

SOUTHERN PACIFIC COMPANY
(PACIFIC SYSTEM.)

H. M. Griffith
403 Terry Ave.,
Seattle.

156
TIME TABLE
FOR THE
WESTERN DIVISION
156

To Take Effect Monday, October 5, 1914, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)



For the government and information of employees only, and not intended for the use of the public
The Company reserves the right to vary from this time-table at pleasure

W. R. SCOTT,
Vice-President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

TOWARD SAN FRANCISCO.

Westward 3

FIRST CLASS

Time Table No. 156 October 5, 1914.	Distance from Port Costa	FIRST CLASS																			
		13 San Francisco Express	87 Fresno Express	23 Tonopah Express	25 The Owl	41 Livermore and Vallejo Passenger	19 Pacific Limited	1 Overland Limited	81 Calistoga and Santa Rosa Passenger	17 Sacramento Passenger	47 El Dorado	49 San Joaquin Valley Flyer	15 California Express	9 Fast Mail	83 Bakersfield Passenger	29 San Francisco Passenger	43 Santa Rosa, Calistoga & San Ramon Passenger	21 The Statesman	11 Shasta Limited	27 San Francisco Passenger	7 Los Angeles Express
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 Daily	Arrive Daily	Arrive Daily
DN SAN FRANCISCO	31.1	7.30AM	7.50AM	8.10AM	8.50AM	9.10AM	9.30AM	10.10AM	10.10AM	11.10AM	11.30AM	12.50PM	1.10PM	2.30PM	4.10PM	4.30PM	6.30PM	6.30PM	6.50PM	7.30PM	7.50PM
OAKLAND PIER	27.6	7.09	7.29	7.49	8.29	8.49	9.09	9.49	9.49	10.49	11.09	12.29	12.49	2.09	3.49	4.09	6.09	6.09	6.29	7.09	7.29
DNR OAKLAND PIER	27.6	s 7.00AM	s 7.22AM	s 7.40AM	s 8.22AM	s 8.40AM	s 9.00AM	s 9.40AM	s 9.42AM	s 10.40AM	s 11.03AM	s 12.20PM	s 12.40PM	s 1.55PM	s 3.40PM	s 4.00PM	s 6.00PM	s 6.05PM	s 6.22PM	s 7.00PM	s 7.20PM
DNR WEST OAKLAND	26.2																				
OAKLAND (18th Street)	25.6	s 6.48	s 7.14	s 7.30	s 8.14	s 8.33	s 8.50	s 9.30	s 9.35	s 10.30	s 10.56	s 12.12	s 12.30	s 1.45	s 3.32	s 3.50	s 6.45	s 5.57	s 6.10	s 6.54	s 7.12
EMERYVILLE	24.5																				
SHELLMOUND	24.1																				
SEDAN	23.9																				
PARAFFIN	23.7																				
STOCK YARDS	23.3																				
LIVNY	22.9																				
TILLMAN	22.1																				
BERKELEY (University Ave.)	21.7	s 6.39	7.07	7.15	8.07	s 8.23	s 8.38	9.18	s 9.25	s 10.18	10.49	12.02PM	s 12.18	1.26	3.23	s 3.40	s 5.35	s 5.50	6.00	s 6.44	s 7.02
CORBIN	20.9																				
FLEMING	20.4					f											f				
NOBEL	20.0																				
VIGORIT	19.3									f							f				
STEGE	18.0		f			f				f							f				
N RICHMOND	16.1	f 6.27	s 6.57	s 7.05	7.59	s 8.13	8.28	9.08	s 9.16	s 10.08	10.41	s 11.54AM	12.08	1.16	s 3.15	s 3.32	s 5.22	s 5.42	5.52	s 6.35	s 6.54
D SAN PABLO	14.5	6.22	6.53	7.00	7.56	s 8.09	8.25	9.05	9.12	f 10.03	10.38	11.50	12.03PM	1.13	3.11	3.29	f 5.16	5.39	5.49	f 6.31	6.50
GIANT	12.4					s				s							f			f	
SOBRANTE	11.4									f							f			f	
KRIEGER	9.6									f							f				
PINOLE	8.1	6.10	6.44	6.51	7.48	s 7.59	8.17	8.57	9.04	f 9.53	10.30	s 11.42	11.53AM	1.03	3.03	f 3.20	s 5.04	5.31	5.40	s 6.20	6.41
HERCULES	7.3																f				
RODEO	5.6	6.04	6.40	6.47	7.44	f 7.52	8.13	8.53	9.00	f 9.48	10.26	11.37	11.48	12.58	2.59	3.16	s 4.57	5.27	5.35	f 6.15	6.36
OLEUM	4.6					f				f							f			f	
TORMEY	4.0					f											f				
SELBY	3.6																f				
D VALLEJO JCT.	3.1	f 5.58	6.36	6.43	7.39	s 7.45	8.08	8.48	s 8.55	s 9.42	s 10.22	s 11.31	11.43	12.52	f 2.55	s 3.12	s 4.50	5.22	5.30	s 6.09	s 6.28
CROCKETT	2.1					s			s	s							s	s		s	f
ECKLEY	1.0					f											f				
DNR PORT COSTA	0.0	s 5.50AM	6.29AM	s 6.35AM	7.32AM	s 7.35AM	s 8.00AM	s 8.40AM	8.44AM	s 9.30AM	s 10.15AM	11.23AM	s 11.35AM	12.45PM	2.48PM	s 3.05PM	4.30PM	s 5.15PM	s 5.20PM	s 6.00PM	6.20PM
PORT COSTA	1.3	5.50	Via Martinez see page 11	6.35	Via Martinez see page 11	Via Martinez see page 11	8.00	8.40	Via Martinez see page 11	9.30	10.15	Via Martinez see page 11	11.35	12.45	Via Martinez see page 11	3.05	Via Martinez see page 11	5.15	5.15	6.00	Via Martinez see page 11
BENICIA	0.0	5.20AM	6.05AM				7.35AM	8.15AM	9.15AM	9.55AM		11.05AM	12.30PM	2.45PM			4.55PM	4.55PM	5.40PM		
(27.6)		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 Daily	Leave Daily

Automatic Block.

Double Track.

Time over District	(1.10)	(0.53)	(1.05)	(0.50)	(1.05)	(1.00)	(1.00)	(0.54)	(1.10)	(0.48)	(0.57)	(1.05)	(1.10)	(0.52)	(0.55)	(1.22)	(0.50)	(1.02)	(1.00)	(1.00)
Average speed per hour	23.66	31.24	25.47	33.12	25.47	27.60	27.60	31.05	23.66	34.50	28.94	25.47	23.61	31.84	30.11	20.20	33.12	26.71	27.60	27.60

See pages 2, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa

ADDITIONAL STOPS

- No. 23—Vallejo Junction and Berkeley to discharge passengers from Sacramento and east.
- No. 25—Berkeley to discharge passengers from Los Angeles.
- No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
- No. 81—Any station to discharge passengers.
- No. 19—Any station to discharge passengers from points east of Ogden.
- No. 15—Any station to discharge passengers from Portland and beyond. Vallejo Junction to discharge passengers from points north of Roseville and Davis.
- No. 47—Any station to discharge passengers from north of Davis or east of Sacramento.
- No. 29—Giant on signal on Saturdays only.
- No. 41—Selby daily except Sunday to load or unload express.
- Nos. 87, 47, 49, and 83—Berkeley to discharge passengers.
- No. 7—Any station to discharge passengers from points south of Bakersfield.

Capacity of sidings in car lengths and location of Seals, fuel, water, and Turning Stations.	THIRD CLASS				SECOND CLASS				FIRST CLASS			Distance from San Francisco	STATIONS	
		222 Sacramento, Ogden and Portland Fast Freight	288 Fresno Freight	302 Port Costa Way Freight	250 Tracy Way Freight			150 San Ramon Passenger	16 Oregon Express	6 Atlantic Express	26 The Owl			
		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY			Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily			
								6.00PM				0.0	DN SAN FRANCISCO	
								6.19				3.5	OAKLAND PIER	
								6.27PM				3.5	DNR OAKLAND PIER	
I P												4.9	DNR WEST OAKLAND	
Term. Yard WFTYO		10.15PM	6.30PM	8.10AM	4.30AM							5.5	OAKLAND (16th Street)	
69								s 6.35		s 8.57	s 7.38	6.6	EMERYVILLE	
180												7.0	SHELLMOUND	
20												7.2	SEDAN	
13												7.4	PARAFFIN	
28												7.8	STOCK YARDS	
97												8.2	LIVNY	
												9.0	TILLMAN	
15												9.4	BERKELEY (University Ave.)	
41								s 6.42		s 9.04	s 7.45	10.2	CORBIN	
42								f				10.7	FLEMING	
												11.1	NOBEL	
												11.8	VIGORIT	
17												13.1	STEGE	
80 P								s 6.53		f 9.13	f 7.54	15.0	N RICHMOND	
51 WP								s 6.58		9.16	7.57	16.6	D SAN PABLO	
												18.7	GIANT	
52 Spur												19.7	SOBRANTE	
												21.5	KRIEGER	
								s 7.10		9.24	8.06	23.0	PINOLE	
116 P												23.8	HERCULES	
												25.5	RODEO	
100 P								s 7.15		9.28	8.10	26.5	OLEUM	
												27.1	TORMEY	
50												27.5	SELBY	
P												28.0	D VALLEJO JGT.	
								s 7.27		9.35	8.15	29.0	CROCKETT	
												30.1	ECKLEY	
Yard P WFTYO		11.40PM	7.50PM	4.00PM	6.30AM			s 7.35PM		s 9.45PM	s 8.25PM	31.1	DNR PORT COSTA	
		11.40PM	Via Martinez see page 10		Via Martinez see page 10			Via Martinez see page 10		9.45	8.25	31.1	PORT COSTA	
		12.25AM								10.15PM	8.50PM	32.4	BENICIA	
		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			Arrive SUNDAY ONLY		Arrive Daily	Arrive Daily		(27.6)	

(1.25) (1.20) (7.50) (2.00) (1.08) (0.55) (0.55) (0.46)Time over District
 19.48 19.65 3.30 13.10 24.35 30.11 30.11 36.00Average speed per hour

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS
 No. 26—Berkeley on signal to receive passengers for Los Angeles.
 No. 6—Any station on signal to receive passengers for points east of Ogden; Pinole to discharge passengers.
 No. 16—Any station on signal to receive passengers for Portland and beyond. Crockett on Sunday.

TOWARD SAN FRANCISCO

Time Table No. 156 October 5, 1914.		Distance from Port Costa.	FIRST CLASS				SECOND CLASS			THIRD CLASS		
			5 San Francisco Limited	209 Mountain Express			85 Fresno Passenger			221 Oregon & Red Bluff Freight	301 Pt. Costa Way Freight	249 Tracy Way Freight
STATIONS			Arrive Daily	Arrive Daily			Arrive Daily		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	
DN	SAN FRANCISCO 3.5	31.1	8.50PM	★10.40PM			★11.20PM					
	OAKLAND PIER 3.5	27.6	8.29	10.19			10.59					
	DNR OAKLAND PIER 1.4	27.6	s 8.20PM	s 10.10PM			s 10.45PM					
	DNR WEST OAKLAND 0.6	26.2						5.00AM	3.00PM	3.30PM		
	OAKLAND (16th Street) 1.1	25.6	s 8.08	s 10.03			s 10.37					
	EMERYVILLE 0.4	24.5										
	SHELLMOUND 0.2	24.1										
	SEDAN 0.2	23.9										
	PARAFFIN 0.4	23.7										
	STOCK YARDS 0.4	23.3										
	LIVNY 0.8	22.9										
	TILLMAN 0.4	22.1										
	BERKELEY (University Ave.) 0.8	21.7	7.57	s 9.54			s 10.28					
	CORBIN 0.5	20.9										
	FLEMING 0.4	20.4										
	NOBEL 0.7	20.0										
	VIGORIT 1.3	19.3										
	STEGE 1.9	18.0										
	N RICHMOND 1.6	16.1	7.47	s 9.45			s 10.19					
	D SAN PABLO 2.1	14.5	7.43	f 9.42			f 10.15					
	GIANT 1.0	12.4										
	SOBRANTE 1.8	11.4										
	KRIEGER 1.5	9.6										
	PINOLE 0.8	8.1	7.33	s 9.32			f 10.05					
	HERCULES 1.7	7.3										
	RODEO 1.0	5.6	7.28	9.27			f 10.00					
	OLEUM 0.6	4.6		f								
	TORMEY 0.4	4.0					f					
	SELBY 0.5	3.6										
	D VALLEJO JCT. 1.0	3.1	7.23	9.22			9.55					
	CROCKETT 1.1	2.1					s					
	ECKLEY 1.0	1.0										
	DNR PORT COSTA	0.0	s 7.15PM	s 9.15PM			9.48PM		2.00AM	7.00AM	1.00PM	
	PORT COSTA 1.3	1.3	7.15	9.15					1.30		Via Martinez see page 11	
	BENICIA (27.6)	0.0	6.45PM	8.55PM					12.45AM		Via Martinez see page 11	
			Leave Daily	Leave Daily			Leave Daily		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	

Time over District..... (1.05) (0.55) (0.57) (3.00) (8.00) (2.30)
 Average speed per hour..... 25.47 30.11 29.03 9.21 3.29 10.48

See pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Port Costa.

★No. 209—San Francisco 10.50 p.m. on Saturday and Sunday.
 ★No. 85—San Francisco 11.10 p.m. on Saturday and Sunday.

ADDITIONAL STOPS { No. 5—Any station to discharge passengers from points east of Ogden.
 No. 209—Vallejo Junction Sundays to receive passengers.
 No. 85—Any station to discharge passengers.

FIRST CLASS

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS																	Distance from San Francisco	Time Table No. 156	
	16	6	48	498	2	18	10	14	78	30	12	20	24	22	28	74	76		October 5, 1914.	
	Oregon Express	Atlantic Express	El Dorado	Marysville Passenger	Overland Limited	Oroville and Sacramento Passenger	San Francisco Limited	Portland Express	Red Bluff Passenger	Sacramento & Marysville Passenger	Shasta Limited	Pacific Limited	Tonopah Express	The Statesman	Dunsmuir Passenger	Red Bluff Passenger	Marysville Passenger	STATIONS		
	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	0.0	DN SAN FRANCISCO	
	8.20PM	7.00PM	5.00PM	SAC. DIV. No. 539	4.00PM	3.00PM	2.00PM	1.00PM	SAC. DIV. No. 29	12.00 NOON	11.20AM	10.20AM	9.00AM	7.20AM	6.20AM	SAC. DIV. No. 31	SAC. DIV. No. 17	32.4	DNR BENICIA	
Yard WFT P	s 10.15PM	s 8.50PM	s 6.40PM		5.40PM	s 4.45PM	s 3.40PM	s 2.45PM		s 1.55PM	1.05PM	12.08PM	s 10.45AM	s 9.00AM	s 8.15AM			33.2	MAIL DOCK	
						f				f								33.8	ARMY POINT	
																		35.5	ARSENAL	
107	10.25	8.59	6.49		5.49	f 4.55	3.50	2.55		f 2.05	1.15	12.17	10.54	9.09	s 8.25			38.0	GOODYEAR	
107						f				f					f			39.0	HOYT	
						f 4.59				f 2.09								40.1	PIERCE	
18 Spur						f 5.04				f 2.13					f 8.35			42.2	CYGNUS	
										f 2.15								43.2	TEAL	
20 Spur										f								45.1	JACKSNIFE	
123 WFTO P	s 10.45	s 9.21	s 7.10		6.05	s 5.23	4.10	s 3.15		s 2.27	1.32	12.33	s 11.15	s 9.30	s 8.50			48.9	DNSUISUN-FAIRFIELD	
54 Spur	10.52	9.26	7.15		6.10	s 5.32	4.15	3.22		s 2.33	1.37	12.38	11.21	9.36	s 8.57			51.9	TOLENAS	
						f				f					f			53.8	VANDEN	
13 Spur						f				f					f			55.4	CANNON	
108 WFTO P	f 11.05	9.37	7.25		6.20	s 5.55	4.27	3.35		s 2.48	1.48	12.48	11.32	9.47	s 9.11			59.5	D ELMIRA	
10 Spur						f				f					f			64.2	BATAVIA	
95 W	s 11.20	s 9.50	7.36		6.31	s 6.12	4.39	3.50		s 3.01	1.59	12.59	11.45AM	s 9.59	s 9.25			67.5	D DIXON	
90 Spur						f				f					f			71.8	TREMONT	
95 WY	11.40	s 10.09	s 7.50	6.47PM	6.43	s 6.30	s 4.53	s 4.10PM	3.20PM	s 3.16	s 2.15PM	1.12	s 12.01PM	s 10.12	s 9.50	9.30AM	8.30AM	75.6	DNR DAVIS	
16 Spur						f				f					f	f	f	77.1	CHILES	
																		79.1	SWINGLE	
120	11.48PM	10.16	7.57	7.00	6.50	6.40	5.00		f 3.35	3.26		1.19	12.09	10.19	f 10.00	9.40	f 8.40	80.4	WEBSTER	
									f									86.3	MIKON	
74 Spur						f			f							f	f	86.9	Sacto. & Woodland Ry. Crossing	
Term Yard WFTO P	s 12.10AM	s 10.40PM	s 8.15PM	s 7.20PM	s 7.10PM	s 7.00PM	s 5.20PM		s 3.55PM	s 3.45PM		s 1.40PM	f 12.30PM	s 10.35AM	f 10.20AM	s 10.00AM	s 9.00AM	88.8	DNR SACRAMENTO	
																		106.5	ROSEVILLE	
	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		(56.4)	

(1.55)	(1.50)	(1.35)	(0.33)	(1.30)	(2.15)	(1.40)	(1.25)	(0.35)	(1.50)	(1.10)	(1.32)	(1.45)	(1.35)	(2.05)	(0.30)	(0.30)	.....	Time over District
29.43	30.76	35.62	24.00	37.60	25.07	33.84	30.49	22.62	30.76	37.02	36.78	32.23	35.62	27.07	26.40	26.40	.....	Average speed per hour

ADDITIONAL STOPS

- No. 28—Pierce, Teal and Jacksnipe Tuesday and Saturday on signal.
- No. 2—Any station on signal to receive passengers for Cheyenne or points east thereof.
- Nos. 10 and 20—Any station on signal to receive passengers for points east of Ogden.
- No. 18—Teal and Jacksnipe on Tuesdays and Saturdays, also on the day preceding a holiday. Webster on signal daily except Sunday.
- No. 14—Dixon on signal to receive passengers for points north of Dunsmuir.
- No. 6—Any station on signal to receive passengers for points east of Ogden, Pierce, Cygnus, Teal and Jacksnipe Tuesday and Saturday on signal.
- No. 16—Any station on signal to receive passengers for Portland or beyond.

See pages 7, 8 and 9 for additional trains between Benicia and Sacramento.

TOWARD SAN FRANCISCO

FIRST CLASS

Time Table No. 156 October 5, 1914.		Distance from Sacramento	13	23	19	1	17	531	47	15	73	9	29	21	11	27	5	77	209			
STATIONS			San Francisco Express	Tonopah Express	Pacific Limited	Overland Limited	Sacramento Passenger	Oroville Passenger	El Dorado	California Express	Red Bluff Passenger	Fast Mail	San Francisco Passenger	The Statesman	Shasta Limited	San Francisco Passenger	San Francisco Limited	Marysville Passenger	Mountain Express			
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
DN SAN FRANCISCO 32.4		88.8	7.30AM	8.10AM	9.30AM	10.10AM	11.10AM	SAC. DIV. No. 536	11.30AM	1.10PM	SAC. DIV. No. 30	2.30PM	4.30PM	6.30PM	6.50PM	7.30PM	8.50PM	SAC. DIV. No. 18	10.40PM			
DNR BENICIA 0.8		56.4	s 5.20AM	s 6.05AM	7.35AM	8.15AM	s 9.10AM		s 9.55AM	s 11.05AM		12.30PM	s 2.45PM	s 4.48PM	4.54PM	s 5.40PM	s 6.45PM		s 8.55PM			
MAIL DOCK 0.6		55.6													f							
ARMY POINT 1.7		55.0					f								f							
ARSENAL 2.5		53.3																				
GOODYEAR 1.0		50.8	5.10	5.55	7.25	8.05	s 9.00		9.45	10.53		12.19PM	2.36	4.36	4.45	f 5.30	6.35		8.43			
HOYT 1.1		49.8					f									f						
PIERCE 2.1		48.7					f 8.50									f 5.20						
CYGNUS 1.0		46.6					f 8.46									f 5.16						
TEAL 1.9		45.6					f 8.43									f 5.13						
JACKSNIFE 3.8		43.7					f									f						
DN SUISUN-FAIRFIELD 3.0		39.9	4.50	s 5.35	7.06	7.44	s 8.30		s 9.25	10.31		11.59AM	s 2.16	s 4.16	4.25	s 5.00	6.15		s 8.20			
TOLENAS 1.9		36.9	4.39	5.27	6.59	7.39	s 8.12		9.12	10.25		11.54	2.10	4.10	4.19	s 4.45	6.07		8.11			
VANDEN 1.6		35.0					f									f						
CANNON 4.1		33.4					f									f						
D ELMIRA 4.7		29.3	4.27	f 5.15	6.46	7.29	s 8.00		9.02	10.13		11.44	2.00	3.58	4.08	s 4.30	5.56		s 8.00			
BATAVIA 3.3		24.6					f									f						
D DIXON 4.3		21.3	4.14	f 5.04	6.34	7.18	s 7.45		s 8.51	10.01		11.34	s 1.50	s 3.47	3.58	s 4.15	5.44		s 7.45			
TREMONT 2.0		17.0					f									f						
BRIGGSTON 1.8		15.0																				
DNR DAVIS 1.5		13.2	4.00AM	f 4.50	6.23	7.08	s 7.30	s 7.55AM	s 8.38	s 9.48	s 10.20AM	11.24	s 1.38	s 3.36	3.47PM	s 4.00	5.33	s 6.30PM	s 7.26			
CHILES 2.0		11.7																				
SWINGLE 1.3		9.7					f				f					f			f			
WEBSTER 5.9		8.4		f 4.39	6.14	6.58	f 7.15	f 7.45	8.29	9.39	10.05	11.13	1.28	3.28		f 3.45	5.24	f 6.20	7.14			
MIKON 0.6		2.5						f											f			
Sacto. & Woodland Ry. Crossing 1.4		1.9																				
WASHINGTON 0.5		0.5					f												f			
DNR SACRAMENTO 17.7		0.0		4.25AM	6.00AM	6.45AM	7.00AM	7.25AM	8.15AM	9.25AM	9.50AM	11.00AM	1.15PM	3.15PM		3.30PM	5.10PM	6.05PM	7.00PM			
ROSEVILLE 56.4			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		

Time over District.....	(1.20)	(1.40)	(1.35)	(1.30)	(2.10)	(0.30)	(1.40)	(1.40)	(0.30)	(1.30)	(1.30)	(1.33)	(1.07)	(2.10)	(1.35)	(0.25)	(1.55)
Average speed per hour.....	32.40	33.84	35.62	37.60	26.03	26.40	33.84	33.84	29.40	37.60	37.60	36.39	38.68	26.03	35.62	31.64	29.43

See pages 6, 8 and 9 for additional trains between Benicia and Sacramento.

ADDITIONAL STOPS

- No. 13—Elmira and Suisun-Fairfield to discharge passengers from points north of Davis.
- No. 47—Any station to discharge passengers from north of Davis or east of Sacramento.
- No. 15—Any station to discharge passengers from Portland and points beyond.
- No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
- No. 21—Pierce, Cygnus, Teal and Jacksnipe Sunday on Signal.
- Nos. 5 and 19—Any station to discharge passengers from points east of Ogden.
- No. 209—Goodyear on signal Tuesday and Saturday to receive passengers.

Time Table No. 156 October 5, 1914	Distance from Sacramento	THIRD CLASS																		
		271 Red Bluff Freight	303 Sacramento Way Freight	221 Oregon and Red Bluff Freight																
STATIONS		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily																
DN SAN FRANCISCO 32.4	88.8	SAC. DIV. No. 226																		
DNR BENICIA 0.8	56.4		2.00PM	11.30PM																
MAIL DOCK 0.6	55.6																			
ARMY POINT 1.7	55.0																			
ARSENAL 2.5	53.3																			
GOODYEAR 1.0	50.8																			
HOYT 1.1	49.8																			
PIERCE 2.1	48.7																			
CYGNUS 1.0	46.6																			
TEAL 1.9	45.6																			
JACKSNIFE 3.8	43.7																			
DNSUISUN-FAIRFIELD 3.00	39.9		12.30PM																	
TOLENAS 1.9	36.9																			
VANDEN 1.6	35.0																			
CANNON 4.1	33.4																			
D ELMIRA 4.7	29.3		10.45AM																	
BATAVIA 3.3	24.6																			
D DIXON 4.3	21.3																			
TREMONT 2.0	17.0																			
BRIGGSTON 1.8	15.0																			
DNR DAVIS 1.5	13.2	5.25AM	7.40 6.50																	
CHILES 2.0	11.7																			
SWINGLE 1.3	9.7																			
WEBSTER 5.9	8.4																			
MIKON 0.6	2.5																			
Sacto & Woodland Ry. Crossing 1.4	1.9																			
WASHINGTON 0.5	0.5																			
DNR SACRAMENTO 17.7	0.0	4.45AM	6.05AM	7.15PM																
ROSEVILLE				6.00PM																
56.4		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily																

Time over District (0.40) (7.05) (4.15)
 Average speed per hour 19.80 7.96 13.27

See pages 6, 7 and 8 for additional trains between Benicia and Sacramento.

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS		FIRST CLASS										Distance from San Francisco	Time Table No. 156	
	288 Fresno Freight		250 Tracy Way Freight		150 Martinez and San Ramon Passenger		26 The Owl	102 Sunset Limited	44 Livermore and San Ramon Passenger	52 Fresno Passenger	8 Los Angeles Passenger	84 Bakersfield Passenger	42 San Ramon Passenger	36 Fresno Passenger	86 Fresno Express	October 5, 1914			
	Leave Daily	Leave Daily	Leave Daily	EX. SUNDAY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
					6.00PM											0.0	DN SAN FRANCISCO (31.1)		
WFTY	8.00PM	6.50AM			7.37PM											31.1	DNR PORT COSTA 1.1		
207					f											32.2	NEVADA DOCK 2.5		
143 W	8.11	7.02 7.36			s 7.45											34.7	D MARTINEZ 1.1		
Spur																35.8	AMORCO 0.2		
112 }					f											36.0	MOCOCO 0.8		
57 Y	8.21	7.45 8.20			s 7.55PM											38.1	D AVON 3.1		
88	8.30	8.33 9.30														41.2	D BAY POINT 1.8		
30 Spur																43.0	NICHOLS 1.8		
62	8.42	9.45														44.8	McAVOY 4.1		
57 W	9.00	10.00 11.20														48.9	N FITTSBURG 1.9		
23																50.8	LOS MEDANOS 2.3		
18																53.1	PRINCE 0.4		
54	9.25	11.55AM														53.5	D ANTIOCH 2.5		
17 Spur																56.0	NEWLOVE 1.3		
92	9.45	12.25PM														57.3	NEROLY 4.4		
116 W	10.05	12.57														61.7	D BRENTWOOD 5.2		
47	10.30	1.45														66.9	D BYRON 2.0		
																68.9	BYRON HOT SPRINGS 2.7		
65	10.55	2.00														71.6	HERDLYN 4.1		
66	11.25	2.15														75.7	D BETHANY 3.4		
51	11.50PM	2.40														79.1	JANNEY 3.1		
Term yard WFTYO P	12.15AM	3.00PM														82.2	DNR TRACY (51.1)		
	(4.15)	(4.50)			(0.18)												.....Time over District	
	12.02	10.58			23.33												.....Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL STOPS.

No. 8—Any station on signal to receive passengers for points south of Bakersfield.
 No. 102—Any station on signal to receive passengers for El Paso or points east thereof.

TOWARD SAN FRANCISCO.

Time Table No. 156 October 5, 1914		Distance from Tracy	FIRST CLASS						SECOND CLASS				THIRD CLASS		
STATIONS			87 Fresno Express	25 The Owl	81 Calistoga & Santa Rosa Passenger	49 San Joaquin Valley Flyer	83 Bakersfield Passenger	7 Los Angeles Passenger	141 Livermore and San Ramon Passenger	143 San Ramon Passenger	85 Fresno Passenger	249 Tracy Way Freight			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	EX.SUNDAY			
SAN FRANCISCO (31.1)		82.2	7.50AM	8.50AM	10.10AM	12.50PM	4.10PM	7.50PM	9.10AM	6.30PM	11.20PM				
DNR	PORT COSTA 1.1	51.1	s 6.25AM	7.30AM	s 8.35AM	s 11.19AM	s 2.45PM	s 6.17PM	s 7.20AM	s 4.23PM	s 9.40PM	12.30PM			
	NEVADA DOCK 2.5	50.0							f	f					
D	MARTINEZ 1.1	47.5	s 6.17	7.23	s 8.27	s 11.12	s 2.37	s 6.08	s 7.12	s 4.15	s 9.30	12.11PM 11.40AM			
	AMORCO 0.2	46.4													
	MOCOCO 0.8	46.2							f	f					
	PEYTON 1.3	45.4				f			f	f					
D	AVON 3.1	44.1	6.12	7.18	8.20	f 11.06	2.32	f 6.01	7.05AM	4.05PM	f 9.20	11.20			
D	BAY POINT 1.8	41.0	s 6.07	7.14	s 8.14	s 11.00	s 2.27	s 5.54			s 9.14	11.10 9.30			
	NICHOLS 1.8	39.2			f			f			f				
	McAVOY 4.1	37.4	6.02		f 8.07	f 10.50	2.21	f 5.47			f 9.07	9.15			
N	PITTSBURG 1.9	33.3	f 5.57	7.04	s 8.00	s 10.42	s 2.15	s 5.41			s 9.00	8.59			
	LOS MEDANOS 2.3	31.4				f		f			f				
	PRINCE 0.4	29.1													
D	ANTIOCH 2.5	28.7	5.50	6.58	s 7.52	s 10.32	s 2.07	s 5.34			s 8.50	8.20			
	NEWLOVE 1.3	26.2				f									
	NEROLY 4.4	24.9	5.45		7.46	f 10.24	2.00	f 5.25			f 8.43	8.05			
D	BRENTWOOD 5.2	20.5	5.39	6.47	f 7.40	s 10.15	s 1.53	s 5.18			s 8.37	7.40			
D	BYRON 2.0	15.3	5.31		s 7.32	s 10.05	s 1.45	s 5.08			s 8.27	7.05			
	BYRON HOT SPRINGS 2.7	13.3			f	f	f	f			f				
	HERDLYN 4.1	10.6	5.22		7.26	f 9.56	1.38	4.59			f 8.18	6.45			
D	BETHANY 3.4	6.5	5.15	6.28	7.20	s 9.50	1.32	f 4.52			f 8.11	6.28			
	JANNEY 3.1	3.1	5.10		7.15	9.44	1.27	4.47			7.55	6.05			
DNR	TRACY (51.1)	0.0	5.05AM	6.20AM	7.10AM	9.38AM	1.20PM	4.40PM	Leave Daily	Leave Daily	Leave Daily	5.55AM	Leave Daily EX. SUNDAY		
Time over District.....			(1.20)	(1.10)	(1.25)	(1.41)	(1.25)	(1.45)	(0.15)	(0.18)	(1.50)	(4.53)			
Average speed per hour.....			38.32	43.80	36.07	30.35	36.07	29.20	28.00	23.33	27.98	10.46			

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL STOPS.—No. 81—Avon to discharge passengers for points on San Ramon branch.

Capacity of sidings in car lengths and location of scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS														Distance from San Francisco
	280	278	254	242	98	182	44	190	80	96	38	92	504	32	82	90	500	210	
	San Jose Way Freight	Tracy Way Freight	Ogden Manifest	Fresno Mdse. Freight	San Jose Passenger	Tracy Passenger	Livermore San Ramon Passenger	Livermore Passenger	Stockton Flyer	San Jose Passenger	Stockton Passenger	San Jose Passenger	Milk Train	Stockton & Sacramento Express	Sacramento Passenger	San Jose Passenger	Milk Train	The Newsboy	
Leave Daily	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	
				9.00PM	6.40PM	5.20PM	4.00PM		5.00PM	4.40PM	4.00PM	1.20PM	1.00PM	9.00AM	7.20AM	6.40AM		2.15AM	
					6.59	5.39			5.19	4.59	4.19	1.39	1.19	9.19	7.39	6.59		2.33	
					7.05PM	5.47PM			5.25PM	5.05PM	4.27PM	1.45PM	1.30PM	9.26AM	7.47AM	7.07AM		2.45AM	
Term. Yard WFTYO	9.55AM	4.05AM															4.00AM		
					s 7.12	s 5.55			s 5.32	s 5.12	s 4.35	s 1.52	s 1.38	s 9.34	s 7.54	s 7.16	s 4.05	s 2.52	
I																			
200 Spur													f						
7 Spur																			
63	10.25	4.35			f 7.26	f 6.10			5.45	f 5.25	4.48	f 2.07	1.58	f 9.50	8.07	f 7.34	f 4.21	s 3.08	
45 W	10.35	4.40			s 7.29	s 6.14				f		s 2.10	f 2.01	s 9.54	8.10	s 7.38	f 4.24	s 3.11	
					f	f				f		f				f			
10					f	f				f		f				f			
45	10.55	4.50			s 7.34	f 6.19				s 5.35	4.55	s 2.16	f 2.08	s 10.00	8.18	s 7.43	f 4.30	3.15	
					f	f				f		f				f			
55	11.35	5.00			s 7.40	s 6.30			5.55	s 5.42		s 2.23	s 2.15	s 10.08	8.22	s 7.50	s 4.35	s 3.19	
					f	f						f				f			
43	11.50AM	5.10			7.46	f 6.35				f 5.49		2.30	2.22	10.14	8.27	f 8.00	4.40	3.25	
43	12.35PM	5.20			s 7.51	s 6.40				s 5.57		s 2.37	f 2.30	s 10.19	8.31	s 8.05	f 4.45	3.31	
Yard WY	12.45PM	5.30	11.30PM	9.27PM	s 7.58PM	s 6.46		s 6.17PM	s 6.12	s 6.07PM	s 5.15	s 2.45PM	s 2.40PM	s 10.25	s 8.38	s 8.15AM	s 4.50AM	s 3.36	
7 Spur								f											
41 P		6.15	11.45PM	9.35		f 6.52		f 6.23	6.17			5.21		f 10.37	8.50			3.41	
						f		f											
						f		f											
83		6.42	12.01AM	9.45		s 7.01		s 6.34	6.26			s 5.30		s 10.48	9.00			3.50	
4 Spur						f		f						f					
2 Spur						f		f						f					
90 P		7.15	12.20	10.00		s 7.12		s 6.44	6.35			s 5.47		s 11.02	s 9.11			3.59	
Y P						f 7.14	7.00PM	6.46											
								f											
47		7.30	12.25	10.06		7.16	f 7.02	f 6.48				5.51		f 11.06	f 9.15			4.03	
100 WT P		8.00	12.40	10.20		s 7.23	s 7.10PM	s 6.55PM	6.44			s 5.59		s 11.15	s 9.22			s 4.10	
Spur						f								f					
87 P		9.50	12.55	10.35		7.30						6.05		f 11.23	9.30			4.17	
88 T P		10.15	1.10	10.55		f 7.38			6.56			6.17		s 11.33	9.40			4.25	
33 P		10.45	1.45	11.15		7.54						6.26		f 11.45	9.50			4.35	
85 P		11.05	2.05	11.30PM		f 8.02			7.11			6.33		s 11.52AM	9.57			4.43	
33																			
WFTYO Term. Yard P		11.45AM	2.45AM	12.05AM		s 8.20PM			s 7.24PM			s 6.47PM		f 12.05PM	s 10.10AM			s 5.00AM	

See pages 13, 14 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.

Time Table No. 156
October 5, 1914

STATIONS

DN SAN FRANCISCO	0.0
OAKLAND PIER	3.5
DNR OAKLAND PIER	1.4
Cedar St. Crossing.	1.4
DNR WEST OAKLAND	1.8
W. P. Crossing (Chestnut Street)	1.8
OAKLAND (First St.)	1.6
Webster St. Crossing.	1.6
EAST OAKLAND	0.7
23RD AVENUE.	0.6
FRUITVALE	0.7
SATHER	1.3
KOHLER	0.4
FITCHBURG	1.4
DNR ELMHURST	1.4
D SAN LEANDRO	0.7
SOUTH SAN LEANDRO	1.0
ESTUDILLO	1.0
D LORENZO	0.6
CHERRY	2.0
D HAYWARD	1.5
HARDER	2.4
HALVERN	2.5
D DEOTO	2.7
DNR NILES	1.8
ALSTON	0.7
FARWELL	1.0
MAYBORG	0.8
BRIGHTSIDE	2.1
D SUNOL	1.6
BONITA	1.2
VERONA	2.5
D PLEASANTON	1.1
RADUM	0.4
REMILLARD	0.6
ELIOT	3.9
DNR LIVERMORE	1.5
TREVARNO	2.1
ULMAR	4.5
DN ALTAMONT	4.5
CAYLEY	3.5
MIDWAY	5.7
MEDAL	2.1
DNR TRACY	(67.3)

Automatic Block

Oakland Pier

Double Track

..... 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.)

ADDITIONAL STOPS.—No. 90 Cherryland at M. P. 19 and Fabrico M. P. 27.2 on signal.
No. 80 Pleasanton and Livermore on signal to receive passengers for Stockton.
Nos. 90, 92, 96 and 182 East Oakland on signal to receive passengers.

TOWARD SAN FRANCISCO.

Time Table No. 156

October 5, 1914

FIRST CLASS

SECOND CLASS

THIRD CLASS

FOURTH CLASS

STATIONS	Distance from Tracy	FIRST CLASS										SECOND CLASS		THIRD CLASS		FOURTH CLASS	
		89 San Jose Passenger Arrive Daily	93 Livermore Passenger Arrive Daily	91 San Jose Passenger Arrive Daily	79 Stockton Flyer Arrive Daily	181 Stockton Passenger Arrive Daily	31 Stockton and Sacramento Express Arrive Daily	97 San Jose Passenger Arrive Daily	37 Sacramento Passenger Arrive Daily	51 Fresno Passenger Arrive Daily	149 Pleasanton Passenger Arrive SUNDAY ONLY	141 Livermore & San Ramon Passenger Arrive Daily	253 Ogden Manifest Arrive Daily	279 San Jose Way Freight Arrive Daily EX. SUNDAY	277 Tracy Way Freight Arrive Daily EX. SUNDAY		
DN SAN FRANCISCO	70.8	7.10AM	8.30AM	9.30AM	10.10AM	2.50PM	4.30PM	6.10PM	7.30PM	★10.00PM	10.50PM						
OAKLAND PIER	67.3	6.49	8.09	9.09	9.49	2.29	4.09	5.49	7.09	9.39	10.29		3.00AM				
DNR OAKLAND PIER	67.3	s 6.45AM	s 8.00AM	s 9.00AM	s 9.42AM	s 2.22PM	s 4.00PM	s 5.40PM	s 7.02PM	s 9.37PM	s 10.25PM						
Cedar St. Crossing																	
DNR WEST OAKLAND	65.9												10.35PM	1.00PM			
W. P. Crossing (Chestnut St.)																	
OAKLAND (First St.)	64.1	s 6.35	s 7.51	s 8.51	s 9.35	s 2.14	s 3.50	s 5.28	s 6.55	s 9.29	s 10.17						
Webster St. Crossing																	
EAST OAKLAND	62.5																
23RD AVENUE	61.8																
FRUITVALE	61.2	s 6.28	s 7.43	s 8.35	9.26	s 2.07	s 3.39	s 5.18	s 6.46	s 9.22	s 10.10						
SATHER	60.5																
KOHLER	59.2																
FITCHBURG	58.8																
DNR ELMHURST	57.4	f 6.20	7.34	8.28	9.18	1.58	f 3.30	f 5.08	6.40	9.16	f 10.03		10.05	12.25			
D SAN LEANDRO	56.0	s 6.16	s 7.31	s 8.25		f 1.55	s 3.26	s 5.03	6.38	9.12	f 10.00		9.50	12.15PM			
SOUTH SAN LEANDRO	55.3	f	f					f			f						
ESTUDILLO	54.3	f	f					f			f						
D LORENZO	53.3	s 6.09	s 7.24	s 8.18		1.50	s 3.20	s 4.55	6.34	9.06	f 9.57		9.06	11.55AM			
CHERRY	52.7	f	f					f			f						
D HAYWARD	50.7	s 6.04	s 7.18	s 8.10	9.09	f 1.46	s 3.15	s 4.48	6.30	9.02	f 9.52		8.40	11.35			
HARDER	49.2	f	f	f				f			f						
HALVERN	46.8	f 5.55	f 7.10	f 8.00		1.41	3.08	f 4.36	6.24		f 9.45		8.20	11.00			
D DECOTO	44.3	f 5.50	s 7.05	s 7.54		f 1.35	s 3.02	s 4.31	6.20		f 9.40		8.10	10.45			
DNR NILES	41.6	5.45AM	s 7.00	7.48AM	s 8.57	s 1.30	s 2.55 2.47	4.25PM	6.15 6.10	s 8.50	s 9.35		11.55PM	8.00PM			
ALSTON	39.8										f			10.30 9.40			
FARWELL	39.1		f 6.51		8.50	1.25	f 2.42		6.05	8.44	f 9.30		11.45	9.25			
MAYBORG	38.1		f								f						
BRIGHTSIDE	37.3		f								f						
D SUNOL	35.2		s 6.42		8.40	f 1.16	s 2.33		s 5.56	8.35	f 9.21		11.25	9.00 8.30			
BONITA	33.6		f				f		f		f						
VERONA	32.4		f				f		f		f						
D PLEASANTON	29.9		s 6.33		s 8.32	s 1.08	s 2.23		s 5.47	8.26	s 9.12		10.55	7.15			
RADUM	28.8										9.07PM		s 5.53AM				
REMILLARD	28.4																
ELIOT	27.8		f 6.26				f 2.16		5.38				f 5.51	6.55			
DNR LIVERMORE	23.9		6.20AM		s 8.22	s 12.58	s 2.10		s 5.30	s 8.16			5.45AM	10.20			
TREVARNO	22.4						f							6.30 5.00			
ULMAR	20.3						f 2.02		5.21				10.05	4.45			
DN ALTAMONT	15.8				8.09	12.45	s 1.54		f 5.13	8.03			9.50	4.25			
CAYLEY	11.3						f 1.42		5.04	7.54			9.30	3.45			
MIDWAY	7.8				7.55	12.30	f 1.34		4.57	7.47			9.15	3.30			
MEDAL	2.1																
DNR TRACY	0.0				7.43AM	12.18PM	1.20PM		4.41PM	7.35PM			8.45PM	3.00AM			

See pages 12, 14 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.

Automatic Block

Time over District..... (0.59) (1.40) (1.12) (1.59) (2.02) (2.32) (1.15) (2.16) (2.02) (1.20)
 Average speed per hour..... 27.03 26.04 21.42 33.05 32.09 26.56 20.56 29.69 32.09 28.87

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

★No. 51; San Francisco 10.10 pm on Saturday and Sunday.

ADDITIONAL STOPS:—Nos. 89 and 149; East Oakland to discharge passengers.
 No. 97; Fabrico on signal.
 No. 37; any station west of Niles to discharge passengers from any station east of Niles.

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS							Distance from San Francisco	Time Table No. 156	Distance from San Jose	FIRST CLASS					SECOND CLASS		FOURTH CLASS	
	802	110	506	510	558	502	508		October 5, 1914		505	187	101	501	557	513	515	801	
	Way Freight	Sunset Express	San Jose Passenger	Milk Train	San Jose Passenger	Santa Cruz Passenger	Milk Train		STATIONS		San Jose Passenger	Niles Passenger	Sunset Limited	Santa Cruz Passenger	San Jose Passenger	Milk Train	Milk Train	Way Freight	
Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	EX. SUNDAY		
		9.00PM	5.00PM		1.40PM	8.00AM	0.0	DN SAN FRANCISCO	47.4	11.10AM		3.30PM	5.50PM	★10.00PM	9.10AM				
		9.19	5.19		2.00	8.19	3.5	OAKLAND PIER	43.9	10.49		3.09	5.29	9.39	8.49				
		9.30PM	5.30PM		2.05PM	8.26AM	3.5	DNR OAKLAND PIER	43.9	s 10.40AM		s 3.00PM	s 5.20PM	s 9.32PM	s 8.45AM	s 7.15PM			
Term Yard WFITYO	9.45AM						4.9	Cedar St. Crossing DNR WEST OAKLAND W. P. Crossing, Chestnut St.	42.5								7.45PM		
I		s 9.40	s 5.40		s 2.12	s 8.34	6.7	OAKLAND (First St.) Webster St. Crossing	40.7	s 10.30		s 2.47	s 5.10	s 9.24	s 8.35	s 7.05			
Third Track							8.3	EAST OAKLAND	39.1										
							9.0	23RD AVENUE	38.4										
7 Spur		9.47	s 5.49		s 2.18	s 8.41	9.6	FRUITVALE	37.8	s 10.17		2.35	s 5.00	s 9.17	s 8.18	s 6.52			
7 Spur							11.6	KOHLER	35.8										
63	10.15	9.54	f 5.58		f 2.28	s 8.49	13.4	FITCHBURG	35.4										
17							15.5	DNR ELMHURST	34.0	f 10.10		2.28	f 4.53	f 9.11	s 8.10	s 6.43	7.15		
9 Spur							17.8	MULFORD	31.9	f			f	f	f	f			
64	10.40	10.08	f 6.15		f 2.41	f 9.01	20.1	ROBERT	29.6	f			f	f	f	f			
28	11.05	10.12	s 6.18		f 2.44	s 9.04	21.6	RUSSELL	27.3	f 9.57			f 4.39	f 9.00	f 7.54	f 6.15	6.40		
							23.0	MOUNT EDEN	25.8	f 9.54		2.13	f 4.36	f 8.57	f 7.50	f 6.07	6.35		
18	11.45AM	10.19	s 6.24		s 2.50	s 9.14	25.3	ARFFS	24.4	f			f	f	f	f			
							26.2	ALVARADO	22.1	s 9.47		2.06	s 4.30	s 8.50	f 7.42	f 5.58	6.24		
16	12.01PM	10.26	f 6.28		f 2.57	f 9.22	28.4	HALL	21.2	f			f		f	f			
97 WYP	12.30	10.30	s 6.33	s 3.14PM	s 3.03	s 9.35	30.6	ARDEN	19.0	f 9.40		2.00	f 4.24	f 8.44	f	s	6.00		
11			f 6.37	f 3.19	f 3.07	f 9.40	32.8	DNR NEWARK	16.8	s 9.35	s 9.53AM	1.56	s 4.20	s 8.40	s 7.15AM	s 5.30PM	5.50		
97	12.45	10.38	f 6.40	3.22	f 3.10	f 9.45	34.1	MOWRY	14.6	f 9.29	f 9.48		f 4.15	f 8.35					
							35.5	ALBRAE	13.3	f 9.27	f 9.45	1.49	f 4.13	f 8.32			5.35		
9							36.5	MALLARD	11.9	f	f		f	f					
21	1.00	10.48	s 6.50	f 3.32	f 3.20	s 9.55	39.1	DRAWBRIDGE	10.9	f	f		f	f					
65	1.35	10.53	s 6.57	f 3.38	s 3.27	s 10.02	41.7	ALVISO	8.3	s 9.17	s 9.35	1.40	s 4.03	s 8.23			5.15		
	2.05	11.00	s 7.05	s 3.50	s 3.35	s 10.10	44.8	AGNEW	5.7	s 9.10	s 9.28	1.35	s 3.57	s 8.16			5.00		
	2.10PM	f 11.05PM	f 7.10PM	f 3.55PM	f 3.40PM	f 10.15AM	46.2	SANTA CLARA	2.6	s 9.04	s 9.20	1.28	s 3.50	s 8.10			4.45		
								R COLLEGE PARK	1.2	s 9.00AM	s 9.15AM	f 1.23PM	f 3.40PM	f 8.05PM			4.35PM		

Trains between College Park, San Jose and West San Jose governed by Coast Division Time Table.

Term. Yard	2.20PM	11.10PM	7.15PM	4.00PM	3.45PM	5.55AM	47.4	DNR SAN JOSE	0.0	8.50AM	9.10AM	1.20PM	8.00PM	4.30PM
								D WEST SAN JOSE						
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY

(4.25)	(1.35)	(1.40)	(0.41)	(1.35)	(1.49)	(0.40)	..... Time over District.....	(1.40)	(0.38)	(1.37)	(1.40)	(1.27)	(1.30)	(1.45)	(3.10)
9.35	26.96	25.62	22.83	26.96	23.50	23.40	..... Average speed per hour.....	25.62	24.63	26.41	25.62	30.60	18.06	15.49	13.86

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

See pages 12, 13 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.

Passenger Trains moving from Centerville Branch to College Park via Newark will use east leg of Wye at Newark and back up to station, complying with Rule 99.

Passenger Trains moving from College Park to Centerville Branch via Newark will take east leg of Wye at Newark and back up to station on west leg of Wye, complying with Rule 99.

ADDITIONAL STOPS:

- *No. 557—San Francisco 10.10 p.m. on Saturday and Sunday.
- Nos. 502, 558 and 506—East Oakland on signal to receive passengers.
- Nos. 501 and 557—East Oakland to discharge passengers.
- No. 101—Any station to discharge passengers from El Paso or points east thereof.
- No. 110—Alvarado, Newark, Albrae, Mallard, Drawbridge and Alviso on signal on Tuesday and Saturday.

Location of Telephone and Interlocking Towers	FIRST CLASS									Distance from San Francisco	Time Table No. 156 October 5, 1914	Distance from Stonehurst	SECOND CLASS								
	3066	3064	3062	3060	3058	3056	3054	3052	3050				3049	3051	3053	3055	3057	3059	3061	3063	3065
	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger				Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger
	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily			
	3.00PM	2.00PM	1.20PM	10.00AM	9.00AM	7.20AM	6.40AM	6.00AM		0.0	DN SAN FRANCISCO	14.3	7.10AM	8.10AM	8.50AM	9.30AM	11.10AM	12.10PM	3.10PM	4.10PM	5.30PM
										3.5	OAKLAND PIER	10.8									
IWP			1.47PM							3.5	DNR OAKLAND PIER	10.8				s 9.02AM		s 11.39AM			
										4.9	Cedar St. Crossing.	9.4									
										6.7	DNR WEST OAKLAND	9.4									
			s 1.54							6.7	W. P. Crossing (Chestnut Street)	7.6				s 8.53		s 11.29			
			s 1.59		9.45AM				5.48AM	8.3	OAKLAND (First St.)	6.0				s 8.46		s 11.25			
			s	s	s				s	9.0	Webster St. Crossing.	5.3				s		s			
P	3.42PM	2.42PM	s 2.04	10.42AM	s 9.49	8.05AM	7.28AM	6.42AM	s 5.54	9.6	EAST OAKLAND	4.7	s 6.22AM	s 7.22AM	s 8.02AM	s 8.41	s 10.22AM	s 11.21	s 2.35PM	s 3.22PM	s 4.41PM
										10.3	23RD AVENUE.	4.0			s						
	f	f	f	f	f	f	f	f	f	11.6	FRUITVALE	2.7	f	f	f	f	f	f	f	f	f
	f	f	f	f	f	f	f	f	f	12.0	SATHER	2.3	f	f	f	f	f	f	f	f	f
I	s 3.51	s 2.51	s 2.12	s 10.51	s 9.57	s 8.13	s 7.36	s 6.50	s 6.02	13.4	KOHLER	0.9	s 6.13	s 7.13	s 7.53	s 8.33	s 10.13	s 11.13	s 2.28	s 3.13	s 4.33
W	s 3.55PM	s 2.55PM	s 2.18PM	s 10.55AM	s 10.00AM	s 8.17AM	s 7.39AM	s 6.55AM	s 6.05AM	14.3	FITCHBURG	0.0	6.10AM	7.10AM	7.50AM	8.30AM	10.10AM	11.10AM	2.25PM	3.10PM	4.30PM
	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		DNR ELMHURST		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily

Location of Telephone and Interlocking Towers	FIRST CLASS					Distance from San Francisco	Time Table No. 156 October 5, 1914	Distance from Stonehurst	SECOND CLASS					
	3076	3074	3072	3070	3068				3067	3069	3071	3073	3075	
	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger				Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive SUNDAY ONLY	Arrive Daily Ex. Sunday				
	6.20PM	5.40PM	5.00PM	4.00PM	3.20PM	0.0	DN SAN FRANCISCO	14.3	6.10PM	6.50PM	7.50PM			
						3.5	OAKLAND PIER	10.8						
IWP					3.38PM	3.5	DNR OAKLAND PIER	10.8						
						4.9	Cedar St. Crossing.	9.4						
						6.7	DNR WEST OAKLAND	9.4						
					s 3.47	6.7	W. P. Crossing (Chestnut St.)	7.6						
					s 3.52	8.3	OAKLAND (First St.)	6.0				s 7.00PM	s 7.33PM	
					s	9.0	Webster St. Crossing.	5.3				s	s	
P	7.02PM	6.22PM	5.43PM	4.45PM	s 3.58	9.6	EAST OAKLAND	4.7	s 5.20PM	s 6.15PM	s 6.57PM	s 6.55	s 7.30	
						10.3	23RD AVENUE.	4.0						
	f	f	f	f	f	11.6	FRUITVALE	2.7	f	f	f	f	f	
	f	f	f	f	f	12.0	SATHER	2.3	f	f	f	f	f	
I	s 7.10	s 6.30	s 5.51	s 4.55	s 4.06	13.4	KOHLER	0.9	s 5.10	s 6.08	s 6.48	s 6.48	s 7.22	
W	s 7.14PM	s 6.34PM	s 5.56PM	s 4.59PM	s 4.10PM	14.3	FITCHBURG	0.0	5.05PM	6.05PM	6.45PM	6.45PM	7.18PM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		DNR ELMHURST		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave SUNDAY ONLY	Leave Daily Ex. Sunday	

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

See pages 12, 13 and 14 for additional trains between Oakland Pier, West Oakland and Elmhurst.

ADDITIONAL STOPS.—All trains Seminary Ave. on signal.

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 156 October 5, 1914	Distance from Niles	FIRST CLASS			SECOND CLASS			THIRD CLASS				
		254 Ogden and Portland Manifest Freight	242 Fresno Merchandise Freight	512 Redwood Mixed						188 Niles Passenger		507 Milk Train	509 Milk Train		513 Milk Train	503 Redwood Mixed	515 Milk Train		253 Ogden Manifest Freight	
		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY						Leave Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily		Arrive Daily	
		9.00PM	6.50PM				0.0	DN SAN FRANCISCO	42.9							3.00AM				
		10.05PM	8.00PM	3.20PM			25.4	DNR REDWOOD CITY	17.5			s 3.05PM			1.20AM					
57 Y							26.4	BESTOS	16.5											
				f 3.30			28.0	SWEENEY	14.9			f 2.50								
63		10.17	8.12	f 3.35			29.2	HENDERSON	13.7			f 2.45			1.00					
80 Spur							30.9	RAVENSWOOD	12.0											
62		10.30	8.25	f 3.50			33.2	DUMBARTON	9.7			f 2.25			12.45					
90 WYP		10.50	8.45	s 4.20			37.2	Auto. Block } DNR NEWARK	5.7	s 5.10AM	s 3.12PM	s 7.11AM	s 2.05	s 5.27PM	12.30					
							39.0	MATTOS	3.9	f	f	f		f						
45 P		11.00	8.55	s 4.32			40.0	CENTERVILLE	2.9	f 5.00	s 3.06	s 7.05	s 1.50	s 5.22	12.10					
1 Y							42.4	W. P. Crossing	0.5											
Yard WY		11.25PM	9.20PM	s 4.45PM			42.9	DNR NILES	0.0	4.50AM	3.00PM	6.58AM	1.40PM	5.15PM	12.01AM					
		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY				(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily					

(1.20)	(1.20)	(1.25)	(0.17)	Time over District	(0.20)	(0.12)	(0.13)	(1.25)	(0.12)	(1.19)
13 12	13.12	12.31	20.12	Average speed per hour	17.40	20.12	26.30	12.31	28.50	13.35

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Trains between Redwood City and San Francisco be governed by Coast Division Time Table.

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS						Distance from San Francisco	Time Table No. 156 October 5, 1914	Distance from San Jose	FIRST CLASS					SECOND CLASS		THIRD CLASS		
		280 San Jose Way Freight	98 San Jose Passenger	96 San Jose Passenger	92 San Jose Passenger	94 San Jose Passenger	188 San Jose Passenger				90 San Jose Passenger	89 San Jose Passenger	91 San Jose Passenger	95 Niles Passenger	97 San Jose Passenger	189 Livermore Passenger	513 Milk Train		515 Milk Train	279 San Jose Way Freight
		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily EX. SUNDAY
							0.0	DN SAN FRANCISCO	46.7											
Yard WY	3.00PM		8.00PM	6.15PM	2.55PM	1.35PM	10.30AM	8.20AM	29.2	DNR NILES	s 5.45AM	s 7.45AM	s 1.25PM	s 4.20PM	s 6.05PM	s 6.55AM	s 5.05PM	6.45PM		
IY									17.5	W. P. Crossing										
36	3.35		s 8.07	s 6.22	s 3.02	s 1.42	s 10.37	s 8.27	32.7	IRVINGTON	f 5.38	s 7.37	s 1.17	s 4.12	f 5.52	f 6.45	f 4.57	6.22		
46	4.00		s 8.14	s 6.29	s 3.09	s 1.49	s 10.43	s 8.33	36.3	D WARM SPRINGS	f 5.32	s 7.30	s 1.10	s 4.05	f 5.45	f 6.36	f 4.50	6.05		
46	5.10		s 8.23	s 6.38	s 3.17	s 1.58	s 10.50	s 8.43	40.7	D MILPITAS	f 5.25	s 7.22	s 1.02	s 3.57	f 5.37	f 6.27	f 4.40	5.47		
43	5.45		f 8.27	f 6.43	f 3.22	f 2.02	f 10.55	f 8.47	43.3	WAYNE	f 5.21	f 7.16	f 12.56	f 3.51	f 5.30	f 6.17	f 4.12	5.00		
									45.9	RURIC										
Term. Yard WFITO	6.00PM		s 8.35PM	s 6.50PM	s 3.30PM	s 2.10PM	s 11.05AM	s 8.55AM	46.7	DNR SAN JOSE	5.15AM	7.10AM	12.50PM	3.45PM	5.25PM	6.05AM	4.05PM	4.30PM		
	Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(17.5)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY		

(1.43)	(0.35)	(0.35)	(0.35)	(0.35)	(0.35)	(0.35)	(0.35)	Time over District	(0.30)	(0.35)	(0.35)	(0.35)	(0.40)	(0.50)	(1.00)	(2.15)
10.19	30.00	30.00	30.00	30.00	30.00	30.00	30.00	Average speed per hour	35.00	30.00	30.00	30.00	26.37	21.00	17.50	7.77

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL STOPS—Nos. 89 and 98—Chisholm crossing, 1.5 miles east of Niles on signal.

Eastward.

FROM SAN FRANCISCO.

San Ramon Branch.

TOWARD SAN FRANCISCO.

Westward.

Capacity of sidings in car lengths and location of scales. Fuel, Water, and Turning Stations.	SECOND CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 156		Distance from Radum	SECOND CLASS					
	150			44		42		October 5, 1914			141		143			
	San Ramon Passenger			Livermore and San Ramon Passenger		San Ramon Passenger					Livermore and San Ramon Passenger		San Ramon Passenger			
			Leave SUNDAY ONLY	Leave Daily	Leave Daily				STATIONS	Arrive Daily	Arrive Daily					
			6.00PM	4.00PM	8.00AM	0.0	DN	38.1	SAN FRANCISCO	67.8	9.10AM	6.30PM				
51 Y			7.55PM	5.45PM	9.45AM	38.1	DR	2.9	AVON	29.7	s 7.05AM	s 4.05PM				
6 Spur						41.0		1.5	GALINDA	26.8						
91 W			s 8.05	s 5.55	s 9.56	42.5	D	0.7	CONCORD	25.3	s 6.53	s 3.53				
15 Spur			f	f	f	43.2		1.9	NACIO	24.6	f	f				
83			f 8.11	f 6.03	f 10.03	45.1		0.7	HOOKSTON	22.7	f 6.44	f 3.44				
Interchange Track			f 8.13	f 6.05	s 10.05	45.8		1.5	LAS JUNTAS O. and A. Crossing	22.0	f 6.42	f 3.42				
12 Spur						47.3		0.9	OXLAY	20.5						
31			s 8.20	s 6.11	s 10.12	48.2	D	2.4	WALNUT CREEK	19.6	s 6.36	s 3.35				
			f	f	f	50.6		2.0	WIDBERO	17.2	f	f				
21			f 8.31	s 6.22	s 10.23	52.6		2.2	ALAMO	15.2	s 6.25	f 3.23				
66			s 8.37	s 6.28	s 10.30	54.8	D	1.6	DANVILLE	13.0	s 6.19	s 3.17				
16			f	f	f	56.4		1.4	OSAGE	11.4	f	f				
71 T			s 8.45	s 6.39	s 10.40AM	57.8	R	3.5	SAN RAMON	10.0	s 6.13	3.10PM				
14 Spur			f	f		61.3		2.3	FOREST HOME	6.5	f					
71			f 8.55	f 6.50		63.6		2.8	DOUGHERTY	4.2	s 6.02					
38			f 9.00	f 6.55		66.4		1.4	ASCO	1.4	f 5.57					
Y P			s 9.05PM	s 7.00PM		67.8	R	1.4	Western Pac. Crossing RADUM	0.0	5.53AM					
			Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily			(29.7)			Leave Daily	Leave Daily				

(1.10)
25.45

(1.15) (0.55)
23.76 25.18

..... Time over Division.....
..... Average speed per hour.....

(1.12) (0.55)
24.75 25.18

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

ADDITIONAL STOPS
All passenger trains Kreiling Crossing 2 miles east of Walnut Creek on signal.

FROM SAN FRANCISCO—Calistoga Branch.

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS		FIRST CLASS								Distance from San Francisco	Time Table No. 156 October 5, 1914								
	262 Calistoga Freight Leave Daily EX. SUNDAY				170 Suisun Mixed Leave Daily		70 Santa Rosa Passenger Leave Daily		64 Calistoga Passenger Leave Daily		162 Napa Mixed Leave Daily EX. SUNDAY		156 Buchli Mixed Leave Daily			68 Santa Rosa Passenger Leave Daily		62 Calistoga Passenger Leave Daily		154 Napa Mixed Leave Daily		168 Solano Local Leave Daily		152 Mixed Leave Daily		STATIONS
Yard WFT						3.25 PM			4.00 PM	4.00 PM					8.00 AM	8.00 AM							0.0	DN SAN FRANCISCO 30.0
						s 3.28			s 5.47	s 5.37					s 9.42	s 9.32							30.0	DR SOUTH VALLEJO 1.1
						f				f						f							31.1	NORTH VALLEJO 0.7
						f				f						f							31.8	LOUISIANA ST. 0.5
28						f 3.38			5.54	f 5.44					9.47	f 9.37							32.3	ORPHANS HOME 2.1
10 WYO P					4.30 AM	s 3.45 PM			s 6.00 PM	s 5.50 5.55	5.30 PM				s 9.53 AM	s 9.43	8.12 AM	s 8.02 AM			6.20 AM		34.4	FLOSDEN 2.9
										f						f							37.3	DR NAPA JUNCTION 1.6
6 Spur					4.40					f 6.02	f 5.37					f 9.51	f 8.20					38.9	MIDDLETON 2.1	
										f						f	f					41.0	GUTHRIE 0.6	
6 Spur										f	f					f	f					41.6	SUSCOL 2.6	
9 W					4.55 5.25					s 6.10	s 5.45 PM	3.00 PM				s 10.00	s 8.30 AM					44.2	IMOLA 1.3	
45					5.35					s 6.15		s 3.10 PM				s 10.07						45.5	DR NAPA 2.3	
16	Nos. 152 and 162 will leave Cement Works for Napa Junction at 6.15 a. m. and 5.25 p. m. respectively. ADDITIONAL STOPS. Nos. 68 and 70—Louisiana Street, Flosden and Orphans Home on signal to receive passengers for Santa Rosa branch.				5.50					f 6.20						f 10.12					47.8	R UNION 2.4		
12					6.15							f						f					50.2	OAK KNOLL 1.5
23 W					6.35							s 6.28						s 10.22					51.7	TRUBODY 2.3
32					6.45							s 6.36						s 10.31					54.0	D YOUNTVILLE 3.5
17					6.55							s 6.41						s 10.37					57.5	D OAKVILLE 1.9
9 Spur										f 6.46				f 10.41							59.4	D RUTHERFORD 1.8		
61					7.13					f				f							61.2	ZINFANDEL 0.9		
14										s 6.52				s 10.50							62.1	THOMANN 0.3		
15					7.25					f				f							62.4	CRANE 1.0		
9 Spur W										f 6.57				f 10.55							63.4	ST. HELENA 1.1		
19					7.35					f 7.05				f 11.02							64.5	KRUG 0.8		
13 W										f				f							65.3	BARRO 2.2		
56 Spur WT					8.00 AM					s 7.15 PM				s 11.10 AM							67.5	BALE 0.8		
					Arrive Daily EX. SUNDAY	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	71.7	DR CALISTOGA 2.7

(3.00) (0.20) (0.15) (1.35) (0.15) (0.10) (0.13) (1.40) (0.18) (0.17) (0.15) Time over District
 11.48 21.90 29.20 26.33 32.80 13.80 33.75 25.02 27.33 25.72 32.80 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)

Eastward.															FROM SAN FRANCISCO.					Vallejo Junction—Vallejo Ferry.					Distance from San Francisco	Time Table No. 156 October 5, 1914				
FERRY															FROM 150	FROM 48 and 27	FROM 44 and 43	FROM 29 and 10		FROM 8 and 49	FROM 24 and 47	FROM 81 and 42	FROM 28 and 41							
															SUNDAY ONLY	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	0.0	DN SAN FRANCISCO 28.0	
															6.00 PM	5.00 PM	4.00 PM			10.40 AM	9.00 AM	8.00 AM	6.20 AM				28.0	D VALLEJO JCT. 2.0		
															7.27 PM	6.15 PM	5.10 PM	3.15 PM		11.55 AM	10.23 AM	9.10 AM	7.40 AM				30.0	D SOUTH VALLEJO 1.6		
															7.40		5.25 5.30		2.20 PM	12.10 PM	9.20 9.30		6.50 AM					31.8	NORTH VALLEJO WHF.	
															7.50 PM	6.35 PM	5.40 PM	3.35 PM	2.35 PM	12.20 PM	10.45 AM	9.40 AM	8.00 AM	7.00 AM						

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 156 October 5, 1914	Distance from Santa Rosa	FIRST CLASS			FOURTH CLASS				
		294			70	68					67	69		293			
		Santa Rosa Freight		Santa Rosa Passenger	Santa Rosa Passenger					Santa Rosa Passenger	Santa Rosa Passenger	Santa Rosa Passenger	Santa Rosa Passenger	Santa Rosa Freight			
		Leave Daily EX. SUNDAY		Leave Daily	Leave Daily		0.0	DN SAN FRANCISCO	74.0	10.10AM	6.30PM						
24 YOP		1.20PM		6.00PM	9.55AM	37.3	DR NAPA JUNCTION	36.7	s 8.05AM	s 3.50PM			9.30PM				
				f	f	39.1	SQUAB	34.9	f	f							
				f	f	40.7	BRAZOS	33.3	f	f							
12		1.35		s 6.12	s 10.07	42.2	R BUCHLI	31.8	s 7.52	s 3.38			9.05				
10				f 6.16	f 10.11	44.4	MERAZO	29.6	f 7.47	f 3.32							
		1.45		s 6.18	s 10.13	45.7	R RAMAL	28.3	s 7.44	s 3.29			8.55				
				f	f	46.7	DONOVAN	27.3	f	f							
						47.3	TULE VISTA	26.7									
				f	f	47.5	WECHICKA	26.5	f	f							
17		2.00		f 6.24	f 10.19	49.2	D SCHELLVILLE	24.8	f 7.37	f 3.22			8.45				
3 Spur				f	f	52.3	SNYDER	21.7	f	f							
23 W		2.20		s 6.33	s 10.28	53.7	D EL VERANO	20.3	s 7.27	s 3.12			8.30				
				f	f	54.4	BOYES SPRINGS	19.6	f	f							
10 Spur				f	f	55.4	AGUA CALIENTE	18.6	f	f							
5 Spur				f	f	56.3	SOBRE VISTA	17.7	f	f							
14		2.25		f 6.42	f 10.37	56.8	N. W. Pac. Ry. Crossing YULUPA	17.2	f 7.15	f 3.00			8.10				
7				s 6.44	s 10.39	57.5	ELDRIDGE	16.5	s 7.12	s 2.57							
14		2.32		s 6.48	s 10.43	59.0	GLEN ELLEN	15.0	s 7.09	s 2.54			8.00				
4				f	f	59.6	WARFIELD	14.4	f	f							
14		2.48		f 6.53	f 10.48	61.0	BELTANE	13.0	f 7.03	f 2.48			7.50				
				f	f	61.7	FELICE	12.3	f	f							
5				f	f	62.6	WILDWOOD	11.4	f	f							
23		3.30		s 7.00	s 10.55	63.4	D KENWOOD	10.6	s 6.56	s 2.41			7.40				
10 Spur				f	f	64.8	LAWNDALE	9.2	f	f							
4				f	f	65.5	LOS GUILICOS	8.5	f	f							
23		3.50		f 7.10	f 11.05	66.8	ANNADEL	7.2	f 6.46	f 2.31			7.27				
11 Spur				f	f	68.4	OLESON	5.6	f	f							
21		4.00		f 7.16	f 11.12	69.3	MELITTA	4.7	f 6.40	f 2.25			7.16				
16 Spur						71.2	BAKU	2.8									
28 WT		4.30PM		s 7.30PM	s 11.25AM	74.0	DR SANTA ROSA	0.0	6.30AM	2.15PM			6.55PM				
		Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily			36.7		Leave Daily	Leave Daily		Leave Daily EX. SUNDAY				

(3.10)
11.58

(1.30) (1.30)
24.46 24.46

..... Time over District
..... Average speed per hour

(1.35) (1.35)
23.17 23.17

(2.35)
14.20

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

ADDITIONAL STOPS—Nos. 67, 68, 69 and 70, Hillview (one mile east of Kenwood) on signal.

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				FIRST CLASS				Distance from San Francisco via Vallejo	Time Table No. 156 October 5, 1914	Distance from Suisun	SECOND CLASS			THIRD CLASS				
		296 Santa Rosa Freight	264 Calistoga Freight			170 Suisun Mixed	168 Solano Local						167 Vallejo Mixed	169 Solano Local		263 Calistoga Freight	295 Santa Rosa Freight		
		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY			Leave Daily	Leave Daily						Arrive Daily	Arrive Daily		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		
								0.0	DN SAN FRANCISCO	50.1									
19 WYO		9.40PM	1.10PM			4.07PM	8.12AM	37.3	DR NAPA JUNCTION	13.2	s 9.35AM	s 5.54PM		4.10AM	1.10PM				
64 W		9.55	1.25			f 4.15	f 8.19	41.0	CRESTON	9.5	f 9.25	f 5.43		3.55	12.55				
31		10.10	1.40			s 4.25	s 8.30	44.8	D CORDELIA	5.7	s 9.15	s 5.35		3.45	12.45				
		10.15	1.45			f	f	46.2	THOMASSON	4.3	f	f		3.40	12.40				
14							f	47.9	SUBEET	2.6	f								
Yard WFYO		10.30PM	2.00PM			s 4.40PM	s 8.45AM	50.5	DNR SUISUN-FAIRFIELD	0.0	9.00AM	5.25PM		3.30AM	12.30PM				
		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			Arrive Daily	Arrive Daily		(12.8)		Leave Daily	Leave Daily		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY				

(0.50) (0.50) Time over District (0.35) (0.29) (0.35) (0.29) (0.40) (0.40)
 15.84 15.84 24.00 22.63 22.62 27.31 19.80 19.80

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

FROM SAN FRANCISCO

TOWARD SAN FRANCISCO

FROM SAN FRANCISCO

TOWARD SAN FRANCISCO

Eastward

Union Branch

Westward

Eastward

Wingo Branch

Westward

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS				Distance from San Francisco	Time Table 156 October 5, 1914	Distance from Union	SECOND CLASS					
		160 West Napa Mixed						157 Buchli Mixed					
		Leave Daily						Arrive Daily					
					DN SAN FRANCISCO								
12		3.40PM	42.2		R BUGHLI	8.6	s 3.35PM						
8 (Spur)		f	43.8		CARNEROS	7.0	f						
22		s 3.47	45.4		STANLEY	5.4	s 3.28						
59 W		s 3.55	48.8		WEST NAPA	2.0	s 3.20						
45		s 4.05PM	50.8		R UNION	0.0	3.10PM						
		Arrive Daily			(8.6)		Leave Daily						

(0.25) (0.25) Time over District (0.25) (0.25)
 20.64 20.64 20.64 20.64

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

Cross-over switch at west end of Union siding must be lined up for Union Branch and siding kept clear between these switches.

Capacity of sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS				Distance from San Francisco	Time Table No. 156 October 5, 1914	Distance from Wingo	SECOND CLASS					
		404 Wingo Passenger						403 Wingo Passenger					
		Leave MONDAY ONLY						Arrive MONDAY ONLY					
					DN SAN FRANCISCO								
		8.48AM	45.7		R RAMAL	2.0	s 9.00AM						
(Siding on N.W.P.Ry.)		s 8.53AM	47.7		R WINGO	0.0	8.55AM						
		Arrive MONDAY ONLY			(2.0)		Leave MONDAY ONLY						

(0.5) Time over District (0.5) (0.5)
 24.00 24.00

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

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

Capacity of sidings in car lengths and location of Scales, Fuel Water, and Turning Stations.	FROM SAN FRANCISCO				Distance from San Francisco	Clear Lake Branch		Time Table No. 156 October 5, 1914	Distance from Rumsey	TOWARD SAN FRANCISCO				Distance from Rumsey	
	SECOND CLASS		FIRST CLASS			FIRST CLASS				THIRD CLASS					
		104 Rumsey Mixed				108 Rumsey Passenger	106 Winters Passenger			103 Winters Passenger	107 Rumsey Passenger				105 Rumsey Mixed
		Leave Daily EX. SUNDAY			Leave SUNDAY ONLY	Leave Daily		STATIONS		Arrive Daily	Arrive SUNDAY ONLY			Arrive Daily EX. SUNDAY	
		6.20AM			6.20AM	3.00PM	0.0	DN SAN FRANCISCO	110.5	11.10AM	7.30PM			7.30PM	
WFY 107		9.20AM			9.20AM	6.00PM	59.5	DR ELMIRA 4.2	51.0	s 7.55AM	s 4.25PM			s 4.25PM	
16		s 9.35			s 9.30	s 6.10	63.7	D VACAVILLE 1.9	46.8	s 7.45	s 4.15			s 4.10	
12 (Spur)		f			f	f	66.6	VIOLET 2.9	44.9	f	f			f	
28		f			f	f	68.5	HARTLEY 1.3	42.0	f	f			f	
15 (Spur)		f			f	f	70.3	ALLENDALE 3.7	40.2	f	f			f	
24		f 9.55			f 9.50	f 6.30	74.0	WOLFSKILL 2.0	36.5	f 7.25	f 3.55			f	
WT 117		s 10.10			s 9.55	s 6.35PM	76.0	DR WINTERS 4.3	34.5	s 7.20AM	s 3.50			s 3.00	
20		f			f		80.3	NORTON 3.3	30.2		f			f	
20		f			f 10.07		83.6	CITRONA 3.2	26.9		f 3.37			f	
61		s 10.55			s 10.13		86.8	MADISON 3.1	23.7		s 3.31			s 2.25	
W 113 (Spur)		s 11.05			s 10.19		89.9	D ESPARTO 1.9	20.6		s 3.25			s 2.15	
(Spur)							91.8	CORFU 0.6	18.7						
23		s 11.15			s 10.24		92.4	CAPAY 4.2	18.1		s 3.20			s 2.05	
23		f 11.30			f 10.32		96.6	CADANASSA 3.0	13.9		f 3.13			f 1.50	
		s			s		99.6	BROOKS 1.1	10.9		s			s	
24		s 11.45			s 10.40		100.7	TANCRED 2.6	9.8		s 3.05			s 1.35	
22		f 11.55AM			f 10.46		103.3	BERWICK 1.0	7.2		f 2.59			f 1.25	
6		f			f		104.3	AMARANTH 1.3	6.2		f			f	
24		s 12.05PM			s 10.50		105.6	D GUINDA 0.6	4.9		s 2.55			s 1.15	
7		f			f		106.2	SAUTERNE 1.7	4.3		f			f	
22		f			f		107.9	CASHMERE 2.6	2.6		f			f	
WT 25		s 12.20PM			s 11.00AM		110.5	R RUMSEY	0.0		2.45PM			1.00PM	
		Arrive Daily EX. SUNDAY			Arrive SUNDAY ONLY	Arrive Daily		(51.0)		Leave Daily	Leave SUNDAY ONLY			Leave Daily EX. SUNDAY	

(3.00) (1.40) (0.35) Time over District (0.35) (1.40) (14.92)
 17.00 30.60 28.28 Average speed per hour 28.28 30.60 3.25

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 105 is superior to No. 106.

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

STANDARD CLOCKS.

Oakland Pier.	San Jose.	South Vallejo.	Port Costa
West Oakland	Sacramento.	Tracy.	Suisun-Fairfield.

WATCH INSPECTORS.

R. W. Edwards.....Oakland.	R. E. Lomax Co....Sacramento.
George Fake.....Oakland.	R. E. Lomax Co....Roseville.
Oakland Jewelry Co..West Oakland.	Badgeley & Sons....Livermore.
A. A. Handle.....Berkeley.	J. G. Herrmance....Suisun-Fairfield.
A. O. Gott.....Alameda.	H. L. Amstutz & Son.Napa.
O. A. Poulsen.....Richmond.	John Hood.....Santa Rosa.
R. Kocher & Son.....San Jose.	C. E. Wyatt.....Winters.
Z. L. Von Daek & Son.Tracy.	F. J. Stumm.....Benicia.
G. G. Voegel.....Tracy.	

BULLETIN BOARDS.

Oakland Pier.	South Vallejo.	Sacramento.	Suisun-Fairfield.
West Oakland.	Elmira.	Tracy.	San Jose.
Port Costa.	Davis.		

CLEARANCES.

All trains must obtain clearance (Form 2643) before leaving Port Costa, Benicia, Niles, Newark, also before leaving Napa Junction when an operator is on duty.

On **DOUBLE TRACK**, extras may run without running orders, but must obtain clearance (Form 2643) before leaving Oakland Pier, West Oakland, Port Costa, Benicia and Sacramento.

Extras originating at Suisun-Fairfield, Elmira and Davis must obtain clearance (Form 2643).

TRAIN REGISTER EXCEPTIONS.

A train may register by ticket at a registering station which is not a regular stop if there is an operator on duty, but Rules 83 and D-83 must be complied with, unless prior register check shows that all superior trains due have arrived or left.

At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, the same as at non-registering stations.

TRAIN AND AIR INSPECTION.

Westward trains must make the running air brake test one (1) mile east of Benicia, also after leaving Oakland 16th Street Station for Oakland Pier.

Air brakes on all trains and air whistle signal on passenger trains must be tested from the rear end of train at Niles, Cordelia and Napa Junction before ascending grade, and at the summit of Altamont and Creston as per Rule 14. Passenger trains that do not stop will make the running test as per Rule 11.

Crews of all trains must, whenever the train line has been broken from any cause, assure themselves that the air brakes are working through the entire train before starting by making the tests provided in Rule 14.

After a continuous run of 30 miles, freight trains must stop to inspect train, as per Rule 820.

Except on grades engines on freight trains of over 20 cars must be cut off at water stops.

USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits between Oakland Pier and Sacramento, Oakland Pier and Tracy via Altamont, Niles and San Jose, Port Costa and Tracy, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

- (1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
- (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
- (3) When issuing an order Form "G," Example 3.
- (4) When giving any train right over all trains.
- (5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance. This paragraph includes territory outside of automatic block signal limits.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

Rule 83 (A) will not apply at initial stations which are not telegraph stations, nor at telegraph stations when an operator is not on duty.

AUTOMATIC SIGNALS.

On **SINGLE TRACK**, within Automatic Block System limits, last portion of Rule 86 will not apply.

Referring to Rule 504, on **SINGLE TRACK** trains will wait five minutes before following flagman, except between Buchli and Ramal, where trains will wait ten minutes before following flagman.

On **DOUBLE TRACK** trains must come to a stop, wait one minute, and then may proceed under control to next signal, flagman being invariably sent ahead in stormy or foggy weather.

No automatic signals governing movements on westward track No. 1 between San Pablo and Shellmound tower and on eastward track No. 4 between Shellmound tower and Richmond.

When using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

Within limits of established yards it will not be necessary to wait five (5) minutes before moving through cross-over.

OVERLAPS.

Eastward trains—Martinez.

Overlap posts are painted white at the top and black at the base, and stand about six feet high.

Trains holding main track against opposing trains at overlap stations must not pass overlap post, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

Before entering automatic block signal limits at Buchli, Union branch trains must set junction switch for Union branch. If no obstruction in the block, signal will assume the "proceed" position.

Before entering automatic block signal limits at Ramal, Wingo branch trains must set junction switch for Wingo branch. If no obstruction in the block, signal will assume the "proceed" position.

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
A-84 15-25/28 110	3000 to 3009.....	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024.....	67	46445 "
A-81 20-28 105	3025 to 3071.....	77	46380 "
T-69 21-28 149	{2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299.....}	60	44330 "
T-69 15 1/2-26/28 142	2291, 2294, 2297.....	62	41526 "
T-63 18/30 78	{2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206.....}	52	22750 "
M-63 21/28 155	{1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779.....}	58	45190 "
M-63 21/28 144	{1727 to 1729, 1731, 1734, 1736 to 1738, 1741, 1743, 1745, 1746, 1748, 1750 to 1753, 1755, 1757, 1759 to 1761, 1763, 1764, 1767 to 1769, 1782, 1784, 1785, 1787, 1788, 1790 to 1792, 1794 to 1797, 1799.....}	53	42860 "
M-63 15/26-28 144	1730, 1733, 1786, 1793, 1798, 1802..	56	42000 "
E-69 18/24 69	{1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397.....}	55	30190 "
E-73 18/24 63	1430 and 1432.....	61	27570 "
C-57 22/30 180	{2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679.....}	52	39650 "

The above table is for the information of enginemen and must not be construed to in any way authorize exceeding speed restrictions in following table on page 24:

SPECIAL RULES—Continued.

SPEED RESTRICTIONS.

THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below:

BETWEEN	Passenger	Freight	Backing Up
Through Cross-overs and turnouts.....	10	10	10
Oakland Pier and Krieger, except.....	50	5	10
Oakland, within city limits.....	22	22	10
Berkeley, University Ave.....	10	10	10
Krieger and Port Costa.....	45	25	10
Benicia and Arsenal.....	45	25	10
Arsenal and Sacramento, except;.....	50	35	15
Cygnus drawbridge.....	15	15	10
Suisun-Fairfield and Davis Yards.....	30	20	10
Washington, within city limits.....	8	8	8
Sacramento drawbridge.....	6	6	6
Sacramento, within city limits.....	15	15	10
Port Costa and Martinez.....	45	25	10
Martinez, within city limits.....	20	20	10
Martinez and Tracy, except;.....	50	35	15
Avon drawbridge.....	15	15	10
Oakland Pier and Niles, except;.....	50	35	15
Oakland, within city limits.....	22	22	10
Oakland, 23d Avenue.....	8	8	8
Niles and Farwell.....	40	25	10
Farwell and Brightside, except;.....	25	25	10
Farwell and Mayborg curves.....	15	15	10
Brightside and Pleasanton.....	40	25	10
Pleasanton, within city limits.....	10	10	10
Pleasanton and Ulmar.....	50	35	15
Ulmar and Midway.....	40	25	10
Midway and Tracy.....	50	35	15
Elmhurst and College Park, except;.....	50	35	15
Newark Yard.....	10	10	10
Alviso, within city limits.....	15	15	10
Warm Springs and Coyote drawbridges.....	15	15	15
Niles and Redwood City, except;.....	50	35	15
Dumbarton and Newark Slough drawbridges.....	15	15	10
Niles and San Jose.....	50	35	15
Avon and San Ramon.....	30	18	8
San Ramon and Radum.....	40	25	10
Elmira and Rumsey, except;.....	40	25	15
Capay, within city limits.....	10	10	10
Buchli and Union.....	40	25	10
South Vallejo and Napa.....	40	25	15
Napa, within city limits.....	8	8	8
Napa and Calistoga, except;.....	40	25	10
St. Helena, within city limits.....	12	12	10
Napa Junction and Santa Rosa, except;.....	40	25	10
Eldridge and Warfield 10° curves.....	25	15	10
Annadel and Santa Rosa 10° curves.....	25	15	10
Napa River drawbridge.....	15	15	10
Ramal and Wingo, except;.....	40	25	10
Steamboat Slough drawbridge.....	15	15	10
Napa Junction and Cordelia.....	25	15	10
Cordelia and Suisun-Fairfield.....	50	25	15
No. 210 passing Elmhurst and San Leandro.....	10		
No. 9 passing Richmond.....	12		
Gasoline motor and electric cars.....	30		10
Through interlocking limits, under control.....			

Light Engines

(Except as shown in previous table.)

	Running Forward	Running Backward
Mogul.....	30	10
Atlantic Type.....	40	12
Consolidation.....	25	10
Yard Engines.....	12	10

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

Mile Post	East of	Description
Oakland Pier to Tracy via Port Costa.		
	Oakland Pier.....	Long Wharf, depressed tracks—side.
	Oakland Pier.....	Freight Slip—side.
6.6	Emeryville.....	Umbrella Sheds—side.
11.8	Vigorit.....	Buildings on North Spur.
13.1	Stege.....	Hotel back of depot—side.
13.1	Stege.....	Buildings end of track No. 2—side.
19.3	Giant.....	Wagon bridge—overhead.
19.7	Nitro.....	Nitro shed on spur—side.
25.3	Hercules.....	Wagon bridge—overhead.
26.5	Oleum.....	Tramway—overhead.
26.7	Oleum.....	Tunnel No. 1—overhead and side.
27.7	Tormey.....	Tunnel No. 2—overhead and side. <i>not 372 1/2 feet high</i>
29.0	Crockett.....	Sugar Co. warehouse No.1 and 2—overhead and side.
31.2	Port Costa.....	Wagon Bridge—overhead.
34.7	Martinez.....	Warehouse, Anderson Co.—overhead and side, cars to be left outside.
43.2	Nichols.....	Wagon Bridge—overhead.
43.2	Nichols.....	A. T. & S. F. Ry. crossing—overhead.
Oakland Pier to Tracy via Niles.		
4.9	West Oakland....	Buildings and platforms at Creosote Works—overhead and side.
4.9	West Oakland....	Freight platforms and tracks, Kirkham St. freight yards—side.
6.7	Oakland, 1st St..	Buildings Sunset Lumber Co.—overhead and side.
8.3	East Oakland....	California Cotton Mills—overhead and side.
8.3	East Oakland....	California Pottery Co., spur and buildings—side.
10.5	Fruitvale.....	Steel bridge over estuary—overhead and side.
29.2	Niles.....	Niles Gravel Pit—overhead and side.
46.9	Livermore.....	Livermore Brick Co., shed over high line track—overhead.
57.7	Altamont.....	Tunnel—overhead and side.
Elmhurst to College Park.		
39.1	Alviso.....	Clearance between main line and siding not standard—side.
41.7	Agnew.....	Track leading into distillery—side.
San Ramon Branch.		
44.6	Nacio.....	Bridge—overhead and side.
47.5	Oxley.....	Bridge—overhead and side.
49.2	Walnut Creek....	Bridge—overhead and side.
57.0	Osage.....	Bridge—overhead and side.
Port Costa to Sacramento.		
31.2	Port Costa.....	Wagon Bridge—overhead.
	Stmr. Solano.....	Overhead and side.
32.4	Benicia.....	Apron sheds and tracks—side.
32.4	Benicia.....	Carquinez Packing Co., buildings—side.
Suisun-Fairfield and South Vallejo to Santa Rosa.		
	Cordelia.....	Tunnel—overhead and side.
37.3	Napa Jct.....	Sheds over platforms on the two northerly spurs of Portland Cement Co.—overhead and side.
49.2	Schellville.....	Bridge over Sonoma Creek—overhead and side.
64.2	Kenwood.....	Bridge over Sonoma Creek—overhead and side.

All employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes in suburban limits must guard against coming in contact with overhead wires or their connections.

JUNCTION SWITCHES.

The east end of double track at Elmhurst is the east switch of cross-over west of junction switch for South Pacific Coast main line. The normal position of the double-track junction switch is for the eastward track. Switchtender is on duty from 6 a. m. to 7 p. m. The west cross-over in westward main track leading from junction switch will be set for westward trains.

The normal position of Wye switch on Centerville line at Newark is for Dumbarton Cut-off

Normal position of junction switches at Napa Junction is for Calistoga Branch
Normal position of junction switches at Buchli and Ramal is for Santa Rosa Branch

Normal position of junction switch at Wingo is for N. W. P. line. Enginemen on Southern Pacific trains approaching junction at Wingo will sound two long and three short blasts of the whistle as call to switchtender to set switch for Southern Pacific line. Switchtender on duty during the day time.

COMPANY SURGEONS—WESTERN DIVISION.

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surg. and Mgr.	San Francisco.	San Francisco.
Dr. W. B. Coffey.....	San Francisco.	San Francisco.
Dr. J. H. O'Connor.....	San Francisco.	San Francisco.
Dr. S. J. Gardner.....	San Francisco.	San Francisco.
Dr. Grant Selfridge, Oculist and Aurist	San Francisco.	San Francisco.
Dr. Redmond Payne.....	San Francisco.	San Francisco.
Dr. Geo. R. Carson, Assistant to Staff...	San Francisco.	San Francisco.
Dr. D. A. Walker, Emergency Surgeon...	San Francisco.	San Francisco.
Dr. O. D. Hamlin, Division Surgeon....	Oakland.....	Oakland, San Leandro, Berkeley
Dr. J. I. Vickerson, Assistant Surgeon...	West Oakland.	Oakland, San Leandro, Berkeley
Dr. C. A. Dupuy, Assistant Surgeon....	Oakland.....	Oakland, San Leandro, Berkeley
Dr. E. F. Card, Oculist and Aurist.....	Oakland.....	Oakland, San Leandro, Berkeley
Dr. C. H. Wilder, District Surgeon.....	East Oakland.	Oakland, San Leandro, Berkeley
Dr. J. Hamilton, District Surgeon.....	Fruitvale.....	Oakland, San Leandro, Berkeley
Dr. E. A. Ormsby, Emergency Surgeon...	Newark.....	Oakland, San Leandro, Berkeley
Dr. C. H. Miller, Emergency Surgeon...	San Leandro..	Oakland, San Leandro, Berkeley
Dr. E. M. Keys.....	Alameda.....	Alameda Mole to Newark.
Dr. M. W. Brown, Assistant Surgeon...	Alameda.....	Alameda Mole to Newark.
Dr. F. W. Simpson.....	Berkeley.....	Berkeley to Stege.
Dr. C. W. Page.....	Berkeley.....	Berkeley to Stege.
Dr. W. Lucas.....	Richmond....	Stege and San Pablo.
Dr. C. L. McKown.....	Niles.....	San Leandro, Milpitas, Sunol.
Dr. F. W. Browning, Emergency Surgeon.	Hayward.....	San Leandro, Milpitas, Sunol.
Dr. C. A. Lutz, Emergency Surgeon.....	Irrington....	San Leandro, Milpitas, Sunol.
Dr. R. G. Van Nuys.....	Pleasanton....	Sunol and Remillard.
Dr. W. S. Taylor.....	Livermore....	Remillard and Midway.
Dr. J. I. Beattie.....	Santa Clara..	Newark and San Jose.
Drs. D. A. Beattie and E. F. Holbrook...	San Jose.....	Milpitas, Santa Clara, San Jose.
Dr. W. H. Emerson, Emergency Surgeon.	Centerville..	
Dr. R. J. Smith, Emergency Surgeon....	Milpitas.....	
Dr. P. B. Fry.....	Port Costa...	San Pablo, Benicia, Vallejo, Martinez.
Dr. Frank Rattan.....	Martinez.....	Port Costa, Pittsburg.
Dr. W. S. George.....	Antioch.....	Pittsburg and Byron.
Dr. Frank S. Cook, Emergency Surgeon...	Brentwood....	
Dr. George McKenzie.....	Concord.....	Avon and San Ramon.
Dr. C. R. Leach.....	Walnut Creek	
Dr. H. C. Reamer, Emergency Surgeon...	Danville.....	
Dr. S. E. D. Pinniger.....	Tracy.....	Byron, Midway and Tracy.
Dr. J. W. Jesse.....	Santa Rosa..	Santa Rosa and Napa Junction.
Dr. A. H. Martin.....	Walnut Grove	Walnut Grove.
Dr. Harry Abrons.....	Calistoga....	Calistoga and Rutherford.
Dr. D. E. Osborne, Emergency Surgeon...	St. Helena...	
Dr. E. Z. Hennessey.....	Napa.....	Rutherford and Napa Junction.
Dr. B. J. Klotz.....	South Vallejo.	Napa Junction and South Vallejo.
Dr. W. L. McFarland.....	Benicia.....	Benicia and Goodyear.
Dr. S. J. Bransford.....	Suisun-Fairfield	Goodyear, Napa Junction and Elmira.
Dr. H. P. Palmer.....	Vacaville....	Elmira and Allendale.
Dr. R. E. Peck.....	Winters.....	Allendale and Rumsey.
Dr. L. P. Hall.....	Dixon.....	Elmira and Tremont.
Dr. W. E. Bates.....	Davis.....	Tremont, Merritt and Webster.
Dr. G. A. White, Consulting Surgeon...	Sacramento..	
Dr. A. M. Henderson, Division Surgeon.	Sacramento..	Webster, Sacramento and Florin.
Dr. G. L. Stevenson.....	Sacramento..	Webster, Sacramento and Florin.
Dr. W. E. Briggs, Oculist and Aurist...	Sacramento..	
Dr. T. Craig, Emergency Surgeon.....	Capay.....	

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.

LOCATION OF STRETCHERS.

WEST OAKLAND.	PLEASANTON.	CONCORD.	SUISUN-FAIRFIELD.
EAST OAKLAND.	LIVERMORE.	TRACY	
FRUITVALE.	SANTA CLARA.	SANTA ROSA.	VACAVILLE.
ALAMEDA.	SAN JOSE	CALISTOGA.	WINTERS.
BERKELEY.	PORT COSTA.	NAPA.	DIXON.
RICHMOND.	MARTINEZ.	SOUTH VALLEJO.	DAVIS.
NILES.	ANTIOCH.	BENICIA.	

HOSPITALS.

GENERAL HOSPITAL.....	SAN FRANCISCO.
SOUTHERN PACIFIC HOSPITAL.....	SACRAMENTO.
S. P. EMERGENCY HOSPITAL.....	WEST OAKLAND.

MISCELLANEOUS.

Suburban Trains have preference over Main Line Trains at Oakland Pier and Fruitvale.

Trains may move between Oakland Pier and Elmhurst irrespective of superiority, except that freight trains must endeavor to avoid delaying passenger trains. Freight trains or Yard Engines must not leave West Oakland unless they have 5 minutes or more to clear a passenger train moving in the same direction.

Trains must endeavor to avoid meeting on First Street between Franklin and Washington Streets. If such meet is unavoidable, the superior train will have preference, and the inferior train must stop until its engine has been passed by the rear end of the opposing train.

Train order signal at Elmhurst governing eastward trains only.

When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(a). If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(b). If track is seen to be clear or within automatic block limits, if signal indicates "Proceed," train may proceed, but will run under control for a distance of one-half mile, before resuming full speed.

On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

On lines of more than two main tracks when a train finds a fusee burning red on or near the track it occupies, train should be brought to a stop and may then proceed cautiously, not exceeding six (6) miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear. When trains are running on adjacent tracks and a fusee is found between these two tracks, movement of trains on both such tracks to be restricted as above; a fusee between the rails of an adjoining track to be disregarded.

The time-table authority of schedule trains originating or ending at any intermediate station is hereby extended to include main track between switches of siding ten minutes before leaving and ten minutes after arriving time of such trains, but Rule 99 must be complied with

Rules 14-k and D 14-k applies to interlocking towers.

Derail in westward main track just west of depot Benicia, normal position "open."

When a train or a portion of a train executes a movement from main track to a siding, the train must pull into clear before stopping.

Movements in an interlocking plant on a flag signal given by the towerman must be preceded by a flagman.

Road engines when moving between roundhouse and train, must display a white and red light on the rear end of tank over center of track.

Trains and light engines must run through Sacramento yard under control, and must not pass the switchtender's station at Fourth and Sixth Streets and east end of Sacramento River bridge without receiving signal to proceed.

Between the hours of 9 P. M. and 6 A. M. engine bells will not be rung except in emergency while passing through or switching in city limits of Napa.

It is unlawful to switch a car or engine on or across any public highway in the city of Napa unless a flagman is stationed at the crossing, and he must remain there until switching is completed.

Engines or trains using the wye at Napa Junction must approach it from the Suisun line and go around via the Calistoga line.

At Newark, trains on the College Park line, when calling in flagman from the west, will sound four long and one short blast of the whistle; when calling in flagman from the east, will sound six long blasts of the whistle.

At Napa Junction, trains on the Santa Rosa Branch, when calling in flagman from the east, will sound six long blasts of the whistle.

On freight trains between Niles and Medal, Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose.

The siding for meeting or passing of trains of the Newark-College Park line at Newark is located east of station.

The siding for the meeting or passing of trains of the Dumbarton line, at Newark, is between the cross-over switch and west switch of the siding west of the College Park and Newark line. The east end of this siding between cross-over switch and east switch will be used as a storage track

Trains on track No. 2 between 16th Street Station and Shellmound Tower and on track No. 4 between Shellmound Tower and Richmond when calling in flagman from the west will sound four long and one short blast of the whistle.

Trains on track No. 1 between San Pablo and 16th Street Station when calling in flagman from the east will sound six long blasts of the whistle.

When doubling grades, if necessary to leave rear end of train on main track, a red flag by day and a red lamp by night must be placed on the head car of the standing out of cars, and in addition two torpedoes placed not less than one-fourth mile from standing out of cars. Enginemen must know the location of cars thus left standing, and must use extreme care in returning for rear portion of train, and Rule 99 must be complied with.

Trains loading on boat at Port Costa or Benicia will be governed by the following regulations:

PASSENGER TRAINS.

Head brakeman must ride rear end of first cut onto boat and set brakes.

Rear brakeman must ride head end of second cut onto boat and set brakes.

Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes.

Deck hands must set brakes the same as when handling freight trains.

In unloading the same program will be followed as in handling freight trains.

While on the boat trainmen must keep vestibule doors and traps open, opening same as soon as the train comes to a stop on the boat. Passengers must be cautioned not to lean out of the windows or vestibule doors, as there is danger of being struck by iron rods or bars of boat, and must be kept off platform when backing coaches on boat. Vestibule tail gates must be in proper position.

Locomotives standing at end of apron awaiting transfer on boat must have headlights covered whenever reflection from same would be directly over apron into slip.

Road or Yard Engines, whether attached to cars or not, must have wheels blocked.

FREIGHT TRAINS.

Head brakeman must ride head end of first cut onto boat, and set brakes, then return and ride head end of second and third cuts, and set brakes.

Rear brakeman must ride head end of last cut, then return and set all brakes on rear end of cuts.

Three deck hands will set brakes on all cuts in between the two brakemen.

On arrival at other side head brakeman must release all brakes on first cut and ride it off the boat.

Rear brakeman must release all brakes on second cut and ride it off the boat.

Deck hands will release brakes on the two remaining cuts.

YARD LIMITS.

WEST OAKLAND YARD.—From Oakland Pier; Long Wharf; Alameda Pier to all points on Berkeley lines; Alameda lines; 14th and Franklin Streets; Stonehurst; yard limit signs east of Elmhurst, Melrose, San Pablo and including the Richmond transfer.

Main tracks between Oakland Pier and Bay Street (West Oakland) numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10, and used as follows:

- No. 1—Westward Trains, via Oakland (Sixteenth Street).
- 2—Eastward Trains, via Oakland (Sixteenth Street).
- 3—Westward Electric Trains, via Oakland (Sixteenth Street).
- 4—Eastward Electric Trains, via Oakland (Sixteenth Street).
- 5—Westward Electric Trains, via Seventh Street.
- 6—Eastward Electric Trains, via Seventh Street.
- 7—Westward Trains, via Oakland (First Street).
- 8—Eastward Trains, via Oakland (First Street).
- 9—Westward running track from passenger yard (First Street).
- 10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

- No. 1—Westward Freight Trains.
- 2—Eastward Freight Trains.
- 3—Westward Passenger Trains.
- 4—Eastward Passenger Trains.
- 5—Westward Electric Trains.
- 6—Eastward Electric Trains.

Main tracks between Shellmound Tower and Richmond numbering from the Bay, are designated as 1, 2, 3, and 4, and used as follows:

Track No. 1 is the first track from the Bay, and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains not exceeding 15 miles per hour.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward trains.

Track No. 4 is the fourth track from the Bay, and extends from Shellmound Tower to Richmond, and may be used by eastward freight trains not exceeding 20 miles per hour.

Trains using tracks No. 1 and 4 display markers as per Rule D-19, same as though running against current of traffic.

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

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

The working track between Port Costa and Vallejo Junction may be used from 7 p. m. to 6 a. m. by westward freight trains not exceeding 15 miles per hour, displaying markers as per Rule D-19, same as though running against current of traffic.

INTERLOCKING SIGNALS.

Interlocking signals govern only through interlocking limits.

Signals on signal bridges are placed on post on top or suspended underneath signal bridges over track on which trains approach.

Movements governed by short-arm or dwarf signals must be made under control and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard towermen may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone with each other for EACH movement. Before moving trains against the current of traffic they must know that track to be used is clear of opposing engines and trains.

OAKLAND PIER TOWER.

Westward trains to Oakland Pier on track No. 1 governed by home signal on signal bridge No. 102, the first signal bridge east of Long Wharf cross-over; three-arm post at Long Wharf cross-over; three-arm post about half way between Long Wharf cross-over and tower, and other dwarf signals.

Westward trains to Oakland Pier on track No. 7 governed by signals on signal bridge No. 105, the first signal bridge east of Long Wharf cross-over.

The suspended home signal on track No. 7 governs movement through cross-over switches and other signals on track No. 1 or 2 to tracks to north side of depot.

Westward trains to Oakland Pier on track No. 9 governed by home signal on signal bridge No. 105.

Starting signal for eastward movements from any track in depot governed by dwarf signal.

Eastward trains on track No. 2 to 16th Street governed by upper arm on three-arm post just west of Long Wharf cross over.

Other movements governed by short-arm or dwarf signals.

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

SIXTEENTH STREET TOWER.—Near 16th Street Depot, Oakland.

Westward trains to 16th Street tower on track No. 3 to Oakland Pier governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station and upper arm on three-arm post, 550 feet east of freight track crossing.

Westward trains to 16th Street tower on track No. 3 to West Oakland yard governed by suspended home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, to track No. 1 and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2, to Cedar Street (single track).

Westward trains to 16th Street tower on track No. 1, to West Oakland yard, governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2 to Cedar Street (single track).

Eastward trains to 16th Street tower from Oakland Pier on track No. 2 governed by home signal on signal bridge No. 200, 600 feet west of freight track crossing and home signal on post 1200 feet east of freight track crossing to track No. 4.

Eastward trains leaving 16th Street station on track No. 4 governed by upper arm on three-arm post near tower.

Eastward trains from West Oakland Yard through Cedar Street (single track) to 16th Street Tower to freight track No. 2 governed by home signal on signal bridge No. 200-A 600 feet west of crossing of passenger tracks Nos. 1 and 2.

The suspended home signal on signal bridge governs movement across passenger tracks Nos. 1 and 2 to track No. 1 or track leading to Pacific Coast Canning Co.

Other movements governed by short-arm or dwarf signals.

Yard engines must obtain permission from 16th Street tower before doing work on Cedar Street.

Whistle signal for continuous movement to West Oakland yard: — o.

INTERLOCKING SIGNALS—Continued.

SHELLMOUND TOWER—Emeryville.

Westward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 206, the first signal bridge east of tower, home signal on post governs movement to track No. 3.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 1 or 2, west of Shellmound tower.

Westward trains to Shellmound tower on track No. 1 governed by home signal on post on signal bridge No. 206, the first signal bridge east of tower, and upper arm on two-arm post near over-head wagon bridge west of tower.

When practicable all westward freight trains will use tracks No. 1 and 2 between Shellmound and 16th Street towers.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: ——— o.

Eastward trains to Shellmound tower on track No. 4 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement to track No. 3, east of Shellmound tower.

The suspended home signal on track No. 4 governs movement through cross-over switches to track No. 4, east of Shellmound tower.

Eastward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement through cross-over switches to track No. 4, east of Shellmound tower.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 3, east of Shellmound tower.

Other movements governed by short-arm or dwarf signals.

WEST OAKLAND TOWER—First and Cedar Streets, West Oakland.

Westward trains to West Oakland tower on First Street main track governed by home signal on post on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on post on signal bridge No. 111, 825 feet west of Cedar Street crossing to track No. 7.

Eastward trains to West Oakland tower on track No. 8 governed by signals on signal bridge No. 111, 825 feet west of Cedar Street crossing; home signal on post governs movement to First Street main track.

The suspended home signal on track No. 8 governs movement through cross-over switches to passenger yard.

Westward trains to West Oakland tower on Cedar Street (single track) governed by two-arm post at Goss and Cedar Streets, 500 feet east of crossing of Seventh Street line; upper arm governs movement to receiving tracks, lower or short-arm governs movement to leaving tracks.

Eastward trains to West Oakland tower from freight yard leaving tracks to Cedar Street (single track) governed by upper arm on two-arm post near junction of receiving and leaving tracks.

Eastward trains to West Oakland tower from freight yard receiving tracks to Cedar Street (single track) governed by upper arm on two-arm post near junction of receiving and leaving tracks.

Westward trains to West Oakland tower on passenger yard lead governed by suspended home signal on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Westward trains to West Oakland tower on track No. 12 governed by two-arm post 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Eastward trains to West Oakland tower on track No. 10 to passenger yard governed by upper arm on two-arm post near Roundhouse and two-arm post 500 feet west of Cedar Street crossing.

Lower arm on two-arm post near Roundhouse on track No. 10 governs movement to Roundhouse track.

Other movements governed by short-arm or dwarf signals.

Cedar Street single track is controlled by West Oakland and 16th Street towers. Trains will use this track against opposing trains on receiving signal.

MAGNOLIA STREET TOWER—Crossing of Western Pacific and First Street line. First and Chestnut Streets, Oakland.

Westward trains to Magnolia Street tower on First Street main track governed by home signal on post 500 feet east of Western Pacific crossing; home signal on post 500 feet west of crossing and home signal on post 1200 feet west of crossing.

Westward trains to Magnolia Street tower on First Street main track to main freight yard governed by home signal on post 500 feet east of Western Pacific crossing; dwarf signal at foot of post 500 feet west of crossing and dwarf signal between westward and eastward main tracks at cross-over switch.

Eastward trains to Magnolia Street tower on First Street main track governed by home signal on post 1600 feet west of Western Pacific crossing and home signal on post 500 feet west of crossing.

Other movements governed by dwarf signals.

FIRST AND WEBSTER STREET TOWER—Crossing of First and Webster Street lines, First and Webster Streets, Oakland.

Westward trains to First and Webster Street tower on westward First Street main track governed by home signal on post 1200 feet east of tower and home signal on post on signal bridge No. 117, 600 feet east of tower.

Eastward trains to First and Webster Street tower on eastward First Street main track toward Fruitvale governed by home signal on post on signal bridge No. 115, 700 feet west of tower and upper arm on two-arm post on signal bridge No. 116, 400 feet west of tower—lower arm governs movement toward Alameda.

Other movements governed by short-arm or dwarf signals. Dwarf signal which governs movement from south track on Adams Wharf and from meat spur is located on left side of track.

FRUITVALE TOWER—Fruitvale.

Westward trains to Fruitvale tower on westward main track governed by home signal on post on signal bridge No. 127, 1400 feet east of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Eastward trains to Fruitvale tower on eastward main track governed by home signal on post on signal bridge No. 123, 1200 feet west of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Other movements governed by short-arm or dwarf signals.

PORT COSTA TOWER—Junction of double track, east of Port Costa.

Westward trains to Port Costa tower on single track to westward main track governed by upper arm on two-arm stub bracket post 200 feet east of tower; lower or short arm governs movement against current of traffic on eastward main track.

Eastward trains to Port Costa tower on eastward main track governed by home signal on post 600 feet west of tower.

Other movements governed by dwarf signals.

MIKON TOWER—Crossing of Southern Pacific and Sacramento and Woodland Railway, east of Mikon.

Westward trains to Mikon tower, on westward main track, governed by home signal on post 500 feet east of crossing.

Eastward trains to Mikon tower, on eastward main track governed by home signal on post 500 feet west of crossing.

Movement over crossing against the current of traffic governed by dwarf signal.

RADUM TOWER—Junction of Niles-Tracy main line and San Ramon Branch.

Westward trains to Radum tower from Livermore to Pleasanton governed by upper arm on three-arm post at east junction switch and home signal on post 1700 feet west of east junction switch.

Eastward trains to Radum tower from Pleasanton to Livermore governed by upper arm on three-arm post at west junction switch and home signal on post 1700 feet east of west junction switch.

Trains from Livermore to San Ramon Branch governed by lower or short arm on three-arm post at east junction switch.

Trains from Pleasanton to San Ramon Branch governed by lower or short arm on three-arm post at west junction switch.

Trains from San Ramon Branch to Livermore or Pleasanton governed by one-arm post 1100 feet from junction switches.

Whistle signal for San Ramon Branch: ——— o.

NILES TOWER—Crossing of Western Pacific Ry. and San Jose Branch, near Niles.

Trains to Niles tower from Niles to San Jose governed by home signal on post 1000 feet west of Western Pacific crossing and upper arm on two-arm post near crossing; lower arm governs movement toward Centerville.

Trains to Niles tower from San Jose to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movement toward Centerville.

Trains to Niles tower from Centerville to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movement toward San Jose.

Whistle signals:

For San Jose, ——— o.

For Centerville ——— o ———.

For Niles, o ——— o.

SAN JOSE TOWER—Junction of San Jose Branch and Coast Division, San Jose.

Trains to San Jose tower from Niles to San Jose governed by upper arm on two-arm post at Third Street and dwarf signal west of tower.

Westward trains to San Jose tower from San Jose to Niles governed by dwarf signals.

Whistle signals:

To San Jose freight yard: ——— o

COLLEGE PARK TOWER—College Park.

Westward trains to College Park tower on Coast Division westward main track to Newark governed by middle arm on three-arm post about 700 feet east of tower.

Westward trains to College Park tower on Coast Division main track from West San Jose to Newark governed by middle arm on three-arm post about 500 feet east of tower.

Eastward trains to College Park tower on Newark main track to Coast Division eastward main track to San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and upper arm on two-arm stub bracket post about 250 feet east of tower.

Eastward trains to College Park tower on Newark main track to West San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and lower arm on two-arm stub bracket post 250 feet east of tower.

Trains from San Jose freight yard governed by dwarf signal 250 feet east of tower.

Other movements governed by short arm or dwarf signals.

Whistle signals:

For Coast Division main track: o ——— ———.

For West San Jose or Newark: o o ——— o o.

For San Jose freight yard: ——— o.

For Santa Clara drill track: ——— ——— o.

DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS:

Sacramento River, Sacramento.

Cygnus, Cordelia Slough.

Avon, Pacheco Slough.

Dumbarton, San Francisco Bay.

Newark Slough, near Dumbarton.

Warm Springs Creek } between Albrae and Alviso.

Coyote Creek }

Napa River, at Brazos.

DRAWBRIDGES NOT INTERLOCKED:

Napa River, 700 feet east of Napa Station, Calistoga Branch.

Steamboat Slough, about 1000 feet west of Wingo Junction switch.

RAILROAD CROSSINGS NOT INTERLOCKED:

At railroad crossings at grade where trains are required to stop, trains will stop, sound two short blasts of the whistle and proceed if crossing is clear.

Vallejo and Northern Railway, at Suisun-Fairfield, trains will approach crossing prepared to stop and be governed by signals from crossing flagmen.

Oakland & Antioch Railway, 4000 feet east of Hookston, on San Ramon Branch.

Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa Branch.

N. W. Pac. Railway, 2200 feet west of Schellville.

N. W. Pac. Railway, 1000 feet west of Yulupa.

Napa Valley Railway, 3200 feet west of Union, on Union Branch.

Napa Valley Railway, 3600 feet east of Napa Junction, on Calistoga Branch.

Napa Valley Railway, 600 feet west of Napa, on Calistoga Branch.

Western Pacific Railway, between Elmhurst and Stonehurst.

RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

In M's of 1,000 pounds back of Tender.

Revised April, 1913.

Main table with columns for Engine Numbers, Boiler Pressure, and various routes (Sacramento and Benicia, Oakland and San Jose via Niles, Tracy to Niles, Niles to Tracy, Suisun-Fairfield to Napa Jct., Napa Jct. to Suisun-Fairfield, Napa Jct. to Santa Rosa Calistoga, Napa Jct. to Napa Jct., Oakland and Tracy via Antioch and Oakland and College Park) and Tonnage of Passenger Cars (Wood, Steel, Steel Underframe). Includes sub-sections for Mileage (Main Lines, Branches) and Allowance for Empty and Underloaded Cars.

TRAINMASTERS.

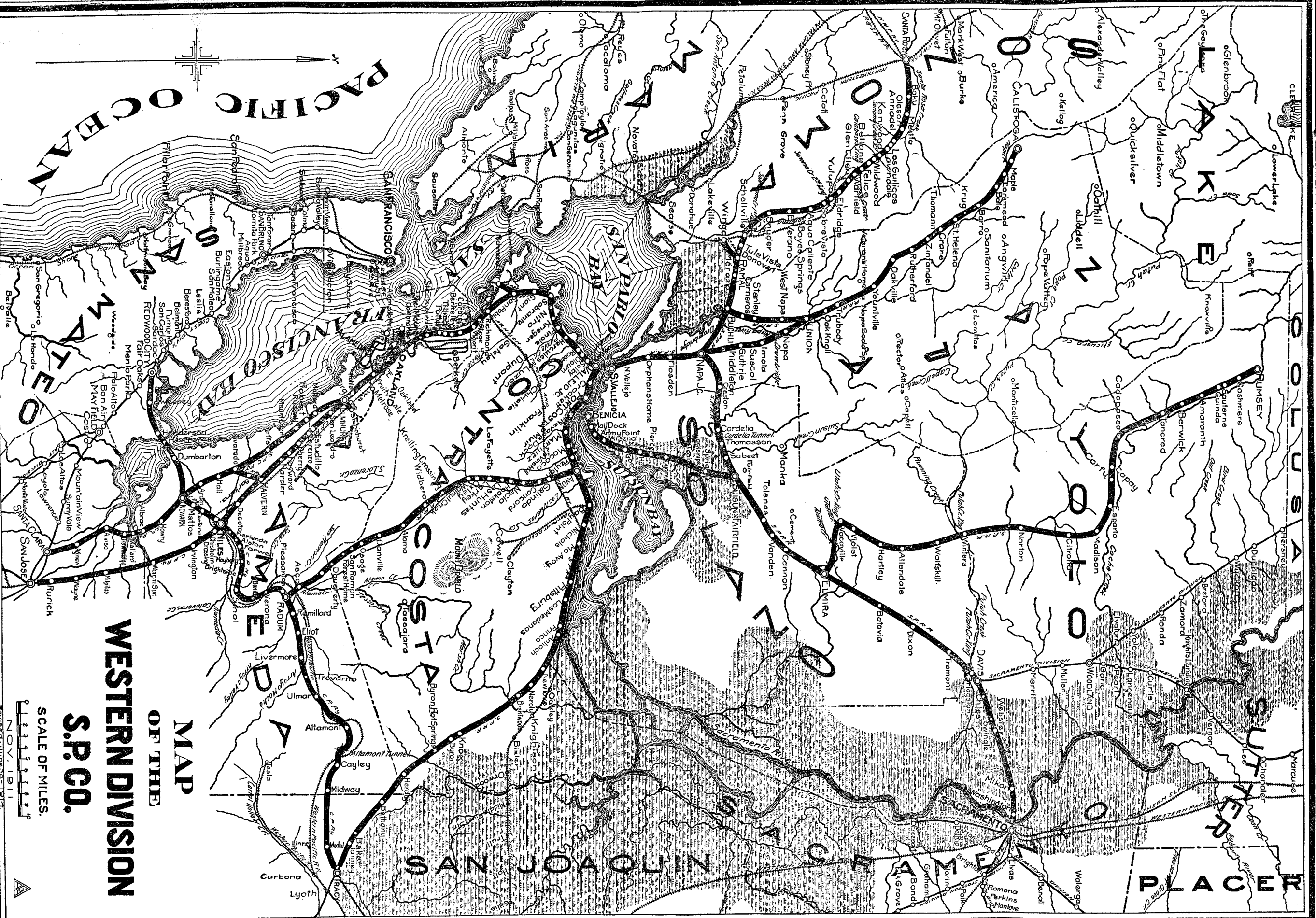
G. E. GAYLORD, WEST OAKLAND. District—Oakland terminals, San Pablo to Elmhurst, Richmond Belt Ry., Elmhurst to Tracy via Niles, including San Jose Branch, Elmhurst to Santa Clara via Newark, including Dumbarton and Centerville Branch.
G. D. WRIGHT, WEST OAKLAND. District—San Pablo to Sacramento, Port Costa to Tracy, including Clear Lake, Calistoga, Santa Rosa, Wingo, Union and San Ramon Branches.

SUPERINTENDENT'S OFFICE—OAKLAND PIER, CAL.

C. E. NORTON, CHIEF TRAIN DISPATCHER. E. ENTLEMAN, ASST. CHIEF TRAIN DISPATCHER. D. BLAKE, ASST. CHIEF TRAIN DISPATCHER.
F. E. GORDON, TRAIN DISPATCHER. J. P. GALLAGHER, " " J. A. SHOCKEY, " " GEO. H. BARNES, " "
C. C. DAVISON, TRAIN DISPATCHER. W. L. COOLEY, " " M. A. MICHELSON, " "

J. D. BRENNAN, Superintendent.

B. A. CAMPBELL, Assistant Superintendent.



**MAP
OF THE
WESTERN DIVISION
S.P.CO.**

SCALE OF MILES.
NOV. 1911

