

**SOUTHERN PACIFIC COMPANY.**  
(PACIFIC SYSTEM.)

**15**  
**TIME TABLE**  
FOR THE  
**WESTERN DIVISION LOCALS**  
**AND FERRIES.**

To Take Effect Thursday, June 1, 1905, at 1:00 P. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.  
The company reserves the right to vary from this time table as circumstances may require.

E. E. CALVIN,  
*General Manager.*

G. F. RICHARDSON,  
*Superintendent of Transportation.*

W. R. SCOTT,  
*Superintendent.*

W. S. PALMER,  
*General Superintendent.*

A. W. BAKER,  
*Asst. Superintendent.*

# WESTERN DIVISION: San Francisco, Oakland and Fruitvale, via Seventh St. Local Trains.

<b>FROM SAN FRANCISCO.</b>																									DISTANCE FROM SAN FRANCISCO.	<b>TIME TABLE No. 15.</b>					
<b>First Class.</b>																										<b>June 1, 1905.</b>					
54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	DISTANCE FROM SAN FRANCISCO.	<b>STATIONS.</b>			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily Ex. Sun.	Daily		0.00	DN San Francisco	4.50	DN Oakland Pier W
PM LV 1.00	PM LV 12.40	PM LV 12.20	NOON LV 12.00	AM LV 11.40	AM LV 11.20	AM LV 11.00	AM LV 10.40	AM LV 10.20	AM LV 10.00	AM LV 9.40	AM LV 9.20	AM LV 9.00	AM LV 8.40	AM LV 8.20	AM LV 8.00	AM LV 7.40	AM LV 7.20	AM LV 7.00	AM LV 6.40	AM LV 6.20	AM LV 6.00						0.00	DN San Francisco	4.50	DN Oakland Pier W	
1.18	12.58	12.38	PM 12.18	11.58	11.38	11.18	10.58	10.38	10.18	9.58	9.38	9.18	8.58	8.38	8.18	7.58	7.38	7.18	6.58	6.38	6.18						4.50				
1.21	1.01	12.41	12.21	PM 12.01	11.41	11.21	11.01	10.41	10.21	10.01	9.41	9.21	9.01	8.41	8.21	8.01	7.41	7.21	7.01	6.41	6.21						4.50				
s 1.34	s 1.14	s 12.54	s 12.34	s 12.14	s 11.54	s 11.34	s 11.14	s 10.54	s 10.34	s 10.14	s 9.54	s 9.34	s 9.14	s 8.54	s 8.34	s 8.14	s 7.54	s 7.34	s 7.14	s 6.54	s 6.34						4.50				
s 1.42	s 1.22	s 1.02	s 12.42	s 12.22	s 12.02	s 11.42	s 11.22	s 11.02	s 10.42	s 10.22	s 10.02	s 9.42	s 9.22	s 9.02	s 8.42	s 8.22	s 8.02	s 7.42	s 7.22	s 7.02	s 6.42	AM LV 6.32	AM LV 6.05	AM LV 5.50	6.05	5.32	4.50				
1.47	1.27	1.07	12.47	12.27	12.07	11.47	11.27	11.07	10.47	10.27	10.07	9.47	9.27	9.07	8.47	8.27	8.07	7.47	7.27	7.07	6.47	6.37	6.10	5.55	6.10	5.37	4.50				
PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	AM AR	
0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.05	0.05	0.05	0.20	0.05					
14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	16.44	16.44	16.44	16.44	16.44					
3	2	4	1	3	2	4	1	3	2	4	1	3	2	4	1	3	2	4	1	3	2	4	1	3	1	2					
																										<b>STATIONS.</b>					
																										<i>(Continued.)</i>					
108	106	104	102	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	DISTANCE FROM SAN FRANCISCO.	<b>STATIONS.</b>			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	0.00	DN San Francisco	4.50
AM LV 1.20	AM LV 12.20	PM LV 11.40	PM LV 11.00	PM LV 10.20	PM LV 9.40	PM LV 9.00	PM LV 8.20	PM LV 7.40	PM LV 7.00	PM LV 6.40	PM LV 6.20	PM LV 6.00	PM LV 5.40	PM LV 5.20	PM LV 5.00	PM LV 4.40	PM LV 4.20	PM LV 4.00	PM LV 3.40	PM LV 3.20	PM LV 3.00	PM LV 2.40	PM LV 2.20	PM LV 2.00	PM LV 1.40	PM LV 1.20	0.00	DN San Francisco	4.50	DN Oakland Pier W	
1.38	12.38	11.58	11.18	10.38	9.58	9.18	8.38	7.58	7.18	6.58	6.38	6.18	5.58	5.38	5.18	4.58	4.38	4.18	3.58	3.38	3.18	2.58	2.38	2.18	1.58	1.38	4.50				
1.41	12.41	AM 12.01	11.21	10.41	10.01	9.21	8.41	8.01	7.21	7.01	6.41	6.21	6.01	5.41	5.21	5.01	4.41	4.21	4.01	3.41	3.21	3.01	2.41	2.21	2.01	1.41	4.50				
s 1.54	s 12.54	s 12.14	s 11.34	s 10.54	s 10.14	s 9.34	s 8.54	s 8.14	s 7.34	s 7.14	s 6.54	s 6.34	s 6.14	s 5.54	s 5.34	s 5.14	s 4.54	s 4.34	s 4.14	s 3.54	s 3.34	s 3.14	s 2.54	s 2.34	s 2.14	s 1.54	4.50				
s 2.02	s 1.02	s 12.22	s 11.42	s 11.02	s 10.22	s 9.42	s 9.02	s 8.22	s 7.42	s 7.22	s 7.02	s 6.42	s 6.22	s 6.02	s 5.42	s 5.22	s 5.02	s 4.42	s 4.22	s 4.02	s 3.42	s 3.22	s 3.02	s 2.42	s 2.22	s 2.02	4.50				
2.07	1.07	12.27	11.47	11.07	10.27	9.47	9.07	8.27	7.47	7.27	7.07	6.47	6.27	6.07	5.47	5.27	5.07	4.47	4.27	4.07	3.47	3.27	3.07	2.47	2.27	2.07	4.50				
AM AR	AM AR	AM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	PM AR	
0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.25	0.26	0.26					
14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36					
8	8	6	8	6	8	6	8	6	7	8	5	6	7	8	5	6	7	8	5	6	7	1	5	2	4	1					
																										<b>STATIONS.</b>					
																										<i>(Continued.)</i>					

**NOTE CAREFULLY:** Special Rules, page 10, movement of trains on Seventh and First streets between Oakland Pier and Fruitvale, via East Oakland.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per Special Rule No. 3, Page 10.

\* No train-order semaphore.  
**Trains will stop as follows:**  
 At West Oakland, Oak St.,  
 Center St., Clinton St.,  
 Adeline St., 23d Avenue.  
 Market St.,  
 All trains except Nos. 2, 4, 6, 8 and 10.

WESTERN DIVISION: San Francisco, Oakland and Fruitvale, via Seventh St. Local Trains. 3

TIME TABLE No. 15. June 1, 1905.		TOWARD SAN FRANCISCO.																										First Class.			
		DISTANCE FROM FRUITVALE.		7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61
STATIONS.			Sunday Only	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DN	San Francisco	10.72	A M AR 6.10	A M AR 6.08	A M AR 6.28	A M AR 6.48	A M AR 7.08	A M AR 7.28	A M AR 7.48	A M AR 8.08	A M AR 8.28	A M AR 8.48	A M AR 9.08	A M AR 9.28	A M AR 9.48	A M AR 10.08	A M AR 10.28	A M AR 10.48	A M AR 11.08	A M AR 11.28	A M AR 11.48	P M AR 12.08	P M AR 12.28	P M AR 12.48	P M AR 1.08	P M AR 1.28	P M AR 1.48	P M AR 2.08	P M AR 2.28	P M AR 2.48	
DN	Oakland Pier W	6.22	5.50 A M LV	5.48	6.08	6.28	6.48	7.08	7.28	7.48	8.08	8.28	8.48	9.08	9.28	9.48	10.08	10.28	10.48	11.08	11.28	11.48	12.08	12.28	12.48	1.08	1.28	1.48	2.08	2.28	
Double Track	DN Oakland Pier W	6.22		5.47	6.07	6.27	6.47	7.07	7.27	7.47	8.07	8.27	8.47	9.07	9.27	9.47	10.07	10.27	10.47	11.07	11.27	11.47	12.07 P M	12.27	12.47	1.07	1.27	1.47	2.07	2.27	
	Broadway	3.02		s 5.33	s 5.53	s 6.13	s 6.33	s 6.53	s 7.13	s 7.33	s 7.53	s 8.13	s 8.33	s 8.53	s 9.13	s 9.33	s 9.53	s 10.13	s 10.33	s 10.53	s 11.13	s 11.33	s 11.53	s 12.13	s 12.33	s 12.53	s 1.13	s 1.33	s 1.53	s 2.13	
	S. P. Co. C. D. Crossing																														
	D* East Oakland W	1.37		s 5.26	s 5.46	s 6.06	s 6.26	s 6.46	s 7.06	s 7.26	s 7.46	s 8.06	s 8.26	s 8.46	s 9.06	s 9.26	s 9.46	s 10.06	s 10.26	s 10.46	s 11.06	s 11.26	s 11.46	s 12.06	s 12.26	s 12.46	s 1.06	s 1.26	s 1.46	s 2.06	
	Fruitvale	0.00		A M LV 5.41	A M LV 6.01	A M LV 6.21	A M LV 6.41	A M LV 7.01	A M LV 7.21	A M LV 7.41	A M LV 8.01	A M LV 8.21	A M LV 8.41	A M LV 9.01	A M LV 9.21	A M LV 9.41	A M LV 10.01	A M LV 10.21	A M LV 10.41	A M LV 11.01	A M LV 11.21	A M LV 11.41	P M LV 12.01	P M LV 12.21	P M LV 12.41	P M LV 1.01	P M LV 1.21	P M LV 1.41	P M LV 2.01		
Time over district				0.21	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	
Average speed per hour				13.81	14.93	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	
Daily run				1	2	3	1	4	2	3	1	4	2	3	1	4	2	3	1	4	2	3	1	4	2	3	1	4	2	5	
STATIONS. (Continued.)		DISTANCE FROM FRUITVALE.		63	65	67	69	71	73	75	77	79	81	83	85	87	89	91	93	95	97	99	101	103	105	107	109	111	113	115	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DN	San Francisco	10.72	P M AR 3.08	P M AR 3.28	P M AR 3.48	P M AR 4.08	P M AR 4.28	P M AR 4.48	P M AR 5.08	P M AR 5.28	P M AR 5.48	P M AR 6.08	P M AR 6.28	P M AR 6.48	P M AR 7.08	P M AR 7.28	P M AR 7.48		P M AR 8.28		P M AR 9.18	P M AR 9.58	P M AR 10.38	P M AR 11.18	P M AR 11.58	P M AR 12.38					
DN	Oakland Pier W	6.22	2.48	3.08	3.28	3.48	4.08	4.28	4.48	5.08	5.28	5.48	6.08	6.28	6.48	7.08	7.28		8.08		8.58	9.38	10.18	10.58	11.38	12.18					
Double Track	DN Oakland Pier W	6.22	2.47	3.07	3.27	3.47	4.07	4.27	4.47	5.07	5.27	5.47	6.07	6.27	6.47	7.07	7.27		8.07		8.57	9.37	10.17	10.57	11.37	12.17					
	Broadway	3.02	s 2.33	s 2.53	s 3.13	s 3.33	s 3.53	s 4.13	s 4.33	s 4.53	s 5.13	s 5.33	s 5.53	s 6.13	s 6.33	s 6.53	s 7.13		P M AR 7.15	s 7.46	P M AR 7.57	s 8.36	s 9.16	s 9.56	s 10.36	s 11.16	s 11.56	A M AR 12.37			
	S. P. Co. C. D. Crossing																														
	D* East Oakland W	1.37	s 2.26	s 2.46	s 3.06	s 3.26	s 3.46	s 4.06	s 4.26	s 4.46	s 5.06	s 5.26	s 5.46	s 6.06	s 6.26	s 6.46	s 7.06		P M AR 7.15	s 7.46	P M AR 7.57	s 8.36	s 9.16	s 9.56	s 10.36	s 11.16	s 11.56	A M AR 12.37			
	Fruitvale	0.00	P M LV 2.21	P M LV 2.41	P M LV 3.01	P M LV 3.21	P M LV 3.41	P M LV 4.01	P M LV 4.21	P M LV 4.41	P M LV 5.01	P M LV 5.21	P M LV 5.41	P M LV 6.01	P M LV 6.21	P M LV 6.41	P M LV 7.01	P M LV 7.10	P M LV 7.41	P M LV 7.52	P M LV 8.31	P M LV 9.11	P M LV 9.51	P M LV 10.31	P M LV 11.11	P M LV 11.51	A M LV 12.32	A M LV 1.10	A M LV 2.13		
Time over district			0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.05	0.26	0.05	0.26	0.26	0.26	0.26	0.26	0.26	0.05	0.20	0.05		
Average speed per hour			14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	14.36	16.44	14.36	16.44	14.36	14.36	14.36	14.36	14.36	14.36	16.44	18.66	16.44		
Daily run			1	7	6	5	8	7	6	5	8	7	6	5	8	7	6	5	8	7	6	8	6	8	6	8	6	8	8		

\* No train-order semaphore.

**NOTE CAREFULLY:** Special Rules, page 10, movement of trains on Seventh and First streets between Oakland Pier and Fruitvale, via East Oakland.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule S1), except as per Special Rule No. 3, page 10.

**Trains will stop as follows:**  
 At West Oakland, Oak St.,  
 Center St., Clinton St.,  
 Adeline St., 23d Avenue,  
 Market St.,

All trains except Nos. 93, 97, 111, 113, 115, except to let off passengers at 23d Avenue.

WESTERN DIVISION: San Francisco, East Oakland, Fruitvale and Alameda. Local Trains.

First Class.																								DISTANCE FROM SAN FRANCISCO.		TIME TABLE No. 15. June 1, 1905.				
FROM SAN FRANCISCO.																								0.00	4.50	STATIONS.				
252	250	248	246	244	242	240	238	236	234	232	230	228	226	224	222	220	218	216	214	212	210	208	206			204	202	0.00	4.50	STATIONS.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	0.00	4.50			STATIONS.
PM LV 3.40	PM LV 3.20	PM LV 3.00	PM LV 2.20	PM LV 1.40	PM LV 1.00	PM LV 12.20	AM LV 11.40	AM LV 11.00	AM LV 10.20	AM LV 9.40	AM LV 9.00	AM LV 8.40	AM LV 8.20	AM LV 8.00	AM LV 7.40	AM LV 7.20	AM LV 7.00	AM LV 6.40	AM LV 6.20	AM LV 6.00		No S.F. con.						0.00	4.50	Steamer. DN San Francisco 4.50 DN Oakland Pier W
3.58	3.38	3.18	2.38	1.58	1.18	12.38	11.58	11.18	10.38	9.58	9.18	8.58	8.38	8.18	7.58	7.38	7.18	6.58	6.38	6.18						4.50	7.60	Double Track. DN Oakland Pier W 3.15 D* First St. (Broadway)		
4.02	3.42	3.22	2.42	2.02	1.22	12.42	PM 12.02	11.22	10.42	10.02	9.22	9.02	8.42	8.22	8.02	7.42	7.22	7.02	6.42	6.22		AM LV 6.00			4.50	7.60	Double Track. DN Oakland Pier W 3.15 D* First St. (Broadway)			
s 4.10	s 3.50	s 3.30	s 2.50	s 2.10	s 1.30	s 12.50	s 12.10	s 11.30	s 10.50	s 10.10	s 9.30	s 9.10	s 8.50	s 8.30	s 8.10	s 7.50	s 7.30	s 7.10	s 6.50	s 6.30						4.50	7.60	Double Track. D* First St. (Broadway) S. P. Co. C. D. Crossing. 1.70 D* East Oakland W 1.37 Fruitvale		
4.10	3.50	3.30	2.50	2.10	1.30	12.50	12.10	11.30	10.50	10.10	9.30	9.10	8.50	8.30	8.10	7.50	7.30	7.10	6.50	6.30	AM LV	6.09	AM LV	AM LV	AM LV	7.60	9.30	Double Track. D* First St. (Broadway) S. P. Co. C. D. Crossing. 1.70 D* East Oakland W 1.37 Fruitvale		
s 4.14	s 3.54	s 3.34	s 2.54	s 2.14	s 1.34	s 12.54	s 12.14	s 11.34	s 10.54	s 10.14	s 9.34	s 9.14	s 8.54	s 8.34	s 8.14	s 7.54	s 7.34	s 7.14	s 6.54	s 6.34	6.15	s 6.15	5.55	5.35	5.15	10.67	11.08	Double Track. D* First St. (Broadway) 3.48 D* Alameda W 1.09 Fruitvale		
s 4.19	s 3.59	s 3.39	s 2.59	s 2.19	s 1.39	s 12.59	s 12.19	s 11.39	s 10.59	s 10.19	s 9.39	s 9.19	s 8.59	s 8.39	s 8.19	s 7.59	s 7.39	s 7.19	s 6.59	s 6.39	s 6.19	s 6.19	s 5.59	s 5.39	s 5.19	10.67	12.17	Double Track. D* First St. (Broadway) 3.48 D* Alameda W 1.09 Fruitvale		
																										7.60	11.08	Double Track. D* First St. (Broadway) 3.48 D* Alameda W 1.09 Fruitvale		
																											12.17	11.08	Double Track. D* First St. (Broadway) 3.48 D* Alameda W 1.09 Fruitvale	
0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.04	0.19	0.04	0.04	0.04			Time over District		
23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	23.54	20.55	19.48	20.55	20.55	20.55			Average speed per hour		
12	13	9	10	9	10	9	10	9	10	9	10	9	11	10	9	11	10	9	11	10	9	9	11	10	9			Daily run.		

NOTE CAREFULLY: Special Rules, page 10, movements of trains on First and Seventh Sts., between Oakland Pier and Fruitvale, via East Oakland. West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per Special Rule No. 3, page 10. FOOT-NOTE.—Nos. 270, 273 and 276 run to Mastic only.

\* No train-order semaphore. Trains will stop as follows: At Twenty-third Avenue, Bay Street, Willow Street, Mastic Street, Grand Street, All trains except No. 276.

# WESTERN DIVISION: San Francisco, East Oakland, Fruitvale and Alameda. Local Trains.

TIME TABLE No. 15. June 1, 1905.		TOWARD SAN FRANCISCO.																									First Class.				
		DISTANCES FROM FRUITVALE.																													
STATIONS.		207	209	211	213	215	217	219	221	223	225	227	229	231	233	235	237	239	241	243	245	247	249	251	253	255	257	259			
		Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DN San Francisco 4.50 DN Oakland Pier W	Steamer.	12.22	6.08	6.28	6.48	7.08	7.28	7.48	8.08	8.28	8.48	9.08	9.28	9.48	10.08	10.28	11.08	11.48	12.28	1.08	1.48	2.28	3.08	3.48	4.28	4.48	5.08	5.28	5.48		
		7.72	5.48	6.08	6.28	6.48	7.08	7.28	7.48	8.08	8.28	8.48	9.08	9.28	9.48	10.08	10.48	11.28	12.08	12.48	1.28	2.08	2.48	3.28	4.08	4.28	4.48	5.08	5.28		
DN Oakland Pier W 3.15 D* First St. (Broadway)	Double Track.	7.72	5.46	6.06	6.26	6.46	7.06	7.26	7.46	8.06	8.26	8.46	9.06	9.26	9.46	10.06	10.46	11.26	12.06	12.46	1.26	2.06	2.46	3.26	4.06	4.26	4.46	5.06	5.26		
		4.57	5.37	5.57	6.17	6.37	6.57	7.17	7.37	7.57	8.17	8.37	8.57	9.17	9.37	9.57	10.37	11.17	11.57	12.37	1.17	1.57	2.37	3.17	3.57	4.17	4.37	4.57	5.17		
D* First St. (Broadway) S. P. Co. C. D. Crossing. 1.70 D* East Oakland W 1.37 Fruitvale	Double Track.	3.07																													
		1.37																													
		0.00																													
D* First St. (Broadway) 3.48 D* Alameda W 1.09 Fruitvale	Double Track.	5.74	s 5.37	s 5.57	s 6.17	s 6.37	s 6.57	s 7.17	s 7.37	s 7.57	s 8.17	s 8.37	s 8.57	s 9.17	s 9.37	s 9.57	s 10.37	s 11.17	s 11.57	s 12.37	s 1.17	s 1.57	s 2.37	s 3.17	s 3.57	s 4.17	s 4.37	s 4.57	s 5.17		
		1.09	s 5.24	s 5.44	s 6.04	s 6.24	s 6.44	s 7.04	s 7.24	s 7.44	s 8.04	s 8.24	s 8.44	s 9.04	s 9.24	s 9.44	s 10.24	s 11.04	s 11.44	s 12.24	s 1.04	s 1.44	s 2.24	s 3.04	s 3.44	s 4.04	s 4.24	s 4.44	s 5.04		
		0.00	5.20	5.40	6.00	6.20	6.40	7.00	7.20	7.40	8.00	8.20	8.40	9.00	9.20	9.40	10.20	11.00	11.40	12.20	1.00	1.40	2.20	3.00	3.40	4.00	4.20	4.40	5.00		
			AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	AM LV	PM LV	PM LV	PM LV	PM LV	PM LV	PM LV	PM LV	PM LV	PM LV	PM LV		
			0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.26			
			17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08	17.08			
			9	10	11	9	10	11	9	10	11	9	10	11	9	10	9	10	9	10	9	10	9	13	14	13	12	14	13		

<p>* No train-order semaphore.</p> <p><b>NOTE CAREFULLY:</b> Special Rules, page 10, movement of trains, on first and Seventh Sts., between Oakland Pier and Fruitvale, via East Oakland.</p> <p>West-bound trains are superior to trains of the same class in the opposite direction. See Rule 81. Except as per Special Rule No. 3, page 10.</p> <p style="text-align: center;"><b>FOOT-NOTE.</b>—Nos. 270, 273 and 276 run to Mastic only.</p>	<p style="text-align: center;"><b>Trains will stop as follows:</b></p> <p>At Mastic Street, Grand Street, Bay Street, Willow Street, 23rd Avenue.</p> <p>All trains. No. 291 no S. F. connection. West Oakland Shops, No. 213 on signal. Boole ship yards, 259 on signal, daily except Sunday.</p>
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# WESTERN DIVISION: San Francisco, West Berkeley and Berryman. Local Trains.

First Class.																								FROM SAN FRANCISCO.				DISTANCE FROM SAN FRANCISCO.
626	428	426	424	624	422	420	622	418	620	416	618	414	616	412	614	410	612	408	610	406	608	404	606	402	604	602		
Daily																								0.00				
A M LV																								4.50				
10.00 9.40 9.20 9.00 8.40 8.20 8.00 7.40 7.20 7.00 6.40 6.20 6.00																								4.50				
10.18 9.58 9.38 9.18 8.58 8.38 8.18 7.58 7.38 7.18 6.58 6.38 6.18																								4.50				
10.20 10.00 9.40 9.20 9.00 8.40 8.20 8.00 7.40 7.20 7.00 6.40 6.20																								4.50				
s10.24 s10.04 s 9.44 s 9.24 s 9.04 s 8.44 s 8.24 s 8.04 s 7.44 s 7.24 s 7.04 s 6.44 s 6.24																								6.49				
A M LV																								6.49				
10.26 10.24 10.04 9.44 9.26 9.24 9.04 8.46 8.44 8.26 8.24 8.06 8.04 7.46 7.44 7.26 7.24 7.06 7.04 6.46 6.44 6.26 6.24																								6.49				
s10.32 10.29 10.09 9.49 s 9.32 9.29 9.09 s 8.52 8.49 s 8.32 8.29 s 8.12 8.09 s 7.52 7.49 s 7.32 7.29 s 7.12 7.09 s 6.52 6.49 s 6.32 6.29																								7.96				
10.32 10.43																								7.96				
9.32 9.43																								7.96				
8.52 8.32 8.12 7.52 7.32 7.12 6.52 6.32																								7.96				
Foot-note 9.03 Foot-note 8.23 Foot-note 8.03																								10.42				
7.45 7.25 6.45																								11.15				
A M AR																								7.96				
10.29 10.09 9.49 9.29 9.09 8.49 8.29 8.09 7.49 7.29 7.09 6.49																								7.96				
s10.40 s10.20 s10.00 s 9.40 s 9.20 s 9.00 s 8.40 s 8.20 s 8.00 s 7.40 s 7.20 s 7.00 s 6.40																								11.01				
Foot-note 10.44 Foot-note 10.24 Foot-note 10.04 Foot-note 9.44 Foot-note 9.24 Foot-note 9.04 Foot-note 8.44 Foot-note 8.24 Foot-note 8.04 Foot-note 7.44 Foot-note 7.24 Foot-note 7.04 Foot-note 6.44																								11.72				
0.17 0.24 0.24 0.24 0.17 0.24 0.24 0.17 0.24 0.17 0.24 0.17 0.24 0.19 0.24 0.19 0.24 0.17 0.24 0.19 0.24 0.11 0.24 0.05 0.10																												
13.87 18.05 18.05 18.05 13.85 18.05 18.05 13.85 18.05 18.85 18.05 18.85 18.05 14.72 18.05 14.72 18.05 13.85 18.05 14.72 18.05 14.96 18.05 8.76 14.96																												
23 16 18 15 25 17 16 23 18 25 15 24 17 23 16 25 18 24 15 23 17 25 16 24 15 24 23																												

  

First Class.																								DISTANCE FROM SAN FRANCISCO.	
640	466	638	464	462	460	636	458	456	454	634	452	450	448	632	446	444	442	630	440	438	436	628	434		432
Daily																								0.00	
P M LV																								4.50	
4.20 4.00 3.40 3.20 3.00 2.40 2.20 2.00 1.40 1.20 1.00 12.40 12.20 12.00 11.40 11.20 11.00 10.40 10.20																								4.50	
4.38 4.18 3.58 3.38 3.18 2.58 2.38 2.18 1.58 1.38 1.18 12.58 12.38 12.18 11.58 11.38 11.18 10.58 10.38																								4.50	
4.40 4.20 4.00 3.40 3.20 3.00 2.40 2.20 2.00 1.40 1.20 1.00 12.40 12.20 12.00 11.40 11.20 11.00 10.40																								4.50	
s 4.44 s 4.24 s 4.04 s 3.44 s 3.24 s 3.04 s 2.44 s 2.24 s 2.04 s 1.44 s 1.24 s 1.04 s12.44 s12.24 s12.05 s11.44 s11.24 s11.04 s10.44																								6.49	
P M LV																								6.49	
4.46 4.44 4.26 4.24 4.04 3.44 3.26 3.24 3.04 2.44 2.26 2.24 2.04 1.44 1.26 1.24 1.04 12.44 12.26 12.24 12.05 11.44 11.26 11.24 11.04 10.44																								6.49	
s 4.52 4.49 s 4.32 4.29 4.09 3.49 s 3.32 3.29 3.09 2.49 s 2.32 2.29 2.09 1.49 s 1.32 1.29 1.09 12.49 s12.32 12.29 12.09 11.49 s11.32 11.29 11.09 10.49																								7.96	
4.52 4.32																								7.96	
Foot-note 5.03 Foot-note 4.43																								10.42	
4.45 4.45																								11.15	
P M AR																								7.96	
4.49 4.29 4.09 3.49 3.29 3.09 2.49 2.29 2.09 1.49 1.29 1.09 12.49 12.29 12.09 11.49 11.29 11.09 10.49																								7.96	
s 5.00 s 4.40 s 4.20 s 4.00 s 3.40 s 3.20 s 3.00 s 2.40 s 2.20 s 2.00 s 1.40 s 1.20 s 1.00 s12.40 s12.20 s12.01 s11.40 s11.20 s11.00																								11.01	
Foot-note 5.04 Foot-note 4.44 Foot-note 4.24 Foot-note 4.04 Foot-note 3.44 Foot-note 3.24 Foot-note 3.04 Foot-note 2.44 Foot-note 2.24 Foot-note 2.04 Foot-note 1.44 Foot-note 1.24 Foot-note 1.04 Foot-note 12.44 Foot-note 12.24 Foot-note 12.04 Foot-note 11.44 Foot-note 11.24 Foot-note 11.04																								11.72	
0.17 0.24 0.19 0.24 0.24 0.24 0.17 0.24 0.24 0.24 0.17 0.24 0.24 0.24 0.17 0.24 0.24 0.24 0.19 0.24 0.23 0.24 0.17 0.24 0.24 0.24																									
13.87 18.05 14.40 18.05 18.05 18.05 13.87 18.05 18.05 18.05 13.87 18.05 18.05 18.05 13.87 18.05 18.05 18.05 14.40 18.05 18.83 18.05 13.87 18.05 18.05 18.05																									
24 21 26 22 19 20 26 21 15 19 23 16 18 15 23 17 16 18 28 15 17 16 23 18 15 17																									

TIME TABLE No. 15. June 1, 1905.	
STATIONS.	
DN San Francisco	0.00
DN Oakland Pier W	4.50
DN Oakland Pier W	4.50
D* Oakland (16th St.)	6.49
D* Oakland (16th St.)	6.49
Shell Mound W	7.96
West Berkeley	10.42
Corbin	11.15
Shell Mound W	7.96
A. T. & S. F. Crossing.	11.01
Berkeley	11.72
Berryman W	11.72
Time over District	
Average speed per hour	
Daily run	

FOOT-NOTE.—West-bound trains scheduled to meet an opposing train at Berryman will wait at Berryman three (3) minutes after (carded) leaving time, for such train. \* No train-order semaphore.

FOOT-NOTE.—West-bound trains scheduled to meet an opposing train at West Berkeley will wait at West Berkeley three (3) minutes after (carded) leaving time, for such train.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above and Special Rule 3, page 10.

WESTERN DIVISION: San Francisco, West Berkeley and Berryman. Local Trains.

TIME TABLE No. 15. June 1, 1905. STATIONS.	DISTANCE FROM BERKELEY.	TOWARD SAN FRANCISCO.																									First Class.		
		607	401	609	403	611	405	613	407	615	409	617	411	619	413	621	415	623	417	625	419	421	627	423	425	427	629		
		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN San Francisco	11.72		A M AR 6.08		A M AR 6.28		A M AR 6.48		A M AR 7.08		A M AR 7.28		A M AR 7.48		A M AR 8.08		A M AR 8.28		A M AR 8.48		A M AR 9.08	A M AR 9.28		A M AR 9.48	A M AR 10.08	A M AR 10.28			
DN Oakland Pier W	7.22		5.48		6.08		6.28		6.48		7.08		7.28		7.48		8.08		8.28		8.48	9.08		9.28	9.48	10.08			
DN Oakland Pier W	7.22		5.46		6.06		6.26		6.46		7.06		7.26		7.46		8.06		8.26		8.46	9.06		9.26	9.46	10.06			
D* Oakland (16th St.)	5.23		5.41		6.01		6.21		6.41		7.01		7.21		7.41		8.01		8.21		8.41	9.01		9.21	9.41	10.01			
D* Oakland (16th St.)	5.23		s 5.41		s 6.01	A M AR 6.18	s 6.21	A M AR 6.38	s 6.41	A M AR 6.58	s 7.01	A M AR 7.18	s 7.21	A M AR 7.38	s 7.41	A M AR 7.58	s 8.01	A M AR 8.18	s 8.21	A M AR 8.38	s 8.41	s 9.01	A M AR 9.18	s 9.21	9.41	s 10.01	A M AR 10.18		
Shell Mound W	3.76		5.36		5.56		6.12		6.32		6.52		7.12		7.32		7.52		8.12		8.32		9.12			s 10.12			
West Berkeley	0.73		5.22		Foot-note 5.45		6.03		Foot-note 6.23		Foot-note 6.43		Foot-note 7.03		Foot-note 7.23		Foot-note 7.43		Foot-note 8.03		Foot-note 8.23		Foot-note 9.03			10.03			
Corbin	0.00		A M LV 5.40		A M LV		A M LV		A M LV		A M LV		A M LV		A M LV		A M LV		A M LV		A M LV		A M LV		A M LV		A M LV		
Shell Mound W	3.76		s 5.36		s 5.56		6.16		6.36		6.56		7.16		7.36		7.56		8.16		8.26	8.56		9.16	9.36	9.56			
A. T. & S. F. Crossing.																													
Berkeley	0.71		s 5.27		s 5.47		s 6.07		s 6.27		s 6.47		s 7.07		s 7.27		s 7.47		s 8.07		s 8.27	s 8.47		s 9.07	s 9.27	s 9.47			
Berryman W	0.00		5.25 A M LV		5.45 A M LV		6.05 A M LV		6.25 A M LV		Foot-note 6.45 A M LV		Foot-note 7.05 A M LV		Foot-note 7.25 A M LV		Foot-note 7.45 A M LV		Foot-note 8.05 A M LV		Foot-note 8.25 A M LV	Foot-note 8.45 A M LV		Foot-note 9.05 A M LV	Foot-note 9.25 A M LV	Foot-note 9.45 A M LV			
Time over District		0.09	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21		
Average speed per hour		16.40	20.63	12.76	20.63	15.72	20.63	15.72	29.63	15.72	20.63	15.53	20.63	15.72	20.63	15.53	20.63	15.53	20.63	15.53	20.63	15.72	20.63	20.63	20.63	20.63	15.72		
Daily run.		23	15	24	16	25	17	23	15	24	18	25	16	23	17	24	15	25	18	23	16	17	25	15	18	16	23		

  

STATIONS.	DISTANCE FROM BERKELEY.	429	431	433	631	435	437	439	633	441	443	445	635	447	449	451	637	453	455	457	639	459	461	463	641	465	643	467		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		DN San Francisco	11.72	A M AR 10.48	A M AR 11.08	A M AR 11.28		A M AR 11.48	P M AR 12.08	P M AR 12.28		P M AR 12.48	P M AR 1.08	P M AR 1.28		P M AR 1.48	P M AR 2.08	P M AR 2.28		P M AR 2.48	P M AR 3.08	P M AR 3.28		P M AR 3.48	P M AR 4.08	P M AR 4.28		P M AR 4.48	P M AR 5.08	
DN Oakland Pier W	7.22	10.28	10.48	11.08		11.28	11.48	12.08		12.28	12.48	1.08		1.28	1.48	2.08		2.28	2.48	3.08		3.28	3.48	4.08		4.28	4.48			
DN Oakland Pier W	7.22	10.26	10.46	11.06		11.26	11.46	12.06		12.26	12.46	1.06		1.26	1.46	2.06		2.26	2.46	3.06		3.26	3.46	4.06		4.26	4.46			
D* Oakland (16th St.)	5.23	10.21	10.41	11.01		11.21	11.41	12.01		12.21	12.41	1.01		1.21	1.41	2.01		2.21	2.41	3.01		3.21	3.41	4.01		4.21	4.41			
D* Oakland (16th St.)	5.23	s 10.21	10.41	s 11.01	A M AR 11.18	s 11.21	s 11.41	s 12.01	P M AR 12.18	s 12.21	s 12.41	s 1.01	P M AR 1.18	s 1.21	s 1.41	s 2.01	P M AR 2.18	s 2.21	s 2.41	s 3.01	P M AR 3.18	s 3.21	s 3.41	s 4.01	P M AR 4.18	s 4.21	P M AR 4.38	s 4.41		
Shell Mound W	3.76	10.16	10.36	10.56		11.12	11.16	11.56		12.12	12.16	12.36	12.56	1.12	1.16	1.36	1.56		2.12	2.16	2.36	2.56	3.12	3.16	3.36	3.56	4.12	4.16	4.32	4.36
Shell Mound W	3.19				s 11.12				s 12.12					s 1.12				s 2.12				s 3.12				s 4.12		s 4.32		
West Berkeley	0.73				11.03				12.03					1.03				2.03				3.03				4.03		4.23		
Corbin	0.00				A M LV				P M LV					1.00 P M LV					P M LV						P M LV		P M LV			
Shell Mound W	3.17	10.16	10.36	10.56		11.16	11.36	11.56		12.16	12.36	12.56		1.16	1.36	1.56		2.16	2.36	2.56		3.16	3.36	3.56		4.16	4.36			
A. T. & S. F. Crossing.																														
Berkeley	0.71	s 10.07	s 10.27	s 10.47		s 11.07	s 11.27	s 11.47		s 12.07	s 12.27	s 12.47		s 1.07	s 1.27	s 1.47		s 2.07	s 2.27	s 2.47		s 3.07	s 3.27	s 3.47		s 4.07	s 4.27			
Berryman W	0.00	Foot-note 10.05 A M LV	Foot-note 10.25 A M LV	Foot-note 10.45 A M LV		Foot-note 11.05 A M LV	Foot-note 11.25 A M LV	Foot-note 11.45 A M LV		Foot-note 12.05 P M LV	Foot-note 12.25 P M LV	Foot-note 12.45 P M LV		Foot-note 1.05 P M LV	Foot-note 1.25 P M LV	Foot-note 1.45 P M LV		Foot-note 2.05 P M LV	Foot-note 2.25 P M LV	Foot-note 2.45 P M LV		Foot-note 3.05 P M LV	Foot-note 3.25 P M LV	Foot-note 3.45 P M LV		Foot-note 4.05 P M LV	Foot-note 4.25 P M LV			
Time over District		0.21	0.21	0.21	0.15	0.21	0.21	0.21	0.15	0.21	0.21	0.21	0.15	0.21	0.21	0.21	0.15	0.21	0.21	0.21	0.15	0.21	0.21	0.21	0.15	0.21	0.15	0.21		
Average speed per hour		20.63	20.63	20.63	15.72	20.63	20.63	20.63	15.72	20.63	20.63	20.63	15.53	20.63	20.63	20.63	15.72	20.63	20.63	20.63	15.72	20.63	20.63	20.63	15.72	20.63	15.72	20.63		
Daily run.		17	15	18	23	16	17	15	23	18	16	17	23	15	18	16	23	19	15	21	26	20	19	22	26	21	24	20		

\* No train-order semaphore.  
 FOOT-NOTE.—West-bound trains scheduled to meet an opposing train at Berryman will wait at Berryman three (3) minutes after (carded) leaving time, for such train.  
 FOOT-NOTE.—West-bound trains scheduled to meet an opposing train at West Berkeley will wait at West Berkeley three (3) minutes after (carded) leaving time, for such train.  
 West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above, and Special Rule 3, page 10.

# WESTERN DIVISION: San Francisco, West Berkeley and Berryman. Local Trains.

## First Class.

## FROM SAN FRANCISCO.

	494	666	492	664	490	662	488	660	486	658	484	656	482	654	480	652	478	650	476	648	474	646	472	644	470	642	468	DISTANCE FROM SAN FRANCISCO.
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	PM LV 11.00		PM LV 10.20		PM LV 9.40		PM LV 9.00		PM LV 8.20		PM LV 7.40		PM LV 7.00		PM LV 6.40		PM LV 6.20		PM LV 6.00		PM LV 5.40		PM LV 5.20		PM LV 5.00		PM LV 4.40	0.00
	11.18		10.38		9.58		9.18		8.38		7.58		7.18		6.58		6.38		6.18		5.58		5.38		5.18		4.58	4.50
	11.20		10.40		10.00		9.20		8.40		8.00		7.20		7.00		6.40		6.20		6.00		5.40		5.20		5.00	4.50
	s11.24		s10.44		s10.04		s 9.24		s 8.44		s 8.04		s 7.24		s 7.04		s 6.44		s 6.24		s 6.04		s 5.44		s 5.24		s 5.04	6.49
	11.24	PM LV 10.46	10.44	PM LV 10.06	10.04	PM LV 9.26	9.24	PM LV 8.46	8.44	PM LV 8.06	8.04	PM LV 7.26	7.24	PM LV 7.06	7.04	PM LV 6.46	6.44	PM LV 6.26	6.24	PM LV 6.06	6.04	PM LV 5.46	5.44	PM LV 5.26	5.24	PM LV 5.06	5.04	6.49
	11.29	s10.52	10.49	s10.12	10.09	s 9.32	9.29	s 8.52	8.49	s 8.12	8.09	s 7.32	7.29	s 7.12	7.09	s 6.52	6.49	s 6.32	6.29	s 6.12	6.09	s 5.52	5.49	s 5.32	5.29	s 5.12	5.09	7.96
		10.52		10.12		9.32		8.52		8.12		7.32		7.12		6.52		6.32		6.12		5.52		5.32		5.12		7.96
		11.02		10.22		9.42		9.02		8.22		7.42		7.23		Foot-note 7.03		Foot-note 6.43		Foot-note 6.23		Foot-note 6.03		Foot-note 5.43		Foot-note 5.23		10.42
		PM AR		PM AR		PM AR		PM AR		PM AR		PM AR		PM AR		PM AR		PM AR		PM AR		PM AR		PM AR		PM AR		11.15
	11.29		10.49		10.09		9.29		8.49		8.09		7.29		7.09		6.49		6.29		6.09		5.49		5.29		5.09	7.96
	s11.40		s11.00		s10.20		s 9.40		s 9.00		s 8.20		s 7.40		s 7.20		s 7.00		s 6.40		s 6.20		s 6.00		s 5.40		s 5.20	11.10
	11.44	PM AR	11.04	PM AR	10.24	PM AR	9.44	PM AR	9.04	PM AR	8.24	PM AR	Foot-note 7.44	PM AR	7.24	PM AR	Foot-note 7.04	PM AR	Foot-note 6.44	PM AR	Foot-note 6.24	PM AR	Foot-note 6.04	PM AR	Foot-note 5.44	PM AR	Foot-note 5.24	11.72
	0.24	0.16	0.24	0.16	0.24	0.16	0.24	0.16	0.24	0.16	0.24	0.17	0.24	0.17	0.24	0.17	0.24	0.19	0.24	0.17	0.24	0.17	0.24	0.19	0.24	0.19	0.24	
	18.05	14.74	18.05	14.74	18.05	14.74	18.05	14.74	18.05	14.74	18.05	13.88	18.05	13.88	18.05	13.88	18.05	14.71	18.05	13.88	18.05	13.88	18.05	14.71	18.05	14.71	18.05	
	22	26	20	26	22	26	20	26	22	26	20	26	21	25	22	24	19	26	20	25	21	24	22	26	19	25	20	

TIME TABLE No. 16. June 1, 1905.	
STATIONS.	
DN San Francisco	0.00
DN Oakland Pier W	4.50
DN Oakland Pier W	1.71
D* Oakland (16th St.)	1.71
D* Oakland (16th St.)	1.47
Shell Mound W	1.47
Shell Mound W	2.46
West Berkeley	0.73
Corbin	
Shell Mound W	3.05
A. T. & S. F. Crossing.	3.05
Berkeley	0.71
Berryman W	0.71
Time over district	
Average speed per hour	
Daily run	

### SPECIAL RULES.

Trains meeting at Berryman and West Berkeley must use extreme care to avoid injury to passengers. West bound train must vacate the main track for opposing train, and stand east of street. Train arriving, if necessary, stop west of such street.

Trains of West Berkeley line when meeting at Shell Mound will meet on double track west of link cross-over west of station.

At Shell Mound, the east-bound Berryman line train will have preference to station; at other stations on double track, east of Shell Mound, the west-bound train will have preference.

Should train from San Francisco (excepting 478, 482 and 496) be held at Berkeley until it is ten (10) minutes behind its schedule time by an overdue west-bound train from Berryman, it will take the opposite track and return to Oakland Pier, protecting itself against the overdue train from Berryman when switching to opposite track.

Should West Berkeley line train from San Francisco (excepting 618, 624, 652 and 654) be held at Shell Mound station until it is twenty (20) minutes behind its schedule time by an overdue west-bound train from West Berkeley, it will take the opposite track and return to Oakland (16th St.), protecting itself against the overdue train and train from Berryman when switching to opposite track.

#### Trains will stop as follows:

- BERRYMAN LINE**—Golden Gate, Adeline, Ashby, Lorin, Dwight Way.  
All trains except No. 402.  
No. 500 will stop at Shell Mound.
- WEST BERKELEY**—B street, Emery, Stockyards, Potter and Posen.  
All trains except Nos. 602 and 606.  
Carleton all trains on signal except Nos. 602 and 606.

	500	672	498	670	496	668	
	Daily	Daily	Daily	Daily	Daily	Daily	
							0.00
							4.50
							4.50
							6.49
							6.49
							7.96
							10.42
							11.15
							7.96
							11.10
							11.72
							0.24
							18.05
							22

STATIONS.	
DN San Francisco	0.00
DN Oakland Pier W	4.50
DN Oakland Pier W	1.71
D* Oakland (16th St.)	1.71
D* Oakland (16th St.)	1.47
Shell Mound W	1.47
Shell Mound W	2.46
West Berkeley	0.73
Corbin	
Shell Mound W	3.05
A. T. & S. F. Crossing	3.05
Berkeley	0.71
Berryman W	0.71
Time over district	
Average speed per hour	
Daily run	

**FOOT-NOTE.**—West-bound trains scheduled to meet an opposing train at Berryman will wait at Berryman three (3) minutes after (carded) leaving time, for such train. \* No train-order semaphore.

**FOOT-NOTE.**—West-bound trains scheduled to meet an opposing train at West Berkeley will wait at West Berkeley three (3) minutes after (carded) leaving time, for such train.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above, and Special Rule 3, page 10.



# WESTERN DIVISION: San Francisco, West Berkeley and Berryman. Local Trains.

TIME TABLE No. 15. June 1, 1905.		TOWARD SAN FRANCISCO.																										First Class.		
		DISTANCE FROM BERKELEY.																												
STATIONS.		645	469	647	471	649	473	651	475	653	477	655	479	657	481	659	483	661	485	663	487	665	489	667	491	669	493	671		
		Daily																												
DN	San Francisco	11.72	PM AR 5.28		PM AR 5.48		PM AR 6.08		PM AR 6.28		PM AR 6.48		PM AR 7.08		PM AR 7.28		PM AR 7.48		PM AR 8.28		PM AR 9.18		PM AR 9.58		PM AR 10.38		PM AR 11.18			
DN	Oakland Pier W	7.22	5.08		5.28		5.48		6.08		6.28		6.48		7.08		7.28		8.08		8.58		9.38		10.18		10.58			
	Oakland Pier W	7.22	5.06		5.26		5.46		6.06		6.26		6.46		7.06		7.26		8.06		8.56		9.36		10.16		10.56			
D*	Oakland (16th St.)	5.23	5.01		5.21		5.41		6.01		6.21		6.41		7.01		7.21		8.01		8.51		9.31		10.11		10.51			
D*	Oakland (16th St.)	5.23	PM AR 4.58	s 5.01	PM AR 5.18	s 5.21	PM AR 5.38	s 5.41	PM AR 5.58	s 6.01	PM AR 6.18	s 6.21	PM AR 6.38	s 6.41	PM AR 6.58	s 7.01	PM AR 7.18	s 7.21	PM AR 7.58	s 8.01	PM AR 8.42	s 8.51	PM AR 9.22	s 9.31	PM AR 10.01	s 10.11	PM AR 10.41	s 10.51	PM AR 11.21	
	Shell Mound W	3.76	4.52	4.56	5.12	5.16	5.32	5.36	5.52	5.56	6.12	6.16	6.32	6.36	6.52	6.56	7.12	7.16	7.52	7.56	8.36	8.46	9.16	9.26	9.55	10.06	10.35	10.46	11.15	
	Shell Mound W	3.19	s 4.52		s 5.12		s 5.32		s 5.52		s 6.12		s 6.32		s 6.52		s 7.12		s 7.52		s 8.36		s 9.16		s 9.55		s 10.35		s 11.15	
	West Berkeley	0.73	{ Foot-note 4.43		{ Foot-note 5.03		{ Foot-note 5.23		{ Foot-note 5.43		{ Foot-note 6.03		{ Foot-note 6.23		{ Foot-note 6.43		{ Foot-note 7.03		7.43		8.27		9.07		9.46		10.26		11.06	
	Corbin	0.00	PM LV		5.00 PM LV		PM LV		5.40 PM LV		6.00 PM LV		PM LV		PM LV		7.00 PM LV		PM LV		PM LV		PM LV		PM LV		PM LV		PM LV	
	Shell Mound W	3.76	4.56		5.16		5.36		5.56		6.16		6.36		6.56		7.16		7.56		8.46		9.26		10.06		10.46			
	A. T. & S. F. Crossing.																													
	Berkeley	0.71	s 4.47		s 5.07		s 5.27		s 5.47		s 6.07		s 6.27		s 6.47		s 7.07		s 7.47		s 8.37		s 9.17		s 9.57		s 10.37			
	Berryman W	0.00	{ Foot-note 4.45 PM LV		{ Foot-note 5.05 PM LV		{ Foot-note 5.25 PM LV		{ Foot-note 5.45 PM LV		{ Foot-note 6.05 PM LV		{ Foot-note 6.25 PM LV		{ Foot-note 6.45 PM LV		{ Foot-note 7.05 PM LV		{ Foot-note 7.45 PM LV		8.35 PM LV		9.15 PM LV		9.55 PM LV		10.35 PM LV			
	Time over District	0.15	0.21	0.18	0.21	0.15	0.21	0.18	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.18	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	0.15	0.21	
	Average speed per hour	15.72	20.63	15.54	20.63	15.72	20.63	15.54	20.63	15.54	20.63	15.72	20.63	15.72	20.63	15.54	20.63	15.72	20.63	15.72	20.63	15.72	20.63	15.70	20.63	15.72	20.63	15.72		
	Daily run.	25	19	26	22	24	21	25	20	26	19	24	22	25	21	26	20	26	22	26	20	26	22	26	20	26	22	26		

STATIONS.		495	673	497	675	499																								
		Daily																												
DN	San Francisco	11.72	PM AR 11.58		AM AR 12.38																									
DN	Oakland Pier W	7.22	11.38		12.18		No S. F. connection		No S. F. connection																					
	Oakland Pier W	7.22	11.36		12.16				AM AR 1.26																					
D*	Oakland (16th St.)	5.23	11.31		12.11				1.20																					
D*	Oakland (16th St.)	5.23	s 11.31	AM AR 12.02	s 12.11	AM AR 12.42	s 1.20																							
	Shell Mound W	3.76	11.26	11.56	12.06	12.36	1.15																							
	Shell Mound W	3.19		s 11.56		12.36																								
	West Berkeley	0.73		11.47		12.27																								
	Corbin	0.00		PM LV		AM LV																								
	Shell Mound W	3.76	11.26		12.06		1.15																							
	A. T. & S. F. Crossing.																													
	Berkeley	0.71	s 11.17		s 11.57		s 1.07																							
	Berryman W	0.00	11.15 PM LV		11.55 PM LV		1.05 AM LV																							
	Time over District	0.21	0.15	0.21	0.15	0.21	0.15	0.21																						
	Average speed per hour	20.63	15.70	20.63	15.70	20.63																								
	Daily run.	20	26	22	26	22																								

**SPECIAL RULES.**

Trains meeting at Berryman and West Berkeley must use extreme care to avoid injury to passengers. West bound train must vacate the main track for opposing train, and stand east of street. Train arriving, if necessary, stop west of such street.

Trains of West Berkeley line when meeting at Shell Mound will meet on double track west of link cross-over west of station.

At Shell Mound, the east-bound Berryman line train will have preference to station; at other stations on double track, east of Shell Mound, the west-bound train will have preference.

Should train from San Francisco (excepting 478, 482 and 496) be held at Berkeley until it is ten (10) minutes behind its schedule time by an overdue west-bound train from Berryman, it will take the opposite track and return to Oakland Pier, protecting itself against the overdue train from Berryman when switching to opposite track.

Should West Berkeley line train from San Francisco (excepting 618, 624, 652 and 654) be held at Shell Mound station until it is twenty (20) minutes behind its schedule time by an overdue west-bound train from West Berkeley, it will take the opposite track and return to Oakland (16th St.), protecting itself against the overdue train and train from Berryman when switching to opposite track.

**Trains will stop as follows:**

**BERRYMAN LINE**—Golden Gate, Adeline, Ashby, Lorin, Dwight Way.  
All trains except No. 499.  
Nos. 401, 403 will make stops at Shell Mound, Emery and B street.

**WEST BERKELEY**—B street, Emery, Stockyards, Potter and Posen.  
All trains except No. 675.  
Carleton, all trains on signal except No. 675.

\* No train-order semaphore.

**FOOT-NOTE.**—West-bound trains scheduled to meet an opposing train at Berryman will wait at Berryman three (3) minutes after (carded) leaving time, for such train.

**FOOT-NOTE.**—West-bound trains scheduled to meet an opposing train at West Berkeley will wait at West Berkeley three (3) minutes after (carded) leaving time, for such train.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 81), except as per foot-notes above, and Special Rule 3, page 10.

# SPECIAL RULES.

**No. 1. TRAINS ON SEVENTH ST. (OAKLAND) WILL RUN ON LEFT HAND TRACK BETWEEN OAKLAND PIER AND EAST OAKLAND, BUT ON ALL OTHER DOUBLE TRACKS ALL TRAINS WILL RUN ON RIGHT HAND TRACK. (See rule below).**

**No. 2. On double track, between Oakland Pier and Fruitvale, via First Street, all trains will use the right-hand track when moving east or west. Suburban trains on the Seventh Street line will use main line double track between East Oakland and Fruitvale. Movement of all trains between Oakland Pier and Fruitvale on double track via First Street, with "current of traffic," will be governed by automatic signals, and will be irrespective of time table and train order rights, except that freight and extra trains must use every endeavor to avoid delay in movement of passenger trains; suburban trains will have preference over all others. Junction switch at east end Seventh Street system, East Oakland, and junction switch at east end of double track at Fruitvale, will be handled by switch tenders, whose signals must be respected. Trains must approach these junction switches under control and call for signal by switch tenders before proceeding. Main line trains via Niles, will give two short, one long and one short blasts of the whistle, thus — — — — —, as a signal to switch tenders. Alameda line suburban trains will give one short, one long and one short blasts of whistle—thus — — — — —, as a signal to switch tender. Oakland Seventh Street trains will observe Rule 14, page 12, 324, page 60, when necessary.**

(a) Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged. The engineman of an opposing train should run slowly so as to allow the other train to do its station work and leave before he arrives without bringing his train to a stop. The two trains must not be in the station at the same time. If two trains approach a station at same time, west-bound train to have preference to station, except as instructed on pages 8 and 9.

**No. 3. Suburban trains may run into terminal stations SUPERIOR TO THEMSELVES as opposing trains originating at such terminals.**

**No. 4. Automatic Block Signals are in service between Oakland Pier and Fruitvale (via First St.), and Oakland Pier and Shell Mound. See Rules 38 to 51 inclusive, pages 94 to 97 and be governed accordingly, referring to Rule 40, page 94. Book Rules: On Single Track trains must wait 3 minutes before following flagman under conditions outlined in said rule. On Double Track, under similar conditions, trains must come to a full stop and then proceed cautiously, moving only under control, this meaning ability to stop within range of vision, flagman being invariably sent ahead in stormy or foggy weather. Train men must not depend upon the Block System to protect their trains. But whenever necessary must see that the train is protected by flag as per Rule 99, page 18. Trains running between Oakland Pier and Sixteenth St. or Harrison St. must be kept well in hand and moved with care.**

**No. 5. When necessary to use the whistle, trains of this Time Table will observe signals, Rule 14, page 12, and 324, page 60, Rules and Regulations, except as instructed above.**

**No. 6. At all road crossings, public and private, the bell must be rung.  
Standard Clocks: Oakland Pier and 16th St., Oakland.**

For uniformity in signals, where double-end engines are used: After the engine has been coupled on to the train ready to leave at either terminal of run, until it is detached at the other terminal, the engine should be considered on head-end, and signals given accordingly, regardless of direction in which engine is headed. While switching at terminals, signals should be according to the way engine is headed.

Conductors and Enginemen on Oakland, Alameda and Berryman Suburban lines are cautioned to report by wire or telephone promptly any serious delay, requesting instructions, so other train movements can be expedited.

## OAKLAND (SEVENTH STREET) LINE.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles per hour, and passing any station on the Seventh Street line, including Twenty-third Avenue, unless the train shall stop at said station the speed is limited to eight miles per hour through the block in which the station is situated, and the speed of all trains is limited to twelve miles per hour between the westerly line of Washington Street and the easterly line of Franklin Street.

Between Oakland Pier and Bay Street and Fallon Street and Fruitvale the track is **NOT** through any public street, and the speed may be as great as is practicable, care being taken to slow down to twenty-two miles an hour crossing Park Avenue at Twenty-third Avenue station.

Under the provisions of an amended city ordinance trains in **Seventh Street** must not meet between a point one hundred feet west of the westerly line of Washington Street and one hundred feet east of the easterly line of Broadway. If, on account of fog, it should be found that two trains have entered these limits, the one that has the shortest distance to go to pass through shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train. If, on account of accident, it should be necessary for one train to pass by another within these limits, only one train may be moved at a time.

Under the provisions of a city ordinance flagmen have been placed at Webster, Franklin, Broadway, Washington, West, Clay, Market and Myrtle Streets, and Park or Twenty-third Avenue. Enginemen will watch carefully for signals from the flagmen in crossing said streets. When the flagman's signal cannot be seen trains must run with greater care.

The crossing of the Coast Division at Webster Street is controlled by interlocking signals. When proper signal is seen to be clear, train will proceed without stopping. When signal is at danger, trains will stop and will not proceed without signal from towerman (See Rule 119, page 108).

Trains will approach the crossing of the Livermore Line at Fruitvale and East Oakland with care, and know that their way is clear before passing over. If two trains arrive at the crossing at the same time, the trains of the Suburban Lines will have the right of way.

In foggy weather use great care at these crossings; stop, and send a man ahead if necessary.

Trains running over trestle between Oak Street and Clinton Stations will be controlled by automatic signals placed at either end of the trestle at double track clearance.

Trains arriving at the trestle from either direction will proceed at once when signal stands at clear. Should signal be at danger, trains in either direction will **WAIT FIVE MINUTES**, and then proceed as per Rule 40 (page 94).

Junction switch East Oakland (Seventh Street line) will stand normally for west-bound track and must be opened and closed for east-bound trains.

## EAST OAKLAND AND ALAMEDA, VIA FIRST ST. LINE.

Under the provisions of a city ordinance, the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles per hour.

By ordinance, trains are prohibited from meeting between a point one hundred feet west of the westerly line of Washington Street and one hundred feet east of the easterly line of Broadway, Oakland. If, on account of fog, it should be found that two trains have entered these limits, the one that has the shortest distance to go to pass through shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear car of the opposing train. If, on account of accident, it should be necessary to get one train by another within these limits, only one train must be moved at a time.

Under the provisions of a city ordinance, flagmen have been placed at Webster, Street, Franklin Street, Broadway, Washington, Clay, Castro and Market Streets; also at Park Street, Alameda. Enginemen will watch carefully for signals from the flagmen in crossing said streets. When the flag signal cannot be seen trains must run with greater care.

The crossing of the Coast Division and Harrison Street Bridge is protected by signals. See Rule 119 (page 108) and be governed accordingly.

The limits of Oakland Yard will extend from West end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham streets.

West-bound two-arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for west-bound trains westerly or west-bound main lines; lower signal good for west-bound trains westerly cross links into main Freight Yard. East-bound trains on east-bound main line governed by one-arm "home" signal almost opposite the tower. Derailing switches in both east and west-bound main line tracks fifty feet beyond the signal poles. All other train movements at this tower to be controlled by dwarf signals.

East-bound trains leaving Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to east-bound main line track.

The junction double-track switch at Fruitvale will stand normally for right-hand track for east-bound main line trains and it will have to be opened and closed for west-bound main line trains. Switch tenders on duty will handle same and switch leading to Alameda and their signals must be respected.

The junction double-track switch at Alameda will stand normally for west-bound, except while trains run to Alameda only; switches may be used for "run-around," but must be restored as above.

## BERRYMAN AND WEST BERKELEY.

Semaphore signal located at a point 300 feet west Shell Mound station, opposite steps to Park, will govern movement west-bound West Berkeley trains going onto local main track. West-bound West Berkeley trains must not pass this semaphore standing at danger until flagman has been sent out to give proper protection. East-bound West Berkeley line trains must protect themselves while crossing over to West Berkeley track at Shell Mound.

Semaphore signal at a point eight hundred feet east of Shell Mound station, will be used to protect east-bound West Berkeley Line trains crossing west-bound local track against trains of the Berryman Line. Trains of the Berryman Line must not pass the semaphore, standing in stop position until flagman has been sent ahead to give proper protection.

On race days or when large picnics are held at Shell Mound, trains from either direction finding semaphores at Emery or Shell Mound in stop position must not pass without proper protection, sending flagman ahead if necessary.

In foggy weather every precaution must be taken strictly adhering to rule No. 99.

West Berkeley Line trains will give two short and one long blast of whistle, thus: — — — — — as a signal to switch tender at Shell Mound Crossover. His signals must be respected.

Between Golden Gate and Adeline stations interlocked switch and signal plant at the crossing of the Santa Fe and the Berryman Branch line are in operation. Movement of trains over said crossing, with the "current of traffic," will be governed by high-arm semaphore signals.

In addition to the regular high-arm signals with their derails, controlling traffic in proper direction, dwarf signals with derails will control the movement of trains over the crossing on either track against the current of traffic.

See Rules 110 to 130, pages 106 to 109 inclusive, and be governed accordingly.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to twenty-two miles per hour between Bay Street and Seward Street.

Under the provision of a Berkeley city ordinance the rate of speed of engines or trains crossing University Avenue and Delaware Street on the West Berkeley line, and crossing Alcatraz Avenue, Ashby Avenue, Dwight Way, Center Street and University Avenue on the Berryman line is limited to ten miles per hour.

The junction double-track switch at Berkeley will stand normally for west-bound track and must be opened and closed for east-bound trains. But west-bound trains must approach junction switch under control. This switch will be handled by switch tenders. Their signals must be respected.

# SPECIAL RULES—Continued.

## INTERLOCKING SYSTEM OAKLAND PIER.

The following signals in the Oakland Interlocking System are assigned to special routes as noted. All other signals in the system govern tracks in accordance with Standard Rules. (See page 107.)

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1, and Bridge No. 2 is east of it. The signal post on the bridges are placed over the right hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side of track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2, as follows:

- Post over track No. 1 carries signals 35 and 37.  
Signal 35 into track No. 2.  
Signal 37 across tracks 2 and 3 into track 4.
- Post over track No. 2 carries signals 39 and 41.  
Signal 39 out track 2.  
Signal 41 across track 3 and into track 4.
- Post over track No. 3 carries signals 43 and 45.  
Signal 43 out track 3.  
Signal 45 into track 4.
- Post over track No. 4 carries signals 47 and 49.  
Signal 47 out track 4.  
Short arm switching signal 49 to tracks 3 or 2.

East-bound Signal Bridge No. 2 as below:

- Post over track No. 1 carries signal No. 51.  
Short arm switching signal 51 out track 1 or across tracks 2 and 3 and into track 4.

- Post over track No. 2 carries signals 53 and 55.  
Signal 53 out track 2.  
Short arm switching signal 55 into track 1.
- Post over track No. 3 carries signals 57 and 59.  
Signal 57 into track 2.  
Short arm switching signal 59 into track 1.
- Post over track No. 4 carries signals 61 and 63.  
Signal 61 out on track 4.  
Signal 63 across track 3 and out on track 2.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2, and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

- Right-hand post carries signals 30 and 32.  
Signal 30 in on track 1.  
Signal 32 in on tracks 2, 3 or 4.
- Left-hand post carries signals 34 and 36.  
Signal 34 in on track 3.  
Signal 36 in on track 4, or into long wharf track, or into and west on track 1, or into track 1 and across into track 2.

West-bound signals on Bridge No. 2 are good only to Bridge No. 1, as below:

- Post over track No. 1 carries signals 18 and 18½.  
Signal 18 in on track 1.  
Signal 18½ in on track 2 or 3.
- Post over track No. 2 carries signal 20.  
Signal 20 in on track 2.

- Post over track No. 3 carries signals 22 and 24.  
Signal 22 in on track 3.  
Signal 24 in on track 2 or 1.
- Post over track No. 4 carries signals 26 and 28.  
Signal 26 in on track 4.  
Short arm switching signal 28 in on tracks 3, 2 or 1.

West-bound signals on Bridge No. 1, as below:

- Post over track No. 1 carries signal 8.  
Signal 8 in on tracks 2, 3, 4 or 5.
- Post over track No. 2 carries signal 10.  
Signal 10 in on tracks 6, 7 or 8.
- Post over track No. 3 carries signals 12 and 12½.  
Signal 12 in on tracks 9, 10, 11 or 12.  
Signal 12½ in on tracks 13, 14 or 15.
- Post over track No. 4 carries signals 14 and 16.  
Signal 14 in on tracks 13, 14 or 15.  
Short arm switching signal 16 in on storage tracks.

Trains coming from shop trestle will be governed by dwarf signals Nos. 38 and 40, as below:

- Signal 38 across tracks 4, 3, 2 and 1, and in on wharf trestle.
- Signal 40 across tracks 4, 3 and 2 and in on track 1, or in on track 4.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towermen.

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, should be at once brought to a full stop and not again moved until signal is given by proper authority from the tower.

## SPECIAL INSTRUCTIONS.

### OAKLAND (SEVENTH STREET) LINE.

#### Capacity of Sidings, East Oakland.

Looking south tracks are numbered 1, 2, 3 and 4.

**Track 1** holds 20 Seventh or 19 Alameda cars without engine.

**Track 2** holds 15 Alameda cars without engine.

**Track 3** holds 11 Alameda cars without engine.

**Track 4** holds 11 Alameda cars without engine.

At East Oakland trains will be sidetracked as follows:

**Daily**, Train No. 93 on track No. 4, engine on east end; No. 97 on track No. 3, engine on east end; No. 111 on west end of track No. 2, engine on east end; No. 115 on east end of track 2 with engine on west end of train.

**Mornings**, No. 9 will take train from east end of track No. 2; No. 2 will take train from west end of track No. 2; No. 6 will take train from track No. 3; No. 10 will take train from track No. 4.

### ALAMEDA LINE.

Alameda Run-around at Alameda holds 10 cars.

At East Oakland, Alameda trains will be sidetracked as follows, but must be placed close together: No. 275 on west end of track No. 1; No. 293 on track No. 1; No. 295 on east end of track No. 1. All engines on east end.

**Mornings**, No. 202 will take train from east end of track 1; No. 204 will take train from track No. 1; No. 206 will take cars from west end of track No. 1.

**On Sundays**, No. 206 may back the train out from the west end of track No. 1.

Engine crew run 11 will take engine to roundhouse on arrival at Pier.

Engine crew run 12 will bring engine to Pier for No. 252. Train crew reporting at Pier in ample time for this train.

Engine crew No. 287 will go to roundhouse and change engines for No. 288.

Engine crew No. 247 go to roundhouse and change engines for No. 248.

Engine crew No. 245 go to roundhouse and change engines for No. 246.

### BERRYMAN LINE.

#### Capacity of Sidings, Berryman.

Run around track holds 10 long cars without engine and leaving Vine St. open.

Middle spur holds 4 short cars without engine.

Outside spur holds 5 cars without engine.

Hole spur holds 3 short cars without engine.

At Berryman trains will be sidetracked as follows: **Daily**, No. 478 on outside spur, engine to remain on the train; No. 482 on middle spur; No. 496 on Hole spur; No. 500 on main track.

**Mornings**, No. 401 will take train from Hole spur with engine of No. 500. The train on Hole spur will be first out every morning.

No. 403 will take train from middle spur; No. 405 will take train from main track; No. 409 will take train from outside spur.

### WEST BERKELEY LINE.

#### Capacity of Sidings, West Berkeley.

Run around holds 6 cars without engine.

Care should be taken to avoid blocking Delaware street.

Run around, Shell Mound, holds 5 cars without engine.

East end long run around, Shell Mound, holds 3 cars without engine.

Trains will be sidetracked with their engines as below:

No. 652 on House track east of Delaware Street.

No. 654 on spur west of station.

No. 672 on main track in front of depot.

Swing trains will tie up on east end of House track and on the spur west of station.

**Mornings**, No. 607 on week days and No. 604 on Sunday will take cars from main track in front of depot. Week days No. 604 will take cars from west spur; No. 609 will take cars from House track.

Engines and cars will be changed at 16th St. Oakland as conditions make it necessary, hostler from roundhouse making engine changes quickly as possible.

Engine changes not specified above will be made by round-house authorities as conditions make same necessary. Special instructions will be given for said changes. Special care taken by all concerned, in all cases, to avoid delay to train movement. Enginemen must watch closely requirements for fuel, and give ample notice when same is wanted.

## SPECIAL INSTRUCTIONS—Continued.

The small figures in each column under train number denote the number of the run daily and all runs will change daily, GOING FROM A HIGHER TO THE NEXT LOWER NUMBER. On Sundays if train does not run, fall back to proper train according to run.

When from any cause a crew finds itself on a run not assigned to it for the day, under the foregoing rule, they will continue on that run until finished or they receive orders to the contrary.

### NOTE TIME OF RUNS BELOW.

OAKLAND SEVENTH ST.	BERRYMAN LINE.	ALAMEDA LINE.	WEST BERKELEY.
Run 1 starts East Oakland 5.26 a.m., closes 3.22 p.m.	Run 15 starts Berryman 5.25 a.m., closes 3.24 p.m.	(Via East Oakland and Harrison St. Bridge.)	Run 23 starts West Berkeley 5.22 a.m., closes West Berkeley 2.43 p.m.
2 " " 5.32 a.m., " 2.42 p.m.	16 " " 5.45 a.m., " 2.44 p.m.	Run 9 starts East Oakland 5.15 a.m., closes East Oakland 3.34 p.m.	Run 24 starts West Berkeley 5.35 a.m., off at West Berkeley 8.23 a.m.; starts West Berkeley 4.23 p.m., closes West Berkeley 7.03 p.m.
3 " " 5.50 a.m., " 1.42 p.m.	17 " " 6.05 a.m., " 1.44 p.m.	Run 10 starts East Oakland 5.35 a.m., closes East Oakland 2.54 p.m.	Run 25 starts West Berkeley 6.03 a.m., off at West Berkeley 9.43 a.m.; starts West Berkeley 4.43 p.m., closes West Berkeley 7.23 p.m.
4 " " 6.32 a.m., " 2.22 p.m.	18 " " 6.45 a.m., " 2.24 p.m.	Run 11 starts East Oakland 5.55 a.m., closes Oakland Pier 9.26 a.m.	Run 26 starts West Berkeley 3.03 p.m., closes West Berkeley 1.02 a.m.
5 " " 1.42 p.m., " 7.15 p.m.	19 " " 2.05 p.m., " 7.04 p.m.	Run 12 starts Oakland Pier 4.02 p.m., closes East Oakland 7.52 p.m.	All runs change daily. Relief crews must report promptly.
6 " " 2.42 p.m., " 12.37 a.m.	20 " " 3.05 p.m., " 12.25 a.m.	Run 13 starts East Oakland 2.54 p.m., closes East Oakland 12.32 a.m.	
7 " " 2.22 p.m., " 7.57 p.m.	21 " " 2.45 p.m., " 7.44 p.m.	Run 14 starts East Oakland 3.34 p.m., closes East Oakland 2.13 a.m.	
8 " " 3.22 p.m., " 2.18 a.m.	22 " " 3.45 p.m., " 2.05 a.m.	All runs change daily. Relieving crews must be promptly on hand and avoid delay.	
All runs change at East Oakland daily. Relieving crews must be promptly on hand to avoid delay.	All runs change at Berryman daily. Relieving crews must report promptly to the crew they relieve.		

## WESTERN DIVISION: Oakland Harbor Ferry—San Francisco and Oakland.

FROM SAN FRANCISCO.								DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 15. June 1, 1905.	DISTANCE FROM OAKLAND.	TOWARD SAN FRANCISCO.															
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.				Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily	Daily	Daily	Daily									
PM LV 6.00	PM LV 5.15	PM LV 3.00	PM LV 1.00	AM LV 11.00	AM LV 9.00	AM LV 7.15		0.0			AM AR 6.40	AM AR 8.40	AM AR 8.45	AM AR 10.40	PM AR 12.40	PM AR 2.40	PM AR 4.40									
6.40 PM AR	5.55 PM AR	3.40 PM AR	1.40 PM AR	11.40 AM AR	9.40 AM AR	7.55 AM AR		6.4			6.00 AM LV	8.00 AM LV	8.05 AM LV	10.00 AM LV	12.00 NOON LV	2.00 PM LV	4.00 PM LV									
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.				Daily Ex. Sun.	Sunday Only	Daily Ex. Sun.	Daily	Daily	Daily	Daily									

\* Steamer Thorofare, when necessary, will make special trip to clean up of teams, etc. Steamer arriving Broadway Wharf 5.55 P. M. must vacate slip for such trip.