

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

Plays
85

SOUTHERN PACIFIC

(PACIFIC SYSTEM LINES)

TIME TABLE

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.



FIRST CLASS

Capacity of passing sidings in car lengths and location of scales, fuel, water and turning stations.	716	50	44	46	742	20	128	14	126	2	30	8	42	712	22	36	28	122	86	Distance from San Francisco.	Time Table No. 1 August 18, 1918
	Santa Fe Passenger	San Joaquin Valley Flyer	Calistoga, 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		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	4.40PM	4.00PM	3.40PM	2.40PM	1.20PM	1.00PM	12.40PM	10.20AM	9.40AM	9.40AM	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	4.27PM	4.07PM	3.05PM	1.48PM	1.30PM	1.10PM	10.50AM	10.15AM	10.10AM	9.05AM	8.50AM	8.07AM	7.48AM	7.45AM	6.48AM	6.45AM	6.25AM	12.10AM	3.5	DNR OAKLAND PIER
Term, Yard WFTYO																				4.9	DNR WEST OAKLAND
I Interchange	s 5.16	s 4.35	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	s 12.18	5.5	OAKLAND (16th Street)
I																				6.6	EMERYVILLE
																				7.0	SHELLMOUND
																				7.2	SEDAN
																				7.4	PARAFFIN
55 West																				7.8	STOCK YARDS
	s 5.26	s 4.45	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	8.2	LIVNY
																				9.2	BERKELEY (University Ave.)
				f			f		f											10.2	CORBIN
				f			f		f											10.7	FLEMING
				f			f		f											11.2	NOBEL
87 East				f			f		f							f				11.6	VIGORIT
	5.35PM	4.51	4.30	3.30	2.15PM	1.54	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	13.1	STEGE
P		s 4.55	s 4.34	s 3.35		1.57	s 1.39	s 11.17	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	14.1	SANTA FE JCT.
148 East WP 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	15.0	RICHMOND
P				s			s		s							s				16.6	SAN PABLO
48 East 52 West P							f		f							f				18.9	GIANT
																	f			19.8	SOBRANTE
74 West P		5.07	4.47	s 3.51		2.10	s 1.55	11.30	s 11.02	10.47	9.48	9.30	8.45		8.22	s 7.40	7.26	7.00	12.52	21.5	KRIEGER
45 East				s												f	s			23.0	PINOLE
				s 3.57			s 2.02		s 11.07							s 7.46				23.8	HERCULES
69 East P				f			f		f							s				25.5	RODEO
43 East							f		f							f			f	26.4	OLEUM
46 West P				s			s		s				s			s				27.1	TORMEY
55 West P		s 5.15	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	SELBY
210 West			s	s			s		s							s	s	s	s	28.0	VALLEJO JCT.
62 West P							f		f				f							29.0	CROCKETT
Yard WFTYO		s 5.25PM	s 5.15PM	s 4.15PM		s 2.30PM	s 2.22PM	s 11.50AM	s 11.25AM	s 11.05AM	s 10.10AM	s 9.50AM	s 9.15AM		s 8.40AM	s 8.10AM	s 7.50AM	s 7.25AM	s 1.15AM	30.1	ECKLEY
		Via Martinez see page 10	Via Martinez See page 10	4.15		2.30	Via Martinez see page 10	11.50		11.05	10.10	Via Martinez see page 10	Via Martinez see page 10		8.40	Via Martinez See Page 10	7.50		Via Martinez see page 10,	31.1	DNR PORT COSTA
				4.35PM		3.00PM		12.20PM		11.35AM	10.30AM			9.00AM		8.15AM				31.1	PORT COSTA
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	32.4	BENICIA

Automatic Block

Double Track

(0.27)	(0.58)	(1.08)	(1.10)	(0.27)	(1.00)	(1.12)	(1.00)	(1.10)	(0.55)	(1.05)	(1.00)	(1.08)	(0.27)	(0.55)	(1.22)	(1.05)	(1.00)	(1.05)	.....	Time over District
23.55	28.55	24.35	23.65	23.55	27.60	23.00	27.60	23.65	30.11	25.47	27.60	24.35	23.55	30.11	20.19	25.47	27.60	25.47	.....	Average 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 or south of Tracy.
- 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.

TOWARD SAN FRANCISCO.

Time Table No. 1		FIRST CLASS																			
August 18, 1918		711	87	5	25	123	13	81	741	53	45	47	9	127	49	19	29	1	129	43	131
STATIONS		Santa Fe Passenger	Oil Fields Flyer	San Francisco Passenger	The Owl	Martinez and Vallejo Passenger	San Francisco Express	Tracy 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 & Avon Passenger	Navy Yard Passenger
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN SAN FRANCISCO	31.1	7.30AM	7.50AM	8.10AM	8.30AM	8.50AM	8.50AM	10.10AM	10.50AM	10.50AM	11.10AM	11.30AM	12.30PM	1.30PM	2.10PM	2.30PM	3.50PM	5.10PM	6.30PM	6.10PM	7.10PM
OAKLAND PIER	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
DNR OAKLAND PIER	27.6	s 7.05AM	s 7.23AM	s 7.35AM	s 8.02AM	s 8.25AM	s 8.20AM	s 9.42AM	s 10.15AM	s 10.22AM	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
DNR WEST OAKLAND	26.2																				
OAKLAND (16th Street)	25.6	s 6.57	s 7.12	s 7.27	s 7.53	s 8.17	s 8.12	s 9.34	s 10.05	s 10.13	s 10.30	s 10.55	s 11.54AM	s 12.55	s 1.32	s 1.50	s 3.17	s 4.30	s 5.50	s 5.35	s 6.27
EMERYVILLE	24.6																				
SHELLMOUND	24.1																				
SEDAN	23.9																				
PARAFFIN	23.7																				
STOCK YARDS	23.3																				
LIVNY	22.9																				
BERKELEY (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	s 10.03	s 10.19	10.47	11.34	s 12.40	s 1.21	s 1.40	s 3.05	4.20	s 5.40	s 5.26	s 6.17
CORBIN	20.9																				
FLEMING	20.4					f								f							f
NOBEL	19.9																				
VIGORIT	19.5													f							
STEGE	18.0		f			f								f						f	
SANTA 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
RICHMOND	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	s 5.16	s 6.06
SAN PABLO	14.5		6.47	6.59	7.27	s 7.50	7.46	9.09		9.50	f 10.04	10.35		s 12.23	1.06	1.26	2.49	4.06	s 5.24	5.12	
GIANT	12.2					s					s			s					s 5.20		
SOBRANTE	11.3										f			f							
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
HERCULES	7.3													f					f		s
RODEO	5.6					s 7.23					s 9.47			s					s 5.06		
OLEUM	4.7					f					f			f					f		
TORMEY	4.0					f								f					s		
SELBY	3.6					s					s			s					s		
VALLEJO 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	s 4.55	5.48 5.10
CROCKETT	2.1					s		s			s			s	s		s		s		
ECKLEY	1.0					f								f					f		
DNR PORT 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 5.00PM
PORT COSTA	1.3		Via Martinez see page 11	6.25	Via Martinez see page 11	Via Martinez see page 11	7.20	Via Martinez see page 11		9.25	9.25	10.10	11.00		Via Martinez see page 11	1.00	2.20	3.40	Via Martinez see page 11	Via Martinez see page 11	
BENICIA	0.0		5.55AM		6.45AM					9.00AM	9.00AM	9.45AM	10.35AM		12.25PM	2.00PM	3.10PM				
(27.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time over District.....	(0.25)	(1.03)	(1.10)	(1.02)	(1.20)	(1.00)	(1.12)	(0.30)	(0.57)	(1.10)	(0.53)	(1.02)	(1.18)	(1.00)	(1.00)	(1.05)	(1.00)	(1.35)	(1.08)	(1.40)
Average speed per hour.....	25.44	26.28	23.65	26.70	23.65	27.60	23.00	21.20	29.05	23.65	31.24	26.70	21.23	27.60	27.60	25.47	27.60	20.70	24.35	26.70

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

- 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.
- 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.

THIRD CLASS

FIRST CLASS

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS								Distance from San Francisco	STATIONS
	222 Sacramento, Ogden and Portland Fast Freight	288 Fresno Freight	302 Port Costa Way Freight	54 Oregonian	16 Oregon Express	702 Santa Fe Passenger	132 Martinez Local	130 Martinez Local	6 Atlantic Express	48 El Dorado	26 The Owl		
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily		
												0.0	DN SAN FRANCISCO
												3.5	OAKLAND PIER
												3.5	DNR OAKLAND PIER
												4.9	DNR WEST OAKLAND
												5.5	OAKLAND (16th Street)
												6.6	EMERYVILLE
												7.0	SHELLMOUND
												7.2	SEDAN
												7.4	PARAFFIN
												7.8	STOCK YARDS
												8.2	LIVNY
												9.2	BERKELEY (University Ave.)
												10.2	CORBIN
												10.7	FLEMING
												11.2	NOBEL
												11.6	VIGORIT
												13.1	STEGE
												14.1	SANTA FE JCT.
												15.0	RICHMOND
												16.6	SAN PABLO
												18.9	GIANT
												19.8	SOBRANTE
												21.5	KRIEGER
												23.0	PINOLE
												23.8	HERCULES
												25.5	RODEO
												26.4	OLEUM
												27.1	TORMEY
												27.5	SELBY
												28.0	VALLEJO JCT.
												29.0	CROCKETT
												30.1	ECKLEY
												31.1	DNR PORT COSTA
												31.1	PORT COSTA
												32.4	BENICIA
													(27.0)

(1.05) (1.10) (8.50) (1.00) (1.00) (0.28) (1.20) (1.10) (0.58) (0.56) (0.53) Time over District
 25.47 23.65 3.12 27.60 27.60 22.71 20.70 23.65 28.55 29.75 31.24 Average speed per hour

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.

TOWARD SAN FRANCISCO.

Westward. 5

Time Table No. 1 August 18, 1918		Distance from Port Costa	FIRST CLASS							SECOND CLASS							THIRD CLASS		
			21 The Statesman	15 California Express	705 Santa Fe Passenger	209 Mountain Express	109 Sunset Express	709 Santa Fe Passenger	27 Sacramento Passenger					31 San Francisco Passenger					221 Oregon & Red Bluff Freight	301 Port Costa Way Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily									Arrive Daily	Arrive Daily EX. SUNDAY
DN	SAN FRANCISCO 3.5	31.1	6.30PM	6.50PM	7.10PM	7.50PM	8.30PM	10.40PM	★10.40PM										
	OAKLAND PIER	27.6	6.12	6.32	6.52	7.32	8.12	10.22	10.22										
	DNR OAKLAND PIER 1.4	27.6	s 6.05PM	s 6.18PM	s 6.42PM	s 7.15PM	s 8.02PM	s 10.10PM	s 10.17PM										
	DNR WEST OAKLAND 0.6	26.2																5.00AM	3.00PM
	OAKLAND (16th Street) 1.1	25.6	s 5.55	s 6.10	s 6.34	s 7.07	s 7.50	s 10.00	s 10.10										
	EMERYVILLE 0.4	24.5																	
	SHELLMOUND 0.2	24.1																	
	SEDAN 0.2	23.9																	
	PARAFFIN 0.4	23.7																	
	STOCK YARDS 0.4	23.3																	
	LIVNY 1.0	22.9																	
	BERKELEY (University Ave.) 1.0	21.9	s 5.47	s 6.00	s 6.24	s 6.57	7.36	s 9.52	s 10.00										
	CORBIN 0.5	20.9																	
	FLEMING 0.5	20.4																	
	NOBEL 0.4	19.9																	
	VIGORIT 1.5	19.5				f													
	STEGE 1.0	18.0				f													
	SANTA FE JCT. 0.9	17.0	5.39	5.51	6.15PM	6.49	7.26	9.42PM	9.52										
N	RICHMOND 1.6	16.1	s 5.37	5.49		s 6.47	7.24		s 9.50										
	SAN PABLO 2.3	14.5	5.34	5.46		f 6.43	7.20		9.45										
	GIANT 0.9	12.2				s													
	SOBRANTE 1.7	11.3				f													
	KRIEGER 1.5	9.6																	
	PINOLE 0.8	8.1	5.26	5.36		s 6.32	7.10		9.36										
	HERCULES 1.7	7.3				f													
	RODEO 0.9	5.6				s 6.25													
	OLEUM 0.7	4.7				s													
	TORMEY 0.4	4.0				f													
	SELBY 0.5	3.6				f													
D	VALLEJO JCT. 1.0	3.1	5.18	5.28		s 6.18	7.00		9.28										
	CROCKETT 1.1	2.1	s			s													
	ECKLEY 1.0	1.0				f													
	DNR PORT COSTA	0.0	s 5.10PM	s 5.20PM		s 6.10PM	6.50PM		s 9.20PM									2.00AM	7.00AM
	PORT COSTA 1.3	1.3	5.10	5.10		6.10			9.20									1.50	
	BENICIA (27.6)	0.0	4.45PM	4.45PM		5.40PM		Via Martinez see page 11	9.00PM									1.00AM	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily									Leave Daily	Leave Daily EX. SUNDAY

Time over District..... (0.55) (0.58) (0.27) (1.05) (1.12) (0.28) (0.57) (1.20)
Average speed per hour..... 30.10 28.55 23.55 25.47 23.00 22.71 29.05 20.70

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.

FROM SAN FRANCISCO

Capacity of passing siding in car lengths and location of scales, fuel, water and turning stations.	FIRST CLASS																		Distance from San Francisco	Time Table No. 1	
																				August 18, 1918	
	16	6	48	498	46	20	496	14	2	30	22	28	78	76	54	STATIONS					
	Oregon Express	Atlantic Express	El Dorado	Marysville Motor	Oroville and Sacramento Passenger	Pacific Limited	Sacramento Motor	Portland Express	Overland Limited	Sacramento Local	The Statesman	Dunsmuir Passenger	Sacramento Passenger	Marysville Motor	Oregonian	DN SAN FRANCISCO					
	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	32.4					
	8.20PM	6.20PM	5.00PM	SAC. DIV. No. 539	2.40PM	1.00PM		10.20AM	9.40AM	8.40AM	7.20AM	6.20AM	SAC. DIV. No. 29	SAC. DIV. No. 541	10.20PM	33.2					
Yard WY 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	33.8					
103 East 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					
103 West					f							f				39.0					
P					f 4.55							f 8.33				40.1					
Yard WY P					f							f				42.2					
WFYO P	10.55	s 8.50	s 7.20		s 5.15	3.30		s 12.50	12.05PM	s 11.00	s 9.30	s 8.50			12.55	43.2					
Interchange					s 5.21			f 12.56		11.06		s 8.56				44.2					
48 East					f							f				45.1					
82 West					f							f				45.1					
Interchange					f							f				48.9					
101 East					s 5.37	3.48		1.08	12.23	f 11.21	9.45	s 9.15			1.13	51.9					
101 West					f							f				53.8					
WFY P	11.12	9.08	7.35		f							f				55.4					
86 East					s 5.57	3.59		s 1.19	12.37	s 11.37	s 9.56	s 9.30			1.27	59.4					
86 West W					f							f				64.2					
83 East																67.5					
88 East					s 6.15	4.15	3.25PM	s 1.35	12.55	s 11.55AM	s 10.15	s 10.05	10.45AM	8.37AM	s 1.45AM	71.8					
121 West					f							f				73.8					
WY P	11.40	s 9.40	s 8.00	7.00PM	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	75.6					
114 East					f											77.1					
114 West					f											79.1					
I					f											80.4					
Term Yard	s 12.05AM	s 10.05PM	s 8.25PM	s 7.30PM	s 6.45PM	s 4.40PM	s 3.50PM	s 2.00PM	s 1.20PM	f 12.25PM	s 10.40AM	f 10.35AM	s 11.10AM	s 9.05AM		86.3					
WFTO P																86.9					
																88.3					
																88.8					
																106.6					
	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	Time over District					

(1.40)	(1.45)	(1.35)	(0.30)	(2.10)	(1.40)	(0.25)	(1.40)	(1.45)	(1.55)	(1.40)	(2.20)	(0.25)	(0.28)	(1.20)	..... Time over District	
33.84	32.22	35.63	26.40	26.03	33.84	31.68	33.84	32.22	29.42	33.84	24.17	31.68	28.28	32.40	..... Average speed per hour	

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.

TOWARD SAN FRANCISCO

Time Table No. 1 August 18, 1918		Distance from Sacramento	FIRST CLASS																
			5 San Francisco Passenger	13 San Francisco Express	45 Sacramento Passenger	53 Oregonian	497 Oroville Motor	47 El Dorado	9 Fast Mail	73 Red Bluff Passenger	19 Pacific Limited	29 San Francisco Passenger	1 Overland Limited	495 Davis Motor	15 California Express	21 The Statesman	209 Mountain Express	77 Marysville Motor	27 Sacramento Passenger
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	
DN SAN FRANCISCO 32.4		88.8	8.10AM	8.50AM	11.10AM	10.50AM	SAC. DIV. No. 538	11.30AM	12.30PM	SAC. DIV. No. 30	2.30PM	3.50PM	5.10PM		6.50PM	6.30PM	7.50PM	SAC. DIV. No. 542	10.40PM
DNR BENICIA 0.8		56.4	s 5.55AM	s 6.45AM	s 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 0.6		55.6																	
ARMY POINT 4.2		55.0			f												f		
GOODYEAR 1.0		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		8.45
HOYT 1.1		49.8			f												f		
PIERCE 2.1		48.7			f												f		
CYGNUS 1.0		46.6			f 8.24												f 5.15		
TEAL 1.9		45.6			f												f		
JACKSNIFE 3.8		43.7			f												f		
DNR SUISUN-FAIRFIELD Northern Electric R. R. Crossing 3.0		39.9	5.20	s 6.10	s 8.10	8.20		s 9.15	10.07		11.50AM	s 1.30	2.35		4.05	s 4.15	s 5.00		s 8.25
TOLENAS 1.9		36.9			s 8.02												s 4.50		8.15
VANDEN 1.6		35.0			f												f		f
CANNON 4.0		33.4			f												f		f
D ELMIRA 4.8		29.4	5.00	5.46	s 7.48	8.02		8.58	9.53		11.33	1.10	2.15		3.47	3.59	s 4.35		s 8.00
BATAVIA 3.3		24.6			f												f		f
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	s 4.17		s 7.42
TREMONT 2.0		17.0			f												f		f
BRIGGSTON 1.8		15.0																	
DNR DAVIS 1.5		13.2	4.37	f 5.23	s 7.15	7.40AM	s 7.35AM	s 8.37	9.30	s 9.55AM	s 11.10	s 12.43	1.52	3.10PM	s 3.25PM	s 3.36	s 4.00	s 6.15PM	s 7.25
CHILES 2.0		11.7																	
SWINGLE 1.3		9.7			f					f							f	f	
WEBSTER 5.9		8.4	4.28	5.13	f 7.04		f 7.25	8.28	9.23	9.43	10.53	12.33	1.43			3.28	f 3.49	f	7.14
MIKON 0.6		2.5					f										f	f	
Sacts. & Woodland Ry. Crossing 1.4		1.9																	
WASHINGTON 0.5		0.5			f		f			f							f	f	
DNR SACRAMENTO 17.8		0.0	4.15AM	5.00AM	6.50AM		7.10AM	8.15AM	9.10AM	9.30AM	10.40AM	12.20PM	1.30PM	2.40PM		3.15PM	3.35PM	5.45PM	7.00PM
ROSEVILLE 56.4			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time over District.....	(1.40)	(1.45)	(2.00)	(1.15)	(0.25)	(1.30)	(1.25)	(0.25)	(1.45)	(1.40)	(1.40)	(0.30)	(1.15)	(1.30)	(2.05)	(0.30)	(2.00)
Average speed per hour.....	33.84	32.22	28.20	34.56	31.68	37.60	39.81	31.68	32.22	33.84	33.84	26.40	34.56	37.60	27.07	29.40	28.20

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

ADDITIONAL STOPS ON SIGNAL

- No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
- No. 13—Elmira to discharge passengers from points north of Roseville.
- 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.

Capacity of passing cars in car lengths and location of scales Fuel, Water and Turning Stations.											THIRD CLASS				Distance from San Francisco	Time Table No. 1	
											274	272	304	222		August 18, 1918	
											Knights Landing Way Freight	Red Bluff Freight	Sacramento Way Freight	Sac'to Ogden & Portland Fast Frt.		STATIONS	
											Leave Daily EX. SUNDAY	Leave Daily EX. MONDAY	Leave Daily EX. SUNDAY	Leave Daily	0.0	DN SAN FRANCISCO 32.4	
											SAC. DIV. No. 233	SAC. DIV. No. 225					
Yard WY P													5.00AM	1.00AM	32.4	DNR BENICIA 0.8	
															33.2	MAIL DOCK 0.6	
															33.8	ARMY POINT 4.2	
103 East } 103 West }															38.0	GOODYEAR 1.0	
															39.0	HOYT 1.1	
															40.1	PIERCE 2.1	
															42.2	CYGNUS 1.0	
															43.2	TEAL 1.9	
															45.1	JACKSNIPE 3.8	
Yard WFYO P Interchange															48.9	DNSUISUN-FAIRFIELD Northern Electric R. R. Crossing 3.00	
84 East 82 West Interchange															51.9	TOLENAS 1.9	
															53.8	VANDEN 1.6	
															55.4	CANNON 4.0	
101 East 101 West WY															59.4	D FLMIRA 4.8	
															64.2	BATAVIA 3.3	
86 East 86 West															67.5	DIXON 4.3	
83 East															71.8	TREMONT 2.0	
															73.8	BRIGGSTON 1.8	
88 East 121 West WY P											1.40PM	1.05PM	11.45AM		75.6	DNR DAVIS 1.5	
															77.1	CHILES 2.0	
															79.1	SWINGLE 1.3	
114 East 114 West															80.4	WEBSTER 5.9	
															86.3	MIKON 0.6	
															86.9	Sacto. and Woodland Ry. Crossing 1.4	
															88.3	WASHINGTON 0.5	
Term Yard WFTO P											2.20PM	1.45PM	12.15PM	7.30AM	88.8	DNR SACRAMENTO 17.8	
														9.50AM	106.6	ROSEVILLE 56.4	
											Arrive Daily EX. SUNDAY	Arrive Daily EX. MONDAY	Arrive Daily EX. SUNDAY	Arrive Daily		Time over District	
											(0.40)	(0.40)	(7.15)	(6.30)		Average speed per hour	
											19.80	19.80	7.78	8.68			

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

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS			FIRST CLASS													Distance from San Francisco	Time Table No. 1	
	288	250		132	130	26	50	44	128	8	42	36	120	86	August 18, 1918				
	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	STATIONS				
	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		DN SAN FRANCISCO (31.1)			
				7.40PM	6.40PM	5.00PM	4.00PM	3.40PM	12.40PM	8.20AM	7.40AM	6.20AM		11.40PM	0.0	DNR PORT COSTA 1.1			
WFTO 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	NEVADA DOCK 2.5			
123 WP	9.00	9.45 10.15		s 9.40PM	s 8.30PM	6.32	s 5.40	s 5.30 5.45	s 2.35	s 10.05	s 9.35	s 8.32	s 6.30AM	f 1.30	32.2	DR MARTINEZ 1.3			
111															34.7	MOCOCO 0.8			
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	36.0	PEYTON 1.3			
Interchange 208 P	9.40	12.05PM				6.43	5.55	s 6.12		s 10.21		s 8.52		1.44	36.8	DR AVON 3.2			
70								f				f			41.3	D BAY POINT 1.7			
Interchange 56	9.50	12.45				6.48	6.02	6.20		10.27		f 9.00		1.51	43.0	NICHOLS 1.8			
Interchange 50 W P	10.25	1.45				6.54	6.10	s 6.28		s 10.37		s 9.12		s 1.58	44.8	McAVOY 4.1			
								f				f			48.9	DN PITTSBURG 1.9			
56 P	10.50	2.15													50.8	LOS MEDANOS 2.3			
															53.1	PRINCE 0.4			
83	11.10	2.30				7.01	6.17	s 6.36		s 10.45		s 9.24		2.05	53.5	D ANTIOCH 2.5			
104 W P	11.45PM	2.55													56.0	NEW LOVE 1.3			
38 P	12.10AM	3.20				7.06	6.22	f 6.44		f 10.53		f 9.32		2.12	57.3	NEROLY 4.4			
						7.12	6.29	s 6.52		s 11.01		s 9.42		2.20	61.7	D BRENTWOOD 5.2			
51	12.25	3.40				7.20	6.36	s 7.00		s 11.15		s 9.52		2.28	66.9	D BYRON 2.0			
59 P	12.40	4.00						f		f		f			68.9	BYRON HOT SPRINGS 2.7			
47	12.55	4.20				7.26	6.43	7.08		11.23		f 10.02		2.35	71.6	HERDLYN 4.1			
Term yard WFTYO P	1.15AM	4.40PM				7.32	6.49	s 7.16		f 11.31		s 10.12		2.43	75.7	D BETHANY 3.4			
								7.22		11.37		10.20			79.1	JANNEY 3.1			
						s 7.43PM	s 7.00PM	s 7.32PM		s 11.45AM		s 10.30AM		s 2.55AM	82.2	DNR TRACY (51.1)			
						Arrive SUNDAY ONLY	Arrive Daily EX. SUND Y	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
	(4.25)	(7.10)		(0.10)	(0.10)	(1.20)	(1.30)	(2.12)	(0.20)	(1.50)	(0.25)	(2.10)	(0.15)	(1.35)		Time over district			
	11.56	7.06		21.60	21.60	38.32	34.06	26.20	21.00	27.87	16.80	23.58	14.40	32.27		Average 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.

TOWARD SAN FRANCISCO.

Time Table No. 1 August 18, 1918	Distance from Tracy	FIRST CLASS							SECOND CLASS				THIRD CLASS			
		87 Oil Fields Flyer	25 The Owl	81 Tracy, Calistoga and Santa Rosa Passenger	49 San Joaquin Valley Flyer	109 Sunset Express	129 Avon Local	43 Avon Passenger	121 Martinez Passenger	31 San Francisco Passenger	133 Martinez Local	135 Martinez Local	249 Tracy 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	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY			
SAN FRANCISCO (31.1)	82.2	7.50AM	8.30AM	10.10AM	2.10PM	8.30PM	6.30PM	6.10PM	8.50AM	10.00PM						
DNR PORT COSTA 1.1	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	s 8.50PM	s 10.00PM	11.55AM			
NEVADA DOCK 2.5	50.0						f		f							
DR MARTINEZ 1.3	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 0.8	46.2			f			f	f		f						
PEYTON 1.3	45.4				f		f	f								
DR AVON 3.2	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 1.7	40.9	f 5.53	6.33	s 7.50	s 12.05PM	s 6.12				s 7.40			10.21			
NICHOLS 1.8	39.2			f						f						
McAVOY 4.1	37.4	5.47		f 7.37	f 11.55AM	6.02				f 7.30			9.45			
DN PITTSBURG 1.9	33.3	f 5.40	6.22	s 7.30	s 11.48	s 5.50				s 7.23			9.12			
LOS MEDANOS 2.3	31.4				f					f						
PRINCE 0.4	29.1															
D ANTIOCH 2.5	28.7	5.31	6.15	s 7.22	s 11.40	5.39				s 7.13			8.20			
NEWLOVE 1.3	26.2				f											
NEROLY 4.4	24.9	5.25		7.14	f 11.31	5.33				f 7.06			7.35			
D BRENTWOOD 5.2	20.5	f 5.18	6.04	s 7.07	s 11.24	5.26				s 6.52			7.20			
D BYRON 2.0	15.3	5.08	5.57	s 6.55	s 11.15	5.18				s 6.36			6.55			
BYRON HOT SPRINGS 2.7	13.3			f	f	f				f						
HERDLYN 4.1	10.6	5.01		6.45	f 11.02	5.09				f 6.21			6.00			
D BETHANY 3.4	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 (51.1)	0.0	4.45AM	5.35AM	6.25AM	10.40AM	4.50PM				5.55PM			5.00AM			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave 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)			
Average speed per hour.....		34.06	38.32	26.66	26.66	26.66	23.33	24.70	21.60	23.58	14.40	14.40	7.38			

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.

Capacity of passing and registration of Seals, Fuel, Water and Turning Stations.	SECOND CLASS					FIRST CLASS										Distance from San Francisco	Time Table No. 1	
	THIRD CLASS		SECOND CLASS			FIRST CLASS											August 18, 1918	
	280	278	242	246	254	184	604	182	96	38	504	602	32	90	500		210	STATIONS
San Jose Way Freight	Tracy Way Freight	Fresno Mdse. Freight	Tracy Freight	Ogden Manifest	Livermore Passenger	Western Pacific Passenger	Livermore Passenger	San Jose Passenger	Stockton & Sacramento Passenger	Milk Train	Western Pacific Passenger	Stockton & Sacramento Express	San Jose Passenger	Milk Train	The Newsboy			
Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
		6.50PM		10.05PM												0.0	DN SAN FRANCISCO	
																3.5	OAKLAND PIER	
																3.5	DNR OAKLAND PIER	
																4.9	Cedar St. Crossing.	
																4.9	DNR WEST OAKLAND	
																5.9	WESTERN PACIFIC JG.	
																6.7	OAKLAND (First St.)	
																8.3	Webster St. Crossing.	
																9.0	EAST OAKLAND	
																9.7	23RD AVENUE.	
																10.6	FRUITVALE	
																11.6	HUTCHINSON	
																12.0	KOHLER	
																13.4	FITCHBURG	
																14.8	DNR ELMHURST	
																15.5	D SAN LEANDRO	
																16.5	SOUTH SAN LEANDRO	
																17.5	ESTUDILLO	
																18.1	D LORENZO	
																20.1	CHERRY	
																21.6	D HAYWARD	
																24.0	HARDER	
																26.5	HALVERN	
																27.6	D DECOTO	
																29.2	PABRICO	
																31.7	DNR NILES	
																33.6	FARWELL	
																35.6	BRIGHTSIDE	
																37.2	D SUNOL	
																38.4	BONITA	
																40.9	VERONA	
																42.0	D PLEASANTON	
																42.4	R RADUM	
																43.0	REMILLARD	
																46.9	ELIOT	
																48.4	DNR LIVERMORE	
																50.5	TREVARNO	
																55.0	ULMAR	
																59.5	DN ALTAMONT	
																63.1	CAYLEY	
																68.7	MIDWAY	
																70.8	DNR MEDAL	
																	DNR TRACY	

Oakland Ferry
 Double Track
 Automatic Block

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
 See pages 14 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.
 ADDITIONAL STOPS ON SIGNAL—No. 38 San Leandro to receive passengers for Tracy and points east.
 Nos. 90 and 182 Cherryland at M. P. 19
 No. 210 Livermore Sunday and Monday to discharge passengers.
 Time over District
 Average speed per hour

TOWARD SAN FRANCISCO.

Westward. 13

Time Table No. 1 August 18, 1918	Distance from Tracy	FIRST CLASS								THIRD CLASS				FOURTH CLASS	
		89 San Jose Passenger	603 Western Pacific Passenger	93 Livermore Passenger	91 San Jose Passenger	181 Sacramento and Stockton Passenger	95 San Jose Passenger	601 Western Pacific Passenger	37 Sacramento and Stockton Passenger	241 Fresno Freight	253 Ogden Manifest	279 San Jose Way Freight	277 Tracy Way Freight		
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		
DN SAN FRANCISCO 3.5	70.8	7.10AM	7.50AM	8.10AM	9.30AM	3.30PM	5.50PM	6.30PM	7.50PM						
OAKLAND PIER 3.5	67.3	6.52	7.32	7.52	9.12	3.12	5.32	6.12	7.32						
DNR OAKLAND PIER 1.4	67.3	s 6.42AM	s 7.15AM	s 7.42AM	s 9.02AM	s 3.05PM	s 5.20PM	s 6.02PM	s 7.26PM						
Cedar St. Crossing DNR WEST OAKLAND 1.0	65.9														
WESTERN PACIFIC JC 0.8	64.9	6.37	7.06AM	7.34	8.57	2.55	5.12	5.53PM	7.19			9.30PM	12.20PM		
OAKLAND (First St.) Webster St. Crossing 1.6	64.1	s 6.35		s 7.32	s 8.55	s 2.53	s 5.10		s 7.17						
EAST OAKLAND 0.7	62.5	f													
23RD AVENUE 0.7	61.8														
FRUITVALE 0.9	61.1	s 6.28		s 7.23	s 8.45	s 2.43	s 4.58		s 7.08						
HUTCHINSON 1.0	60.2														
KOHLER 0.4	59.2														
FITCHBURG 1.4	58.8														
DNR ELMHURST 1.4	57.4	f 6.20		f 7.15	8.37	2.35	s 4.48		7.00			8.50	11.40AM		
D SAN LEANDRO 0.7	56.0	s 6.16		s 7.10	s 8.33	2.32	s 4.43		6.55			8.35	11.25		
SOUTH SAN LEANDRO 1.0	55.3	f		f			f								
ESTUDILLO 1.0	54.3	f		f			f								
D LORENZO 0.6	53.8	s 6.09		s 7.03	s 8.27	2.27	s 4.34		6.48			8.15	11.10		
CHERRY 2.0	52.7	f		f											
D HAYWARD 1.5	50.7	s 6.02		s 6.57	s 8.20	s 2.22	s 4.27		6.42			7.55	10.55		
HARDER 2.4	49.2	f		f	f		f								
HALVERN 2.5	46.8	f 5.55		f 6.49	f 8.09	2.15	f 4.18					7.40	10.25		
D DECOTO 1.1	44.3	f 5.50		s 6.44	s 8.02	2.10	s 4.12		6.31			7.30	10.10		
PABRICO 1.6	43.2			f			f								
DNR NILES 2.5	41.6	5.45AM		s 6.38	7.57AM	s 2.05	4.05PM		s 6.25			12.45PM	7.15PM	7.20PM	9.45
FARWELL 1.9	39.1			f 6.30		1.55			f 6.14				6.50		9.30
BRIGHTSIDE 2.0	37.2			f											
D SUNOL 1.6	35.2			s 6.23		s 1.49			s 6.07			12.25	6.35		9.15
BONITA 1.2	33.6			f					f						
VERONA 2.5	32.4			f					f						
D PLEASANTON 1.1	29.9			s 6.14		s 1.39			s 5.57			12.05PM	6.18		8.50
R RADUM 0.4	28.8														
REMILLARD 0.6	28.4														
ELIOT 3.9	27.8			f 6.07		1.34			f 5.52				6.10		8.30
DNR LIVERMORE 1.5	23.9			6.00AM		s 1.28			s 5.45			11.45AM	6.00	5.25	8.15
TREVARNO 2.1	22.4								f						
ULMAR 4.5	20.3					1.20			f 5.37			11.15	5.05		6.35
DN ALTAMONT 4.5	15.8					1.13			s 5.30			11.00	4.50		6.20
CAYLEY 3.6	11.3								f 5.15			10.35	4.25		6.00
MIDWAY 5.6	7.7					12.58			f 5.07			10.20	4.05		5.40
MEDAL 2.1	2.1														
DNR TRACY (67.3)	0.0					12.45PM			4.55PM			9.45AM	3.30PM		5.15AM
		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. Average speed per hour. (0.57) 27.92 (0.9) 16.00 (1.42) 25.53 (1.05) 24.49 (2.20) 28.84 (1.15) 21.22 (0.9) 16.00 (2.31) 26.74 (3.00) 13.31 (3.45) 11.09 (2.10) 11.98 (7.05) 9.30

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

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

ADDITIONAL STOPS ON SIGNAL.—No. 37 any station west of Niles to discharge passengers from points east of Sunol inclusive.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS					Distance from San Francisco	Time Table No. 1			Distance from San Jose	FIRST CLASS			SECOND CLASS	FOURTH CLASS	
	802	506	510	92	502	508		August 18, 1918				505	501	557	513	515	801
	Way Freight	San Jose Passenger	Milk Train	San Jose Passenger	Santa Cruz Passenger	Milk Train		STATIONS				San Jose Passenger	Santa Cruz Passenger	San Jose Passenger	Milk Train	Milk Train	Way Freight
Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0	DN SAN FRANCISCO			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		
		5.20PM		12.20PM	8.00AM	3.5	OAKLAND PIER			47.4	11.50AM	6.10PM	★10.40PM		9.10AM	7.30PM	
		5.38		12.38	8.18	3.5	OAKLAND PIER			43.9	11.32	5.52	10.22		8.52	7.12	
		5.50PM		12.44PM	8.35AM	3.5	DNR OAKLAND PIER			43.9	s 11.20AM	s 5.42PM	s 10.05PM		s 8.40AM	s 7.05PM	
Term. Yard WFITYO Interchange	10.45AM					4.9	Cedar St. Crossing			42.5							
		5.54		12.48	8.39	5.9	DNR WEST OAKLAND			41.5	11.14	5.35	9.57		8.32	6.56	
		s 5.58		s 12.51	s 8.45	6.7	WESTERN PACIFIC JC.			40.7	s 11.12	s 5.33	s 9.55		s 8.30	s 6.54	
		f		f	f	8.3	OAKLAND (First St.) Webster St. Crossing			39.1							
						9.0	EAST OAKLAND			38.4							
		s 6.06		s 12.58	s 8.54	9.7	23RD AVENUE			37.7	s 11.03	s 5.24	s 9.47		s 8.20	s 6.45	
						10.6	FRUITVALE			36.8							
						11.6	HUTCHINSON			35.8							
						12.0	KOHLER			35.4							
55 P	11.15	f 6.15		f 1.07	s 9.04	13.4	FITCHBURG			34.0	f 10.55	f 5.15	f 9.38		f 8.10	f 6.35	
						15.5	DNR ELMHURST			31.9							
14		f		f	f	17.8	MULFORD			29.6	f	f	f		f	f	
18 P		f 6.25		f	f 9.14	20.2	ROBERT			27.2	f 10.38	f 5.00	f 9.23		f 7.54	f 6.15	
77	11.35	f 6.30		f 1.20	f 9.20	21.5	RUSSELL			25.9	s 10.33	s 4.56	f 9.18		s 7.50	f 6.10	
26 P	11.55AM	s 6.35		f 1.23	s 9.25	23.0	MOUNT EDEN			24.4	f	f	f		f	f	
9 Spur		f		f	f	25.3	BAUMBERG			22.1	s 10.25	s 4.48	s 9.10		f 7.42	f 5.58	
68	12.30PM	s 6.45		s 1.30	s 9.33	26.2	ALVARADO			21.2	f	f			f	f	
		f		f	f	28.4	HALL			19.0	f 10.15	f 4.40	f 9.00		f	s	
13	12.50	f 6.52		f 1.38	f 9.39	30.6	ARDEN			16.8	s 10.10	s 4.35	s 8.55		s 7.18AM	s 5.38PM	
Yard WYP	1.40	s 7.00	s 3.07PM	s 1.45PM	s 9.48	32.8	DNR NEWARK			14.6	f	f	f				
9		f	f	f	f	34.1	MOWRY			13.3	f 9.58	f 4.24	f 8.45			2.15	
88	2.15	f 7.08	3.17	f 9.58	5.20	35.5	ALBRAE			11.9	f	f	f				
		f		f	f	36.5	MALLARD			10.9	f	f	f				
6		f	f	f	f	39.1	DRAWBRIDGE			8.3	s 9.48	s 4.14	s 8.35			1.35	
18	2.30	s 7.20	s 3.27	s 10.10	f 5.30	41.7	ALVISO			5.7	s 9.40	s 4.07	s 8.27			1.25	
59	2.50	s 7.30	s 3.35	s 10.17	f 5.35	44.8	AGNEW			2.6	s 9.30	s 4.00	s 8.20			12.15	
	3.00	s 7.40	s 4.00	s 10.25	s 5.50	46.2	SANTA CLARA			1.2	s 9.25AM	f 3.55PM	f 8.15PM			12.10PM	
I	3.05PM	7.45PM	f 4.05PM	f 10.30AM	f 5.55AM		R COLLEGE PARK										

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

Term. Yard WFITO	3.10PM	7.50PM	4.10PM	6.00AM	47.4	DNR SAN JOSE	0.0	9.20AM	8.10PM	12.05PM
				10.35AM		WEST SAN JOSE		3.50PM		
Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily

(4.20)	(1.55)	(0.58)	(1.01)	(1.55)	(0.45)	..... Time over District.....	(1.55)	(1.47)	(1.50)	(1.22)	(1.27)	(5.20)
9.86	22.27	16.13	26.65	22.27	20.80	..... Average speed per hour.....	22.27	23.94	23.29	19.82	18.69	8.00

*No. 557—San Francisco 10.30 p.m. on Saturday and Sunday.

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

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

ADDITIONAL STOPS ON SIGNAL

Nos. 501 and 557—East Oakland to discharge passengers.

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.

Location of Telephone and Interlocking Towers.	FIRST CLASS									Distance from San Francisco	Time Table No. 1	Distance from Stonehurst	SECOND CLASS								
	3066	3064	3062	3060	3058	3056	3054	3052	3050		August 18, 1918		3049	3051	3053	3055	3057	3059	3061	3063	3065
	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger		STATIONS		Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger
	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		DN SAN FRANCISCO	14.3	7.10AM	8.10AM	8.50AM	9.30AM	11.10AM	12.10PM	3.10PM	4.10PM	5.30PM
	3.00PM	2.00PM	1.20PM	10.00AM	9.00AM	7.20AM	6.40AM	6.00AM		3.5	OAKLAND PIER	10.8									
I P			1.47PM							3.5	DNR OAKLAND PIER	10.8			s 8.55AM		s 11.39AM				
Term Yard WFITYO										4.9	Cedar St. Crossing.	9.4									
			1.51							5.9	DNR WEST OAKLAND	8.4				8.49		11.31			
I P			s 1.54							6.7	WESTERN PACIFIC J.C.	7.6			s 8.47		s 11.29				
P			s 1.59		9.45AM				5.48AM	8.3	OAKLAND (First St.)	6.0			s 8.42		s 11.25				
			f		f				f	9.0	Webster St. Crossing.	5.3			f		f				
I P	3.42PM	2.42PM	s 2.04	10.40AM	s 9.49	8.05AM	7.28AM	6.42AM	s 5.54	9.7	EAST OAKLAND	4.6	s 6.22AM	s 7.22AM	s 8.02AM	s 8.40	s 10.21AM	s 11.21	s 2.35PM	s 3.22PM	s 4.38PM
	f	f	f	f	f	f	f	f	f	10.6	23RD AVENUE	3.7	f	f	f	f	f	f	f	f	f
	f	f	f	f	f	f	f	f	f	11.6	FRUITVALE	2.7	f	f	f	f	f	f	f	f	f
	f	f	f	f	f	f	f	f	f	12.0	HUTCHINSON	2.3	f	f	f	f	f	f	f	f	f
55 P	s 3.51	s 2.51	s 2.12	s 10.49	s 9.57	s 8.13	s 7.36	s 6.50	s 6.02	13.4	KOHLER	0.9	s 6.13	s 7.13	s 7.53	s 8.32	s 10.13	s 11.13	s 2.28	s 3.13	s 4.30
W	s 3.55PM	s 2.55PM	s 2.18PM	s 10.55AM	s 10.00AM	s 8.17AM	s 7.39AM	s 6.55AM	s 6.05AM	14.3	FITCHBURG	0.0	s 6.10AM	s 7.10AM	s 7.50AM	s 8.30AM	s 10.10AM	s 11.10AM	s 2.25PM	s 3.10PM	s 4.27PM
	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		DN ELMHURST		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily

Location of Telephone and Interlocking Towers.	FIRST CLASS					Distance from San Francisco	Time Table No. 1	Distance from Stonehurst	SECOND CLASS					
	3076	3074	3072	3070	3068		August 18, 1918		3067	3069	3071	3073	3075	
	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger		STATIONS		Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		DN SAN FRANCISCO	14.3	6.10PM	7.10PM	7.50PM			
	6.20PM	5.40PM	5.00PM	4.00PM	3.20PM	3.5	OAKLAND PIER	10.8						
I P					3.38PM	3.5	DNR OAKLAND PIER	10.8						
Term Yard WFITYO						4.9	Cedar St. Crossing.	9.4						
						5.9	DNR WEST OAKLAND	8.4						
I P					s 3.47	6.7	WESTERN PACIFIC J.C.	7.6						
P					s 3.52	8.3	OAKLAND (First St.)	6.0			s 7.00PM	s 7.33PM		
					f	9.0	Webster St. Crossing.	5.3			f	f		
I P	7.04PM	6.23PM	5.44PM	4.45PM	s 3.58	9.7	EAST OAKLAND	4.6	s 5.20PM	s 6.15PM	s 6.57PM	s 6.57	s 7.30	
	f	f	f	f	f	10.6	23RD AVENUE	3.7	f	f	f	f	f	
	f	f	f	f	f	11.6	FRUITVALE	2.7	f	f	f	f	f	
	f	f	f	f	f	12.0	HUTCHINSON	2.3	f	f	f	f	f	
55 P	s 7.12	s 6.33	s 5.52	s 4.56	s 4.06	13.4	KOHLER	0.9	s 5.08	s 6.03	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	FITCHBURG	0.0	s 5.05PM	s 6.05PM	s 6.45PM	s 6.45PM	s 7.18PM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		DN ELMHURST		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave SUNDAY ONLY	Leave Daily Ex. Sunday	

On single track Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
 See pages 12, 13 and 14 for additional trains between Oakland Pier, West Oakland and Elmhurst.

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

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 1 August 18, 1918	Distance from Niles	FIRST CLASS			SECOND CLASS		THIRD CLASS		
		242 Fresno Merchandise Freight	246 Tracy Freight	254 Ogden and Portland Manifest Freight				92 San Jose Passenger				507 Milk Train	509 Milk Train		513 Milk Train	515 Milk Train		241 Fresno Freight	253 Ogden Manifest Freight
		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily				Leave Daily				Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily
		6.50PM		10.05PM				12.40PM	0.0	DN SAN FRANCISCO 25.4	43.0						11.00PM		
YP		8.25PM	8.15PM	12.15AM					26.2	DNR REDWOOD JCT. 0.2	16.8						2.45PM	9.10PM	
137									26.4	BESTOS 1.6	16.6								
58	P	8.37	8.25	12.25					28.0	SWEENEY 1.5	15.0						2.20	8.58	
									29.5	HENDERSON 0.7	13.5								
									30.2	D REMOUNT 0.7	12.8								
									30.9	RAVENSWOOD 3.0	12.1						2.10	8.48 8.30	
56		8.48	8.35	12.35					33.9	DUMBARTON 3.3	9.1						1.40	8.15	
108	WYP	9.15	9.00	1.00				1.50PM	37.2	Auto. Block { DNR NEWARK 1.8	5.8	s 5.08AM	s 3.05PM			s 7.15AM	s 5.35PM		
									39.0	MATTOS 1.1	4.0	f	f			f	f		
	32 P	9.27	9.10	1.10				s 1.55	40.1	CENTERVILLE 2.3	2.9	f 5.00	s 2.56			s 7.08	s 5.27	1.15	7.50
I	Y								42.4	W. P. Crossing 0.6	0.6								
Yard	WYOP	9.40PM	9.20PM	1.25AM				s 2.05PM	43.0	DNR NILES	0.0	4.50AM	2.45PM			6.58AM	5.20PM	1.05PM	7.40PM
		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily				Arrive Daily		(17.5)		Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily
		(1.15) 14.08	(1.05) 16.24	(1.10) 15.08				(0.15) 23.20		Time over District	(0.18) 19.33	(0.20) 17.40			(0.17) 20.47	(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.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS 280 San Jose Way Freight	FIRST CLASS				Distance from San Francisco	Time Table No. 1 August 18, 1918	Distance from San Jose	FIRST CLASS				SECOND CLASS		THIRD CLASS				
			96 San Jose Passenger	92 San Jose Passenger	188 San Jose Passenger				90 San Jose Passenger	89 San Jose Passenger	91 San Jose Passenger	187 San Jose Passenger	95 San Jose Passenger		513 Milk Train	515 Milk Train	279 San Jose Way Freight		
		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		
						DN SAN FRANCISCO 29.2	46.7												
Yard	WYOP	1.50PM				6.45PM	29.2												6.00PM
	IY						29.7												
							30.6	f		f	f	f							
37		2.00				s 6.52	32.8	s 2.17	s 9.54	s 8.32						f 6.45	f 5.00		5.42
44		2.15				f 7.00	36.3	f 2.25	f 10.03	f 8.40						f 6.33	f 4.42		5.00
42		2.35				s 7.10	40.7	s 2.35	s 10.12	s 8.50						f 6.25	f 4.35		4.35
38		3.00				f 7.16	43.3	f 2.41	f 10.18	f 9.01						f 6.15	f 4.25		4.00
Interchange							45.9												
Term. Yard	WYPTO	3.20PM				s 7.25PM	46.7	s 2.50PM	s 10.25AM	s 9.10AM									
		Arrive Daily EX. SUNDAY				Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily									
		(1.30) 11.66				(0.40) 26.25		(0.40) 26.25	(0.40) 26.25	(0.45) 23.33									
						Time over District	(0.30) 35.00	(0.35) 30.00	(0.35) 30.00	(0.35) 30.00						(0.50) 21.00	(0.55) 19.00		(2.10) 8.07

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

Capacity of passing sidings in car lengths and location of Seater, Fuel, Water, and Turning Stations.	FIRST CLASS							Distance from San Francisco	Time Table No. 1		Distance from Radum	SECOND CLASS										
									August 18, 1918													
									STATIONS													
							146 San Ramon Mixed					145 San Ramon Mixed										
							Leave Daily EX. SUNDAY					Arrive Daily EX. SUNDAY										
							7.40AM	0.0	DN	SAN FRANCISCO 38.1	67.8	6.10PM										
45 Y							9.55AM	38.1	DR	AVON 1.5	29.7	s 3.45PM										
								39.6		HAPRESS 1.4	28.2											
								41.0		GALINDO 1.5	26.8											
80 W							s 10.05	42.5	D	CONCORD 0.7	25.3	s 3.15 12.50										
							f	43.2		NACIO 1.9	24.6											
							s 10.15	45.1		HOOKSTON 0.7	22.7	f 12.35										
Interchange Track							f 10.20	45.8		LAS JUNTAS O. and A. Crossing 1.5	22.0	f 12.25										
								47.3		OXLEY 0.9	20.5											
24							s 10.30	48.2	D	WALNUT CREEK 2.4	19.6	s 12.10PM										
							f	50.6		WIDBERO 2.0	17.2											
18							f 10.45	52.6		ALAMO 2.2	15.2	f 11.55AM										
57							s 10.55	54.8	D	DANVILLE 1.6	13.0	s 11.45										
							f	56.4		OSAGE 1.3	11.4											
29 T							s 11.05AM	57.7	R	SAN RAMON 3.6	10.1	s 11.30AM										
								61.3		FOREST HOME 2.3	6.5											
71								63.6		DOUGHERTY 2.5	4.2											
31								66.4		ASCO 1.4	1.4											
I Y P								67.8	R	Western Pac. Crossing RADUM	0.0											
							Arrive Daily EX. SUNDAY			(29.7)		Leave Daily EX. SUNDAY										

(1.10) Time over District (4.15)
 16.80 Average speed per hour 15.08

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

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				FIRST CLASS								Distance from San Francisco	Time Table No. 1	
	262 Calistoga Freight				162 Napa Passenger	64 Calistoga Passenger	70 Santa Rosa Passenger	170 Suisun Passenger	62 Calistoga Passenger	68 Santa Rosa Passenger	168 Solano Local	154 Napa Passenger		August 18, 1918	
	Leave Daily EX. SUNDAY				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	
													0.0	DN	SAN FRANCISCO
													30.0	DR	SOUTH VALLEJO
Yard WFT													31.1		NORTH VALLEJO
													31.8		LOUISIANA ST.
													32.3		ORPHANS HOME
24													34.4		FLOSDEN
													36.9		STANDARD
Yard WYO P													37.3	DR	NAPA JUNCTION
													38.9		MIDDLETON
													41.0		RATTO
													41.7		SUSCOL
													44.2		IMOLA
30 W													45.5	DR	NAPA
6													47.8	R	UNION
12													50.2		OAK KNOLL
9													51.7		TRUBODY
22 W													54.0	D	YOUNTVILLE
27													57.5	D	OAKVILLE
19													59.4	D	RUTHERFORD
20													61.2		ZINFANDEL
													62.1		THOMAN
22													62.4		CRANE
22													63.6		ST. HELENA
11													64.5		KRUG
13													65.3		BARRO
													67.5		BALE
16													68.3		LARKMEAD
10 W													69.0		MAPLE
10 WT													71.7	DR	CALISTOGA

(5.30) (0.35) (1.40) (0.15) (0.15) (1.37) (0.13) 0.15 (0.43) Time over District
 6.25 26.57 25.02 29.20 29.20 25.79 33.69 29.20 22.09 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.) Exception: No. 154 is superior to No. 153.

Eastward. FROM SAN FRANCISCO.

NAVY YARD FERRY										VALLEJO JUNCTION—VALLEJO FERRY								Distance from San Francisco	Time Table No. 1	
Light	Light	Light	Light	FROM 81 and 42	FROM 122 and 123	FROM 1st 153	FROM 132	FROM 44 and 131	FROM 29 and 128	FROM 49	FROM 30 and 47	FROM 28	FROM 2d 153	August 18, 1918						
SATURDAY ONLY	Daily	Daily	Daily	Daily	Daily	Daily	SUNDAY ONLY	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS						
														28.0	D	VALLEJO JCT.				
														30.0	D	SOUTH VALLEJO				
WF																MARE ISLAND				
														31.6		NORTH VALLEJO WHF.				

TOWARD SAN FRANCISCO.

Westward. 19

Time Table No. 1 August 18, 1918	Distance from Calistoga	FIRST CLASS					SECOND CLASS			FOURTH CLASS													
		153 Napa Passenger	67 Santa Rosa Passenger	61 Calistoga Passenger	63 Calistoga Passenger	69 Santa Rosa Passenger	167 Vallejo Passenger	169 Solano Local	263 Calistoga Freight														
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY														
DN SAN FRANCISCO 30.0	71.7		10.10AM	10.10AM	5.50PM	5.50PM																	
DR SOUTH VALLEJO 1.1	41.7	s 6.20AM	s 8.17AM	s 8.27AM	s 4.05PM	s 4.15PM			s 10.01AM	s 6.05PM													
NORTH VALLEJO 0.7	40.6	f 6.16	s 8.13	s 8.23	s 4.01	s 4.11			s 9.57	s 6.01													
LOUISIANA ST. 0.5	39.9			f	f	f			f														
ORPHANS HOME 2.1	39.4			f	f	f			f														
FLOSDEN 2.5	37.8	6.10	f 8.07	f 8.17	f 3.55	f 4.05			f 9.51	5.55													
STANDARD 0.4	34.8																						
DR NAPA JUNCTION Napa Valley Ry. Crossing 1.6	34.4	s 6.05	8.02AM	s 8.12	s 3.50	4.00PM			9.46AM	5.50PM	3.40PM												
MIDDLETON 2.1	32.8			f	f																		
RATTO 0.7	30.7	5.58		f 8.00	f 3.40							3.28											
SUSCOL 2.5	30.0			f	f																		
IMOLA 1.3	27.5			f	f																		
DR NAPA Napa Valley Ry. Crossing 2.3	26.2	5.50AM		s 7.51	s 3.31							3.15											
R UNION 2.4	28.9			s 7.39	s 3.19							2.45 1.35											
OAK KNOLL 1.5	21.5			f 7.33	f 3.13							1.20											
TRUBODY 2.3	20.0			f	f																		
D YOUNTVILLE 3.5	17.7			s 7.26	s 3.06							1.00											
D OAKVILLE 1.9	14.2			s 7.19	s 2.59							12.35											
D RUTHERFORD 1.8	12.3			s 7.15	s 2.55							12.25											
ZINFANDEL 0.9	10.5			f 7.10	f 2.50							12.15											
THOMAN 0.3	9.6																						
CRANE 1.2	9.3			f	f																		
ST. HELENA 0.9	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																		
LARKMEAD 0.7	3.4			f 6.52	f 2.32							11.35											
MAPLE 2.7	2.7			f	f																		
DR CALISTOGA (41.7)	0.0			6.45AM	2.25PM							11.25AM											
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily EX. SUNDAY												

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

ADDITIONAL STOPS ON SIGNAL
No. 67—Orphans' Home and Louisiana Street to discharge passengers.

Time over District	(0.30)	(0.15)	(1.42)	(1.40)	(0.15)	(0.15)	(0.15)	(0.15)	(4.15)
Average speed per hour	31.00	29.20	24.52	25.02	29.20	29.20	29.20	29.20	11.15

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

TOWARD SAN FRANCISCO. Westward.

Time Table No. 1 August 18, 1918	Distance from No. Vallejo Wharf	VALLEJO JUNCTION-VALLEJO FERRY							NAVY YARD FERRY						
		TO 28	TO 47	TO 127 and 49	TO 29, 128 and 20	TO 43 and 129	TO 132	TO 123	TO 81 and 42	Tie up	TO Navy Yard Special	TO 43	TO 64 and 131	TO 162	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
D VALLEJO JCT.	3.6	7.55AM	10.15AM	11.50AM	2.12PM	4.50PM	8.25PM	7.10AM	8.45AM		12.40PM	4.35PM	5.45PM		
D SOUTH VALLEJO	1.6					4.35 4.22	5.55PM	8.10	9.50PM	10.55AM	12.25		5.29	6.30PM	
MARE ISLAND		7.30AM						6.45AM			12.15PM	4.10PM	5.15PM	6.15PM	
NORTH VALLEJO WHF.	0.0		9.45AM	11.20AM	1.45PM	4.05PM	5.45PM	7.55PM	9.40PM						

Capacity of passing siding in car lengths and location of scales Fuel, Water, and Turning Stations.	THIRD CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 1 August 18, 1918	Distance from Santa Rosa	FIRST CLASS		FOURTH CLASS						
			294 Santa Rosa Freight	70 Santa Rosa Passenger	68 Santa Rosa Passenger				67 Santa Rosa Passenger	69 Santa Rosa Passenger	295 Santa Rosa Freight						
			Leave Daily EX. SUNDAY	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY						
				3.40PM	7.40AM	0.0	DN SAN FRANCISCO	74.0	10.10AM	5.50PM							
Yard WYO P			8.10AM	5.45PM	9.41AM	37.3	DR NAPA JUNCTION Napa Valley Ry. Crossing	36.7	s 7.58AM	s 3.55PM			2.00PM				
						39.1	SQUAB	34.9									
				f	f	40.7	BRAZOS	33.3	f	f							
		8.25		s 5.57	s 9.53	42.2	R BUCHLI	31.8	s 7.46	s 3.46			1.30				
				f 6.02	f 9.58	44.4	MERAZO	29.6	f 7.42	f 3.42							
		8.35		f 6.05	f 10.01	45.7	R RAMAL	28.3	f 7.40	f 3.39			1.20				
						46.4	DONOVAN	27.6									
						47.3	TULE VISTA	26.7									
				f	f	47.5	WECHICKA	26.5	f	f							
19 Interchange		8.45		f 6.14	f 10.10	49.2	D N. W. Pac. Ry. Crossing SCHELLVILLE	24.8	f 7.32	f 3.31			1.10				
				f	f	52.3	SNYDER	21.7	f	f							
20 W		9.00		s 6.25	s 10.21	53.7	D EL VERANO	20.3	s 7.23	s 3.22			12.55				
				f	f	54.4	BOYES SPRINGS	19.6	f	f							
				f	f	55.4	AGUA CALIENTE	18.6	f	f							
				f	f	56.3	SOBRE VISTA	17.7	f	f							
11		9.10		f 6.35	f 10.31	56.8	N. W. Pac. Ry. Crossing YULUPA	17.2	f 7.13	f 3.09			12.45				
2				s 6.38	s 10.34	57.5	ELDRIDGE	16.5	s 7.10	s 3.05							
		9.20		s 6.42	s 10.38	59.0	GLEN ELLEN	15.0	s 7.07	s 3.02			12.35				
				f	f	59.6	WARFIELD	14.4	f	f							
2		9.30		f 6.47	f 10.43	61.0	BELTANE	13.0	f 7.01	f 2.56			12.25				
				f	f	61.7	FELICE	12.3	f	f							
				f	f	62.6	WILDWOOD	11.4	f	f							
21		9.55		s 6.53	s 10.49	63.4	D KENWOOD	10.6	s 6.55	s 2.50			12.05PM				
				f	f	64.8	LAWNDALE	9.2	f	f							
2				f	f	65.5	LOS GUILICOS	8.5	f	f							
20		10.05		f 7.02	f 10.56	66.8	ANNADEL	7.2	f 6.45	f 2.40			11.52AM				
				f	f	68.4	OLESON	5.6	f	f							
15		10.15		f	f	69.3	MELITTA	4.7	f	f			11.42				
12 Spur				f	f	71.2	BAKU	2.8	f	f							
22 WTY Interchange		10.30AM		s 7.15PM	s 11.10AM	74.0	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				

(2.20) 15.72 (1.30) 24.46 (1.29) 24.75 Time over District (1.28) (1.30) (2.33) 14.39
 Average speed per hour 25.02 24.46

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

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

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				FIRST CLASS				Distance from San Francisco via Vallejo	Time Table No. 1 August 18, 1918	Distance from Suisun	SECOND CLASS			THIRD CLASS				
		296 Santa Rosa Freight	264 Calistoga Freight			170 Suisun Passenger	168 Solano Local						167 Vallejo Passenger	169 Solano Local		261 Calistoga Freight	293 Santa Rosa Freight		
		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY			Leave Daily	Leave Daily						Arrive Daily	Arrive Daily		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY		
								0.0	DN SAN FRANCISCO	50.1									
Yard 40 WYO		2.20PM	4.25PM			4.05PM	8.12AM	37.3	DR NAPA JUNCTION 3.7	13.2	s	9.35AM	s 5.35PM	4.10AM	7.50AM				
60 W		2.35	4.45			f 4.12	f 8.19	41.0	CRESTON 3.8	9.5	f	9.25	f 5.25	3.55	7.30				
27		2.45	5.17			s 4.22	s 8.29	44.8	D CORDELIA 1.4	5.7	s	9.17	s 5.17	3.45	7.15				
33		2.50	5.25			f	f	46.2	THOMASSON 1.7	4.3	f		f	3.40	7.10				
11							f	47.9	SUBEET 2.6	2.6	f								
Yard WFYO		3.00PM	5.35PM			s 4.35PM	s 8.42AM	50.5	DNR SUISUN-FAIRFIELD (13.2)	0.0		9.05AM	5.05PM	3.30AM	7.00AM				
		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY			Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY				
		(0.40) 19.80	(1.10) 11.31			(0.30) 26.42	(0.30) 26.42		Time over District		(0.30) 26.42	(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						
SECOND CLASS				SECOND CLASS						
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.				Distance from San Francisco	Time Table 1 August 18, 1918	Distance from Union				
		160 Buehli Freight						157 Buchli Freight		
		Leave Daily EX. SUNDAY						Arrive Daily EX. SUNDAY		
					DN SAN FRANCISCO					
		2.08PM	42.2	R	BUCHLI 1.6	8.6	s	2.05PM		
		f	43.8		CARNEROS 1.6	7.0	f			
18		s 2.18	45.4		STANLEY 3.4	5.4	s	2.00		
24 W		s 2.33	48.8		WEST NAPA 2.0	2.0	s	1.45		
6		s 2.45PM	50.8		Napa Valley Ry. Crossing R UNION (8.6)	0.0		1.35PM		
		Arrive Daily EX. SUNDAY						Leave Daily EX. SUNDAY		
		(0.37) 13.90			Time over District		(0.30) 17.20			

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						
FIRST CLASS				SECOND CLASS						
Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.				Distance from San Francisco	Time Table No. 1 August 18, 1918	Distance from Wingo				
		404 Wingo Passenger						403 Wingo Passenger		
		Leave MONDAY ONLY						Arrive MONDAY ONLY		
					DN SAN FRANCISCO					
		8.48AM	45.7	R	RAMAL 2.0	2.0	s	9.00AM		
(Siding on N.W.P.Ry.)		s 8.53AM	47.7	R	WINGO	0.0	s	8.55AM		
		Arrive MONDAY ONLY			(2 0)			Leave MONDAY ONLY		
		(0.5) 24.00			Time over District		(0.5) 24.00			

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.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS								Distance from San Francisco	Time Table No. 1 August 18, 1918	Distance from Rumsey	SECOND CLASS								
												104 Rumsey Mixed	STATIONS	105 Rumsey Mixed						
									Leave Daily			Arrive Daily								
									6.20AM	0.0	DN SAN FRANCISCO	110.5	7.50PM							
WFY 101									9.25AM	59.4	DR ELMIRA 4.3	51.1	s 4.10PM							
13									s 9.35	63.7	Auto. Block) D VACAVILLE 1.9	46.8	s 4.00							
									f	65.6	VIOLET 2.9	44.9	f							
24									f	68.5	HARTLEY 1.8	42.0	f							
									f	70.3	ALLENDALE 3.7	40.2	f							
20									f 9.55	74.0	WOLFSKILL 2.0	36.5	f 3.25							
WT 23									s 10.05	76.0	DR WINTERS 4.3	34.5	s 3.20							
16									f	80.3	NORTON 3.3	30.2	f							
18									f	83.6	CITRONA 3.2	26.9	f							
20									s 10.30	86.8	MADISON 3.1	23.7	s 2.45							
W 41									s 10.40	89.9	D ESPARTO 2.0	20.6	s 2.25							
20									s 10.55	91.9	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 1.8	11.6	s							
20									s 11.25	100.7	TANCRED 2.6	9.8	s 1.30							
20									f	103.3	BERWICK 1.0	7.2	f							
3									f	104.3	AMARANTH 1.3	6.2	f							
21									s 11.55AM	105.6	D GUINDA 0.6	4.9	s 1.10							
5									f	106.2	SAUTERNE 1.7	4.3	f							
20									f	107.9	CASHMERE 2.6	2.6	f							
WT 19									s 12.25PM	110.5	R RUMSEY (51.1)	0.0	12.50PM							
									Arrive Daily				Leave Daily							

(3.00) Time over District (3.20)
 17.03 Average speed per hour 15.33

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

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

2. STANDARD CLOCKS.

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

3. WATCH INSPECTORS.

A. F. Edwards.....	Oakland.	H. T. Harger Co....	Roseville.
H. Bullard.....	West Oakland and Suisun-Fairfield	Badgeley & Sons....	Livermore.
A. A. Handle.....	Berkeley.	H. L. Amstutz & Son.	Napa.
A. O. Gott.....	Alameda.	John Hood.....	Santa Rosa.
O. A. Poulsen.....	Richmond.	C. E. Wyatt.....	Winters.
R. Kocher & Son.....	San Jose.	F. J. Stumm.....	Benicia.
Z. L. Von Dack & Son.	Tracy.	G. E. Bangle.....	Vallejo.
H. T. Harger Co.....	Sacramento.		

4. BULLETIN BOARDS.

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

5. 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 Benicia.

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.

6. TRAIN REGISTER EXCEPTIONS.

Dispatchers must not authorize 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 or terminate at those points.

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.

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.

7. 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 Rule 820.

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

Additional Communicating Signals:

- (j) oooooo When running increase train heat.
- (k) _____ When running look back for hand signals.

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

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

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

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

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

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

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

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

9. AUTOMATIC SIGNALS.

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

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 minutes.

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 and Richmond.

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	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

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

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

SPECIAL INSTRUCTIONS—Continued.

16. 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:

Table with columns: BETWEEN, Passenger, Freight, Running Backward. Lists various locations and their corresponding speed restrictions.

Table with columns: Light Engines, Running Forward, Running Backward. Lists engine types and their running speeds.

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

Table with columns: Mile Post, EAST OF, DESCRIPTION. Lists locations and structures with their mile posts and descriptions.

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.

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.

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.

19. COMPANY SURGEONS—WESTERN DIVISION.

Table with columns: NAME, TITLE, LOCATION, DISTRICT. Lists names of surgeons, their titles, locations, and districts.

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.

Table with columns: 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-FAIRFIELD, VACAVILLE, WINTERS, DIXON, DAVIS.

HOSPITALS.

Table with columns: GENERAL HOSPITAL, SOUTHERN PACIFIC HOSPITAL, S. P. EMERGENCY HOSPITAL, SAN FRANCISCO, SACRAMENTO, WEST OAKLAND.

20. MISCELLANEOUS.

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

21. YARDS.

Yards are established at the following stations:

West Oakland	Napa	Niles	Port Costa	Benicia
Suisun-Fairfield	Davis	South Vallejo	Napa Jct.	Newark

22. 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. RESPONSIBILITY 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.

28. 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.

38. 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."

40. 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 center of track.

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 whistle.

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.

58. 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.

59. 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.

60. 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:

64. 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 brakes.

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

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

While on the 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.

65. 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.

66. 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.

67. INTERLOCKING SIGNALS.

Interlocking signals govern only through interlocking limits.

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

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

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

68. OAKLAND PIER TOWER.

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

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

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

69. 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 east of crossing of passenger tracks Nos. 1 and 2, to Cedar Street (single track).

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

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

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

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

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

Other movements governed by short-arm or dwarf signals.

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

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

70. 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 to track No. 7.

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

74. 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.

76. 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 Sacramento, ——— o.

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: ——— o.

79. 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 Jose Line.

Whistle signals:

For San Jose, ——— o.

For Centerville ——— o ———.

For Niles, o ——— o.

80. 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: ——— o

81. 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 tower.

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: o ——— ———.

For West San Jose or the College Park-Elmhurst Line: o o ——— o o.

For San Jose freight yard: ——— o.

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

82. 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.

83. 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 switch.

Eastward Santa Fe trains approaching Santa Fe Junction will sound ——— o, whistle.

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
Coyote Creek } between Albrae and Alviso.
Napa River, at Brazos

85. DRAWBRIDGES NOT INTERLOCKED:

Napa River, 700 feet east of Napa Station, Calistoga Line.
Steamboat Slough, about 1000 feet west of Wingo Junction switch.

86. 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.

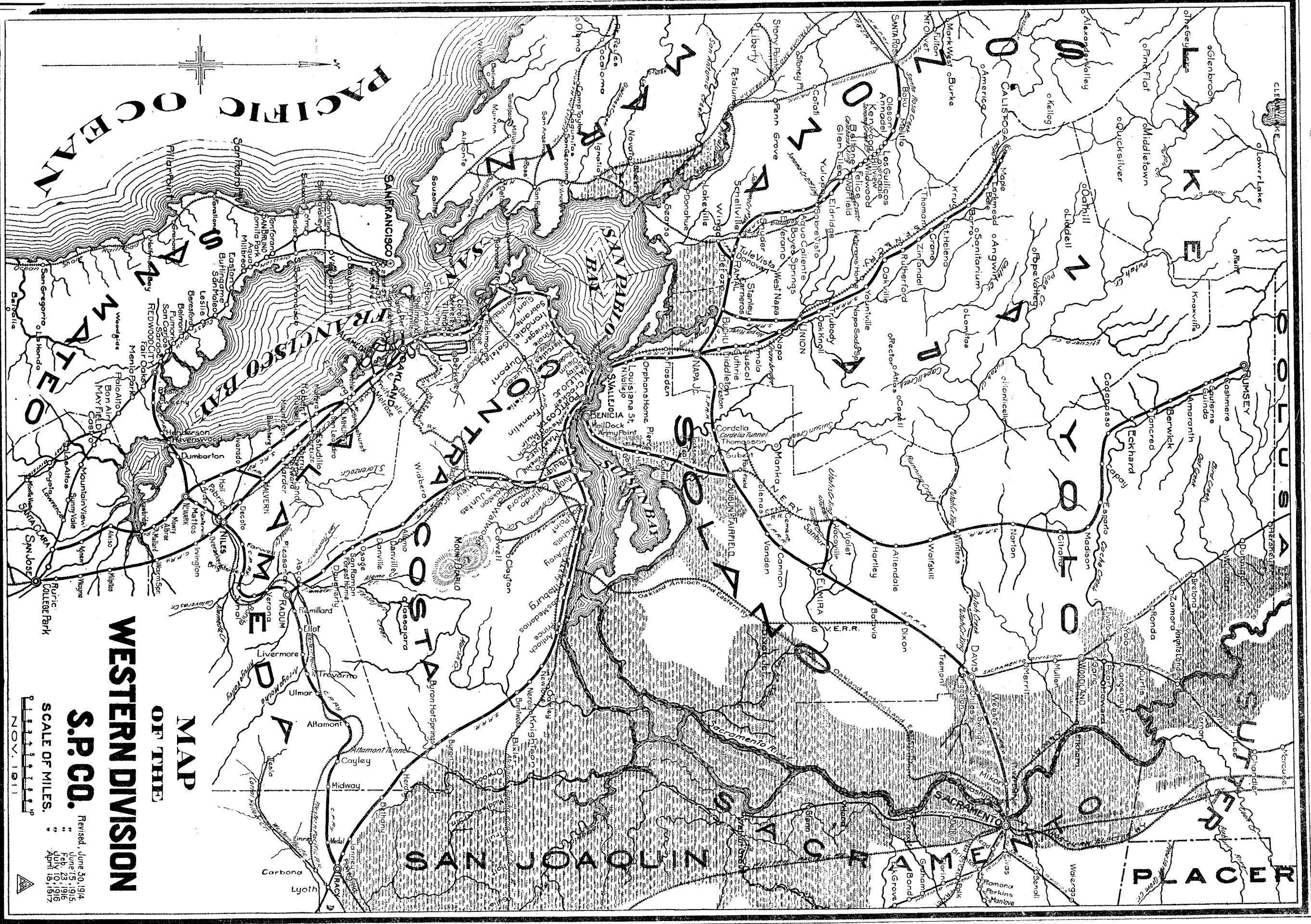
N. W. Pac. Railway, 2200 feet west of Schellville, stop.

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.



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

SCALE OF MILES.
 Revised, June 30, 1914
 June 15, 1915
 Feb. 23, 1916
 July 10, 1916
 April 18, 1917

NOV. 1911

