. & Friday only		Davis
215	Jacksnipe, Cygnus, Benicia Jct.	Saturday only		Suisun-Fairfield
215	Oleum	Daily		Suisun-Fairfield
261	Washington, Mikon, Swingle	Daily	Any station	Any station

EASTWARD

Martinez Subdivision.

WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS					SECOND CLASS					FIRST CLASS					Distance from San Francisco	Time Table No. 229 August 1, 1939	Distance from Tracy	FIRST CLASS				THIRD CLASS	
	412 Local Freight		410 Freight			26 Owl		52 San Joaquin		54 Passenger	58 Sequoia		50 Sequoia	25 Owl					55 Tehachapi		51 San Joaquin	53 Passenger	405 Freight	411 Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
IWP	9.00 AM		8.50 PM			7.44 PM	8.52 AM	7.35 AM	12.43 AM	12.35 AM	34.7	TO-R MARTINEZ	47.5	7.05 AM	11.20 AM	7.26 PM	8.48 PM	4.15 AM	11.40 AM					
P			8.55								36.0	1.3 MOCOCO	46.2											
62 YP	9.10		9.00			7.49	8.57	s 7.41	s 12.49	f 12.41	38.1	0.8 End of Double Track	45.4											
East 80 West 109 WP	9.30		9.08			7.54		s 7.46	f 12.54	f 12.46	41.3	1.3 PEYTON	44.1	6.59	11.15		f 8.42	4.04	11.30					
60 P	9.35							f			43.0	3.2 TO-R AVON	40.9	6.55	11.10	7.17	s 8.37	3.58	11.20					
46 P	9.45		9.13			7.58			7.50	12.58	44.8	1.7 NICHOLS	39.2											
42											46.8	1.3 McAVOY	37.4	6.51	11.06		8.32	3.52	11.17					
73 P	9.55 11.01		9.45			s 8.08	9.09	s 8.00	s 1.08	s 12.58	48.9	2.0 SHELL POINT	35.4											
12											50.8	2.1 TO-R PITTSBURG	33.3	6.46	s 11.01	7.09	s 8.27	3.45	11.10 8.25					
40 P	11.50 AM		9.53			8.15		s 8.10	s 1.18	s 1.06	53.5	1.9 LOS MEDANOS	31.4											
											55.0	2.7 TO ANTIOCH	28.7	6.39	s 10.50	7.04	s 8.15	3.38	8.10					
											56.0	1.5 JERSEY	27.2											
76	12.01 PM		10.00			8.19			8.15	1.23	57.3	1.0 NEWLOVE	26.2											
											59.4	1.3 NEROLY	24.9	6.34	10.43		8.03	3.29	7.48					
48 WP	1.00		10.10			8.26	9.21	s 8.23	s 1.31	s 1.18	61.7	2.1 ARBOR	22.8											
											64.7	2.3 TO BRENTWOOD	20.5	6.28	s 10.38	6.55	s 7.58	3.20	7.40					
83 P	1.40		10.18					s 8.32	f 1.40	f 1.26	66.9	3.0 SILSAND	17.5											
								f			68.9	2.2 TO BYRON	15.3	6.22	10.28		s 7.48	3.10	7.10					
43 P	1.50		10.26			8.36	9.31	8.38	1.45	1.31	71.6	2.0 BYRON HOT SPRINGS	13.3											
50 P	2.00		10.33					8.43	1.50	1.36	75.7	2.7 HERDLYN	10.6											
38			10.40						1.54		79.1	4.1 BETHANY	6.5	6.13	10.19	6.41	7.35	2.55	6.50					
Term Yard BKWOTY P	2.30 PM		10.50 PM			s 8.48 PM	s 9.43 AM	s 8.52 AM	s 2.00 AM	s 1.45 AM	82.2	3.4 JANNEY	3.1					2.48						
	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Monday Only		3.1 TO-R TRACY	0.0	6.05 AM	10.12 AM	6.34 PM	7.28 PM	2.40 AM	6.30 AM					
	(5.30) 8.63		(2.00) 23.75			(1.04) 44.53	(0.51) 55.88	(1.17) 37.01	(1.17) 37.01	(1.10) 40.71		(47.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday					
														(1.00) 47.50	(1.08) 41.91	(0.52) 54.80	(1.20) 35.62	(1.35) 30.00	(5.10) 9.19					
														.....Time over District.....									
														.....Average Speed per Hour.....									

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)
25	Brentwood, Pittsburg and Martinez	Discharge		Fresno
25	Brentwood and Pittsburg	Receive	Berkeley	
26	Brentwood	Discharge	Fresno	Berkeley
26	Brentwood	Receive		

ADDITIONAL FLAG STOPS		
Train	At	Frequency
25	Martinez	Sundays

At Mococo: Schedule time and train orders will apply at the end of double track.
 At Port Chicago: Eastward siding is the first track on bay side of the main track. Westward siding is the first track on the station side.
 At Shell Point: Location for stop of passenger trains is opposite the platform of the Sacramento Northern Railway.
 Nos. 50 and 58 reduce speed at Avon and Byron Hot Springs to 10 miles per hour to dispatch papers.

Capacity of Sidings in Car Lengths
 10 BKWC
 24
 35
 20 We
 23 Es
 47
 24
 19
 17
 16 B
 Capacity of Sidings in Car Lengths
 68

RD CLASS	
411	Local Freight
ily	Arrive Daily
ay	Ex. Sunday
5 AM	11.40 AM
11.30	
11.20	
11.17	
11.10	8.25
8.10	
7.48	
7.40	
7.10	
6.58	
6.50	
6.30 AM	
ily	Leave Daily
ay	Ex. Sunday
(5.10)	9.19

EASTWARD		Martinez Subdivision.		WESTWARD	
Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco via Vallejo	THIRD CLASS	
	440 Local Freight	438 Local Freight		439 Local Freight	441 Local Freight
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily
	Ex. Sunday			Ex. Sunday	
101 BKWOYP	2.00 AM	1.00 AM	50.5	5.10 AM	6.15 PM
24	2.10	1.10	46.2	5.00	6.00
35 WP	2.15	1.15	44.8	4.55	5.50
20 West 23 East WYP	2.25	1.25	41.0	4.45	5.35
	2.45	1.40 AM	37.3	4.30 AM	5.15
47 KW	4.00		45.4		
24	4.10		45.5		4.45
19	4.30		47.8		3.50
	4.55		54.0		3.40
	5.10		57.5		3.20
	5.15		59.4		3.05
17	6.10		61.2		2.50
W			63.6		2.45
W			67.5		
16 BKTW	7.00 AM		69.0		
	Arrive Daily	Arrive Daily	71.7		2.00 PM
	Ex. Sunday			Leave Daily	Leave Daily
	(5.00)	(0.40)		(0.40)	(4.15)
	9.52	19.80		19.80	11.17

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

EASTWARD		Martinez Subdivision.		WESTWARD	
Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from Schellville Junction	THIRD CLASS	
	438 Local Freight			439 Local Freight	
	Leave Daily		Arrive Daily		
WYP	2.00 AM	37.3	4.10 AM		
66	2.05	37.6	4.05		
		38.0			
		40.7			
		42.2			
		44.4			
		45.7			
Y	2.40 AM	48.6	3.30 AM		
	Arrive Daily		Leave Daily		
	(0.40)		(0.40)		
	17.25		17.25		

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

EASTWARD		Martinez Subdivision.		WESTWARD	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 229 August 1, 1939		Distance from Capay	Capacity of Sidings in Car Lengths
		Capay Branch			
		STATIONS			
WY P	59.4	R	ELMIRA 4.1	32.3	
	59.6	TO	VACAVILLE 1.9	28.2	
	63.7		VIOLET 2.9	26.3	
	65.6		HARTLEY 1.8	23.4	
	68.5		ALLENDALE 3.7	21.6	
	70.3		WOLFSKILL 2.0	17.9	
	74.0	TO	WINTERS 4.3	15.9	
WT 15	76.0		NORTON 2.5	11.6	
	80.3		ARROZ 0.8	9.1	
	82.8		OITRONA 3.2	8.3	
	83.6		MADISON 3.1	5.1	
	86.8	TO-R	ESPARTO 2.0	2.0	
W	89.9		OAPAY 0.0	0.0	
	91.9		(32.5)		

EASTWARD		Martinez Subdivision.		WESTWARD	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 229 August 1, 1939		Distance from Union	Capacity of Sidings in Car Lengths
		Buchli Union Branch			
		STATIONS			
	42.2		BUCHLI 1.6	8.6	
	43.8		CARNEROS 1.6	7.0	
	45.4		STANLEY 3.4	5.4	
	48.8		WEST NAPA 1.3	2.0	
	50.1		Napa Valley Ry. Crossing 0.7	0.7	
24	50.8		UNION 0.0	0.0	
			(8.6)		

EASTWARD		Martinez Subdivision.		WESTWARD	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 229 August 1, 1939		Distance from Benicia Junction	Capacity of Sidings in Car Lengths
		Benicia Junction Branch			
		STATIONS			
P	32.4		BENICIA 1.4	5.6	
P	33.8		ARMY POINT 4.2	4.2	
Center 91 P	38.0		BENICIA JUNCTION 0.0	0.0	
			(5.6)		

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

EASTWARD		Martinez Subdivision.		WESTWARD 7	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 229 August 1, 1939		Distance from Radium	Capacity of Sidings in Car Lengths
		San Ramon Branch			
		STATIONS			
62 YP	38.1	TO-R	AVON 2.9	29.7	
	41.0		GALINDO 1.5	26.8	
22 W	42.5	TO	OONCOORD 2.6	25.3	
	45.1		HOOKSTON 0.7	22.7	
	45.8		LAS JUNTAS Sacramento Northern Ry. Crossing 1.5	22.0	
	47.3		OXLEY 0.9	20.5	
18	48.2	TO	WALNUT CREEK 4.4	19.6	
	52.6		ALAMO 2.2	15.2	
	54.8		DANVILLE 1.6	13.0	
	56.4		OSAGE 1.3	11.4	
21 T	57.7		SAN RAMON 3.6	10.1	
	61.3		FOREST HOME 2.3	6.5	
	63.6		DOUGHERTY 2.8	4.2	
22	66.4		ASCO 1.4	1.4	
I Y P	67.8	TO	Western Pac. Crossing RADUM 0.0	0.0	
			(29.7)		

EASTWARD		Martinez Subdivision.		WESTWARD	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 229 August 1, 1939		Distance from Napa Junction	Capacity of Sidings in Car Lengths
		Vallejo Branch			
		STATIONS			
KWT	30.1	TO-R	SOUTH VALLEJO 4.3	7.1	
16	34.4		FLOSDEN 2.8	2.8	
34 WYP	37.2	TO-R	NAPA JUNCTION 0.0	0.0	

EASTWARD		Martinez Subdivision.		WESTWARD	
Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 229 August 1, 1939		Distance from Benicia Junction	Capacity of Sidings in Car Lengths
		Benicia Junction Branch			
		STATIONS			
	32.4		BENICIA 1.4	5.6	
	33.8		ARMY POINT 4.2	4.2	
Center 91 P	38.0		BENICIA JUNCTION 0.0	0.0	
			(5.6)		

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

ADDITIONAL STATIONS NAPA BRANCH

Ratto.....	M.P. 41.0
Suscol.....	M.P. 41.7
Rocktram.....	M.P. 42.8
Imola.....	M.P. 44.2
Oak Knoll.....	M.P. 50.2
Trubody.....	M.P. 51.7
Thomann.....	M.P. 62.1
Krug.....	M.P. 64.5
Barro.....	M.P. 65.3
Larkmead.....	M.P. 68.3

EASTWARD

Niles Subdivision.

August 1, 1939

Capacity of sidings in car lengths	THIRD CLASS			SECOND CLASS					FIRST CLASS						Distance from San Francisco
	418	416	408	472	402	422	450	406	4	40	74	280	252	250	
	Local Freight	Local Freight	Freight	Freight	Freight	Freight	Mdse	Freight	W. P. Passenger	W. P. Passenger	Oakland Lark	Stockton	Passenger	Passenger	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
									9.40 PM	9.00 PM	8.00 PM	6.00 PM	5.20 PM	7.00 AM	
									10.00	9.20	8.20	6.20	5.40	7.20	
									10.15 PM	9.28 PM	8.28 PM	6.28 PM	5.48 PM	7.35 AM	
BKWI P															
Term. Yard BKWOITY P	10.30 AM	6.30 AM				8.45 PM	7.15 PM								
I P									10.22 PM	9.34 PM					
I P											s 8.45	s 6.35	s 5.55	s 7.47	
P													f	f	
I P											s 8.52	s 6.42	s 6.02	s 7.54	
45 WP	11.00 AM	7.00				9.30 PM	7.32 PM				8.58 PM	6.47	s 6.08	s 8.00 AM	
81 P		7.05										s 6.49	s 6.11		
													f		
													f		
81 P		7.20											f 6.20		
100 WP		8.00										s 6.58	s 6.28		
28 P		8.15										7.03	f 6.35		
27 P		8.22										7.06	f 6.40		
68 BKWYP		8.35 AM										s 7.14	s 6.45 PM		
IY			4.50 AM	11.28 PM	9.08 PM			6.33 AM							
75 P			4.55	11.33	9.13			6.38				7.18			
95 P			5.05	11.43	9.23			6.49				f 7.26			
71 P			5.15	11.52	9.33			6.59				s 7.35			
IY P															
East-110 West-105 YP			5.20	11.56 PM	9.37			7.02				7.38			
East 85 West 78 BKWP			5.45	12.03 AM	9.55			7.08				s 7.46			
P															
72 P			5.55	12.08	10.03			7.14							
93 WT P			6.10	12.20	10.20			7.29				8.00			
71 P			6.25	12.33	10.35			7.45				8.06			
70 P			6.35	12.43	10.45			8.10				8.13			
22 P															
Term. Yard BKWOITY P			6.55 AM	1.00 AM	11.00 PM			8.30 AM				s 8.23 PM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	(0.30) 17.00	(2.05) 11.66	(2.05) 19.63	(1.32) 26.67	(1.52) 21.91	(0.45) 10.00	(0.17) 26.47	(1.57) 20.97	(0.07) 20.57	(0.06) 24.00	(0.30) 19.80	(1.55) 35.11	(0.57) 27.05	(0.25) 23.76	

STATIONS

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

(67.3)

Time over District.....

Average Speed per Hour.....

At Eliot: Eastward siding is first siding north of main track.
Westward siding is second siding north of main track.

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

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

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge For Passengers To or From
252	Cherry and Harder	Receive or Discharge Any station

Niles Subdivision.

WESTWARD

Time Table No. 229

August 1, 1939

STATIONS

SAN FRANCISCO

OAKLAND PIER

TO-R OAKLAND PIER

TO-R WEST OAKLAND

OAKLAND (First St.)

EAST OAKLAND

FRUITVALE

TO-R ELMHURST

TO SAN LEANDRO

SOUTH SAN LEANDRO

ESTUDILLO

LORENZO

TO HAYWARD

HALVERN

DECOTO

PABRICO

TO-R NILES

NILES JUNCTION

FARWELL

SUNOL

VERONA

TO PLEASANTON

TO RADUM

REMILLARD

ELIOT

TO-R LIVERMORE

TREVARNO

ULMAR

TO ALTAMONT

OAXLEY

MIDWAY

MEDAL

TO-R TRACY

(67.3)

Time over District.....

Average Speed per Hour.....

Distance from Tracy	FIRST CLASS						SECOND CLASS		THIRD CLASS					
	251	3	73	279	255	39	451	401	409	419	437	417	473	
	Passenger	W. P. Passenger	Oakland Lark	Stockton	Passenger	W. P. Passenger	Mdse.	Freight	Freight	Freight	Local Freight	Local Freight	Freight	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
70.8	7.50 AM	8.50 AM	9.50 AM	9.50 AM	6.50 PM	10.30 PM								
67.3	7.30	8.30	9.30	9.30	6.30	10.10								
67.3	s 7.25 AM	s 8.20 AM	s 9.10 AM	s 9.25 AM	s 6.24 PM	s 9.55 PM								
65.9							8.40 AM			3.30 AM	3.30 PM	5.55 PM		
64.9		8.13 AM				9.48 PM								
64.1	s 7.15		s 9.00	s 9.17	s 6.14									
62.5														
61.1	s 7.05		s 8.49	s 9.09	s 6.03									
57.4	s 6.56		8.42 AM	9.03	5.56 PM		8.19 AM			3.00 AM	3.05	5.25 PM		
56.0	s 6.51			9.01							3.00			
55.3	f													
54.3	f													
53.3	s 6.41			8.57							2.50			
50.7	s 6.35			8.53							2.40			
46.8	f 6.26			8.48							1.53			
44.3	s 6.22			8.45							1.45			
43.2														
41.6	6.17 AM			s 8.40							1.30 PM			
40.9									2.35 AM	3.35 AM			11.17 PM	
39.1				8.34					2.29	3.25			11.12	
35.2				f 8.27					2.19	3.15			11.02	
32.4														
29.9				s 8.19					2.09	3.05			10.52	
28.8														
28.4														
27.8				8.14					2.05	3.00			10.48	
23.9				s 8.09					1.58	2.50			10.40	
22.4														
20.3				8.01					1.51	2.31			10.33	
15.8				7.54					1.40	2.20			10.20	
11.3				7.45					1.25	2.00			9.55	
7.7				7.39					1.15	1.50			9.40	
2.1														
0.0				7.30 AM					1.00 AM	1.30 AM			9.20 PM	
	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	
	(1.08)	(0.07)	(0.28)	(1.55)	(0.28)	(0.07)	(0.21)	(1.35)	(2.05)	(0.30)	(2.00)	(0.30)	(1.57)	
	22.67	20.57	21.23	35.11	21.23	20.57	24.28	25.83	19.63	17.00	11.66	17.00	20.97	

At Eliot: Eastward siding is first siding north of main track.
 Westward siding is second siding north of main track.
 At Livermore: Eastward siding is opposite station extending 4600 feet westward.
 Westward siding is 2000 feet east of station extending 4000 feet eastward.
 At Niles schedule time and train orders for westward trains via Decoto will apply at the junction switch located 550 feet west of the station building.
 279 reduce speed to 10 M.P.H. at Altamont to dispatch parcel post, stopping if necessary.

ADDITIONAL FLAG STOPS TO DISCHARGE PASSENGERS		
Train	At	For Passengers From or Beyond
279	San Leandro	Stockton and San Jose

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

EASTWARD

Niles Subdivision.

WESTWARD

EASTWARD

Niles Subdivision. WESTWARD

Capacity of sidings in car lengths	Time Table No. 229 August 1, 1939						Distance from San Francisco	Time Table No. 229 August 1, 1939			Distance from Niles and Niles Jct.	Time Table No. 229 August 1, 1939			Distance from San Jose
	THIRD CLASS		SECOND CLASS			FIRST CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS			
	436 Local Freight	408 Freight	472 Freight	402 Freight	406 Freight	258 Passenger		401 Freight	413 Local Freight	473 Freight		404 Freight	252 Passenger	STATIONS	
	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Leave Daily	Leave Daily	STATIONS		Distance from San Jose	
IWY P		3.50 AM	10.40 PM	8.20 PM			16.8	3.30 AM		12.10 AM		TO-R REDWOOD JOT. 1.3	18.5		
							15.5					End of Double Track 2.0	18.0		
63 P		3.58	10.46	8.26			13.5	3.20		12.01 AM		HENDERSON 4.4	14.9		
48 P		4.06	10.53	8.33		(See Note)	9.1	3.10		11.51 PM		DUMBARTON 3.3	11.4		
99 WIYP	11.25 AM	4.30	11.15	8.55	6.05 AM	5.58 AM	5.8	2.50	10.30 AM	11.37		TO-R NEWARK 2.9	7.0		
46 P	11.30	4.40	11.22	9.02	6.15	s 6.09	2.9	2.45	10.20	11.32		CENTERVILLE 1.6	4.4		
78 P		4.45	11.25	9.05	6.25	6.12	1.3	2.40	10.05	11.25		SHINN 0.8	4.4		
IY P						6.14	0.5		10.02			W. P. Crossing TO-R NILES TOWER 0.5	0.0		
		4.50 AM	11.28 PM	9.08 PM	6.33 AM		0.0	2.35 AM		11.17 PM		NILES JUNCTION 0.5	0.0		
68 BKWY P	11.40 AM					s 6.15 AM	0.0		10.00 AM			TO-R NILES	0.0		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Daily		(16.8)			
	(0.15) 23.20	(1.00) 16.80	(0.48) 21.00	(0.48) 21.00	(0.28) 12.43	(0.17) 20.47		(0.55) 18.33	(0.30) 11.60	(0.53) 19.01		Time over District.....			
												Average Speed per Hour.....			

Capacity of sidings in car lengths	Time Table No. 229 August 1, 1939						Distance from San Francisco	Time Table No. 229 August 1, 1939			Distance from San Jose			
	THIRD CLASS		SECOND CLASS			FIRST CLASS		THIRD CLASS		THIRD CLASS		THIRD CLASS		
	404 Freight	252 Passenger	STATIONS		STATIONS									
68 BKWY P							29.2					TO-R NILES 0.5	18.5	
IY P	3.45 AM						29.7					TO-R NILES TOWER W. P. Crossing 3.1	18.0	
30 P	4.00	f 7.24					32.8					IRVINGTON 3.5	14.9	
35 P	4.10	f 7.31					36.3					WARM SPRINGS 4.4	11.4	
33 P	4.22	f 7.38					40.7					TO MILPITAS 2.6	7.0	
80 P	4.27	f 7.44					43.3					WAYNE 4.4	4.4	
Term. Yard BKWOITY P	4.40 AM	s 7.55 PM					47.7					TO-R SAN JOSE	0.0	
	Arrive Daily	Arrive Daily										(18.5)		
	(0.55) 19.09	(0.39) 28.47										Time over District.....		
												Average Speed per Hour.....		

EASTWARD

Niles Subdivision.

WESTWARD

Capacity of sidings in car lengths	Time Table No. 229 August 1, 1939						Distance from San Francisco	Time Table No. 229 August 1, 1939			Distance from Santa Clara	Time Table No. 229 August 1, 1939			Distance from Stonehurst
	THIRD CLASS		SECOND CLASS		FIRST CLASS			FIRST CLASS		SECOND CLASS		THIRD CLASS			
	418 Local Freight	422 Freight	450 Mdse	74 Oakland Lark	250 Passenger	259 Passenger		73 Oakland Lark	255 Passenger	407 Freight		451 Mdse	419 Freight	417 Local Freight	
WP	11.00 AM	9.30 PM	7.32 PM	8.58 PM	8.00 AM	13.4	TO-R ELMHURST 2.1	31.4	8.42 AM	5.56 PM	8.19 AM	3.00 AM	5.25 PM		
	11.05					15.5	MULFORD 2.3	29.3					5.17		
20 P	11.10					17.8	ROBERT 2.4	27.0					5.12		
68 WP	11.15	9.45	7.43	9.06	8.09	20.2	RUSSELL 1.3	24.6	8.34	5.48	8.09	2.45	5.05		
P	11.30 AM					21.5	MOUNT EDEN 1.5	23.3					5.00		
Spur						23.0	BAUMBERG 2.3	21.8							
61 P	12.30 PM	9.55	7.53	9.15	s 8.26	25.3	TO ALVARADO 5.3	19.5	8.26	5.40	7.48	2.35	4.45		
88 WIYP	12.50 PM	10.10	8.17	9.23	8.33	30.6	TO-R NEWARK 2.2	14.2	s 5.58 AM	8.18	5.32	6.05 AM	7.40	2.20	
						32.8	MOWRY 1.3	12.0	f					4.00 PM	
79 P		10.20	8.23	9.28	8.38	34.1	ALBRAE 2.4	10.7	f 5.52	8.13	5.27	5.58	7.34	2.00	
P						36.5	DRAWBRIDGE 2.6	8.3	f						
P				9.35	8.46	39.1	ALVISO 2.6	5.7	f 5.44	8.06	5.20				
49 P		10.38	8.38	f 9.40	8.49	41.7	TO AGNEW 3.1	3.1	s 5.40	f 8.03	5.17	5.47	7.24	1.40	
Term. Yard KI P		10.45 PM	8.45 PM	9.45 PM	8.53 AM	44.8	TO-R SANTA CLARA	0.0	5.35 AM	7.58 AM	5.13 PM	5.40 AM	7.20 AM	1.30 AM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sat., Sun. and Holidays	Arrive Daily	Arrive Daily		(31.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun., Mon. and Holidays	Leave Daily	
	(1.50) 4.90	(1.15) 25.12	(1.13) 25.80	(0.47) 40.08	(0.53) 35.54		Time over District.....		(0.23) 37.04	(0.44) 42.82	(0.43) 43.81	(0.25) 34.08	(0.57) 33.05	(1.30) 20.93	
							Average Speed per Hour.....							(1.25) 12.14	

Eastward Niles Subdivision Westward			
Distance from San Francisco	Time Table No. 229 August 1, 1939		Distance from Stonehurst
	Stonehurst Branch		
STATIONS			
13.4	TO ELMHURST 0.9		0.9
14.3	Western Pacific Crossing STONEHURST		0.0
	(0.9)		

No. 74 will stop on flag at Drawbridge Saturdays.
 No. 255 will stop on flag at Drawbridge Sundays.
 No. 255 will stop at Elmhurst daily except Sunday.
 At Redwood Junction schedule time and train orders will apply at the end of double track.
 At Newark the schedule time of Nos. 258 and 259 applies at the passenger station.
 At Newark schedule time and train orders on the Centerville-Redwood Junction line will apply at the Junction switch of the Centerville-Redwood Junction line and Elmhurst-Santa Clara line.
 At Newark the siding of the Elmhurst-Santa Clara line is east of the station building. The siding of the Centerville-Redwood Junction Line is west of the crossing of the Elmhurst-Santa Clara line.

ADDITIONAL STATIONS:
 Sweeney.....M. P. 28.0 Dumbarton line
 P Ravenswood.....M. P. 30.9 " "
 Hall.....M. P. 26.2 Alvarado line
 Arden.....M. P. 28.4 " "

Capacity of sidings in Car Lengths
 Term. Ya BKWOTY
 40 I
 49
 49
 39
 108 W
 48
 47
 43
 51 W
 47
 35
 64
 50
 77 BKWOY
 40
 92
 36
 103 W
 39
 80
 37
 40
 42 WY
 53
 39
 40
 Term Ya BKWOT

EASTWARD

Los Banos Subdivision

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS		Distance from San Francisco Via Antioch	Time Table No. 229 August 1, 1939	Distance from Fresno	FIRST CLASS	THIRD CLASS				
	428	402	400		26				25	403	401			
	Freight	Freight	Mdse.		Owl				Owl	Freight	Freight			
	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday and Monday		Leave Daily		STATIONS	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily				
Term. Yard BKWOTYP	11.30 AM	1.40 AM	12.30 AM		8.53 PM	82.2	TO-R TRACY 2.7	126.2	s 5.55 AM	8.40 PM	11.10 PM			
40 I P	11.37	1.47	12.35		8.59	84.9	W. P. Crossing LYOTH 3.0	123.5		8.30	10.57			
49 P	11.43	1.52	12.40			87.9	YARMOUTH 4.7	120.5	5.44	8.23	10.52			
40 P	11.52 AM	2.00	12.47		9.09	92.6	VERNALIS 2.3	115.8	5.37	8.15	10.44			
P						94.9	SOLYO 1.5	113.5	f					
39 P						96.4	HALLY 4.0	112.0						
108 WP	12.04 PM	2.12	12.59		9.18	100.4	WESTLEY 7.0	108.0	5.26	8.00	10.33			
48 P	12.17	2.23	1.08		9.27	107.4	TO PATTERSON 5.8	101.0	f 5.17	7.42	10.24			
47 P	12.27	2.33	1.16		9.34	113.2	CROWS LANDING 4.1	95.2	5.07	7.32	10.19			
43 P						117.3	TIMBA 2.2	91.1						
51 WP	12.40	2.44	1.24		f 9.42	119.5	TO NEWMAN 4.0	88.9	f 4.58	7.20	10.10			
47 P	12.48	2.50	1.30		s 9.56	123.5	TO GUSTINE 3.4	84.9	f 4.50	7.14	9.56			
35						126.9	LINORA 2.4	81.5						
64 P	12.58	2.59	1.38		10.04	129.3	INGOMAR 6.3	79.1	4.41	7.04	9.33			
50 P	1.08	3.09	1.47		10.12	135.6	VOLTA 4.8	72.8	4.33	6.54	9.23			
77 BKWOYP	1.35	3.30	2.02		s 10.21	140.4	TO-R LOS BANOS 7.9	68.0	s 4.26	6.45	9.10			
49 P	1.50	3.45	2.15		10.30	148.3	AGATHA 4.7	60.1	4.14	6.17	8.43			
92 P	2.01	4.08	2.22		10.37	153.0	TO DOS PALOS 6.8	55.4	f 4.08	6.10	8.34			
36 P	2.13	4.25			10.46	159.8	OXALIS 6.4	48.6	3.59	5.59	8.23			
108 WP	2.24	4.35	2.40		10.56	166.2	TO FIREBAUGH 4.6	42.2	f 3.51	5.49	8.13			
39 P	2.31	4.42	2.46		11.02	170.8	OROMIR 3.7	37.6		5.42	8.06			
89 P	2.37	4.49	2.52		11.07	174.5	TO MENDOTA 7.4	33.9	f 3.40	5.36	8.00			
37 P	2.50	5.04	3.04		11.18	181.9	R INGLE 2.6	26.5	3.30	5.24	7.49			
40 P	2.54	5.08	3.27		11.21	184.5	JAMESAN 8.5	23.9	3.27	5.20	7.45			
42 WY P	3.10	5.30	3.45		11.32	193.0	TO-R KERMAN 3.7	15.4	f 3.18	5.05	7.30			
52						196.7	FLOYD 1.8	11.7						
39 P	3.25	5.38	3.53		11.40	198.5	ROLINDA 4.0	9.9	3.10	4.52	7.22			
40 P	3.35	5.45	4.00		11.46	202.5	PRATTON 5.9	5.9	3.05	4.45	7.15			
Term Yard BKWOTYP	3.50 PM	6.00 AM	4.15 AM		s 11.59 PM	208.4	TO-R FRESNO	0.0	2.55 AM	4.30 PM	7.00 PM			
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday and Monday		Arrive Daily		(126.2)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily			
	(4.20)	(4.20)	(3.45)		(3.06)		.....Time over District.....		(3.00)	(4.10)	(4.10)		
	29.12	29.12	33.65		40.71		.....Average Speed per Hour.....		42.06	30.28	30.28		

EASTWARD Los Banos Subdivison WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco Via Antioch	Time Table No. 229 August 1, 1939		Distance from Biola Jct.
		STATIONS		
42 KWP P	193.0	TO-R KERMAN 7.5		15.6
8 P	200.5	TO BIOLA 1.5		8.1
	202.0	TRUMAN 2.0		6.6
	204.0	EVERTS 2.0		4.6
	206.0	WEST ACRES 2.6		2.6
P	208.6	BIOLA JUNCTION		0.0
		(15.6)		

EASTWARD Los Banos Subdivison WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco Via Antioch	Time Table No. 229 August 1, 1939		Distance from Caruthers
		Kerman Branch	STATIONS	
42 WY P	193.0	TO-R KERMAN 6.7		17.70
	199.7	MO MULLIN 5.4		11.00
24	205.1	RAISIN CITY 5.6		5.6
48	210.7	CARUTHERS		0.0
		(17.7)		

ADDITIONAL STATIONS
Los Banos Line

- Ohm.....M. P. 93.5
- Vanormer.....M. P. 104.8
- Stomar.....M. P. 116.0
- 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
- Arbios.....M. P. 172.8
- pKearney.....M. P. 200.8 (Spur)
- Forsey.....M. P. 203.7 (Spur)
- Crayold.....M. P. 205.3 (Spur)

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		

Capacity of Sidings in Car Lengths	THIRD CLASS				SECOND CLASS				FIRST CLASS							Distance from San Francisco Via Miles						
	454				421				280		232		52	54	59		58	50				
	Freight				Freight				Stockton		Passenger		San Joaquin	Passenger	West Coast		Sequoia	Sequoia				
Term. Yard BKWOTYP	Leave Daily Ex. Sunday				Leave Daily				Leave Daily		Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Monday Only					
P	2.30 AM												8.28 PM	6.40 PM		9.47 AM	8.57 AM		2.15 AM	1.55 AM	70.8	
Spur																					73.9	
I P																					76.8	
Eastward 57 Westward 77 Fresno 50 WY I P	3.00				10.55 PM 9.20 AM				2.00 AM				8.43	s 7.10		10.03 AM	s 9.13 AM	6.50 AM	f 2.31 AM	f 2.11 AM	81.5	
P														f 7.17							86.1	
I																					87.7	
Yard BKWOITY P	3.30 AM				11.20 PM 9.45								s 8.55	s 7.25				s 7.05			90.9	
I P													9.05	7.35				7.20			92.3	
Spur P																					92.7	
Spur																					93.5	
W																					94.9	
P																					95.0	
125 P																					96.6	
Spur																					98.1	
125 P																					100.2	
BKWOYP 125													s 9.30 PM	s 8.00				s 7.45			103.3	
Spur P																					105.1	
125 P																					106.2	
125 P																					109.5	
176 WYP																					111.7	
125 P																					115.5	
P																					117.5	
128 P																					119.5	
133 P																					122.9	
125 P																					125.7	
135 WP																					129.0	
P																					132.0	
WP					12.40 AM 11.05 AM																	133.2
	Arrive Daily Ex. Sunday				Arrive Daily				Arrive Daily		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Monday Only					
	(1.00) 20.10				(1.45) 29.54				(0.30) 21.40				(1.02) 31.45	(2.20) 26.89		(0.16) 40.12	(0.16) 40.12	(1.40) 31.02	(0.16) 40.12	(0.16) 40.12		

Time Table No. 229

August 1, 1939

STATIONS

TO-R	TRACY	3.1
	BANTA	2.9
	WINSHIP	1.5
	SAN JOAQUIN RIVER DRAWBRIDGE	3.2
TO-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
	W. P. Crossing	0.4
	EL PINAL	0.8
	JARN	1.4
	AKERS	0.1
	End of Double Track	1.6
	CASTLE	1.5
	TOMSPUR	2.1
	ARMSTRONG	3.1
	C. C. T. Co. Crossing	LODI
	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)
 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 M. P. H. at Acampo to dispatch mail.

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

Lathrop Subdivision

WESTWARD

Time Table No. 229

August 1, 1939

STATIONS

TO-R	TRACY	3.1
	BANTA	2.9
	WINSHIP	1.5
	SAN JOAQUIN RIVER DRAWBRIDGE	3.2
TO-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
	W. P. Crossing	
	EL PINAL	0.8
	JARN	1.4
	AKERS	0.1
	End of Double Track	1.6
	CASTLE	1.5
	TOMSPUR	2.1
	ARMSTRONG	3.1
	C. C. T. Co. Crossing	1.8
	LODI	1.1
	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	0.0

Distance from Brighton	FIRST CLASS						SECOND CLASS		THIRD CLASS	
	279 Stockton	231 Passenger	55 Tehachapi	51 San Joaquin	53 Passenger	60 West Coast	405 Freight	420 Freight	455 Freight	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	
62.4	s 7.26 AM	s 9.43 AM	s 10.02 AM	s 6.29 PM	s 7.21 PM		9.10 PM		8.00 PM	
59.3		f 9.37								
56.4										
54.9										
51.7	7.12	s 9.25	9.46 AM	6.13 PM	7.05 PM	9.43 PM	8.40 PM	11.15 PM	7.25	
47.1		f 9.08								
45.5										
42.3	7.01 6.57	9.00 8.50				9.30 9.13		10.50	7.05 PM	
40.9										
40.5										
39.7										
38.3										
38.2										
36.6										
35.1										
33.0										
29.9	6.40 AM	s 8.32					s 8.54			
28.1										
27.0		f 8.22								
23.7		f								
21.5		s 8.17					8.38			
17.7		f								
15.7		f								
13.7		f								
10.3		s 8.03					8.26			
7.5										
4.2		s 7.56					8.20			
1.2										
0.0		7.50 AM					8.15 PM		9.30 PM	
(62.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	
Time over District.....	(0.46)	(1.53)	(0.16)	(0.16)	(0.16)	(1.28)	(0.30)	(1.45)	(1.00)	
Average Speed per Hour.....	42.39	33.13	40.12	40.12	40.12	35.25	21.40	29.54	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 miles per hour at Elk Grove to dispatch mail.

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

Time Table No. 229

August 1, 1939

Lodi Branch

STATIONS

Capacity of sidings in car lengths	Distance from San Francisco via Niles	STATIONS	Distance from Kentucky House
BKWOYP	103.3	TO-R LODI 1.8	39.3
	105.1	C. C. T. Co. Crossing 0.1	37.5
10	105.2	BOMA 1.9	37.4
17 P	107.1	VICTOR 3.6	35.5
7 P	110.7	LOOKEFORD 4.0	31.9
P	114.7	OLEMENTS 6.1	27.9
P	120.8	WALLAOE 5.6	21.3
	126.4	HELISMA 2.9	16.2
	129.3	NORVAL 0.9	13.3
17 P	130.2	TO VALLEY SPRING 4.5	12.4
9 P	134.7	TOYON 4.3	7.9
P	139.0	MAONIDER 3.6	3.6
YWP	142.6	KENTUCKY HOUSE	0.0
		(39.3)	

EASTWARD

Lathrop Subdivision WESTWARD

Time Table No. 229

August 1, 1939

Lodi Branch

STATIONS

Capacity of sidings in car lengths	Distance from San Francisco via Niles	STATIONS	Distance from Woodbridge
BKWOYP	103.3	TO-R LODI 1.8	2.5
	105.8	C. C. T. Co. Crossing 2.5	0.0
		WOODBIDGE	
		(2.5)	

EASTWARD

Lathrop Subdivision WESTWARD

Time Table No. 229

August 1, 1939

Ione Branch

STATIONS

Capacity of sidings in car lengths	Distance from San Francisco via Niles	STATIONS	Distance from Ione
WOYP	111.7	TO-R GALT 5.0	27.1
	116.7	C. C. T. Co. Crossing 5.3	22.1
P	122.0	VANSTOW 10.3	16.8
P	132.3	OLAY 0.7	6.5
	133.0	CARBONDALE 1.8	5.8
Spur	134.8	LIGNITE 0.4	4.0
Spur	135.2	EDWIN 2.5	3.6
Spur	137.7	OLARKSONA 1.1	1.1
WT P	138.8	DAGON	0.0
		TO-R IONE	
		(27.1)	

EASTWARD

Merced Subdivision

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		FIRST CLASS					Distance from San Francisco Via Antioch	Time Table No. 229 August 1, 1939	Distance from Fresno	FIRST CLASS				SECOND CLASS		
	420	410	60	52	54	58	50				59	55	51	53	423	405	421
	Freight	Freight	West Coast	San Joaquin	Passenger	Sequoia	Sequoia				West Coast	Tehachapi	San Joaquin	Passenger	Freight	Freight	Freight
Eastward 57 Fresno 50 IWYP	11.15 PM	2.00 AM	9.43 PM	10.04 AM	9.25 AM	2.31 AM	2.11 AM	92.9	TO-R LATHROP 0.9	112.6	6.50 AM	9.45 AM	6.13 PM	6.50 PM	9.20 AM	8.35 PM	10.55 PM
IP								93.8	W. P. Crossing 3.0	111.7							
74 P	11.35	2.20	s 9.53		9.37	s 2.42	s 2.20	96.8	TO MANTECA 2.6	108.7		9.37		f 6.43	9.08	8.25	10.45
118 P	11.40	2.30	9.56	10.12	9.42	2.45	2.23	99.4	OALLA 3.9	106.1	6.41	9.31	6.03	6.36	9.03	8.00	10.40
78 P	11.46	2.40	10.00			s 2.53	s 2.31	103.3	TO RIPON 3.1	102.2	6.37	9.27		f 6.31	8.47	7.43	10.35
87 P	11.51 PM	2.50	10.04	10.19	9.49	s 3.01	s 2.37	106.4	TO SALIDA 6.7	99.1	6.33	9.23	5.56	f 6.26	8.42	7.25	10.30
No. 1, 98 No. 2, 113 No. 3, 127 BKOWYP	12.05 AM	3.15	s 10.17	s 10.31	s 10.03	s 3.23	s 2.58	113.1	TO-R MODESTO 1.6	92.4	s 6.25	s 9.15	s 5.49	s 6.18	8.30	7.10	10.17
IP								114.7	T. S. Ry. Crossing 2.7	90.8							
70 P	12.15	3.25	10.24	10.36	10.09	s 3.33	s 3.07	117.4	OERES 3.4	88.1				f 6.05	8.20	6.35	9.48
67 P	12.20	3.30	10.28			3.38	3.12	120.8	KEYES 5.4	84.7	6.08	8.59	5.37	f 6.01	8.15	6.29	9.42
81 BP	12.30	3.45	s 10.38	s 10.47	s 10.22	s 3.52	s 3.26	126.2	TO-R TURLOOK 5.7	79.3	s 6.02	s 8.53	s 5.32	s 5.55	8.06	6.20	9.32
92 P	12.40	4.00	10.46		10.28	f 4.00	f 3.34	131.9	DELHI 4.5	73.6		8.43		f	7.57	6.03	9.20
79 WP	12.48	4.25	f 10.54	10.58	10.35	s 4.09	s 3.44	136.4	TO LIVINGSTON 6.8	69.1	5.48	8.38		f 5.39	7.50	5.56	9.09
70 P	1.00	4.50	f 11.04	11.05	10.44	f 4.22	f 3.54	143.2	TO ATWATER 1.6	62.3	5.41	8.29	5.12	f 5.30	7.40	5.45	8.59
33								144.8	BUHACH 2.6	60.7							
130 P	1.08	5.00	11.09		10.48			147.4	FERGUS 3.1	58.1	5.37	8.24			7.32	5.37	8.52
90 BKWOTP	1.40	5.15 AM	s 11.30	s 11.15	s 10.57	s 5.00	s 4.15	150.5	TO-R MEROED 6.1	55.0	s 5.32	s 8.20	s 5.04	s 5.20	7.26	5.30 PM	8.47
70 P	2.10		11.40	11.21	11.04	f 5.18	f 4.25	156.6	LINGARD 3.9	48.9	5.18				7.12		8.32
74 P	2.20		11.44			f 5.26	f 4.30	160.5	ATHLONE 6.4	45.0	5.14	8.06	4.50		7.05		8.26
79 P	2.32		11.51	11.31	11.14	f 5.33	f 4.37	166.9	MINTURN 1.3	38.6	5.08	8.00		4.56	6.55		8.16
37 WP			f 11.55 PM			s 5.37	s 4.41	168.2	TO OHOWOHILLA 4.8	37.3				f 4.54			
74 P	2.42		12.01 AM	11.37	11.20	f 5.44	f 4.47	173.0	FAIRMEAD 3.5	32.5	5.02		4.38	f 4.48	6.46		8.06
69 WTP	2.49					f 5.48	f 4.58	176.5	BERENDA 2.7	29.0	4.58	7.50			6.37		8.00
100 P	2.55		12.07	11.43	11.26	5.51	5.07	179.2	NOTARB 4.7	26.3	4.55				6.32		7.55
145 P	3.07		s 12.16	s 11.50	s 11.35	s 6.01	s 5.16	183.9	TO MADERA 6.3	21.6	s 4.49	s 7.43	s 4.27	s 4.38	6.24		7.47
75 P	3.20		12.23	11.57 AM	11.42	6.09	5.24	190.2	IRRIGOSA 5.4	15.3	4.39	7.34			6.09		7.33
78 WP	3.29		12.29	12.03 PM	11.48	f 6.17	f 5.31	195.6	HERNDON 3.7	9.9	4.34	7.29	4.14	4.24	5.55		7.24
P								199.3	BIOLA JOT. 2.5	6.2							
Term. Yard WP	3.40		12.36	12.10	11.55 AM	6.23	5.38	201.8	FRESNO YARD 3.7	3.7	4.28	7.23	4.08	4.18	5.45		7.14
Term. Yard BKWOTYP	4.00 AM		s 12.48 AM	s 12.20 PM	s 12.05 PM	s 6.35 AM	s 5.50 AM	205.5	TO-R FRESNO	0.0	4.20 AM	7.15 AM	4.00 PM	4.10 PM	5.30 AM		7.00 PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Monday Only		(112.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
	(4.45) 24.05	(3.15) 17.72	(3.05) 36.52	(2.16) 49.67	(2.40) 42.22	(4.04) 27.69	(3.39) 30.84		.....Time over District.....		(2.30) 45.04	(2.30) 45.04	(2.13) 50.79	(2.40) 42.22	(3.50) 29.37	(3.05) 18.68	(3.55) 28.75

ADDITIONAL STATIONS

- Schenley 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

Nos. 58 and 50 reduce speed to 10 M. P. H. 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 M. P. H. at Chowchilla to receive mail.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
54	Manteca, Ripon, Salida, Ceres, Livingston, Atwater, Chowchilla	Receive	Bakersfield	Lathrop
60	Any station	Discharge		Stockton
55	Chowchilla, Atwater, Livingston and Manteca	Receive and Discharge	Lathrop	Bakersfield

EASTWARD		Merced Subdivision		WESTWARD	
Capacity of sidings in car lengths	THIRD CLASS	Distance from San Francisco Via Niles	Time Table No. 229 August 1, 1939	Distance from Merced	THIRD CLASS
	454 Freight				455 Freight
	Leave Daily Ex. Sunday		Oakdale Branch		Arrive Daily Ex. Sunday
			STATIONS		
Yard BKWOITY P	4.00 AM	90.9	TO-R STOCKTON W. P. Crossing C. C. T. Co. Crossing 5.1	72.0	6.30 PM
Spur		96.0	ORFORD 0.7	66.9	
Spur	4.13	96.7	CHARLESTON 1.0	66.2	6.15
Spur		97.7	SIBLEY 0.6	65.2	
Spur		98.3	WALTHALL 2.3	64.6	
Spur		100.6	HOLDEN 3.2	62.3	
23 WYP P	4.30	103.8	PETERS 4.4	59.1	6.00
Spur	4.45	108.2	FARMINGTON 3.3	54.7	5.47
Spur		111.5	GOTRI 2.6	51.4	
16 P	4.50	114.1	OOMETA 2.6	48.8	5.32
Spur	5.00	116.7	VALLEY HOME 3.9	46.2	5.25
Spur		120.6	ADELA 1.8	42.3	
47 WP	5.30 AM	122.4	TO-R OAKDALE A. T. & S. F. Crossing 3.9	40.5	5.00 PM
44 P		126.3	OLARIBEL 6.1	36.6	
Spur		132.4	TO WATERFORD 1.6	30.5	
Spur		134.0	HIOKMAN 5.8	28.9	
34 P		139.8	MONTPELLIER 6.2	23.1	
14 P		146.0	BYER 1.5	16.9	
Spur P		147.5	BASEL 1.3	15.4	
Spur		148.8	ARUNDEL 3.7	14.1	
18 P		152.5	AMSTERDAM 4.7	10.4	
Spur		157.2	NAIRN 1.0	5.7	
Spur		158.2	FERRIN 1.7	4.7	
Spur		159.9	BATTURS 1.2	3.0	
I		161.1	A. B. S. { A. T. & S. F. Crossing 1.8	1.8	
BKWOT P		162.9	TO-R MEROED	0.0	
	Arrive Daily Ex. Sunday		(72.0)		Leave Daily Ex. Sunday
	(1.30) 21.00		Time over District.....		(1.30) 21.00
			Average Speed per Hour.....		

EASTWARD		Merced Subdivision		WESTWARD	
Capacity of sidings in car lengths		Distance from San Francisco Via Niles	Time Table No. 229 August 1, 1939	Distance from Milton	
23 WYP		103.3	PETERS 5.7	11.5	
		109.5	WAVERLY 5.8	5.8	
T		115.3	MILTON	0.0	
			(11.5)		

EASTWARD		Merced Subdivision		WESTWARD	
Capacity of sidings in car lengths		Distance from San Francisco Via Antioch	Time Table No. 229 August 1, 1939	Distance from Raymond	
WT P		176.5	R BERENDA 3.3	20.9	
I		179.8	TO KISMET TOWER A. T. & S. F. Crossing 4.0	17.6	
		183.8	TALBOT 4.1	13.6	
		187.9	DAULTON 2.9	9.5	
Spur		190.8	JESBEL 4.2	6.6	
		195.0	HERBERT 1.2	2.4	
		196.2	KNOWLES JOT, 1.2	1.2	
WTP		197.4	RAYMOND	0.0	
			(20.9)		

EASTWARD		Merced Subdivision		WESTWARD	
Capacity of sidings in car lengths		Distance from San Francisco Via Antioch	Time Table No. 229 August 1, 1939	Distance from Knowles	
		196.2	KNOWLES JOT, 2.0	2.3	
Spur		198.2	HILLSIDE 0.3	0.3	
		198.5	KNOWLES	0.0	
			(2.3)		

EASTWARD		Merced Subdivision		WESTWARD	
Capacity of sidings in car lengths		Distance from San Francisco Via Antioch	Time Table No. 229 August 1, 1939	Distance from Dairyland	
37 WP		168.2	TO CHOWCHILLA 4.4	10.1	
		172.6	ASH 1.5	5.7	
Spur		174.1	OVEJA 1.2	4.2	
		175.3	TILLMAN 1.9	3.0	
Spur		177.2	PLAINS 1.1	1.1	
		178.3	DAIRYLAND	0.0	
			(10.1)		

DIVISION MILEAGE

MAIN LINES		
Oakland Pier to West Oakland.....	C. P. Ry.....	1.01
West Oakland to Washington, via Martinez.....	S. P. R. R.....	86.20
Davis to end Western Division.....	S. P. R. R.....	1.32
Martinez to Tracy.....	S. P. R. R.....	47.62
Tracy to Biola Junction.....	C. P. Ry.....	116.89
Oakland Pier to Tracy, via Niles.....	C. P. Ry.....	67.45
Lathrop to Polk.....	C. P. Ry.....	50.30
Elmhurst to Santa Clara.....	S. P. C. Ry.....	30.26
End Coast Division to Niles Junction.....	C. P. Ry.....	14.85
Niles to San Jose.....	C. P. Ry.....	16.08
Tracy to Fresno.....	S. P. R. R.....	124.18
Kerman to Biola Junction.....	{S. P. R. R..... {F. T. Co.....	5.84 8.69
Total Main Lines.....		570.69

BRANCHES		
Alvarado.....	C. P. Ry... Halvern to Alvarado.....	2.63
Capay.....	S. P. R. R... Elmira to Capay.....	33.17
Chowchilla.....	V. E. R. R... Chowchilla to Dairyland.....	10.23
Ione.....	S. P. R. R... Galt to Ione.....	26.91
Kerman.....	S. P. R. R... Kerman to Caruthers.....	18.43
Knowles.....	S. P. R. R... Knowles Jot. to Knowles.....	2.40
Lodi.....	{C. P. Ry... Lodi to Lodi..... {S. P. R. R... Lodi to Woodbridge..... {S. P. R. R... Lodi to Valley Spring..... {S. P. Co... Valley Spring to Kentucky House.....	.01 2.58 26.67 12.65
Madera Spur.....	S. P. R. R... Madera to end of Madera Spur.....	3.89
Milton.....	S. P. R. R... Peters to Milton.....	11.78
Napa.....	S. P. R. R... {Suisun-Fairfield to South Vallejo... 19.95 {Napa Jct. to Calistoga..... 34.53	54.48
Oakdale.....	S. P. R. R... Stockton to Merced.....	72.12
Raymond.....	S. P. R. R... Berenda to Raymond.....	21.10
Richmond Spur.....	S. P. R. R... San Pablo to Richmond Transfer.....	2.93
Riverdale.....	S. P. R. R... Ingle Easterly.....	.25
San Ramon.....	S. P. R. R... Avon to Radum.....	29.85
Schellville.....	S. P. R. R... Napa Jct. to Schellville.....	11.30
Stonehurst.....	C. P. Ry... Elmhurst to Stonehurst.....	.75
Union.....	S. P. R. R... Union to Buchli.....	8.38
Total Branches.....		351.61
Total Western Division.....		922.30

SPECIAL INSTRUCTIONS



RULE 2. Designated Watch Inspectors:
 S. A. Pope, Manager of Time Service, 65 Market Street, San Francisco.
 Oakland.....E. W. Becker, 3357 E. 14th St.
 Oakland.....H. Bullard, 1194 Seventh Street
 Oakland.....E. S. Griffin, 214 Easton Bldg.
 Oakland.....Don J. Alphin, 5836 Foothill Blvd.
 Alameda.....A. O. Gott
 Berkeley.....W. R. Burke, 2199 Shattuck Avenue
 Berkeley.....Ernest L. Dorrett, 1823 Solano Avenue
 Richmond.....O. A. Poulsen
 Stockton.....C. Mantele, 129 N. Sutter St.
 Lodi.....Jack Labes
 Benicia.....Curt S. Appe
 Suisun-Fairfield.....Chas. J. Wiener
 Vallejo.....G. E. Bangle Co.
 Calistoga.....Albert Mercer
 Winters.....C. E. Wyatt
 Sacramento.....H. T. Harger, 1022 K St.
 Roseville.....H. T. Harger
 Martinez.....John G. Beard
 Pittsburg.....H. A. Minasian
 Tracy.....R. Von Dack & Son
 Livermore.....C. Harlie Power
 San Jose.....Kochers, 169 So. First St.
 San Jose.....W. H. Turick, 275 So. First St.
 Newman.....Ernest Beall
 Los Banos.....John B. Machado
 Fresno.....Bert Fuller, 1335 Fulton St.
 Fresno.....A. L. Colvin, 1211 Fulton St.
 Madera.....Robert J. Wellman
 Merced.....R. C. Haun
 Modesto.....W. P. Shoemake
 Turlock.....D. F. Hall

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, 53 and 54 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 counter-balanced for speeds of 75 M.P.H. or over. Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

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

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

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

- Martinez, Trains on Tracy line.
- Elmhurst, Newark and Santa Clara, Trains on Elmhurst-Santa Clara line.
- Niles, Trains on Milpitas line.
- Napa Jet., Trains on Schellville line.
- Suisun-Fairfield, Trains on Napa 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.
- Peters, Trains on Milton line.
- Lathrop, Trains on Merced Subdivision.
- Tracy, Trains on Los Banos Subdivision.
- Berenda, Trains on Raymond line.
- Kerman, Trains on Biola line.
- Ingle, Trains on Riverdale line.

RULE 14 (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.

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

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

RULE S-17. In limits of Centralized Traffic Control System this rule will not apply to movement 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, where same must be removed immediately on arrival at delivery track.

RULE 23. 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 bells must not be rung except in emergency while passing through or switching in city limits of Napa.

RULE D-71. Trains and engines may move between Oakland Pier and Elmhurst with the current of traffic irrespective of timetable superiority.

Freight trains and yard engines must not leave Magnolia Tower with less than five minutes clearance ahead of first-class trains and must avoid delaying passenger trains.

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

Trains may move between Brighton and Polk irrespective of timetable superiority when signal indication permits them to proceed.

Trains and engines may move between Calwa Tower and Clinton Avenue Fresno Yard with the current of traffic irrespective of timetable superiority, but must avoid delaying passenger trains.

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

RULE 83. A positive observation check 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 SA813 if displaying "STOP", will move from Lathrop to Tracy irrespective of timetable superiority. Eastward trains on 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 Tower No. 4, Stockton, irrespective of timetable superiority.

RULES 83 and 83 (A). Westward second class, third class and extra trains 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 SA 887 located at east end of Sacramento River Bridge, will be authority for westward second class, third class and extra trains to move irrespective of time-table superiority from Sacramento to Davis train order office.

RULE 83 (A). At the following stations, only trains originating and terminating will register:

Modesto	Sacramento 12th St.	Avon	Pittsburg
Turlock	Newark	Los Banos	Suisun-Fairfield
Davis	Port Costa	Livermore	West Oakland

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

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

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:

Elmhurst.....	Regular Trains
Niles.....	Nos. 279 and 280
Niles Tower.....	All Trains
Redwood Junction.....	All Trains
Newark.....	Nos. 259, 258, 407 and 406
Santa Clara.....	All trains at Santa Clara Tower
Martinez.....	Westward Trains

RULE 83 (B).—Continued.

Stockton.....	Second class and extra trains except those originating and terminating
Lathrop.....	All trains on Lathrop Subdivision Merced subdivision trains originating or terminating at Lathrop using west leg of wye.
Merced, All trains except those originating and terminating	
Davis.....	Nos. 23 and 24

RULE 83 (D). Western Division trains via Agnew receiving train orders 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.

Trains originating Sacramento will obtain clearance at Sacramento "H" office located on second floor of Sacramento Passenger Station.

Rule 83 (D) will not apply to westward trains from Merced subdivision at Lathrop when there are no train orders to be delivered to such trains at Lathrop.

RULE 83 (E). A train when authorized by train order, may check the register against an extra train, and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals".

When a train is so authorized to check the register, it must register and place the restricting 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" and the "FORTY-NINER" when communicating signal may be used.

RULES 86 and 87. Second and inferior class trains and extra trains must clear time of Streamliner "CITY OF SAN FRANCISCO" No. 101 and No. 102 not less than fifteen (15) minutes.

RULE 93. Yard limits are established at the following stations:

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

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

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

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

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

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

Kerman Line.....	Mile Post 206.32.
Merced Line.....	Mile Post 199.08.
Bakersfield Line.....	Mile Post 210.81.
Exeter Main Track.....	Mile Post 208.15.
Clovis Branch.....	Mile Post 209.6.

Westward trains or engines must receive proceed signal from yardman at Kern Street; and Eastward trains or engines must receive proceed signal from yardman at Merced Street.

Trains arriving and departing via Los Banos line at Fresno will receive proceed signal from herder at Divisadero Street, green flag by day and green light by night.

Trains or engines will not move against current of traffic on double track between Divisadero Street and Clinton Avenue and between Cherry Avenue and Calwa Tower, Fresno, except on authority of Yardmaster. When making movements against current of traffic, trains or engines must be preceded by flagman over railway and street crossings at grade where wigwags are installed, protecting these crossings during movements.

Within yard limits, engines must clear the main track not less than fifteen (15) minutes for Streamliner "CITY OF SAN FRANCISCO" No. 101 and No. 102.

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.
Napa Valley Railway, 3200 feet west of Union, on Buchli-Union line, STOP.
Napa Valley Railway, 600 feet west of Napa, on Napa line, STOP.
Sacramento Northern Railway, 4000 feet east of Hookston on Avon-Radum line, STOP.
A. T. & S. F. R. R. at Oakdale, STOP.
Central California Traction Co. at Roma, STOP.
Central California Traction Co. at Vanstow, STOP.
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.

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

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

Yard engines must be protected before crossing Western Pacific Ry. on Stonehurst line and at Third and Fallon Streets; East Bay Transit Co. at Ward Street on Shattuck Avenue line; Interurban Electric lines at Parker Street on Ninth Street line and Pacific Avenue, Alameda on Encinal line.

DRAWBRIDGES INTERLOCKED OR GOVERNED BY BLOCK SIGNALS:

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

DRAWBRIDGE NOT INTERLOCKED:

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

RULE 103 (A). 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.

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

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

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

With engine ahead pulling cars, stop and proceed.

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

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

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

Operator at Niles when on duty from 4:00 p. m. to 12:00 mn. daily except Sundays and holidays, and 4:30 p. m. to 9:30 p. m. Sundays and holidays, will handle junction switch located 550 feet west of station building and cross-over switch located 250 feet west of station building for trains to enter or leave the Niles-San Jose main track. Whistle signal for this route, one long, two short and one long.

Westward trains using cross-over located 250 feet west of station building will be governed by indication of Signal 287. Eastward trains using cross-over will receive a green flag by day and a green light by night.

- Avon.....San Ramon Branch, for siding.
Napa Junction....Suisun-Fairfield-Napa line, for South Vallejo line.
Union.....Crossover switch at west end of siding, for Buchli Union line.

Buchli.....For Schellville line.

Suisun-Fairfield..Napa line, for siding.

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

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

East end, for Lathrop Subdivision.

Lodi.....Woodbridge line, for Lathrop Subdivision.

Valley Spring line, for siding on Lathrop Subdivision.

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

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

Kerman.....Caruthers line, for main track Los Banos Subdivision.

Biola line, for Kerman-Fresno main track.

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

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

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

Fresno Yard.....Clinton Ave. (End of double track). For Eastward track. This is an oil buffer spring switch.

Fresno.....Los Banos line, for Eastward track. This is an oil buffer spring switch.

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

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

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

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

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

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

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

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

RULE 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 No. 101 and No. 102.

RULE 105. LATHROP sidings are designated as follows:

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

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

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

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

Electric trains have preference over main line trains at Fruitvale.

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

RULE 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.

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

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

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

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.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block 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.

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 line-up has been made, a train must not move to main track except as provided by Rules 509 and 99.

RULE 516. Overlap posts are located at:

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

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 high light governing movements on main track and the low light governing movements to Hill or Local Yard, and dwarf light signal 715 located on right of eastward track 300 feet east of Puzzle Switch governing movements to all routes.

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

Westward freight trains stopped by Signal 717, located just east of highway crossing east of Tracy, will use telephone located on this signal and call 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.

FRESNO

West switch and derail of running track, Fresno Yard near Biola Jet., the Biola main track junction switch and derail, and switch No. 2 track west of Ashland Ave. are hand operated by using the switch levers on side of electric switch machines.

Signals governing movements from Biola Branch and from the west end of No. 1 track will indicate stop until derails and switches have been properly lined for route desired, when signals will indicate proceed.

SPECIAL INSTRUCTIONS

SPECIAL SIGNALS

Following block signals equipped with a triangular number plate have included in their control limits a special protective device. When these signals indicate "STOP" careful inspection must be made of track or structures, as indicated below, and it must be known that it is safe for passage of trains before proceeding:

No.	950	High water alarm, Merced subdivision.
	965	" " " " " "
	1074	" " " " " "
	1091	" " " " " "
	1372	" " " " " "
	1395	" " " " " "
	1936	" " " " " "
	1951	" " " " " "
	526	Protection from rock slide, Niles subdivision.
	543	" " " " " "
	423	Protection for oil buffer switch at Shinn.
	359	" " " " " " Mococo.
	374	" " " " " " Napa Junction.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer 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 passing over these switches. Sand must not be used at location rail lubricators.

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

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

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: Two short, one long, two short.

OAKLAND PIER TOWER

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

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

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

SIXTEENTH STREET TOWER—Oakland

Limits extend from signal bridge 200 to signal bridge 204. Whistle signal for movement to West Oakland yard, one short, two long.

From Santa Fe Interchange to Oakland Pier, one long. To Santa Fe Interchange, one short, one long, one short.

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

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, one short, two long.

LIMITS OF WEST OAKLAND TOWER—First and Cedar Streets, Oakland

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.

RADUM TOWER—Junction of Niles-Tracy line and Radum-Avon line

Limits on main track extend from home signal at west Wye switch to home signal at east Wye switch and on Radum-Avon line to home signal at Wye switch.

Normal position of the interlocking signals for the Niles-Tracy line and Western Pacific main track will be in proceed position in both directions.

If a train on the Niles-Tracy line should find the interlocking signals in the "stop" position, it will flag through the limits of inoperative signal if no signal operator on duty.

Signal operator on duty at Radum Tower 9:00 a. m. to 12:00 noon, and 1:00 p. m. to 10:00 p. m., daily except Sundays.

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

NILES TOWER—Crossing of Western Pacific Ry

Limits extend from 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.

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

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

NEWARK TOWER

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

Whistle Signals:—For Santa Clara, one short, two long. For Santa Clara siding, one short, two long, one short. For Redwood Junction, one long, one short, one long, one short. For Dumbarton siding, one long, one short, one long, two short. For Centerville, one long, one short, one long. For Elmhurst, one short, one long, one short.

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

BRIDGE ZONE

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

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

EAST END ZONE

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

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

Westward trains and engines intending to move from running track through lower crossover against the current of traffic on eastward main track to upper crossover must not throw either switch of lower crossover until signal operator on bridge has been communicated with and his permission given by display of clear indication in switch indicator located at east switch of crossover. Switches may then be thrown and the movement will be governed by indication of interlocking dwarf signal at east

switch of crossover. This dwarf signal will remain dark until one of the crossover switches is thrown whereupon it will indicate "Stop." After second switch of crossover is thrown it will indicate "Proceed" providing signal operator has cleared it.

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

LIMITS OF MARTINEZ STATION INTERLOCKING PLANT EXTEND AS FOLLOWS:

On westward tracks of Tracy line and Bridge line, from westward home signals 2400 feet east of passenger station to westward signal 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, one short, two long.

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

MIKON TOWER—Crossing Sacramento Northern Railway

Limits on double track extend 500 feet each side of crossing. Signal operator on duty 6:55 a.m. to 12:55 a.m. Between 12:55 a.m. and 6:55 a.m. signals will be placed and derails lined for movements on Southern Pacific tracks.

SAN JOAQUIN RIVER DRAW BRIDGE TOWER—

San Joaquin River Bridge between Banta and Lathrop

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

Both switches are oil buffer spring switches.

LIMITS OF LATHROP STATION INTERLOCKING PLANT EXTEND AS FOLLOWS:

EAST ZONE

From Signal SA818 on bracket pole 575 feet west of west switch of crossover to Signal SA821, 65 feet east of east switch of crossover.

WEST ZONE

From Signal SA814, 360 feet west of junction switch to signals SA813 and SA815, 340 feet east of junction switch.

SOUTH ZONE

From Signals SA924 and SA936, 225 feet west of junction switch to Signal SA937, 65 feet east of junction switch.

Permission to pass signal 828 from east siding when at stop will be procured from signal operator.

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 miles per hour must not be exceeded through switches of East Zone and 10 miles per hour through switches of West Zone.

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

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

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

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, three long and one short.

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

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

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

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

- Westward main track, two short, two long.
- Eastward main track, one long, one short, one long.
- Middle track, one short, two long.
- Siding, two long, two short.
- Gauns track, one short, one long, one short.
- Houser-Haines track, two short, one long, one short.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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. R. R. 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.

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

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

POLK

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

TRAIN AND AIR INSPECTION

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

AIR BRAKE 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.

AIR BRAKE 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.

AIR BRAKE 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.

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

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

Also equipment being handled between Oakland Pier and West Oakland.

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

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

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. Pushing trains out of yards:

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

(b) Locomotives 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 detaching pusher.

(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. In helper service:

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

(b) Locomotives 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.

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

7. Engines or trains using the wye at Napa Junction must approach from the Suisun-Fairfield line and go around via the 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 telephone box at S. P. station.

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

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

10. Engines must not enter west end of No. 4 track at Kaiser Paying Company, Radum, and must not enter east end of this track more than five car lengths from east switch, and will hold on to enough cars when doing work on this track to prevent engine going beyond this point.

Crews working in this yard will look out for gravel and second-hand sacks piled in between tracks.

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.

SPECIAL INSTRUCTIONS

10—Cont'd. Engines heavier than those shown herein will not be permitted to operate on following lines or tracks:

Schellville Branch.....	MK 4
Vallejo Branch.....	M 9
Napa Branch, Napa Jct. to Union.....	C
Napa Branch, Union to Calistoga.....	M 4
Buchli Union Branch.....	M 4
Capay Branch, Winters to Capay.....	M 4
San Ramon Branch, Avon to San Ramon.....	M 4
Ione Branch.....	M 9
Lodi Branch.....	C
Stockton, Tracks 2 and 3 except to pick up and set out cars.....	C
Oakdale Branch.....	MK 6
Milton Branch.....	E 23
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 and Kearney Spurs.....	M 9

11. MAIN TRACKS

Main tracks between Oakland Pier and Bay Street (Oakland), numbering from the north, are 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.
- 2—Eastward Freight Trains.
- 3—Westward Passenger Trains.
- 4—Eastward Passenger Trains.
- 5—Eastward electric trains Oakland 16th St. to 22nd St. Junction.
- Westward electric trains 34th St. Junction to Shellmound.
- 6—Westward electric trains Oakland 16th St. to 22nd St. Junction.
- Eastward electric trains 34th St. Junction to Shellmound.

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

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

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 trains behind passenger cars carrying passengers prohibited.
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 any passenger train must not exceed 50 miles per hour except as otherwise provided for.

Maximum speed of any freight or mixed train must not exceed 35 miles per hour except as otherwise provided for.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Page No.	BETWEEN	PASSENGER					FREIGHT	Engines and Motors Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD				
		Maximum Except Streamliner Diesel Power	Streamliner Diesel Power Unit	With T 1, 2, 7 to 23, 28, 31, 36 MK 5, 6, 7, 8, 9 M	With SP 1, 2, 3, F 1, 3, 4, 5, 6 MM 2 & AM AC 4, 5, 6 C 2 to 10 C 16 to 29 Incl.	With C 12, 15, 17: MC 2, 4, 6 TW				Freight and Mixed Maximum	C 12, 15, 17 MK 2, 4, 10 MC 2, 4, 8 AC 1, 2, 3, 4, 5, 6 MM 2, AM 2 TW	T 1, 2, 7 to 23, 28, 31, 36 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	T 26, 32, 37, 40	Mt 1, 3, 4, 5 GS 1 E P A
2, 3, 4, 5	Oakland and Berkeley, University Ave. (except)	50	60	50	45	40	35	30	20	30	35	40	45	
2, 3, 4, 5	Across new freight line West Oakland.....	20	20	20	20	20	20	20	20	20	20	20	20	
2, 3, 4, 5	Berkeley, University Ave. and M.P. 21.5 (except)	65	80	50	45	40	40	30	20	30	35	40	45	
2, 3, 4, 5	M.P. 13.8 and M.P. 15.6.....	45	45	45	45	40	40	30	20	30	35	40	45	
2, 3, 4, 5	M.P. 21.5 and Port Costa, Tangent.....	50	60	50	45	40	40	30	20	30	35	40	45	
2, 3, 4, 5	M.P. 21.5 and Port Costa, on Curves.....	40	45	40	40	40	30	25	20	30	30	30	30	
2, 3, 4, 5	Passing Port Costa Station.....	40	50	40	40	40	20	20	20	20	20	20	20	
2, 3, 4, 5	Port Costa and M.P. 28.2 on Working Track.....	15	15	15	15	15	15	15	15	15	15	15	15	
2, 3, 4, 5	Port Costa and Martinez, Tangent.....	50	60	50	45	40	35	30	20	30	35	40	45	
2, 3, 4, 5	Port Costa and Martinez, on Curves.....	45	50	45	45	40	30	25	20	30	30	30	30	
2, 3, 4, 5	Eastward Track, Martinez to M.P. 35.....	45	45	45	45	40	35	30	20	30	35	35	35	
2, 3, 4, 5	Eastward Track, M.P. 35 to Mikon.....	70	95	50	45	40	40	30	20	30	35	40	45	
2, 3, 4, 5	Eastward Track, Mikon to Sacramento.....	60	80	50	45	40	40	30	20	30	35	40	45	
2, 3, 4, 5	Westward Track, Sacramento to Mikon.....	60	80	50	45	40	40	30	20	30	35	40	45	
2, 3, 4, 5	Westward Track, Mikon to east end steel viaduct 35-B.....	70	95	50	45	40	40	30	20	30	35	40	45	
2, 3, 4, 5	Westward Track, east end steel viaduct 35-B to Martinez.....	45	45	45	45	40	35	30	20	30	35	35	35	
2, 3, 4, 5	Suisun-Fairfield Yard, both tracks.....	50	50	50	45	40	35	25	20	30	35	35	35	
2, 3, 4, 5	Davis Yard, both tracks.....	40	50	40	40	40	35	25	20	30	35	35	35	
2, 3, 4, 5	Sacramento Northern Ry. Crossing, both tracks	40	40	40	40	40	40	30	20	25	25	25	25	
2, 3, 4, 5	Sacramento River Drawbridge, both tracks.....	20	20	20	20	20	20	20	20	20	20	20	20	
6	End of Double Track Mococo to Martinez, Westward Track.....	30	30	30	30	30	20	20	20	20	20	20	20	
6	Martinez to End of Double Track Mococo, Eastward Track.....	50	50	50	45	40	35	20	20	30	35	40	45	
6	End of Double Track Mococo and M.P. 43½.....	50	50	50	45	40	35	20	20	30	35	40	45	
6	M.P. 43½ and Tracy.....	60	50	50	45	40	40	30	20	30	35	40	45	
6	Shell Point, Chemical Spur.....	10	10	10	10	10	10	10	10	10	10	10	10	
7	Avon and San Ramon (except).....	20	20	20	20	20	20	15	15	20	20	20	20	
7	Over Bridges 44-E near Hookston and 49-C west of Rady.....	10	10	10	10	10	10	10	10	10	10	10	10	
7	Over Bridge 57-A east of Osage.....	10	10	10	10	10	10	10	10	10	10	10	10	
7	San Ramon and Radum.....	20	20	20	20	20	20	20	20	20	20	20	20	
7	Elmira and Winters.....	30	30	30	30	30	30	20	15	30	30	30	30	
7	Winters and Capay.....	15	15	15	15	15	15	15	15	15	15	15	15	
7	Suisun-Fairfield and Cordelia.....	40	40	40	30	30	25	20	15	25	25	25	25	
7	Cordelia Winery Spur.....	10	10	10	10	10	10	10	10	10	10	10	10	
7	Cordelia and Napa Junction.....	35	35	35	25	25	25	15	15	25	25	25	25	
7	Napa Junction and Union except.....	25	25	25	25	25	25	15	15	25	25	25	25	
7	Crossing east of Napa Station and Calistoga Road Crossing east of Napa.....	8	8	8	8	8	8	8	8	8	8	8	8	
7	Union and Calistoga.....	20	20	20	20	20	20	15	15	20	20	20	20	
7	Napa Junction and South Vallejo.....	25	25	25	25	25	25	15	15	25	25	25	25	
7	Napa Junction and Schellville (except).....	25	25	25	25	25	25	15	15	25	25	25	25	
7	Napa River Drawbridge.....	10	10	10	10	10	10	10	10	10	10	10	10	
7	Buchli and Union.....	10	10	10	10	10	10	10	10	10	10	10	10	
6, 8, 9, 11, 12, 13	From Road Crossing east end of Junction switch on Los Banos Subdivision and end of double track on Lathrop Subdivision; to the road crossings at Tracy west of station on Niles line and on Martinez line.....	10	10	10	10	10	10	10	10	10	10	10	10	
8, 9	Oakland and Tracy (except).....	50	50	50	45	40	35	25	20	30	35	40	45	
8, 9	On curve west of and across new freight line West Oakland.....	20	20	20	20	20	20	20	20	20	20	20	20	
8, 9	Halvern and Alvarado.....	10	10	10	10	10	10	10	10	10	10	10	10	
8, 9	Niles and M.P. 34.5.....	35	35	35	30	25	25	15	15	25	25	25	25	
8, 9	M.P. 52 and M.P. 53.5.....	30	30	30	25	25	25	15	15	25	25	25	25	
8, 9	M.P. 53.5 and M.P. 55.5.....	40	40	40	30	30	25	15	15	25	25	25	25	
8, 9	M.P. 55.5 and M.P. 58.5.....	30	30	30	25	25	25	15	15	25	25	25	25	
8, 9	M.P. 58.5 and M.P. 61.....	35	35	35	30	30	25	15	15	25	25	25	25	
8, 9	M.P. 61 and Midway.....	40	40	40	30	30	25	15	15	25	25	25	25	

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

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS—Continued

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Page No.	BETWEEN	PASSENGER			FREIGHT	Engines and Motors Backing	Switch Engines S-SE Type	LIGHT ENGINES RUNNING FORWARD				
		Maximum	With T 1, 2, 3, 4, 5, 6, 7, 8, 9, M	With SP 1, 2, 3, F 1, 3, 4, 5, 6, MM 2 & AM AC 4, 5, 6 C 2 to 10 C 18 to 29 incl.	With C 12, 15, 17; MC 2, 4, 6 AC 1, 2, 3, TW			Freight and Mixed Maximum	C 12, 15, 17 MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3, 4, 5, 6 MM 2, AM 2 TW	T 1, 2, 7 to 23, 28, 31, 36 C 2 to 10 incl. C 18 to 29 incl. MK 5, 6, 7, 8, 9 FI, 3, 4, 5, 6 SP 1, 2, 3 M	T28, 32, 37, 40	Mt 1, 3, 4, 5 GS 1 E P A
10	Elmhurst and Santa Clara (except).....	50	50	45	40	35	30	20	30	35	40	45
10	Newark Yard.....	40	40	40	40	20	15	15	25	25	25	25
10	Over Warm Springs and Coyote Drawbridges Distillery Spur, Agnew.....	15	15	15	15	15	15	15	15	15	15	15
10	Niles and San Jose via Milpitas (except).....	40	40	40	40	25	20	20	20	20	25	25
10	San Jose Yard.....	20	20	20	20	20	20	20	20	20	20	20
10	Trains with AC, F-4 and F-5 Engines.....	20				20						
10	Niles and Newark.....	50	50	45	40	35	25	20	30	35	40	45
10	Newark and Redwood Junction (except).....	40	40	40	40	40	30	20	30	35	40	45
10	Newark Slough Drawbridge.....	20	20	20	20	20	20	20	20	20	20	20
10	San Francisco Bay Bridge.....	30	30	30	30	30	30	20	30	30	30	30
10	Dumbarton Salt and Ravenswood Spurs.....					8	8	8				
11	Tracy and Fresno (except).....	55	50	45	40	40	30	20	30	35	40	45
11	Over W. P. Crossing, Lyoth.....	40	40	40	40	25	25	20	25	25	25	25
11	Kearney and Timba Spurs.....					10	10	10				
11	Biola Junction and Kerman (except).....	30	30	30	30	30	20	20	30	30	30	30
11	Passenger Trains Handled by Motor.....	35										
11	Kerman and Caruthers.....	25	25			25	20	20	20	25	25	25
12, 13	Tracy and Lathrop (except).....	60	50	45	40	40	30	20	30	35	40	45
12, 13	San Joaquin River Drawbridge.....	15	15	15	15	15	15	15	15	15	15	15
12, 13	Lathrop and Stockton.....	55	50	45	40	40	30	20	30	35	40	45
12, 13	Stockton and End of Double Track, M.P. 95.....	55	50	45	40	35	30	20	30	35	40	45
12, 13	End of Double Track and M.P. 113.....	50	50	45	40	40	30	20	30	35	40	45
12, 13	M.P. 113 and M.P. 132.....	65	50	45	40	40	30	20	30	35	40	45
12, 13	M.P. 132 and Brighton.....	50	50	45	40	40	30	20	30	35	40	45
12, 13	Eastward trains through C. T. C. S. switch at End of double track.....	25	25	25	25	20	20	20	25	25	25	25
12, 13	Westward trains at End of double track through control switch to Eastward Track.....	25	25	25	25	25	20	20	25	25	25	25
12, 13	Through Controlled Sidings in C. T. C. S.....	25	25	25	25	25	20	20	25	25	25	25
12, 13	Through Controlled Sidings in C.T.C.S. under Caution Indication.....	12	12	12	12	12	12	12	12	12	12	12
13	Galt and Ione (except).....	30				30	20	15	30			30
13	M.P. 125.5 and M.P. 125.7.....	25				25	15	15	25			25
13	M.P. 126.5 and M.P. 126.7.....	25				25	15	15	25			25
13	M.P. 127.0 and M.P. 127.1.....	20				20	15	15	20			20
13	Sutter Creek Bridge between Clarksons and Dagon.....	15				15	15	15	15			15
13	Lodi and Woodbridge.....	10				10	10	10	10			10
13	Lodi and M.P. 121.4.....	25				25	15	15	25			25
13	M.P. 121.4 and M.P. 132.3.....	20				20	15	15	20			20
13	M.P. 132.3 and M.P. 139.7.....	15				15	15	15	15			15
13	M.P. 139.7 and Kentucky House.....	20				20	15	15	20			20
14	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
14	East leg outer wye Lathrop.....	15	15	15	15	15	15	15	15	15	15	15
14	W. P. Crossing and Biola Jct. (except).....	65	50	45	40	40	30	20	30	35	40	45
14	Over Highway Crossing east of Manteca Sta. Spreckles Sugar Spur, Manteca.....	45	45	45	40	30	20	20	30	30	30	30
14	Over Highway Crossing and Street Crossing west of Livingston Station.....	45	45	45	40	30	20	20	30	30	30	30
14	Sugar Pine Spur, Madera.....					10	10					
14	Winery Spur, Madera.....					20	20					
14	Biola Junction and Fresno.....	50	50	45	40	35	30	20	30	35	40	45
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	Peters and Milton (except).....	15				15	15	15	15			15
15	Cars in excess of 110,000 Net Weight.....	12				12						12
15	Berenda and Daulton.....	20				20	15	15	20	20	20	20
15	Daulton and Raymond.....	15				15	15	15	15			15
15	Knowles and Knowles Junction.....	15				15	15	15	15			15
15	Chowchilla and Dairyland.....	10				10	10	10	10			10

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS

PAGE	LOCATION	Passenger	Freight	Engine Backing
2, 3, 4, 5	Berkeley, University Ave.....	10	10	10
2, 3, 4, 5	Martinez, over grade crossings, (except).....	15	15	15
6	Eastward trains operating over Benicia bridge	20	30	15
2, 3, 4, 5	Dixon.....	50	35	20
2, 3, 4, 5	Washington.....	20	20	20
6	Pittsburg.....	25	25	20
7	Capay.....	10	10	10
7	Vallejo, Tennessee St. Crossing.....	5	5	5
7	Napa.....	8	8	8
8, 9	St. Helena.....	12	12	12
8, 9	Oakland, between Market and Oak Streets.....	15	15	15
8, 9	Pleasanton.....	15	15	15
8, 9	Livermore.....	10	10	10
10	Alviso.....	35	25	15
10	San Jose.....	12	12	12
12, 13, 15	Stockton, all main tracks, Except Between Wilson Way and Sacramento St. Tracks other than main tracks.....	20	20	20
12, 13	Lodi.....	8	8	8
14	Madera, between Standard Oil Spur and Fresno River Bridge.....	15	15	15
14	Modesto and Turlock.....	20	20	20
14, 15	Merced.....	15	15	15
11, 14	Fresno.....	20	20	12
15	Oakdale.....	20	20	20

The following maximum speed will apply to trains Nos. 51, 52, 53 and 54 when handled by P-10 class or lighter engines which have been cross counter-balanced for speeds of 75 m.p.h. or over:

Page No.	BETWEEN	M.P.H.
6	M.P. 43.5 and Tracy (except).....	65
6	Through City Limits of Pittsburg.....	25
14	Western Pac. Crossing and Athlone (except).....	65
14	Over Highway Crossing east of Manteca Station.....	45
14	Through City Limits of Modesto, Turlock and Merced	15
14	Over Highway Crossing and Street Crossing west of Livingston Station.....	45
14	Athlone and M.P. 194.7 (except).....	65
14	Madera, between Standard Oil Spur and Fresno River Bridge.....	20
14	M.P. 194.7 and Biola Jct.....	65
14	Biola Jct. and Fresno (except).....	60
14	Through City Limits of Fresno.....	20

Following engines are cross counter-balanced:
 All GS-1, 2, 3. MT. 1, 2, 3, 4, 5.
 P-7, 8, 10, 12. 2461, 2463, 2467, 2474, 2475, 2476, 2479, 2480, 2482, 2483, 2484, 2485, 2488, 2489, 2490, 2491, 3120, 3121, 3122, 3123, 3124, 3126, 3127, 3128, 3129.

The maximum speed for No. 400 between Tracy and Fresno will be 50 M.P.H.

Trains and engines must not exceed 10 M.P.H. through Crossovers, Turnouts and Sidings, except Controlled Sidings in C.T.C.S.

Speed of 15 M.P.H. must not be exceeded when moving through double throw movable point crossover switches within the limits of Oakland Pier interlocking tower.

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 M.P.H.

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

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When pilot removed.....	20 M.P.H.
When main rod only removed.....	30 M.P.H.
When side rods only removed.....	30 M.P.H.
When both main and side rods removed.....	20 M.P.H.
When hauled in train and all rods are on.....	30 M.P.H.
GS engines.....	20 M.P.H.
SP 1, 2 and 3 when inside main rod removed.....	30 M.P.H.
S and SE engines, and all other classes of engines when not equipped with engine trucks.....	20 M.P.H.

SPECIAL INSTRUCTIONS

When all weight has been removed from any one pair drivers on an engine, speed must not exceed 20 M.P.H.

When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed 30 M.P.H.

Trains shoving or backing passenger equipment must not exceed 15 M.P.H.

Motor cars running backward must not exceed 10 M.P.H. through yards and over highway crossings.

Trains handling relief outfit must not exceed 25 M. P. H. main line or 20 M.P.H. on branch lines.

Speed of trains carrying locomotive crane with boom in place, must not exceed 25 M.P.H. on straight track and 15 M.P.H. around curves, and on branch lines must not exceed 15 M.P.H. Locomotive cranes must be handled in trains with heavy end forward.

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 M.P.H. When consist includes more than three wooden passenger carrying cars maximum speed must not exceed 40 M.P.H.

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

SPEED TABLE

Table with 10 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 include speeds from 6 to 24 mph.

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 3 columns: Mile Post, AT OR NEAR, DESCRIPTION. Lists locations from Oakland Pier to Sacramento River Bridge with descriptions of overhead and side structures.

OAKLAND PIER—TRACY VIA NILES

Table listing locations from Oakland Pier to Livermore with descriptions of structures like Posts supporting shed, Freight platforms, Warehouse track, etc.

ELMHURST—SANTA CLARA

Table listing locations Agnew and Alviso with descriptions of track leading into distillery and Bay Side Canning Co.

AVON—RADUM

Table listing locations Concord, Las Juntas, Widbero, and Osage with descriptions of bridge, trolley wire, and Walnut Creek.

SUISUN-FAIRFIELD AND SOUTH VALLEJO—CALISTOGA

Table listing locations from Thomasson to South Vallejo with descriptions of stone plant, water tank spout, and Sperry Flour Co.

ELMIRA—CAPAY

Table listing locations Winters with descriptions of fruit shed and water tank spout.

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

Table listing locations from Tracy to Los Banos with descriptions of gates, water tanks, warehouses, and bridges.

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 listing GENERAL HOSPITAL, SOUTHERN PACIFIC HOSPITAL, and S. P. EMERGENCY HOSPITAL with their locations in San Francisco, Sacramento, and West Oakland.

COMPANY SURGEONS—WESTERN DIVISION

Table with 3 columns: LOCATION, NAME, TITLE. Lists surgeons from San Francisco, Oakland, and other locations.

COMPANY SURGEONS—WESTERN DIVISION—Continued

Table with 3 columns: LOCATION, NAME, TITLE. Continues list of surgeons from West Oakland to 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.

NOMINAL CLASS

M-4, M-4, M-8, M-6, M-9

T-26, T-23, T-23, T-28, T-32, 4

P-1,3,5, P-1, P-1, P-4

C-9, 10, C-9, 10, C-8, C-5, C-5

A-3, A-3, A-3, A-3, A-6

MK-2, 4, MK-2, 4, MK-4, MK-5, 6, MK-5, 6, MK-7, 8, MK-7, 8

P-4, 5, P-5

AC-1,2,3, AC-4, AC-5, AM-2, GS-1, Mt-1,3,4

P-6, P-6, P-8, 10, P-8, 10

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

Revised January, 1939.

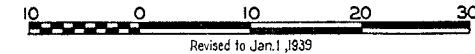
NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Oakland and Tracy via Antioch Oakland and Santa Clara Tracy and Fresno Tracy and Brighton Lathrop and Fresno	Martinez to Bridge Summit	Bridge Summit to Sacramento	Sacramento to Martinez	Oakland and San Jose via Niles	Niles and Redwood	Tracy to Niles	Niles to Tracy	Suisun-Fairfield to Napa Jct.	Napa Jct. to Suisun-Fairfield Napa Jct. to Calistoga	Stockton and Merced via Oakdale Branch
M-4	M-63 20/28 126	1617 to 1713	190	4300	1850	3750	3550	3350	5050	1350	1450	1100	1450	2950
M-4	M-63 20/28 135-S	1617 to 1713	190	4450	1900	3900	3700	3450	5250	1400	1500	1100	1500	3050
M-8	M-63 21/28 159-S	1720 to 1724, 1770 to 1779	200	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	3600
M-6	M-63 21/28 150-S	1725 to 1769, 1780 to 1803	200	5250	2250	4550	4350	4100	6150	1650	1750	1300	1800	3600
M-9	M-63 21/28 150-S	1806 to 1822	210	5500	2400	4850	4600	4300	6500	1750	1850	1400	1900	3800
M-9	M-63 21/28 156-S	1826 & 1827	210	5500	2400	4850	4600	4300	6500	1750	1850	1400	1900	3800
T-26	T-69 21/28 152-S	2283 to 2300	200	4800	2000	4200	3900	3750	5550	1500	1600	1150	1600	3300
T-23	T-63 21/28 156-S	2301 to 2310	210	5500	2350	4800	4550	4300	6450	1750	1850	1350	1900	3750
T-23	T-63 21/28 163-SF	2311 to 2362	210	6000	2600	5250	5000	4700	7100	1900	2000	1500	2100	4150
T-28, 31	T-63 22/28 162-S	2363 to 2384	210	6150	2600	5350	5000	4800	7100	1950	2050	1500	2100	4200
T-32, 40	T-69 23/28 174-S	2400 to 2452, 2459, 2460	210	4950	2050	4300	4000	3850	5700	1500	1600	1150	1600	3350
P-1, 3, 5	P-77 22/28 141-S	2400 to 2427	210	4950	2150	4300	4000	4150	5700	1500	1600	1200	1700	3600
P-1	P-77 22/28 152-SF	2400 to 2437	210	5450	2400	4750	4400	4550	6250	1650	1750	1350	1900	4000
P-1	P-77 22/28 160/B-54-S		210	4950	2150	4300	4000	4150	5700	1500	1600	1200	1700	3600
P-1	P-77 22/28 163/B-54-SF		210	4950	2150	4300	4000	4150	5700	1500	1600	1200	1700	3600
P-4	P-77 23/28 155/B-58-SF		210	5450	2400	4750	4400	4550	6250	1650	1750	1350	1900	4000
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2698 to 2860	210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	4550
C-9, 10	C-57 22/30 194-S		210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	4550
C-8	C-57 22/30 192-S		210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	4550
C-5	C-57 22/30 187-S		210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	4550
C-5	C-57 22/30 185-S		210	6600	2900	5750	5550	5150	7850	2100	2200	1700	2300	4550
A-3	A-81 20/28 112-S	3025 to 3040, 3042 to 3071	210	3900	1550	3400	3050	3050	4400	1150	1200	850	1200	2650
A-3	A-81 20/28 116-SF		210	3900	1550	3400	3050	3050	4400	1150	1200	850	1200	2650
A-3	A-81 20/28 116/B-59-S		210	3900	1550	3400	3050	3050	4400	1150	1200	850	1200	2650
A-3	A-81 20/28 120/B-64-SF		210	3900	1550	3400	3050	3050	4400	1150	1200	850	1200	2650
A-6	A-81 22/28 127/B-64-SF		210	4800	2100	4150	3750	4050	5400	1450	1550	1150	1650	3550
MK-2, 4	MK-57 23 1/30 206-S	3200 to 3240	210	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	5250
MK-2, 4	MK-57 23 1/30 222-SF		210	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	5250
MK-4	MK-57 23 1/30 230-SF		210	7650	3350	6700	6400	5950	9100	2400	2550	1900	2650	5250
MK-5, 6	MK-63 26/28 210-S	3241 to 3277	210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	5800
MK-5, 6	MK-63 26/28 231-SF		210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	5800
MK-5, 6	MK-63 26/28 233-SF		210	8450	3650	7350	7000	6600	9950	2700	2850	2150	2900	5800
MK-7, 8, 9	MK-63 29/30 247-S	3300 to 3324	176	9200	4050	8050	7750	7200	10900	2950	3150	2400	3250	6350
MK-7, 8, 9	MK-63 29/30 257-SF		176	9200	4050	8050	7750	7200	10900	2950	3150	2400	3250	6350
F-4, 5	F-63 29 1/32 306/B-61-SF	3668 to 3769	200	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	8050
F-5	F-63 29 1/32 306/B-62-SF		200	11000	5150	9650	9250	9150	13100	3550	3750	3000	4100	8050
AC-1, 2, 3	AC-57 24 1/32 441-SF	4000 to 4048	210	13300	5900	11650	11150	10400	15800	4300	4550	3500	4700	9150
AC-4	AC-63 24 1/32 475-SF	4100 to 4125	235	17350	7700	15200	14600	13600	20600	5600	5950	4550	5450	11950
AC-5	AC-63 24 1/32 483-SF		235	17350	7700	15200	14600	13600	20600	5600	5950	4550	5450	11950
AM-2	AM-63 24 1/32 357-SF	3900 to 3911	210	12100	5350	10600	10100	9450	14300	3900	4150	3150	4300	8350
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	9600	4300	8400	7900	7950	11250	3000	3150	2450	3400	6950
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	9000	4050	7850	7400	7450	10550	2800	3000	2350	3200	6550
P-6	P-77 25/28 172-S	2453 to 2458	200	6100	2550	5350	4950	4750	7050	1900	2000	....	....	4200
P-6	P-77 25/28 179-SF		200	6100	2550	5350	4950	4750	7050	1900	2000	....	....	4200
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200	6800	2850	5900	5550	5300	7950	2050	2200	....	....	4650
P-8, 10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491	200	6800	3050	5900	5550	5700	7950	2050	2200	....	....	5000
Allowance for Empty and Underloaded Cars..			Less than 40 Ms.....	6	6	6	6	6	6	3	3	3	3	6
			40 Ms to 50 Ms.....	3	3	3	3	3	3	0	0	0	0	3
			More than 50 Ms.....	0	0	0	0	0	0	0	0	0	0	0

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Under-frame	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.....	93,070			
“ —66 ft.....	127,610			
“ —70 ft.....	122,820			
“ —70 ft. (With Auto. End Door).....	125,800			
“ —(Dynamo).....	98,730			
Baggage & Mail—60 ft.....	103,620	87,120		
“ —69 ft.....	124,760			
“ —70 ft.....	129,140			
“ Passenger.....	108,675	103,590		
Express Repr.—N. P. Ry.....	74,000	112,640		
“ —A. R. E. No. 40-154.....	78,000			
“ —“ “ “ 153-224.....	89,000			
“ —“ “ “ 500-508.....	110,000			
“ —“ “ “ 1101-1175.....	85,000			
“ —P. F. E. “ 500-799.....	83,000			
Express, Horse.....	133,050			
Postal.....	112,120			
Postal Storage—40 ft.....	74,530			
“ —60 ft.....	105,120			
Assembly (ACI).....	146,210	122,300	168,950	169,850
Club..... (ACI).....	170,700	155,370	172,200	164,700
Official..... (NAC).....			182,800	182,800
“ (ACW)—Cars 107-128.....			195,040	195,040
“ (ACW)—Cars 140-141.....			158,700	158,700
Chair—60 ft..... (ACI).....	100,620		165,000	157,800
“ —72 ft..... (ACI).....			158,700	158,700
“ —72 ft..... (ACW).....			120,900	104,500
“ —Streamline—Single (ACS).....			205,400	172,600
“ —Art..... (ACS).....			180,915	173,125
“ —74 ft..... (ACI).....			197,944	181,800
“ —74 ft..... (ACS).....			136,100	130,100
Coaches—60 ft..... (ACI).....	98,130		157,800	151,000
“ —70 ft..... (ACI).....	137,640		151,000	151,000
“ —70 ft..... (ACW).....	137,640		164,500	157,400
“ —72 ft..... (ACI).....			153,500	153,500
“ —72 ft..... (ACW).....			163,000	163,000
“ —73 ft. 6 in..... (ACI).....			168,500	161,200
“ —73 ft. 6 in..... (ACW).....				
“ —72 ft. (Interurban)..... (ACI).....	120,000			
All-Day Lunch—Chair.....	105,970			
“ —Coach.....	103,875			
Cafe—Coach..... (ACI).....	138,600	155,700	149,000*	
Cafe—Lounge..... (ACI).....	148,950	161,200	178,500	166,000
“ (ACW).....			156,000	156,000
Daylight—(12-car train)..... (ACS).....			1,344,000	1,147,200
“ —Comb. Baggage & Coach (ACS).....			118,940	102,540
“ —Art. Chair..... (ACS).....			203,640	170,840
“ —Tavern..... (ACS).....			130,850	114,450
“ —Diner..... (ACS).....			129,800	113,400
“ —Parlor..... (ACS).....			115,880	99,480
“ —Parlor—Observation..... (ACS).....			118,690	102,290
Diner—70 ft.....	135,930	135,930		
“ —72 ft..... (ACI).....	155,330	146,930		
“ —77 ft. (Arch Roof)..... (ACI).....	156,000		170,100	162,700
“ —77 ft. ()..... (ACW).....			162,950	162,950
“ —77 ft. (Clerk Story Roof)..... (ACW).....			165,530	169,450
“ —77 ft. ()..... (ACW).....			169,581	173,836
“ —78 ft. ()..... (NAC).....	169,100			
“ —80 ft. (Clerk Story Roof)..... (ACM).....			201,323	184,700
Lounge ()..... (ACI).....			189,800	181,630
“ (Arch Roof)..... (ACI).....			167,500	160,300
“ ()..... (ACW).....			164,980	157,780
Observation—75 ft..... (ACI).....	154,400			

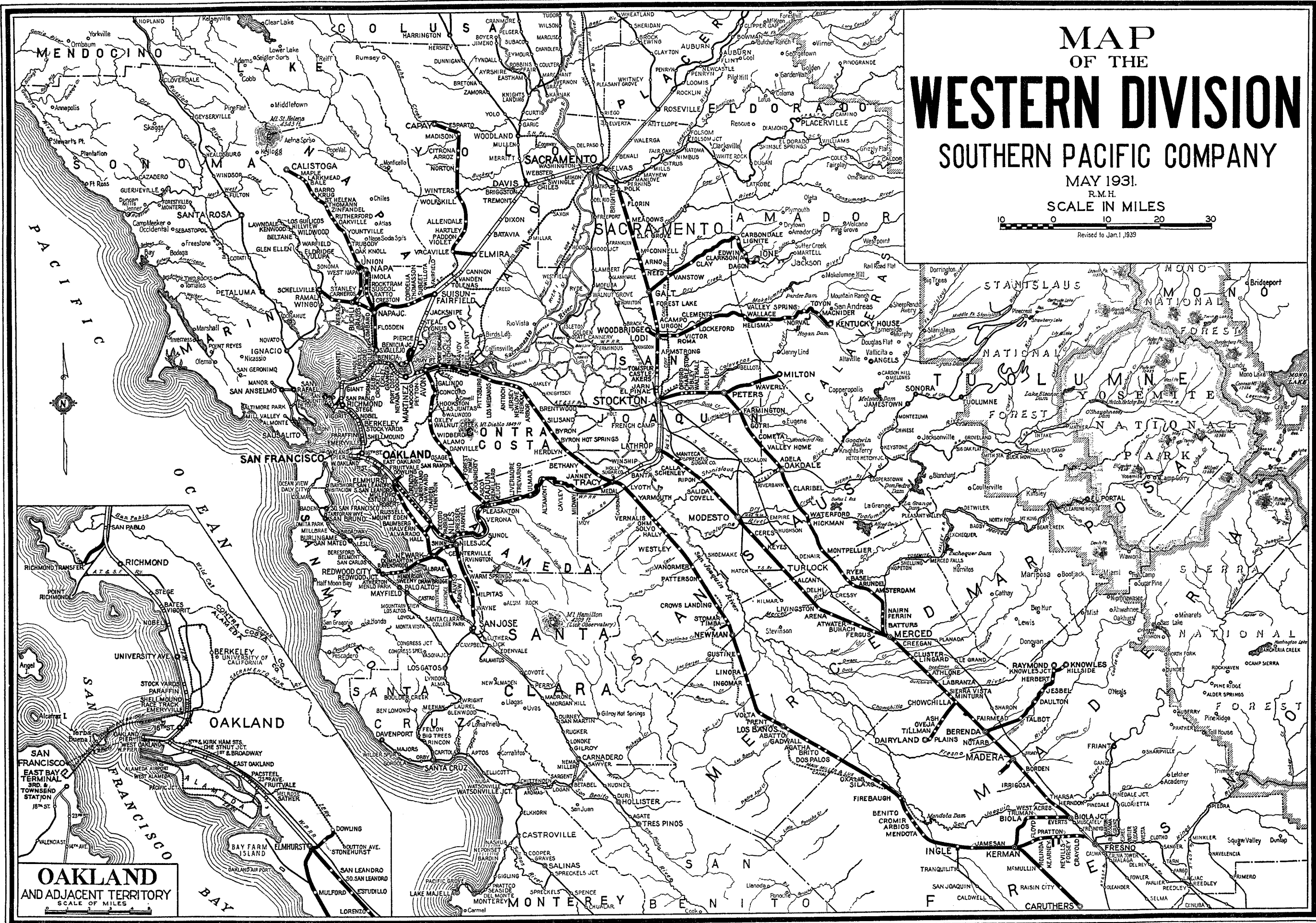
MAP OF THE WESTERN DIVISION SOUTHERN PACIFIC COMPANY

MAY 1931.

R.M.H.
SCALE IN MILES



Revised to Jan. 1, 1939



OAKLAND
AND ADJACENT TERRITORY
SCALE OF MILES