UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

SOUTHERN PACIFIC

(PACIFIC SYSTEM LINES)



FOR THE

WESTERN DIVISION

To Take Effect Sunday, August 18, 1918, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

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

W. R. SCOTT. Federal Manager. J. H. DYER. Assistant General Manager. R. L. RUBY. Acting Superintendent of Transportation.





2	Ea	estward								FRO	M SAN	FRANC	CISCO.								
ssing agths sales, and	=10		1 44	40			1 400		I	FIRST CL		1 -	[I -		I	1		
of paragraph of School	716	50	44 · Calistoga,	46	742	20	128	14	126	2	30	8	42	712	22	36	28	122	86	from	Time Table No. 1
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	Santa Fe Passenger	San Joaquin Valley Flyer	Santa Rosa and Tracy Passenger	Oroville and Sacramento Passenger	Santa Fe Passenger	Pacific Limited	Avon Local	Portland Express	Port Costa Local	Overland Limited	Sacramento Local	Los Angeles Express	Calistoga, Santa Rosa and Avon Passenger	Santa Fe Passenger	The Statesman	Fresno Local	Dunsmuir Passenger	Navy Yard Passenger	Oil Fields Flyer	Distance from San Francisco	August 18, 1918
Signal Little	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	502	STATIONS
	4.40PM	4.00PM	3.40PM	2.40PM	1.20PM	1.00PM	12.40PM	10.20AM	9.40AM	9.404	8.40AM	8.20AM	7.40AM	7.20AM	7.20AM	6.20AM	6.20AM	6.00AM	11.40PM	0.0	DN SAN FRANCISCO
	4.58	4.18	3.58	2.58	1.38	1.18	12.58	10.38	9.58	9.58	8.58	8.38	7.58	7.38	7.38	6.38	6.38	6.18	, 11.58PM	3,5	OAKLAND PIER
I P	5.08PM	4.27	4.07PM	3.05PM	1.48PM	1.30PM	1.10PM	10.50AM	10.15AM	10.10AM	9.05AM	8.50AM	8.07AM	7.48	7.45AM	6.48AM	6.45AM	6.25AM	12.10AM	3.5	DNR OAKLAND PIER
WFITYO	10																			4.9	DNR WEST OAKLAND
Interchange	s 5.16	s4.35	s 4.14	s 3.13	s 1.56	s 1.38	s 1.17	s 10.58	s 10.22	s 10.18	s 9.12	s 8.58	s 8.15	s 7.56	s 7.52	s 6.55	s 6.52	s 6.30	s12.18	5.5	OAKLAND (16th Street)
		-																		6.6	EMERYVILLE 0.4
		-																		7.0	SHELLMOUND 0.3
ļ		-																		7.4	SEDAN 0.2
55 West										4.										7.8	PARAFFIN 0.4
		-														ļ				8.2	STOCK YARDS 0.4 LIVNY
	s 5.26	s4.45	s 4.24	s 3.23	s 2.06	s 1.48	s 1.27	s 11.08	s 10.32	s 10.26	s 9.20	s 9.08	s 8.24	s 8.06	s 8.01	s 7.08	s 7.02	s 6.38	s 12.28	9.2	BERKELEY (University Ave.)
																				10,2	CORBIN
				f			f	-	f											10.7	FLEMING
																				11,2	NOBEL
				f			f		f											11.6	VIGORIT
87 East				f			f		f							f				13.1	OIN STEGE
	5.35PM		4.30	3.30	2.15PM		1.33	11.14	10.39	10.32	9.26	9.14	8.30	8.15AM	8.07	7.15	7.08	6.44	12.34	14.1	SANTA FE JCT.
148 East		s 4.55	s 4.34	s 3.35		1.57	s 1.39	s11.17	s 10.44	10.35	s 9.30	s 9.17	s 8.33		s 8.10	s 7.22	s 7.12	s 6.47	s 12.38	15.0	N RICHMOND
W P Interchange		4.57	4.37	s 3.40		2.00	s 1.44	11.20	s 10.49	10.38	9.35	9.20	8.36		8.13	s 7.28	7.16	6.50	12.42	16.6	SAN PABLO
P				s			s		8							8				18.9	GIANT
48 East P							f		f							f				19.8	SOBRANTE
									-							f				21.5	KRIEGER
74 West P		5.07	4.47	8 3.51		2.10	s 1.55	11.30	s11.02	10.47	9.48	9.30	8.45		8.22	s 7.40	7.26	7.00	12.52	23,0	PINOLE
45 East				<u>s</u>												f	S			23,8	HERCULES
00 Ti P				s 3.57			s 2.02		s 11.07							s 7.46				25.5	RODEO
69 East P				T			f		f							8		ļ		26.4	OLEUM 0.7
46 West							1		f							1			f	27.1	TORMEY 0.4
55 West P	 -	s5.15	s 5.05	s 4.07		2.20	s 2.14	11.40	s 11.17	10.57	s 10.00	s 9.40	s 9.05		8.32	s 8.01	s 7.40	s 7.12	1.05	27.5 28.0	SELBY 0.5
210 West		30.10	8	8			s 2.14		s = 1.1.1	10.01	510.00	5 5.40	g 0.00		0.52	s 0.01	8	8	1.00	29.0	D VALLEJO JCT.
62 West P							f		f				f					-		30.1	CROCKETT 1.1 ECKLEY
Yard P WFITO		s 5.25™	s 5.15PM	s 4.15PM		s 2.30PM	s 2.22PM	s 11.50AM	s 11.25AM	s 11.05AM	s10.10AM	8 9.50AM	s 9.15AM		s 8.40A	s 8.10AM	s 7.50AM	s 7.25AM	s 1.15AM		DNR PORT COSTA
		Via Martinez	Via Martinez	4.15	·	2.30	Via Martinez	11.50		11.05	10.10		Via Martinez		8. 4 0	Via Martinez			Via Martines	31,1	
		see page 10	See page 10	4.35PM		3.00PM	see page 10	12.20PM		11.35AM	10.30AM	1 40	see page 10]	9.004	See Page 10			see page 10.	32.4	BENICIA
	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		(27.6)
	(0.27) 23.55	(0.58) 28.55	(1.08) 24.35	(1.10) 23.65	(0.27) 23.55	(1.00) 27.60	(1.12) 23.00	(1.00) 27.60	(1.10) 23.65	(0.55) 30,11	(1.05) 25.47	(1.00) 27.60	(1.08) 24.35	(0.27) 23.55	(0.55) 30.11	(1,22) 20,19	(1.05) 25.47	(1.00) 27.60	(1.05) 25.47		Time over DistrictAverage speed per hour

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS ON SIGNAL

No. 2—Any station to receive passengers for Ogden or points east thereof.

No. 20—Any station to receive passengers for points east of Ogden.

No. 28—Any station to receive passengers for points east of Benicia inclusive.

No. 50—Any station to receive passengers for points east of Benicia inclusive.

No. 86—Pinole and Oleum to discharge passengers.

No. 122—Fleming on Sundays only.

No. 126—Potter and Certain-teed Products Co.

No. 128—Certain-teed Products Co., one-quarter mile west of San Pablo.

		11	ely						TOW	ARD SA	N FRAI	ICISCO.					-11			Wes	tward.	3
		В		1	1	1	T	1		1	FIR	ST CLASS		1		1	1	1			1	· · · · · · · · · · · · · · · · · · ·
Time	e Table No. 1	costa	711	87	5	25	123	13	81	741	53	45	47	9	127	49	19	29	1	129	43	131
Aug	gust 18, 1918	Distance from Port Costa	Santa Fe Passenger	Oil Fields Flyer	SanFrancisco Passenger	The Owl	Martines and Vallejo Passenger	San Francisco Express	Calistoga and Santa Rosa Passenger	Santa Fe Passenger	Oregonian	Sacramento Passenger	El Dorado	Fast Mail	Port Costa Local	San Joaquin Valley Flyer	Pacific Limited	San Francisco Passenger	Overland Limited	Avon Local	Santa Rosa Calistoga d Avon Passenger	Navy Yard Passenger
S	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 Dail
DN SAN	FRANCISCO	31.1	7.30AM	7.50AM	8.10AM	8.30AM	8.50AM	8.50AM	10.10AM	10.50AM	10.50AM	11.10AM	11.30AM	12.30PM	1.30PM	2.101	2.30PM	3.50PM	5.10PM	6.30PM	6.10PM	7.10PM
	(LAND PIER 14 &	27.6	7.12	7.32	7.52	8.12	8.32	8.32	9.52	10.32	10.32	10.52	11.12	12.12	1.12	1.52	2.12	3.32	4.52	6.12	5.52	6.52
	AKLAND PIER 1.4 EST OAKLAND	27.6	s 7.05AM	s 7.23AM	s 7.35AM	s 8.02AM	s 8.25AM	s 8.20AM	s 9.42AM	s 10.15AN	810.22AM	s 10.40AM	s 11.03AM	12.02PM	s 1.03PM	s 1.40PM	s 2.00PM	s 3.25PM	s 4.40PM	6.00PM	s 5.45PM	6.40PM
	AND (16th Street)	26.2	- 0.58	s 7.12	s 7.27	s 7.53	s 8.17	. 0.10	- 0.34	10.05	-10.10	210.20	-10.55	-11 5414	-10.55	- 1 20	s 1 50	- > 15	- 4 30	- 5.50	- 5 25	
	1.1 ———————————————————————————————————	24.5	s 6.57	6 1.12	8 1.21	\$ 7.05	8 0.17	s 8.12	s 9.34	\$ 10.05	s 10.13	s 10.30	s 10.55	s11.54AM	812.55	s 1.32	s 1.50	s 3.17	s 4.30	s 5.50	s 5.35	s 6.27
	0.4 ELLMOUND	24.1									-											
	SEDAN	23,9									-											
P	PARAFFIN	23.7															-					
ST	OCK YARDS	23.3																				
	LIVNY	22,9																				
	ELEY (University Ave.)	21.9	s 6.48	7.02	7.16	7.42	s 8.06	s 8.00	s 9.24	s 9.55	s10.03	s 10.19	10.47	11.34	s 12.40	s 1.21	s 1.40	s 3.05	4.20	s 5.40	s5.26	s6.17
	CORBIN 0.5	20.9																				
	FLEMING 0.5 NOBEL	19,9					f								f							f
	VIGORIT	19.5			İ					-		<u> </u>										,
, j	STEGE	18.0		f			f					f			<u>-</u>			<u></u>		f		
SAN	NTA FE JCT.	17.0	6.40AM	6.54	7.07	7.32	7.56	7.51	9.16	9.45AM	9.54	10.11	10.39	11.27	12.30	1.12	1.31	2.56	4.10	5.31	5.18	6.08
N R	ICHMOND H	16.1		s 6.52	s 7.05	7.30	s 7.54	7.49	s 9.14			s 10.09	10.37	11.25	s 12.28	s 1.10	1.29	s 2.54		s 5.29	s5.16	s 6.06
SA SA	AN PABLO	14.5		6.47	6.59	7.27	s 7.50	7.46	9.09		9.50	f10.04	10.35		s 12.23	1.06	1.26	2.49	4.06	s 5.24	5.12	
	GIANT	12.2					8					S			я					s 5.20		
80	OBRANTE	11.3										f			f							
K	KRIEGER	9.6										f			f							
	PINOLE	8.1		6.36	6.47	7.15	s 7.39 7.29	7.36	s 9.00		9.40	s 9.52	10.26	11.14	s 12.08PM	12.56	1.16	s 2.40	3.56	s 5.11	5.03	5.56
H:	IERCULES	7.8													f					f		8
	RODEO	5.6					s 7.23					s 9.47			8					s 5.06		
	OLEUM 0.7	4.7					f e					f			f					<u>f</u>		,
	TORMEY 	8.6				! 	<u>1</u>			to the same of the					f					8		
	LLEJO JCT.	3.1		f 6.28	6.35	7.07	s 7.15	7.28	s 8.52		9.32	s 9.40	s 10.18	11.06	s 11.55AM	s 12.48	1.08	s 2.30	3.48	s 4.58 4.35	8 4. 55	5.48 5.10
C	ROCKETT	2.1					8		8			8	-		8	s		8		#.35 8		5.10
	ECKLEY	1.0					f				-				f					f]
DNR PO	ORT COSTA	0,0		6.20AM	s 6.25AM	7.00AM	s 7.05AM	s 7.20AM	8.30AM		s 9.25AM	s 9.30AM	s 10.10AM	11.00AM	11.45AM	12.40PM	s 1.00PM	s 2.20PM	s 3.40PM	4.25PM	4.37PM	s 5.0 0PM
	RT COSTA Benicia BENICIA BENICIA	1.3		Via Martinez	6.25	Via Martines	Via Martinez	7.20	Via Martines		9.25	9.25	10.10	11.00		Via Martines	1.00	2.20	3.40	Via Martinez	Via Martines	
		0.0		see page 11	5.55AM	see page 11	see page 11	6.45AM	see page 11		9.00AM		·	10.35AM		see page 11	12.25PM		3.10PM	see page 11	see page 11	
	(27.6)		l	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
Time over Average s	r Districtspeed per hour		(0.25) 25.44	(1.03) 26.28	(1.10) 23.65	(1.02) 26.70	(1.20) 23.65	(1.00) 27.60	(1.12) 23.00	(0,30) 21,20	(0.57) 29.05	(1.10) 23,65	(0.53) 31,24	(1.02) 26.70	(1.18) 21.23	(1.00) 27.60	(1.00) 27.60	(1.05) 25.47	(1.00) 27.60	(1.35) 20.70	(1.08) 24.35	(1.40) 26.70
See	e pages 2, 4 and	5 for a	dditional t	rains betv	ween Oak	land Pier,	West Oa	kland and	Port Cos	sta.	POPS ON S		01.6T	av.10	21,20							

No. 1—Any station to discharge passengers from Cheyenne or points east thereof. No. 5—Berkeley to discharge passengers from points east of Sacramento inclusive. No. 9—Richmond to discharge mail when connection with No. 49 at Port Costa is missed.

No. 13—Any station to discharge passengers from Portland or points east thereof.

Vallejo Junction to discharge passengers from points north of Rose-

No. 19—Any station to discharge passengers from points east of Ogden.

ADDITIONAL STOPS ON SIGNAL,

No. 25-Richmond and Berkeley to discharge passengers from Los Angeles or

points east thereof.

No. 27—Any station west of Port Costa to discharge passengers from points east of Sacramento or north of Davis.

No. 29—Oleum and Giant on Saturdays only.

No. 47—Any station to discharge passengers from north of Davis or east of Sacramento. Berkeley to discharge passengers.

No. 49—Any station to discharge passengers from points east of Tracy.
No. 81—Any station to discharge passengers from points east of Martinez and South Vallejo, inclusive.
No. 87—Berkeley to discharge passengers.
No. 109—Any station to discharge passengers from points east of Los Angeles, inclusive. Berkeley to discharge passengers.
No. 123—Certain-teed Products Co. and Potter.
No. 127—Certain-teed Products Co., one-quarter miles west of San Pablo.

	1 1																	
						\$ \$	RST CLA	F							THIRD CLASS			4 8 5
Time Table No.	from	26	48	6	130	132	702	16	54			302	288	222				r leng of Scal
August 18, 1918	Distance from San Francisco	The Owl	El Dorado	Atlantic Express	fartinez Local	Martinez Local	Santa Fe Passenger	Oregon Express	Oregonian			Port Costa Way Freight	Fresno Freight	Sacramento, Ogden and Portland Fast Freight				sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.
STATIONS		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Unday only	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily				1111
N SAN FRANCISCO	0.0	5.00PM	5.00PM	6.20PM	6.40PM	7.40PM	8.00PM	8.20PM	10.20PM	-				=				
OAKLAND PIER	3,5	5.18	5.18	6.38	6.58	7.58	8.18	8.38	10.38	-				-				
DNR OAKLAND PI	3.5	5.25PM	5.30PM	6.52PM	7.05PM	8.05P#	8.30PM	8.55PM	10.55PM					-				F
DNR WEST OAKLAN	4.9									2		7.10AM	7.05PM	10.15PM				rm. Yard FITYO
OAKLAND (16th Stre	5.5	s 5.32	s 5.37	6.59	7.12	8.13	s 8.40	s 9.03	s 11.03	-				-				rchange
EMERYVILLE	6.6								-	-	·			-				erenange
SHELLMOUND	7.0						<u> </u>											
SE DA N	7.2								-			[-				~~~~
PARAFFIN	7.4								-									
STOCK YARDS	7,8								-					_				West
LIVNY	8.2								-	-								
BERKELEY (University	9.2	s 5.40	s 5.46	7.09	7.22	8.24	s 8.50	s 9.13	s 11.13	-		[_				
CORBIN	10.2			-					-					_				
FLEMING	10.7				f	,			-	_				-				
NOBEL	11.2				-													
VIGORIT	11.6					ř			-									
STEGE	13,1				f				-	_				_				East
SANTA FE JCT.	14.1	5.46	5.52	7.13	7.29	8.30	8.58PM	9.19	11.19				_ 	_				
N RICHMOND	15.0		в 5.56	7.19	s 7.34	8.36		s 9.22	11.22	-				-				
SAN PABLO	16.6	5.50		7.21	f 7.39	8.41		9.25	11.25	-				_				East WF erchange
GIANT	18,9				f	r l				_				_				erchange
SOBRANTE	19.8				e	r				-								East West
KRIEGER	21,5				f				-					_				west -
PINOLE 0.8	23.0	6.00	6.08	7.31	s 7.52	8.52		9.35	11.35					_				West F
HERCULES	23.8				1102				11.50	_				_				East
RODEO	25,5				8 7.57	8.57			_	_								
OLEUM	26.4				R 1	 3			-	-			<u> </u>	_				East F
TORMEY	27.1				e	<u> </u>			-	-				-				East
SELBY	27.5				f	f .			-									West F
D VALLEJO JCT	28.0	6.10	6.18	7.42	8.07	9.15	<u> </u>	9.45	11.45	-								West F
CROCKETT	29.0				8	s			11.70	-				-		_		West
ECKLEY	30,1				f				-	_				_		_		West 1
DNR PORT COST		s 6.18PM	s 6.26PM	9 7 50PM	g Q 15PM	9.25PM		s O 559M	s 11.55PM	_		4.00PM	8.15PM	11 20PM			i	Yard WFITO
PORT COSTA				7.50					_	-								WFITO
BENICIA	32,4	Via Martines see page 10		8.20PM		Via Martinez see page 10		9.55 10.25PM	11.55PM 12.25AM				Via Martines see page 10	12.05AM				
(27.6)			Arrive Daily		Arrive Daily	Arrive	Arrive Daily		Arrive Daily			Arrive Daily EX. SUNDAY						2000
Time over District	<u>''</u>		(0.56)	(0.58)	(1.10) 23.65	(1.20) 20.70						, 32 Juna 1	<u> </u>	(1.05) 25.47			<u> </u>	

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

ADDITIONAL STOPS ON SIGNAL

No. 16-Any station daily to receive passengers for Portland and beyond.

	11	1							SAN FRANCISCO.			***	stward.
					1	FIRST C	CLASS			SECOND CLASS		THIRD CLAS	36
Time Table No. 1	Sosta	21	15	705	209	109	709	27	31		221	301	
August 18, 1918	Distance from Port Costa	The Statesman	California Express	Santa Fe Passenger	Mountain Express	Sunset Express	Santa Fe Passenger	Sacramento Passenger	SanFrancisco Passenger_		Oregon & Red Bluff Freight	Port Costa Way Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily EX. SUNDAY	
SAN FRANCISCO	81.1	6.30PM	6.50PM	7.10PM	7.50PM	8.30PM	10.40PM	★10.40 PM	10.00PM				
OAKLAND PIER	27.6	6.12	6.32	6.52	7.32	8.12	10.22	10.22	9.42				
ONR OAKLAND PIER	27.6	86.05PM	s 6.18PM	s 6.42PM	s 7.15PM	s 8.02PM	s 10.10PM	s10.17PM	s 9.30PM			-	
DNR WEST OAKLAND	26.2										5.0QAM	3.00PM	
OAKLAND (16th Street)	25.6	s 5.55	s 6.10	s 6.34	s 7.07	s 7.50	s 10.00	s 10.10	s 9.20			-	
EMERYVILLE	24.5									•			
SHELLMOUND	24.1												
SEDAN	23.9												
PARAFFIN	23.7						***************************************						
STOCK YARDS	23.3												
LIVNY	22.9												
ERKELEY (University Ave.)	21.9	s 5.47	s 6.00	s 6.24	s 6.57	7.36	s 9.52	s 10.00	s 8.58				
CORBIN	20.9			5 0.21									
FLEMING	20.4												<u> </u>
NOBEL	19.9												
VIGORIT	19.5				f								
STEGE	18.0				•								
SANTA FE JCT.	17.0	5.39	5.51	6.15PM	6.49	7.26	9.42PM	19.52	s 8.47				
RICHMOND	16.1	s 5.37	5.49	0.101	s 6.47	7.24		s 9.50	f 8.42				
1.6 *	14.5	5.34	5.46		f 6.43	7.20		9.45	f 5.12				
SAN PABLO	12.2	0.51			1 0.43						· · · · · · · · · · · · · · · · · · ·		
GIANT -0.9	11.8				f								
SOBRANTE 1.7													
KRIEGER	9.6	F 00	E 20			7.10		9.36	s 8.32				
PINOLE 0.8	8.1	5.26	5.36		8 6.32	7.10		9.30	8 8.32				
HERCULES	7.3				f								
RODEO 0.9	5,6				s 6.25								
OLEUM 0.7;	4.7				8				f				
TORMEY 0.4	4.0				f				f				
SELBY 0.5	3 ,6				f				f				
VALLEJO JCT.	3,1	5.18	5.28		s 6.18	7.00		9.28	f 8.20				
CROCKETT	2.1	8			8				f				
ECKLEY	1.0				f								
NR PORT COSTA	0.0		8 5.20PM		s 6.10PM	6.50PM		s 9.20PM	8.10PM		2.00AM	7.00AM	
PORT COSTA		5.10	5.10		6.10	Via Martinez		9.20	Via Martines		1.50		
BENICIA (4)	0,0	4.45PM	4.45PM		5.40PM	see page 11		9.00PM	see page 11		1.00AM		
(27.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily EX. SUNDAY	

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

★No. 27—San Francisco 10.50 p.m. on Saturday and Sunday.

ADDITIONAL STOPS ON SIGNAL

No. 15—Any station to discharge passengers from Portland or points east thereof.

Vallejo Junction to discharge passengers from points north of Roseville and Davis.

No. 27—Vallejo Junction Sundays to receive passengers.

leg						FIRST	CLASS										
and location of Scales. Fuel, Water and Turning Stations.	16 Oregon	6 Atlantic Express	48 El Dorado	498 Marysville	46 Oroville and Sacramento	20 Pacific	496 Sacramento Motor	14 Portland Express	2 Overland Limited	30 Sacramento Local	The Statesman	28 Dunsmuir Passenger	78 Sacramento Passenger	76 Marysville Motor	54 Oregonian	Distance from San Francisco	Time Table No. August 18, 1918
and lines. Fuel, Turning	Express Leave Daily		Leave Daily	Leave Daily	Passenger Leave Daily			Leave Daily		,		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dis	STATIONS
	8.20PM	6.20PM	5.00PM	SAC. DIV. No. 539	2.40PM	1.00PM		10.204	9.40AM	8.40AM	7.20AM	6.20AM	SAC. DIV. No. 29	sac. div. No. 541	10.20PM	0.0	DN SAN FRANCISCO 32.4
ard Y P	s 10.25PM	s 8.20PM	s 6.50PM		s 4.35PM	s 3.00PM		s 12.20PM	11.35AM	s 10.30AM	s 9,00AM	s 8.15AM			12.25AM	32,4	DNR BENICIA
																33,2	MAIL DOCK
					f					f						33.8	ARMY POINT
Cast P	10.35	8.30	6 .59		f 4.45	3.10		12.30	11.45AM	10.40	9.09	f 8.25			12 35	38.0	GOODYEAR 1.0
West		-			f							f				39,0	HOYT
					f e 4.55							f 8.33				42.2	PIERCE 2.1
P		<u> </u>			f 4.55							f 6.33				43.2	CYGNUS 1.0 TEAL
		-			f							f	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			45.1	JACKSNIPE
ard YO P	10.55	s 8.50	s 7.20		s 5.15	3.30		s 12.50	12.05PM	s 11.00	s 9.3 0	s 8.50			12.55	48.9	DNSUISUN-FAIRFIE Northern Electric R. R. Cross
East West					s 5.21			f 12.56		11.06		s 8.56				51.9	TOLENAS
rchange		-			f							f				5 3,8	VANDEN
		-			f							f				55.4	CANNON
East West FY P	11.12	9.08	7.35		s 5.37	3.48		1.08	12.23	f 11.21	9.45	s 9.15			1.13	59.4	D ELMIRA
					f							f				64.2	BATAVIA
East Vest W	11.23	s 9.22	7.46		s 5.57	3.59		s 1.19	12.37	s 11.37	s 9.56	s 9.30			1.27	67.5	DIXON 4.3
3 East					<u>f</u>							f				71.8	TREMONT
East West		- 0.40	s 8.00	7 000	s 6.15	4.15	3 25PM	s 1.35	12.55	s 11.55AM	810.15	s 10.05	10.45AM	8.37AM	s 1.45AM	73.8	DNR DAVIS
TY P	11.40	8 9.40		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,												77.1	1.5————————————————————————————————————
					f									f		79.1	SWINGLE
4 East	11.48	9.48	8.08	f 7.10	f 6.25	4.23	3.35	1.43	1.03	12.05PM	10.25	10.15	f 10.53	f 8.47		80.4	WEBSTER
4 West	11.401			f										f		86.3	MIKON
			-		-											86.9	Sacto. & Woodland Ry. Cross
					f		The state of the s							f		88.3	WASHINGTON
m Yard TO P	s 12.05AN	s 10.05PM	s 8.25PM	s 7.30PM	s 6.4 5PM	s 4.40PM	s 3.50PM	s 2.00PM	s 1.20PM	112.25PM	s 10.40AM	¶ 10.35AM	s11.10AM	s 9.05AM		88.8	DNR SACRAMENT
							-									106,6	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		(56.4)
	(1.40)	(1.45)	(1.35)	(0,30)	(2.10) 26.03	(1.40) 33.84	(0,25)	(1.40) 3 3.84	(1 45) 32,22	(1.55) 29.42	(1.40) 33.84	(2.20) 24.17	(0.25) 31.68	(0.28) 28.28	(1.20) 32.40		Time over Distri

ADDITIONAL STOPS ON SIGNAL

No. 2-Any station to receive passengers for Ogden or points east thereof.

No. 6—Any station to receive passengers for points east of Ogden.

No. 14—Any station to receive passengers for points east of Roseville.

No. 16—Any station to receive passengers for Portland or beyond.

No. 20—Any station to receive passengers for points east of Ogden.

No. 498-Broderick for mail.

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

,											FIRST	CLASS							
Time Table No. 1	e from	5	13	45	53	497	47	9	73	19	29	1	495	15	21	209	77	27	
August 18, 1918	Distance Sacram	SanFrancisco Passenger	San Francisco Express	Sacramento Passenger	Oregonian	Oroville Motor	El Dorado	Fast Mail	Red Bluff Passenger	Pacific Limited	San Francisco Passenger	Overland Limited	Davis Motor	California Express	The Statesman	Mountain Express	Marysville Motor	Sacramento Passenger	
STATIONS	I I	Arrive Daily	Arrive Daily	y 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	8.104	8.50AM	M 11.10AM	10.50AM	SAC. DIV. No. 536	11.30AM	12.30PM	8AC. DIV. No. 30	2.30PM	3.50PM	5.10PM		6.50PM			8AC. DIV. No. 542	10.40PM	
DNR BENICIA	56.4	s 5.55AM	s 6.45AM	8 8.50AM	s 8.55AM	·	s 9.45AM	10.35AM	. '	s 12.25PM	s 2.00PM	3.10PM		s 4.40PM	s 4.45PM	s 5.40PM		s 9.00PM	
MAIL DOCK	55.6	-[_			.	_ !			ĺ									
ARMY POINT	55.0		_	_ f	_	.			ļ							f		ĺ	
GOODYEAR	50.8	5.40	6.30	f 8.35	8.40	[9.35	10.22		12.10PM	1.50	2.55		4.25	4.35	f 5.25	l	8.45	
HOYT 1.1	49.8	·	.	f											[]	f			
PIERCE 2.1	48.7	1	-	_ f			_									f			
CYGNUS 1.0	46.6			f 8.24	-	1	-		ı———!						[f 5.15	1		
TEAL	45.6		-	- <u>f</u>		1			ļ						1	<u>f</u>			
JACKSNIPE	43.7		.	- f		1	ļl		·							<u>f</u>			
DN SUISUN-FAIRFIELD Northern Electric R. R. Crossing	89.9	5.20	s 6.10	s 8.10	8.20	.	s 9.15	10.07	<u> </u>	11.50AM	s 1.30	2.35		4.05	s 4.15	s 5.00		s 8.25	
TOLENAS	36.9		1	s 8.02					·!						,	s 4.50		8.15	
VANDEN	35.0			f												f		f	
CANNON 5	33.4			f			37									f		f	
D ELMIRA	29.4	5.00	5.46	s 7.48	8.02	I	8.58	9.53	I	11.33	1.10	2.15		3.47	3.59	s 4.35		s 8.00	
BATAVIA	24.6			f	1	1										f	1	f 3	
DIXON 4.3	21.3	4.48	f 5.34	s 7.31	7.51		s 8.48	9.42		11.21	s 12.58	2.03		3.36	s 3.49	8 4.17		s 7.42	
TREMONT	17.0			f				1								f		f	
BRIGGSTON	15.0		.					(<u> </u>	,								1		
DNR DAVIS	13.2	4.37	f 5.23	s 7.15	7.40AM	в 7.35M	s 8.37	9.30	s 9.55AM	811.10	s 12.43	1.52	3.10PM	s 3.25PM	s 3.36	s 4.0 0	s 6.15PM	s 7.25	
CHILES	11.7															1			
SWINGLE	9.7			f					f							f	f	_	
WEBSTER	8.4	4.28	5.13	f 7.04		f 7.25	8.28	9.23	9.43	10.53	12.33	1.43		İ	3.28	f 3.49	f	7.14	
MIKON 0.6	2.5					f										f	f		
Sacto. & Woodland Ry. Crossing	1.9														;	1			
WASHINGTON 0.5	0.5	,[],	l	f		f			<u>f</u>							f	<u>f</u>		
DNR SACRAMENTO	0.0	4.15AM	5.00AM	6.50AM		7.10AM	8.15AM	9.10AM	9.304	10.40	12.20PM	1.30PM	2.40PM	İ	3.15PM	3.35PM	5.45PM	7.00PM	
ROSEVILLE						,			1					<u> </u>					
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	
Time over District		(1,40)	(1.45)	(2.00)	(1.15) 34.56	(0.25) 31.68	(1.30) 37.60	(1.25) 39.81	(0.25) 31.68	(1.45)	(1.40)	(1.40)	(0.30)	(1.15)	(1.30)	(2.05) 27.07	(0.30) 26.40	(2.00)	

No. 1-Any station to discharge passengers from Cheyenne or points east thereof.

No. 13—Elmira to discharge passengers from points north of Roseville.

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

ADDITIONAL STOPS ON SIGNAL

No. 15—Any station to discharge passengers from Portland and points beyond.

No. 19—Any station to discharge passengers from points east of Ogden.

No. 21—Cygnus on Sunday.

No. 45—Broderick for mail.

No. 47-Any station to discharge passengers from points north of Davis or east of Sacramento.

No. 73—Webster to discharge passengers.

No. 27—Goodyear Tuesday, Thursday and Sunday to receive passengers. Will wait at Suisun until 8.30 p.m. for Northern Electric connection.

ag gr					THIRD	CLASS				m: m 11 ar.
sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.					274 Knights Landing Way Freight	272 Red Bluff Freight	304 Sacramento Way Freight	222 Sac'to Ogden & Portland Fast Frt.	Distance from San Francisco	Time Table No. 1
siding and lo Fuel, Turni					Leave Daily EX. SUNDAY	Leave Daily EX. MONDAY	Leave Daily EX. SUNDAY	Leave Daily	H 20	STATIONS
					SAC. DIV. No. 233	SAC. DIV. No. 225			0,0	DN SAN FRANCISCO
ard P							5.00AM	1.00 AM		DNR BENICIA
			,						33.2	MAIL DOCK
									33.8	ARMY POINT
ust \									38 .0	GOODYEAR
st					 				39,0	HOYT 1.1
							-		40.1	PIERCE 2.1
			-						42.2	CYGNUS
			-				-		43.2	TEAL
-		_								JACKSNIPE 3.8
) P		_							48.9	DNSUISUN-FAIRFII Northern Electric R. R. Cross
est Vest ange					•				51.9	TOLENAS
iange									53.8	7.9 VANDEN 1.6
					`				55.4	8 CANNON
East West FY										D FLMIRA
r¥				 	 			-	64.2	BATAVIA
Fnat					 				67.5	◀ 3.3
East West		_			 				71.8	DIXON 4.3 TREMONT
Cast									73,8	BRIGGSTON
East West IY P			-		1.40PM	1.05PM	11.45AM		75.6	DNR DAVIS
IY P		-	<u> </u>						77.1	CHILES
		_							79.1	2.0 SWINGLE
East		_	-		 					WEBSTER
East West		_		,					80.4	
		_							86.9	Sacto. and Woodland Ry. Cros
			-						88.3	WASHINGTON
Yard O P					 2.20PM	1.45PM	12.15PM	7.30AM		DNR SACRAMENTO
<u>0 P</u>					2.20			9.50AM		ROSEVILLE
			-		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY			56.4

See pages 6, 7 and 9 for additional trains between Benicia and Sacramento.

	***					TOWA	ARD SAN	FRANC	cisco.					Wes	stward.	9
Time Table No. 1				THIRD	CLASS						N			- 102		
Time Table No. 1	from	273	303	271	221											
August 18, 1918	Distance from Sacramento	Knights Landing Way Freight	Sacramento Way Freight	Red Bluff Freight	Oregon and Red Bluff Freight											
STATIONS		Arrive Daily Ex. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily											
DN SAN FRANCISCO	88.8	SAC. DIV. No. 232		SAC. DIV. No. 226		=										
DNR BENICIA	56.4		11.30AM	1	11.30PM										-	
MAIL DOCK	55,6													 		
ARMY POINT	55.0															
GOODYEAR	50.8													 		
HOYT	49.8															
PIERCE 2.1	48.7										-					
CYGNUS	46.6										-		~	 		
TEAL	45,6										-			 		
JACKSNIPE	43.7															
DNSUISUN-FAIRFIELD Northern Electric R. R. Crossing3.00	39.9			-												
TOLENAS	36.9															
VANDEN	35,0															
CANNON 4.0	33.4										`					
D ELMIRA	29.4 F															
BATAVIA	24.6														- - -	
3.3 DIXON 4.3	21.3															
TREMONT	17.0									 						
BRIGGSTON	15.0													 		
DNR DAVIS	13,2	3.35AM		6.40AM												
CHILES 2.0	11.7													 		
SWINGLE 1.3	9.7													 		
WEBSTER 5.9	8.4							·							<u> </u> -	
MIKON 0.6	2,5													 	-	
Sacto, and Woodland Ry. Crossing	1.9							-						 		
WASHINGTON 0.5	0.5									 -	-					
DNR SACRAMENTO	0,0	3.00AM	4.30AM	6.00AM	6.30PM											
ROSEVILLE					5.00PM		·									
56.4		Leave Daily Ex. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily					-	-					
Time over District		(0.35) 22,62	(7.00) 8.05	(0 40) 19 80	(5.90 11.20						.					

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

10	Eastward.

FROM SAN FRANCISCO.

passing lengths Scales, and ms	THIRD CLASS	[FIRST C	LASS								mi m-11- No. 1
r Pass of Sca of Sca ions	288	250	132	130	26	50	44	128	8	42	36	120	86	from	Time Table No. 1
Capacity of p sidings in car li and location of F Fuel, Water Turning Station	Fresno Freight	Tracy Way Freight	Martinez Local	Martinez Local	The Owl	San Joaquin Valley Flyer	Tracy Passenger	Avon Local	Los Angeles Express	Avon Passenger	Fresno Local	Martinez Local	Oil Fields Flyer	Distance from San Francisco	August 18, 1918
Capao Ridin and J Fuel, Turn	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
			7.40PM	6.40PM	5.00PM	4.00PM	3.40PM	12.40PM	8.20AM	7.40AM	6.20AM		11.40PM	0.0	DN SAN FRANCISCO
WFITO P	8.50PM	9.30AM	9.30PM	8.20PM	6.23PM	5.30PM	5.20PM	2.25PM	9.55AM	9.25AM	8.20AM	6.15AM	1.20AM	31.1	DNR PORT GOSTA
							f	f		f				32.2	NEVADA DOCK
123 W P	9.00	9.45 10.15	s 9.40PM	s 8.30 PM	6.32	s 5.40	s 5.30 s 5.45	s 2.35	s 1 0.05	s 9.35	s 8.32	s 6.30AM	f 1.30	34.7	DR MARTINEZ
							f	f		f				36.0	MOCOCO
111							f	f		f	f			36.8	PEYTON 1.3
45 Y P	9.20	11.00AM			6.38	5.48	s 5.55	s 2.45PM	10.12	s 9.50AM	s 8.42		1.37	38,1	DR AVON
Interchange 208	9.40	12.05PM			6.43	5.55	s 6.12		s 10.21		s 8.52		1.44	41.3	D BAY POINT
70							f				f			43.0	NICHOLS 1.8
Interchange 56	9.50	12.45			6.48	6.02	6.20		10.27		f 9.00		1.51	44.8	MoAVOY 4.1
Interchange 50 W P	10.25	1.45			6.54	6.10	s 6.28		s 10.37		s 9.12	w	s 1.58	48.9	DN PITTSBURG
							f				f			50.8	E LOS MEDANOS
														53.1	PRINCE 0.4
56 P	10.50	2.15			7.01	6.17	s 6.36		s10.45		s 9.24		2.05	53.5	D ANTIOCH
														56.0	NEWLOVE
83	11.10	2.30			7.06	6.22	f 6.44		f 10.53		f 9.32		2.12	57.3	NEROLY 4.4
104 W P	11.45PM	2.55			7.12	6.29	s 6.52		s 11.01		s 9.42		2.20	61.7	D BRENTWOOD
38 P	12.10AM	3.20			7.20	6.36	s 7.00		s11.15		s 9.52		2.28	66.9	D BYRON
P						f	f		f		f			68.9	BYRON HOT SPRINGS
51	12.25	3.40			7.26	6.43	7.08		11.23		f 10.02		2.35	71.6	HERDLYN
59 P	12.40	4.00			7.32	6.49	s 7.16		f11.31		s10.12		2.43	75.7	D BETHANY
47	12.55	4.20					7.22		11.37		10.20			79.1	JANNEY 8.1
Term yard WFTYO P	1.15AM	4.40PM			s 7.43PM	s 7.00PM	s 7.32PM		s11.45AM		s 10.30AM		s 2.55AM	82,2	DNR TRACY
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(51.1)
	(4.25) 11,56	(7.10) 7.06	(0.10)	(0,10) 21,60	(1.20) 38.32	(1.30) 34.06	(2,12) 26,20	(0,20) 21,00	(1.50) 27.87	(0.25) 16.80	(2,10) 23,58	(0.15) 14.40	(1.35) 32.27		Time over districtAverage speed per hour

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

ADDITIONAL STOPS ON SIGNAL: No. 50—Any station to receive passengers for points east or south of Tracy.

11

TOWARD SAN FRANCISCO.

Time Table No. 1					FIRST	CLASS				SE	COND CL	A88	THIRI	D CLASS		
THE TABLE 140. I	for	87	25	81	49	109	129	43	121	31	133	135	249		-	
August 18, 1918	Distance froz Tracy	Oil Fields Flyer	The Owl	Tracy, Calistoga and Santa Rosa Passenger	San Joaquin Valley Flyer	Sunset Express	Avon Local	Avon Passenger	Martines Passenger	San Francisco Passenger		Martines Local	Tracy Way Freight			
STATIONS	H	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily EX.SUNDAY			
SAN FRANCISCO	82.2	7.50AM	8.30AM	10.10AM	2.10PM	8.30PM	6.30PM	6.10PM	8.50AM	10.00PM				-		
DNR PORT COSTA	51.1	s 6.15AM	s 6.55AM	s 8.20AM	s 12.35PM	s 6.45PM	s 4.18PM	s 4.32PM	s 7.00AM	s 8.05PM	8.50PM	s 10.00PM	11.55AM	-		
NEVADA DOCK	50.0						f		f							
DR MARTINEZ	47.5	s 6.07	6.45	s 8.10	s 12.25	s 6.32	s 4.10	s 4.25	6.50AM	s 7.57	8.35PM	9.45PM	11.27			
MOCOCO	46.2			f			f	f		f						
PEYTON	45.4				f		f	f								
DR AVON	44.1	5 .59	6.38	s 7.57	f 12.13	6.20	4.00PM	4.15PM		s 7.47			11.00			-
D BAY POINT	40,9	f 5.53	6.33	s 7.50	s 12.05PM	s 6.12				s 7.40			10.21			
NICHOLS	39.2			f						f				-		
McAVOY	37.4	5.47	****	f 7.37	f 11.55AM	6.02				f 7.30			9.45		-	
DN PITTSBURG	33.3	f 5.40	6.22	s 7.30	s11.48	s 5.50				s 7.23			9.12	-		
LOS MEDANOS	31.4				f					f						
PRINCE 0.4	29.1														-	
D ANTIOCH	28.7	5.31	6.15	в 7.22	s11.40	5.39				s 7.13	. *		8.20		-	
NEWLOVE	26.2				f											-
NEROLY 4.4	24.9	5.25		7.14	f 11.31	5.33				f 7.06			7.35		-	
D BRENTWOOD	20.5	f 5.18	6.04	s 7.07	s11.24	5.26				s 6.52			7.20		-	
D BYRON	15.3	5.08	5.57	s 6.55	s 11.15	5.18				s 6.36			6.55		-	
BYRON HOT SPRINGS	13.3			f	f	<u>f</u>				f						
HERDLYN 4.1	10.6	5.01		6.45	f 11.02	5.09				f 6.21			6.00		-	
D BETHANY	6.5	4.55	5.45	f 6.38	s 10.54	5.02				s 6.13			5.45			
JANNEY 3.1	3.1	4.50		f 6.32	10.47	4.56				s 6.05			5.15			
DNR TRACY	0.0	4.45AM	5.35AM	6.25AM	10.40M	4.50M				5.55PM			5.00M			
(51.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Lebve Sunday only	Leave Daily EX. SUNDAY			
Time over District		(1.30)	(1.20)	(1.55)	(1.55)	(1.55)	(0.18)	(0.17)	(0,10)	(2.10)	(0.15)	(0.15)	(6.55)	i		

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

ADDITIONAL STOPS—No. 109 any station to discharge passengers from points east of Los Angeles, inclusive.

	Eastware Third		CEA	OND CL	ASS ()A1	THE OWN	FRANC										1
Water og Sta-	280	278	242	246	254		184	604	182	96	38	504	602	32	90	500	210	m 00	Time Table No. 1
[F:토리	San Jose Way	Tracy Way	Fresno Mdse.	Tracy	Ogden Manifest		Livermore Passenger	Western Pacific	Livermore Passenger	Con Togo	Stockton & Sacra mento		Western Pacific	Stockton & Sacramento			TDb o	nce from rancisco	August 18, 1918
Scales, Franch tions.	Freight Leave Daily	Freight Leave Daily EX. SUNDAY	Freight Leave Daily	Freight			Leave	Passenger Leave Daily	Loano Daily		Passenger Leave	Leave	Passenger Leave Daily	Express	Leave Daily	Leave Daily	Leave	Distance San Fran	STATIONS
E E E O	X. SUNDAY	EX. SUNDAY		Leave Daily			SUNDAY ONLY				Daily	Daily				ļ 	Daily		
			6.50PM		10.05PM		7.40PM	7.00PM		5.00PM		1.00PM	9.20AM	8.004			1 20AM	0.0	OAKLAND PIER
							7.58	7.18	5.58	5.18	4.18	1.18	9.38	8.18	6.58		1.38	3.5	DNR QAKLAND PIER
I P							8.04PM	7.30PM	6.05PM	5.3Urm	4.24PM	1.30PM	9.50AM	8.30AM	7.05AM		1.50AM	3.5	1.4
TYO change	10.30AM	4.05AM														4.00AM		4.9	DNR WEST OAKLAND
							8.08	7.38PM	6.09	5.34	4.28	1.34	9.58AM	8.34	7.09	4.02	1.54	5,9	WESTERN PACIFIC JC.
I P							s 8.11		s 6.14	s 5.38	s4.31	s 1.38	1	s 8.37	s7.14	84.05	s 1.57	6.7	OAKLAND (First St.) Webster St. Crossing.
P	.,,								f	f		f			f	f		8,8	EAST OAKLAND
	-																	9,0	23RD AVENUE.
I P							s 8.20	N9	s 6.21	85.46	s 4.4 0	s1.48		s 8.47	s7.24	f	2.05	9.7	FRUITVALE 0.9
																		10.6	HUTCHINSON
																		11.6	KOHLER 0.4
	.,																	12.0	FITCHBURG
5 P]	11.00	4.28					f 8.30		f 6.30	f 5.54	4.48	f 1.58		f 8.56	f7.34	f 4.19	2.13	13,4	DNR ELMHURST
8 WP 1	1.25	4.33					s 8.34		s 6.35	s 5.59	4.51	82.03		s 9.03	s 7.40	f4.22	2.16	14.8	D SAN LEANDRO
							f		f	f		f			f			15,5	SOUTH SAN LEANDR
							_ <u>f</u>		f	f		f		f	f			16,5	ESTUDILLO
O P 3	11.40AM	4.42					f 8.40		s 6.48	86.05	4.55	82.09		s 9.10	s7.48	f4.27	2.20	17.5	D LORENZO
							- f		f	f		f			f			18.1	CHERRY
6 P	12.15PM	4.50					s 8.47		s 6.57	s6.14	s 5.02	s2.22		8 9.18	s 7.56	f4.32	2.25	20.1	D HAYWARD
				ļ			- f		f	f		f			f			21,6	HARDER -2.4 HALVERN
	12.40	5.00					f 8.53			f6.22		f2.30		9.25	f 8.09	4.38	2.31	24,0	O 2.5
6 P	1.15	5.10					s 9.00		s 7.10	s 6.31	5.11	82.57		9.3 3	s 8.15	f 4.4 3	2.36	26,5	D DECOTO 1.1 PABRICO
VYOP	1.30PM	5.30	9.40PM	0.00	1.25AM		s 9.08		s 7.20	e 8. 409M	# 5.18	a 2 4 3 PM		8 9 . 45	I	. 4 404	-0.44	27.6	DNR NILES
6 P	1.30.	5.50	9.50	9.20	1.40		f 9.13		f 7.25	50.40im	5.22	52.45		f 9.50	88.21AM	s4.48AM		31.7	FARWELL
		0.00	0.00	9.29	1.40		- 7.13		f 1.20					1 2.00			2.49	33.6	BRIGHTSIDE
5 P		6,23	10.05	9.45	1.55		s 9.23		s 7.35		s5.32			s 10.00			2.59	35,6	D SUNOL
							- S 0.20		f					f			2.00	37.2	BONITA
							- - -		f					f				38.4	VERONA
, p		7.00	10.20	9.57	2.15		s 9.35		s 7.45		s 5.43			s 10.17			3.09	40.9	D PLEASANTON
IYP				5.01			f 9.38		1					210.11			3.08	42,0	R RADUM
																		42.4	REMILLARD
1 P		7.25	10.25	10.01	2.25		9.40		7.50		5.52		-	f 10.22			3.13	43.0	ELIOT
WT P				10.20	2.55		s 9.50PM		s 8.00PM		s 6.00			s 10.35			3.20	46,9	DNR LIVERMORE!
P													-	f				48.4	TREVARNO
) P		8.45	11.12	10.35	3.15						6.10			f 10.47			3.33	50,5	ULMAR 4.5
9 T P				10.55	3.45						6.20			s 11.00			3.45	55,0	DN ALTAMONT
9 P		10.00	i	11.05	4.10				I		6.28			f11.10			3.55	59.5	CAYLEY
3 P		10.20	11.58PM		4.25						6.35			s 11.18			4.05	63,1	MIDWAY
0			12.10AM		4.40								-					68,7	MEDAL 2 1
TYO fard P		11.20AM	12.30AM	11.35PM							s 6.50PM			11.35AM			s4.20AM	70,8	DNR TRACY
		Arrive Daily EX. SUNDAY							Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Dailv	Arrive Daily	Arrive Daily		(67.3)
	(0.00)	(PT 1 E)	(0.50)	(9 15)	(2.50)	same class in the opposite direction. (S	/1 10	70.0				(1.13) 21.80	/0.01	(3.05) 21.82	(1.16)	(0.48)	(2.30)		Time over District

		1	ĺl.			FIRST	CLASS				RANCISCO		***	11/1					Westward.	
T	Time Table No. 1	from	89	603	93	91	181	95	601	37						241	1	RD CLASS	FOURT	<u>H</u> (
		se fr	San Jose	Western	Livermore	San Jose	Sacramento	Son Jose	Western							241	253	279	277	
	August 18, 1918	stance Trac	Passenger	Pacific Passenger	Passenger	Passenger	and Stocktor Passenger	Passenger	Pacific Passenger	Sacramento and Stockton Passenger						Fresno Freight	Ogden Manifest	San Jose Way Freight	Tracy Way Freight	ıt
	STATIONS	Ä	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Dail	y Arrive Daily	2000,000,000,000,000,000			-		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	ly Y
9	SAN FRANCISCO	ទ 70.8	7.10AM	7.50AM	8.10AM	9.304	M 3.30PM	5.50PM	6.30P	M 7.50PM							11.00PM			===
	OAKLAND PIER	67.3	6.52	7.32	7.52	9.12	3.12	5.32	6.12	7.32							11.00			- -
DNE	R OAKLAND PIER	67.3	8 6.42AM	s 7.15AM	s 7.42AM	s 9.02A	8 3.05PM	5.20PM	s 6.02P	8 7.26PM		_			_					- -
אמ	Cedar St. Crossing R WEST OAKLAND	65.9													-			0.20**	10.000	
	STERN PACIFIC JC	64.9	6.37	7.06AM	7.34	9.57	0.55	5.10	5 5 2 8	M . 7.10								9.30PM	12.20PM	- -
	OAKLAND (First St.)			7.00		8.57	2.55	5.12	5.53P	7.19		_								-
	Webster St. Crossing	64.1	s 6.35		s 7.32	s 8.55	8 2.53	s 5.10		8 7.17				1						
	EAST OAKLAND	62.5	f																	
	23RD AVENUE	61.8								_										
	FRUITVALE 5	61.1	s 6.28		s 7.23	s 8.45	8 2.43	s 4.58		8 7.08										
	HUTCHINSON	60.2								-										_ _
	KOHLER	59,2					-	-				_								_
	FITCHBURG	58.8																3		_ _
	R ELMHURST	57.4			f 7.15	8.37	2.35	s 4.48		7.00					_			8.50	11.40AM	M
	SAN LEANDRO	-11	s 6.16		s 7.10	s 8.33	2.32	s 4.43		6.55								8.35	11.25	_ _
-80	OUTH SAN LEANDRO	55.3			f			f												_ _
	ESTUDILLO	54.3			f			f		-										_ _
<u>D</u>	LORENZO	53.8			s 7.03	s 8.27	2.27	s 4.34		6.48								8.15	11.10	_ _
	CHERRY	52.7			f 				- 1-18-46			_								_ _
D	HAYWARD	50.7	s 6.02		s 6.57	s 8.20	s 2.22	s 4.27		6.42								7.55	10.55	_ _
	HARDER	49.2			1	I	0.15	r												_ -
	HALVERN	46.8			f 6.49	f 8.09	2.15	f 4.18				_						7.40	10.25	-
<u>D</u>	DECOTO 1.1 PABRICO	44.3	f 5. 50		s 6.44	s 8.02	2.10	s 4.12		6.31				_				7.30	10.10	_
DNR	1.6	41.6	5.45AM		. 6 20	7 574	s 2.05	4.050							_					- -
-	7.5 FARWELL	39.1			s 6.38 f 6.30	7.074	1.55	4.05PM		s 6.25 f 6.14		<u>-</u>				12.45PM	7.15PM	7.20PM	9.45	- -
	BRIGHTSIDE	37.2			÷ 0.30		1.00			1 0.14		_			- -		6.50		9.30	- -
	SUNOL	35.2			s 6.23		s 1.49			s 6.07										-
	1.6	33.6			f 0.23		5 1.48			s 0.07		_			_	12.25	6. 35		9.15	-
	BONITA 	32.4			· f					f										-
D	PLEASANTON	29,9			s 6.14		s 1.39			s 5.57		_			_	10 050	<i>e</i> 10		8.50	-
R	RADUM	28.8			- 0.11		- 1.00		-			-			-	12.05PM	6.18		8.80	-
	REMILLARD	28.4										_			- -					-
	0.6 ELIOT	27.8			f 6.07		1.34			f 5.52		_					6.10		8.30	-
DNR	LIVERMORE	23.9			6.00AM		s 1.28			s 5.45						11.45AM	6.10 6.00 5.25		8.15	-
-	TREVARNO	22,4								f						11.70AII	5.25		3.13	1-
	ULMAR	20.3					1.20			f 5.37						11.15	5.05		6.35	-
DN		15.8					1.13			s 5.30		-		_		11.00	4.50		6.20	-
	CAYLEY	11.3								f 5.15				-	-	10.35	4.25		6.00	-
	MIDWAY	7.7					12.58			f 5.07		-				10.20	4.05		5.40	-
	MEDAL	2,1												_						-
DNR	TRACY	0.0			-		12.45PM	-		4.55PM				-	-	9.45AM	3.30PM		5.15AM	- A
	(67.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						-			Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	-
Tim	ne over District. urage speed per hour. single track west:												1		<u> </u>			EX. SUNDAY	(7.05) 9 30 Tiles to discharge pas	1

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

from points east of Sunol inclusive.

14	Eastward	FROM	SAN F	RANCIS	CO.							TOWARD SAN F	RANCISCO.	· · · · · · · · · · · · · · · · · · ·	Westward.
sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRS	T CLASS				go	m: m-13 37 4	a			FIRST CLASS	SECON	D CLASS	FOURTH CLAS
ar ler rof St ter ation	802	506	510	92	502	508	Distance from San Francisco	Time Table No. 1	e froi	505	501	557	513	515	801
s in c sation Wa Ng St	Way Freight	San Jose Passenger	Milk Train	San Jose Passenger	Santa Cruz Passenger	li .	stanc 1 Fra	August 18, 1918	stance San Jo	San Jose Passenger	Santa Crus Passenger	San Jose Passenger	Milk Train	Milk Train	Way Freight
sidings and log Fuel, Turnii	Leave Daily EX. SUNDAY		Leave Daily	ļ		Leave Daily	, Q. R.	STATIONS	Ä	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
		5.20PM		12.20PM	8.00AM		0,0	DN SAN FRANCISCO) S	47.4	11.50AM	6 1 OPM	★10.40PM	9.10AN		
		5.38		12.38	8.18		3,5	OAKLAND PIER	43,9	11.32	5.52	10.22	8.52	7.12	
I P		5.50PM		12.44PM			8.5	(DNR OAKLAND PIER)	43.9	s 11.20AM		s 10.05PM	8 8.40AN		
m. Yard	10.45	0.00	<u> </u>	12.12.	0.00			1.4 Cedar St. Crossing			- 0.12				5.30PM
FITYO erchange	10.45AM						4.9	DNR WEST OAKLAND	42.5						0.301#
		5.54		. 12.48	8.39		5.9	WESTERN PAGIFIC JC.	41.5	11.14	5.35	9.57	8.32	6.56	
ΙP		s 5.58		s 12.51	8 8.45 °	6	6.7	OAKLAND (First St.) Webster St. Crossing	40.7	811.12	s 5.33	s 9.55	8 8.30	8 6.54	
P		f		f	f	-	8,3	EAST OAKLAND	39,1						
							9.0		38,4						
ΙP		s 6.06		s 12.58	s 8.54		9.7		37.7	s11.03	s 5.24	8 9.47	s 8.20	s 6.45	
							10,6	HUTCHINSON	36,8				<u>.</u>		w w
							11,6	KOHLER	35,8				_		
							12.0	FITCHBURG	85,4						
55 P	11.15	f 6.15		f 1.07	s 9.04		18,4	DNR ELMHURST	34.0	f 10.55	f 5.15	f 9.38	f 8.10	f 6.35	4.55
14		<u> </u>		f	f		15.5	MULFORD	31,9	f	f	f	_ f	f	
18 P		f 6.25		f	f 9.14		17.8	ROBERT	29,6	f	f 5.05	f	f .	f 6.25	
77	11.35	f 6.30		f 1.20	f 9.20		20.2	RUSSELL	27.2	f 10.38	f 5.00	f 9.23	f 7.54	f 6.15	4.35
26 P	11.55AM	s 6.35		f 1.23	s 9.25		21.5	MOUNT EDEN	25.9	s 10.33	s 4.56	f 9.18	s 7.50	f 6.10	4.15
9 Spur		f		f	f		23.0	BAUMBERG	24.4	f	f	f	_ f	f	
68	12.30PM	8 6.45		s 1.30	s 9.33		25.3	D ALVARADO	22,1	s 10.25	s 4.48	8 9.10	_ f 7.42	f 5.58	3.50
		f			f		26.2	HALL 2.2	21.2	f	f		- <u>f</u>	f	
13	12.50	f 6.52			f 9.39		28.4	ARDEN 2.2	19,0	f 10.15	f 4.40	f 9.00	f T 10m	8	3.00 2.45
d WYP	1.40	s 7.00	s 3.07PM	s 1.45PM	s 9.48	8 5.10AM		DNR NEWARK	16,8	s 10.10	s 4.35	8 8.55	s 7.18AM	s 5.38PM	
9		1 7 60	f		f	f	82,8	MOWRY 1.3	14.6	f c o To	f	1 0 45			2.15
88	2.15	f 7.08	3.17		f 9.58	5.2 0	34,1	ALBRAE 1.4		f 9.58		f 8.45			2.10
					f		35,5	MALLARD	11.9	<u> </u>	<u> </u>		-		
18	0.30	g 7 00	I . 2 07		1 - 10 10	1 5 30	36.5	DRAWBRIDGE 2.6	10,9	- 0.40	1 ~ 4 1 4	s 8.35			1.35
59	2.30		8 3.27 8 3.35			f 5.30	39.1	ALVISO			s 4.14 s 4.07				1.25
	3.00		8 3.35 8 4.00			f 5.35 s 5.50		D AGNEW	5.7 2.6			s 8.20			12.15
1	3.05PM		f 4.05PM			f 5.55AM		D SANTA CLARA			f 3.55PM				12.10PM
	3.001#	1. 2018	1 4.051		1	l		an Jose and West San Jose	(1 1	<u> </u>		
Verd	3.10PM	7.50PM	4.10PM	ITAIL	is nerween			DNR SAN JOSE	0,0	9.20AM	Jast DIVIS	8.10PM			12.05PM
Yard TTO	3.10	7.001	4,10.			U.		SAR UUSL	0,0	Ø.20mm					
					10.35AM			WEST SAN JOSE			3.50PM				T - D.D.
<u> </u>	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	EX. SUNDAY
	(4.20) 9.86	(1.55) 22,27	(0.58) 16.13	(1.01) 26.65	(1.55) 22.27			Time over District			(1.47) 23.94	(1.50) 23,29	(1.22) 19.82	(1.27) 18.69	(5.20) 8.00
	On single tree	k westward train		inerior f	n traine	of the	same o	lass in the opposite dir	ection	(See 1			Francisco 10.30 p.m. on S	Saturday and	Sunday.
		- HANGIIMAM GIGI	31	-borror (viaino	or min i		The me obbosic dir		. (200)		′			

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

Tele- ers.	FIRST CLAS	38						The state of the s	[]									
Location of T phone and Ini locking Towers.	3076 Stonehurst Passenger	3074 Stonehurst Passenger	3072 Stonehurst	3070 Stonehurst	3068 Stonehurst Passenger	noe from Francisco		Time Table No. 1 August 18, 1918		Distance from Stonehurst	3067 Stonehurst	3069	3071	3073	3075 Stonehurst	55		
Locati phon locki			Passenger Leave Daily		Passenger Leave Daily Ex. Sunday	Dista San l		STATIONS	-		Passenger Arrive Daily	Passenger	Passenger	Passenger	Passenger Arrive Daily Ex. Sunday			
	6.20PM	5.40PM	5.00PM	4.00	3.20M	0.0	DN	SAN FRANCISCO	02	14.3	6.10PM	7.10PM	7.50PM					
I P						3.5		OAKLAND PIER	but	10.8		· · · · · · · · · · · · · · · · · · ·						
Term Yard					3.38PM	3.5	D	ONR OAKLAND PIER		10.8								
WEITYO						4.9	D	Cedar St. Crossing.		9.4						-		
						5,9	W	VESTERN PACIFIC JC.		8.4								
I P					s 3.47	6.7		OAKLAND (First St.) Webster St. Crossing		7.6								
Р.					s 3.52	8.3	<u> </u>	1.6 3	ouble	6.0				s 7.00PM	s 7.33PM			
	<u> </u>				f	9.0		23RD AVENUE		5.3		····		f	f		 	
I P	7.04PM	6.23PM	5.44PM	4.45PM	s 3.58	9.7	Auto		c.	4.6	s 5.20PM	s 6.15PM	s 6.57PM	s 6.57	s 7.30		 	
	f	f	f	f	f	10.6		HUTCHINSON		3.7	f	f	f	f	f			
	f	f	f	f	f	11.6		KOHLER		2.7	f	f	f	f	f			
	f	f	f	f	f	12.0		FITCHBURG		2.3	f	f	f	f	f		 	
55 P	s 7.12	s 6.3 3	s 5.52	s 4.56	s 4.06	13.4	D	N ELMHURST		0.9	s 5.08	6.0 8	s 6.48	s 6.48	s 7.22			
w	s 7.16PM	s 6.37PM	s 5.56PM	s 5.00PM	s 4.10PM	14.3		W. P. Crossing, STONEHURST		0.0	5.05PM	6.05PM			-		 	
<u> </u>	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				-		Leave Daily	Leave Daily	Leave Daily	Leave	Leave Daily			

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.

11

ADDITIONAL STOPS ON SIGNAL. All trains Seminary Ave. Cannery just east of Fitchburg on signal.

16 F	Castward		FI	ROM SAN	FRANCISCO						TO	WARD SA	N FRANCI	SCO Wes	tward	•
		COND CLASS			FIRST CLASS	3				F	IRST CLASS		SECOND C	LASS	THIRD (CLASS
passing lengths f Scales, a n d	3E			254		92	from	Time Table No. 1	from	507	509	513	515		241	253
Capacity of padings in car leadings in car lead lossion of Fuel, Water Turning Station		Fresno Merchandise Freight	246 Tracy Freight	254 Ogden and Portland Manifest		San Jose Passenger	Distance fi San Franc	August 18, 1918	Distance fro	Milk Train	Milk Train	Milk Train	Milk Train	F	resno reight	Ogden Manifest Freight
Capaci sidings and loo Fuel, Turnir			Leave Daily	Freight Leave Daily		Leave Daily	୍ ପିଅ	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arri		Arrive Dail
		6.50PM		10.05PM		12.40PM	0.0	DN SAN FRANCISCO	43,0		1					11.00
YP		8.25PM	8.15PM				26.2	DNR REDWOOD JCT.	16.8						3.45PM	9,10
137		- 01201					26.4	BESTOS	16,6							
							28.0	SWEENY 1.5	15.0						2.20	8.58
58 P		8.37	8.25	12.25			29.5	HENDERSON	13,5							
							30.9	D REMOUNT 0.7- RAVENSWOOD	12.1							
		0.40	8.35	12.35			33.9	DUMBARTON	9.1						2.10	8.48 8.30
56 108 WYP		9.15	9.00	1.00		1.50PM		Auto. DNR NEWARK	5,8	s 5.08AM	s 3.05PM	s 7.15A	s 5.35PM		1.40	8.15
100 111		0.10					39.0	MATTOS	4,0	f	f	f	f		1.15	7.50
82 P		9.27	9.10	1.10		s 1.55	40.1	CENTERVILLE	2,9	f 5.00	s 2.56	s 7.08	s 5.27		1.10	
I Y					-		42.4	W. P. Crossing 0.6 DNR NILES	0,6	4.50AM	2.45PM	6.584	5.20PM		1.05PM	7.40PM
Yard WYOP		9.40PM		1.25AM		s 2.05PM	43.0	(17.5)		Leave Daily			Leave Daily	Lea	ve Daily	Leave Daily
		Arrive Daily EX. SUNDAY (1.15) 14.08	(1.05) 16.24	(1.10) 15.08	•	(0.15)		Time over District		. (0.18)	(0.20) 17.40	(0.17)	(0.15) 23.20		(1.40) 10.56	(1.30) 14.66

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

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

	THIRD	FIRST CL	166									FIRST CLASS	\$E	GOND GLASS	THIRD CLASS
length Scale a n	CLASS CLASS		92	188	90	om seo	Time Table No. 1	80	89	91	187	95	513	515	279
sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	280 San Jose Way Freight	96 San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Distance from San Francisco	August 18, 1918	Distance fre	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Milk Train	Milk Train	San Jose Way Freig
sidings and loc Fuel, Turnin	Leave Daily		Leave Daily	Leave Daily	Leave Daily	D.B.	STATIONS	Ä** 	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Da
		5.00PM	12.20PM	8.004	6.40AM	0.0	DN SAN FRANCISCO	46.7	7.10AM	9.30AM		5.50PM			
d WYOP	1.50PM	6.45PN	2.10PM	9.45AM	8.25AM	29.2	DNR NILES	17.5	85.45AM	87.55AM	s 9.30AM	s 4.00PM	s 6.55 AM	s 5.10PM	6.00
IY						29.7	W. P. Crossing	17.0							
		f		f	f	30,6	OVERACKER	16,1	f	f	f	f		f	5.42
37	2.00	s 6.52	s 2.17	s 9.54	s 8.32	32.8	IRVINGTON	13.9	f 5.38	87.47	s 9.22	s 3.52	f 6.45	f 5.00	5.00
44	2.15	f 7.00	f 2.25	f 10.03	f 8.40	36.3	WARM SPRINGS	10.4	f 5.32	f7.40	f9.15	f 3.45	f 6.33	f 4.42 f 4.35	4.35
42	2.35	s 7.10	s 2.35	s 10.12	s 8.50	40.7	D MILPITAS	6.0	f 5.25	s 7.32	s 9.07	s 3.38	f 6.25	f 4.25	4.00
38	3.00	f 7.16	f 2.41	f 10.18	f 9.01	43.3	WAYNE	3.4	f 5.21	f7.26	9.01	f 3.31	16.15	1 4.25	
nterchange						45.9	RURIC	0.8	-				6.05AM	4.15PM	3.50
rm. Yard WFITO	3.20PM	s 7.25P	s 2.50PM	s 10.25AN	s 9.10AM	46.7	DNR SAN JOSE	0.0	5.15AN				Leave		Leave Da
	Arrive Daily EX. SUNDAY	Arrive Dail	y Arrive Daily	y Arrive Daily	Arrive Daily		(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Daily	Leave Daily	
	(1.30) 11.66	(0.40)	(0.40)	(0.40) 26.25	(0.45) 23.33	,	Time over District		(0.30)	(0.35) 30.00	(0.35) 30.00	(0.35) 30.00	(0.50) 21.00	(0.55) 19.09	(2.10) 8.07

Eastward.	FROM SAN FRANCISCO.						TOWARD SAN FRANCISCO.	Westward.	17
Scales a d	FIRST CLASS						SECOND CLASS		
uer land of the control of the contr		146	from	Time Table No. 1	fon	145			
aidings in ear lengths and location of Scales, Fuel, Water an d Turning Stations.		San Ramon Mixed	Distance from San Francisco	August 18, 1918	Distance from Radum	San Ramon Mixed			
Type ad		Leave Daily EX. SUNDAY	H 60	STATIONS	Δ	Arrive Daily EX. SUNDAY			
		7.40AM	0,0	DN SAN FRANCISCO	67.8	6.10PM			
45 Y		9.55AM	38,1	DR AVON	29 7	s 3.45PM			
			39.6	HAPRESS	28.2				
			41.0	GALINDO	26.8				
80 W		s 10.05	42.5	D CONCORD	25,3	$\begin{array}{c} 8 & 3.15 \\ 12.50 \end{array}$			
		f	43.2	NACIO	24 6				
		s 10.15	45.1	HOOKSTON	22.7	f 12.35			
rchange Track		f 10.20	45.8	LAS JUNTAS O. and A. Cressing	22.0	f 12.25			
24			47.3	OXLEY 0.9	20,5				
24		s 10.30	48.2	D WALNUT CREEK	19.6	s12.10PM			
18		f	50,6	WIDBERO	17.2	_			
57		f 10.45	52.6	ALAMO 2.2	15.2	f 11.55AM			
51		s 10.55	54.8	D DANVILLE	13.0	s11.45			
29 T		f	56.4	OSAGE	11.4				
291		s 11.05AM	57.7	R SAN RAMON	10.1	s11.30AM			
71			61.3	FOREST HOME	6.5				
31			63.6	DOUGHERTY 2.8	4.2				
			66.4	ASCO 1.4	1.4				
Y P			67.8	Western Pac. Crossing R RADUM	0.0				
		Arrive Daily EX. SUNDAY		(29.7)		Leave Daily			

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

18	Eastward.				I	ROM SAN	FRANCISCO.						1000		. ,		
car ing		THIRD CL	.ASS					FIRST					1		go	Time	Table No. 1
a, F.		2	262				162	64	70	170	62	68	168	154	fron		
Scale Ind T		Cal	listoga				Napa Passenger	Calistoga Passenger	Santa Rosa Passenger	Suisun Passenger	Calistoga Passenger	Santa Rosa Passenger	Solano Local	Napa Passenger	Fran	Aug	rust 18, 1918
staings in car lengths and loca- tion of Scales, Fuel, Water and Turning Stations.			reight Leave Daily				Leave Daily	Leave Daily	T	¥	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Distance from San Francisco	S	TATIONS
23.45.00		EX. Î	SÜNDAY					3.40PM		=	7.40AM				0,0	DN SAN	FRANCISCO
									-								30.0 JTH VALLEJO
ard WFT							6.30PM	5.35PM	·	-			7.40AM		30,0		TH VALLEJO
							s 6.35	s 5.38	s 5.28	s 3.33	s 9.35	s 9.25	s7.43	s 5.05	31,1		UISIANA ST.
							I		I		I		f		31.8		HANS HOME
									45.33	f3.38	1 0 40	10.20		65.10	32.3		LOSDEN
24							f 6.41	5.43	f 5.33	13.36	f 9.40	f9.30	f7.48	f5.13	34.4		TANDARD
								. 5 50	- F 40 PM		- 0.40			- 5 01	36.9		0.4
ard WYO)	4	30AM	-			s 6.47	s 5.50	s 5.40m	83,45rm	s 9.46	8 9.36AM	8 7.55 AM	85.21	37,3	DK NAPA Napa	A JUNCTION Valley Ry. Crossing
				···				f			f				38.9	M:	DDLETON
		4	.45				f6.55	f 5.57			f 9.53			f 5.31	41,0		RATTO -0.7
								f			f			f	41.7		SUSCOL 2.5
							f	f			f			f	44.2		IMOLA
		5	.15 .30				-7.05***	a e 07			a 10 02			gE 4919	45.5		Valley Ry. Crossing
30 W							S 7. USPM	s 6.07 s 6.11			s 10.03			85.43AM	47.8		NAPA 2.3 UNION
6			.40							-					50.2		K KNOLL
12		6	.55					f 6.16	-		f 10.12				51.7		1.5
9									-		1 a 10 01						RUBODY 2.3 UNTVILLE
22 W			.26					s 6.25		-	s 10.21				54.0		AKVILLE
27		8	.00					s 6.33	-	-	s 10.29				57.5		THERFORD
19			.15					s 6.38		-	s 10.34				59.4		NFANDEL
20		8	.35					f 6.43		-	f 10.39				61.2		
								f	-	-					62.1		CDANE
22											I - 10 45	ļ			62.4		CRANE
22		9	0.00					s 6.49	-	-	s 10.45				63,6	ST	
11								1		-	1				64.5		KRUG -0.8
13		9	.15					f 6.56	-	-	f 10.52				65,3		BARRO
								1	-	-	1				67.5		BALE -0.8
16		9	.30					f 7.04		-	f 11.00				68,3		RKMEAD - 0.7
10 W								1		-	T				69.0	DD 0	MAPLE 2.7 ALISTOGA
10 WT	· _ _ _		.OOAM					s 7.15PM	.	-	s11.10AM		.		71.7	DR C	· · · · · · · · · · · · · · · · · · ·
		EX.	rrive Daily SUNDAY				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.7)
	Westward trains	(5	5.30)	the san	me class	in the opr	osite direction (se	(1.40) 25.02 ee Rule	(0.15) 29,20 72.)	(0.15) 29.20 Exception	(1.37) 25.79 o n: N o.	(0.13) 33.69 154 is	0.15) 29.20 Superio	(0.43) 22.09 or to No	. 153.	Time o	ver District e speed per hour
	Eastward. FROM SAN																
		AVY YARD FERR	Y				٧	ALLEJO J	UNCTION	-VALLEJ	IO FERRY				a B	Time	Table No. 1
·	Lie	ght Light I	Light Light	81 and 42 ar	122	FROM t 1 53		FROM 132 as	FROM 44 131 2	FROM 9and 128	from 49	FROM 30 and 47	FROM 28	FROM 2d 153	Distance from San Francisco		rust 18, 1918
	SATU	RDAY Daily I	Daily Daily	Daily	Daily :	Daily		SUNDAY	Daily	Daily	Daily	Daily	Daily	Daily.	46	s	TATIONS
		5.45PM 4	1.40PM	9.05AM	7.20AM			9.15PM	5.05PM	2.35PM	12.48PM	10.20AM	8.00AM	I	28.0	D VAI	LEJO JCT.
,	11.5		3.45PM	9.20 9.40		3.25AM		9.25	5.20 5.30					7.10AM	30.0	D SOU	TH VALLEJO
WF	-		5.05PM 3.55PM			3.38AM							8.20	7.25AM		МА	RE ISLAND
				9.50AM				9.35PM		3.05PM		10.45AM	8.40	-	31.6		VALLEJO . WHI

									TOWA	RD SAN FR	ANCISC	o.									Westwa	rd.	19
Mima Mahla Ma					FIR	ST GLAS	6			SE	COND CLA	\ss	FOURTH	CLASS								7-7-	
Time Table No. 1	from 62	153	67	61	63	69	{			167	169		263									•	
August 18, 1918	istance from Calistogo	Napa Passenger	Santa Rosa Passenger	Calistoga Passenger	Calistoga Passenger	Santa Rosa Passenger				Vallejo Passenger	Solano Local		Calistoga Freight										
STATIONS	Ä	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Da	Arrive Daily		Arrive Daily EX. SUNDAY										
DN SAN FRANCISCO	71.7		10.10AM	10.10AM	5.50PM	5.50PM																	
DR SOUTH VALLEJO	41.7	s 6.20AN	88.17AM	s 8.27AM	s 4.05PM	s4.15PM				s 10.01	8 6.05PM											········ ···························	
NORTH VALLEJO	40.6	f 6.16	s8.13	s 8.23	s 4.01	s4.11				s 9.57	s 6.01												
LOUISIANA ST.	39,9			f	f	f				f													
ORPHANS HOME	39,4			f	f	f				f													
FLOSDEN	37,3	6.10	f8.07	f 8.17	f 3.55	f 4.05				f 9.51	5.55												
STANDARD	34.8		-																				
DR NAPA JUNGTION Napa Valley Ry, Crossing	34.4	s 6.05	8.02AM	s 8.12	s 3.50	4.00PM				9.46	M 5.50PM		3.40PM										
MIDDLETON	32.8			f	f																		
RATTO	30.7	5.58		f 8.00	f 3.40								3.28										
suşçol	30.0			f	f																		
IMOLA	27,5			f	f																		
Napa Valley Ry. Crossing DR NAPA	26,2	5.50AM		s 7.51	s 3.31								3.15										
R UNION	23.9		-	s 7.39	s 3.19						_		2.45 1.35										
OAK KNOLL	21,5		-	f 7.33	f 3.13						-		1.20					Cros	ss-over sv	vitch at v	vest end of U	nion sidir	ng must
TRUBODY	20,0			f	f													clear h	ea up for between t	hese swit	me and sidu tches.	ik must i	е керт
D YOUNTVILLE	17.7			s 7.26	s 3.06						-		1.00									~-~	
D OAKVILLE	14.2			s 7.19	8 2.59								12.35					No			STOPS ON me and Lou		root to
D RUTHERFORD	12,3			s 7.15	8 2.55						-		12.25					discha	rge passe	ngers.	me and nou	isiana ot	1661 10
ZINFANDEL	10.5			f 7.10	f 2.50								12.15										
THOMAN	9,6																				,		
CRANE	9,3			f	f																		
ST. HELENA	8.1			s 7.04	s 2.44								12.01PM										
KRUG 0.8	7.2			f	f																		_
BARRO 2.2	6.4			f 6.59	f 2.39								11.45AM										
BALE 0.8	4.2			f	f								1.00									_	
LARKMEAD 0.7	3.4			f 6.52	f 2.32						_		11.35										_
MAPLE 2.7	2,7			<u>f</u>	f					· · · · · · · · · · · · · · · · · · ·	_												_
DR CALISTOGA	0,0			6.45AM	2.25PM				<u> </u>			1	11.25AM									_	
(41.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Dail	Leave Daily		Leave Daily EX. SUNDAY										
Time over District		(0.30) 31.00 stward	(0.15) 29.20 trains	(1.42) 24.52 are supe	(1.40) 25.02 erior to	(0.15) 29.20 trains of	the sam	ne clas	s in the	(0.15) 29.20 e opposite di	(0.15) 29.20 rection.	(See	(4.15) 11.15 Rule 72	.) Ex	cception	No. 15	4 is s	uperio	or to N	o. 153	•		
															TOWAR				******		Westwa	d.	
	11		· · · · · · · · · · · · · · · · · · ·	WATE	FIO PURE	TION VO		DV		.						Y YARD							
Time Table No. 1	harf						LLEJO FER		· · ·					1			renki	1	1	i ·		. 1	1
August 18, 1918	Distance from No. Vallejo Wharf	то 28	то 47	127 and	49 29, 12	8 43 and		132		то 123	TO 81 and 42	Tie up	TO Navy Yard Special	то 43	64 and 131	162							
STATIONS	Dis No. V	Daily	Daily	Daily		Daily		SUNDAY ONLY	SUNDAY ONLY	Daily	Daily	Daily	SATURDAY ONLY	Daily	Daily	Daily				-			
D VALLEJO JCT.	3,6	7.55	M 10.15	AM 11.50	DAM 2.12			3.25PM		7.10AN	8.45AM		12.40PM	4.35	PM 5.45PM								
SOUTH VALLEJO	1.6		10.16		2.12	4.35 4.22			9.50PM	,		-	M 12.25	1.50	5.29	6.30PM			_				
		7.30				4.22				6.45	1	-3.30		4.10	PM 5.15PN	i			-				
MARE ISLAND	1	1.50	7111)		1		,			I O.4OA		į.	12.15PM	4.10	LEG O'TOLE	I O'TOIM!			1	1	1		

ngth gales	THIRD CLASS	FIRST CLASS			<u>.</u>			FIRST CLASS	F	DURTH CLASS
to of Ser	294	70	68	from neiseo	Time Table No. 1	from	67	69	295	
and location of Scales. Fuel, Water and Turning Stations.	Santa Rosa Freight	Santa Rosa Passenger	Santa Rosa Passenger	Distance from San Francisco	August 18, 1918	Distance from Santa Rosa	Santa Rosa Passenger	Santa Rosa Passenger	Santa Rosa Freight	
Programme Progra	Leave Daily EX. SUNDAY	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	
		3.40PM	7.40AM	0.0	DN SAN FRANCISCO	74.0	10.10AM	5.50PM		
d WYO P	8.10AM	5.45PM	9.41AM 8	37.3	DR NAPA JUNCTION Napa Valley Ry, Crossing	36.7	s 7.58AM	s 3.55PM	2.00PM	
				39.1	1.8 SQUAB 1.6	34.9				
		f	f 4	40.7	BRAZOS	33.3	f	f		
	8.25	s 5.57	s 9.53 4	12.2	R BUCHLI	31.8	s 7.46	s 3.46	1.30	
		f 6.02	f 9.58 4	14.4	MERAZO	29.6	f 7.42	f 3.42		
	8.35	f 6.05	f 10.01 4	15.7	R RAMAL	28.3	f 7.40	f 3.39	1.20	
			4	16.4	DONOVAN	27.6				
			4	47.3	TULE VISTA	26.7				
		f	f 4	\$ 7.5	WECHICKA	26.5	f	f		
19 terchange	8.45	f 6.14	f10.10 4	19.2	N. W. Pac. Ry. Crossing SCHELLVILLE	24.8	f 7.32	f 3.31	1.10	
		f	f 5	52.3	SNYDER	21.7	f	f		
20 W	9.00	s 6.25	s 10.21 5	58.7	D EL VERANO	20.3	s 7.23	s 3.22	12.55	
		f	f 5	54.4	BOYES SPRINGS	19.6	f	f	_	
		f	f 5	55.4	AGUA CALIENTE	18.6	f	f		
		f	f 5	56.3	SOBRE VISTA	17.7	f	f		
11	9.10	f 6.35	f10.31 5	56.8	N. W. Pas. By. Crossing YULUPA 0.7	17.2	f 7.13	f 3.09	12.45	
2		s 6.38	s 10.34 5	57.5	ELDRIDGE	16.5	s 7.10	s 3.05		
	9.20	s 6.42	s 10.38 5	59.0	GLEN ELLEN	15.0	s 7.07	s 3.02	12.35	
		f	f . 5	59.6	WARFIELD	14.4	f	f		
2	9.30	f 6.47	f 10.43 6	31.0	BELTANE 0.7	18.0	f 7.01	f 2.56	12.25	
		f	f e	31.7	FELICE 0.9	12.8	f	f		
		f	f 6	32.6	WILDWOOD	11.4	f	f		
21	9.55	s 6.53	s 10.49 6	33.4	D KENWOOD	10.6	s 6.55	s 2.50	12.05PM	
		f	f 6	34.8	LAWNDALE 0.7	9.2	f	f		
2		f	f 6	35.5	LOS GUILICOS	8.5	f	f		
20	10.05	f 7.02	f 10.56 6	8.8	ANNADEL	7.2	f 6.45	f 2.40	11.52AM	
		f	f 6	8.4	OLESON 0.9	5.6	f	f		
15	10.15	f	f · 6	8.8	MELITTA	4.7	f	f	11.42	
12 Spur		f	f 7	1.2	BAKU 2.8	2.8	f	f		
22 WTY erchange	10.30AM	s 7.15PM	s11.10AM 7	4.0	DR SANTA ROSA	0.0	6.30AM	2.25PM	11.27AM	
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		36.7		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	

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

Eastward.		FROM SA	IN FRANCISCO.						TOWA	RD SAN FR	ANCISCO.		Westward.	21
passing lengths Scales, and ns.	THIRD CLASS		FIRST CLAS	S					SEC	OND GLASS		THIRD CLASS		
of Ser stions.	296	264		170	168	from priseo Jo	Time Table No. 1	from	167	169	261	293		
Capacity of addings in car and and castion of Fuel, Water Turning Station	Santa Rosa Freight	Calistoga Freight		Suisun Passenger	Solano Local	Distance from San Francisco via Vallejo	August 18, 1918)istance Suist	Vallejo Passenger	Solano Local	Calistoga Freight	Santa Rosa Freight		
Capac sidin and Fuel, Turr	Leave Daily	Leave Daily EX. SUNDAY		Leave Daily	Leave Daily	Azã≽	STATIONS	Н	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		
						0.0	DN SAN FRANCISCO	50.1						
ard 40 WYO	2.20PM	4.25PM		4.05PM	8.12AM	37.3	DR NAPA JUNGTION	13.2	s 9.35AM	s <u>5.35</u> PM	4.10AM	7.50AM		
60 W	2.35	4.45		f 4.12	f 8.19	41.0	CRESTON	9.5	f 9.25	f 5.25	3 .55	7.30		
27	2.45	5.17		8 4.22	s 8.2 9	44.8	D CORDELIA	5.7	s 9.17	s 5.1 7	3.45	7.15		
33	2.50	5.25		f	f	46.2	THOMASSON	4,3	f	f	3.40	7.10		
11					f	47.9	SUBEET	2.6	f			ſ		
ard WFYO	3.00PM	5.35PM		s 4.35PM	s 8.42AM	50.5	DNR SUISUN-FAIRFIELD	0.0	9.05AM	5.05PM	3.30AM	7.00AM		
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily		(13.2)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY		
	(0.40) 19.80	(1.10) 11.31		(0.30) 26.42			Time over District			(0.30) 26.42	(0.40) 19.80	(0.50) 15.80		

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

FROM SAN FRANCISCO Eastward

TOWARD SAN FRANCISCO Westward

ssing agths a n d	SECOND CLAS	s				SE	COND CLASS
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		160 Buchli Freight	Distance from San Francisco	Time Table 1 August 18, 1918	Distance from Union	157 Buchli Freight	
Capac sidin snd Fuel Turr		Leave Daily EX. SUNDAY	Ωœ	STATIONS	Q	Arrive Daily EX. SUNDAY	
				DN SAN FRANCISCO			
		2.08PM	42.2	R BUCHLI	8.6	s 2.05PM	
		f	43.8	CARNEROS	7.0	f	
18		s 2.18	45.4	STANLEY	5.4	s 2.00	
24 W		s 2.33	48.8	WEST NAPA	2,0	s 1.45	
6		s 2.45PM	50.8	Napa Valley Ry. Crossing R UNION	0.0	1.35PM	
		Arrive Daily EX. SUNDAY	-	(8.6)		Leave Daily EX. SUNDAY	

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.

FROM SAN FRANCISCO

Eastward

TOWARD SAN FRANCISCO

Westward

passing lengths Scales, a n d ns.	FIRST	CLASS					SEC	COND CLASS
of n car ion of Vater Statio		404 Wingo Passenger	Distance from San Francisco		e Table No. 1	Distance from Wingo	403 Wingo Passenger	
Capacity sidings in and locat Fuel, V		Leave MDNDAYONLY	ЦШ	S	TATIONS	H	Arrive MONDAYONLY	
			0.0	DN SAN	FRANCISCO			
		8.48AM	45.7	R	RAMAL	2.0	8 9.00AM	
(Siding on N.W.P.Ry.)		s 8.53 AM	47.7	R	WINGO	0.0	8.55AM	
		Arrive MONDAYONLY			(2 0)		Leave Monday only	

(0.5) Time over District (0.24.00 Average speed per hour. 24.

MAIN TRACK BETWEEN WINGO AND RAMAL USED FOR STORAGE TRACK. All trains using this track must proceed under control expecting to find track blocked with cars.

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.

22	Eastward.	rd. FROM SAN FRANCISCO					TOWARD SAN FRANCISCO			Westward.			
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.		FIRST CLASS								SECOND CLASS			
of pacar ler of School School			104	e from	Time Table No. 1	from	105						
ngs in location, Wing St			Rumsey Mixed	Distance from San Francisco	August 18, 1918	Distance from Rumsey	Rumsey Mixed						
Fue Fue			Leave Daily	74	STATIONS		Arrive Daily						
			6.20AM	0,0	DN SAN FRANCISCO	110.5	7.50PM						
VFY 101			9.25AM	59.4	DR ELMIRA	51.1	s 4.10PM						
13			s 9.35	63.7	Auto, Block D VACAVILLE	4 6.8	s 4.00						
			f	65,6	VIOLET	44.9	f		10				
24			f	68.5	HARTLEY	42.0	f						
			f	70,3	ALLENDALE	40.2	f						
20			f 9.55	74.0	WOLFSKILL	36,5	f 3.25						
T 23			s 10.05	76.0	DR WINTERS	34.5	s 3.20						
16			f	80,3	NORTON	30,2	f						
18			f	83,6	CITRONA	26,9	f						
20			s 10.30	_86.8	MADISON 3.1	23.7	s 2.45						
41			s 10.40	89.9	D ESPARTO	20.6	s 2.25						
20			s 10.55	91.9	2.0 CAPAY 4.7	18,6	s 2.05						
20			f 11.10	96.6	CADANASSA 2.3	13.9	f 1.50						
			s	98.9	ECKHARD	11.6	s						
20			s 11.25	100.7	TANCRED	9.8	s 1.30						
20			f	103.3	BERWICK	7.2	f						
3			f	104,3	AMARANTH	6,2	f						
21			s 11.55AM	105.6	D GUINDA	4.9	s 1.10						
5			f	106,2	SAUTERNE	4.3	f						
20			f	107.9	CASHMERE 2.6	2.6	f						
Т 19			s 12.25PM	110.5	R RUMSEY	0.0	12.50PM						
			Arrive Daily		(51.1)		Leave Daily						

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



SPECIAL INSTRUCTIONS "SAFETY FIRST"

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

WATCH INSPECTORS.

STANDARD CLOCKS. Oakland Pier. San Jose. Sacramento. West Oakland Roseville

H. Bullard.......\{\text{West Oakland and Suisun-Fairfield}}

A. F. Edwards.....Oakland.

A. O. Gott.....Alameda.

R. Kocher & Son....San Jose.

Z. L. Von Dack & Son. Tracy.

O. A. Poulsen.....Richmond.

A. A. Handle.....

South Vallejo. Tracy. Napa.

H. T. Harger Co....Roseville.

Badgeley & Sons...Livermore.

John Hood......Santa Rosa.

H. L. Amstutz & Son. Napa.

C. E. Wyatt......Winters.

F. J. Stumm.....Benicia.

G. E. Bangle Vallejo.

Port Costa

Suisun-Fairfield.

000000 When running increase train heat. - When running look back for hand signals.

Additional Communicating Signals:

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:

- When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
- When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
- When issuing an order Form "G," Example 3.
- When giving any train right over all trains.
- 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.

AUTOMATIC SIGNALS.

Within Automatic Block System limits, last portion of Rule 86 and D-86 will not

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

On DOUBLE TRACK trains must come to a stop, and may then proceed under control, not exceeding six miles per hour, to next signal, flagman being invariably sent ahead in stormy or foggy weather.

A train must be preceded by a flagman over a draw bridge when stopped by a block signal which governs movement over it.

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

On DOUBLE TRACK 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.

- 10. Westward trains-Avon and 2000 feet east of Ramal.
- 11. Eastward trains-Martinez, Bay Point and Dumbarton.
- 12. Overlap posts are painted white at the top and black at the base, and stand about six feet high.
- 13. 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, trains via Buchli-Union line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

Before entering automatic block signal limits at Ramal, trains from the Wingo line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

14.

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	$\frac{1}{42}$	1.25
10	6 5	23	2.36	33	1.49	43	1.23
12		24	2.30	34 35	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	36 37 38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	1 2	40	1.30	50	1.12

15. 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 A-79 15-25/28 102		77 67	48375 lbs			
A-81 20-28 105	3025 to 3071	77	46380 s			
T-69 21-28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "			
T-69 151-26/28 142	2291, 2294, 2297	62	41526			
T-63 18/80 78	\{\text{2187, 2190, 2194, 2195, 2199, 2200,}}\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	52	22750 =			
M-63 21/28 155	1720, 1721, 1724, 1770, 1771, 1773, to 1777, 1779 [1727 to 1729, 1731, 1734, 1736 to]	58	45190 *			
M-63 21/28 144	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	53	42860 *			
M-63 15/26-28 144	to 1792, 1794 to 1797, 1799	56	42000 8			
E-69 18/24 69	[\(\) 1383, 1386, 1387, 1389, 1392, 1393, \(\)	55	30190 *			
E-73 18/24 63	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	61	27570 *			
C-5722/80 180	2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679.	52	39650 ⁴			

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:

H. T. Harger Co.... Sacramento.

Berkeley.

BULLETIN BOARDS. Oakland Pier. South Vallejo. Sacramento. Suisun-Fairfield. West Oakland. Tracy. Roseville. San Jose. Napa. Port Costa. Livermore. Elmira.

CLEARANCES.

All trains must obtain Clearance (Form 2643) before leaving Niles, Newark, and before leaving Napa Junction when an operator is on duty, and Port Costa except eastward trains via Benicia. Eastward trains via Benicia must obtain Clearance at

On DOUBLE TRACK trains may run extra without running orders, but must obtain Clearance (Form 2643) before leaving Oakland Pier, West Oakland, Sacramento, westward extras at Port Costa and eastward extras at Benicia.

Engineman will accept check of train register (Form 2529) from Conductor at Oakland Pier or West Oakland.

Enginemen will Register and compare time with standard clock before leaving Roundhouse at West Oakland.

Extras originating on double track at Suisun-Fairfield and Davis must obtain clearance (Form 2643), also at Elmira when an operator is on duty. 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.

TRAIN REGISTER EXCEPTIONS.

Dispatchers must not authorise green signals to be taken down by any westward train at Elmhurst or at any intermediate point between Elmhurst and the terminal of the schedule. If signals are to be displayed at Elmhurst by an eastward train, following inferior trains must be notified.

Westward trains will register by ticket at Elmhurst.

Eastward trains will register by ticket and need not check the register at Elmhurst against any schedule that has been fulfilled as shown on the registers at Oakland Pier and West Oakland.

At Redwood City Western Division crews on westward trains will register arrival on Western Division register, departing on Coast Division Register. Eastward trains arrival on Coast Division register, departing on Western Division register. Davis, Martinez and Livermore are register stations only for trains that originate

Avon and Radum are register stations only for those trains that run to and from points on the Avon-Radum line and for trains that originate or terminate at Avon.

Trains will register at Ramal on Monday only.

or terminate at those points.

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 by ticket 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 communicating 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 16 and 17. Passenger trains that do not stop will make the running test as per Rule 16.

Crews of all trains must, whenever the Brake Pipe 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 17. In passenger service brake valve must remain on lap until notified to release brakes as per Rule 16 (e).

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

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

SPECIAL INSTRUCTIONS—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	Running Backward		
Through interlocking limits, under control					
Chrough Cross-overs and turnouts	10	10	10		
akland Pier and Krieger, except:	50	35	25		
Oakland, within city limits	22	22	20		
Berkeley, University Ave	10	10	10		
Krieger and Port Costa	40	25	20		
Benicia and Arsenal	45	25	20		
Arsenal and Sacramento, except;	50	35	25		
	7.0	1	10		
Cygnus drawbridge	15	15			
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		
ort Costa and Martinez	45	25	20		
Martinez, within city limits	20	20	20		
fartinez and Tracy, except;	50	35	25		
Avon drawbridge	15	15	10		
Pittsburg, within city limits	25	25	20		
Villand Dismand Wiles assents	50 50		25		
akland Pier and Niles, except;		35			
Oakland, within city limits	22	22	20		
Oakland, 23d Avenue	8	8	8		
Tiles and Sunol, except;	4 0	25	20		
Setween curve warning signs at,					
Mayborg curve, M.P. 33;					
Fusiers' curve, Mile Post 34	30	25	15		
unol and Mile Post 52, except;	50	30	25		
D.t site limit signs Discourton and	50	90	20		
Between city limit signs, Pleasanton and	10	10	10		
Livermore	10	10	10		
Iile Post 52 and Midway, except;	40	25	20		
Grecian Bend curve, 1/4 mile east of Mile					
Post 52	30	25	15		
Idway and Tracy	50	35	25		
Elmhurst and College Park, except;	50	35	25		
Newark Yard	ĭŏ	10	10		
Almina within aits limita	15	15	15		
Alviso, within city limits					
Warm Springs and Coyote drawbridges	15	15	10		
liles and Redwood City, except;	50	35	25		
Ravenswood Spur	6	6	6		
Dumbarton and Newark Slough drawbridges	15	15	10		
Tiles and San Jose	50	35	25		
an Jose Yard	12	12	12		
von and San Ramon	30	18	15		
an Ramon and Radum	40	25	20		
an namon and naddin	40	25	20		
Ilmira and Rumsey, except;					
Capay, within city limits	10	10	10		
Buchli and Union	40	25	20		
outh Vallejo and Napa Jct	50	30	20		
Tapa Junction and Napa	40	25	20		
apa, within city limits	8	8	8		
apa and Calistoga, except;	40	25	20		
St. Helena, within city limits	<u>12</u>	12	$ar{12}$		
Iona Tunation and Sonta Doga avants	40	25	20		
apa Junction and Santa Rosa, except;	2		<u> </u>		
Santa Rosa city limits	5	5	3		
Eldridge and Warfield 10° curves	25	15	15		
Annadel and Santa Rosa 10° curves	25	15	15		
Napa River drawbridge	15	15	10		
tamal and Wingo, except;	40	25	20		
Steamboat Slough drawbridge	15	15	$\overline{10}$		
Vapa Junction and Cordelia	40	25	20		
	50	25	20		
Cordelia and Suisun-Fairfield		20	20		
Io. 9 passing Richmond	12				
tasoline motor and electric carsVhen shoving or backing passenger equipment	30		20		
	15	I	15		

	Light Engines				
(Except as above.)	Running Forward	Running Backware			
Pacific Type	40	20			
Mikado	40	20			
Eight Wheelers	45	25			
Ten Wheelers	45	25			
Mogul	30	25			
Atlantic Type		25			
Consolidation	25	20			
Yard Engines	15	15			

17. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.

lile Post	EAST OF	DESCRIPTION
	O.A	KLAND PIER-TRACY VIA PORT COSTA.
	Oakland Pier	Long Wharf, depressed tracks—side.
	Oakland Pier	Freight Slip-side.
5.5	Oakland, 16th St	Structures of Pacific Coast Canning Co.—side.
6.6 6.6	Emeryville	Structures on track No. 6 between signal bridges 204 and 205—side. Structures on Judson siding—side.
6.6	Emeryville	Umbreila Sheds—side.
6.6	Emeryville	Machine shops Judson Iron Works—overhead and side.
7.0	Shell Mound	Water tank on spur—overhead and side.
7.5	Stock Yards	Corral platform—side.
7.5	Stock Yards	Fertilizer spur—side.
13.1 13.1	Stege	Hotel back of station building—side. Buildings end of track No. 2—side.
14.5	Stege	A. T. & S. F. Crossing—overhead and side.
14.5	Richmond	Stone spur Bunkers—overhead and side.
15.0	Richmond Transfer	Warehouse—Western Pipe & Steel Co.—overhead—side.
16.5	San Pablo	A. T. & S. F. Crossing—overhead and side.
19.3	Giant	Wagon bridge—overhead and side.
26.5	Oleum	Tramway—overhead.
26.5 26.7	Oleum	Loading racks, Union Oil Co.—side.
27.7	Oleum Tormey	Tunnel No. 1—overhead and side. Tunnel No. 2—overhead and side.
29.0	Crockett	Sugar Co. warehouse.
29.0	Crockett	CalHaw. S. R. Co.—overhead.
30.1	Eckley	Platforms of brick company—side.
30.5	Port Costa	Buildings; Bankers, California and Grangers Warehouse —side.
31.1	Port Costa	Wagon Bridge—overhead.
31.8	Nevada Dock	Platforms of brick company—side.
31.8 34.7	Nevada Dock	Long and short cable, empty and house track No. 1—side.
34.7	Martinez	Warehouse, Anderson Co.—overhead and side, cars to be left outside. Martinez Canning Co. spur—overhead.
36.8	Peyton	Loading rack track, G. C. Co.—side.
43.2	Nichols	Wagon Bridge—overhead.
43.2	Nichols	A. T. & S. F. Ry. crossing—overhead and side.
43.2	Nichols	General Chemical Co., ore house on spur—side.
		PORT COSTA—SACRAMENTO.
31.2	Port Costa	Wagon Bridge-overhead.
01.2	Stmr. Contra Costa	Overhead and side.
	Stmr. Solano	Overhead and side.
32.4	Benicia	Apron sheds and tracks—side.
32.4	Benicia	Carquinez Packing Co., buildings—side.
48.9	Suisun-Fairfield	Pacific Fruit Product Co., Spur—side.
		OAKLAND PIER-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.
4.9	West Oakland	Water tank on Wye-overhead and side.
7.0	Oakland, 1st St	Warehouse track, Howard Co.—side. Buildings Sunset Lumber Co.—overhead and side.
7.2	Oakland, 1st St	Buildings Sunset Lumber Co.—overhead and side.
9.0	23rd Avenue	Pacific Wire and Steel Co. spur—side.
9.0	23rd Avenue	California Cotton Mills—overhead and side. California Pottery Co., spur and buildings—side.
9.0	23rd Avenue Fruitvale	Steel bridge over estuary—overhead and side.
10.5 20.1	Hayward	Hunt Bros Canneries side.
29.2	Niles.	New Bunkers, Calif. Bldg. Mat'l Co.—overhead and side.
29.2	Niles	New Bunkers of Niles Sand and Gravel Co.
42.4	Remillard	Platform and Shed—Remillard Brick Co.—side.
46.9	Livermore	Livermore Brick Co., shed and loading platform over high line track-
40.0	Livermore	overhead and side. Water tank spouts—sides.
46,9	MY CALIFORNIA	
		ELMHURST—COLLEGE PARK.
41.7	Agnew	Track leading into distillery—side.
		AVON-RADUM.
44.6	Nacio	Bridge—overhead and side.
45.8	Las Juntas	Trolley wire—Interchange Track—overhead.
47.5	Oxley	Bridge—overhead and side.
49.2	Walnut Creek	Bridge—overhead and side, Bridge—overhead and side, Bridge—overhead and side,
57.0	Osage	Bridge—overhead and side.
66.4	Asco	Beet loading chute—sides.
	SUISUN-	FAIRFIELD AND SOUTH VALLEJO—SANTA ROSA.
37.3	Napa Jct	Sheds over platforms on the two northerly spurs of Portland Cement Co.—overhead and side.
		ELMIRA—RUMSEY.
76 .	YTT: 4	Fruit shed—overhead and side.

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

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

Steam shovels must not be transported over the road unless the "A" frames are lowered.

18. JUNCTION SWITCHES.

The east end of double track at Elmhurst is the east switch of cross-over west of junction switch for Elmhurst-College Park Line. The normal position of 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 track leading from junction switch will be set for westward trains.

JUNCTION SWITCHES—Continued.

The normal position of Wye switch on Dumbarton and Centerville Line at Newark is for Dumbarton and Centerville Line.

Normal position of the junction switch for the Elmira-Rumsey Line on siding at Elmira is for that line.

Normal position of junction switches at Napa Junction is for the Calistoga Line.

Normal position of junction switches at Buchli and Ramal is for Santa Rosa Line.

Normal position of junction switch at Wingo is for N. W. P. R. R. Enginemen on Southern Pacific trains approaching junction at Wingo will give two long and three short sounds 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.

19,

NAME	TITLE	LOCATION	DISTRICT
Or. F K. Ainsworth	Chief Surg. and Mgr.	San Francisco	Pacific System.
Or. W. B. Coffey	Division Surgeon	San Francisco	San Francisco.
Or. J. H. O'Connor	District Surgeon	San Francisco	San Francisco.
Or. S. J. Gardner	District Surgeon	San Francisco	San Francisco.
Or. G. R. Carson	District Surgeon	San Francisco	San Francisco.
Dr. C. A. Walker	District Surgeon	San Francisco	San Francisco.
Dr. C. A. Walker Dr. G. H. Willcutt	Oculist and Aurist	San Francisco	San Francisco.
Dr. W. F. Blake	Oculist	San Francisco	San Francisco.
Dr. Redmond Payne	Oculist and Aurist	San Francisco	San Francisco.
Dr. O. D. Hamlin	Division Surgeon	Oakland	Oakland, San Leandro, Berkeley.
Dr. Chas. K. Small	District Surgeon	Oakland	Oakland, San Leandro, Berkeley.
Dr. J. I. Vickerson	District Surgeon	West Oakland	Oakland, San Leandro, Berkeley,
Dr. E. F. Card Dr. C. H. Wilder	Oculist and Aurist	Oakland	Oakland, San Leandro, Berkele
Dr. C. H. Wilder	District Surgeon	East Oakland	Oakland, San Leandro, Berkeley
Dr. E. A. DePuy	District Surgeon	Fruitvale	Oakland, San Leandro, Berkeley.
Dr. E. M. Keys	District Surgeon	Alameda	Alameda Mole, Newark.
Dr. M. W. Brown	Assistant Surgeon	Alameda	Alameda Mole, Newark.
Dr. C. W. Page	District Surgeon	Berkeley	Berkeley, Stege.
Dr. F. W. Simpson	Assistant Surgeon	Berkeley	Berkeley, Stege.
Dr. C. H. Miller Dr. F. W. Browning	District Surgeon	San Leandro	
Dr. F. W. Browning	Emergency Surgeon.	Hayward	Son Loandes William Count
Dr. Chas. L. McKown	District Surgeon District Surgeon	Pleasanton	San Leandro, Milpitas, Sunol. Sunol, Remillard.
Dr. H. F. Trroutman Dr. W. S. Taylor		Livermore	Remillard, Midway.
Dr. C. A. Lutz	District Surgeon Emergency Surgeon.	Irvington	Remnard, Midway.
Dr. R. J. Smith	Emergency Surgeon.	Milpitas	
Dr. J. I. Beattie	District Surgeon	Santa Clara	Newark, San Jose.
Dr. D. A. Beattie	District Surgeon	San Jose.	Milpitas, Santa Clara, San Jose.
Dr. E. F. Holbrook	District Surgeon	San Jose	Milpitas, Santa Clara, San Jose.
Dr. H. W. Emerson	District Surgeon	Centerville	Mirpitelly Called Clara, Call 9 036.
Dr. E. A. Ormsby	Emergency Surgeon.	Newark	
Dr. W. Lucas	District Surgeon	Richmond	Stege, San Pablo.
Dr. G. M. O'Malley	Emergency Surgeon.	Crockett	
Or. P. B. Fry	District Surgeon	Port Costa	San Pablo, Benicia, Vallelo, Martine
Dr. Edwin Merrithew	District Surgeon	Martinez	Port Costa, Pittsburg.
Dr. W. S. George	District Surgeon	Antioch	Pittsburg, Antioch.
Or. L. W. Moore	District Surgeon	Brentwood	Newlove, Herdlyn.
Dr. Allan R. Powers	District Surgeon	Tracy	Herdlyn, Midway, Tracy.
Or. W. L. McFarland	District Surgeon	Benicia	Benicia, Goodyear.
Or. S. J. Bransford	District Surgeon	Suisun	Goodyear, Napa Junction, Elmira.
Dr. H. E. Morrison	District Surgeon	Dixon	Elmira, Tremont.
Dr. W. E. Bates	District Surgeon	Davis	Tremont, Merritt, Webster.
Dr. G. A. White	Consulting Surgeon.	Sacramento	777-1-4 - 61 4 - 17111-
Or. A. M. Henderson	Division Surgeon	Sacramento	Webster, Sacramento, Florin.
Or. G. L. Stevenson Or. W. E. Briggs	District Surgeon	Sacramento	Webster, Sagramento, Florin.
Or. M. P. Stansbery	Oculist and Aurist	Sacramento	Webster, Sacramento, Florin. Elmira, Allendale.
Or. R. E. Peck	District Surgeon	Vacaville Winters	Allendale, Rumsey.
Dr. T. Craig.	District Surgeon District Surgeon		Anendale, Rumsey.
Dr. B. J. Klotz	District Surgeon	Capay South Vallelo	Napa Junction, South Vallejo.
Dr. E. Z. Hennessey	District Surgeon	Napa	Rutherford, Napa Junction.
Dr. D. E. Osborne	Emergency Surgeon.	St. Helena	TATAMOTTAL TIGOR A STANTON
Or. W. L. Blodgett	District Surgeon	Calistoga	Calistoga, Rutherford.
Dr. L. H. Francis	Emergency Surgeon.	Glen Ellen	Commence of the second of the
Or. A. M. Thomson	Emergency Surgeon.	Surgeon	Sonoma.
Dr. J. W. Jesse	District Surgeon	Santa Rosa	Santa Rosa, Napa Junction.
Dr. Geo. McKenzie	Emergency Surgeon.	Concord	
Dr. C. R. Leach	Emergency Surgeon	Walnut Creek	
Dr. Edw. C. Love	Emergency Surgeon.	Danville	

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

GENERAL HOSPITAL	SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL	
S. P. EMERGENCY HOSPITAL	

MISCELLANEOUS.

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

YARDS.

Yards are established at the following stations: Napa Niles South Vallejo West Oakland Port Costa Benicia Suisun-Fairfield Davis Napa Jct. Newark Rules 93 and D-93 are revised as follows:

"Within yard limits the main track may be used, protecting against first-class trains.

23. ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL."

24. ALL TRAINS ENTERING SIDINGS WILL DO SO UNDER CONTROL. RE-SPONSIBILITY FOR COLLISION IS PLACED WITH ENTERING TRAIN.

25 Westward first-class trains via Santa Clara having passed beyond the easterly limits of San Jose interlocking plant, and eastward first-class trains standing at San Jose passenger station, need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains. This does not affect observance of Coast Division Special Rule relative Signal 464.

26 First-class trains via Niles within the limits of San Jose interlocking plant or standing at San Jose passenger station need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains.

27 Western Division trains holding orders to display signals to College Park will continue to do so on Coast Division, College Park to San Jose, and will display signals from San Jose when holding orders to display signals on Western Division from College Park.

WEST OAKLAND YARD-Extends from Oakland Pier, Long Wharf, to yard limit signs east of Elmhurst on Elmhurst-Tracy and Elmhurst-College Park Lines; Stonehurst; San Pablo, including Richmond Transfer and Richmond Belt Railway; also on Electric Lines from Alameda Pier to all points on lines in Alameda and Berkeley; 14th and Franklin Streets, Oakland, and to Trolley Pole No. 2799, east of Parker Avenue on Melrose extension of Seventh Street Line.

29 First paragraph, Rule 92 will not apply at Oakland Pier.

30 Trains may move between Oakland Pier and Elmhurst irrespective of time table 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 five minutes or more to clear a first class train moving in the same direction.

31 But one train should occupy Broadway Station or tracks between Washington and Franklin Streets at the same time. If necessary for two trains to occupy this territory, but one train at a time should be moving. Passenger trains must be given preference.

32 One-arm train order signal at Elmhurst governing eastward trains only.

33 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 signal limits, if signal indicates "Proceed," train may proceed, but will run under control, not exceeding six miles per hour, for a distance of one-half mile, before resuming speed.

34 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.

35 On lines of more than two main tracks when a train finds a fusee burning red on or near the track it occupies, 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. 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.

36 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 apply at interlocking towers. 39 Derail in westward main track just west of Benicia station building, normal position "open."

When a train or a portion of a train takes the siding it must not stop foul of the main track to allow the brakeman to get on after closing the switch but first pull into clear.

41 Movements through interlocking plants on a signal from the towerman must be preceded by a flagman.

42 Headlights on engines standing at the end of pier at Oakland Pier must be covered when steamers are landing.

43 Road engines when moving between roundhouse and train, at night or in foggy or stormy weather, must display a white and a red light on the rear of tank over

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

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

46 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.

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

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

49 The siding for eastward trains at Bay Point is the first track on Bay side of main track. For westward trains the first track on the station side of main track.

50 Spur track Mile Post 15, Elmhurst-College Park Line, can be used as far as road crossing west of beet loading racks and will hold 50 cars.

51 The short track opposite the passenger station building at Santa Clara is the siding. 52 The siding of the Dumbarton and Centerville Line at Newark is west of the Elmhurst-College Park Line.

53 The siding of the Elmhurst-College Park Line at Newark is located east of station.
54 At Newark, Santa Clara and College Park, trains on the Elmhurst-College Park Line when calling in flagman from the west, will give four long and one short sounds of the whistle; when calling in flagman from the east, will give six long sounds of the

55 At Napa Junction, trains on the Santa Rosa Line, when calling in flagman from the east, will give six long sounds of the whistle.

56 Trains on Track No. 1 between San Pablo and 16th Street Station, when calling

in flagman from the east, will give six long sounds of the whistle.

57 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 give four long and one short sound of the whistle.

Trains using the working track between Port Costa and Vallejo Junction, when calling in flagman from the east will give six long sounds of the whistle. 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. When doubling, engine running for water, or for any other purpose, it becomes

necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing, and must use extreme care in returning for rear portion of train.

61 Eastward passenger trains approaching Tracy via Niles will have right to the main track to the west switch of passenger siding, west switch being located 200 feet west of C Street crossing Tracy.

62 Eastward passenger trains approaching Tracy via Port Costa will have right to main track to signal No. 820 located just west of C Street crossing, Tracy.

63 Trains loading on ferry steamers or unloading at Port Costa or Benicia will be governed by the following regulations:

PASSENGER TRAINS.

Head brakeman must ride rear end of first cut onto steamer and set brakes. Rear brakeman must ride head end of second cut onto steamer and set brakes. Yardmen must ride head ends of third and fourth cuts, when there are any, and set

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 steamer trainmen must keep vestibule doors and traps open, opening same as soon as the train comes to a stop on the steamer. 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 steamer. Vestibule tail gates must be in proper position.

Locomotives standing at end of apron awaiting transfer on steamer 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 steamer, 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 opposite landing head brakeman must release all brakes on first cut and ride it off the steamer.

Rear brakeman must release all brakes on second cut and ride it off the steamer. Deck hands will release brakes on the two remaining cuts.

In foggy weather, or, when for any cause signals cannot clearly be seen, while two ferry steamers are in operation between Port Costa and Benicia, the steamers must not attempt to pass in crossing, but one steamer must be held in the slip until the opposite steamer arrives. Under the above conditions, the starting of steamers will be arranged for by the

steamer captains and yardmaster.

Trains to or from new slip at Port Costa will be handled through work track (No. 8), north side of station building, when conditions are such that they cannot be handled via main tracks. Eastward trains will approach crossover west of station building under control, prepared to take either route to slip, as directed by yardmen. Track No. 8 must be kept clear and properly lined up for such movement.

Passenger trains to and from ferry steamers will make station stops at Port Costa for exchange of passengers, baggage, mail and express.

MAIN TRACKS.

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 track No. 1 between San Pablo and Shellmound and track No. 4 between Shellmound and Richmond display markers as per Rule D-19 the same as though running against the 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.

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

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; threearm 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 station.

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 station 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.

INTERLOCKING SIGNALS—Continued.

SIXTEENTH STREET TOWER.—Near 16th Street Station, 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

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.

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. 71. WEST OAKLAND TOWER-First and Cedar Streets, West Oakland.

Westward trains to West Oakland tower on First Street 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

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 gov-

erns movement to First Street 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 track; upper arm governs movement to freight yard, lower or short-arm governs movement to passenger yard.

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

vard tracks.

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

72. 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 track toward Oakland Pier governed by home signal on post 500 feet east of Western Pacific crossing.

Westward trains to Magnolia Street tower on First Street track to freight yard governed by short-arm signal on post 500 feet east of Western Pacific crossing and warf signal between westward and eastward tracks at cross-over switch.

Eastward trains to Magnolia Street tower on First Street 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 short arm or dwarf signals.

Trains must not exceed speed of 10 miles per hour through connection of Southern Pacific and Western Pacific Railway at Chestnut Street, Oakland.

73. 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 First Street track gov-

erned by home signal on post on signal bridge No. 118, 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

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 meat spur is located on left side of track.

FRUITVALE TOWER—Fruitvale.

Westward trains to Fruitvale tower on westward 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 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. 75. PORT COSTA TOWER-Junction of double track, east of Port Costa.

Westward trains to Port Costa tower on single track to westward track governed by upper arm on two-arm post 50 feet east of double-track junction switch; lower or short arm governs movement against current of traffic on eastward track.

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

Other movements governed by dwarf signals.

DAVIS TOWER—Davis.

Westward trains to Davis tower on westward main track toward Benicia governed by home signal on post on signal bridge 1,700 feet east of tower and home signal on post 500 feet west of tower.

Westward trains to Davis tower on westward main track, then around the east leg of the wye toward Woodland, governed by suspended home signal on signal bridge 1,700 feet east of tower and dwarf signal 400 feet north of tower.

Westward trains to Davis tower on northern single main track toward Benicia governed by home signal on post on signal bridge 1,200 feet north of tower and dwarf signal 400 feet west of tower.

Westward trains to Davis tower on northern single main track, then around the east leg of the wye toward Sacramento, governed by suspended home signal on signal bridge 1,200 feet north of tower and dwarf signal 400 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Sacramento governed by home signal on post 1,200 feet west of tower and home signal on post 700 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Woodland governed by short arm home signal on post 1,200 feet west of tower and dwarf signal 400 feet north of tower.

Other movements governed by short arm, or dwarf signals. Whistle signal for northern single track, or from northern single track to Sacra-

77. MIKON TOWER—Crossing of Southern Pacific and Sacramento and Woodland Railway, east of Mikon. Westward trains to Mikon tower, on westward track, governed by home signal

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

on post 500 feet west of crossing. Movement over crossing against the current of traffic governed by dwarf signal.

78. RADUM TOWER-Junction of Niles-Tracy line and Radum-Avon line. 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 the Radum-Avon Line governed by lower or short arm on three-arm post at east junction switch.

Trains from Pleasanton to the Radum-Avon Line governed by lower or short arm on three-arm post at west junction switch.

Trains from the Avon-Radum Line to Livermore or Pleasanton governed by one-arm post 1100 feet from junction switches. Whistle signal for Radum-Avon Line: -

NILES TOWER-Crossing of Western Pacific Ry. and San Jose Line, near Niles. Trains to Niles tower moving to San Jose Line 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 Dumbarton-Centerville Line.

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

Trains to Niles tower from Dumbarton-Centerville Line to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movements to San

Whistle signals: For San Jose, For San Jose, ——— o.
For Centerville ——— o –

For Niles, o —— o.

SAN JOSE TOWER—Junction of San Jose-Niles Line and Coast Division, San Jose Trains to San Jose tower from San Jose-Niles Line governed by upper arm on two-arm post at Third Street and dwarf signal west of tower.

Westward trains to San Jose tower moving to San Jose-Niles Line governed by

dwarf signals. Whistle signals:

To San Jose freight yard: -COLLEGE PARK TOWER-College Park.

Westward trains to College Park tower on westward track to College Park-Elmhurst Line governed by middle arm on three-arm post about 700 feet east of

Westward trains to College Park tower from West San Jose to College Park-Elmhurst Line governed by middle arm on three-arm post about 500 feet east of tower. Eastward trains to College Park tower on College Park-Elmhurst Line 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 the College Park-Elmhurst Line 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 San Jose: For West San Jose or the College Park-Elmhurst Line: oo ----- oo.

For San Jose freight yard: —— o.
For Santa Clara drill track: ——

ELMHURST.

Eastward trains approaching Elmhurst to indicate route they desire to take will give whistle signals as follows:

One long and one short (— o) to Elmhurst-College Park Line. One long, one short, one long (— o —) Elmhurst-Tracy Line.

SANTA FE JUNCTION:

Switches at Santa Fe Junction will be handled by Switch Tender. Westward Southern Pacific trains on track No. 1 and 2 must be governed by indication of signals on bracket post just East Santa Fe overhead crossing. Home signal on right hand post governs movement on track No. 1, home signal on left hand post governs movements on track No. 2.

Eastward Southern Pacific trains on track No. 3 must be governed by indication of upper home signal on stub bracket post to the right of track No. 4 about 600 feet West of cross-over switch.

Westward Santa Fe trains must be governed by indication of home signal on post about 300 feet East of Junction Switch.

Eastward Santa Fe trains must be governed by indication of lower home signal on stub bracket post to the right of track No. 4 about 600 feet west of cross-over Eastward Santa Fe trains approaching Santa Fe Junction will sound —

Trains must not exceed speed of 10 miles per hour when crossing over through cross-over switches at Santa Fe Junction.

84. 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 Line.

Steamboat Slough, about 1000 feet west of Wingo Junction switch. RAILROAD CROSSINGS NOT INTERLOCKED:

All trains must stop except at crossings protected by flagmen, give two short sounds of 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 flagman.

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

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

N. W. Pac. Railway, 2200 feet west of Schellville, stop.
N. W. Pac. Railway, 1000 feet west of Yulupa, stop.
Napa Valley Railway, 3200 feet west of Union, on Union Line, stop.

Napa Valley Railway, 600 feet west of Napa, on Calistoga Line, stop. Oakland & Antioch Railway, 4000 feet east of Hookston on Avon-Radum Line, stop. Western Pacific Railway, between Elmhurst and Stonehurst, stop.

RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

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

		Boiler	SACRA- MENTO	OAKLAND AND SAN JOSE	TRACY	NILES	SUISUN- FAIRFIELD	NAPA JCT. TO SUISUN-	NAPA JCT. TO SANTA ROSA	OAKLAND A VIA AN AN	TIOCH	TONNA	SE OF PA	Assengei	R CARS.	
CLASSIFICATION	ENGINE NUMBERS	Pressure	AND BENICIA	VIA NILES NILES TO REDWOOD	TO NILES	TO	NAPA JCT.	FAIRFIELD NAPA JCT. TO CALISTOGA	CALISTOGA TO NAPA JCT.	#OAKI AND SANT THROUGH	AND A CLARA LOCAL		Wood Lbs.	Steel Lbs.	C.M.St P. Cars	
E-63 17/24 52	1309	140)	1730	1610	645	685	460	635	790	1950	2320	Baggage	79,000	90,000	125,000	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1306 1323 and 1331 to 1353	140∫ 140	1565	1470	580	620	415	585	720	1765	2105	Baggage (Dynamo) Baggage and Mail 60 ft		105,000		- 1
E-63 17/24 57 E-69 18/24 60	1366 1413	150)	1880	1675	655	600	500	700	850	2160	2570	Baggage and Mail 69 ft	77,000	121,000		00.000
E-69 18/24 68	1402 to 1411	165	2160	1940	770	815		• • • •		2460	2930	Buffet	61,000	. 130,000		122,000
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1468 1473, 1479	150 160)	2220	1980	780	860	620	830	1010	2545	3030	Buffet (Dynamo)		. 146,000	141.000	135,000
E-63 18/26 73 E-69 18/26 73	1474	160	2 43 0	2160	870	950	690	9 20	1110	2 7 80	3300	Business	86,000	178,000 98,000	141,000	130,000
E-69 18/26 74 E-62 18/26 65	1459 to 1463 1464, 1466, 1467, 1469 1480	165 } 150 }	2285	2070	860	910	625	865	1045	2620	3190	Coaches Dining Horse Express	80,000 128,000 81,000	95,000 147,000	133,000	. 135,000
E-73 20/24 89 E-73 20/24 92	1443	190\ 190\	2900	2790	1115	1185	• • • • •	• • • •		3230	38 50	Observation	122,000	145,000		131,000
M-63 20/28 126 M-63 21/28 155	1615 to 1719 1720 to 1724, 1770 to 1779	190	3770	3415	1410	1490	1110	1510	1765	4310	5095	Postal (40 feet)		. 77,000 . 110,000		
M-63 21/28 144	1725 to 1769, 1780 to 1803	195	4 390 427 0	3930 3820	16 3 0 1 57 0	1725 1660	1270 12 4 5	1730 1 7 00	2020 1970	5020 4890	5925 5790	Pullman Observation Pullman Parlor	124,500 115,000	151,000 146,000		127,000
M—63 21/28 147 T—57 18/24 73	1819 to 1822	200	$\frac{4390}{2285}$	3930 2070	1 6 30 860	1725 910	1270 625	1730 865	2020 1045	5020 2620	5925 31 9 0	Pullman Standard Sleepers.	125,000	153,000	153.000	145,000
T-57 18/24 80	2108	160)	2200	2010	000	510	020	300	1010	2020	0100	Pullman Tourist Sleepers Tea and Silk	94,000 48,000		141,000	133,000
T-57 18/24 81 T-57 18/24 86	2125 to 2126, 2130 to 2133	160 160	244 0	9999	077	007	000	040	1100	0700	0050	W. F. Refr. Express 40 to 48				
T57 18/24 83 T-57 18/24 87	2155 to 2173		2440	2220	875	925	680	94 0	1120	2790	3370	4 4 4 90 4 129	77,900			
T-57 18/24 88	2184 to 2186	160										* * * *130 * 154 * * *155 * 189				
T-63 18/24 77 T-63 18/24 86	2026 2127 and 2129	160) 160	2230	2085	830	885	605	840	1020	2555	2985	* * * *500 * 50*	108,500			
T-63 21/28 144 T-69 19/24 101	2301 to 2310	200	4390 2570	3930 2470	1 630 9 60	1725 1020	1275	1735	• • • •	5020	5 9 25	N. P. Refr. Express	60,000			74,000
T-69 20/26 113	2214 to 2220	180	3060	2720	1070	1135			• • • •	2940 3500	3410 4170	G. N. " "	70,000			<u>.l</u>
T-63 19/24 105 T-63 20/26 112	2221 to 2234	160 180	2480 3360	2210 3075	880 12 4 5	$935 \\ 1320$	1045	1305	1555	2835 3840	3375 4525		MILEA			
T-63 22/28 160 C-57 22/30 187	2311 to 2352		4795	4315	1745	1850				5490	6 510	0.11 1.77 1.77	MAIN LI		08.00	
C-57 22/30 184 C-57 22/30 180	2513 to 2599, 2752 to 2830	200 200	5135	4675	1915	2025	1550	2095	••••	5980	709 0	Oakland Pier to Tracy via Elmhurst to Santa Clara Niles to San Jose Redwood Jet. to Niles Jet		S. P. C. R C. P. Ry. C. P. Ry.	y 31.46 17.26 16.24	3 3 1
TW-56 20/30 120	2682 to 2693	200) 160	3415	3050	1240	1315	1005	1370	1560	3905	4630	West Oakland to Sacramer Port Costa to Tracy	to, via Benic	28. S. P. R. R S. P. R. R	83.44 49.53	<u> </u>
TW-50 20/26 120 TW-50 20/26 118	2944	170)	3690	33 00	136 0	1440	1100	1490	1720	4220	5000	Total Main Line		• • • • • • • • • • • • • • • • • • • •	• • • • •	264.84
A-84 15/25/28 110) 3000 to 3009	200	2850	2695	1040	1110				3275	3785		BRANCE			
A-79 15/25/28 102 A-81 20/28 105	2 3016 to 3024	200 200	3015 3160	2680 2800	1035 1110	1105 1180		• • • •		3465 3625	4000 4200	Alvarado C. P. Ry	Halvern to Suisun-Fa	Alvarado airfield to Sout	2.65 h	i
A-81 20/28 105s T-69 21/28 149	3049	200	3420	29 50	1150	1220		••••	••••	3810	4540	NapaS. P. R. R.	. { Vallejo Napa Jet	. to Calistoga	20.07 34.52	,
	2283 and 2300ly Oakland and Santa Clara.	200	41.00	3660	1 49 0	1575		••••	****	4690	5570	Richmond Spur.S. P. R. R Rumsey S. P. R. R San Ramon S. P. R. R Santa Rosa S. P. R. R Stonehurst . C. P. Ry.	San Pablo to Elmira to R. Avon to Ra Napa Jet. to Elmhurst to	o Richmond T lumsey dum o Santa Rosa o Stonehurst	ransfer 2.00 51.2: 29.8: 37.2:	2 5
		n 40 Ms	6	6	3	3	3	3	3	6	6	Wingo-Union S. P. R. R	Ramal to	Wingo	8.62 2.08	a
Allowance for Empty		Ms an 50 Ms	3 0	3 0	0	0	0	0	0	3	3	Total Branches Total Western Divi	sion			189.04 453.88

TRAINMASTERS.

G. D. WRIGHT.....Suisun, Cal. H. R. GERNREICHOakland, Cal. F. E. YOAKUM.....Oakland, Cal.

SUPERINTENDENT'S OFFICE-OAKLAND PIER, CAL.

C. E. NORTON, CHIEF TRAIN DISPATCHER.
D. BLAKE, ASST. CHIEF TRAIN DISPATCHER.
M. A. MICHAELSON, ASST. CHIEF TRAIN DISPATCHER.
CHAS. W. PERKINS, EXAMINER.

F. E. GORDON, TRAIN DISPATCHER.
J. P. GALLAGHER, "
J. A. SHOCKEY, "
J. H. RHORER, "
J. C. DELMORE, "

W. H. McLEAN, TRAIN DISPATCHER.
L. L. BROWN, " "
C. C. DAVISON, " "
T. R. GRIMSHAW, " "

T. H. WILLIAMS,

Superintendent.

G. E. GAYLORD, Assistant Superintendent.

