SOUTHERN PACIFIC SYSTEM.) COMPANY

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, May 24, 1908, at 3:30 A. 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 at pleasure

E. E. CALVIN, General Manager.

W. R. SCOTT, Assistant General Manager. G. F. RICHARDSON, Superintendent of Transportation.

1-23-60

J. H. YOUNG, General Superintendent.

FROM SAN FRANCISCO-Oakland Sub-Division: San Francisco, Port Costa, Benicia and Benicia Ferry.

on of Vater tions	SECOND CLASS							F	IRST CLA	SS										
location Juel, Wat ng Statior	148	10	16	6	48	26	44	50	18	14	24	8	2	46	4	84	42	20	from	Time Table No.
feet, and I Scales, Fu and Turnin	Martinez Passenger	Fast Mail Standard Sleepers	Oregon Express	C. P Atlantic Express	Vallejo and Sacramento Passenger	The Owl	San Ramon Calistoga & Santa Rosa Passenger	Stockton & Fresno Passenger	Sacramento & Oroville Passenger	Portland Express	Tonopah Express	Los Angeles Passenger	Overland Limited	Martinez Passenger	C. P. Atlantic Express	Bakersfield Passenger	San Ramon, Calistoga & Santa Rosa Passenger	Sacramento and Oroville Passenger	L BJ	May 24, 1908
feet Sca and	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
	7.00PM	9.00PM	8.20PM	6.20PM	5.40PM	5.00PM	4.00PM	3.20PM	3.00PM	2.20PM	10.40AM	10.20AM	10.00AM	9.40AM	9.00AM	8.20AM	7.40AM	7.00AM	0.0	DN SAN FRANCISCO
	7.18	9 18	8.38	6.38	5.58	5.18	4.18	3.38	3.18	2.38	10.58	10.38	10.18	9.58	9.18	8.38	7.58	7.18	4.5	DN OAKLAND PIER
WI	7.287	9.30PM	8.50PM	6.48PM	6.08PM	5.28PM	4.28PM	3.48PM	3.25PM	2.47m	11.15AM	10.50AM	10.35AM	10.05AM	9.30AM	8.47 AM	8.07AM	7.28AM	4.5	DNR OAKLAND PIE
n. Yard FITYO									·					-					5.9	DNR WEST OAKLAN
326	s 7.35	s 9.37	s 8.57	s 6.55	s 6.15	s 5.35	s 4.34	s 3.53	s 3.31	s 2.53	s 11.22	s 10.57	s 10.42	s 10.11	s 9.37	s 8.53	s 8.13	s 7.34	6.5	PR OAKLAND
'44																			7.6	1,1 EMERY
42	7.39	9.42	9.01	6.59	6.18	5.39	4.38	8.57	3.35	2.58	11.26	11.01	10.47	10.15	9.42	8.57	8.16	7.39	8.8	STOCK YARDS
59	7.42	9.46	9.04	7.03	6.22	5.42	4.41	† 4.00	† 3.38	3.01	11.30	11.04	10.51	† 10.18	9.45	1 9.00	8.18	† 7.43	10.4	WEST BERKELF
44	† 7.43	9.47	9.05	7.04	6.23	5.43	4.42	4.01	3.39	3.02	11.31	11.05	10.52	10.19	9.46	9.01	8.19	7.44	11.2	CORBIN
7	f								f					f				f	11.7	
5	f 7.46	9.49	9.07	7.06	6.25	5.45	4.44	4.03	3.42	3.04	11.33	11.07	10.54	10.21	9.48	9.03	8.21	7.46	12.1	0.4
88									f					f				f	12.8	UIGORIT (
4	s 7.49	9.51	9.10	7.09	6.28	5.48	4.46	4.07	s 3.46	3.07	s 11.35	11.09	10.58	s 10.25	9.50	9.06	8.24	s 7.50	13.9	D STEGE
0	s 7.52	9.54	9.13	7.12	6.31	5.51	s 4.49	f 4.10	s 3.49	s 3.10	11.38	s11.12	11.01	s 10.28	9.53	† 9.09	8.27	s 7.54	16.0	D RICHMOND
3 W	s 7.56	9.56	9.15	7.14	6.34	5.53	4.52	† 4.12	s 3.53	3.12	11.41	11.14	11.04	s 10.31	9.56	9.11	8.29	s 7.58	17.6	D SAN PABLO
0	f 8.01	10.00	9.19	7.18	6.36	5.57	4.55	4.16	s 3.58	3.16	11.45	11.18	11.08	f 10.35	9.59	9.14	8.32	s 8.02	19.7	2.1 GIANT
4	f 8.03	10.02	9.21	7.20	6.38	5.59	4.57	4.18	* 4.00	3.18	11.47	11.20	11.10	f 10.37	10.01	9.16	8.34	8.05	20,8	
0	s 1 8.10	10.08	9.26	7.26	s 6.43	6.04	5.02	† 4.24	s 4.07	3.24	11.53	11.26	11.16	s 10.45	10.06	9.21	8.39	s 8.12	24.0	N PINOLE
4																		*	24.8	HERCULES
5	s 8.15	10.13	9.30	7.30	6.48	6.08	5.05	4.28	s 4.12	3.28	11.58AM	11.30	11.21	s 10.51	10.10	9.25	8.43	s 8.18	26.5	1.7 RODEO
5																			27.5	OLEUM (Sr
6	f 8.19	10.17	9.33	7.33	6.51	6.11	5.08	f 4.32	4.16	3.32	12.02PM	11.34	11.26	f 10.55	10.13	9.28	8.47	f 8.22	28.1	TORMEY
66	s 8.21	10.18	9.34	7.34	s 6.52	6.12	5.09 5.15	† 4.33	s 4.18	3.33		s 11.35	11.27	s 10.57	10.14	9.29	8.48	s 8.23	29.0	D VALLEJO JUNG
0	s 8.23	10.20	9.36	7.36	6.54	6.14	s 5.13	s 4.35	s 4.20	3.35	s 12.05	11.37	11.29	s 10.59	10.16		<u>8.55</u> s 8.57	s 8.26	30.0	D CROCKETT
2 FITO	s 8.28PM	s 10.25PM	s 9.40PM	s 7.40PM	s 6.58PM	s 6.18PM		s 4.40PM				s 11.42 AM		s 11.04 AM			s 9.04 AM			DNR PORT COSTA
	The Monthington	10.25	9.40	7.40PM	6.58		To Martinez		4.25	3.40	12.10		11.35		10.20			8.33	32.1	DN PORT COSTA
	To Martinez see page 8	10.53PM	10.10PM	8.10PM			-	Bee page 8.	4.45PM	4.00PM	12.30PM	To Martinez see page 8.	11.55AM	To Martinez see page 8.	10.42AM	To Martinez see page 8.	To Martinez see page 8.	8.50AM		DN BENICIA
	Arrive Sunday only	Arrive Dailv	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily			(33.4)
	(1.00)	(0.55)	(0.55)	(0.52)	(0.50)	(0.50)	(0.57)	(0.52)	<u> </u>								<u> </u>		<u> </u>	<u></u>

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5.

TRAINS WILL STOP AS FOLLOWS:

At Krieger, Nos. 18, 20 and 46 on signal. At Eckleys, Nos. 42, 44 and 46 on signal. No. 148 Sundays, makes same stops as Nos. 18 and 50. Steamer connects Vallejo Junction for Vallejo. 3

REGISTERING STATIONS. Exception-

First and second-class trains only will register at Oakland.

TOWARD SAN FRANCISCO—Oakland Sub-Division: San Francisco, Port Costa, Benicia and Benicia Ferry.

W	estw	ard.

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											FIRST	CLASS								SECON D CLASS	
Time Table No. 117	from	23	25	41	15	81	17	47	49	13	9	83	3	43	45	5	19	7	1	147	Telegrap
May 24, 1908	Distance from Port Costa	Tonopah Express	The Owl	Santa Rosa Calistoga & San Ramon Passenger	California Express	Stockton and Lodi Passenger	Oroville & Sacramento Passenger	Sacramento & Vallejo Passenger	Fresno & Stockton Passenger	SanFrancisco Express	Fast Mail	Bakersfield Passenger	C. P. Pacific Express	Santa Rosa Calistoga & San Ramon Passenger	Martines Passenger	C. P. Pacific Express	Sacramento Passenger	Los Angeles Express	Overland Limited	Martinez Passenger	Office Hours
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	-
N SAN FRANCISCO (32.1	7.48AM	8.48AM	9.28AM	9.28AM	10.28AM	10.48AM	11.28AM	12.08PM	12.28PM	1.08PM	4.48PM	4.48PM	6.08PM	6.48PM	7.28PM	7.28PM	7.48PM	8.28PM	10.38PM	A
N OAKLAND PIER	27.6	7.28	8.28	9.08	9.08	10.08	10.28	11.08	11.48AM	12.08PM	12.48	4.28	4.28	5.48	6.28	7.08	7.08	7.28	8.08	10.18	-
DNR OAKLAND PIER	27.6	7.18AM	8.17AM	9.01AM	9.03AM	10.02AM	10.15AM	11.00AM	11.42AM	12.02PM	12.35PM	4.12PM	4.17PM	5.44PM	6.14PM	6.55PM	7.03PM	7.15PM	7.53PM	9.55PM	24 hours
DNR WEST OAKLAND	26.2							- 100 - 110									-				24 hours
PR OAKLAND	25.6	s 7.11	s 8.10	s 8.54	s 8.56	s 9.56	s 10.08	s 10.54	s 11.34	s 11.55AM	s 12.27	s 4.05	s 4.11	s 5.39	s 6.08	s 6.48	s 6.56	s 7.08	s 7.46	s 9.46	
EMERY	24.5																				
STOCK YARDS	23,3	7.06	8.05	8.48	8.51	9.52	10.03	10.48	11.28	11.49	12.20	3.58	4.05	5.34	6.03	6.42	6.50	7.04	7.40	9.42	
WEST BERKELEY	21.7	7.03	8.02	8.43	8.48	* 9.48	* 9.59	10.45	*11.24	11.45	12.16	* 3.55	4.01	5.31	* 5.59	6.39	* 6.47	7.00	7.35	* 9.38	
CORBIN	20.9	7.02	8.01	8.42	8.47	9.47	9.58	10.44	11.28	11.43	12.15	3.54	4.00	5.30	5.58	6.38	6.46	6.59	7.34	9.87	
FLEMING	20.4			f											f						
NOBEL	20.0	7.00	7.58	8.38	8.45	9.45	9.56	10.42	11.21	11.42	12.13	3.52	3.58	5.28	5.56	6.36	6.44	6.57	7.32	9.35	
0.7 ▼IGORIT (Spur)	19.3			· · ·			f								f						
D STEGE	18.2	f 6.57	7.56	s 8.34	8.43	9.42	f 9.52	10.40	11.17	11.39	12.10	3.48	8.55	5.26	s 5.52	6.33	* 6.41	6.54	7.28	s 9.32	7.00 AM 1
D RICHMOND	16.1	f 6.54	7.53	s 8.30	8.40	9.39	s 9.48	10.37	s 11.13	11.36	12.07	f 3.45	8.52	5.23	s 5.48	6.30	s 6.38	* 6.51	7.24	s 9.29	7.00 AM 1 7.00 РМ
D SAN PABLO	14.5	6.52	7.50	s 8.27	8.38	9.37	f 9.46	10.35	11.10	11.34	12.04PM	3.42	3.49	5.21	s 5.45	6.27	* 6.35	6.48	7.21	s 9.26	7.00 AM 1 7.00 PM
GIANT	12.4	6.48	7.46	f 8.20	8.34	9.34	f 9.41	10.31	f 11.05	11.29	11.59AM	\$ 3.37	3.46	5.17	f 5.40	6.23	* 6.30	6.44	7.16	9.23	
SOBRANTE	11.3	6.46	7.44	8.18	8.32	9.32	f 9.39	10.29	11.03	11.27	11.57	3.35	3.44	5.15	f 5.38	6.21	6.28	6.42	7.14	9.21	
N PINOLE	8.1	6.40	7.38	s 8.11	8.27	9.27	f 9.33	10.24	s 10.57	11.21	11.52	s 3.28	3.38	5.10	s 5.31	6.15	s 6.22	6.36	7.08	s 9.15	7.00 PM t 7.00 AM
HERCULES	7.3														t						
RODEO	5.6	6.36	7.33	s 8.05	8.22	9.23	f 9.28	10.20	f 10.51	11.16	11.47	3.23	3.33	5.06	s 5.27	6.11	6.17	6.31	7.02	9.11	
1.0 OLEUM (Spur)	4.6																				
TORMEY	4.0	6.32	7.30	f 8.00	8.17	9.19	9.24	10.17	10.47	11.12	11.42	3.19	3.29	5.03	f 5.22	6.07	6.13	6.27	6.58	9.07	
D VALLEJO JUNG.	3.1	6.31	7.29	7.59 7.52	** 8.16	9.18	s 9.23	s 10.16	s 10.46	**11.11	11.41	s 3.18	** 3.28	$5.02 \\ 4.52$	s 5.21	** 6.06	s 6.12	6.26	6.57	s 9.06	7.00 am t 7.00 pm
D CROCKETT	2.1	6.29	7.27	s 7.50	8.14	9.16	s 9.21	s 10.14	s 10.44	11.09	11.39	3.16	3.26		s 5.18	6.04	s 6.08	6.24	6.55	s 9.04	7.00 am t 7.00 pm
DNR PORT COSTA	0.0	s 6.25AM	7.23 AM	7.45AM	s 8.10AM	9.12AM			10.40AM	s 11.05AM	11.35AM	3.12PM	3.22PM	4.45PM	5.13PM	s 6.00PM	s 6.00PM		s 6.50PM	9.00PM	24 hours
PORT COSTA	1.3	€ 6.25	From Martinez	From Martinez	8.10	From Martinez	9.15	10.10	From Martinez	11.05	11.35	From Martinez	From Martinez	From Martinez	From Martinez	6.00	6.00	From Martinez	6.50	From Martinez	24 hours
BENICIA) 🤫 🛱	0.0	6.00AM	see page 9.	see page 9.	7.404	see page 9.	8.55AM	9.53AM		10.42AM	11.20AM	see page 9.	see page 9.	see page 9.	see page 9.	* 5.35PM	* 5.35PM	see page 9.	6.30PM	see page 9.	24 hours
(33.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	
Time over District			(0.54) 80.66	(1.16) 24.00	(0.53) 31.24	(0.50) 33.12	(0.58) 28.54	(0.50) 33.12	(0.57) 29.10	(0.57)	(1.00)	(1.00)	(0.55)	(0.59)	(1.01)	(0.55)	(1.03)	(0.55)	(1.03)	(0.55)	

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5.

Trains must get clearance card before leaving Port Costa.

No. 19 connects with Steamer at Vallejo Junction. No. 19 and 5 transfer together.

TRAINS STOP AS FOLLOWS:

At Krieger, Nos. 45 and 17 on signal.

At Eckleys, Nos. 41 and 45 on signal.

‡ No. 83 stops on signal, Pinole Saturdays only, to receive passengers. Nos. 3 and 5 will stop at Vallejo Junction to leave passengers from east of Sparks; also 13 and 15 passengers north Ashland.

4	Eastwar	:d

FROM SAN FRANCISCO-Oakland Sub-Division: San Francisco, Port Costa, Benicia and Benicia Ferry.

ater ons.									FEI	RRY			-		THIRD	CLASS			· · ·	Time Table No. 1
Scales, Fuel, Water and Turning Stations.						-			Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	218 Sacramento Freight	246 Mendota Freight	250 Tracy Way Frt.	268 Way Freight	220 C. P. Through Freight	202 Sacramento Freight	Distance from San Francisco.	May 24, 1908.
scales and T									Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	ы В S	STATIONS
																			0.0	DN SAN FRANCISCO
			:																4.5	DN OAKLAND PIER
w																			4.5	DNR OAKLAND PIEI
Yard VFIO {													11.55AM	11.25AM	11.00AM	7.40AM	4.00AM	12.05AM	5.9	DNR WEST OAKLAN
)													12.05PM	11.35AM	11.10AM	7.50AM	4.10	12.15	6.5	PR OAKLAND
l l																			7.6	1.1 EMERY 1.2
																			8.8	STOCK YARDS
)																			10.4	WEST BERKELE
L																			11.2	
								_											11.7	FLEMING
								_											12.1	NOBEL
								_											12.8	VIGORIT (
	First and	second-cl	ass trains	between	Oakland a	and		_	-						-				13.9	D STEGE
	Port Costa	are sched	luled on p	pages 2	and 3 of	this		_											16.0	D RICHMOND
w	Time Table.	Inferior	trains m	ust gover	n themsel	lves													17.6	D SAN PABLO
	accordingly.							_								r			19.7	GIANT
																			20.8	SOBRANTE
							· · · · ·												24.0	N PINOLE
																			24.8	HERCULES
					-			_											26.5	
								-	-							·			27.5	
								_	-										28.1	
l								_											29.0	D VALLEJO JUNC
								-	-[1.4508	1.05 1	10.2084	10.000	5 401	1.404	30.0	
iwo									6.00PM	11.05AM	0.154	8 05 1	1.45PM		12.30PM	·		1.40AM 1.40AM		DNR PORT COSTA
								_		11.15AM	9.15AM 9.30AM	6.25AM 6.40AM		Con Dorn P	Via Martinez see page 8		Via Martinez see page 8.		33.4	- 1.3
								-								Arrive Daily		·		-
1	,								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	1	(33.4)

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

No train-order Semaphores at Stege, Richmond, San Pablo, Pinole, Vallejo Junction and Crockett. Train orders (19 Form) may be delivered. Telegraphones at Stock Yards and West Berkeley. Telephone at Oakland.

On double track, between Oakland Pier, West Oakland and Port Costa, all trains (except regular trains and passenger extras) will, on receipt of a clearance card and all orders designated thereon, display white signals and run extra without orders to do so; but the time of first and second-class trains must be cleared. Port Costa yard engines must receive train orders to move outside yard limits.

Freight trains must not exceed 30 miles per hour.

			ן	OWAR	D SAN	FRANCIS	SCO—Oa	kland S	ub-Divisi	ion (Con	tinued):	San F	rancisco,	Port Co	osta, Bei	nicia and	l Benicia F	erry.		Westward	. 5
т	ime Table No. 117					THIRD	CLASS						FEI	RRY							
•	Time Table No. 117	ta.	221	245	217	241	219	249	267	201											
	May 24, 1908.	Distance from Port Costa.	Portland Fast Freight	Mendota Freight	Freight	El Paso Freight	Ogden Manifest	Tracy Way Freight		Oregon & Red Bluff Freight	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Steame r Trip	Steamer Trip		-			Telegraph Office Hour s
	STATIONS	Ä		Arrive Daily	Arrive Daily						Arrive Daily	Arrive Daily		-			-				
3 L (I	DN SAN FRANCISCO	32.1																			
1351-	DN OAKLAND PIER	27.6			-																
f DN	ROAKLAND PIER	27.6	-		- <u> </u>																24 hours
	NR WEST OAKLAND	26.2	1.50AM	5.30AN	7.104	11.25AM	2.00PM	2.30PM	5.25PM	10.40PM											24 hours
PR		25.6	1.40	5.20	7.00	11.15	1.50	2.20	5.15	10.30											
	EMERY	24.5																			
D		23.3			-																
	WEST BERKELEY	21.7	-																		
	0.8 CORBIN 0.5	20.9	-		-								<u></u>								
	FLEMING 0.4	20.4			-																
	0.4 NOBEL 0.7	20.0																			
ċk.	VIGORIT (Spur)	19.3																			
D B	STEGE 2.1	18.2															 .				7.00 AM to 7.00 PM
D tatic																				s trains between are scheduled on	7.00 AM to 7.00 PM
D uto	1.6 SAN PABLO 2.1	14.5															pages 2 an		Costa a	are scheduled on	7.00 ам to 7.00 рм
×	GIANT	12.4															haloo w an				
	SOBRANTE	11.3																			
N	PINOLE	8.1																			7.00 p.m. to 7.00 p.m.
	HERCULES	7.3															•				
_	RODEO	5.6																			
	OLEUM (Spur)	4.6	-																		
	TORMEY	4.0																			
D	VALLEJO JUNC.	3.1																			7.00 AM to 7.00 PM
· · · · · · · · · · · · · · · · · · ·	CROCKETT	2.1																			7.00 am to 7.00 pm
1	IR PORT COSTA	0.0	12.20				12.20PM			9.10PM							-				24 hours
	DN PORT COSTA	1.3	12.20AM	Via Martinez	Via Martinez	Via Martinez	Via Martinez	Via Martinez		9.10PM		12.45PM				10.20PM					
l≊" (I	DNR BENICIA	0.0	-{		see page 9					8.20PM	11.55AM	12.30PM	2.45PM	4.00PM	7.201	10.10PM					24 hours
	(33.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				un alle an angler an	<u> </u>
	Time over District Average speed per hour		(1.30) 17.46	(2.20) 11.22	(1.55) 13.67	(2.05) 12.81	(1.40) 16.56	(1.80) 17.46	(3.10) 8.29	(1.30) 17.46											
				On s	ingle tra	ck westv	vard trai	ins are s	superior	to trains	of the	same cla	ass in th	ie opposi	te direc	tion. Se	e Rule 72.				

Trains must get clearance card before leaving Port Costa.

REGISTERING STATIONS Exception-

First and second-class trains only will register at Oakland.

Dispatcher's office Oakland Pier will telegraph West Oakland arrival and departure first and second-class trains. Operators will enter same on register.

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⁶ Eastward.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Benicia and Sacramento.

a in n of ater ons.	THIRD	CLASS			SI	EGOND (LASS						FIRST	CLASS						- 	
iding: Statio	270	218	274	202	114	112	54	56	10	16	6	48	18	14	24	2	4	20	e from ncisco	Time Table No.	117
Length of sidings in feet, and location of Scales, Fuel. Water and Turning Stations.	Red Bluff Freight	Sacramento Freight	Way Freight	Sacramento Freight		Red Bluff Passenger	Oroville Passenger	Oroville Passenger	Fast Mail Standard Sleepers	Oregon Express	C. P. Atlantic Express	Sacramento Passenger	Sacramento and Oroville Passenger	Portland Express	Tonopah Express	Overland Limited	C. P. Atlantic Express	Sacramento & Oroville Passenger	Distance from San Francisco.	May 24, 1908	
Leng feet, Scal and	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
· ·									9.00PM	8.20PM	6.20PM	5-40PM	3.00PM	2.20PM	10.40AM	10.00AM	9.00AM	7.00AM	0.0	DN SAN FRANCISC	00
8,530 WTF		2.45PM	7.00AM	2.30AM					s 10.53PM	\$10.10PM	s 8.10PM	s 7.20PM	s 4.45PM	s 4.00PM	s 12.30PM	11.55AM	s 10.42 AM	s 8.50AM	33.4	DNR BENICIA)
,369		2.48	7.03	2.34	*				10.55	10.12	8.12	7.21	4.47	4.02	12.32	11.57	10.45	f 8.52	34.2	MAIL DOCK	
1,549		2.50	7.07	2.38					10.56	10.13	8.13	7.22	f 4.48	4.03	12.33	11.58AM	10.48	f 8.53	34.8	ARMY POINT	; }
		2.53	7.08	2.42					10.57	10.15	8.15	7.24	4.49	4.05	12.35	12.01PM	10.51	8.54	35.5	N ARSENAL	
6,580 W		3.02	7.25	2.58					11.04	10.22	8.22	7.30	f 4.57	4.12	12.41	12.07	11.07	f 9.01	39.0	D GOODYEAR	,
860													f					f	40.0	HOYT 3.2	(Spu
3,046		3.23	7.45	3.20					11.12	10.31	8.31	7.37	f 5.07	4.21	12.48	12.14	11.14	f 9.08	43.2	CYGNUS	
2,053		3.26	7.50	3.25					11.14	10.33	8.33	7.39	f 5.16	4.23	12.50	12.16	11.16	f 9.10	44.2	1.0 TEAL	
1,531		3.36	8.00	3.40					11.18	10.38	8.38	7.43	5.20	4.28	12.54	12.20	11.20	9.15	46.6	2.4	
,026 WFTYO		3.50	8.15 9.25	3.55 4.35					s 11.24	s 10.43	s 8.45	s 7.47	s 5.28	s 4.35	s 12.59	12.25	s 11.25	s 9.25	49.5	2.9 DN SUISUN	
8,032		4.08	<u>9.25</u> 10.05	4.53	 				11.29	10.49	8.51	7.52	s 5.36	4.46	1.05	12.31	11.30	s 9.32	52.9	D TOLENAS	
944												·······	f					f	54.8	TANDEN	
6,702		4.31	10.40	5.17					11.35	10.56	8.57	7.57	f 5.50	4.57	1.11	12.36	11.36	f 9.39	56.4	cannon	
2,978 WTFY		4.31 4.57 5.39 5.59	11.43AM	5.35					11.41	11.03	s 9.04	8.03	s 5.59	f 5.04	1.17	12.43	s <u>11.43</u>	s 9.53	60.5	DN ELMIRA	
5,077		6.23	12.50PM	6.00					11.48	11.11	9.12	8.09	s 6.08	5.12	1.25	12.50	11.50	s 10.00	65.2	A4.7 BATAVIA3.3	
9,519 W		6.36	1.31	6.25					11.53	11.17	s 9.18	8.14	s 6.15	* 5.17	1.31	12.55	f 11.55AM	s 10.05	68.5	D DIXON	
7,131		7.00	2.05	6.50					11.59PM	11.24	9.25	8.21	f 6.22	5.28	1.38	1.01	12.02PM	f 10.19	72.8	TREMONT	
807				·									-						75.6	BRIGGSTON	f (Sp
7,670 WFY	4.25PM	7.25	2.40	7 25	5.40PM	3.58PM	3.53 PM	7.25AM	12.05AM	11.30	s 9.32	8.27	6.30 6.40	s 5.35PM	s 1.45	1.07	s 12.08	10.25 10.35	76.6	DNR DAVIS	
854			-		f			f					f					f	80.1	SWINGLE	(Sp
4,612	4.45	7.52	3.05	7.50	ft 5.50	4.17	£4.17	7.38	12.12	11.38	9.41	8.34	6.48		1.53	1.14	12.17	10.43	81.4	D WEBSTER	
1,635	5.05 5.16	8.03	3.18	7.58	5.57	4.29	4.23	7.44	12.18	11.44	9.47	8.39	6.55		1.58	1.19	12.23	10.48	84.9	8.5	
261													-						86.2	1.3 1.4	(Sp
2,192	5.28	8.13	3.36	8.06	6.02	4.39	4.29	7.48	12.24	11.49	9.52	8.44	7.00		2.03	1.24	12.28	10.53	87.6	MIKON	
erm Yard WFTO	5.40PM	8.30PW	3.50PM	8.15AM	<u>6.10</u> PM	4.45PM	4.35PM	7.55 AM	12.30AM	11.55PM	10.00PM	8.50PM	W 7.10PM		2.10PM	1.30PM	12.35PM	11.00AM	89.8	UNR SACRAMEN	то
			•																	18.2	
			-																00.0	DNR ROSEVILLE	<u>:</u>
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(56.4)	
	(1.15)	(5.45)	(8.50)	(5.45)	(0.30)	(0.47)	(0.42)	(0.30)	(1.37)	(1.45)	(1.50)	(7.30)	(2.25)	(1.35)	(1.38)	(1.35)	(1.53)	(2_10)		Time over District	

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must get clearance card before leaving Benicia.

Tolenas. No train order Semaphore.

TRAINS WILL STOP AS FOLLOWS: At Joyce, Trains Nos. 18 and 20 on signal. At Jacksnipe, between Teal and Sprig, Nos. 18 and 20 on signal. At Sheep Camp, 1¹/₂ miles east of Webster, Train No. 114 on signal Sundays only.

Time Table No. 117 May 24, 1908 STATIONS SAN FRANCISCO 33.4 DNR BENICIA 0.8 0.6 ARMY POINT 0.7 N ARSENAL 0.7 N ARSENAL 0.7 0.7 N ARSENAL 0.7 0.7 0.7 0.7 0.7 0.7 0.7 0.7	54.3 50.8 I49.8 46.6 45.6 43.2 40.3	7.48AM 8 6.00AM 5.56 5.55 5.53 5.47 5.40 5.38 5.33	9.28AM	10.48AM	Arrive Daily 11.28AM 9.49 9.48 9.47 9.42 9.35	13 SanFrancisco Express Arrive Daily 12.28PM 12.28PM 10.38 10.38 10.35 10.29 10.22	Arrive Daily 1.08PM 11.20AN		Arrive Daily 7.28PM	1 Overland Limited Arrive Daily 8.28PM 8.28PM 6.25 6.23 6.22		111 Red Bluff Passenger Arrive Daily	113 Davis Passenger Arrive Daily	55 Oroville Passenger Arrive Daily	269 Red Bluff Freight Arrive Daily	271 Portland Fast Freight Arrive Daily	Freight Arrive Daily Ex. Sunday 4.30PM 4.15	8.10	221 Portland Fast Freight Arrive Daily 11.30PM 11.25		Telegraj Office Hours 24 hour
STATIONS SAN FRANCISCO 33.4 DNR BENICIA 0.8 0.6 ARMY POINT 0.7 N ARSENAL 1.0 CYGNUS 1.0 TEAL 2.4 SPRIG 2.9 D SUISUN 3.4 D TOLENAS 1.0 TI 3.4 D TOLENAS 1.0 1.0 3.4 D CK 0.7 0.7 0.7 0.7 0.7 0.7 0.7 0.7	89.8 56.4 55.6 55.0 54.3 50.8 149.8 46.6 45.6 43.2 40.3	Express Arrive Daily 7.48AM 8 6.00AM 5.56 5.55 5.53 5.47 5.40 5.38 5.33	California Express Arrive Daily 9.28AM 7.35 7.33 7.32 7.25 7.16 7.14	Oroville and Sacramento Passenger Arrive Daily 10.48AM 8.49 f 8.48 8.47 s 8.40 f f 8.32	Arrive Daily 11.28AM 9.49 9.48 9.47 9.42 9.35	San Francisco Express Arrive Daily 12.28PM 10.38 10.42AM 10.36 10.35 10.29	Fast Mail Arrive Daily 1.08PM 11.20AN 11.16 11.14 11.13	Sacramento Passenger Arrive Daily 7.28PM 5.25 f 5.23 5.21	C. P. Pacific Express Arrive Daily 7.28PM 5.35PM 5.32 5.31	Limited Arrive Daily 8.28PM 8.30PM 6.25 6.23	Oroville Passenger Arrive Daily	Red Bluff Passenger	Davis Passenger	Oroville Passenger	Red Bluff Freight	Portland Fast Freight	Way Freight Arrive Daily Ex. Sunday 4.30Pm 4.15	Oregon and Red Bluff Freight Arrive Daily. 8.20PM 8.10	Portland Fast Freight Arrive Daily 11.30PM		Hour n
SAN FRANCISCO 33.4 DNR BENIGIA 0.8 0.8 0.6 ARMY POINT 0.7 N ARSENAL 1.0 HOYT (Spur) 3.2 CYGNUS 1.0 TEAL 2.4 SPRIG 2.9 DN SUISUN 3.4 D TOLENAS 1.9 VANDEN 1.0	89.8 56.4 55.6 55.0 54.3 50.8 149.8 46.6 45.6 43.2 40.3	Arrive Daily 7.48AM 5.56 5.55 5.53 5.47 5.40 5.38 5.33	Arrive Daily 9.28AM 8 7.40AM 7.35 7.33 7.32 7.25 7.16 7.14	Arrive Daily 10.48AM 8 8.55AM 8.49 f 8.48 8.47 8 8.40 f f 8.32	Arrive Daily 11.28AM \$ 9.53AM 9.49 9.48 9.47 9.42 9.35	Arrive Daily 12.28PM 5 10.42AM 10.38 10.36 10.35 10.29	1.08PM 11.20AM 11.16 11.14 11.13	Arrive Daily 7.28PM 5.30PM f 5.25 f 5.23 5.21	Arrive Daily 7.28PM 5.32 5.31	Arrive Daily 8.28PM 8.30PM 6.25 6.23	Arrive Daily				Arrive	Freight Arrive	Arrive Daily Ex. Sunday 4.30PM 4.15	Freight Arrive Daily. 8.20PM 8.10	Freight Arrive Daily 11.30PM		
SAN FRANCISCO 33.4 DNR BENIGIA 0.8 0.8 0.6 ARMY POINT 0.7 N ARSENAL 1.0 HOYT (Spur) 3.2 CYGNUS 1.0 TEAL 2.4 SPRIG 2.9 DN SUISUN 3.4 D TOLENAS 1.9 VANDEN 1.0	56.4 55.6 55.0 54.3 50.8 I 49.8 46.6 45.6 43.2 40.3	7.48AM 8 6.00AM 5.56 5.55 5.53 5.47 5.40 5.38 5.33	9.28AM 7.35 7.33 7.32 7.25 7.16 7.14	10.48AM 8 8.55AM 8.49 f 8.48 8.47 s 8.40 f f 8.32	11.28AM 9.53AM 9.49 9.48 9.47 9.42 9.35	12.28PM s 10.42 AM 10.38 10.36 10.35 10.29	1.08PM 11.20AM 11.16 11.14 11.13	7.28PM s 5.30PM f 5.25 f 5.28 5.21	7.28PM \$ 5.35PM 5.32 5.31	8.28PM s 6.30PM 6.25 6.23		Arrive Daily	Daily	Arrive Daily			Ex. Sunday 4.30PM 4.15	Daily. 8.20PM 8.10			24 hour
DNR BENICIA 0.8 0.6 0.7 N ARSENAL 0.7 N ARSENAL 0.7 0.7 N ARSENAL 0.7 N ARSENAL 0.7 0.7 N ARSENAL 0.7 0.7 N ARSENAL 0.7 0.7 N ARSENAL 0.7 0.7 N ARSENAL 0.7 N ARSENAL 0.7 0.7 N ARSENAL 0.7 0.7 N ARSENAL 0.7 0.7 N ARSENAL 0.7 0.7 0.7 0.7 0.7 0.7 0.7 0.7	56.4 55.6 55.0 54.3 50.8 I 49.8 46.6 45.6 43.2 40.3	8 6.00AM 5.56 5.55 5.53 5.47 5.40 5.38 5.33	 8 7.40AM 7.35 7.33 7.32 7.25 7.16 7.14 	8 8.55AM 8.49 f 8.48 8.47 s 8.40 f f 8.32	 9.53 AM 9.49 9.48 9.47 9.42 9.35 	■ 10.42 M 10.38 m 10.36 10.35 10.29	11.20AM 11.16 11.14 11.13	s 5.30PM f 5.25 f 5.23 5.21	s 5.35PM 5.32 5.31	s 6.30PM 6.25 6.23						· · · · · · · · · · · · · · · · · · ·	4.15	8.10			24 hou
0.3 0.6 0.6 0.6 0.7 0.7 N ARSENAL 3.5 0 D GOODYEAR 1.0 1.0 Y Y SPRIG 29 D SUISUN 3.4 0 TOLENAS 1.9 VANDEN 1.0	55.6 55.0 54.3 50.8 1 49.8 46.6 45.6 43.2 40.3	5.56 5.55 5.47 5.40 5.38 5.33	7.35 7.33 7.32 7.25 7.16 7.14	8.49 f 8.48 8.47 s 8.40 f f 8.32	9.49 9.48 9.47 9.42 9.35	10.38 10.36 10.35 10.29	11.16 11.14 11.13	f 5.25 f 5.23 5.21	5.32 5.31	6.25 6.23						-	4.15	8.10			24 hou
ARMY POINT 0.7 N ARSENAL 0.7 N ARSENAL 0.3.5 0.000YEAR 1.0 HOYT (Spur) 8.2 CYGNUS 1.0 TEAL 2.4 SPRIG 2.9 ON SUISUN 3.4 O TOLENAS 1.9 VANDEN 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	55.0 54.3 50.8 1 49.8 46.6 45.6 43.2 40.3	5.55 5.53 5.47 5.40 5.38 5.33	7.33 7.32 7.25 7.16 7.14	f 8.48 8.47 s 8.40 f f 8.32	9.48 9.47 9.42 9.35	10.36 10.35 10.29	11.14 11.13	f 5.23 5.21	5.31	6.23						-	[11.25		
0.7 ARSENAL 3.5 GOODYEAR 1.0 HOYT (Spur) 3.2 CYGNUS 1.0 TEAL 2.4 SPRIG 2.9 PN SUISUN 3.4 TOLENAS 1.9 VANDEN 1.6	54.3 50.8 1 49.8 46.6 45.6 43.2 40.3	5.53 5.47 5.40 5.38 5.33	7.32 7.25 7.16 7.14	8.47 s 8.40 f f 8.32	9.47 9.42 9.35	10.35 10.29	11.13	5.21								1				······································	
3.5 J.0 GOODYEAR 1.0 HOYT S2 CYGNUS 1.0 TEAL 2.4 SPRIG 2.9 DN SUISUN 3.4 O TOLENAS 1.9 VANDEN 1.6	50.8 1 49.8 46.6 45.6 43.2 40.3	5.47 5.40 5.38 5.33	7.25 7.16 7.14	s 8.40 f f 8.32	9.42 9.35	10.29		-	5.30	8 22							4.05	8.07	11.21		
1.0 HOYT \$2 CYGNUS 1.0 TEAL 2.4 SPRIG 2.9 DN SUISUN 3.4 O TOLENAS 1.9 VANDEN 1.6	149.8 46.6 45.6 43.2 40.3	5.40 5.38 5.33	7.16 7.14	f f 8.32	9.35		11.07	s 5.15		9.22							4.00	8.04	11.18		7.00 pr 7.00 ar
3.2 CYGNUS 1.0 TEAL 2.4 SPRIG 2.9 DN SUISUN 3.4 D TOLENAS 1.9 VANDEN 1.6	46.6 45.6 43.2 40.3	5.38 5.33	7.14			10.22			5.24	6.17							3.40	7.52	11.04		7.00 AL 7.00 PA
1.0 TEAL 2.4 SPRIG 2.9 DN SUISUN 3.4 D TOLENAS 	45.6 43.2 40.3	5.38 5.33	7.14			10.22		f	·												
2.4 SPRIG 29 DN SUISUN 3.4 D TOLENAS 	43.2 40.3	5.33		f 8.30		·	11.00	f 5.07	5.18	6.10							3.23	7.37	10.31		1
29 SUISUN 3.4 TOLENAS 1.9 VANDEN 1.6	40.3		7.09		9.33	10.20	10.58	f 5.05	5.16	6.08							3.10	7.28	10.15		
3.4 TOLENAS 1.9 VANDEN 1.0				8.25	9.29	10.16	10.54	4.58	5.11	6.04							2.50	7.18	10.03		
─────────────────────────────────────		* 5.28	* 7.04	8 8.20	s _9.25	*10.11	10.51	\$4.53	5.07	6.00							2.30	7.10	9.50		24 ho
	36.9	5.22	6.56	s 8.13	9.17	10.05	10.45	s 4.46	5.02	5 .55							1.05	6 .35	9.35		7.00 AI 7.00 PI
4.1	35.0			f				f													
	33.4	5.17	6.49	f 8.05	9.11	9.59	10.40	f 4.36	<u>4.57</u>	5.50							12.367	6.20	9.20		
ELMIRA	29.3	* 5.10	* 6.42	s 7.58	9.04	* 9.53		s 4 .30	4.50	<u>5.44</u>							1 <u>1.43</u>	5.59 5.34	9.04		7.00 AL 7.00 PL
BATAVIA 8.3	24.6	5.02	6.32	8 7.47	8.57	9.42	10.29	s 4.18	4.43	5.37]				10.58	5.12	8.32		7.00 pn 7.00 an
DIXON 4.3	21.3	4.57		s 7.41	8.52	9.37		s 4.13	4.38	5.33							10.25 10.00	4.55	8.14		7.00 AL
TREMONT 2.8	17.0	4.51	6.17	f 7.33	8.47	9.28	10.19	f 4.05	4.31	5.28							9.28	4.42	7.45		
BRIGGSTON (Spur) 1.0 DNR DAVIS	14.2							2.50													
8.5	13.2	* 4.45	* 6.10	8 <u>7.25</u>	8.42	9.23AM	10.14	3.58 <u>3.53</u>	4.25	5.22	10.25 AN	10.30 AM	5.30 M	6.35PM	6.00 AM	6.50AM	8.42 8.15	4.25 3.30	7.25		24 ho
SWINGLE (Spur) 1.3 WEBSTER	9.7 8.4	+ 4.95	8.00	I 				f			f		f	f							
3.5 KOBE	4.9	* 4.35	6.00	* 7.15	8.35		10.08	3.45	<u>4.17</u>	5.15	10.15	f 10.20	f 5.22	6.25	5.44	6.30	7.50 7.33	3.05	6.48		7.00 AL 7.00 PL
1.3 LOVDAL (Spur)	3.6	4.30	5.55	7.10	8.30		10.03	3.40	4.10	5.10	10.10	10.15	5.16	6.20	5.33	6.20	7.22	2.53	6.30		
1.4	2.2	4.00	5 5 1																		
DNR SAGRAMENTO	0.0	4.26	5.51	7.06	8.26		10.00	3.36	4.06	5.06	10.06	10.11	5.11	6.16	5.25	6.13	7.15	2.45	6.16 5.57		
18.2		4.20AM	5.45AM	7.00 AM	8.20 AM		<u>9.55</u> AM	3.30PM	4.00PM	5.00PM	<u>10.00</u> AM	10.05 AM	5.05PM	6.10PM	5.15AM	6.05AM	7.00 AM	2.35PM	5.40PM		24 ho
ROSEVILLE	0.0			 											i				4.000		
(56.4)		Leave Daily]	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Dailv	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave	4.30PM Leave Daily		

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Tolenas-No train order Semaphore.

TRAINS WILL STOP AS FOLLOWS: At Joyce, Trains Nos. 17 and 19 on signal. At Jacksnipe between Sprig and Teal Nos. 17 and 19 on signal. No. 13 will stop only to leave passengers from north of Davis.

REGISTERING STATIONS (Exception):

Sacramento Depot (1st and 2d class trains). Sacramento (12th St.), 2d class and other inferior class trains. NOTE—Operator Davis will register for first-class trains, in accordance special rule page 24.

⁸ Eastward.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Port Costa and Tracy.

15 j j j	THIRD	CLASS			SEC	COND CLA	55		F	IRST CLASS				a o -	Time Table No. 11
tation tation	246	250	220	148	144	146	142	60		26	50	8	84	fron	Time Table No. 11
teer, and location of Scales, Fuel, Water and Turning Stations.	1	Tracy Way Freight		Martinez Passenger	San Ramon Passenger	Martines Passenger	San Ramon Passenger and Freight	San Ramon Passenger		The Owl	Stockton & Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger	Distance from San Francisco	May 24, 1908
Bcales, and True	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only		Leave Daily	Leave Daily	Leave Daily	Leave Daily	~~	STATIONS
				7.00PM	4.00PM	9.40	7.404	7.40AM		5.00P	3.200	10.20AN	8.20AM	0.0	DN SAN FRANCISCO
235 WTFI	1.15PM	12.40PM	5.40M	8.307	5.31PM	11.04 AM	9.12M	9.12AM		6,20	4.45	11.45AM	9.37 M	32.1	DNR PORT COSTA
005 WT	1.35	1.10	6.00	8.40PM	s 5.40	11.14AM	s 9.25	s 9.20		6.28	s 4.53	в <u>11.54</u> Ш	s 9.45	85.7	DR MARTINEZ
.026	1.00				t	· ·	f	f]				37.0	
080					f		f	f					•	37.8	PEYTON 1.3
058	1.54	1.28	6.15		s 5.48PM		s 9.40M	s 9.27AM		6.32	f 5.00	12.01PM	† 9.52	39.1	DR AVON 3.1
552	2.10	1,44	6.32							6.37	f 5.06	12.07	1 9.57	42.2	N BAY POINT
	2.37 2.53	2.00	6.58							6.42	f 5.11	12.12	f 10.08	45.8	McAVOY
,079	3.08	2.30 2.46	7.28							6.48	s 5.19	s 12.21	B 10.16	49.9	D CORNWALL
,323	3.14	2.55	7.35							6.51	f 5.22	12.24	f 10.18	51.8	LOS MEDANOS
														54.1	
,457	3.23	3.23	7.43							6.55	s 5.32	* 12.29	8 10.22	54.5	D ANTIOCH
453	3.35	3.50	7.58							7.01	f 5.40	12.37	f 10.29	58.3	NEROLY 4.4
,348 W	3.52	4.25	8.21							7.07	\$ 5.48	* 12.44	s 10.38	62.7	N BRENTWOOD
,940	4.20	5.00	8.48							7.13	s 5.58	s 12.55	s 10.49	67.9	D BYRON
,520	4.47	5.15	9.17			,				7.19	f 6.06	1.04	f 10.58	72.6	HERDLYN 4.1
5,698	5.05	5.45	9.40							7.25	8 6.12	1.11	f 11.06	76.7	D BETHANY
,519	5.23	6,18	10.00							7.29	6,18	1.17	11.12	80.1	JANNEY 3.1
m. Yard WFTYO	5.45PM	6.45PM	10.20AM							s 7.35P	¶ 6.25P	s 1.25PM	¶ 11.20AM	83.2	DNR TRACY
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(51.1)

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 148 is superior to No. 147.

Trains must get clearance card before leaving Port Costa.

TRAINS WILL STOP AS FOLLOWS: At Nevada Dock, Trains Nos. 142, 144 and 60 on signal.

					FIRST CLA	ISS				SECON	D CLASS		× .		THIRD (CLASS		
Time Table No. 117	from	25	81	49	83	3	7	141	143	59	145	147	217	241	249	219	245	
May 24, 1908.	Distance from Tracy	The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	Bakersfield Passenger	C. P. Pacific Express	Los Angeles Passenger	San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Martinez Passenger	Martinez Passenger	Freight		Tracy Way Freight		Mendota Freight	Telegrap Office Hour s
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
SAN FRANCISCO	83.2	8.48AM	10.28AM	12.08PM	4.48PM	4.48PM	7.48PM	9.28 AM	6.08PM	6.08PM	6.48PM	10.38PM						
DNR PORT COSTA	51.1	s 7.22AM	s <u>9.12</u> AM	s 10.37AM	s 3.10PM s	3.20PM	s 6.20PM	s 7.40 AM	s 4.37PM	4.40 PM	s 5.10PM	9.00PM	5.15AM	9.02AM	12.30PM	12.20PM	3.10AM	24 hou
DR MARTINEZ	47.5	7.14	f 9.03	s 10.28	s 3.00	3.12	s 6.10	s 7.33	s 4.22	4.30	5.00PM	8.50PM	4.55	8.40	12.05PM	11.54 AM	2.47	7.00 am 7.00 pm
1:5 LEWIS	46.2							f	f	f					<u></u>			
0.3 PEYTON 1.3	45.4			f				f	f	f								
DR AVON	44.1	7.08	8.57	f 10.20	2.53	3.05	* 6.02	7.25AM	4.10PM	4.20PM			4.37	8.20	10.51	11.28	2.30	7.00 AN 7.00 PM
N BAY POINT	41.0	7.03	8.52	f 10.14	f 2.48	2.59	f 5.56						4.20	8.05	10.41	11.16	2.15	7.00 PM 7.00 AM
McAVOY	37.4	6.58	8.47	f 10.08	2.42	2.53	f 5.49				f		4.03	7.49	10.30	11.02	1.52	
D CORNWALL	33.3	6.52	s 8.40	s 9.57	s 2.35	2.46	s 5.40						3.40	7.28	10.16 9.47	10.42	1.28	7.00 AM 7.00 PM
LOS MEDANOS	31.4	6.48	8.37	f 9.54	2.32	2.42	f 5.36						3.25	7.18	9.30	10.35	1.15	
PRINCE	29.1																	
D ANTIOCH	28.7	6.44	s 8.33	s 9.49	s 2.28	2.38	s 5.32						3.12	7.08	9.10	10.22	1.00	7.00 AM 7.00 PM
NEROLY	24.9	6.38	8.27	f 9.42	2.20	2.32	f 5.22						2.52	6.53	8.45	9.57	12.41	
N BRENTWOOD	20.5	6.32	s <u>8.21</u>	s 9.35	s 2.13	2.24	s 5.13						2.30	6.32	8.21	9.35	12.20AM	7.00 PM 7.00 AM
D BYRON	15.3	6.24	s 8.13	s 9.25	s 2.02	2.14	s 5.00						1.58	5.59	7.35	8.48	11.45PM	7.00 AM 7.00 PM
HERDLYN	10.6	6.17	8.06	f 9.17	1.54	2.06	4.47						1.33	5.40	7.15	8.06	11.20	
D BETHANY	6.5	6.12	8.01	s 9.08	1.47	1.58	f 4.38						1.13	5.25	6.58	7.42	11.00	7.00 AM 7.00 PM
JANNEY 3.1	3.1	6.07	7.57	9.02	1.41	1.52	4.31						12.56	5.12	6.43	7.28	10.45	
DNR TRACY	0.0	6.02AM	7.52AM	8.58AM	<u>1.35</u> PM	1.47PM	4.25PM						12.40AM	5.00AM	6.30AM	7.15AM	10.30PM	24 hou
(51.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily I	leave Dailv	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave	Leave Daily	Leave i	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Logvo Daily	

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 148 is superior to No. 147.

TRAINS WILL STOP AS FOLLOWS:

At Nevada Dock, Trains Nos. 59, 141 and 145 on signal. No. 81 stops on signal at Bethany to pick up Oakland or San Francisco passengers.

REGISTERING STATIONS:

NOTE—Operators Martinez and Avon will register for first-class trains in accordance special rule page 24.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): San Francisco and Tracy.

ater ater ions.			THIRD	CLASS						FIRST	CLASS								
Scales, Fuel, Wate and Turning Station	288	802	280	278	804	98	96	506	88	38	94	58	92	32	502	82	90	e from neisco	Time Table No. 117
Turnin	Freight	San Jose Way Freight Via S. P. C.	San Jose Way Freight	Way Freight	Freight Via S. P. C.	San Jose Passenger	San Jose Passenger	Wright Passenger Via S. P. C.	Livermore Passenger	Stockton and Lodi Passenger	San Jose Passenger	San Jose Passenger Via S. P. C.	San Jose Passenger	Stockton & Sacramento Express	Wright Passenger Via S. P. C.	Stockton Passenger	San Jose Passenger	Distance from San Francisco	May 24, 1908
and	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	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	000	STATIONS
	-				· ·	6.40PM	5.20PM	5.00PM	4.40PM	4.00PM	3.00PM	1.40PM	1.20PM	9.00AM	8.00AM	7.40AM	6.40AM	0.0	DN SAN FRANCISCO)
	-					6.58	5.38	5.18	4.58	4.18	3.18	1.58	1.38	9.18	8.18	7.58	6.58	4.5	DN OAKLAND PIER
						7.07PM	5.49	5.28PM	5.07PM	4.27PM	3.25PM	2.10PM	1.50PM	9.29AM	8.28AM	8.07 AM	7.07 AM	4.5	(DNR OAKLAND PIER)
Yard YFOI	11.30PM	11.40AN	10.25	9.40AM	12.05AM													5.9	DNR WEST OAKLAND
I						s 7.16	s 5.59	s 5.38	s 5.15	s 4. 35	s 3.35	s 2.20	s 2.00	s 9.39	s8.38	s 8.17	s7.17	7.7	1.8 R OAKLAND (First St.) S. P. Co. Crossing. 1.6
WI						† 7.21	† 6.03	5.41	†5.19	4.39	t 3.39	2.24	† 2.04	s 9.43	8.41	8.20	† 7.21	9.3	EAST OAKLAND
4																		10.0	23RD AVENUE.
7 I		**	**			s 7.24	s 6.06	s 5.44	s 5.23	s 4.42	s 3.42	s 2.27	s 2.08	s 9.47	\$8.45	s 8.23	s 7.25	10.6	FRUITVALE (No Siding)
2																		12.6	KOHLER (Spur)
3						ſ	1		f		f		f					13.0	FITCHBURG (Spur)
3	12.05AM	12.15PM	10.55	10.10AM	12.40	f 7.30	f 6.15	s 5.50PM	f 5.30	4.48	13.48	s 2.35 PM	1 2.17	9.53	s 8.53 AN	8.31	17,33	14.4	DNR ELMHURST
8 W	12.09		11.10	10.15		s 7.34	s 6.19		s 5.35	4.50	s 3.51		s 2.21	s 9.56		8.33	s 7.35	15.8	D SAN LEANDRO
5	12.15	RA	11.20	10.20	LRA .	f 7.38	f 6.25	RA	f 5.39	4.52	13.54	RA	f 2.25	* 10.00	LRA	8.36	17.38	17.5	ESTUDILLO
0	12.17	CLARA 16	11.25	10.25	CLA 16	8 7.40	8 6.33	CLARA je 16	s 5.45	4.54	s 3.55	CLARA e 16	s 2.27	s 10.02	CLARA e 16	8.37	s 7.41	18.5	D LORENZO
3	12.26	KTA page	11.50AM	10.32	NTA page	s 7.46	s 6.37	SANTA See pag	s 5.50	4.58	s 4 .01	TA pag	8 2.33	s 10.08	NTA e pag	8.41	\$7.47	21.1	D HAYWARD
6	12.38	SANTA See page	12.10PM	10.41	SA) See	f 7.54	6.42	SAl	f 5.56	5.03	4.07	SAN	f 2.42	10.14	SAI See	8.46	17.55	25.0	HALVERN
36	12.47	TO	12.25	10.50	R I	s 8.00	в 6.47	10	⁸ .6.02	5.07	s 4.11	TO	s 2.48	в 10.19	TO	8.50	s 8.06	27.5	D DECOTO
3 WY	12.56		1.00PM	11.05		8 8.07PM	s 6.54 m		8 6.10	s 5.15	s 4.18m		8 2.55PM	s 10.28		8 8.55 8.58	s 8,12AM	30.2	DNR NILES
33	1.10			11.17					f 6.17	5.20				f 10.35		9.03		32.7	FARWELL
0	1.28			11.48 AM					s 6.28	* 5.27				s 10.47		9.10		36.6	D SUNOL
57	1.51			12.25PM					s 6.40	s 5.35				8 11.01		s 9.18		41.9	D PLEASANTON
D4									1									43.4	REMILLARD
56	2.01			12.35					6.46	5.42				11.05		9 .22		44.0	ELIOT
37 WT	2.30			$12.50 \\ 1.45$					6.55PM	s 5.47				s 11.17		8 9.27		47.9	DR LIVERMORE
5	2.47			2.15						5.53				* 11.26		9.33		51.5	ULMAR
i9	3.20			2.45						* 6.01				s 11.37		f 9.40		56.0	4.5 ALTAMONT
6	3.45			3.18						6.11				f 11.47		f 9.50		60.5	4.5 CAYLEY
4	4.02			3.55						• 6.19				s 11.53AM		f 9.57		64.0	MIDWAY
2	4.33			4.47						6.27				12.03PM		10.05		69.7	5.7 ELLIS
FTYO n. Yard	4.50AM			5.00PM						6.30PM				9 12.08PM		10.10AM		71.8	DNR TRACY
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	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		(71.8)
	(5.20) 12.28 80 and 802 p	(0.35) 14.51	(2.35) 9.20	(7.20) 8.85	(0.35) 14.51	(1.00) 25.70	(1.05) 22.72	(0.22) 27.00	(1.48) 24.10	(2.03) 32.79	(0.53) 29.09	(0.25) 24.00	(1.05) 2 3 .72	(2.39) 25.40	(0 25) 24.00	(2.0 3) 32.79	(1.05)		

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

On double-track, between Oakland Pier, West Oakland and Elmhurst, all trains (except regular trains and passenger extras) will, on receipt of a clearance card and all orders designated thereon, display white signals and run extra without orders to do so, but the time of first and second-class trains must be cleared.

At South San Leandro, all passenger trains except Nos. 32, 38, 82 and 94

on signal. At Cherry, all passenger trains. except Nos. 32, 38, 82 and 94, on signal. At Brightside, No. 88 on signal. At Bonita, Nos. 32 and 88 on signal.

At Verona, Nos. 32 and 88, on signal.

At Merienda, No. 88 on signal. At Mayborg, No. 88 on signal.

TRAINS WILL STOP AS FOLLOWS:

At Bell Spur, No. 32 on signal; also No. 38 to leave Passengers.

Sunol 38 leave passengers until Aug. 1st.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): San Francisco and Tracy.

Westward. 11

		-						FIRST	CLASS						SECOND CLASS	·]	т	HIRD GLA	55		
Ti	me Table No. 117 May 24, 1908.	Distance from Tracy	89 Ban Jose Passenger	91 San Jose Passenger	87 Livermore Passenger	505 Wright Passenger Via S. P. C.	93 San Jose Passenger	95 San Jose Passenger	31 Stockton & Sacramento Express	501 Wright Passenger Via S. P. C.	97 San Jose Passenger	37 Stockton & Milton Passenger	57 San Jose Passenger Via S. P. C.	509 San Jose Passenger	85 Livermore Passenger	803 Freight via S. P. C.	277 Way Freight	279 San Jose Way Freight	287 Freight	801 San Jose Way Freight	Teleg Off Hou
	STATIONS	â	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily			Arrive Sunday Only	Arrive Sunday Only	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily	Via S. P. C. Arrive Daily	-
DN S	SAN FRANCISCO)	71.8	7.08AM	7.48AM																	
DN	OAKLAND PIER	67.3	6.48	7.28	8.08	8.48	9.08	2.28	4.28	5.28	6.28	7.08	9.38	10.18	11.28						.
(DN	R OAKLAND PIER	67.3	6.40AM	7.20AM	8.02AM	8.38AM	9.02 AM	2.12PM	4.15PM	5.15PM	6.20PM	7.03PM	9.30PM								24 1
DNI	R WEST OAKLAND	65.9														7.40AM	4.00PM	7.55PM	8.25PM	8.40PM	24 1
R	OAKLAND (First St.) S. P. Co. Crossing.	64.1	s 630	s 7.09	s 750	s 8.27	s 8.50	s 2.02	s 4.05	s 5.04	s 6.09	s 6.54	s 9.20	s 10.01	s 11.03						
	EAST OAKLAND	62.5	* 6.25	7.02	7.45	8.22	8.45	1.56	s 3.59	5.00	* 6.04	6.50	9.16	9.57	10.58						
	23RD AVENUE	61.8												9.01	10.00						
	FRUITVALE (No Siding)	61.2	s 6.20	s 6.58	s 7.40	s 8.18	s 8.41	s 1.53	s 3.55	s 4.55	s 6.00	s 6.47	s 9.13	s 9.53	s 10.55						
	KOHLER (Spur)	59.2																			
	FITCHBURG (Spur)	58.8	f	f	f			f							f						·
DNI	R ELMHURST	57.4	f 6.12	f 6.50	f 7.33	8.08AM	f 8.31	f 1.43	3.48	4.45PM	f 5.53	6.40	9.02PM	9.45PM	f 10,46	7.05AM	3.30PM	7.30PM	7.55PM	8.10PM	24 ł
D	SAN LEANDRO	56.0	s 6.08	s 6.47	s 7.28		s 8.27	s 1.39	s 3.44		s 5.50	* 6.37	_		s 10.42		3.20	7.18	7.48		0.30 / 6.30 /
	ESTUDILLO	54.3	f 6.04	f 6.43	f 7.25	ARA	f 8.23	f 1.35	3.40	ARA	f 5.46	6.34	ARA	ARA	f 10.38	ARA	3.00	7.13	7.43	ARA	
D	LORENZO	53.3	s 6.02	s 6.41	s 7.23	A CI e 16	s 8.22	s 1.32	s 3.39	A CI e 16	s 5.45	* 6.33	A CI e 16	A CL • 16	s 1 0.37	A CI • 16	2.55	7.10	7.40 😹	A CL • 16	6.30 A 6.30 F
D ock	HAYWARD 3.9	50.7	s 5.57	s 6.35	s 7.18	Y I	s 8.17	s 1.27	s 3.33	ANT pag	s 5.38	* 6.28	ANT pag	SANTA ee page	s 10.32	ANTA page	2.33	7.01	7.20	SANTA ee page	0.45 7.45
20 20 20 20 20 20 20 20	HALVERN 2.5	46.8	f 5.48	f 6.25	f 7.11	Bee S	f 8.10	f 1.17	3.25	M SA See	5.27	6.20	M SA See	M S. See	f 10.24	M S. See	1.55	6.42	7.00	M See S	
D mat	DECOTO 2.7	44.3	s 5.43	s 6.21	s 7.06	FRO	s 8.06	s 1.12	s 3.21	FRO	f 5.21	* 6.15	FRO	FRO	s 10.19	FRO	1.44	6.15 5.57	6.47	FRO	7.00(A 7.00 F
	R NILES	41.6	5.38AM	6.15AM	s 6.59		8.00AM	1.07PM	3.15 3.07		5.15PM	в <u>6.10</u>			s 10.05		$1.30 \\ 12.35$	5.45PM	6.10		24 h
	FARWELL 3.9	39.1		- <u></u>	f 6.53				3.01			6.03			f 9.52		12.10PM		5.47		
. <u>D</u>	SUNOL 5.3	35.2			s 6.46				s 2.50			s 5.55			s 9.40		11.48AM		5.27		6.30 A 6.30 F
D	PLEASANTON	29.9	- t.,		s 6.35				s 2.37			s 5.46			s 9.28		11.01		4.53		6.25 A 7.00 F
	REMILLARD 0.6	28.4			f				f						f						
	ELIOT 3.9	27.8			6.32				2.32			5.42			9.22		10.25		4.43		0.55
DR	LIVERMORE 	23.9			6.25AM				s 2.25			s 5.32			9.05AM		10.00 8.45		4.25		6.50 a 6.50 p
	ULMAR 	20.3							† 2.15			5.23					8.25		4.05		
	ALTAMONT 4.5	15.8				·		<u>.</u>	s 2.02			f 5.16					8.05		3.45		
		11.3							† 1.50			f 5.05					7.45		.18		
	MIDWAY 	7.8 2.1		·					f 1.43			f 4.58					7.30		2.55	»	
	ELLIS 2.1 R Tracy	0.0							1.32			4.47					7.09		2.30		
DNI	(71.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Dailv	Leave Dailv	1.28PM		Leave Daily	4.43PM		Leave	Leave	Leave Daily	7.00 AM Leave Daily Ex. Sunday	Leave Daily	2.15PM Leave Daily	Leave Daily	24 h
			-		Ex. Sunday								Lou, o Duny	Sunday Only	Sunday Only	Deare Daily	Ex. Sunday	Leave Dany	Leave Dany	Leave Daily	l

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

REGISTERING STATIONS (exception):

West Oakland, all trains except first and second class. Movement of such trains out of Oakland Pier will be telegraphed from Oakland Pier. See page 24.

TRAINS WILL STOP AS FOLLOWS:

No. 31 stops at Farwell on signal daily except Sunday to receive passengers.
No. 37 will stop at Decoto, Hayward, Lorenzo and San Leandro to leave passengers from east Farwell, inclusive.
No. 37 stops at Farwell on signal daily, to receive passengers, except when provide training on superstances.

picnic trains are run. At South San Leandro, all passenger trains, except Nos. 31, 37, and 93 on

At Cherry, all passenger trains, except Nos. 31, 37 and 91 on signal. No. 87 handles milk east of Niles. Nos. 91 and 97 handle milk west of Niles.

At Merienda, No. 87 on signal. At Mayborg. No. 87 on signal. At Brightside, Nos. 85 and 87 on signal. At Verona, Nos. 31, 37, 85 and 87 on signal. At Bonita, Nos. 31, 37 and 87 on signal. Bell Spur, No. 37 on signal.

12	Eastw	vard.					T	FROM SA	N FRA	NCISCO	-Tracy Sub-D	ivision-	-Tracy	and Sa	icramer	nto.				11	I
re in Vater tions			TH	IIRD CL	ASS			SECON	D CLASS	5				FIRS	T CLASS	5				дo	Time Table No. 117
Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations,	292 Placerville	284	220 с. р.	286	298	288	282	134 Fair Oaks	136	126		50 Stockton	38 Stockton	124 Sacra-	8	32 Stockton &	. 84	82	122	tance from Francisco ia Niles	May 24, 1908
th of the fand les, J I Turn	Passenger & Freight	Sunset Manifest	Through Freight	Way Freight	Merced Freight	Freight	Freight	& Placer- ville Passenger	Stockton Passenger	Stockton Passenger		and Fresno Passenger	and Lodi	mento Passenger	LosAngeles Passenger	Sacramento	Bakersfield Passenger	Stockton Passenger	Sacramento Passenger	Distar San F via	
Leng feel Sca and	Lv. Daily Ex. Sun.	Lv. Daily	Leave Daily	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily		Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
									10.20	8.204		3.20PM	4.00PM		10 20 M	9.004M	8.20	7.40₩		0.0	DN SAN FRANCISCO 71.8
nterm. Yard WFTYO		11.20AM			6.05 AM	5.30AM			<u>1.35</u> PM			6.50PM	6.35PM	3.20PM	<u>1.45</u> PM		11.35AM	10.15AM	7.55	71.8	DNR TRACY
4,222		11.40 AM	11.10	6.55	6.27	5.48			f 1.40			f 6.55	6.40	s 3.27	f 1.51	12.37	11.40	10.20	s 8.01	74.9	BANTA
8,052		12.12PM			6.39	6.05			1.47			7.01	6.45	3.35	1.57	12.47	11.47	10.25	8.08	78.6	MINARD
2,675 WY		12.35 <u>1.15</u>			6.55 AM		5.30AM		1.53	<u>11.55</u>		8 7.1 OPM		3.45 3.58	2.05PM	8 <u>12.55</u>	<u>11.55</u> AM		8.17 8.30	82.5	DNR LATHROP
5,214		1.30	12.30 PM	8.15	-	6.37	5.45		f 2.03	f 12.05PM			f 7.02	84.10		* 1.08		10.40	s 8.39	87.1	FRENCH CAMP
I					-							-								88.7	W. P. Crossing
term. Yard WFTYO		1.50	12.57	8.50		6.55	6.00		2.15P	12.15PM			s 7.11	s 4.20		s 1.19		10.50 AM	s 8.50	91.9	A. T. & S. F. Crossing DNR STOCKTON
I								-			-	-								93.3	W. P. Crossing 0.1
8,178																				93.4	AMBRUST (S
6,803		1.57	1.25	9.45		7.11	6.10	-	-				*7.14	4.25		f 1.25			f 8.54	93.7	EL PINAL
3 82																				94.5	RAND (8
8,495		2.08	1.48	10.00		7.23	6.30						7.21	f 4.32		1.33			f 9.03	97.6	CASTLE
3,100		2.20	2.05	10.20		7.35	7.00						*7.28	f 4.38		1.40			f 9.12	101.2	ARMSTRONG
),75 8 WFT		2.40	2.20	10.45 11.48 AM	l	7.50	7.15						7.35PM	s 4.44		s 1.48			s 9.20	104.3	DNR LODI
3,012																				106.1	
7,048		2.49	2.32	12.28PM 12.50	1	8.00	7.25							s 4.50		s 1.55			s 9.26	107.2	D ACAMPO
8,198		3.00	2.41	1.10		8.22	7.40							f 4.56		f 2.01			f 9.32	110.5	FOREST LAKE
7,570WFT		3.08	2.50	1.30		8.31	7,53					-		s 5.02		s 2.07			в 9.38	112.7	D GALT
3,177		3.20	3.02	2.15		8.47	8.08							5.08		2.15			9.45	116.5	NEED 2.0
1,229		3.25	3.08	2.30		8.55	8.17		:					f 5.12		f 2.19			f 9.49	118.5	ARNO
8,259		3.31	3.15	2.37		9.08	8.28							f 5.15		f 2.23			f 9.52	120.5	McCONNELL 3.4
4,275		3.41	3.27	2.52		9.25	8.50							s 5.21		s 2.32			s 9.59	123.9	D ELK GROVE
2,519		3.50	3.36	3.05		9.44	9.04							5.25		2.37			10.04	126.7	GRAHAM 3.3
4,903 W		4.00	3.47	3.25		10.12	9.28							s 5.37		s 2.45			B 10.12	130.0	N FLORIN
2,512		4.15	4.05	3 50		10.45	9.50							s 5.45		s 2.55			s 10.22	134.2	DR BRIGHTON S. P. C. Sac. Div. Crossing.
2,512	4.35PM		<u> </u>																	134.2	DR BRIGHTON
1,034	4.44																			136.6	2.4 HOMESTEAD
erm. Yard WFTO	5.00PM																			140.1	DNR SACRAMENTO
2,512		4.15	4.05	3.50		10.45	9.50	9.40 AM						5.45		2.55			10.22	134.2	S. P. Co. Sac. Div. Crossing.
3,251 IY		4.30 PM	4.20PM	4.03PM		11.00AM	10.05AM	9.47 AM						5.51 PM	 -	3.02PM			10.31 AM	137.2	DNR *ELVAS
erm. Yard WFTO		Trains	between	Elvas and 4.15PM	Sacram	ento and	Elvas and I	Roseville will be go 9.55 AM	verned by	Current Ti	ne Table of Sacrame	nto Divisi	on.	6.00PM		3.10PM			10.40AM	140.4	DR SACRAMENTO
WFTO				1.10,1				0.00 AM											-		
		5.30PM	5.20PM			12.05PM	11.05 AM													152.0	DNR ROSEVILLE
	Ar, Daily Ex. Sun.	Ar. Daily	Arrive Daily			Ar. Daily		Ar. Daily	Ar. Daily	Arrive Daily		Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(0.25)	(5.10)	(5.25)	(9.30)	(0.50)	(6.35)	(5.40)	(0.15)	(0.40) 30.15	(0.20) 28.20	L	(0.20)	(1.00) 32.56	(2.40) 25.72	(0.20) 32.10	(2.40) 25.12	(0.20) 32.10	(0.35) 34.25	(2.45) 24.95		Time over District Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted in Special Rule, page 27.

Trains must get clearance card before leaving Lathrop.

Water.—Half mile east American River Bridge.

TRAINS WILL STOP AS FOLLOWS: At San Joaquin Bridge, 122, 124, 136 on signal.

bit had been set of the set of t	11.55PM 12.05 11.35 11.53 11.35 11.53 11.18 11.37 10.57 11.20 10.37 11.03 10.15 10.46 9.50 10.30 9.50 10.30 9.50 10.30 9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	Tracy Freight Telegra Offic Hour 2.05AM 24 hou 1.53PM 24 hou 1.37 24 hou 1.03 24 hou 0.46 24 hou 0.30
Lys 24, 108 25 75 7 8 7 7 7 8 7 7 7 <th< th=""><th>Freight Tracy Freight Arrive Daily Arrive Da 11.55PM 12.05 11.35 11.53 11.35 11.63 11.35 11.63 11.35 11.63 10.57 11.20 10.37 11.03 9.50 10.30 9.50 10.30 9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33</th><th>Tracy Freight Telegra Offic Hour 2.05 M 24 hou 1.53 PM - 1.37 24 hou 1.37 24 hou 1.37 - 1.37 - 0.46 24 hou 0.46 24 hou 0.30 - 0.18 - 0.08 - 9.50 7.00 Å 9.40 -</th></th<>	Freight Tracy Freight Arrive Daily Arrive Da 11.55PM 12.05 11.35 11.53 11.35 11.63 11.35 11.63 11.35 11.63 10.57 11.20 10.37 11.03 9.50 10.30 9.50 10.30 9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	Tracy Freight Telegra Offic Hour 2.05 M 24 hou 1.53 PM - 1.37 24 hou 1.37 24 hou 1.37 - 1.37 - 0.46 24 hou 0.46 24 hou 0.30 - 0.18 - 0.08 - 9.50 7.00 Å 9.40 -
STTORS Arre Daty Arree Daty </th <th>Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily 12.05 11.35 11.35 11.35 11.35 11.37 10.57 11.20 10.37 11.03 10.37 11.03 10.37 10.37 10.37 10.30 9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33</th> <th>Freight Hour ive Daily 2.054M 24 hou 1.53PM 1.37 1.20 24 hou 1.03 0.46 24 hou 0.30 0.18 0.08 9.58 24 hou 9.50 7.00 A1 7.00 PJ</th>	Arrive Daily Arrive Daily Arrive Daily Arrive Daily Arrive Daily 12.05 11.35 11.35 11.35 11.35 11.37 10.57 11.20 10.37 11.03 10.37 11.03 10.37 10.37 10.37 10.30 9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	Freight Hour ive Daily 2.054M 24 hou 1.53PM 1.37 1.20 24 hou 1.03 0.46 24 hou 0.30 0.18 0.08 9.58 24 hou 9.50 7.00 A1 7.00 PJ
No. No. 3.489 10.389 12.089	11.55PM 12.05 11.35 11.53 11.35 11.53 11.18 11.37 10.57 11.20 10.37 11.03 10.15 10.46 9.50 10.30 9.50 10.30 9.50 10.30 9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	2.05 AM 24 hou 1.53 PM 1.37 1.20 24 hou 1.03 24 hou 1.03 24 hou 0.46 24 hou 0.46 24 hou 0.30 24 hou 0.30 24 hou 9.58 24 hou 9.50 7.00 AN 7.00 PN 9.40
Dis. Dis. T.60 1.0.374 (1.03m) 1.1.07 1.3.374 4.1.07 7.307 8.484 6.457 7.404 1.2.57 6.3.07 0.000 PARTA 65.2 5.48 7.44 8.3.0 1.2.55 1.11 1.49 4.11 1.4.87 7.3.0 8.484 6.427 7.20 1.2.57 0.1.2 4.47 MINNED 5.42 7.38 9.26 1.42 1.000 1.33 4.004 4.35 7.17 8.30 6.65 7.12 1.2.12# 0.004 4.45 PIR LATMOD 5.42 7.3.8 1.16 1.38 4.004 4.10 7.02 18.10 6.55 1.2.27# 0.04 4.47 PIR LATMOD 63.0 7.32 11.2.40 12.58* 1.10 8.30 11.60# 9.32 6.47 4.17# 6.10 6.55 10.40 11.10* 6.47 6.10 10.11.10* 6.47 4.50 10.50 10.50 9.25 10.50 <t< td=""><td>11.35 11.53 11.18 11.37 10.57 11.20 10.37 11.03 10.37 11.03 10.15 10.46 9.50 10.30 9.50 10.30 9.50 10.30 9.50 10.30 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33</td><td>1.53PM 1.37 1.20 24 hou 1.03 0.46 24 hou 0.46 24 hou 0.30 0.18 0.08 9.58 24 hou 9.50 7.00 AI 7.00 PI 9.40</td></t<>	11.35 11.53 11.18 11.37 10.57 11.20 10.37 11.03 10.37 11.03 10.15 10.46 9.50 10.30 9.50 10.30 9.50 10.30 9.50 10.30 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	1.53PM 1.37 1.20 24 hou 1.03 0.46 24 hou 0.46 24 hou 0.30 0.18 0.08 9.58 24 hou 9.50 7.00 AI 7.00 PI 9.40
bit of the second sec	11.35 11.53 11.18 11.37 10.57 11.20 10.37 11.03 10.37 11.03 10.15 10.46 9.50 10.30 9.50 10.30 9.50 10.30 9.50 10.30 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	1.53PM 1.37 1.20 24 hou 1.03 0.46 24 hou 0.46 24 hou 0.30 0.18 0.08 9.58 24 hou 9.50 7.00 AI 7.00 PI 9.40
BAXTA 65.2 5.48 7.44 8.31 \$12.55 1.11 1.20 4.11 1.4.2 7.38 8.41 6.27 7.36 12.37 6.13 4.47 MDR LATRED 6.52 7.38 8.25 1.247 1.05 4.25 7.17 8.38 6.05 7.12 12.127# 6.00 4.37 MDR LATRED 6.32 7.38 8.17 * 7.0 * 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.30 11.60# \$ 8.47 \$ 8.47 \$ 8.47 \$ 8.47 \$ 8.40 \$ 1.40# \$ 1.65 \$ 8.47 \$ 1.64# \$ 1.64# \$ 1.7# \$ 1.64# \$ 1.7# \$ 8.45 \$ 1.64# \$ 1.7# \$ 8.47	11.18 11.37 10.57 11.20 10.37 11.03 10.15 10.46 9.50 10.30 9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	1.37 1.20 24 hou 1.03 0.46 24 hou 0.46 24 hou 0.30 0.18 0.08 9.58 24 hou 9.58 24 hou 0.18 0.08 9.58 24 hou 0.18 0.08 9.50 7.00 A 7.00 A 9.40
Dirk Liftwork 67.0 5.35 ml 7.32 8.17 ml 12.58 ml 4.17 7.10 8.39 11.50 ml 9.39 8.39 6.55 10.27 ml 11.55 ml 5.87 4.17 ml PRR LAT MOP 63.0 7.25 (12.30 10.08 f 4.10 7.02 f 5.15 f 11.40 5.16 6.37 10.10 11.15 5.36 No. Street 63.4 7.25 (12.30) 10.28 f 6.15 f 11.40 5.16 6.37 10.10 11.15 5.36 7.25 5.37 6.47 4.17 ml PRE STORMEY 40.8 7.16 12.527 4.00m ml 6.47 8.05m 11.30 ml 4.55 6.20 9.55 10.55 5.16 8.16 No street 40.7 7.11 (12.07ml 12.52 f 6.40 4.40 6.10 9.45 10.45 8.45	10.57 11.20 10.37 11.03 10.15 10.46 9.50 10.30 9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	1.20 24 hou 1.03
PERDIT CAMP 63.0 7.25 (12.30) 1.08 (4.10) # 7.02 (8.15) (11.40) 5 15 6.37 10.10 11.15 5.35 N. 6 definition 81.4 1 12.30 10.68 (4.10) # 7.02 (8.15) (11.40) 5 15 6.37 10.10 11.15 5.35 N. 6 definition 49.2 # 7.16 12.43 41.257 4.00M # 6.47 8.05M 11.80M 4.55 6.20 9.55 10.55 5.15 5.15 5.15 10.55 <td>10.37 11.03 10.15 10.46 9.50 10.30 9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33</td> <td>1.03 0.46 24 hou 0.30 0.30 0.18 0.08 9.58 24 hou 9.50 7.00 A 7.00 P 9.40</td>	10.37 11.03 10.15 10.46 9.50 10.30 9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	1.03 0.46 24 hou 0.30 0.30 0.18 0.08 9.58 24 hou 9.50 7.00 A 7.00 P 9.40
1.6 1.4 1.4 1.6 <th1.6< th=""> <th1.6< th=""> <th1.6< th=""></th1.6<></th1.6<></th1.6<>	10.15 10.46 9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	0.46 24 hou 0.30 0.18 0.08 9.58 24 hou 9.50 7.00 A 7.00 P 9.40
1.3.2 8.7.10 12.13 \$12.57 4.00% 6.47 8.05M 11.30M 4.55 6.20 9.55 10.55 \$10.55	9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	0.30 0.18 0.08 9.58 24 hou 9.50 7.00 A 7.00 P 9.40
1.4 40.8 40.7 40.8 40.7 6.0	9.50 10.30 9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	0.30 0.18 0.08 9.58 24 hou 9.50 7.00 A 7.00 P 9.40
-0.1 -0.1 <th< td=""><td>9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33</td><td>0.18 0.08 9.58 24 hou 9.50 7.00 A1 7.00 P2 9.40</td></th<>	9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	0.18 0.08 9.58 24 hou 9.50 7.00 A1 7.00 P2 9.40
ARMEBUST (#w) 46.7 6.7 6.7 6.8 7.11 12.07% 12.52 f 6.40 4.40 6.11 6.10 6.11 6.10 6.11 6.10 6.11 6.10 6.11 6.10 6.11 6.10 6.11 6.11 6.11 6.11	9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	0.18 0.08 9.58 24 hou 9.50 7.00 A1 7.00 P2 9.40
EL PINAL BAND (%r) 46.4 f 7.11 f 12.07M 12.52 f 6.40 4.40 6.10 9.45 10.45 3.46 RAND (%r) 45.6 f 7.00 11.59M 12.47 f 6.33 4.26 5.51 9.28 10.45 3.46 CASTLE 3 & 3 42.6 f 7.00 11.63 12.47 f 6.38 4.26 5.51 9.28 10.20 2.57 DNR LOPI 3 & 3.8 36.8 6.56M \$11.48 \$12.37 8 6.28 4.00 5.25 8.50 10.04 $\frac{2.42}{1.42}$ URGON (%m) 4.1001 32.9 \$11.41 12.33 8 6.17 3.86 5.02 8.22 9.44 12.28M D AddMTO 32.9 \$11.41 12.33 \$ 6.17 3.86 5.02 8.22 9.44 12.28M D AddMTO 32.9 \$11.41 12.33 \$ 6.17 3.88 5.02 8.22 9.44 12.28M D AddMTO 32.9 \$11.41 12.23 \$ 6.12 3.88	9.29 10.18 9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	0.18 0.08 9.58 24 hou 9.50 7.00 Al 7.00 Pl 9.40
RAND (Sym) 45.6 Image: constraint of the symbol of the	9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	0.08 9.58 24 hou 9.50 7.00 A1 7.00 P1 9.40
CASTLE 42.5 f 7.05 11.59M 12.47 f 6.33 4.25 5.51 9.28 10.30 3.15 ARMSTRONG 38.9 f 7.00 11.53 12.42 f 6.38 4.13 5.38 9.12 10.20 2.57 DNR 6.6 6.65M \$11.48 \$12.37 6.628 4.00 5.26 8.00 0.00 2.57 2.57 DNR 6.01 36.8 6.65M \$11.48 \$12.37 6.612 4.00 5.26 8.00 0.00 7.28 D AGAMPO 32.9 \$11.41 12.33 \$6.17 3.50 5.15 8.38 9.55 12.50 POREST LAKE 29.6 f11.34 12.28 f 6.12 3.38 5.02 8.22 9.44 12.28M D 64.17 27.4 \$11.30 \$12.25 \$6.08 3.32 4.55 7.53 9.38 11.30M MEED 23.4 11.14 12	9.10 10.08 8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	0.08 9.58 24 hou 9.50 7.00 A1 7.00 P1 9.40
ARNSTRONG 38.9 f 7.00 11.53 12.42 f 6.28 4.13 5.38 9.12 10.20 2.57 DNR LODI 35.6 6.55M \$11.48 \$12.37 \$6.23 4.00 5.26 8.50 10.04 2.57 URGON (6yr) 34.0 \$11.41 12.33 \$6.17 3.50 5.15 8.62 9.65 12.50 D ACAMPO 32.9 \$11.41 12.33 \$6.17 3.50 5.12 8.62 9.44 12.28M PORESTLARE 29.6 \$11.34 12.25 \$6.08 3.32 4.55 7.53 9.38 11.30M SEED 23.6 11.18 12.18 5.59 3.15 4.33 7.36 9.21 10.59 ARNO 21.6 f11.14 12.15 f 5.55 3.08 4.23 7.28 9.14 10.46 ALOD 21.6 f11.11 12.12 f 5.52 3.02 4.08	8.50 9.58 8.27 9.50 8.07 9.40 7.55 9.33	9.58 24 hou 9.50 7.00 Al 7.00 Pl 9.40
DNR LODI 35.8 6.55M \$11.48 \$12.37 \$ 6.23 4.00 5.25 8.50 10.04 7.28 URGON 6000 34.0 34.0 1 12.33 \$ 6.17 3.60 5.15 8.80 9.55 12.50 12.50 D ACAMPO 32.9 11.14 12.33 \$ 6.17 3.50 5.15 8.82 9.44 12.28 POREST LAKE 29.8 11.13 12.28 f 6.12 3.83 3.60 5.15 8.82 9.44 12.28 D 6.17 29.8 11.18 12.25 \$ 6.08 3.83 3.62 7.53 9.38 11.30M NEED 23.6 11.18 12.18 5.59 3.15 4.32 7.38 9.21 10.59 ARNO 21.6 f 11.14 12.12 f 5.55 3.02 4.16 7.21 9.08 10.37 D ELK GROVE 16.2 \$ 11.04 12.06 \$ 5.47 2.52 4.02 7.07 8.50 10.20 GRAHAM 13.4 10.58 <td>8.27 9.50 8.07 9.40 7.55 9.33</td> <td>9.50 7.00 A 7.00 P 9.40</td>	8.27 9.50 8.07 9.40 7.55 9.33	9.50 7.00 A 7.00 P 9.40
D ACAMPO 32.9 \$11.41 12.33 \$6.17 3.60 5.15 8.36 9.55 12.50 FOREST LAKE 29.6 (11.34) 12.28 (6.12) 3.38 5.02 8.22 9.44 12.28M D 6ALT 27.4 \$11.30 \$12.25 \$6.08 3.32 4.55 7.53 9.38 11.30M NEED 23.6 11.18 12.18 5.59 3.15 4.32 7.36 9.21 10.59 ARNO 21.6 (11.14) 12.12 (15.55) 3.08 4.23 7.28 9.14 10.46 MEED 2.46 (11.14) 12.12 (15.55) 3.02 4.16 7.21 9.08 10.37 ARNO 21.6 (11.11) 12.12 (15.55) 3.02 4.16 7.21 9.08 10.37 D ELK GROVE 16.2 \$11.04 12.02 5.43 5.47 2.52 4.02 7.07 8.50 10.20 2.8 9.14 10.53 11.67M \$ 5.43 2.43 3.50 <t< td=""><td>8.07 9.40 7.55 9.33</td><td>9.40</td></t<>	8.07 9.40 7.55 9.33	9.40
D ACAMPO 32.9 \$\$11.41 12.33 \$\$6.17 3.60 5.15 8.36 9.55 12.50 FOREST LAKE 29.6 f11.34 12.28 f 6.12 3.38 5.02 8.22 9.44 12.28™ D GALT 27.4 \$\$11.30 \$\$12.25 \$\$6.08 3.32 4.55 7.53 9.38 11.30M D GALT 27.4 \$\$11.30 \$\$12.25 \$\$6.08 3.32 4.55 7.53 9.38 11.30M NEED 23.6 11.18 12.18 5.59 3.08 3.32 4.55 7.38 9.38 11.30M ARNO 21.6 f11.14 12.12 f 5.55 3.08 4.23 7.38 9.14 10.46 MCCONNELL 19.6 f11.11 12.12 f 5.52 3.02 4.16 7.21 9.08 10.37 D ELK GROVE 16.2 \$11.04 12.02 5.43 5.43 2.52 4.02 7.07 8.50 10.20 RARMM 13.4 10.58 11.57M \$5.37	8.07 9.40 7.55 9.33	9.40
D GALT 27.4 27.4 S \$11.30 \$12.25 \$6.08 3.32 4.55 7.53 9.38 11.30M NEED 23.6 11.18 12.18 5.59 3.15 4.32 7.36 9.31 10.59 ARNO 21.6 f11.14 12.15 f 5.55 3.08 4.23 7.28 9.14 10.46 MCONNELL 19.6 f11.11 12.12 f 5.52 3.02 4.16 7.21 9.08 10.37 D ELK GROVE 16.2 s s11.04 12.06 s 5.47 2.52 4.02 7.07 8.50 10.20 GRAHAM 18.4 10.58 12.02M 5.43 2.43 3.50 6.57 8.37 9.38 10.20 GRAHAM 18.4 10.1 s10.53 11.57M s 5.37 2.33 3.37 6.45 8.25 9.28 D BIGHTON s.P. Co. Sat. Wr. Crossing 5.9 10.45 11.51 5.30 2.20 3.20 6.30 8.10 9.10 2.24 3.30 3.30	7.55 9.33	
D GALT 27.4 s 11.30 s 12.25 s 6.08 3.32 4.55 7.53 9.38 11.30M NEED 23.6 11.18 12.18 5.59 3.15 4.32 7.36 9.21 10.59 ARNO 21.6 f11.14 12.15 f 5.55 3.08 4.23 7.28 9.14 10.46 MCONNELL 19.6 f11.11 12.12 f 5.52 3.02 4.16 7.21 9.08 10.37 D ELK GROVE 16.2 \$11.04 12.06 \$ 5.47 2.52 4.02 7.07 8.50 10.20 B ELK GROVE 16.2 \$11.04 12.06 \$ 5.47 2.52 4.02 7.07 8.50 10.20 GRAHAM 13.4 10.58 12.02M 5.43 2.43 3.60 6.57 8.37 9.38 3.37 6.45 8.25 9.28 M ELD 5.9 10.45 11.51 5.30 5.30 2.20 3.20 6.30 8.10 9.10 BRIGHTON 5.9 5.9		9.33 7.30 AT 7.30 PT
NEED 23.6 11.18 12.18 5.59 3.15 4.32 7.36 9.21 10.59 ARNO 21.6 f11.14 12.15 f 5.55 3.08 4.23 7.28 9.14 10.46 McONNELL 19.6 f11.11 12.12 f 5.52 3.02 4.16 7.21 9.08 10.37 Deltx GROVE 16.2 * \$11.04 12.06 \$ 5.47 2.52 4.02 7.07 8.50 10.20 CRAHAM 13.4 10.58 12.02PM 5.43 2.43 3.50 6.57 8.37 9.23 10.20 BRIGHTON s.P. Co. Star BP. Constant 5.9 10.45 11.51 5.30 2.33 3.37 6.45 8.25 9.28 R BRIGHTON s.P. Co. Star BP. Constant 5.9 10.45 11.51 5.30 2.20 3.20 6.30 8.10 9.10 R BRIGHTON s.P. Co. Star BP. Constant 5.9 10.45 11.51 5.30 2.20 3.20 6.30 8.10 9.10	7.30 9.10	
ARNO 21.6 f f 12.15 f 5.55 3.08 4.23 7.28 9.14 10.46 McCONNELL 19.6 f f 11.11 12.12 f 5.52 3.08 4.23 7.28 9.14 10.46 McCONNELL 19.6 f f 1.11 12.12 f 5.52 3.02 4.16 7.21 9.08 10.37 D ELK GROVE 16.2 f s11.04 12.06 s 5.47 2.52 .4.02 7.07 8.50 10.20 GRAHAM 13.4 10.1 s10.58 12.02PM 5.43 2.43 3.50 6.57 8.37 9.28 N FLORIN 10.1 s10.53 11.57AM s 5.37 2.33 3.37 6.45 8.25 9.28 DR BRIGHTON s.P. Co. Sac. Div. Crossing 5.9 10.45 11.51 5 30 2.20 3.20 6.30 8.10 9.10 R BRIGHTON sold 5.9 S s11.51 S S S S S		9.10
McCONNELL 19.6 f 11.11 12.12 f 5.52 3.02 4.16 7.21 9.08 10.37 D ELK GROVE 2.8 16.2 \$11.04 12.06 \$ 5.47 2.52 4.02 7.07 8.50 10.20 GRAHAM 13.4 10.58 12.02PM 5.43 2.43 3.50 6.57 8.37 10.20 M FLORIN 10.1 \$ \$10.53 11.57AM \$ \$5.37 2.33 3.37 6.45 8.25 9.28 R BRIGHTON 5.9 10.45 11.51 5 30 2.20 3.20 6.30 8.10 9.10 R BRIGHTON 5.9 5.9 10.45 11.51 5 30 2.20 3.20 6.30 8.10 9.10		8.55
D ELK GROVE 16.2 4 12.06 \$ 5.47 2.52 4.02 7.07 8.50 10.20 GRAHAM 13.4 13.4 10.58 12.02PM 5.43 2.43 3.50 6.57 8.37 10.20 M FLORIN 10.1 \$ 10.53 11.57 M \$ 5.37 2.33 3.37 6.45 8.25 9.28 D BRIGHTON 5.9 5.9 10.45 11.51 5 30 2.20 3.20 6.30 8.10 9.10 R BRIGHTON 5.9 5.9 9.9 \$ 11.51 5 30 9.10 7.23MM		8.47
3.3 10.1 10.1 \$10.53 11.57 M \$ 5.37 2.33 3.37 6.45 8.25 9.28 DR BRIGHTON S. P. Co. Sac. Div. Crossing 5.9 10.45 11.51 530 2.20 3.20 6.30 8.10 9.10 R BRIGHTON 2.4 5.9 5.9 5.9 5.9 5.1.51 5.0 5.0 5.0 5.0 7.23 M 5.0		8.30 7.00 AI 7.00 PI
A P B (A P B A P B (A P B A P B (A P B A P B A P B (A P B A		8.23
R BRIGHTON 5.9 5.9 5.11.51 5.9 7.23AM	6.36 8.15	
	6.20 8.05	8.05 7.00 AI 7.00 PI
		7_00 Al 7_00 Pl
HOMESTEAD 3.5 f 7.12		
R SAGRAMENTO 0.0 11.35 AM 7.00 AM		24 hou
DR BRIGHTON 5 6.2 8 10.45 8 5.30 3.40 PM 2.20 3.20 6.30 8.10 9.10	6.20 8.05	8.05 7.00 A
3.0 DNR *ELVAS 3.2 14.8 Trains between Elvas and Sacramento Elvas and Poseville will be governed by Current Time Tables of Sacramento Division 3.2 14.8 Trains between Elvas and Sacramento Elvas and Poseville will be governed by Current Time Tables of Sacramento Division	6.00PM 7.50	7.50PM 24 hou
3.2 14.8 Trains b etween Elv as and Sacr amento, Elvas and Roseville, will be g overned by Current Time Tables of Sacra mento Di vision. 10.30AM DNR SACRA'TO Jy 0.0 10.30AM Elvas and Roseville, will be g overned by 5.15PM 3.25PM		7.40PM 24 hou
DNR ROSEVILLE	5.00PM	
Leave Daily Leave		
Time over District		(4.25)
Average speed per hour	10.54 15.46 ge 27. on signal.	15.46

¹⁴ Eastward.

FROM SAN FRANCISCO—Tracy Sub-Division (Continued): Lathrop and Fresno—TOWARD SAN FRANCISCO.

Westward.

	TI	IIRD CLAS	s	SECOND	CLASS	FI	RST CLAS	SS -							FIRST	CLASS		SECOND CLASS	TI	HIRD CLAS	55	
Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	300 Fresno Freight	266 Fresno Freight	298 Merced Freight	1	158 Madera Passenger and Freight	50 Fresno Passenger	8 Los Angeles Passenger	84 Bakersfield Passenger	stance from a Francisco a Antioch		e Table No. 11 May 24, 1908.	.7	Distance from Fresno	25 The Owl	49 Fresno and Stockton	83 Bakersfield Passenger	7 Los Angeles Passenger	157 Madera Passenger and Freight	297 Merced Freight	265 Sacramento	299 Fresno Freight	Telegrap Office Hours
Length feet. Scales and T	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday			Leave Daily	Leave Daily	Leave Daily	Diste San Via		STATIONS		Dis	Arrive Daily	Passenger Arrive Dail:	Arrive Daily	Arrive Daily				Arrive Daily	
	:					3.20PM	10.20AM	8.20AM	0.0	DN SA	N FRANCISCO		206.6	8 48 1	12.08	M 4.48M	7.48PM					
2,675 WY		10.35AM	7.00AM			7.15PM	2.07PM		94.4		LATHROP		112.2			s 12.54 PM			4.10PM	5.20 AM		24 hours
				•					94.8				111.8									
1,370	-	10.47	7.15	·		f 7.22	f 2.13	12.02PM	97.8		MANTECA		108.8	5.21	f 8.02	12.49	3.40		3.57	5.00		
2,450	-	10.54	7.23			7.25	2.16	12.04	99.6	-	MORRANO		107.0	5.18	7.58	12.47	3.37		3.50	4.50		
490						* ~			101.6		2.0		105.05		t		-				·	
4,460	-	11.10	7.51			s 7.33	s 2.25	*12.11	104.3	D			102.3	5.12	s 7.51	12.41	8 3.29		3.29	4.27		7.00 AM 1
4,064	-	11.20	8.05			f 7.39	f 2.31	12.15	107.4		SALIDA		99.2	5.07	s 7.46	12.37	f 3.23		3.07	4.10		1.00 1.4
2,918	-	11.45AM	9.05			s 7.52	s 2.44	8 12,29	114.1	D	MODESTO		92.5	4.57	s 7.34	8 12.29	s 3.11	······	2.44	3.35		7.00 AM 7.00 PM
4,483	-	12.11PM 12.55	9.20			s 7.59	s 3.01	12.37	118.4	D	CERES		88.2	4.50	s 7.27	12.16	8 3.01		12,55	3.01		7.00 AM
422	-					*			120.3			(Spur)	86.3				-					7.00 рм
2,212	-	1.07	9.50			f 8.05	f 3.07	12,44	121.8		KEYES	(opur)	84.8	4.45	f 7.22	12,10	2.53		12.44 PM 11.59 AM	2.47		
3,0 48	-	1.28	10.35			\$ 8.15	\$ 3.25	\$ 12.56	127.2	D	TURLOCK		79.4	4.37	8 7.12	s 12.02P		· · ·	11.59 M 10.35	2.28		7.00 AM 7.00 PM
1,836	-	1.50	11.53AM			f 8.25	f 3.37	1.06	132.9		5.7 DELHI		73.7	4.28	f 7.00	11.534			8.45	2.06		1.00 PM
4,173 W	-	2.20	12.20PM			f 8.32	s 3.45	s 1.15	137.4	D	LIVINGSTON	-	69.2	4.22	s 6.53	11.47	f 2.20		8.15	1.50		6.50 am 6.50 pm
1,666	-	2.35	12.40			f 8.37	f 3.51	1.20	139.9		2 5 ARENA		66.7	4.18	f 6.48	11.42	2.14		8.00	1.40		0.00 PM
5,502		3.10	1.19 2.05	· · · · · · · · · · · · · · · · · · ·		f 8.45	s 4.00	f 1.29	144.2	D	ATWATER	-	62.4	4.12	f 6.41	f 11.36	s 2.05		7.40	1.25		6.10 ам t 6.10 рм
2,307									145.8		BUHACH		60.8			_	-					0.10.12
461									147.6			(Spur)	59.0			-	-	e				
6,895 WFT	5.10PM	4.18	2.30PM			s 9.03	s 4.18	s 1.50	151.5	DNR	MERÇED	-	55.1	f 4.00	s 6.28	s 11.25	s 1.50		7.00	12.55	3.00AM	24 hour
2,527	5.35	4.55				f 9.12	f 4.29	2.00	157.6		LINGARD		49.0	3.51	f 6.16	11.15	1.39			12.15AM	2.22	1
4,820	5.50	5.05				f 9.17	f 4.35	2.06	161.5		ATHLONE		45.1	3.46	f 6.10	11.10	f 1.34			11.55PM	2.06	
2,527							*		166.8	S	ERRA VISTA	(Spur)	39.8			-						
2,891	6.15	5.21				f 9.27	s 4.45	f 2.16	167.9		MINTURN		38.7	3.37	f 6.00	f 11.03	s 1.24			11.24	1.40	ĺ
680									169.1		1.2 McNEAR 3.9	(Spur)	37.5				-					
1,406	6.35	5.35				f 9.34	f 4.57	2.23	173.0		CALIFA		33.6	3.31	f 5.52	10.56	f 1.17			10.57	1.20	
2,964 WFT	6.55	5.55			10.50 AM	9.45	s 5.07	s 2.30	177.5	DR	BERENDA		29.1	3.25	s 5.45	8 10.50	s 1.10	4.50PM		10.35	1.00	7.00 ам t 7.00 рм
2,467 OT	7.40	6.17			11.10AM	s 10.00	\$ 5.25	s 2.43	184.9	DR	MADERA		21.7	3.14	s 5.32	s 10.39	s 12.54	4.30PM		10.00	12.20AM	5.00 AM 6.00 PM
1,768	8.00	6.28				f 10.05	f 5.32	2.48	187.7		BORDEN		18.9	3.08	f 5.27	10.35	f 12.48			9.32	11.40PM	
3,760	8.20	6.41				f 10.12	f 5.38	2.54	191.2		IRRIGOSA		15.4	3.03	f 5.22	10.30	12.43		,	9.17	11.26	
746									194.5			(Spur)	12.1									
2,726 W	8.55	7.01				f 10.21	f 5.49	3.02	196.6		HERNDON		10.0	2.55	f 5.14	10.23	f 12.34			8.55	11.10	
2,514	9.15	7.20				f 10.30	f 5.58	3.09	201.2		MUSCATEL		5.4	2.48	f 5.07	10.17	12.28			8.38	10.57	İ
erm Yard WFTYO	9.40PM	7.45PM				10.40PM	6.10PM	3.20PM	206.6	DNR	FRESNO		0.0	2.40M	5.004	10.10AN	12.20PM			8.20PM	10.40PM	24 hour
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	AI	rrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(112.2)	ali na si di s		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex.Sunday	
	(4.30)	(9.10) 12.24	(7.30) 7.60	······································	(0.20)	(3.25) 32.82	(4.03)	(3.23)		Ti	me over District			(2.50)	(3.10)	(2.44)	(3.30)	(0.20)	(9.10)	(9.00)	(4.20)	

REGISTERING STATIONS:

Trains must get clearance card before leaving Lathrop.

Nos. 297 and 298 will do way work between Merced and Tracy, including Merced yard. Nos. 299 and 300 will do way work between Fresno and Merced.

No. 25 stops at Modesto Mondays on Signal.

FROM SAN FRANCISCO—Tracy Sub-Division (Continued): Tracy and Mendota—TOWARD SAN FRANCISCO.

Westward. ¹⁵

gs in on of vater tions.	TH	IIRD CLAS	S S	FIRST CLASS					FIRST CLASS		TI	HIRD CLAS	35	
sidin ocatic el, V g Stat	246	248	254	26	36	from iciseo ioch	Time Table No. 117	from ta loch	35	253	247	245	241	
Length of sidings 1 feet, and location of Scales, Fuel, Watt and Turning Station	Mendota Freight	• Way Freight	Sunset Frt. Limited	The Owl	Visalia Passenger	Distance from San Francisco via Antioch	May 24, 1908	Distance from Mendota via Antioch	Visalia Passenger	Sunset F Limi eo	rt. * Way I Freight	Mendota Freight	El Paso Freight	Telegraj Office Hours
Feet, Scal	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	ലത്'	STATIONS		Arrive Daily	Arrive Da	hily Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
				5.00PM	7.40 AM	0.0	DN SAN FRANCISCO	175.5	4.482					
term. Yard WFTYO	6.45PM	8.10AM	7.50AM	7.40PM	10.40 AM	83.2	DNR TRACY	92.3	12.50PM	10.40	AM 4.30PM	9.20PM	4.35AM	24 hour
,877	6.55	8.23	8.00	7.46	10.45	85.9	LYOTH W. P. Crossing 8.0	89.6	12.45	10.23	3 4.10	9.07	4.15	
,358	7.05	8.39	8.12	7.51	f 10.52	88.9	YARMOUTH 4.7	86.6	f 12.39	10.08	3 3.55	8.55	4.05	
,515	7.22	9.03	8.30	7.58	s 11.01	93.6	VERNALIS	81.9	s 12.30	9.4	7 3.30	8.38	3.45	
.008					f	95.9	ROMAIN (Spur)	79.6	ſ					
,590	7.35	9.30	8.45	8.03	11.08	97.4		78.1	12.23	9.30	3.10	8.25	3.30	
110 W	<u>8.10</u>	9.50	9.10	<u>_8.10</u>	s 11.16	101.4	D WESTLEY	74.1	s 12.16	9.10	2.50	8.10	3.10	7.00 AI 7.00 P
920	8.48	10.25	9.40	8.21	f 11.30	108.4	EMERALD	67.1	f 12.03PM	8.30) 2.20	7.25	2.35	
936	9.20	10.55	10.15	8.30	s 11.49 AM	114.2	N CROW'S LANDING	61.3	s 11.49 AM	8 07	7 1.45	6.55	2.10	7.00 pr 7.00 an
763						118.3	TIMBA (Spur)	57.2						
51 3 W	10.00	11.31 AM 12.18 PM	10.53	s 8.41	8 <u>12.03</u> PM	120.5	D NEWMAN	55.0	s <u>11.36</u>	7.40	12.30 PM	6.20	1.45	7.00 AI 7.00 PA
,458	10.20	12.38	<u>11,25</u>	8.47	f 12.11	124.5	GUSTINE	51.0	f <u>11.25</u>	7.06		5.50	1.20	
,334	10.38	12.55	11.50AM	8.52	f 12.17	127.9	LINORA	47.6	f 11.17	6.53	3 10.58	5.35	1.05	
,241	10.51	1.08	12.22PM	8.56	s 12.22	130.3	2.4 INGOMAR	45,2	s 11.12	6.43	3 10.45	5.23	12.55	
515	11.25PM	1.40	12.55	9.05	s 12.34	136.6	N VOLTA	38.9	s 10.59	6.18	3 10.15	4.53	12.30	7.00 pm 7.00 an
.685 WY	12.05AM	2.20	1.20	s 9.15	s 12.44	141.4	D LOS BANOS	34.1	s 10.50	6.00	9.40	4.30	12.05AM	7.00 AL 7.00 PL
,844	12.32	2.50	1.52	9.27	f 12.57	149.3	AGATHA	26.2	f 10.35	5.16	8.55	3.45	11.25PM	
,744	12.50	3.20	2.12	9.34	s 1.05	154.0	D DOS PALOS	21.5	s 10.27	4.58	8.30	3.20	11.00	7.00 AN 7.00 PM
,529	1.15	3.45	2.45	9.44	f 1.16	160.8	OXALIS 6.4	14.7	f 10.15	4.37	8.00	2.45	10.25	
184 W	1.40	4.20	3.15	9.54	s 1.28	167.2	D FIREBAUGH	8.3	s 10.04	4.18	5 7.35	2.23	9.54	7.00 ам 7.00 рм
,564	2.00	4.40	3.35	10.01	1.35	171.8	CROMIR	3.7	9.56	4.00	7.15	2.05	9.28	
,063 WFT	2.20AM	5.00PM	4.00PM	10.10PM	1.45 PM	175.5	DNR MENDOTA	00	9.50 AM .	3.48	5AM 7.00AM	1.45PM	9.15PM	24 hour
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(92.8)		Leave Daily	Leave Da	ily Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
	(7.35) 12.17	(8.50) 10.43	(8.10) 11.30	(2.30)	(3.05)		Time over District		. (3.00)	(9.30)	(7.35)	(7.20)	(7.25)	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

TRAINS WILL STOP AS FOLLOWS:

At Los Banos Gun Club-house west of Agatha Nos. 35 and 36 on signal. Nos. 247 and 248 will carry passengers. ¹⁶ Eastward. FROM SAN FRANCISCO—OAKLAND SUB-DIVISION :—San Francisco and Santa Clara, and Centerville and San Jose Branch—TOWARD SAN FRANCISCO. Westward.

in ater ons.	THIRD	CLASS	SECOND	CLASS		FU	RST CLA	SS	e be-					e be- eight		FIRST	CLASS		SECOND	CLASS	тн	IRD CLAS	35
cation cation I, W Stati	802	804		516	514	506	58	502	ing tim for passe	from	נ	fime Table No. 117	from acisco	ng time for frei	505	501	57	509	513	515	803	801	
Lengu or stungs in feet, and location of Scales, Fuel, Water and Turning Stations.	San Jose Way Freight	Freight		Mixed	Mixed	Wright Passenger	San Jose Passenger	Wright Passenger	m runn stations —minut	Distance from San Francisco		May 24, 1908.	Distance from San Francisco	1m runni stations	Wright Passenger	Wright Passenger	San Jose Passenger	San Jose Passenger	Mixed	Mixed	Freight	San Jose Way Freight	Telegrapi Office Hou
Scale Scale	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Minimu tween trains-	<u>д</u> 202		STATIONS	H02	Minimu tween	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
				_		5.00PM	1.40PM	8.00		0.00	DN	SAN FRANCISCO	48.	3	9.08AM	5.48PM	9.58PM	10.38PM					· · ·
5,198	12. 2 0PM	12.40AM				5.50PM	2.35PM	8.53AM	4	14.4	DNR	ELMHURST	33.	3 5	s 8.08AM	s 4.45PM	s 9.02PM	s 9.45PM			7.05AM	8.05PM	24 hours
7,732	12.25	12.50				f 5.55	f 2.39	f 8.58	4	16.5		MULFORD 2.3	33.9		f 7.58	f 4.39	8.57	9.38			6.50	7.50	
4 51	12.32	12.58				f 6.01	f 2.44	f 9.04	4	18.8		ROBERT (Spur)	29.		f 7.53	f 4.34	8.51	9.34			6.42	7.35	
3 ,000	12.40	1.10				f 6.07	f 2.49	f 9.09	3	21.1		RUSSEL	27.2	2 5	f 7.47	f 4.28	f 8.46	f 9.30			6.34	7.30	
1,578	12.50	1.15				s 6.12	f 2.52	s 9.12	7	22.6	D	MOUNT EDEN	25.9		s 7.43	s 4.25	f 8.43	f 9.28			6.30	7.25	7.00 ам to 7.00 рм
801	1.10	1.32				s 6.22	s 3.00	s 9.22		26.3	D	ALVARADO	22.0		s 7,35	s 4.15	s 8.34	s 9.22			6.19	7.10	7.00 ам t 7.00 рм
750	1.14	1.35				f 6.24	3.02	f 9.23	2	27.2		0.9 HALL (No Siding) 2.2	21.	11 U	f 7.33	f 4.14	8.32	9.19			6.17	6.57	*
950	1.27	1.45		-		f 6.30	* 3.05	f 9.29	8	29.4		ARDEN	18.9	9 16	f 7.27	f 4.08	t 8.27	† 9. 1 6			6.10	6.45	
4,420 W	1.40	2.00		-		s 6.35	s 3.09	s 9.36		31.6	D	NEWARK	16.'	7	7.22	4.04	8.22	9.13			5.58	6.36	7.00 ам t 7.00 рм
4,420 W				6.40 PM	9.40 AM					31.6	D	NEWARK	16.'						7.10AM	4.00PM			
	«			7.05 PM	10.05 AM				15	34.5		CENTÉRVILLE	19.6	6 }18					6.45AM	3.35PM			
4,420	1.50	2.00				6.36	3.09	9.38	. (31.6	D		16.'	7 } 7	s 7.21	s 4.04	s 8.21	s 9.12			5.50	6.25	7.00 ам to 7.00 рм
791	2.05	2.10				f 6.41	f 3.15	f 9.44	4	33.8		MOWRY 3.7	14.	5) 11	f 7.14	f 3.58	8.15	9.05			5.37	6.15	
630	2.20	2.27				f 6.48	f 3.22	f 9.53	7	37.5		DRAWBRIDGE	10.8		f 7.06	f 3.49	8.08	\$ 8.57			5.18	5.58	
1,207	2.30	2.37				s 6.53	f 3.30	s 10.01	5	40.1	D		8.		s 703	s 3.4 3	f 8.02	f 8.53			5.03	5.45	7.00 AM to 7.00 PM
8,000	3.00	2.49				s 7.00	s 3.38	s 10.08	5	42.7	D	AGNEW	5.6		s 6.57	s 3.38	s 7.57	s 8.47			4.48	5.15	6.28 ам to 6.28 рм
744 I	3.10PM	3.15AM				s7.10PM	s 3.45PM	s 10.20M	4	45.8	DR	SANTA CLARA	2.		6.50AM	3.30PM	7.50PM	8.40PM			4.30AM	5.00PM	6.40 лм to 7.15 рм
				-		7.23PM		10.28AM		48.3	DNR	SAN JOSE	0.0	ō	6.43AM	3.20PM							
	3.30PM	3.30AM		-			3 55PM			50.6	DNR	SAN JOSE Market St. Depot. Coast Line.	0.0	ō			7.45PM	8.35PM			4 15AM	4.45PM	24 hour
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(48.3)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 802 is superior to 801; No. 804 is superior to 803.

Trains must obtain clearance card before leaving Santa Clara when an operator is on duty.

Movement of trains between Santa Clara and San Jose (Coast Line Depot) will be governed by current Coast Division time table.

San Jose yard limits, from Santa Clara to Valbrick on the standard gauge line, and from Santa Clara to Dougherty on narrow gauge line.

Trains must reduce speed to 15 miles per hour between San Jose Passenger Depot and the west end of Guadalupe River trestle. Eastward trains must get a signal to "proceed" from the switch tender at switch to old main line (or round-house track) before fouling said junction switch.

Engineers approaching Santa Clara interlocking tower must sound one short, one long, one short (thus: o - o) blast of the whistle, if they wish switches lined up for Coast Division main track; two short, one long, two short (thus: o o - o) blasts of the whistle if they wish switches lined up for crossover Santa Clara-Santa Cruz main line; Two short, one long, one short (thus o o - o) blasts of the whistle if they wish switches lined up between Western Division Newark line and Coast Division main line.

TRAINS WILL STOP AS FOLLOWS:

At Arffs, all trains on signal except Nos. 57 and 58, except on Tuesdays and Saturdays No. 58 will stop to leave passengers during hunting season.

At Mayhew, No. 501 Wednesdays and Sundays only.

No. 506 Tuesdays and Saturdays only.

	Eastward.		FROM S	AN FRA	ANCISCO	J—Oak		Sub-Division (Co. SAN RAMON BRAN).—TOT	VARD S	AN FR	ANCISCO).		Westv	vard. 17
in of DB.		SECOND	CLASS			for tor				for				SECOND CL	ASS	· · · · · · · · · · · · · · · · · · ·	1
Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.			144 San Ramon Passenger	142 San Ramon Passenger and Freight	60 San Ramon Passenger		Distance from San Francisco	Time Table No. 1 May 24, 1908.	17	San Ramon Ban Ramon mum running ti veen stations tht trains-minu	141 San Ramon Passenger	143 San Ramo Passenger and Freigh	59 San Ramon Passenger				Telegrap) Office Hours
Lengt feet Scale and T			Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Minim betwee passen	ភ្លី -	STATIONS		B Minimu betwee	Arrive Dail	A mire Deil		_			
			4.00PM	7.40AM	7.40AM		0.0	DN SAN FRANCISCO) 5	8.8	9.284	6 08	M 6.08P	W			
4,053			5.48PM	9.40AM	9.27AM	3	39.1	DR AVON	1	9.7	s 7.25M	s 4.10P	M s 4.20P				7.00 AM to 7.00 PM
5,393 W	·		s 6.00	s 10.20	s 9.38	(4	13.5	D CONCORD	1	5.3	s 7.14	s 3.47	s 4.10			·	6.30 ам to 6.30 рм
935						5 4	14 2	NACIO	1	4.6 6							
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				Arrive Daily Ex.Sunday	Arrive Sunday			(19.7)			Leave Daily	Loomo Doile	Leave				
	·		(0.47)	(1.35)	Only (0.47)			Time over District				Ex. Sunday (2.05)	(0.45)				
		d trains are s					. .	opposite direction						-	TRAINS WILL S	TOP AS FOLLOW	ins on signal.
Ea	Westward	d trains are s					land	opposite direction Sub-Division (Co SAN JOSE BRANC	ntinued					-	TRAINS WILL S		ins on signal.
in 1 of ater DBS.						D—Oak	land	Sub-Division (Co SAN JOSE BRANC	ntinued			AN FR		-	TRAINS WILL S At Widber	o all passenger tra	ins on signal.
in 1 of ater DBS.	stward.		FROM S			D—Oak	land	Sub-Division (Co	ntinued) CH.			AN FR	ANCISCO	-	TRAINS WILL S At Widber	o all passenger tra Westw	ins on signal. ard.
n of ater	third class	98 San Jose S	FROM S FIRST CLASS 96 94 San Jose San Jose	SAN FRA 92 San Jose	ANCISCO 90 San Jose	D—Oak	land	Sub-Division (Co SAN JOSE BRANC	ntinued) CH.).—TOV 89 San Jose	VARD S 91 San Jose	AN FR FIRST 93 San Jose	ANCISCO CLASS 95 San Jose). 97 San Jose	TRAINS WILL S At Widber T 279	o all passenger tra Westw	ins on signal. ard.
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¹⁸ Eastward.

FROM SAN FRANCISCO—Tracy Sub-Division (Continued): Merced and Milton Branches—TOWARD SAN FRANCISCO.

Westward.

306 Passenger and Freight Leave Daily Ex. Sunday 7.45AM 8.02 8.13 8.25		152 Passenger Leave Daily 9.00AM 1.30PM 1.42 f 1.51 s 1.58	Mixed Leave Daily Ex. Sunday 9.00AM 1.20PM	12 4	6.16 Bistance from San Francisco	Time Table No. 117 May 24, 1908 STATIONS DN SAN FRANCISCO 91.9 DNR STOCKTON W. P. Grossing 58 CHARLESTON (Spur)	Distanc 163.9 75.0	Minimum running time be- tween stations for freight trains-minutes.	151 Passenger Arrive Daily 4.48PM	153 Mixed Arrive Daily Ex. Sunday 7.28PM	305 Passenger and Freight Arrive Daily Ex. Sunday	Telegrapi Office Hours
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8.02 8.13 8.25		1.30PM 1.42 f 1.51	1.20 PM f 1.32	4	91.9	DNR STOCKTON W. P. Crossing 5 8	72.0					
8.02 8.13 8.25		1.42 f 1.51	f 1.32	4		W. P. Crossing5 8	1 11					
8.13 8.25		f 1.51	f 1.32	4	97.7	· · · · · · · · · · · · · · · · · · ·			11.50 M	3.45PM	4.00PM	24 hours
8.25			f 1.41				66.2	13	†11.85	f 3.31 ·	3.43	
8.25			f 1.41		99.3	WALTHALL (Spur)	64.6	4	f	f		
		<u>s 1.58</u>			101.6	HOLDEN (Spur)	62.3	5	f 11.27	f 3.22	3.32	
			s 1.48	6	104.8	DR PETERS	59.1	8	11.20	3.12	3.15	7.00 ам 7.00 рм
			1.48		104.8	DR PETERS	59.1			s 3.12		
			f 2.03		110.5	WAVERLEY	64.8	20		t 2.57		
			2.20PM	14	116.3	DR MILTON	70.6	22		2.40PM		7.00 am 7.00 pm
8.25		1.58			104.8	DR PETERS	59.1		s 11.20		3.15	7.00 ам 7.00 рм
8.50		s 2.07			109.2	d.4 D FARMINGTON 3.3	54.7	11	s 11.08		2.50	7.00 Ан 7.00 рм
		f			112.5	7.5 TRIGO (Spur) 2.6	51.4	9	f			
9.10		f 2.20			115.1	COMETA	48.8	8	f 10.55		2.20	
	······	f			117.8	2.7 CLYDE (Spur) 3.8	46.1	7	f			
		f		8	121.6	BURNETT (Spur)	42.3	10	f			
10.20		2.40 2.45			123.4	DR OAKDALE Oskdale & W. Crossing 3.9	40.5	5	10.35 10.20		1.30	7.00 лм 7.00 рм
10.32		f 2.53		6	127.3	CLARIBEL 6.7	36.6	9	f 10.00		12.50	
10.50		s 3.03			133.4	D WATERFORD	30.5	13	s 9.38		12.25	7.00 AM 7.00 PM
10.58		s 3.07			135.0	HICKMAN	28.9	[]i	s 9.30		12.15PM	
11.15AM		s 3.18			140.8	DR MONTPELLIER	23.1		s 9.15	•	11.55AM	7.00 ам 7.00 рм
		f 3.31	-		147.0	RYER	16.9	!!·	f 8.58			
		f 3.36	,	1 1	149.8	ARUNDEL	14.1		f 8.50			
		f 3.44			153.5	AMSTERDAM	10.4	- -	f 8.40			
		f			158.2	NAIRN (Spur)	5.7	IO -	f			
					162.1	A. T. & S. F. Crossing X	1.8					
		4.15PM		9	163.9	DNR MERGED	0.0	14	8.10AM		,	24 hours
Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily Ex. Sunday			(72.0)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	10.58 11.15AM	10.58 11.154M	10.58 s 3.07 11.154M s 3.18 11.154M f 3.31 11.154M f 3.32 11.154M f 3.31 11.154M f 3.32 11.154M f 3.32 11.154M f 3.32 11.154M f 3.32 11.154M f 3.32	10.58 s 3.07 11.154M s 3.18 11.154M f 3.31 11.154M f 3.34 11.154M f 3.44 11.154M f 4.154 11.154M f 5.54 <td>10.50 s 3.03 3 10.58 s 3.07 9 11.154M s 3.18 9 11.154M s 3.18 9 11.154M f 3.31 5 10.58 f 3.36 5 11.154M f 3.31 5 11.154M f 3.36 9 11.154M f 3.36 5 11.154M f 3.36 5 11.154M f 3.36 5 11.154M f 3.36 5 11.154M f 3.44 7 11.154M f 1 3.44 7 11.154M f 1 3.44 7 11.154M g 9 11.154M g 9<</td> <td>10.50 s 3.03 3 10.58 s 3.07 9 11.154M s 3.18 9 11.154M s 3.18 9 11.154M f 3.31 140.8 140.8 147.0 149.8 153.5 158.2 158.2 162.1 162.1 163.9 4.15PM 4.15PM 4.15PM (3.30) (2.45) (1.00)</td> <td>10.50 s s 3.03 133.4 D WATERFORD 10.58 s s 3.07 9 135.0 HICKMAN 11.15AM s s 3.18 9 140.8 DR MONTPELLIER 10.59 f 3.31 f 9 147.0 RYER 6.2 11.15AM f 3.36 5 149.8 ARUNDEL 8.7 2.8 11.15AM f 3.36 5 149.8 ARUNDEL 3.7 11.15AM f 3.44 7 153.5 AMSTERDAM 3.7 11.15AM f 3.44 7 158.2 NAIRN (Spur) 11.15AM f 3.44 7 158.2 NAIRN 18 11.15AM f 3.44 7 158.2 NAIRN 18 11.15AM f 3.44 7 162.1 A.T.&S.P. Crossing 1.8 11.15AM f 1.15PM 9 162.1 A.T.&S.P. Crossing 1.8 11.15AM Arrive Daily</td> <td>10.50 s 3.03 3 33.4 D WATERFORD 30.5 10.58 s 3.07 s 3.07 3 135.0 HICKMAN 28.9 11.154M s 3.18 9 140.8 DR MONTPELLIER 23.1 10.58 f 3.31 f 3.31 5 140.8 DR MONTPELLIER 23.1 11.154M f 3.36 f 3.36 5 149.8 ARUNDEL 14.1 10.58 f 3.44 7 f 53.5 AMSTERDAM 10.4 10.4 f 9 163.5 NAIRN (Spur) 5.7 10.4 4.15PM 9 163.9 DNR MERCED 0.0 Arrive Daily Ex. Sunday Arrive Daily Arrive Daily 7 163.9 DNR MERCED 0.0 (3.30) (2.45) (1.00) Time over District Time over District 1.8</td> <td>10.50 s 3.03 3 133.4 D WATERFORD 30.5 4 10.58 s 3.07 9 135.0 HICKMAN 28.9 13 11.154M s 3.18 9 140.8 DR MONTPELLIER 23.1 14 11.154M f 3.31 f 3.36 5 4 14 7 140.8 DR MONTPELLIER 23.1 14 11.154M f 3.36 f 3.36 5 149.8 ARUNDEL 14.1 7 11.154M f 3.44 7 153.5 AMSTERDAM 10.4 10 11.154M f 3.44 7 158.2 NAIRN (Spur) 5.7 10 11.154M 11.154M 11.154M 10.4 10 10 10 10 11.154M 11.154M 11.154M 11.154M 10 10 10 10 10 10 11.154M 11.154M 11.154M 11.154M 11.154M 10 10 10 10 10 10 10 10 10 10 14 10<</td> <td>10.50 s 3.03 s 3.03 133.4 D WATERFORD 30.5 4 s 9.38 10.58 s 3.07 9 135.0 HICKMAN 28.9 13 11.154M s 3.18 9 140.8 DR MONTPELLIER 23.1 14 11.154M s 3.18 9 147.0 Rifer 16.9 8 9.15 12 f 3.36 f 13.36 5 149.8 ARUNDEL 14.1 7 f 8.50 <</td> <td>10.50 s 3.03 s 3.03 133.4 D WATERFORD 30.5 4 s 9.38 s s s s s 10.58 135.0 HICKMAN 28.9 4 s 9.30 s 9.30 s s s 9.30 s s s 9.30 s 13 s 9.30 s s 9.15 s s s 9.15 s s s 9.15 s s s 9.15 s s s s 9.15 s s s s 9.15 s s s 9.15 s s s s s 9.15 s s s s s 9.15 s</td> <td>10.50 s 3.03 s 3.03 33.4 D WATERFORD 30.5 4 s 9.38 12.25 12.25 10.58 s 3.07 9 155.0 HICKMAN 28.9 13 s 9.38 12.15M 11.164M s 3.18 9 140.8 DR MONTPELLIER 23.1 13 s 9.15 11.55AM 140.8 DR MONTPELLIER 23.1 14 8 9.15 11.55AM 140.8 DR MONTPELLIER 14.1 8 f 8.50 11.55AM 147.0 RYER 16.9 14.1 8 f 8.50 10 11.55AM 149.8 ARUNDEL 14.1 8 f 8.40 7 16.9 14.1 8 f 8.40 10.4</td>	10.50 s 3.03 3 10.58 s 3.07 9 11.154M s 3.18 9 11.154M s 3.18 9 11.154M f 3.31 5 10.58 f 3.36 5 11.154M f 3.31 5 11.154M f 3.36 9 11.154M f 3.36 5 11.154M f 3.36 5 11.154M f 3.36 5 11.154M f 3.36 5 11.154M f 3.44 7 11.154M f 1 3.44 7 11.154M f 1 3.44 7 11.154M g 9 11.154M g 9<	10.50 s 3.03 3 10.58 s 3.07 9 11.154M s 3.18 9 11.154M s 3.18 9 11.154M f 3.31 140.8 140.8 147.0 149.8 153.5 158.2 158.2 162.1 162.1 163.9 4.15PM 4.15PM 4.15PM (3.30) (2.45) (1.00)	10.50 s s 3.03 133.4 D WATERFORD 10.58 s s 3.07 9 135.0 HICKMAN 11.15AM s s 3.18 9 140.8 DR MONTPELLIER 10.59 f 3.31 f 9 147.0 RYER 6.2 11.15AM f 3.36 5 149.8 ARUNDEL 8.7 2.8 11.15AM f 3.36 5 149.8 ARUNDEL 3.7 11.15AM f 3.44 7 153.5 AMSTERDAM 3.7 11.15AM f 3.44 7 158.2 NAIRN (Spur) 11.15AM f 3.44 7 158.2 NAIRN 18 11.15AM f 3.44 7 158.2 NAIRN 18 11.15AM f 3.44 7 162.1 A.T.&S.P. Crossing 1.8 11.15AM f 1.15PM 9 162.1 A.T.&S.P. Crossing 1.8 11.15AM Arrive Daily	10.50 s 3.03 3 33.4 D WATERFORD 30.5 10.58 s 3.07 s 3.07 3 135.0 HICKMAN 28.9 11.154M s 3.18 9 140.8 DR MONTPELLIER 23.1 10.58 f 3.31 f 3.31 5 140.8 DR MONTPELLIER 23.1 11.154M f 3.36 f 3.36 5 149.8 ARUNDEL 14.1 10.58 f 3.44 7 f 53.5 AMSTERDAM 10.4 10.4 f 9 163.5 NAIRN (Spur) 5.7 10.4 4.15PM 9 163.9 DNR MERCED 0.0 Arrive Daily Ex. Sunday Arrive Daily Arrive Daily 7 163.9 DNR MERCED 0.0 (3.30) (2.45) (1.00) Time over District Time over District 1.8	10.50 s 3.03 3 133.4 D WATERFORD 30.5 4 10.58 s 3.07 9 135.0 HICKMAN 28.9 13 11.154M s 3.18 9 140.8 DR MONTPELLIER 23.1 14 11.154M f 3.31 f 3.36 5 4 14 7 140.8 DR MONTPELLIER 23.1 14 11.154M f 3.36 f 3.36 5 149.8 ARUNDEL 14.1 7 11.154M f 3.44 7 153.5 AMSTERDAM 10.4 10 11.154M f 3.44 7 158.2 NAIRN (Spur) 5.7 10 11.154M 11.154M 11.154M 10.4 10 10 10 10 11.154M 11.154M 11.154M 11.154M 10 10 10 10 10 10 11.154M 11.154M 11.154M 11.154M 11.154M 10 10 10 10 10 10 10 10 10 10 14 10<	10.50 s 3.03 s 3.03 133.4 D WATERFORD 30.5 4 s 9.38 10.58 s 3.07 9 135.0 HICKMAN 28.9 13 11.154M s 3.18 9 140.8 DR MONTPELLIER 23.1 14 11.154M s 3.18 9 147.0 Rifer 16.9 8 9.15 12 f 3.36 f 13.36 5 149.8 ARUNDEL 14.1 7 f 8.50 <	10.50 s 3.03 s 3.03 133.4 D WATERFORD 30.5 4 s 9.38 s s s s s 10.58 135.0 HICKMAN 28.9 4 s 9.30 s 9.30 s s s 9.30 s s s 9.30 s 13 s 9.30 s s 9.15 s s s 9.15 s s s 9.15 s s s 9.15 s s s s 9.15 s s s s 9.15 s s s 9.15 s s s s s 9.15 s s s s s 9.15 s	10.50 s 3.03 s 3.03 33.4 D WATERFORD 30.5 4 s 9.38 12.25 12.25 10.58 s 3.07 9 155.0 HICKMAN 28.9 13 s 9.38 12.15M 11.164M s 3.18 9 140.8 DR MONTPELLIER 23.1 13 s 9.15 11.55AM 140.8 DR MONTPELLIER 23.1 14 8 9.15 11.55AM 140.8 DR MONTPELLIER 14.1 8 f 8.50 11.55AM 147.0 RYER 16.9 14.1 8 f 8.50 10 11.55AM 149.8 ARUNDEL 14.1 8 f 8.40 7 16.9 14.1 8 f 8.40 10.4

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 154 is superior to No. 153; No. 306 is superior to No. 305.

Trains must get clearance card at Milton only when an operator is on duty.

Nos. 151 and 152 will handle freight between Montpellier and Merced. No. 151 will wait until 11.00 a. m. for connection with Sierra Ry. No. 154 will wait at Peters for mail off No. 152.

x Towermen at A. T. S. F. Crossing not on duty 8.00 a. m. to 4.00 p. m.

									Tra	cy Sul	o-Division	(Continu	ued): B	ranch Li	nes.										19
Eastwa	rd	FROM S	SAN FRA	NCIS	CO—V#	ALLEY SPRING	BRANCH-	-TOWA	RD S	SAN FF	ANCISCO.	Wes	stward	Eastwa	rd	FROM SA	AN F	RAN.—	AMADOI	R BRANCH-	-TOWA	RD SAN	FRA	N. W	Vestward
Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations	CLASS 312 Mixed Leave Daily Ex. Sunday	SECOND 172 Passenger Leave Daily	174 Valley Spring Passenger	Minimum running time be- tween stations for passenger trainsminutes.	Distance from San Francisco	Time Table May 24, 1 STATIO	08.	Distance from Valley Spring	Minimum running time be- tween stations for freight trains-minutes.	171 Passeng	er CLASS Lodi Passenger aily Sunday Only	CLASS 311 Mixed Arrive Daily Ex. Sunday	Telegraph Office Hours	Length of sidings in Length of sidings in Scales, Fuel, Water and Turning Stations.	SECO	132 Mixed	Minimum running time be- tween stations for passenger trains-minutes.	Distance from San Francisco		ne Table No. May 24, 1908. STATIONS	117	Distance from Ione	mum running tim en stations for fr ins-minutes.	SECOND CLASS 131 Mixed Arrive Daily	Telegraph Office Hours
=		9.004			0.0	DN SAN FRAN	1500	131.2		4.4				=======================================		9.00 AM		0.0	DN SA	N FRANCISC)0	139.8		4.48PM	
3,261 W		1.05PM			106.8		DGE	29.4		12.5	DPM			8,276 WFT		2.15PM		112.7	DR	GALT		27.1	┝───╽┝		7.30 AM to 7.30 PM
20,753 WTF	7.00AM	s 1.55	8.30AM	5	104.3	DNR LODI		26,9	1	$12.3 \\ 11.3$	5PM 4.25PM	5.10PM	24 hours	677		f.	12 7	118.3		5.6 CONLEY 3.3	(Spur)	21.5		?	
2,613 f	£	f	f	13	108.1	VICTO	k (Spur)	23.1	19	f	f	f		1,171		f 2.37	3	121.6		CICERO		18.2	10 4	10.50	
2,850 W 8	7.25	8 2.10	8 8.44	6	111.7	4 0		19.5	10	s 11.1		s 4.47	7.00 AM to 7.00 PM 7.00 AM to	466		f	24	123.0	·	CLAY 	(Spur)	16.8	31	!	
2,610 8	7.55	<u>s 2.20</u>	s 8.51	11	115.7	6.1		15.5	15	s 11.0		s 4.35	7.00 AM to 7.00 PM 7.00 AM to	2,437		s 3.15	ſ	133.3	C	OARBONDALE		6.5		10.15	
1,107	8.20 8.50	s 2.35 s 2.50	s 9.05 s 9.20	11	121.8 127.4	5.6		9.4 3.8	12	s 10.4		s 4.15 s 3.50	7.00 PM	963		- r •	6	134.0 136.2		YARU 2.2 CLARKSONA	(Spur)	5.8 3.6	8	[
422 f	**	<u>1 ++</u>	<u>s 0.20</u> f **	6	130.3	2.9		0.9	8	f **	• • • • • • • • • • • • • • • • • • •	8 3.00 f **		858		- f	}	138.7		DAGON	(Spur) (Spur)	1.1	8	P .	
3,016WT	9.30AM	3.10PM	9.45AM	2	131.2	0.9		0.0	2	10.1	OAM 3.15PM	- 3.30PM	7.00 AM to 7.00 PM	4,407 WT		3.50PM	8	139.8	DR		(0.0	3	9.30AM	7.00 AM to 7.00 PM
4	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday Only			(29.4)			-	Leave D	aily Leave Sunday Only	Leave Daily Ex. Sunday				Arrive Daily				(27.1)				Leave Daily	
	(2. 3 0) 10.72	(1.15) 29.70	(1.15)	•••••						(2.40)		(1.40)	<u>I</u>			(1.35)	·····		T	Ime over District		••••••	<u> </u>	(1.45)	L
						** T	rains will re H, and	duce spe 129 A a	ed to nd C,	between	22.97 per hour cross Helisma and N ockeford and Lo	orval.				17,10				arage speed per ho				15.48	
Eastwa	rd						FRC		I FR.	ANCISC	O-YOSEMI	TE BRAN	ICH—TO	WARD SA	IN F	RANCISCO.	•							W	estward
a in ater ions.					SEC	OND CLASS		time for						time for				SECO	ND CLAS	3 5		1			
Length of sidings feet, and location Scales, Fuel. Wat and Turning Station							156 Mixed Leave Dail	A	utes.	Via Antioch	Time Tabl May 24	, 1908.	Distunce from	Minimum running time between stations for freight trains-min- utes.	M	155 Aixed ve Daily		-				· · · ·			Telegraph Office Hours
			-				10.20	_							=										
13,964 WTF		-	-			·	5.10				ON SAN FRA		198		-	4.48PM 0.00AM									7.00 AM to
I		_	-					15		80.8	3. A. T. & S. F	3 . Crossing	17								-				7.00 рм
1,040		_					f 5.80		1	84.8	4. TAL	-	13		f g	9.30									
8,482							f 5.48	8	1	88.9	4. DAUI 2.	TON	9	.5 8	19	9.10									
800		-	_				f	- 21	11	91.8	JESI 4.	BEL (Sp		.6 21	f					· · · · · · · · · · · · · · · · · · ·	-				
1,270		-					f 6.10			95.8 96.0	0.	2		.6	f	2.20					-		'		
20,000				-			f 6.20	- 4		97.3	HERI 			.4 ′ 4		3.32 3.25					_				·
2,846 WT			_	-			6.30	- 3 M		98.4 I	1.	1		.0 3		3.00 AM		·			-				6.00 AM to 6.00 PM
		_	-				Arrive Dail	y			(20.	9)			Leav	ve Daily			_		-				0.00 PM
	<u> </u>	<u>.</u>				I	(1.20) 15.67	••••••			Time over I Average spee					8.00) 9.45		I		L		<u> </u>		l	
						ns of the same						e Rule 7	2). Ez	ception:	No.	. 172 is su	peri	or to No	o. 173;	Nos. 312 a	nd 174	are sup	perior	to No.	171.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Branch Lines—Calistoga Branch.

ទើធីឡ				FERRY				THIRD	CLASS			SECONI	D CLASS				FI	RST CLAS	55			m m 11	NT. 4417	
cation Wa Statio	Steamer	Steamer	Steamer	Steamer	Steamer	Steamer	Steamer	260	262	76	74	170	164	168	162	64	70	66 Calistoga	62	68	e fron incisco	Time Table 1		
r, and location of les, Fuel, Water I Turning Stations.	Trip From No. 148	Trip	Trip	Trip	Trip	Trip	Trip	Passenger and Freight	Calistoga Freight	Passenger	Napa Passenger	Suisun Mixed	Napa Passenger	Suisun Passenger	Passenger	Calistoga Passenger	Santa Rosa Passenger		Calistoga Passenger	Santa Rosa Passenger	Distance from San Francisco	May 24,	1908	·
Scales Brales and T	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATION		
	7.00PM	5.40PM											10.20AM			4.00PM	4.00PM	N. W. Pac.	7.40AM	7.40AM	0.0	DN SAN FRANC 29.0	JISCO D	N (
	8.21PM	6.52PM											11.36AM			5.15PM	5.15PM	Ry. Ferry	8.56AM	8.56AM	29.0	D VALLEJO J	UNC.	Vallej
	t 8.35	**7.05	5.38PM	4.00PM	11.50AM	9.20AM	7.10AM						11.50			5.26	5.26		9.08	9.08	31.0	D SOUTH VAL		0 Ferr
	8.45PM	7.20PM	5.48PM	4.10PM	12.01PM	9.30AM	7.20AM															NORTH VALLEJ) ч —
8,047 VFT												3.45PM	11.50AM	6.55AM		5.38PM	5.28PM	20	9.20 / M			DR SOUTH VA		
948												s 3.48	s 11.53	s 6.58		s 5.41	s 5.31	From West Napa, Buchli and Wingo	s 9.23	<u>s9.13</u>	32.1	NORTH VAI		
494												f 3.56	f11.59AM			5.47	f 5.37	Froi est Noi li anc		f9.18	35.4	FLOSDE		
2,064 YO									8.25AM	5.41 PM	5,.00PM	8 4.04PM	s 12.05PM	8 7.10AM			5.43PM	W	8 <u>9.35</u>	s 9.25 AM		3.7		
448										f 5.47	5.07		f 12.13		f 6.42	f 6.00		<u></u>	f 9.43		42.0	THOMPSO		
432													f								45.2			ur
,491 W								2.55PM	8.55	5.57PM	5 .1 5M		12.25PM		6.51 👭				s 9.53		46.5	2.3		
,394								3,15PM	9.05				-			s 6.17			s 10.00		48.8	2.4		
970									9.13							f 6.21		f 5.33	f 10.06		51.2	OAK KNO 1.5 TRUBOL		
828								1go	9.20							f 6.25		f 5.36	f 10.11		52.7	2.3-		
2,759 W								lapa, I Wir	9.35							s 6.30	·	\$ 5.41	s 10.17		55.0 58.5	3.5		
2,154								Via West Napa, Buchli and Wingo	9.47				-			s 6.38		\$ 5.47	s 10.25		60.4	1.9		
1,757								W	9.54				_			s 6.43		s 5.50	s 10.30 f 10.33		62.2	ZINFAND		
,596								Щ	10.01							f 6.47		* 5.54	110.35		63.1	THOMAN		החד
528							·····						-			1 9 50		* 5.56	f 10.37		63.4	CRANE		
1,402			•	· · · · · · · · · · · · · · · · · · ·					10.10				_			f 6.50		s 6.00	s 10.40		64.4	ST. HELE		
4,232									10.40							s 6.55		<u> </u>	10.43		65.5	1.1		
908	_								10.53				_			6.57		6.03	f 10.44		66,3	BARRO		
967	-								10.57				-			f 7.00		0.08	f		68.5	BALE		pur)
555 W	-										·		-			1 f 7.05		f 6.07	f 10.52		69.3	LARKME		
1,119									11.08		·		_			r 1.00		1 0.07	f		70.0	0.7		
847 W																1 7.12PM		- 6 15M	11.00AM		72.7	2.7		
2,681 WT									11.25AM	Arrive					Arrive		Aming			A		(41.7)		
	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Daily	Arrive Daily	Daily	Arrive Daily	Arrive Daily	Daily		(41.7)	ver District	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 74 is superior to No. 75; No. 262 is superior to No. 261.

Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa line. Cross-over switch at west end of this siding must be lined up for Tiburon line and siding must be kept clear between these switches.

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Trains must get clearance card at South Vallejo only when operator is on duty.

TRAINS WILL STOP AS FOLLOWS:

At Suscol, Nos. 62, 64, 164 and 74 on signal. At Middleton, Nos. 62 and 64 on signal. At Orphans' Home, Nos. 68, 70, 164, 168 and 170 on signal. Nos. 162 and 76 will leave Cement Works at Napa Junction at

6:30 A. M. and 5:40 P. M. respectively. No. 74 Sunday will leave Cement Works 4:58 P. M.

STEAMER WILL STOP AS FOLLOWS:

From No. 48 stops at South Vallejo Saturday and Sunday only. From No. 148 stops at South Vallejo Sunday only.

TOWARD SAN FRANCISCO-Oakland Sub-Division (Continued): Branch Lines-Calistoga Branch.

Westward.

21

sight				F	IRST CLA	55				SEC	OND CL	ASS			THIRD	CLASS				FER	RY				
for fre	Time Table No. 117	from ga	61	67	65	63	69	161	71	167	163	175	75	169	259	261	Steamer	Steamer	Steamer	Steamer	Steamer	Steamer	Steamer		Telegrap Office
tween stations for freight trains-minutes.	May 24, 1908	Distance Calisto	Calistoga Passenger	Sant a Rosa Passenger	Calistoga Passenger via N. W Pac. Ry.	Calistoga Passenger	Santa Rosa Passenger	Passenger	Napa Passenger and Freight	Vallejo Passenger	Vallejo Passenger and Freight	Vallejo Passenger	Passenger	Passenger and Freight	Passenger and Freight	Calistoga Freight	Trip For Nos. 61 and 67	Trip For No. 47	Trip	Trip For Nos. 63 and 69	Trip For No. 19	Trip Tie up	Trip For No. 148		Hours
tween trains	STATIONS	н	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Sunday Only	
	DN S FRANCISCO	72.7	9.28AM	9.28AM	10.25AM N. W. Pac.	6.08PM	6.08PM											11.28AM							
-	D VALLEJO JC.	43.7	7.55AM	7.55AM	By Harry		4.50PM				-							10.12AM			6.11PM	····	7.55PM	•	
	D S. VALLEJO	41.7	7.40	7.40		4.37	4.37						·				7.30AM	171,000,000,000		4.20PM			7.45		
	N.VALLEJOWHF.										-						7.20AM	9.45AM	12.01 PM	4.10PM	5. 48 M	7.20PM	7.35PM	8.45PM	
	DR S. VALLEJO	41.7	s 7.30 AM	7.40		s 4.23PM	4.34PM			9.55AM	3.08PM	3.08P		6.15PM											7.00 AM to 7.00 PM
E		40.6	s 7.27	s 7.37	2	s 4.20	s 4.31			s 9.50	s 3.03	s 3.03	-	s 6.10	r, ichli										
3	FLOSDEN	37.3	7.20	f 7.30	apa, I Wingo	4.14	f 4.24			f 9.41	f 2.53	f 2.53		f 6.01	From West Napa, Wingo and Buchli										6.45 AM t
3 -	DR NAPA JUNGT.	34.4	s <u>7.15</u>	7.25AM	er n pr	в <u>4.09</u>	4.19PM	6.15AM	9.10AM	<u>9.35</u> AW	2 45 **1.25	s 2.45	5.31 PM	<u>5.53</u> PM	Fr Test zo an	3.10PM									0.45 AM 10 6.45 PM
B	THOMPSON (Spur)	30.7	f 7.07		West uchli	4.00		6.07	9.03		f1.17	f 2.37	5.23		Wing										į
3		27.5			Å									•											6.30 AM t
ן ר	DR NAPA	26.2	s 6.58	· .	×	s 3.52		6.00AM	8.55AM		× 1.10PM	2.30P	5.16PM		12.16PM	2.30	·								6.30 PM
	R UNION	23.9	s 6.52		s 8.25AM	s 3.45									12.01PM	1.55									
	OAK KNOLL	21.5	f 6.48	•	f 8.20	f 3.40										1.40									
	TRUBODY	20.0	f 6.46		f 8.17	f 3.36										1.33									6.05 AM t
J	D YOUNTVILLE 3.5	17.7	s 6.42		s 8.13	s 3.30										1.25									6.05 PM 6.00 AM to
	D OAKVILLE	14.2	s 6.35		s 8.06	s 3.21									<u> </u>	1.10									6.00 pm 6.00 am t
: 	D RUTHERFORD	12.3	s 6.32		s 8.02	s 3.16										1.01			<u> </u>						6.00 рм
	ZINFANDEL 0.9	10.5	f 6.28		f 7.59	f 3.12							<u> </u>			12.52									
3 {	THOMANN (Spur)	9.6																	·····						
	CRANE 1.0	9.3	f 6.26		7.57	f 3.10										12.45									
	ST. HELENA	8.3	s 6.25		s 7.55	s 3.09							-			12.40					······				
	KRUG 0.8	7.2	6.22		7.53	3.04										12.28									·
	BARRO	6.4	f 6.21		7.52	f 3.03										12.25									
3	BALE (Spur)	4.2	f			f																			
	LARKMEAD	3.4	f 6.16		f 7.46	f 2.56										12.10PM							-		
	MAPLE 2.7	2.7	f		f	f																			5.45 am t 5.45 pm
	DR CALISTOGA	0.0	6.10AM		7.40AN	2.50PM										11.55AM						Leave	Leave	Leave	5.45 рм
	(41.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Sunday Only	Leave Daily Ex.Sunday	Leave Daily	Leave Daily	Daily Ex.Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Sunday Only	Sunday Only	
Fin	ne over District		(1.20) 31.20	(0.15) 28.90	(0.45) 31.86	(1. 3 3) 26.75	(0.15) 28.90	(0.15) 32.80	(0.20) 24.60	(0.20) 21.09	(1.58) 24.38	(0.38) 24,38	(0.15) 32.64	(0.27) 16.20	(0.15) 9.20	(3.15) 10.51									

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Exception: No. 74 is superior to No. 75; 262 is superior to No. 261

Trains must get clearance card at Calistoga only when an operator is on duty.

No. 163 - no ban Plantee connector. No. 163. on special order, will make trip to Creston and return. Engines on 163 and 259 will change daily at Napa for fuel. Steamer waits at South Vallejo until 10.02 A. M. only for No. 167.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Branch Lines—TOWARD SAN FRANCISCO.

Westward.

SUISUN BRANCH.

in a of ater ons.	THIRD CLA	55	SECOND CLASS	i	time for min.				time for nutes		SECOND	CLASS		THIRD CL	ASS
dings cation Stati	296	264	170	168	running stations trains—1	from	Time Table No. 117	from	running statione ins-min	167	169		263	295	(T)-11
Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Santa Rosa Freight	Calistoga Freight	Suisun Passeng	Suisun Passenger	tum run sen sta nger tra	Distance from San Francisco via Vallejo	May 24, 1908.	Jistance fr Suisun	t a B	Vallejo Passenger	Vallejo Passenger		Calistoga Freight	Santa Rosa Freight	Telegraph Office Hours
Lengt feet, Scale and	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Da	ily Leave Dail	Minim betwo	H 02 Þ	STATIONS		Minimu betwee freight	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
28,047			3.45	PM 6.55/	M	31.0	D SOUTH VALLEJO	20.1		9.55AM	6.15PM				
12,064 YO	5.55PM	3.40PM	4.20	PM 7.25	M f	38.3	DR NAPA JUNCTION	12.8	1	9.20AM	5.42PM		8.00AM	10.25AM	6.45 AM to 6.45 PM
4,613 W	6.12	8.57	f 4.28	f 7.40	15	42.0	CRESTON	9.1	10	f 9.05	f 5.30		7.40	9.50	
5,820	6.25	4.15	s 4.38	s 7.51	-	45.8	D CORDELIA	5.3	J	s 8.50	s 5.18		7.10	9.22	7.00 AM to 7.00 PM
9,907			f	f	(47.2	THOMASSON (Spur)	3.9	1	f	f				
906	6.40	4.26	4.45	* 8.00	10	48.9	SUBEET	2.2	15	† 8.41	5.10		6.58	9.09	
32,028 WFTYO	6.50PM	4.40 PM	4.50	PM 8.05	M	51.1	DNR SUISUN	0.0]	8.35AM	5.05PM		6.50AM	9.00AM	24 hours
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Da	ily Arrive Dail	y		. (12.8)			Leave Daily	Leave Daily		Leave Dail y Ex. Sunday	Leave Daily Ex. Sunday	
	(0.55) 13.90	(1.0 3) 12.09	(0. 3 0) 24.16	(0.40) 19.20							(0.37) 20.76		(1.10) 10.97	(1.25) 9.03	· · · · ·

NOTE—Special Foot-note Page 20.

REGISTERING STATIONS:

Suisun and Napa Junction. (See Page 24.)

Eastward.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Union, Buchli and Wingo Branch—TOWARD SAN FRANCISCO.

Westward.

a in ater ons.	SECO	ND GLASS	FIRST GLASS	time tor nin.					time tor tutes	FIRST CLASS	SEC	OND CLASS
Length of sidings feet, and location Scales, Fuel, Wath and Turning Station		404 Passenger and Freight	66 Calistoga Passenger via N. W. Pac, Ry.	mum running veen stations senger trains-r	Distance from Ban Francisco]	Fime Table No. 117 May 24, 1908.	listance from Union.	bum running t reen stations ht trains-min	65 Calistoga Passenger Via N. W. Pac. Ry.	403 Passenger and Freight	Telegraph Office Houre
Leng feet Scal and	*	Leave Daily	Leave Daily	Minir betw pass			STATIONS		Minimum between freight tr	Arrive Daily	Arrive Daily	
		9.00AM Via N. W. P.	3.30PM Via NWP Ferry			DN	SAN FRANCISCO			10.30AM Via NWP Ferry	6.15PM Via N. W. P.	
	· ·	11.02AM	5.01 PM		36.2	R ·	WINGO	14.1		9.00 AM	4.15PM	
813		11.20AM	5.11PM		41.7	R	BUCHLI	8.6		f 8.45AM	s 4.02PM	
1,223		s 11.30	f 5.16		44.9		STANLEY	5.4		f 8.39	s 3.56	
4,870 WTF		s 11.45	s 5.23		48.3		WEST NAPA	2.0	20 -	s 8.32	s 3.50	
2,394		s 11.55AM	s 5.28PM		50.3	R	UNION	0 0		8.26AM	3.45PM	
		Arrive Daily	Arrive Daily				(14.1)			Leave Daily	Leave Daily	
		(0.35) 15.02	(0.27) 31.33				Time over District Average speed per hour			(0.34) 25.79	(0.30) 28.20	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

See page 23, Santa Rosa Branch, for movement of trains Buchli to Wingo.

No. 403 will wait at Union 10 minutes for connection with No. 63.

Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa lines. Cross-over switch at west end of this siding must be lined up for Tiburon line and siding must be kept clear between these switches.

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FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Santa Rosa and Wingo Branches.—TOWARD SAN FRANCISCO.

23 Westward.

ons.	THIRD CLASS	SECOND CL	ASS	FI	RST CLA					• E					FIRST CLASS			SECOND CLASS THIRD CLASS			ISS
station Station Stati	294	406	402	70	68	166	ng tim for passe	e from neisco	Time Table No. 117		from Cosa.	ng time for frei es.	67	69	165	401	405	293	Telegr		
Lengen or soungs in feet, and location of Scales. Fuel, Water and Turning Stations.	Santa Rosa Freight	Passenger and Freight	Passenger and Freight	Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry	m runni stations —minut	Distance f San Fran	M	ay 24, 1908	Distance from Santa Rosa.	im running t stations for minutes.	Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.	Passenger and Freight	Passenger and Freight	Santa Rosa Freight	Hou		
feet, Scale and j	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		S	TATIONS	- A	Minimu tween trains-	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			
			-	4.00PM	7.40AM			0.0	SAN	FRANCISCO	75.0		9.28AM	6.08PM							
064 YO	10.50AM		10.20AM	5.47PM	9.27 AM		8	38.3	DR NAP	JUNCTION	36.7		7.24AM	4.17PM			4.52PM	5.15PM	6.45 AN 6.45 PM		
813	11.20	From Union and West Napa	f 10.31	f 600	f 9.42	From Union and West Napa		43.2	R	BUCHLI	31.8	11 5	7.11	4.02	ToWest Napa and Union	ToWestNapa and Union	4.38	4.55			
813	11.20	4.02	10.31	6.00	9.42	8.45M		43.2	g R	BUÇHLI	31.8)	f 7.11	f 4.02	5.11PM	f 11.20 AM	f 4.38	4.55			
721	11.27	f 4.06	f 10.37	f 6.04	f 9.45	8.50	4	45.4	Block		29.6	8 {	f 7.06	f 3.55	5.07	f 11.12	f 4.33	4.47			
o Siding	11.30	4.09	10.40	6.07	9.47	8.52		46.7		RAMAL	28.3) ·	7.04	3.52	5.05	11.10	4.30	4.40			
o Siding		4.09	10.40			8.52	3	46.7		RAMAL (No Siding)	28.3	} 4			5.05	11.10	4.30				
iding on .W.P. Ry		4.15	M 10.55AM			9.004		48.7	R	WINGO	30.3	ت ا			5.01 PM	11.02AM	4.25PM				
Siding	11.30			6.07	9.47			46.7		RAMAL (No Siding)	28.3		7.04	3.52				4.40			
475	11.50AM		_	f 6.13	f 9.55		5	50.2		Pac. Rv. Crossing ELLVILLE	24.8	} 7	f 6.57	f 3.45				4.25	7.00 AM 7.00 PM		
3 10			_				2	53.3		SNYDER (Spur)	21.7	3			: 						
.849 W	12.05PM		_	s 6.23	s 10.05		- 3	54.7	D EI	VERANO	20.3		s 6.49	s 3.38			jj	4.00	6.30 AM 6.30 PM		
606				f	f		1	56.4	AGU	A CALIENTE (Spur)	18.6		ſ	f							
869				f	f		1	57.3	SO	BRE VISTA (Spur)	17.7	5	f	f							
892	12.15			f 6.31	f 10.13			57.8		. Pac. Ry. Crossing YULUPA	17.2) 4	f 6.43	f 3.29			i I	3 49			
508	12.20		-	f 6.34	f 10.16		ļļ	58.5		ELDRIDGE	16.5	h	f 6.40	f 3.27				3.44			
898	12.25		-	8 6.38	s 10.20		3	60.0	GL	EN ELLEN	15.0	5	s 6.37	s 3.22			l	3.40			
499	12.30			f 6.40	f 10.22		L	60.6	W		14.4	{	f 6.36	f 3.20				3.38			
495	12.35			f 6.45	f 10.26		3	62.0]	BELTANE	13.0	6	f 6.32	f 3.17			·	3.33			
505	12.41			f 6.50	f 10.32		- 1	63.6			11.6	1	f 6.28	f 3.12				3.25			
497	12.47			s 6.52	s 10.35		- 2	64.4	D K	ENWOOD	10.6	9	s 6.26	s 3.10		·		3.10	6.00 AM 6.00 PM		
561				f	f		1	65.8	L	WNDALE (Spur)	9.2		f				·				
480	12.56			f 6.56	f 10.40		2	66.5	LO		8.5	1	f 6.20	f 3.05				2.40			
290	1.00			f 6.58	f 10.43			67.8	£		7.2	6	f 6.17	f 3.02			·····	2.35			
620			_	*	• .		5	69.4		OLESON (Spur)	5.6		*	*							
078	1.10		-	f 7.04	f 10.48		3	70.3	1	AELITTA	4.7		f 6.10	f 2.55				2.20			
992							5	72.2		BAKU (Spur)	2.8	14			4. 		·		7 20		
408 WT	1.40PM Arrive Daily	A	Anning Dell-		11.00 AM		-	75.0	DR SA	86.7	0.0)	6.00AM		Leave Daily		Leave Daily	2.00PM Leave Daily	7.30 am 7.30 pm		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	1 1				11	1						• · · · · · · · · · · · · · · · · · · ·			
	(2.50) 13.34	(0.13) 26.38	(0. 3 5) 17.85	(1.28) 25.00	(1.33) 23.90	(0.15) 22.00				e over District e speed per hour				(1.32) 23.95	(0,10) 33.00	(0.18) 18.33	(0.27) 22.30	(3.15) 11.41			

ate direction (see Rule 72). Exception: No. 294 is superior to No. 293; No. 402 is superior to No westward trains 'PF is superior to No. 405. No train order semaphore at Shellville.

Trains switching or using siding at Wingo on N. W. Pac. Railway must carefully observe Rule 99, also be governed by current Time Table N. W. Pac. Railway, and carefully note Special Rules Page 28, covering movements at Wingo, and between Ramal and Buchli.

Trains must get clearance card at Santa Rosa only when an Operator is on duty.

TRAINS WILL STOP AS FOLLOWS: Tule Vista Nos. 67 68, 69 and 70 during hunting season on signal. At Felice-Nos 67. 68, 69 and 70 on signal.

No. 401 connects at Wingo with N W. Pac. Ry. 142. No. 406 connects with No 143 N. W. Pac. Railway at Wingo; No. 143 will not wait for No. 406 11 late.

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Oakland Sub-Division (Continued) : Branch Lines.

WESTERN DIVISION

FROM SAN FRAN.-CLEAR LAKE BRANCH-TOWARD SAN FRAN. Eastward.

n in a of ater ons.	FIRST	CLASS	be- nger						time be- r freight	FI	RST CLAS	6 S
idings catior l, W Stati	80	78	ng time or passe	from	Ĩ	Time Table No. :	117	from 3y.	ng tim for fr	79	77	
Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	Winters Passenger	Rumsey Mixed	Minimum running time be- tween stations for passenger trains—minutes.	Distance from San Francisco.		May 24, 1908.		Distance from Rumsey.	Minimum running tin tween stations for f trainsminutes.	Winters Passenger	Rumsey Mixed	Telegraj Office Hours
Lengt feet, Scale and 7	Leave Daily	Leave Daily	Minimu tween trains-	ലത്		STATIONS			Minimu tween trains	Arrive Daily	Arrive Daily	
	3.00PM	7.00AM		0.0		SAN FRANCISC	0	111.6		10.48AM	7.28PM	
2,978 WYF	6.00PM	9.55AM		60.5	DR	ELMIRA		51.1		7.50AM	4.20°M	7.00 ам 7.00 рм
8,256	s 6.10	s 10.05	5	64.8	D	VACAVILLE		46.8	11	s 7.40	s 4.05	7.00 ам 7.00 рм
680	f	f	2	66.7		VIOLET	(Spur)	44.9	5	f	f	
1,495	f	f	3	69.6		2.9 HARTLEY 1.8		42.0	7	f	f	
778	f	f	3	71.4		ALLENDALE	(Spur)	40.2	5	f	f	
1,298	f 6.30	f 10.30	5	75.7		WOLFSKILL 2.0		36.5	9	f 7.15	f 3.08	
6,061 WT	6.35PM	s 10.40	2	77.1	DR	VINTERS 4.3		34.5	6	7.10AM	s 3.03	7.00 AN 7.00 PM
1,150		f 10.53	6	81.4		NORTON 3.3		30.2	11		f 2.49	
1,211		f 11.02	4	84.7		CITRONA 3.2		26.9	8 9		f 2.40	
3,432		s 11.10	4	87.9		MADISON 3.1		23.7	_		s 2.30	
6,627 WT		s 11.18	4	91.0	D	ESPARTO		20.6	10 6		s 2.15	7.00 AN 7.00 PM
3,055			3	92.9		CORFU 0.6	(Spur)	18.7	3			
1,297		f 11.25	1	93.5		0.0 CAPAY 4.2		18.1			f 2.05	
1,309		f 11.36	7	97.7		CADANASSA 4.1		13.9	14		f 1.50	
1,314		f 11.48	7	101.8		TANCRED		9.8	14		f 1.34	
1,304		f 11.55AM	4	104.4		SURREY 1.0		7.2	8		f 1.26	
557		f 12.02PM	3	105.4		AMARANTH		6.2	3 4		f 1.22	
1,329		s 12.08		106.7	D	GUINDA		4.9			s 1.18	7.00 AN 7.00 PM
616		s 12.13	1	107.3	-	0.6 SAUTERNE 1.7		4.3	2 6		f 1.12	
1,319		f 12.18	3	109.0		CASHMERE 2.6		2.6			f 1.07	
3,080 WT		12.25PM	4	111.6	R	RUMSEY		0.0	10		1.00PM	
	Arrive Daily	Arrive Daily				(51.1)				Leave Daily	Leave Daily	

At Oakland Pier (Dispatcher's Office), West Oakland (Telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento (Dispatcher's office), Berenda, South Vallejo, Suisun, Elmira.

STANDARD CLOCKS.

BULLETIN BOARDS.

Elmira. Davis. Sacramento.—Brighton. Galt.

Oakland Pier.

West Oakland.

Vallejo. Napa—Suisun.

Port Costa.

Lodi. Stockton. Tracy. Mendota. Raymond. Fresno. San Jose-Santa Clara.

REGISTERING.

At registering stations which are day and night telegraph stations and which are not regular stops, first-class trains need not stop to register, or to check the register, or to make out check on train register form 2127, but conductors must throw off a register ticket, form 2588, to the operator giving the information required by the register, reducing speed if necessary, and the operator will then register for them. Exception-Rule 83 and D 83 must be observed when moving from double track to single track, unless prior register check shows all superior trains have passed, or if fail to properly identify superior trains on double track, stop at Register station end double track for positive check on such trains. Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing inferior trains or trains of the same class to the train taking down signals.

•	IELEOKAFIIOI	NE INTERMEDIATE STATIO	1.0.
Oakland Pier.—Dispatcher'	s Mendota.	Lodi.	Elmira.
office.	Niles.	Galt.	Napa Junction
Vallejo Junction.	San Jose.	Sacramento.	Santa Rosa.
Port Costa.	Lathrop.	Benicia.	Calistoga.
Avon.	Stockton.	Suisun.	Merced.
Fracy.			

In addition to Rules 6 and 6A Book of Rules, following signs will be used:

*Stop only to leave passengers.

†Stops only on Signal to receive passengers.

Westward overland passenger trains, when behind time, carrying through passengers from stations east of Dunsmuir, Reno or Los Angeles, inclusive, destined to stations not scheduled to stop, failing to connect with Division local passenger trains at their initial stations or junctions, will stop to leave such passengers.

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 78 is superior to No. 77.

Westward.

INTERLOCKING SIGNAL TOWERS.

(Location of Same.)

TOWER No. 1.-Oakland Pier Terminal.

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.

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.

Westward 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 stop without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Trains coming from shop trestle will be governed by dwarf signals. (In accordance Rule 3, page 82.)

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 stop and not again moved until signal is given by proper authority from the tower.

TOWER No. 2 .- Easterly on Shore End of Oakland Pier (Mole).

TOWER No. 3.—Crossing Fourteenth St. Line, First and Harrison Streets, Oakland.

The two-arm signal pole has been located about 600 feet east of Tower No. 3 on First Street and governs westward trains: Top arm governs west on main line to present signal near Tower 3; lower arm governs through new crossover and new "Y" track to present signal located on Trestle approaching Harrison Street Bridge.

A new two-arm pole is located at the new junction of the Fourteenth Street Line with the old Alameda Line. Top arm governs westward trains through the cross-over and into Broadway (First Street); lower arm governs over First Street and up Webster Street.

The present two-arm pole governs trains coming north off Harrison Street Bridge, as follows: Top arm governs to new signal at the New Junction of Fourteenth Street and Alameda Line; lower arm governs through new "Y" and out on eastward main-track on First Street.

TOWER No. 4.-Near Sixteenth Street Depot, Oakland.

TOWER No. 5.—Crossing Fourteenth St. Line, Seventh and Webster Streets, Oakland.

TOWER No. 6.—On Top Harrison Street Bridge Crossing Estuary, Foot Harrison Street, Oakland.

TOWER No. 7.—Foot Kirkham Street on First Street Line Near Peralta Street Freight Yard, West Oakland.

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. Westward two-arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for westward trains westerly or westward main lines; lower signal good for westward trains westerly through cross-overs into main Freight Yard. Eastward trains on eastward main track governed by one-arm "home" signal almost opposite the tower. Other train movments at this tower to be controlled by dwarf signals.

TOWER No. 9.-East Oakland on First and Seventh Street Lines.

Movement of trains through switches at East Oakland will be governed by interlocking signals. Eastward main-track signal is located about 400 feet west of cross-over.

Eastward Seventh Street signal is located between depot building and water column, this signal being located on LEFT-HAND SIDE OF TRACK WHICH IT GOVERNS.

Westward trains are governed by two-arm signal located about 400 feet east of cross-over-upper arm for main track; lower arm for Seventh Street Line.

TOWER No. 10 .- Fruitvale.

Westward main-line trains approaching this tower will be controlled by onearm high signal on cantilever pole, and, in addition, by one-arm high signal west of tower. Westward Seventh Street Locals approaching tower will be governed by one-arm high signal at Fruitvale Avenue, and in addition by one-arm high signal west of tower, and also by one-arm high signal located at junction point of main line westward and local tracks.

Westward Alameda Locals from Alameda, Park Street, approaching this tower, will be governed by one-arm high signal 500 feet from junction switch, good for movement to depot and addition by one-arm high signal 400 feet west of station.

Eastward trains approaching tower will be governed by signals on two-arm pole, top arm good for movement to next two-arm signal, bottom arm good for movement to Seventh Street local track.

The two-arm signal at Alameda Junction Switch will govern as follows: Top arm controlling movement out eastward main line, bottom arm controlling movement to Alameda Park Street Line.

Eastward Seventh Street Local, after making stop at Fruitvale Station, must receive signal located on left-hand side before proceeding.

Other train movements at this tower will be controlled by dwarf signals of the usual type.

TOWER No. 11.-Webster Junction.

Eastward trains, Fourteenth Street Line, from Alameda Pier approaching the interlocking limits will be governed by two-arm signal: Top arm for Fourteenth St. local line to one-arm signal at electric road crossing, which signal is good over Harrison Street Draw to the present two-arm signal on trestle controlled by Tower No. 3.

Eastward Alameda Horse-shoe line trains from Alameda Pier will receive lower arm of two-arm signal, good to one-arm signal at electric road crossing, which signal is good east towards Mastick on double track.

Westward Alameda trains for Oakland Pier approaching interlocking will be governed by two-arm signal: Top arm good on Harrison Street Bridge route to one-arm signal in about present location, which signal is good over Harrison Street Draw to present two-arm signal controlled by Tower No. 3.

Westward Alameda Horse-shoe trains from Mastick, approaching interlocking will receive lower arm, good on Alameda Pier route to one-arm signal 400 feet east of Alameda and Fourteenth St. line junction, which signal is good onto westward double track to Alameda Pier.

Westward Fourteenth Street line train approaching draw will receive top arm, good over Harrison St. Draw to one-arm signal west of electric road crossing, which signal is good to Westward track to Alameda Pier.

Eastward Alameda trains from Oakland Pier to Mastick, approaching drawbridge will receive lower arm, good over Draw to one-arm signal, which signal is good onto Eastward track Alameda.

All switching movements through this Interlocking will be governed by Dwarf Signals.

TOWER No. 12.—Crossing Santa Fe & Berryman Line between Golden Gate and Lorin.

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.

TOWER No. 8.-Junction Double Track Switch, East Port Costa.

Dwarf Signal 4, located 240 feet west of Junction Switch, will control movement of trains in an easterly direction on westward track through Junction Switch.

TOWEE No. 14.—Crossing A. T. & S. F. Ry., 1.8 miles west Merced (Oakdale Branch).

(Towermen Not on Duty 8.00 p. m. to 4.00 a. m.)

- TOWEE No. 15.—Crossing A. T. & S. F. Ry., Berenda Branch, 3.4 miles east of Berenda.
- COAST DIVISION TOWER.—San Jose; Junction of Western Division Niles Line and Coast Division.

COAST DIVISION TOWER.—SANTA CLARA; Junction of Western Division, S. P. C. Branch and Coast Division.

SACRAMENTO DIVISION TOWER.—ELVAS; Junction Western Division and Sacramento Division.

TOWER.—Stockton (Sacramento and Taylor Streets) Crossing A. T. & S. F. Railway.

A derailing switch has been placed on transfer track of A. T. & S. F. Ry. Care must be used to avoid backing off same.

TOWEE CROSSING WESTERN PACIFIC RY., BETWEEN STOCKTON AND ARMBRUST.---

Westward trains on main line will, if route is clear, receive Distant Signal and Right-Hand Home Signal on two-arm bracket post.

Westward trains on siding will receive Left-Hand Two-Arm Signal on bracket post, but without Distance Signal.

Eastward trains on main line, if route is clear, will receive Distant Signal and Left-Hand Signal on two-arm bracket post.

Eastward trains on siding will receive Right-Hand Home Signal on two-arm bracket post without Distant Signal.

TOWER-Crossing Western Pacific Ry. one mile east of French Camp.

Westward trains will receive Distant Signal located 2450 feet east of crossing; also Right-Hand Home Signal located 450 feet east of crossing. Eastward trains will receive Distant Signal located 2450 feet west of crossing; also Right-Hand Home Signal located 450 feet west of crossing.

WESTERN PACIFIC TOWER-Grossing Weber Avenue and Union Street, Stockton.

Westward trains from Milton, Oakdale Branch, proceeding to depot on straight track, will receive UPPER arm on two-arm bracket pole, located on left-hand side of track.

Westward trains proceeding to depot by way of Oakdale Siding, or to Roundhouse, will receive LOWER arm on two-arm bracket pole.

Eastward trains will receive signals located on RIGHT-HAND side of respective tracks.

TOWER WESTERN PACIFIC CROSSING.-Located on Lathrop-Fresno Line About a Mile South of Lathrop.

Train and engine movements will be governed by the position of Home and Distant Signals on S. P. Co. Lines.

Signals on the S. P. Line will be left standing at Stop position while signalman is on duty during the day time, and Proceed at night, when there is no signalman on duty.

Trains must not exceed 30 miles per hour passing over interlocking crossings.

All signals in Interlocking System govern tracks in accordance Standard Rules 602 to 672, pages 104 to 110 inclusive.

In all cases Junction and Crossing Tracks at Interlocking Towers are protected by "derailers" about 50 feet beyond Home Signal.

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 Towerman.

DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS.

NAPA RIVER, between Napa Junction and Buchli.

CYGNUS, Cordelia Slough.

SAN JOAQUIN RIVER, between Minard and Lathrop.

AVON, Pacheco Slough.

Speed over these Drawbridges must not exceed 15 miles per hour.

SACRAMENTO, west end Sacramento River Bridge, eastward trains must not exceed six miles per hour full length of train.

If signals are clear, proceed. If at stop send flagman ahead and be governed by Rule 663, page 109.

SPECIAL RULES.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD-CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

AUTOMATIC SIGNALS

On Signal Track within Automatic Block System limits. Last portion of Rule 86 will not apply.

Referring to Rule 504, Page 101, Standard Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman, under conditions outlined in said rule. ON DOUBLE TRACK, under similar conditions, trains must come to a stop and may then proceed under control-flagman must be sent ahead in stormy or foggy weather.

EASTWARD trains, when meeting trains on double track between Army Point and Arsenal, must stand WEST of Signal No. 352 until Westward trains have passed Signal No. 355, near junction switch, to avoid holding Intermediate Signal against Westward trains.

Trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time where indicated than given in the column headed "Minimum running time between Stations for passenger and freight trains."

Noting RULE D 153, PAGE 31. "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." When on the OPPOSITE TRACK FARTHEST from the station must only pass a train at very slow speed. Trains which DO NOT stop at the station should be given preference. In case of two trains, both of which are scheduled to stop, WESTWARD TRAIN to have preference.

Switch lights duplicated with automatic signals have been removed between the following points: Martinez to Minard, Stockton to Brighton, Ellis Siding, Niles to San Jose, Niles to Elmhurst.

Road Engines, when moving between Roundhouse to train, a red light must be displayed on the rear end of tank over center of track in addition to white light.

SAN FRANCISCO AND PORT COSTA.

Main Tracks between Oakland Pier and (Bay Street) West Oakland, are designated as numbers 1, 2, 3 and 4, numbering from the North and used as' follows:

Track No. 1 for westward main line and suburban passenger trains; Track No. 2 for eastward main line and suburban passenger trains; Track No. 3 for westward main line and suburban passenger trains; Track No. 4 for eastward, main line and suburban passenger trains.

Main tracks between (Tower 4) Sixteenth Street, Oakland, and Shellmound are designated as Nos. 1, 2, 3 and 4, numbering from the North and used as follows:

Track No. 1 for westward main line passenger and freight trains; Track No. 2 for eastward main line passenger and freight trains; Track No. 3 for westward suburban trains;

Track No. 4 for eastward suburban trains.

Main tracks between Shellmound and Corbin are designated as Nos. 1, 2 and 3, numbering from the North:

No. 1 for westward main line passenger and freight trains;

No. 2 for eastward main line passenger and freight trains;

No. 3 for suburban passenger trains (West Berkeley Local).

Double track 1 and 2 extends from Corbin to Port Costa.

The switches at Sixteenth Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, 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 drawbridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to Sixteenth Street Station on Port Costa Line.

Approaching switches within the limits of Oakland Yard, trains will, when necessary, give whistle signal as per Rule 14, page 16, to the switchtenders.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching Sixteenth Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, o o o o. The freight track in Cedar Street, between West Oakland and Sixteenth Street stations, is controlled by signals from Towers 2 and 4. Trains for West Oakland, arriving at Sixteenth Street, may leave that station regardless of their schedule time, or of opposing train, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with their superiority.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, Sixteenth Street, Oakland, before doing such work.

Trains must not exceed 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twentytwo miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

PORT COSTA YARD LIMITS.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run under control. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from 7 p. m. until 6 a. m. for the westward movement of freight trains. Speed of freight trains using working track as above must not exceed 15 miles per hour, and Rule 99 must be strictly adhered to.

PORT COSTA AND SACRAMENTO.

The limits of Benicia Yard extend to and include Arsenal Siding.

At Benicia, trains will be governed by special regulations issued to facilitate transfer on Benicia Ferry.

Switch at east end of double track at Arsenal will stand normally for westward track.

Between hours 8.20 a. m. and 10.30 p. m. Switchtender at Arsenal will open and close switch for all EASTWARD passenger trains when called for by enginemen of such trains. Enginemen in all cases to have train under control and call for switch AND RECEIVE PROCEED SIGNAL FROM SWITCHTENDER. The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard trains and light engines must move under control. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Trains must not exceed 6 miles per hour over Sacramento River Bridge.

Trains through Broderick, west of Sacramento Bridge, must not exceed 8 miles per hour.

PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed twenty (20) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

TRACY AND MENDOTA.

When automatic signal east of junction switch at Tracy indicates stop, trains must not proceed until they receive signal from switchtender; if indicates proceed do so under control.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

All trains must be under control before passing over railroad crossing at Lyoth, notwithstanding flagman may give proceed signal, either by flag or semaphore.

Speed over the crossing must not exceed 12 miles per hour.

By ordinance City Los Banos, misdemeanor to block any street crossing more than 10 minutes.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford).

LATHROP, MERCED AND FRESNO.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton line.

Cross-over switch between junction switch and Fresno main track, Lathrop, must be lined up to siding; all trains from Fresno must stop before passing switch.

Speed over railroad crossing about 1 mile south of Lathrop must not exceed 12 miles per hour, notwithstanding flagman may give proceed signal, either by flag or semaphore.

Speed of trains within the limits of Modesto and Merced must be reduced to 15 miles per hour.

SPECIAL RULES-Continued.

RAYMOND AND FRESNO.

By ordinance, the rate of speed of engines or trains is limited to 8 miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than 5 minutes at a time.

NILES AND SAN JOSE.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed 6 miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose Yard, will be governed by interlocking semaphore signals controlled from tower near Third Street.

SAN FRANCISCO AND TRACY.

Main tracks between Oakland Pier and (Bay Street) West Oakland are designated as 1, 2, 3 and 4, numbering from the North and used as follows:

No. 1 for westward main line and suburban passenger trains;

No. 2 for eastward main line and suburban passenger trains;

No. 3 for westward main line and suburban passenger trains;

No. 4 for eastward main line and suburban passenger trains.

Main tracks between (Tower 9) East Oakland and (Tower 10) Fruitvale are numbered 1, 2 and 3, numbering from the North, and used as follows:

Track No. 1 for eastward Seventh Street suburban trains only; Track No. 2 for westward main line passenger, freight and suburban trains; Track No. 3 for eastward main line passenger, freight and suburban trains.

Except as designated above, double track extends from (Bay Street) West Oakland to Elmhurst via First Street. Suburban trains of Alameda line will use main-line double track between West Oakland and Fruitvale.

Left-hand high semaphore at East Oakland will govern No. 1 track.

Approaching Fruitvale on track (1) trains will be governed by new left-hand high-arm signal, located 450 feet west of the switches.

Suburban trains westward will use westward main track (2), between Fruitvale and East Oakland, Seventh-Street trains crossing over to proper tracks at East Oakland.

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 superiority of trains, except that freight trains must use every endeavor to avoid delay in movement of passenger trains; suburban trains will have preference over all others.

Between Fruitvale and Elmhurst third-class and extra trains will move with "current of traffic," being governed by automatic block signals—and must clear time of first and second-class trains as required by Bule D 86.

Oakland Seventh Street trains will give two short, one long and one short blast of the whistle, thus, o o —— o, as a signal to towermen Fruitvale. Alameda line suburban trains will give one short, one long and one short blast of the whistle, thus, o —— o, as a signal to towermen.

The east end of double track (Elmhurst) being east switch of cross-over west of junction switch for South Pacific Coast main track trains.

The junction switch will stand normally for eastward trains, Oakland to Niles lines.

Unless switchtender is on duty and proper signal received, after calling for switch, trains to or from South Pacific Coast line and westward Niles to Oakland must open and close junction switch. The west cross-over switch in westward main track leading to junction switch will be set for westward trains.

All westward trains from Niles and South Pacific Coast Ry. will register or leave registering ticket, Form 2588.

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 drawbridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to Sixteenth Street Station on Port Costa Line.

Should eastward trains leave 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 eastward main-line track.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twentytwo miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice Streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to cight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington Streets. If such meet is unavoidable, the higher-class train, or the westward train of the same class shall have the preference, and the other must be brought to a stop until its engine has been passed by the rear end of the opposing train.

On freight trains over Altamont Hill, between Niles and Ellis, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger.

TRACY, STOCKTON, LODI AND SACRAMENTO.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

Cross-over switch between junction switch and Fresno main line, Lathrop, must be lined up to siding; all trains from Fresno must stop before passing switch.

Between the boards designating the limits of the city of Stockton, the speed of all trains must not exceed 8 miles per hour.

The "LONG SIDING" extending from SOUTH STREET, STOCKTON, to EL PINAL may be used as second track for main-track train movement under train orders.

Between Asylum Switch and South Street yard engines may use this siding as a working track, and train movement thereon must be governed accordingly.

Outside of such limits all trains and engines, including yard engines, must be moved only under control.

By ordinance City Stockton, misdemeanor to block street-crossings longer than 5 minutes.

Junction switch, line Lodi and Woodbridge, after being used must be set for Sacramento and Stockton.

Junction switch, Valley Spring line, in Lodi siding must be set normally for siding. Trains using such track must avoid delaying Lodi and Valley Spring Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard trains and light engines must move under control. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

By ordinance it has been made unlawful for

- Any person, firm or corporation operating steam railroads within the City of Sacramento, to run any train or locomotive within the corporate limits of said City of Sacramento at a greater rate of speed than fifteen (15) miles an hour.
- Every such railroad shall erect and keep erected at the point where such railroad enters the City, a signboard having legibly painted thereon the words "Slow speed, 15 miles an hour."
- Penalty for each violation, a fine of not less than thirty nor more than five hundred dollars, or imprisonment in the city jail not exceeding thirty days or both such fine and imprisonment.

Switches at Elvas will be operated and controlled by Towerman. The "'Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles:50 feet in advance of switch. When upper arm stands at "Proceed" the switches are set for Main track to Sacramento. When lower arm stands at "Proceed" switches are set for the "Y." All trains must approach Elvas under control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman.

Trains moving via Elvas from either direction destined Sacramento will sound two long and one short blast of whistle, thus, ----- o.

Trains from either direction destined Brighton will sound two long and three short blasts of whistle, thus, _____ o o o.

Trains from either direction destined to Roseville will sound one long and one short blast of whistle, thus, ——— o, as a signal to towerman to set switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table superiority. Under the conditions described in Automatic Block System Rule No. 504, trains must come to a stop and may then proceed under control, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass Signal No. 919 governing westward main line near Twenty-first Street should such signal be found at stop until signal has changed to safety, or hand-signal to proceed been given by switchtender.

See current Sacramento Division Time Table for further instructions and movement between Sacramento and Elvas, also Elvas and Roseville.

Towerman Elvas will keep register for information Western Division trains moving to and from Sacramento Division.

Junction switch at Brighton west of the station building must be set normally for Brighton and Elvas line. Trains via Homestead will open and close this switch. All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton.

The Switch leading from Placerville to Homestead line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Trains must approach crossing, Placerville and Elvas line at Brighton, under control, so as to avoid striking trains of either line which may be using same.

SPECIAL RULES—Continued.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

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The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than 4 miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to 12 miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

On freight trains over Creston Hill, between Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger.

NAPA JUNCTION, SANTA ROSA AND WINGO.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

Automatic signals in service between Buchli and Ramal, movement of all trains between such points will be governed by indication of such signals, irrespective of time-table superiority. A freight train, however, must not enter a clear block if a first-class train is so nearly due at opposite end of block that the freight train cannot clear the time of the first-class train five (5) minutes; but after such first-class train is ten (10) minutes late, the freight train may proceed if the block is still clear.

The junction switches at Buchli and Ramal will be set normally for the Santa Rosa-Napa Junction line. Signals will stand normally at "proceed" for Santa Rosa-Napa Junction trains and at "stop" for West Napa-Wingo branch trains.

Before entering the automatic block limits, West Napa-Wingo branch trains must set junction switch for West Napa-Wingo line, which, if no train is occupying the block, will cause signal to assume the "proceed" position, after which such train may proceed.

A train of either line finding signal at entrance to block at "stop" and not changing to "proceed," as above described, will send flagman ahead immediately, and after waiting ten (10) minutes, will proceed in the manner prescribed by Automatic Block System Rule No. 504.

In all other respects train and engine-men will be governed by Automatic Block System Rules Nos. 501 to 517 inclusive, Book of Rules.

UNION, WEST NAPA AND WINGO.

All trains will come to a stop before crossing the Napa Valley Electric Railway line at Myrtle Avenue, West Napa.

Conductors (or engineers in case of light engines) before permitting train or locomotive to go over crossing must ascertain whether trains of the electric railway line are approaching from either direction, by sending flagman ahead, and must give trains of the electric railway precedence and the right to crossing.

Switch at Wingo will be set normally for N. W. Pac. line. Enginemen on Southern Pacific trains approaching junction at Wingo will blow two long and three short blasts of the whistle, thus, _____ o o o, as call to switchtender to set switch for Southern Pacific line. Switchtender on duty only during the day time. At night train crews will handle switch.

Southern Pacific swing train will make transfer to N. W. Pac. Ry. trains at Wingo, transfer to be made at junction switch, necessitating train occupying N. W. Pac. Ry. main line. When baggage and passengers are transferred, train will back up to clear N.*W. Pac. main line.

Transfer of freight cars between Southern Pacific and N. W. Pac. Ry. will be made at Wingo siding, about 800 feet west of junction switch. Southern Pacific swing train should not occupy N. W. Pac. main line for switching freight cars until after connecting passenger trains have passed and must be fully protected while occupying N. W. Pac. tracks.

All N. W. Pac. Ry. and Southern Pacific passenger trains will approach junction switch at Wingo under control, expecting to find main line occupied. Eastward freight trains on N. W. Pac. should approach west end of Wingo siding under control, expecting to find Southern Pacific train switching at that point.

Drawbridge located across Steamboat Slough, about 1000 feet west of Wingo junction switch. All trains will be governed by current rules before passing bridge.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco, must come to a stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding 6 miles per hour.

Trains must not exceed 10 miles per hour while running in the main street in Capay.

Trains crossing on Steamer SOLANO between Port Costa and Benicia will be governed by the following regulations :

FREIGHT TRAINS.	PASSENGER TRAINS.
Head brakemen must ride first cut (engine section) in on boat, riding on first car and setting brakes, after which he will	Head brakeman must ride rear end of first cut on the boat and set brakes.
return and ride head end of second and third cuts, and set brakes.	Rear brakeman must ride head end of second cut on boat and set the brakes.
Th rear brakeman must ride head end of last cut (caboose cut), then return and set all brakes on rear ends of cuts.	Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes.
In Your Standman muse Find hour one of fase out (Casbobse out), then found and see an brands on Your onde of outs.	Deckhands must set the brakes in the middle cuts the same as when handling freight trains.
Three deckhands will set brakes on all cuts in between the two brakemen.	In unloading the same programme should be followed as in handling freight trains.
On arrival at other side, head brakeman must release all brakes on first cut and ride it off the boat.	Passenger trains while on the Steamer must keep vestibule doors and traps open. The traps and doors must be opened as soon as the train comes to a standstill on the boat. Passengers must be cautioned not to lean out of the vestibule doors,
Bear brakeman must release all brakes on second cut and ride it off the boat.	as there is danger of being struck by iron rods or bars of steamer.
The deckhands will release the brakes on the remainder two (rear) cuts.	Locomotives standing at end of apron awaiting transfer on Steamer must arrange to cover headlights whenever reflection from same would be directly over apron into slip.

COMPANY SURGEONS-WESTERN DIVISION.

		COMPANI SOKOLON	-WESIERM DIVISION.		
NAME.	LOCATION.	DISTRICT.	NAME.	LOCATION	DISTRICT.
Dr. F. K. Ainsworth, Manager and Chief Surg Dr. W. B. Coffey, Division Surgeon Dr. J. H. O'Connor Dr. S. J. Gardner Dr. Geo. H. Powers, Oculist and Aurist Dr. Redmond Payne, Oculist and Aurist Dr. Geo. R. Carson, Assistant to Staff Dr. V. P. Brown Dr. J. J. Meigs, Consulting Surgeon Dr. J. P. Dunn, Surgeon J. I. Vickerson, Assistant Surgeon Dr. E. F. Card, Oculist and Aurist Dr. W. K. Sanborn, Emergency Surgeon Dr. C. H. Miller, Emergency Surgeon	San Francisco, Cal San Francisco, Cal San Francisco, Cal San Francisco, Cal San Francisco, Cal San Francisco, Cal San Francisco, Cal Oakland, Cal Oakland, Cal West Oakland, Cal San Leandro, Cal	San Francisco. San Francisco. San Francisco. San Francisco. S. P. Emergency Hospital. Between Oakland Pier, San Leandro and San Pablo. Between Oakland Pier, San Leandro and San Pablo	Dr. C. Mathewson, Emergency Surgeon Dr. J. W. Jesse. Dr. H. L. Parish. Dr. D. E. Osborne, Emergency Surgeon Dr. D. E. Osborne, Emergency Surgeon Dr. C. E. Turner. Dr. W. L. McFarland. Dr. W. L. McFarland. Dr. W. L. McFarland. Dr. W. J. McFarland. Dr. W. J. McFarland. Dr. W. G. Downing. Dr. H. P. Palmer. Dr. C. H. Fairchild Dr. W. E Bates. Dr. G. A. White, Division Surgeon	Dos Palos, Cal Santa Rosa, Cal Calistoga, Cal St. Helena, Cal Napa, Cal South Vallejo, Cal Benicia, Cal Vacaville, Cal Winters, Cal Dixon, Cal Davis, Cal Sacramento, Cal	Between Santa Rosa and Napa Junction. Between Calistoga and Rutherford. Between Rutherford and Napa Junction. Between Napa Junction and South Vallejo. Between Benicia and Goodvear. Between Goodyear, Napa Junction and Elmira. Between Elmira and Allendale. Between Elmira and Allendale. Between Elmira and Tremont. Between Tremont, Merritt and Webster.
Dr. E. M. Keys. Dr. T. C. McCleave. Dr. W. Lucas, Emergency Surgeon. Dr. H. E. Morrison. Dr. F. W. Browning, Emergency Surgeon. Dr. C. A. Lutz. Dr. W. H. Cope. Dr. W. S. Taylor. Dr. J. I. Beattie. Dr. J. I. Beattie. Dr. J. U. Hall, Consulting and Emerg'y Surg. Dr. W. H. Emerson, Emergency Surgeon	Alameda, Cal Berkeley, Cal Richmond, Cal Niles, Cal Haywards, Cal Irvington, Cal Pleasanton, Cal Livermore, Cal Santa Clara San Jose, Cal San Jose, Cal Centerville	Alameda Mole and Newark. Berkeley. Richmond. Between San Leandro, Milpitas and Sunol. Between Sunol and Remillard. Between Remillard and Midway. Lawrence. Newark and San Jose. Between Milpitas, Santa Clara and San Jose.	in consultation with District Surgeons.) Dr. A. M. Henderson Dr. G. L. Stevenson Dr. W. E. Brigs, Oculist and Aurist Dr. J. E. Frazer Dr. H. Beattie Dr. A. L. Adams Dr. W. W. Fitzgerald Dr. F. R. Clarke Dr. F. R. Clarke Dr. S. R. Arthur, Emergency Surgeon Dr. J. G. Priestly, Emergency Surgeon	Sacramento, Cal Sacramento, Cal Sacramento, Cal Galt, Cal Elk Gorve, Cal Ione, Cal Stockton, Cal Stockton, Cal Uodi, Cal Woodbridge, Cal	Between Webster, Sacramento and Florin. Between Webster, Sacramento and Florin. Between Arno, Acampo and Cicero. Between Florin and Arno. Between Cicero and Ione. Between Castle, Lathrop and Peters. Between Castle, Lathrop and Peters Between Acampo and Castle.
Dr. R. J. Smith, Emergency Surgeon Dr. A. W. Rickey Dr Frank Rattan	Milpitas, Cal Port Costa, Cal Martinez, Cal Antioch, Cal Brentwood, Cal Concord, Cal Walnut Creek, Cal Danville, Cal Tracy, Cal Newman, Cal Los Banos, Cal	Between San Pablo, Benicia, Vallejo and Martinez. Between Port Costa and Cornwall. Between Cornwall and Byron. Between Avon and San Ramon. Between Byron, Westley, Midway and Lathrop. Between Westley and Ingomar. Between Ingomar and Mendota.	Dr. W. L. Buckley. Dr. J. A. Bainbridge, Emergency Surgeon Dr. J. G. Thompson. Dr. R. J. Schmeidel, Emergency Surgeon Dr. J. L. Hennemuth. Dr. C. W. Evans Dr. W. W. Apple, Emergency Surgeon Dr. C. H. Castle. Dr. C. W. Reid Dr. T. M. Topp. Dr. O. B. Doyle.	Milton, Cal. Lathrop, Cal. Oakdale, Cal. Farmington, Cal. Waterford, Cal. Modesto, Cal. Turlock, Cal. Merced, Cal. Madera, Cal. Raymond, Cal. Fresno, Cal.	Between Peters and Milton. Between Peters and Claribel. Between Claribel and Montpellier. Between Lathrop and Livingston. Between Livingston, Minturn and Montpellier. Between Minturn and Borden. Between Berenda and Raymond. Between Borden and Fresno.

HOSPITALS: General Hospital—S. P. Hospital, Sacramento, Cal., pending reconstruction of General Hospital at San Francisco, Cal. Division Hospitals—Oakland Central Hospital, Oakland, Cal., St. Francis Hospital, San Francisco, Cal. Emergency Hospital—S. P. Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

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.

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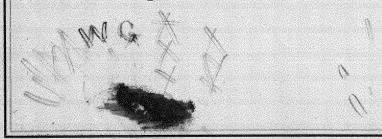
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TONNAGE RATING-WESTERN DIVISION.

Revised, Jan. 17, 1907.

CLASS "C" Consolidation Engines "T" Ten-Wheelers "M" Mogula			Boiler	* BENICIA TO SACRAMENTO	HETWE † OAKL ANI MEND((via Mar)	AND	BETWEEN TRACY AND SACRAMENTO	TRACY TO NILES	NILES TO TRACY	OAKLAND TO SAN JOSE	SAN JOSE TO OAKLAND	BETWEEN LATHROP AND FRESNO	**NAPA JUNCTION TO SUISUN	⇔SUISUN TO NAPA JUNCTION
"A" Atlantic Type "P" Pacific Type "S" Switch "E" Eight-Wheelers	ENGINE	NUMBERS	Pressure	Rating in Ms.	Rating i	n Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms
"TW" Twelve-Wheelers	- Alexandra			THROUGH	THRODOR	LADOL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
E-57 16/24 34 E-57 16/24 39 E-63 16/24 39	1492		140	1885 1265 1265	1200 1275 1275	1590 1715 1715	1185 1265 1265	400 435 435	435 465 465	870 925 925	965 1020 1020	1250 1320 1320	380 435 435	255 300 300
$\begin{array}{c} E - 63 \ 17/24 \ 40 \\ E - 63 \ 16/24 \ 48 \\ E - 63 \ 18/24 \ 39 \end{array}$	1522 1490, 1499		140 140	1340 1560 1310	1360 1575 1325	1790 2070 1750	1340 1560 1310	460 545 450	500 590 490	990 1150 965	1095 1270 1070	1415 1640 1380	404 520 430	300 360 290
E-57 17/24 49 E-63 17/24 40	1519, 1520, 1521 1488		140 140	1625 1310 1305	1640 1325 1320	2190 1750 1765	1625 1310 1305	585 450 460	620 490 490	1195 965 955	1320 1070 1060	1695 1380 1365	580 430 460	405 290 320
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1512, 1524, 1325 1516, 1368, 1525		140 140	1470 1895	1485 1910	1955 2550 2280	1470 1895 1725	510 690 625	555 730 675	1085 1395 1280	1200 1540 1415	1545 1975 1810	490 690 600	835 490 425
E-63 17/24 50 E-63 17/24 54 E-63 17/24 52	1306 1309		$\begin{array}{c c} & 150 \\ \hline & 150 \end{array}$	1725 1725 1770	1740 1740 1785	2280 2345	1725 1770	625 635	675 685	1280 1315 1225	1415 1450 1350	1810 1810 1860 1735	600 610 565	425 425 395
E-63 17/24 48 E-69 17/26 55 E-69 17*/26 55	1362, 1363 1364, 1365		150 150	1650	1670	2190	******				******	************		**************
$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	1345, 1348, 1352, 1354, 1347.	1333, 1334, 1337, 1338, 1340 1408, 1409, 1410, 1411	140	1630 1630 2210	1645 1645 2235	2165 2165 2870	1630 1630 2210	580 580 800	625 625 870	1210 1210 1645	1335 1335 1815	1715 1715 2320	555 555 730	385 385 515
E-69 18/28 57 E-69 18/28 62 E-73 20/24 92	1415, 1416, 1418 1419, 1420, 1421, 1422, 1423,	1424	., 150 ., 150	1945 2115	2115 1960	2815 2590	1945 2115	690 760	735 810	1425 1555	1575 1715	2025 2205	670 735	465 515
E-69 18/26 73 E-62 18/26 85 E-62 18/26 62	1463 1474		160 160		*******	 					*********	***********	• • • • • • • • • • • • • • • • • • •	************
M-63 20/28 126	{ 1615, 1619, 1622, 1629, 1633, 1656, 1661, 1663, 1667,	1636, 1639, 1641, 1643, 1654, 16 1671, 1673, 1674, 1683, 1685, 16	55, } 90, } 180	3790	3810	5105	379 0	1450	1490	2765	3040	3870	1480	1080
M-63153-26/28-144 T-57 18/24 72	1723, 1724, 1772, 1779, 1770. 2004, 2005	••••••	$\begin{array}{c c} 200 \\ 150 \\ \end{array}$	4180 2320 1855	4180 2340 1870	5680 3100 2485	4180 2320 1855	1600 860 685	1600 910 725	2975 1715 1370	3275 1890 1510	i 4170 2415 1930	1660 860 685	1210 615 490
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2013		150 150	2320 2035 2035	2340 2055 2055	3110 2690 2690	2320 2035 2035	860 750 750	910 805 805	1715 1520 1520	1890 1675 1675	2415 2140 2140	860 720 720	615 515 515
$\begin{array}{ccccccc} T-63 & 18/24 & 81 \\ T-57 & 18/24 & 64 \\ T-57 & 18/24 & 67 \end{array}$	2032, 2035 2070, 2074, 2086		140 140	2160 2160	2180 2180	2895 2895	2160 2160 2320	805 805 860	850 + 850 - 910	1600 1600 1715	1760 1760 1890	2250 2250 2415	800 800 860	575 575 615
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	2105, 2112 2018, 2111		$\begin{array}{c c} 140\\ 160 \end{array}$	2320 2210 2210	2340 2225 2225	3110 2960 2960	2210 2210	825 825	870 870	1635 1635	1800 1800 1800 2030	2300 2300 2595	820 820 935	590 590
T-57 18/24 73 T-63 18/24 86 T-57 18/24 81	2127, 2129. 2124, 2125, 2126, 2126, 2130,	2132, 2133	160 160	2490 2300 2475	2515 2825 2495	3335 3040 3320	2490 2300 2475	935 835 920	990 900 975	1850 1710 1830	1890 2015	2415 2580	805 920	675 570 660
T-57 18/24 86 T-57 18/24 83 T-57 18/24 83	2157, 2167		160 150	2480 2490 2480	2505 2510 2500	3325 3335 3325	2480 2490 2480	925 930 925	980 985 975	1840 1845 1835	2020 2030 2020	2585 2595 2585	925 930 925	665 670 665
T-69 19/24 101 T-69 20-29/26 100 1A-84 15-25/28 110	2209. 2216, 2217, 2218, 2219, 2220.		180 180	2810 2615 3100	2835 2625 3130	3640 3555 4215	2810 2615 3100	1030 965 1120	1115 990 1190	2095 1885 2290	2305 2080 2530	2945 2665 3250	945 995 1140	675 710 805
$\begin{array}{c} A = -54 & 13 - 25 / 28 & 110 \\ A = -79 & 15 - 25 / 28 & 102 \\ A = -81 & 20 / 28 & 105 \\ C = -51 & 19 / 30 & 101 \end{array}$	3016, 3017, 3018, 3019, 3020. 3025, 3026, 3041		200 200	3190	3220	4340	3190	1150	1225	2360	2605	8350	1180 	830
C-51 19/30 96				••••••	••••••			******			••••••	••••••	••••••	******
ALLOWANCE FOR B	MPTY AND UNDERLOADED CARS-	-MS. Less than 40 Ms.	*********	3	6 3	6 8	6 3	3 0	8 0	6 3	6 3	6 3	30	3 0
		More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

 * Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.
 † Trains with over 60 per cent engine rating will be given yard engine helper out of Oakland yard. West Oakland Yard Master must observe this.



** For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland. For freight trains on Santa Clara use rating Lathrop and Fresno.

TONNAGE RATING-Continued.

STATIONS.	East.	West.	BTATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	Wes
Vest Oakland and Oakland bakland and Stockyard tockyard and West Berkeley. Vest Berkeley and Stege tege and San Pablo an Pablo and Pinole	1.50 1.50 1.50 1.50 1.50 1.93	$ 1.93 \\ 1.50 \\ 2.66 \\ 2.00 \\ 1.36 \\ 2.00 $	Port Costa and Benicia Benicia and Army Point Army Point and Goodyear Goodyear and Teal Teal and Suisun Suisun and Vanden	2.77 2.77 2.77 2.77 2.77 1.03	2.77 2.77 2.77 2.77 2.77 2.77	Dixon and Tremont Tremont and Davis Davis and Webster Webster and Sacramento Sacramento and Brighton Brighton and Florin	I.66 F 1.47 1.84 1.00	$1.38 \\ 1.00 \\ 1.73 \\ 1.33 \\ 1.00 \\ 2.14$	Acampo and Lodi Lodi and Castle Castle and Stockton Stockton and Lathrop Lathrop and Banta Banta and Tracy	$\begin{array}{c c} 2.20 \\ 2.00 \\ 2.66 \\ 2.66 \\ 1.23 \end{array}$	1.332.662.771.801.081.08	Pleasanton and Sunol Sunol and Niles West Oakland and Melrose Melrose and San Leandro San Leandro and Haywards Haywards and Niles	$\begin{array}{c c} & 1.17 \\ & 2.29 \\ & 1.53 \\ & 1.22 \\ & 1 01 \\ \end{array}$	1.5 F 1.4 1.4 1.2 1.1
inole and Rodeo odeo and Vallejo Jct allejo Jct. and Crockett rockett and Port Costa	2.66 F	$2.00 \\ 1.83 \\ 1.83 \\ 2.53$	Vanden and Cannon Cannon and Elmira Elmira and Batavia Batavia and Dixon	1.21	$2.77 \\ 1.00 \\ 1.66 \\ 1.46$	Florin and Elk Grove Elk Grove and McConnel McConnel and Galt Galt and Acampo	2.00	1.46 2.66 1.00 1.33	Tracy and Midway Midway and Altamont Altamont and Livermore Livermore and Pleasanton	F F 1.00	1.22 1.00 F 5.47	Niles and Warm Springs Warm Springs and Milpitas Milpitas and San Jose	. 1.09	
STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West,	STATIONS.	East.	We
endota and Firebaugh irebaugh and Oxalis xalis and Dos Palos os Palos and Agatha gatha and Los Banos os Banos and Volta olta and Ingomar	. 2.00 . 1.93 . 1.60 . 1.33 . 1.40	2.60 F 2.66 2.66 2.00 1.53 2.33	Ingomar and Linora Linora and Gustine Gustine and Newman Newman and Crows Landing Crows Landing and Emerald Emerald and Westley Westley and Vernalis	2.33 1.66 2.66 1.73	$1.50 \\ 1.47 \\ 2.66 \\ 1.50 \\ 2.00 \\ 1.66 \\ 1.53$	Vernalis and Yarmouth Yarmouth and Lyoth Lyoth and Tracy Tracy and Bethany Bethany and Herdlyn Herdlyn and Byron	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$2.66 \\ 2.00 \\ 2.66 \\ 1.83 \\ 1.53 \\ 1.83 \\ $	Byron and Brentwood Bentwood and Neroly Neroly and Antioch Antioch and Los Medanos Los Medanos and Cornwall Cornwall and McAvoy	1.50	1.50 1.50 F 2.00 2.33 2.66	McAvoy and Bay Point Bay Point and Avon Avon and Martinez Martinez and Port Costa Port Costa and Crockett Crockett and Vallejo Jet	2.53 F 2.66	$2.3 \\ 2.6 \\ 2.6 \\ 2.2 \\ 2.5 \\ 1.8 \\$
STATIONS.	East.	West.	STATIONS.	East,	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	Wes
resno and Herndon erndon and Madera adera and Berenda	. 1.50	2.00 1.90 2.50	Berenda and Minturn Minturn and Athlone Athlone and Merced	1.50 1.50 1.60	$2.60 \\ 2.20 \\ 2.10$	Merced and Atwater Atwater and Livingston Livingston and Turlock	1.80	2.00 F F	Turlock and Keyes Keyes and Modesto	2.30 2.00	F 2.00	Modesto and Ripon Ripon and Lathrop	2.20 1.90	F
BTATIONS.	East.	West.	STATIONS,	Eest,	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East,	Wes
nta Rosa and Melitta elitta and Annadel	. 5.80 . 3.90	1.22 2422	Annadel and Kenwood Kenwood and Glen Ellen	1.76 1.58	1.22 1.43	Glen Ellen and El Verano El Verano and Shellville	$ \begin{array}{c} 1.58 \\ 2.35 \end{array} $	F 6.00	Shellville and Napa Jet Napa Jet. and Creston	2.94 F	1.36 1.00	Creston and Cordelis Cordelia and Suisun	1.00 4.30	F 2.4
G. D. WRIGHT, Dry. Tran	' Master,	Oaklan	d Pier.		SUPEI	RINTENDENT'S OFFIC	E-OAK	LAND		AS. RU		TRAIN MASTER, West Oaklan	d.	F
						TRAIN DISI			,					
C. E. NORTON, CHIEF. W. E. DAVIDSO D. S. TROTH. J. P. GALLAGH					W. J. CASSE E. VROOMAN			S. A. WENTWO F. E. GORDON JAS. SHAKESP	•		A. K. FRYE. F. MOORE. J. A. SHOCKEY.			
T. A. LAWSON, Superintendent.					A. W. BAKER, Asst. Super	intendent.					W. H. NORTON, Asst. Superin	alendeni		

