

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

1921

TIME TABLE
FOR THE
WESTERN DIVISION

To Take Effect Sunday, February 27, 1921, 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

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

Eastward

FROM SAN FRANCISCO.

FIRST CLASS

Capacity of passing cars in car lengths and location of Stables Fuel, Water and Turning Stations.	20	26	48	44	50	12	46	128	22	2	8	14	84	42	18	122	36	124	28	Distance from San Francisco.	Time Table No. 175 February 27, 1921.
	Pacific Limited	The Owl	El Dorado	San Francisco Napa and Tracy Passenger	San Joaquin Valley Passenger	The Shasta	San Francisco Oroville and Sacramento Passenger	San Francisco Avon Passenger	St. Louis Express	Overland Limited	San Francisco Los Angeles Passenger	San Francisco Portland Express	San Francisco Fresno Passenger	San Francisco Calistoga, Santa Rosa and Avon Passenger	The Statesman	San Francisco Port Costa Passenger	San Francisco Stockton Passenger	San Francisco Ray Point Passenger	San Francisco Dunsmuir Passenger		
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 EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	0.0	DN SAN FRANCISCO
	6.00PM	6.00PM	5.00PM	4.40PM	4.00PM	4.00PM	2.40PM	1.20PM	1.00PM	11.00AM	10.40AM	10.20AM	8.40AM	8.00AM	7.20AM	6.40AM	6.00AM	6.00AM	6.00AM	0.0	DN SAN FRANCISCO
	6.18	6.18	6.18	4.58	4.18	4.18	2.58	1.38	1.18	11.18	10.58	10.38	8.58	8.18	7.38	6.58	6.18	6.18	6.18	3.5	OAKLAND PIER
I P	6.32PM	6.27PM	5.28PM	5.07PM	4.30PM	4.27PM	3.05PM	1.47PM	1.30PM	11.30AM	11.07AM	10.50AM	9.07AM	8.27AM	7.45AM	7.05AM	6.30AM	6.27AM	6.25AM	3.5	DNR OAKLAND PIER
Term. Yard WFTTYO																				4.9	DNR WEST OAKLAND
I Interchange	s 6.40	s 6.33	s 5.35	s 5.14	s 4.38	s 4.35	s 3.13	s 1.55	s 1.38	s 11.38	s 11.14	s 10.57	s 9.13	s 8.35	s 7.52	s 7.11	s 6.38	s 6.33	s 6.30	5.5	OAKLAND (16th Street)
																				6.6	EMERYVILLE
																				7.0	SHELLMOUND
																				7.2	SEDAN
																				7.4	PARAFFIN
																				7.8	STOCK YARDS
55 West																				8.2	LIVNY
	s 6.48	s 6.41	s 5.43	s 5.22	s 4.46	s 4.43	s 3.21	s 2.05	s 1.48	s 11.46	s 11.21	s 11.05	s 9.20	s 8.45	s 8.00	s 7.19	s 6.48	s 6.41	6.38	9.2	BERKELEY (University Ave.)
																				10.2	CORBIN
							f	f									f			10.7	FLEMING
																				11.2	NOBEL
							f	f												11.6	VIGORIT
87 East							f	f									f			13.1	STEGE
																				14.1	SANTA FE JCT.
P	6.57	6.49	s 5.53	s 5.32	s 4.58	4.54	s 3.32	s 2.17	1.58	11.55AM	s 11.32	s 11.15	s 9.28	s 8.57	s 8.08	s 7.28	s 7.00	s 6.52	s 6.47	15.0	RICHMOND
148 East WP Interchange							s 3.36	f 2.22			11.35			9.00			s 7.05	6.56	6.50	16.6	SAN PABLO
P							s	f								s	f			18.9	GIANT
48 East 52 West P								f									f			19.8	SOBRANTE
								f												21.5	KRIEGER
74 West P	7.08	7.00	6.03	f 5.45	5.09	5.05	s 3.46	s 2.35	2.11	12.07PM	11.44	11.27	9.41	9.10	8.20	7.43	s 7.18	s 7.06	7.00	23.0	PINOLE
45 East							s	f								s				23.8	HERCULES
							s 3.52	s 2.40									s		f	25.5	RODEO
69 East P				f				f								s	s			26.4	OLEUM
43 East								f									f			27.1	TORMEY
46 West P							s	s						s		s	s			27.5	SELBY
55 West P	7.18	7.10	6.13	s 6.00	s 5.19	5.15	s 4.05	s 2.47	2.22	12.17	11.54AM	11.37	9.51	s 9.25	8.30	s 7.55	s 7.35	s 7.16	s 7.10	28.0	D VALLEJO JCT.
210 West				s 6.02			s	s 2.50						s 9.27		s 7.57	s 7.37	s 7.18		29.0	CROCKETT
62 West P								f						f			f			30.1	ECKLEY
Yard WFTTYO	s 7.25PM	s 7.17PM	s 6.20PM	s 6.10PM	s 5.28PM	5.23PM	s 4.15PM	s 2.57PM	s 2.30PM	s 12.25PM	s 12.02PM	s 11.45AM	s 10.00AM	s 9.35AM	s 8.40AM	s 8.05AM	s 7.50AM	s 7.30AM	s 7.25AM	31.1	DNR PORT COSTA
	7.33	Via Martinez see page 10	6.25	Via Martinez See page 10	Va Martinez see page 10	5.33	4.18	Via Martinez see page 10	2.40	12.35	Via Martinez see page 10	11.55	Via Martinez see page 10	Via Martinez see page 10	8.45		Via Martinez See Page 10	Via Martinez See Page 10	7.40	31.1	PORT COSTA (Slips)
	7.45PM		6.37PM			5.45PM	4.30PM		2.52PM	12.47PM		12.07PM		8.57AM					7.52AM	32.4	BENICIA (Slips)
	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 EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily		(27.6)

(0.53)	(0.50)	(0.52)	(1.03)	(0.58)	(0.56)	(1.10)	(1.10)	(1.00)	(0.55)	(0.55)	(0.55)	(0.53)	(1.08)	(0.55)	(1.00)	(1.20)	(1.03)	(1.00)	.....	Time over District
31.24	33.12	31.84	26.28	28.55	29.57	23.65	23.65	27.60	30.11	30.11	30.11	31.24	24.35	30.11	27.60	20.70	26.28	27.60	.....	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. 36—Certain-teed Products Co., one-quarter mile west of San Pablo.
- No. 128—Certain-teed Products Co.
- Nos. 2 and 20—Any station to receive passengers for Cheyenne and points east.
- No. 22—Any station to receive passengers for Ogden and points east.

TOWARD SAN FRANCISCO.

Westward. 3

Time Table No. 175

February 27, 1921.

FIRST CLASS

STATIONS	Distance from Port Costa	13	87	19	123	25	5	53	81	21	47	45	9	127	1	49	29	43	129	17	15
		San Francisco Express	Oil Fields Passenger	Pacific Limited	Martinez Vallejo San Francisco Passenger	The Owl	Pacific Express	Oregonian	Tracy, Napa, San Francisco Passenger	St. Louis Express	El Dorado	Sacramento San Francisco Passenger	Fast Mail	Port Costa San Francisco Passenger	Overland Limited	San Joaquin Valley Passenger	Sacramento San Francisco Passenger	Santa Rosa, Calistoga & San Francisco Passenger	Avon San Francisco Passenger	The Statesman	California Express
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN SAN FRANCISCO	31.1	7.30AM	8.10AM	8.30AM	8.30AM	8.50AM	9.10AM	10.10AM	10.10AM	10.50AM	11.30AM	11.50AM	12.30PM	12.50PM	1.30PM	2.10PM	3.50PM	6.10PM	6.30PM	6.30PM	6.50PM
OAKLAND PIER	27.6	7.12	7.52	8.12	8.12	8.32	8.52	9.52	9.52	10.32	11.12	11.32	12.12	12.32	1.12	1.52	3.32	5.52	6.12	6.12	6.32
DNR OAKLAND PIER	27.6	s 7.00AM	s 7.35AM	s 8.00AM	s 8.05AM	s 8.25AM	s 8.40AM	s 9.35AM	s 9.45AM	s 10.22AM	s 11.03AM	s 11.20AM	s 12.02PM	s 12.25PM	s 12.55PM	s 1.40PM	s 3.20PM	s 5.40PM	s 5.56PM	s 6.05PM	s 6.15PM
DNR WEST OAKLAND	26.2																				
OAKLAND (16th Street)	25.6	s 6.50	s 7.28	s 7.50	s 7.58	s 8.15	s 8.32	s 9.25	s 9.36	s 10.14	s 10.55	s 11.10	s 11.54AM	s 12.17	s 12.46	s 1.30	s 3.10	s 5.30	s 5.45	s 5.55	s 6.05
EMERYVILLE	24.5																				
SHELLMOUND	24.1																				
SEDAN	23.9																				
PARAFFIN	23.7																				
STOCK YARDS	23.8																				
LIVNY	22.9																				
BERKELEY (University Ave.)	21.9	s 6.38	7.18	s 7.40	s 7.50	8.05	8.23	s 9.15	s 9.26	s 10.04	s 10.47	s 11.00	s 11.34	s 12.09PM	12.36	s 1.20	s 3.01	s 5.20	s 5.35	s 5.47	s 5.55
CORBIN	20.9																				
FLEMING	20.4				f									f							
NOBEL	19.9																				
VIGORIT	19.5													f							
STEGE	18.0		f		f									f					f		
SANTA FE JCT.	17.0																				
RICHMOND	16.1	6.26	s 7.07	7.28	s 7.40		s 8.12		s 9.14	9.53	10.37	s 10.50	11.25	s 11.57AM		s 1.09	s 2.51	s 5.07	s 5.24	s 5.37	5.44
SAN PABLO	14.5	6.22	7.03	7.25	f 7.34	7.53	8.08	9.00	9.09	9.50	10.35	f 10.45		f 11.52	12.22	1.05	2.48	5.02	s 5.20	5.34	5.41
GIANT	12.2				s							s		f					s 5.16		
SOBRANTE	11.3											f		f							
KRIEGER	9.6											f		f							
PINOLE	8.1	6.12	6.53	7.13	s 7.20	7.45	7.58	8.47	s 9.00	9.40	10.25	s 10.33	11.14	s 11.42	12.12	12.55	s 2.38	4.53	s 5.07	5.26	5.33
HERCULES	7.8				f									f					f		
RODEO	5.6				s							s		s					s 5.02		
OLEUM	4.7				s							f		s					s		
TORMEY	4.0				f									f					s		
SELBY	3.6				s							s		s					s		
D VALLEJO JCT.	3.1	6.00	6.43	7.00	s 7.05	7.37	7.48	8.35	s 8.50	9.30	s 10.15	s 10.20	11.06	s 11.30	12.01PM	s 12.45	s 2.28	s 4.45	s 4.55	5.18	5.23
CROCKETT	2.1				s 6.55				s 8.34			s 10.14		s 11.24		s 12.37	s 2.24	s 4.29	s 4.44	s 5.14	
ECKLEY	1.0				f									f				f	f		
DNR PORT COSTA	0.0	s 5.50AM	6.35AM	s 6.47AM	s 6.50AM	7.30AM	s 7.40AM	s 8.25AM	8.30AM	9.22AM	s 10.05AM	s 10.10AM	11.00AM	11.20AM	s 11.50AM	12.33PM	s 2.20PM	4.25PM	4.40PM	s 5.10PM	s 5.15PM
PORT COSTA (Slips)	1.3	5.42	Via Martinez see page 11	6.37	Via Martinez see page 11	Via Martinez see page 11	7.27	8.14	Via Martinez see page 11	9.12	10.00	10.00	10.50		11.37	Via Martinez see page 11	2.15	Via Martinez see page 11	Via Martinez see page 11	5.02	5.02
BENICIA (Slips)	0.0	5.30AM		6.25AM			7.15AM	8.02AM		9.00AM	9.48AM	9.48AM	10.38AM		11.25AM		2.03PM			4.50PM	4.50PM
(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	(1.10)	(1.00)	(1.13)	(1.15)	(0.55)	(1.00)	(1.10)	(1.15)	(1.00)	(0.58)	(1.10)	(1.02)	(1.05)	(1.05)	(1.07)	(1.00)	(1.15)	(1.16)	(0.55)	(1.00)
Average speed per hour	23.65	27.60	22.68	22.08	30.11	27.60	23.65	22.08	27.60	28.55	23.65	26.70	25.47	25.47	24.71	27.60	22.08	21.79	30.11	27.60

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

ADDITIONAL STOPS ON SIGNAL.

- No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
- No. 5—Any station to discharge passengers from Ogden or points east.
- No. 9—Richmond to discharge mail when connection with No. 49 at Port Costa is missed.
- No. 13—Any station to discharge passengers from Portland or points east thereof. Vallejo Junction to discharge passengers from points north of Roseville.
- No. 15—Any station to discharge passengers from Portland and points east.
- No. 19—Any station to discharge passengers from Cheyenne and points east.
- No. 21—Any station to discharge passengers from Ogden or points east.
- No. 25—Richmond and Berkeley to discharge passengers from Los Angeles or points east thereof.
- No. 29—Oleum and Giant on Saturdays only.
- No. 47—Any station to discharge passengers from north of Davis or east of Sacramento.
- 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. 123—Certain-teed Products Co., one-quarter mile west of San Pablo and Potter.
- No. 127—Certain-teed Products Co.

Capacity of passing siding in car lengths and location of Seater, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS								Distance from San Francisco	Time Table No. 175 February 27, 1921.
	222 Sacramento, Ogden and Portland Fast Freight	288 Fresno Freight	302 Port Costa Way Freight	86 Oil Fields Passenger	54 Oregonian	10 San Francisco Ogden Express	16 Oregon Express	132 San Francisco Martinez Passenger	6 Atlantic Express	130 San Francisco Martinez Passenger			
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily EX. SUNDAY			
												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	D VALLEJO JCT.
												29.0	CROCKETT
												30.1	ECKLEY
												31.1	DNR PORT COSTA
												31.1	PORT COSTA (Slips)
												32.4	BENICIA (slips)
													(27.6)

(1.05) 25.47 (1.10) 23.65 (8.50) 3.12

(1.00) 27.60 (1.00) 27.60 (1.00) 27.60 (1.00) 27.60 (1.20) 20.70 (1.00) 27.60 (1.10) 23.65 Time over District 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. 6—Any station to receive passengers for Ogden and points east.
- No. 16—Any station daily to receive passengers for Portland and beyond.
- No. 86—Pinole and Oleum to discharge passengers.

TOWARD SAN FRANCISCO.

Westward.

Time Table No. 175

February 27, 1921.

STATIONS	Distance from Port Costa	FIRST CLASS								THIRD CLASS	
		125	109	23	209	11	51	35	219	301	
		Bay Point San Francisco Passenger	Sunset Express	Sacramento San Francisco Passenger	Sacramento San Francisco Passenger	The Shasta	Fresno San Francisco Passenger	Tracy San Francisco Passenger	Freight	Port Costa Way Freight	
Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		
DN SAN FRANCISCO	31.1	7.10PM	7.30PM	8.50PM	10.00PM	10.00PM	10.40PM	11.59PM			
OAKLAND PIER	27.6	6.52	7.12	8.32	9.42	9.42	10.22	11.40			
DNR OAKLAND PIER	27.6	s 6.40PM	s 7.00PM	s 8.20PM	s 9.25PM	s 9.35PM	s 10.15PM	s 11.25PM			
DNR WEST OAKLAND	26.2								5.00AM	3.00PM	
OAKLAND (16th Street)	25.6	s 6.27	s 6.52	s 8.10	s 9.15	s 9.25	s 10.05	s 11.15			
EMERYVILLE	24.5										
SHELLMOUND	24.1										
SEDAN	23.9										
PARAFFIN	23.7										
STOCK YARDS	23.3										
LIVNY	22.9										
BERKELEY (University Ave.)	21.9	s 6.15	s 6.42	s 8.00	s 9.07	s 9.14	s 9.55	s 11.05			
CORBIN	20.9										
FLEMING	20.4										
NOBEL	19.9										
VIGORIT	19.5			f							
STEGE	18.0			f				f			
SANTA FE JCT.	17.0										
RICHMOND	16.1	s 6.05	s 6.30	s 7.47	s 8.57	9.02	s 9.44	s 10.52			
SAN PABLO	14.5		6.25	f 7.42	8.54	8.59	9.41	f 10.47			
GIANT	12.2			f				f			
SOBRANTE	11.3			f				f			
KRIEGER	9.6										
PINOLE	8.1	s 5.53	6.15	s 7.32	8.46	8.51	9.33	s 10.37			
HERCULES	7.3			f				f			
RODEO	5.6	s		s				s			
OLEUM	4.7			s				f			
TORMBY	4.0			f				f			
SELBY	3.6			f				s			
D VALLEJO JCT.	3.1	s 5.42 5.30	6.05	s 7.20	8.38	8.43	9.25	f 10.25			
CROCKETT	2.1	s 5.27		s 7.14				s 10.19			
ECKLEY	1.0			f							
DNR PORT COSTA	0.0	5.23PM	5.55PM	s 7.10PM	s 8.30PM	s 8.35PM	s 9.18PM	10.15PM	2.00AM	7.00AM	
PORT COSTA (slips)	1.3	Via Martinez see page 11	Via Martinez see page 11	7.04	8.22	8.22	Via Martinez see page 11	Via Martinez see page 11	1.50		
BENICIA (slips)	0.0			6.52PM	8.10PM	8.10PM			1.00AM		
(27.6)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	

Time over District	(1.17)	(1.05)	(1.10)	(0.55)	(1.00)	(0.57)	(1.10)	(3.00)	(8.00)
Average speed per hour	23.00	25.47	23.65	30.11	27.60	29.03	23.65	8.70	3.26

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

- No. 11—San Francisco 10.10 p.m. on Saturday and Sunday.
- No. 51—San Francisco 10.50 p.m. on Saturday and Sunday.
- No. 209—San Francisco 9.50 p.m. on Saturday and Sunday.

ADDITIONAL STOPS ON SIGNAL { No. 35—Any station to discharge passengers from Martinez and east.
No. 109—Any station to discharge passengers from points east of Los Angeles, inclusive.

Capacity of passing sidings in car length and location of Seales Fuel, Water and Turning Stations.	FIRST CLASS																	Distance from San Francisco
	10	16	6	20	48	12	498	46	22	2	14	78	18	28	76	54		
	San Francisco Ogden Express	Oregon Express	Atlantic Express	Pacific Limited	El Dorado	The Shasta	Marysville Sacramento Motor	San Francisco Oroville and Sacramento Passenger	St. Louis Express	Overland Limited	San Francisco Portland Express	Gerber Sacramento Passenger	The Statesman	San Francisco Dunsmuir Passenger	Marysville Sacramento Motor	Oregonian		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0
	9.00PM	8.20PM	7.00PM	6.00PM	5.00PM	4.00PM	SAC. DIV. No. 539	2.40PM	1.00PM	11.00AM	10.20AM	SAC. DIV. No. 29	7.20AM	6.00AM	SAC. DIV. No. 541	10.20PM		
Yard WY P	s 11.17PM	s 10.25PM	s 9.05PM	s 7.55PM	s 6.45PM	5.52PM		s 4.35PM	s 3.00PM	12.57PM	s 12.15PM		s 9.00AM	s 8.00AM		12.25AM	32.4	
103 East P								f						f			33.8	
103 West								f						f			38.0	
P								f						f			39.0	
								f						f			40.1	
Yard WFO P Interchange	s 11.47PM	10.55	s 9.35	8.24	s 7.13	6.22		s 5.15	3.30	1.26	s 12.45		s 9.30	s 8.40		12.55	48.9	
48 East 82 West Interchange								s 5.21						s 8.45			51.9	
								f						f			53.8	
								f						f			56.4	
101 East 101 West WFO P	12.05AM	11.12	9.53	8.39	7.28	6.39		s 5.37	3.47	1.41	1.05		s 9.47	s 9.05		1.13	59.4	
								f						f			64.2	
86 East 86 West W	12.17	11.23	10.04	8.50	s 7.39	6.51		s 5.57	4.00	1.52	s 1.17		s 9.58	s 9.20		1.27	67.5	
83 East								f						f			71.8	
																	73.8	
88 East 121 West WIY P	s 12.35	11.40	10.20	9.01	s 7.53	s 7.10PM	7.05PM	s 6.15	4.17	2.03	s 1.35	12.35PM	s 10.15	s 10.00	8.10AM	s 1.45AM	75.6	
								f									77.1	
								f						f			79.1	
114 East 114 West	12.45	11.48PM	10.28	9.10	8.01		f 7.15	f 6.25	4.27	2.12	1.43	f 12.45	10.25	10.15	f 8.20		80.4	
							f								f		86.3	
I								f							f		86.9	
Term Yard WFO P	s 1.00AM	s 12.05AM	s 10.45PM	s 9.25PM	s 8.15PM		s 7.30PM	s 6.45PM	s 4.45PM	s 2.25PM	s 2.00PM	s 1.00PM	s 10.40AM	f 10.30AM	s 8.40AM		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	Arrive Daily		

Time Table No. 175
February 27, 1921.

STATIONS	
DN SAN FRANCISCO	32.4
DNR BENICIA	0.8
MAIL DOCK	0.6
ARMY POINT	4.2
GOODYEAR	1.0
HOYT	1.1
PIERCE	2.1
CYGNUS	1.0
TEAL	1.9
JACKSNIPE	3.8
DN Suisun-Fairfield Sacramento Northern Ry. Crossing	3.0
TOLENAS	1.9
VANDEN	1.6
CANNON	4.0
D ELMIRA	4.8
BATAVIA	3.3
DIXON	4.3
TREMONT	2.0
BRIGGSTON	1.8
DNR DAVIS	1.5
CHILES	2.0
SWINGLE	1.3
WEBSTER	5.9
MIKON	0.6
Sacramento Northern Ry. Crossing	1.4
WASHINGTON	0.5
DNR SACRAMENTO	17.8
ROSEVILLE	(56.4)

Automatic Block

Double Track

(1.43)	(1.40)	(1.40)	(1.30)	(1.30)	(1.18)	(0.25)	(2.10)	(1.45)	(1.28)	(1.45)	(0.25)	(1.40)	(2.30)	(0.30)	(1.20)	..... Time over District
32.85	33.84	33.84	37.60	37.60	33.23	31.68	26.03	32.23	38.45	32.23	31.68	33.84	22.56	22.56	32.40	..... Average speed per hour

ADDITIONAL STOPS ON SIGNAL

- No. 2—Any station to receive passengers for Cheyenne and points east.
- No. 6—Pierce, Cygnus, Teal and Jacksnipe Tuesday and Saturday during hunting season. Any station to receive passengers for Ogden and points east.
- No. 14—Pierce, Cygnus, Teal and Jacksnipe Tuesday and Saturday and Goodyear Wednesday and Saturday during hunting season. Any station to receive passengers for points east of Roseville.
- No. 16—Any station to receive passengers for Portland or beyond Davis on Sundays and holidays to receive and discharge passengers—Suisun on Sundays.
- No. 20—Any station to receive passengers for Cheyenne or points east.
- No. 46—Broderick for mail.
- No. 22—Any station to discharge passengers from Ogden and points east.

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

TOWARD SAN FRANCISCO

Westward.

Time Table No. 175

February 27, 1921.

FIRST CLASS

STATIONS	Distance from Sacramento	13	19	5	53	21	497	45	47	9	73	1	29	15	17	23	11	209	77				
		San Francisco Express	Pacific Limited	Pacific Express	Oregonian	St. Louis Express	Sacramento Oroville Motor	Sacramento Passenger	El Dorado	Fast Mail	Sacramento Gerber Passenger	Overland Limited	Sacramento San Francisco Passenger	California Express	The Statesman	Sacramento San Francisco Passenger	The Shasta	Sacramento San Francisco Passenger	Sacramento Marysville Motor				
Arrive Daily	Arrive Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
DN SAN FRANCISCO 32.4	88.8	7.30AM	8.30AM	9.10AM	10.10AM	10.50AM	SAC. DIV. No. 538	11.50AM	11.30AM	12.30PM	SAC. DIV. No. 30	1.30PM	3.50PM	6.50PM	6.30PM	8.50PM	10.00PM	10.00PM	SAC. DIV. No. 542				
DNR BENICIA 0.8	56.4	s 5.20AM	6.15AM	s 7.05AM	s 7.52AM	s 8.50AM		s 9.35AM	s 9.45AM	10.35AM		11.15AM	s 2.00PM	s 4.35PM	s 4.45PM	s 6.45PM	s 8.00PM	s 8.05PM					
MAIL DOCK 0.6	55.6																						
ARMY POINT 4.2	55.0							f					f			f							
GOODYEAR 1.0	50.8	5.10	6.05	6.55	7.40	8.35		f 9.20	9.35	10.25		11.05	1.50	4.25	4.35	f 6.35	7.46	7.55					
HOYT 1.1	49.8							f								f							
PIERCE 2.1	48.7							f								f							
CYGNUS 1.0	46.6							f								f							
TEAL 1.9	45.6							f								f							
JACKSNIFE 3.8	43.7							f								f							
DN SUISUN-FAIRFIELD Sacramento Northern Ry. Crossing 3.0	39.9	s 4.50	5.47	s 6.35	7.20	8.15		s 8.55	s 9.15	10.07		10.47	s 1.30	4.07	s 4.15	s 6.10	7.28	s 7.35					
TOLENAS 1.9	36.9							s 8.44								f							
VANDEN 1.6	35.0							f								f							
CANNON 4.0	33.4							f								f							
D ELMIRA 4.3	29.4	4.32	5.33	6.17	7.04	7.55		s 8.32	s 8.58	9.53		10.33	1.13	3.53	4.00	s 5.45	7.13	7.18					
BATAVIA 3.3	24.6							f								f							
DIXON 4.3	21.3	f 4.19	5.22	6.04	6.52	7.40		s 8.12	s 8.48	9.42		10.22	s 12.59	3.42	s 3.49	s 5.23	7.02	7.07					
TREMONT 2.0	17.0							f								f							
BRIGGSTON 1.8	15.0																						
DNR DAVIS 1.5	13.2	f 4.07	5.10	5.52	6.40AM	7.25	s 7.35AM	s 7.55	s 8.37	9.30	s 10.00AM	10.10	s 12.45	3.30	s 3.36	s 5.05	6.50PM	s 6.55	s 7.50PM				
CHILES 2.0	11.7																						
SWINGLE 1.3	9.7							f								f							
WEBSTER 5.9	8.4	3.58	5.03	5.43	7.15	f 7.20	f 7.44	8.28	9.23	f 9.50	10.03	12.33	3.23	3.28	f 4.54			6.43	f 7.35				
MIKON 0.6	2.5						f									f							
Sacramento Northern Ry. Crossing 1.4	1.9																						
WASHINGTON 0.5	0.5						f	f								f							
DNR SACRAMENTO 17.8	0.0	3.45AM	4.50AM	5.30AM	7.00AM	7.05AM	7.30AM	8.15AM	9.10AM	9.35AM	9.50AM	12.20PM	3.10PM	3.15PM	4.40PM			6.30PM	7.20PM				
ROSEVILLE 56.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

Time over District.....	(1.35)	(1.25)	(1.35)	(1.12)	(1.50)	(0.30)	(2.05)	(1.30)	(1.25)	(0.25)	(1.25)	(1.40)	(1.25)	(1.30)	(2.05)	(1.10)	(1.35)	(0.30)
Average speed per hour.....	35.62	39.81	35.62	36.00	30.76	26.04	27.07	37.60	39.81	31.68	39.81	33.84	39.81	37.60	27.07	37.02	35.62	26.40

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. 5—Any station to discharge passengers from Ogden and points east.
- No. 13—Elmira to discharge passengers from points north of Roseville.
- No. 15—Any station to discharge passengers from Portland and points beyond.
- No. 17—Jacksnipe, Teal, Cygnus and Pierce Wednesday and Sunday during hunting season.
- No. 19—Any station to discharge passengers from Cheyenne or points east.
- No. 21—Any station to discharge passengers from Ogden and points east.
- No. 29—Jacksnipe, Teal, Cygnus and Pierce Wednesday and Sunday during hunting season.
- No. 45—Broderick for mail.
- No. 47—Pierce, Cygnus, Teal and Jacksnipe Wednesday and Sunday during hunting season. Any station to discharge passengers from points north of Davis or east of Sacramento.

FROM SAN FRANCISCO

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS				Distance from San Francisco	Time Table No. 175 February 27, 1921.
	304 Sacramento Way Freight	274 Knights Landing Way Freight	222 Sac'to Ogden & Portland Fast Frt.	272 Red Bluff Freight		
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. MONDAY		STATIONS
					0.0	DN SAN FRANCISCO 2.4
Yard WY P	9.15AM		1.00AM		32.4	DNR BENICIA 0.8
					33.2	MAIL DOCK 0.6
					33.8	ARMY POINT 4.2
103 East } P					38.0	GOODYEAR 1.0
103 West }					39.0	HOYT 1.1
					40.1	PIERCE 2.1
					42.2	CYGNUS 1.0
					43.2	TEAL 1.9
					45.1	JACKSNIFE 3.8
Yard WFO P					48.9	DNSUISUN-FAIRFIELD Sacramento Northern 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 WFO					59.4	D ELMIRA 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	3.45PM	12.50PM	7.00	6.10AM	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	Sacramento Northern Ry. Crossing 1.4
I					88.3	WASHINGTON 0.5
Term Yard WFO P	4.30PM	1.20PM	7.30AM	6.50AM	88.8	DNR SACRAMENTO 17.8
			10.15AM		106.6	ROSEVILLE
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. MONDAY		
	(7.15)	(0.30)	(6.30)	(0.40)		..... Time over District
	11.20	26.40	8.68	19.80		..... Average speed per hour

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

TOWARD SAN FRANCISCO.

Time Table No. 175
February 27, 1921.

STATIONS	Distance from Sacramento	THIRD CLASS																					
		273 Knights Landing Way Freight	271 Red Bluff Freight	303 Sacramento Way Freight	219 Freight																		
		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily																		
DN SAN FRANCISCO 32.4	88.8	SAC. DIV. No. 232	SAC. DIV. No. 226																				
DNR BENICIA 0.8	56.4			2.00PM	11.30PM																		
MAIL DOCK 0.6	55.6																						
ARMY POINT 4.2	55.0																						
GOODYEAR 1.0	50.8																						
HOYT 1.1	49.8																						
PIERCE 2.1	48.7																						
CYGNUS 1.0	46.6																						
TEAL 1.9	45.6																						
JACKSNIPE 3.8	43.7																						
DNSUISUN-FAIRFIELD Sacramento Northern Ry. Crossing 3.0	39.9																						
TOLENAS 1.9	36.9																						
VANDEN 1.6	35.0																						
CANNON 4.0	33.4																						
D ELMIRA 4.8	29.4																						
BATAVIA 3.3	24.6																						
DIXON 4.3	21.3																						
TREMONT 2.0	17.0																						
BRIGGSTON 1.8	15.0																						
DNR DAVIS 1.5	13.2	3.35AM	6.40AM																				
CHILES 2.0	11.7																						
SWINGLE 1.3	9.7																						
WEBSTER 5.9	8.4																						
MIKON 0.6	2.6																						
Sacramento Northern Ry. Crossing 1.4	1.9																						
WASHINGTON 0.5	0.5																						
DNR SACRAMENTO 17.8	0.0	3 00AM	6.00AM	6.30AM	6.15PM																		
ROSEVILLE 56.4					5.00PM																		
		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily																		

Time over District..... (0.35) (0 40) (7.30) (4.55)
Average speed per hour..... 22.62 19.80 7.52 11 20

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

Capacity of passing sidings in car lengths and location of Siding, Fuel, Water and Turning Stations.	THIRD CLASS				FIRST CLASS													Distance from San Francisco	Time Table No. 175	
	288 Fresno Freight		250 Tracy Way Freight		132 San Francisco Martinez Passenger	130 San Francisco Martinez Passenger	26 The Owl	44 San Francisco Tracy Passenger	50 San Joaquin Valley Passenger	128 San Francisco Avon Passenger	8 San Francisco Los Angeles Passenger	84 San Francisco Fresno Passenger	42 San Francisco Avon Passenger	36 San Francisco Stockton Passenger	124 San Francisco Bay Point Passenger	120 Port Costa Martinez Passenger	86 Oil Fields Passenger		February 27, 1921.	
	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	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily		STATIONS	
				7.40PM	6.40PM	6.00PM	4.40PM	4.00PM	1.20PM	10.40AM	8.40AM	8.00AM	6.00AM	6.00AM		11.00PM	0.0	DN SAN FRANCISCO (31.1)		
WFI TO P	8.00PM	10.05AM		9.30PM	8.20PM	7.19PM	6.15PM	5.32PM	3.00PM	12.07PM	10.01AM	9.45AM	8.00AM	7.33AM	6.05AM	12.35AM	31.1	DNR PORT COSTA (31.1)		
				f	f		f		f			f					32.2	NEVADA DOCK (0.9)		
123 W P	8.15	10.25		s 9.40PM	s 8.30PM	7.27	s 6.25	s 5.42	s 3.10	s 12.20	s 10.09	s 9.55	s 8.10	s 7.42	s 6.15AM	f 12.45	33.1	OZOL (1.6)		
111							f		f			f	f	f			34.7	DR MARTINEZ (1.3)		
75 Y P	8.57	11.00AM				7.33	s 6.33	5.48	s 3.20PM	12.26	10.15	s 10.05AM	s 8.20	s 7.50		12.52	36.0	MOCOCO (0.8)		
Interchange 209 P	9.10	12.04PM				7.38	s 6.39	5.54		s 12.32	10.20		s 8.32	*s 8.05AM		f 1.00	36.8	PHYTON (1.3)		
70 P							f						f				38.1	DR AVON (3.2)		
Interchange 58 P	9.33	12.37				7.43	6.46	6.00		12.37	10.25		f 8.42			1.08	41.3	DR BAY POINT (1.7)		
Interchange 50 W P	9.50	1.45				7.48	s 6.54	6.05		s 12.44	10.31		s 8.58			s 1.16	43.0	NICHOLS (1.8)		
							f						f				44.8	McAVOY (4.1)		
56 P	10.10	2.15				7.54	s 7.03	6.13		s 12.52	10.38		s 9.10			1.24	48.9	DN PITTSBURG (1.9)		
													f				50.8	LOS MEDANOS (2.3)		
83	10.30	2.30				7.59	f 7.12	6.18		12.59	10.43		f 9.18			1.31	53.1	PRINCE (0.4)		
104 W P	11.00	2.55				8.05	s 7.19	6.24		s 1.06	10.49		s 9.28			1.39	53.5	D ANTIOCH (2.5)		
96 P	11.20	3.20				8.14	s 7.28	6.31		s 1.15	10.57		s 9.40			1.49	56.0	NEWLOVE (1.3)		
							f	f		f			f				57.8	NEROLY (4.4)		
51 P	11.45PM	3.40				8.20	7.36	6.39		1.23	11.03		f 9.51			1.57	61.7	D BRENTWOOD (5.2)		
50 P	12.05AM	4.15				8.25	f 7.42	6.48		1.30	11.09		s 10.01			2.04	66.9	D BYRON (2.0)		
47	12.15	4.30				8.30	7.54			1.37			f 10.10			2.10	68.9	BYRON HOT SPRINGS (2.7)		
Team yard WFI TO P	12.45AM	4.50PM				s 8.35PM	s 8.05PM	s 7.00PM		s 1.45PM	s 11.20AM		s 10.20AM			s 2.20AM	71.6	HERDLYN (4.1)		
	Arrive Daily	Arrive Daily EX. SUNDAY		Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	82.2	D BETHANY (3.4)		
	(4.45) 11.57	(6.45) 7.57		(0.10) 21.60	(0.10) 21.60	(1.16) 40.13	(1.50) 27.37	(1.28) 34.33	(0.20) 21.00	(1.38) 31.28	(1.19) 38.81	(0.20) 21.00	(2.20) 21.90	(0.32) 19.12	(0.10) 21.60	(1.45) 29.20	.....	Time over District	
																	.....	Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception—No. 120 is Superior to No. 123.

ADDITIONAL STOPS ON SIGNAL: No. 50—Any station to receive passengers for points east of Tracy.
 ★No. 124—Due Bay Point Ship Yards 8.05 am.

Time Table No. 175 February 27, 1921.	Distance from Tracy	FIRST CLASS											SECOND CLASS		THIRD CLASS			
		87	123	25	81	49	43	129	125	109	51	35	133	135	249			
		Oil Fields Passenger	Martinez San Francisco Passenger	The Owl	Tracy, Calistoga Santa Rosa and San Francisco Passenger	San Joaquin Valley Passenger	Avon San Francisco Passenger	Avon San Francisco Passenger	Bay Point San Francisco Passenger	Sunset Express	Fresno San Francisco Passenger	Tracy San Francisco Passenger	Martinez Port Costa Passenger	Martinez Port Costa Passenger	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 EX. SUNDAY	Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY				
SAN FRANCISCO (31.1)	82.2	8.10AM	8.30AM	8.50AM	10.10AM	2.10PM	6.10PM	6.30PM	7.10PM	7.30PM	10.40PM	11.59PM						
DNR PORT COSTA 1.1	51.1	s 6.30AM	s 6.40AM	s 7.28AM	s 8.20AM	s 12.28PM	s 4.20PM	s 4.25PM	s 5.20PM	s 5.50PM	s 9.15PM	s 10.10PM	s 8.50PM	s 10.00PM	11.55AM			
NEVADA DOCK 0.9	50.0		f				f						f	f				
OZOL 1.6	49.1		f					f										
DR MARTINEZ 1.3	47.5	s 6.20	6.30AM	7.20	s 8.10	s 12.20	s 4.10	s 4.15	s 5.12	s 5.42	s 9.05	s 10.00	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	6.12		7.15	s 7.50	f 12.09	4.00PM	4.05PM	s 5.05	5.25	8.57	f 9.52			11.00			
DR BAY POINT 1.7	40.9	f 6.06		7.10	s 7.35	s 12.04PM			* 5.00PM	s 5.18	8.52	s 9.45			10.20			
NICHOLS 1.8	39.2				f							f						
McAVOY 4.1	37.4	6.00			f 7.25	f 11.58AM				5.09	8.47	f 9.33			9.30			
DN PITTSBURG 1.9	33.3	f 5.54		6.59	s 7.18	s 11.52				s 5.02	8.41	s 9.25			8.58			
LOS MEDANOS 2.3	31.4					f						f						
PRINCE 0.4	29.1																	
D ANTIOCH 2.5	28.7	5.47		6.52	s 7.09	s 11.42				f 4.52	8.34	f 9.15			8.20			
NEWLOVE 1.3	26.2					f												
NEROLY 4.4	24.9	5.42			f 7.02	f 11.32				4.45	8.29	f 9.08			7.35			
D BRENTWOOD 5.2	20.5	5.35		6.42	s 6.55	s 11.24				s 4.39	8.22	s 9.02			7.10			
D BYRON 2.0	15.3	5.27		6.35	s 6.45	s 11.15				s 4.30	8.14	s 8.52			6.45 6.25			
BYRON HOT SPRINGS 2.7	13.3				f	f				f		f						
HERDLYN 4.1	10.6	5.20			6.34	11.03				4.21	8.05	f 8.43			6.00			
D BETHANY 3.4	6.5	5.15		6.24	f 6.29	s 10.53				4.15	7.59	f 8.37			5.45			
JANNEY 3.1	3.1				f 6.24	10.47				4.10	7.54	f 8.30			5.15			
DNR TRACY (51.1)	0.0	5.05AM		6.15AM	6.20AM	10.40AM				4.05PM	7.50PM	8.15PM			5.10AM			
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY			

Time over District	(1.25)	(0.10)	(1.13)	(2.00)	(1.48)	(0.20)	(0.20)	(0.20)	(1.45)	(1.25)	(1.55)	(0.15)	(0.15)	(6.45)
Average speed per hour	36.07	21.60	42.00	25.55	28.39	21.00	21.00	21.00	29.20	36.07	26.66	14.40	14.40	7.96

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception—No. 120 is Superior to No. 123.

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

* No. 125 leaves Bay Point shipyard 5.00 pm.

TOWARD SAN FRANCISCO.

Time Table No. 175 February 27, 1921.	Distance from Tracy	FIRST CLASS						THIRD CLASS				FOURTH CLASS
		89 San Jose San Francisco Passenger	91 San Jose San Francisco Passenger	79 Stockton Flyer	31 Sacramento Stockton and San Francisco Passenger	95 San Jose Passenger	37 Stockton San Francisco Passenger	247 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	EX. SUNDAY	EX. SUNDAY	EX. SUNDAY
DN SAN FRANCISCO 3.5	70.8	7.10AM	8.10AM	10.10AM	3.10PM	6.30PM	7.30PM					
OAKLAND PIER 3.5	67.3	6.52	7.52	9.52	2.52	6.12	7.12					
(DNR OAKLAND PIER) 1.4	67.3	s 6.42AM	s 7.40AM	s 9.43AM	s 2.42PM	s 6.00PM	s 7.00PM					
Cedar St. Crossing	65.9											
DNR WEST OAKLAND 1.0	64.9											
CHESTNUT JUNCTION Western Pacific Crossing 0.8	64.1	s 6.33	s 7.32	s 9.33	s 2.30	s 5.47	s 6.52					
OAKLAND (First St.) 0.1	64.0											
Webster Street Crossing 1.5	62.5	f										
EAST OAKLAND 1.4	61.1	s 6.25	s 7.20	9.26	s 2.20	s 5.40	s 6.45					
FRUITVALE 0.6	60.5											
Cala. Ry. Crossing 3.1	57.4	f 6.17	7.11	9.19	2.13	s 5.33	6.37					
DNR ELMHURST 1.4	56.0	s 6.13	s 7.07	9.17	2.10	s 5.28	6.35					
D SAN LEANDRO 0.7	55.3	f				f						
SOUTH SAN LEANDRO 1.0	54.3	f				f						
ESTUDILLO 1.0	53.3	s 6.06	s 6.56	9.11	2.05	s 5.18	6.30					
D LORENZO 0.6	52.7	f										
CHERRY 2.0	50.7	s 5.59	s 6.50	9.07	s 2.00	s 5.12	6.25					
D HAYWARD 1.5	49.2	f	f			f						
HARDER 2.4	46.8	f 5.52	f 6.38		1.50	f 5.05	6.20					
HALVERN 2.5	44.3	f 5.47	s 6.34	8.59	1.45	s 4.55	6.16					
D DECOTO 1.1	43.2		f			f						
PABRICO 1.6	41.6	5.42AM	6.30AM	s 8.55	s 1.40	4.50PM	s 6.11					
DNR NILES 2.5	39.1			8.46	1.30		f 6.00					
FARWELL 1.9	37.2											
BRIGHTSIDE 2.0	36.2			f 8.38	s 1.23		s 5.55					
D SUNOL 1.6	33.6						f					
BONITA 1.2	32.4						f					
VERONA 2.6	29.9			s 8.28	s 1.13		s 5.45					
D PLEASANTON 1.1	28.8											
R RADUM 0.4	28.4											
REMILLARD 0.6	27.8				1.08		f 5.33					
ELIOT 3.9	23.9			s 8.18	s 1.02		s 5.26					
DNR LIVERMORE 1.5	22.4						f					
TREVARNO 2.1	20.3				12.53		f 5.17					
ULMAR 4.5	15.8			8.04	12.45		s 5.10					
DN ALTAMONT 4.5	11.3						f					
CAYLEY 3.6	7.7				12.28		f 4.52					
MIDWAY 5.6	2.1											
MEDAL 2.1	0.0			7.38AM	12.15PM		4.40PM					
DNR TRACY		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					

Time over District (1.00) (1.10) (2.05) (2.27) (1.10) (2.20)
 Average speed per hour 25.70 22.74 32.30 27.46 22.74 28.84

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. Hayward to receive mail whenever quantity is in excess of capacity of mail catcher.
 Nos. 89, 91, and 95 Tennyson 1.2 miles west of Halvern.

Capacity of passing sidings in car lengths and positions of Stakes Fuel, Water and Turning Stations.	THIRD CLASS						Distance from San Francisco	FIRST CLASS						Distance from San Jose	FIRST CLASS						FOURTH CLASS	
	802							502							503		501		801			
	Way Freight							San Francisco Santa Cruz Passenger							San Jose San Francisco Passenger		Santa Cruz San Francisco Passenger		Way Freight			
Leave Daily EX. SUNDAY						Leave Daily						Arrive Daily	Arrive Daily						Arrive Daily EX. SUNDAY			
						8.20AM	0.0	DN SAN FRANCISCO	47.4	7.10AM	6.10PM											
						8.38	3.5	OAKLAND PIER	48.9		5.52											
IP						8.55AM	8.5	DNR OAKLAND PIER	48.9		s 5.40PM											
Term. Yard WFTYO Interchange	7.55AM						4.9	Cedar Street Crossing	42.5										3.35PM			
							5.9	DNR WEST OAKLAND	41.5													
IP						s 9.02	6.7	CHESTNUT JCT. Western Pacific Crossing	40.7		s 5.30											
							6.8	OAKLAND (First St.)	40.6													
P						f	8.3	Webster St. Crossing	39.1													
IP						s 9.09	9.7	EAST OAKLAND	37.7		s 5.18											
							10.3	FRUITVALE	37.1													
55 P	8.25					s 9.17	13.4	Cala. Ry. Crossing	34.0		f 5.10								3.00			
							15.5	DNR ELMHURST	31.9		f											
14						f	17.8	MULFORD	29.6		f 4.58											
18 P						f 9.24	20.2	ROBERT	27.2		f 4.53								2.30			
77 WP	8.55					f 9.28	21.5	RUSSELL	25.9		s 4.48								2.00			
26 P	9.05					s 9.32	23.0	MOUNT EDEN	24.4		f											
9 Spur						f	25.3	BAUMBERG	22.1		s 4.40								1.30			
68	9.40					s 9.40	26.2	D ALVARADO	21.2		f											
						f	28.4	HALL	18.4		f 4.30								1.00			
13	9.55					f 9.47	29.0	ARDEN	16.8													
							30.6	HILLARD	14.6		s 5.15AM	s 4.22							12.40PM			
Yard WYP	10.10					s 9.55	32.8	DNR NEWARK	13.3		f	f										
9						f	34.1	MOWRY	11.9		f 4.56	f 4.12							11.45AM			
88	10.30					f 10.03	35.5	ALBRAE	10.9		f	f										
						f	36.5	MALLARD	8.3		f 4.49	s 4.05							11.30			
6						f	39.1	DRAWBRIDGE	5.7		s 4.35	s 3.55							11.15			
18	11.00					s 10.12	41.7	ALVISO	2.8		f 4.26	s 3.47							11.05			
59	11.15					s 10.19	44.8	D AGNEW	1.2		f 4.23AM	f 3.43PM							10.55AM			
						s 10.25	46.2	SANTA CLARA														
I	11.35AM					f 10.30		R COLLEGE PARK														
						f 10.35AM																

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

Term. Yard WFTYO	11.45AM					47.4	DNR SAN JOSE	0.0	4.20AM						10.50AM
						10.40AM	WEST SAN JOSE			3.40PM					
Arrive Daily EX. SUNDAY						Arrive Daily			Leave Daily	Leave Daily					Leave Daily EX. SUNDAY

(3.40)	(1.40)	..... Time over District	(1.20)	(1.57)	(4.40)
11.64	26.34	..... Average speed per hour	11.70	23.94	8.83

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.—No. 501 East Oakland to discharge passengers.

Location of Telephone and Interlocking Towers	FIRST CLASS										Distance from San Francisco	Time Table No. 175 February 27, 1921.		Distance from Stonehurst	SECOND CLASS									
	3066	3064	3062	3078	3060	3058	3056	3054	3052	3050		STATIONS												
	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger		DN SAN FRANCISCO	OAKLAND PIER		14.3	3049	3051	3053	3055	3057	3059	3077	3061	3063	3065
	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SATURDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	3.5	3.5	10.8	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	
	3.00PM	2.00PM	1.20PM	11.20AM	10.00AM	9.00AM	7.20AM	6.40AM	6.00AM		0.0	0.0	14.3	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SATURDAY ONLY	Leave SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily	
I P			1.47PM	11.40AM							3.5	3.5	10.8				s 8.55AM		s 11.39AM	s 12.40PM				
Term Yard WFITYO											4.9	4.9	9.4											
I P			s 1.54	s 11.47							6.7	6.7	8.4											
P			f 1.59	s 11.52		9.45AM				5.48AM	8.3	8.3	7.5				s 8.47		s 11.29	s 12.31				
I P	3.42PM	2.42PM	s 2.04	s 11.57	10.40AM	s 9.49	8.05AM	7.28AM	6.42AM	s 5.54	9.7	9.7	6.0				s 8.42		s 11.25	s 12.27				
	f	f	f	f	f	f	f	f	f	f	10.3	10.3	5.3				f		f	f				
	f	f	f	f	f	f	f	f	f	f	10.6	10.6	4.6	s 6.22AM	s 7.22AM	s 8.02AM	s 8.40	s 10.21AM	s 11.21	s 12.23	s 2.35PM	s 3.22PM	s 4.38PM	
	f	f	f	f	f	f	f	f	f	f	11.6	11.6	4.0											
55 P	s 3.61	s 2.51	s 2.12	12.05PM	s 10.49	s 9.57	s 8.13	s 7.36	s 6.50	s 6.02	13.4	13.4	3.7	f	f	f	f	f	f	f	f	f	f	
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	14.3	2.7	f	f	f	f	f	f	f	f	f	f	
	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SATURDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			2.3	f	f	f	f	f	f	f	f	f	f	
													2.0	s 6.13	s 7.13	s 7.53	s 8.32	s 10.13	s 11.13	12.15PM	s 2.28PM	s 3.13	s 4.30	
													0.9	s 6.13	s 7.13	s 7.53	s 8.32	s 10.13	s 11.13	12.15PM	s 2.28PM	s 3.13	s 4.30	
													0.0	6.10AM	7.10AM	7.50AM	8.30AM	10.10AM	11.10AM		2.25PM	3.10PM	4.27PM	
													0.0	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SATURDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily	

Location of Telephone and Interlocking Towers	FIRST CLASS					Distance from San Francisco	Time Table No. 175 February 27, 1921.		Distance from Stonehurst	SECOND CLASS				
	3076	3074	3072	3070	3068		STATIONS							
	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger		DN SAN FRANCISCO	OAKLAND PIER		14.3	3067	3069	3071	3073	3075
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	3.5	3.5	10.8	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	
	6.20PM	6.40PM	5.00PM	4.00PM	3.20PM	0.0	0.0	14.3	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive SUNDAY ONLY	Arrive Daily Ex. Sunday	
I P					3.38PM	3.5	3.5	10.8						
Term Yard WFITYO						4.9	4.9	9.4						
I P					s 3.47	6.7	6.7	8.4						
P					s 3.52	8.3	8.3	7.5						
I P	7.04PM	6.23PM	5.49PM	4.45PM	s 3.58	9.7	9.7	6.0				s 7.00PM	s 7.33PM	
	f	f	f	f	f	10.3	10.3	5.3				f	f	
	f	f	f	f	f	10.6	10.6	4.6	s 5.18PM	s 6.15PM	s 6.57PM	s 6.57	s 7.30	
	f	f	f	f	f	11.6	11.6	4.0						
55 P	s 7.12	s 6.30	s 5.57	s 4.56	s 4.06	13.4	13.4	3.7	f	f	f	f	f	
W	s 7.16PM	s 6.37PM	s 6.00PM	s 5.00PM	s 4.10PM	14.3	14.3	2.7	f	f	f	f	f	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			2.3	f	f	f	f	f	
								2.0	s 5.08	s 6.08	s 6.48	s 6.48	s 7.22	
								0.9	s 5.08	s 6.08	s 6.48	s 6.48	s 7.22	
								0.0	5.05PM	6.05PM	6.45PM	6.45PM	7.18PM	
								0.0	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	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 Boats, Fuel, Water and Turning Stations.	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 175 February 27, 1921.	Distance from Niles	THIRD CLASS										
	242 Fresno Merchandise Freight Leave Daily EX. SUNDAY	254 Ogden and Portland Manifest Freight Leave Daily	504 San Jose San Francisco Passenger Leave Daily	504 San Jose San Francisco Passenger Leave Daily	504 San Jose San Francisco Passenger Leave Daily	504 San Jose San Francisco Passenger Leave Daily	504 San Jose San Francisco Passenger Leave Daily	504 San Jose San Francisco Passenger Leave Daily				253 Ogden Manifest Freight Arrive Daily	253 Ogden Manifest Freight Arrive Daily	253 Ogden Manifest Freight Arrive Daily	253 Ogden Manifest Freight Arrive Daily							
																7.00PM	10.05PM	8.00PM	12.15AM	8.15	12.17	8.25	12.25	8.40	12.35	8.55	1.00	9.05	1.10	9.20PM	1.25AM
YP								0.0	DN SAN FRANCISCO	43.0												
								5.2	BAY SHORE	37.8												11.30PM
								26.2	DNR REDWOOD JCT.	16.8												10.00PM
137								26.4	BESTOS	16.6												9.45
								26.8	END OF DOUBLE TRACK	16.2												9.15
								28.0	SWEENEY	15.0												
58 P								29.5	HENDERSON	13.5												
								30.9	RAVENSWOOD	12.1												
								33.9	DUMBARTON	9.1												8.40
108 WYP								37.2	Auto. Block DNR NEWARK	5.8												8.15
								39.0	MATTOS	4.0												
56 P								40.1	CENTERVILLE	2.9												7.50
								42.4	W. P. Crossing	0.6												
I Y								43.0	DNR NILES	0.0												7.40PM
Yard WYOP									(17.5)													Leave Daily
	(1.20)	(1.10)						(0.30)	Time over District													(2.20)
	12.60	15.08						11.16	Average speed per hour													7.20

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

Schedule time, time in train orders or meeting points made under any form of order will apply at the end of double track at Redwood Junction.

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

Capacity of passing sidings in car lengths and location of Boats, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 175 February 27, 1921.	Distance from San Jose	FIRST CLASS			SECOND CLASS		THIRD CLASS	
	280 San Jose Way Freight Leave Daily EX. SUNDAY	248 Fresno Freight Leave Daily	96 San Francisco San Jose Passenger Leave Daily	92 San Francisco San Jose Passenger Leave Daily	188 Niles San Jose Passenger Leave Daily	90 San Francisco San Jose Passenger Leave Daily	91 San Jose San Francisco Passenger Arrive Daily	187 San Jose Niles Passenger Arrive Daily	95 San Jose San Francisco Passenger Arrive Daily	245 Fresno Freight Arrive Daily	279 San Jose Way Freight Arrive Daily EX. SUNDAY											
												1.20PM				1.10PM	5.00PM	12.00M	8.40AM	6.40AM	8.10AM	6.30PM	8.00PM	5.15PM
Yard WYOP													0.0	DN SAN FRANCISCO	46.7							
IY													29.2	DNR NILES	17.5	s 6.25AM	s 9.45AM	s 4.45PM				
												29.7	W. P. Crossing	17.0								
												30.6	OVERACKER	16.1	f	f	f					
37												32.8	IRVINGTON	13.9	s 6.20	f 9.37	s 4.37					7.50
												36.3	WARM SPRINGS	10.4	f 6.12	f 9.31	f 4.30					7.40
												40.7	MILPITAS	6.0	s 6.05	f 9.25	s 4.20					7.30
												43.3	WAYNE	3.4	f 5.55	9.20	f 4.10					7.25
Interchange												45.9	RURIC	0.8								
Term. Yard WFITO												46.7	DNR SAN JOSE	0.0	5.45AM	9.15AM	4.00PM					7.15PM
															Leave Daily	Leave Daily	Leave Daily					Leave Daily EX. SUNDAY
	(1.40)	(0.55)	(0.35)	(0.35)	(0.40)	(0.30)									(0.40)	(0.30)	(0.45)					(0.45)
	9.60	19.08	30.00	30.00	26.92	35.00									26.92	35.00	23.32					23.32

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

Capacity of passing facilities in local tracks, fuel, water and turning Stations.	THIRD CLASS										FIRST CLASS								Distance from San Francisco	Time Table No. 175 February 27, 1921.
	262 Calistoga Freight Leave Daily EX. SUNDAY										64 San Francisco Napa Passenger Leave Daily	162 Vallejo Napa Passenger Lv. Daily Ex. SAT. and SUN.	170 Vallejo Suisun Passenger Leave Daily	164 Vallejo Napa Passenger LEAVE SATURDAY ONLY	68 San Francisco Santa Rosa Passenger Leave Daily	62 San Francisco Calistoga Passenger Leave Daily	168 Vallejo Suisun Passenger Leave Daily			
																			0.0	DN SAN FRANCISCO 30.0
Yard WFT											6.20PM	5.35PM	3.30PM	12.30PM	10.00AM	9.50AM	7.45AM		30.0	DR SOUTH VALLEJO 1.1
											s 6.23	5.38	s 3.35	12.33	s 10.05	s 9.55	s 7.50		31.1	NORTH VALLEJO 0.7
											f		f			f	f		31.8	LOUISIANA ST. 0.5
											f		f			f	f		32.3	ORPHANS HOME 3.1
24											6.31	5.46	f 3.40	12.38	f 10.10	f 10.00	f 7.56		34.4	FLOSDEN 2.5
																			36.9	STANDARD 0.4
Yard WYO P											s 6.40	s 5.54	s 3.50PM	s 12.45	s 10.17AM	s 10.10	s 8.05AM		37.3	DR NAPA JUNCTION 0.7
																			38.0	Napa Valley Ry. Crossing 0.9
											f					f			38.9	MIDDLETON 2.1
											f 6.49	6.03		12.52		f 10.17			41.0	RATTO 0.7
											f					f			41.7	SUSCOL 2.5
											f					f			44.2	IMOLA 1.2
																			45.4	Napa Valley Ry. Crossing 0.1
30 W											s 7.00PM	s 6.15PM		s 1.00PM		s 10.29			45.5	DR NAPA 2.3
6																f 10.34			47.8	UNION 2.4
																f 10.40			50.2	OAK KNOLL 1.5
12															f			51.7	TRUBODY 2.3	
9															s 10.50			54.0	D YOUNTVILLE 3.5	
23 W															s 10.57			57.5	D OAKVILLE 1.9	
27															s 11.02			59.4	D RUTHERFORD 1.8	
19															f 11.07			61.2	ZINFANDEL 0.9	
20																		62.1	THOMAN 0.3	
															f			62.4	CRANE 1.2	
22															s 11.12			63.6	ST. HELENA 0.9	
11															f			64.5	KRUG 0.8	
13															f 11.17			65.3	BARRO 2.2	
W															f			67.5	BALE 0.8	
16															f 11.25			68.3	LARKMEAD 0.7	
10 W															f			69.0	MAPLE 2.7	
10 WT															s 11.38AM			71.7	DR CALISTOGA (41.7)	

(3.10) (0.40) (0.40) (0.20) (0.30) (0.17) (1.48) (0.20) Time over District
 10.86 23.25 23.25 21.90 31.00 25.76 24.29 21.90 Average speed per hour

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

Eastward. FROM SAN FRANCISCO.

Capacity of passing facilities in local tracks, fuel, water and turning Stations.	A										B						Distance from San Francisco	Steamer Time Table No. 175 February 27, 1921.
	FROM 132	FROM 23	FROM 44 and 129	Light	FROM 29 and 128	Light	FROM 49	FROM 127	Light	FROM 47	FROM 81 and 42	FROM 81 and 42	FROM 36 and 122	FROM 28 and 123	FROM 153			
	SUNDAY ONLY	SUNDAY ONLY	Daily	Daily Ex. SATURDAY and SUNDAY	Daily	SATURDAY ONLY	Daily	Daily	SATURDAY ONLY	Daily Ex. SUNDAY	SUNDAY ONLY	Daily Ex. SUNDAY	Daily Ex. SUNDAY	Daily Ex. SUNDAY	Daily Ex. SUNDAY			
	9.15PM	7.25PM	6.00PM	4.45PM	2.47PM	12.55PM	12.45PM	11.30AM		10.20AM	9.25AM	9.25AM	8.00AM	7.16AM				
			6.15			1.10PM				11.40AM	9.45	9.45		7.10AM				
WF				5.05PM						11.55AM			8.20	7.45	7.25AM			
	9.40PM	7.50PM	6.30PM		3.15PM		1.15PM	11.59AM		10.50AM	10.05AM	10.05AM	8.40AM	8.00AM				

FROM SAN FRANCISCO Eastward **TOWARD SAN FRANCISCO** Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	Distance from San Francisco	Time Table No. 175 February 27, 1921.		Distance from Union
		STATIONS		
		DN	SAN FRANCISCO	
	42.2		BUCHLI 1.6	8.6
	43.8		CARNEROS 1.6	7.0
18	45.4		STANLEY 3.4	5.4
24 WT	48.8		WEST NAPA 1.3	2.0
	50.1		Napa Valley Ry. Crossing 0.7	0.7
6	50.8		UNION	0.0
			(8.6)	

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

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

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. 175 February 27, 1921.		Distance from Wingo	SECOND CLASS	
	404 Wingo Passenger	Leave MONDAY ONLY		403 Wingo Passenger	Arrive MONDAY ONLY			
			0.0	DN	SAN FRANCISCO			
		8.48AM	45.7		RAMAL 2.0	2.0	s	9.00AM
(Siding on N.W.P.Ry.)		s 8.53AM	47.7		WINGO	0.0		8.55AM
		Arrive MONDAY ONLY			(2.0)			Leave MONDAY ONLY

(0.5) Time over District (0.5)
24.00 Average speed per hour 24.00

Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

FROM SAN FRANCISCO Eastward **TOWARD SAN FRANCISCO** Westward ²¹

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. 175 February 27, 1921.		Distance from Rumsey	SECOND CLASS	
	108 Elmira Rumsey Mixed	106 Elmira Winters Mixed		105 Winters Elmira Mixed	107 Rumsey Elmira Mixed			
			0.0	DN	SAN FRANCISCO	110.5		
		7.20AM					11.30AM	8.50PM
WFY 101		9.50AM	59.4	DR	ELMIRA 4.3	51.1	s	8.45AM
13		s 10.00	63.7	Auto. Block/D	VACAVILLE 1.9	46.8	s	8.35
		f	65.6		VIOLET 2.9	44.9	f	f
24		f	68.5		HARTLEY 1.8	42.0	f	f
		f	70.3		ALLENDALE 3.7	40.2	f	f
20		f 10.20	74.0		WOLFSKILL 2.0	36.5	f	8.15
WT 23		s 10.35	76.0	DR	WINTERS 4.3	34.5	8.10AM	s 3.50
16		f 10.48	80.3		NORTON 3.3	30.2		f
18		f	83.6		CITRONA 3.2	26.9		f
20		s 11.08	86.8		MADISON 3.1	23.7		s 2.37
W 41		s 11.18	89.9	D	ESPARTO 2.0	20.6		s 2.25
20		s 11.25	91.9		CAPAY 4.7	18.6		s 2.15
20		f	96.6		CADANASSA 2.3	13.9		f
		s	98.9		ECKHARD 1.8	11.6		s
20		s 11.50AM	100.7		TANCRED 2.6	9.8		s 1.48
20		f 12.01PM	103.3		BERWICK 1.0	7.2		f 1.40
3		f	104.3		AMARANTH 1.3	6.2		f
21		s 12.12	105.6	D	GUINDA 0.6	4.9		s 1.30
5		f	106.2		SAUTERNE 1.7	4.3		f
20		f	107.9		CASHMERE 2.6	2.6		f
WT 19		s 12.45PM	110.5	R	RUMSEY	0.0		1.15PM
		Arrive Daily			(51.1)		Leave Daily	Leave Daily

(2.55) Time over District (0.35) (3.45)
17.50 Average speed per hour 23.45 13.62

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).
ADDITIONAL STOPS:—Nos. 105, 106, 107 and 108 at Paddon on signal.

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....	Sacramento.
H. Bullard.....	{ West Oakland and Suisun-Fairfield	H. T. Harger Co....	Roseville.
W. R. Burke.....	Berkeley.	C. Harlie Power....	Livermore.
A. O. Gott.....	Alameda.	H. L. Amstutz & Son.	Napa.
O. A. Poulsen.....	Richmond.	John Hood.....	Santa Rosa.
R. Koehler & Son....	San Jose.	C. E. Wyatt.....	Winters.
Frank E. Smith, Inc....	San Jose.	F. J. Stumm.....	Benicia.
Z. L. Von Dack & Son....	Tracy.	G. E. Bangle.....	Vallejo.
		Geo. Dupen.....	Martinez.

4. BULLETIN BOARDS.

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

5. CLEARANCES.

When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train.

If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

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 Junction 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.

College Park is register station for trains to and from West San Jose only.

Davis Martinez, Bay Point and Livermore are register stations only for trains that originate or terminate at those points.

Avon is register station only 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 rear end of train at Napa Junction and Cordelia (except freight trains that do not stop at Cordelia) 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).

When testing the air whistle signal, six seconds must be allowed for charging each car cut in before testing the air whistle signal, and then hold valve open one second, wait four seconds and repeat.

In handling passenger equipment between West Oakland and Oakland Pier or Oakland Pier and West Oakland, a tail hose must be attached to leading car and air test made before moving. After attaining speed not exceeding eight miles per hour running test must be made by yardman on leading car. When engine is pulling cars running test must be made per Rule 16.

Passenger trains in picking up or setting out cars must have air on each car connected with the engine.

After a continuous run of thirty (30) miles freight trains must be stopped and inspection made of running gear wheels, etc., 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.

Rule 251 is amended as follows:

In sending and repeating train orders by telephone or telegraph they will be transmitted and repeated as per following example:

Second No. 25 Eng. 3205 wait at Newhall until Nine-Fifty 950 P.M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d;" pronounce the word Number which will be abbreviated by "No." pronounce the figures 2-5 and

follow by spelling each digit; thus "T-w-o f-i-v-e;" pronounce the word "Engine" which may be abbreviated in the order as "Eng.;" pronounce the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e;" pronounce the words "wait at" then pronounce the station name and follow by pronouncing each letter of the station name; as "N-e-w-h-a-l-l-;" pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e f-i-f-t-y" then pronounce the figures "9-5-0" followed by "P.M.;" pronounce the word "for" also "Extra" then name each figure in the number as "2-7-5-" followed by spelling as t-w-o s-e-v-e-n f-i-v-e s-i-x, and then pronounce the word "East".

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

AUTOMATIC SIGNALS

9. Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On DOUBLE TRACK. A train may proceed immediately, running under control not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

10. Between Buchli and Ramal train must wait ten minutes before following flagman.

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

12. 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.

13. 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.

15. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

16. When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

17. When a train which is to take siding at meeting or passing point or is to enter terminal yard finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track or on account of switch being lined up for receiving track it may pass the home signal without stopping, when a trainman or switch tender is AT THE HOME SIGNAL giving proceed signal to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

18. When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "Stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

19. When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

20. Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

21. Within block signal limits that portion of rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

SPECIAL INSTRUCTIONS—Continued.

OVERLAPS.

- 22. Westward trains—Avon and 2000 feet east of Ramal.
- 23. Eastward trains—Martinez, Bay Point and Dumbarton.
- 24. Overlap posts are painted white at the top and black at the base, and stand about six feet high.
- 25. 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."

26. 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

27. 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
T-6	{2187, 2190, 2194, 2200, 2203, 2204, 2205}	50	22740 lbs.
T-6	{2197, 2208, 2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352}	45	24110 "
T-28	{2946, 2948 to 2953}	54	46220 "
TW-2	2926 to 2931	43	25860 "
TW-4		44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

Speed of 2-10-2 type engines when used in passenger service must not exceed forty (40) miles per hour. Consolidation freight engines, also Mikado engines, must not exceed speed of forty-five (45) miles per hour, when used in passenger service.

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:

28. SPEED RESTRICTIONS. THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR. Trains will not exceed the speed in miles per hour shown below:

	BETWEEN		
	Passenger	Freight	Running Backward
Through interlocking limits, under control			
Through Cross-overs and turnouts	10	10	10
Oakland Pier and Krieger, except;	50	35	20
Oakland, within city limits	22	22	20
Berkeley, University Ave.	10	10	10
Krieger and Port Costa	40	25	20
Benicia and Army Point	45	25	20
Army Point and Sacramento, except;	50	35	20
On curve 1/2 mile east of M P 35	40	35	20
Cygnus drawbridge	15	15	10
Suisun-Fairfield and Davis Yards	30	20	10
Washington, within city limits	8	8	8
Sacramento drawbridge	6	6	6
Sacramento, within city limits	15	15	10
Port Costa and Martinez	45	25	20
Martinez, within city limits	20	20	20
Martinez and Tracy, except;	50	35	20
Avon drawbridge	15	15	10
Pittsburg, within city limits	25	25	20
Oakland Pier and Niles, except;	50	35	20
Oakland, within city limits	22	22	20
Oakland, First and Adeline Sts.	10	10	10
Oakland, 23d Avenue	8	8	8
Halvern to Alvarado	10	10	10
Niles and Sunol	40	25	20
Between curve warning signs at, Mayborg curve, M P 33	30	25	10
Fusiers' curve, Mile Post 34	30	25	15
Sunol and Mile Post 52, except;	50	30	20
Between city limit signs, Pleasanton and Livermore	10	10	10
Mile Post 52 and Midway, except;	40	25	20
Grecian Bend curve, 1/4 mi. E. of Mile Post 52	30	25	15
Midway and Tracy	50	35	20
Elmhurst and College Park, except;	50	35	20
Newark Yard	10	10	10
Alviso, within city limits	15	15	15
Distillery Spur, Agnews	6	6	6
Warm Springs and Coyote drawbridges	15	15	10
Niles and Redwood City, except;	50	35	20
Remount Spur	6	6	6
Ravenswood Spur	6	6	6
Dumbarton Salt Spur	6	6	6
Dumbarton and Newark Slough drawbridges	15	15	10
Niles and San Jose	50	35	20
San Jose Yard	12	12	12
Avon and San Ramon	30	18	15
San Ramon and Radum	40	25	20
Elmira and Violet	40	25	20
Violet and Rumsey, except;	30	25	20
Capay, within city limits	10	10	10
Buchli and Union	40	25	20
South Vallejo and Napa Jet	50	30	20
Napa Junction and Napa	40	25	20
Napa, within city limits	8	8	8
Napa and Calistoga, except;	40	25	20
St. Helena, within city limits	12	12	12
Napa Junction and Santa Rosa, except;	40	25	20
Santa Rosa city limits	5	5	5
Eldridge and Warfield 10° curves	25	15	15
Annadel and Santa Rosa 10° curves	25	15	15
Napa River drawbridge	15	15	10
Ramal and Wingo	10	10	10
Napa Junction and Cordelia	40	25	20
Cordelia and Suisun-Fairfield	50	25	20
No. 9 passing Richmond	12		
Gasoline motor and electric cars	30		20
When shoving or backing passenger equipment	15		15

	Light Engines	
	Running Forward	Running Backward
(Except as above.)		
Engine 3600	45	20
Pacific Type	40	20
Mikado	40	20
Eight Wheelers	45	20
Ten Wheelers	45	20
Mogul	30	20
Atlantic Type	40	20
Consolidation	25	20
Yard Engines	15	15

Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour or rate of speed specified by bulletins, train orders, or slow boards.

29. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE. 23

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

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

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

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

30. JUNCTION SWITCHES.

The east end of double track at Elmhurst is the east switch of cross-over west of junction switch for Elmhurst-College Park Line. The normal position of double track junction switch is for the eastward track. Switchtender is on duty from 6 A.M. to 12 Midnight. The west cross-over in westward track leading from junction switch will be set for westward trains.

JUNCTION SWITCHES—Continued.

Normal position of the East Wye Switch at Avon is for the siding.
 The normal position of Wye switch on Dumbarton and Centerville Line at Newark is for Dumbarton and Centerville Line.
 Normal position of the West Wye switch at Newark is for the siding.
 Normal position of the junction switch for the Elmira-Rumsey Line on siding at Elmira is for that line.
 Normal position of junction switches at Napa Junction is for the Calistoga Line.
 Normal position of junction switches at Buchli and Ramal is for Santa Rosa Line.
 Normal position of junction switch at Wingo is for N. W. P. R. R. Enginemen on Southern Pacific trains approaching junction at Wingo will give two long and three short sounds of the whistle as call to switchtender to set switch for Southern Pacific line. Switchtender on duty during the day time.

31 COMPANY SURGEONS—WESTERN DIVISION.

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surg. and Mgr.	San Francisco	Pacific System.
Dr. W. B. Coffey	Division Surgeon	San Francisco	San Francisco.
Dr. J. H. O'Connor	District Surgeon	San Francisco	San Francisco.
Dr. S. J. Gardner	District Surgeon	San Francisco	San Francisco.
Dr. G. R. Carson	District Surgeon	San Francisco	San Francisco.
Dr. C. A. Walker	District Surgeon	San Francisco	San Francisco.
Dr. G. H. Willoutt	Oculist and Aurist.	San Francisco	San Francisco.
Dr. W. F. Blake	Oculist	San Francisco	San Francisco.
Dr. O. D. Hamlin	Division Surgeon	Oakland	Oakland, San Leandro, Berkeley.
Dr. Chas. K. Small	District Surgeon	Fruitvale	Fruitvale.
Dr. J. I. Vickerson	District Surgeon	West Oakland	West Oakland.
Dr. E. F. Card	Oculist and Aurist.	Oakland	Oakland, San Leandro, Berkeley.
Dr. C. H. Wilder	District Surgeon	East Oakland	East Oakland.
Dr. Guy Wallace	Associate Dits. Surg	East Oakland	Oakland.
Dr. J. S. Scammell	District Surgeon	Oakland	23d Ave. to 74th Ave.
Dr. Eugene H. Barber	District Surgeon	Oakland	Oakland.
Dr. E. M. Keys	District Surgeon	Alameda	Alameda Mole, Newark.
Dr. M. W. Brown	Assistant Surgeon	Alameda	Alameda Mole, Newark.
Dr. H. M. Presler	District Surgeon	Berkeley	Berkeley, Stege.
Dr. C. E. Kindall	Assistant Surgeon	Berkeley	Berkeley.
Dr. A. H. McIntosh	District Surgeon	Berkeley	Berkeley.
Dr. C. H. Miller	District Surgeon	San Leandro	San Leandro.
Dr. F. W. Browning	Emergency Surgeon	Hayward	San Leandro, Milpitas, Sunol.
Dr. Chas. L. McKown	District Surgeon	Niles	Sunol, Remillard.
Dr. John C. Hollis	District Surgeon	Pleasanton	Remillard, Midway.
Dr. Paul Dolan	District Surgeon	Livermore	Livermore.
Dr. C. A. Lutz	Emergency Surgeon	Irvington	Irvington.
Dr. R. J. Smith	Emergency Surgeon	Milpitas	Newark, San Jose.
Dr. J. I. Beattie	District Surgeon	Santa Clara	Milpitas, Santa Clara, San Jose.
Dr. D. A. Beattie	District Surgeon	San Jose	Milpitas, Santa Clara, San Jose.
Dr. E. F. Holbrook	District Surgeon	San Jose	San Jose.
Dr. H. W. Emerson	District Surgeon	Centerville	Centerville.
Dr. E. A. Ormsby	Emergency Surgeon	Newark	Stege, San Pablo.
Dr. W. Lucas	District Surgeon	Richmond	Richmond.
Dr. G. M. O'Malley	Emergency Surgeon	Crockett	San Pablo, Benicia, Vallejo, Martinez.
Dr. P. B. Fry	District Surgeon	Port Costa	Port Costa, Pittsburg.
Dr. Edwin Merrithew	District Surgeon	Martinez	Pittsburg, Antioch.
Dr. W. S. George	District Surgeon	Antioch	Antioch.
Dr. H. E. Peters	Emergency Surgeon	Pittsburg	Newlove, Herdlyn.
Dr. F. S. Cook	District Surgeon	Brentwood	Herdlyn, Midway, Tracy.
Dr. Allan R. Powers	District Surgeon	Tracy	Goodyear, Napa Junction, Elmira.
Dr. S. J. Bransford	District Surgeon	Suisun	Elmira, Tremont.
Dr. F. Stolle	District Surgeon	Dixon	Tremont, Merritt, Webster.
Dr. W. E. Bates	District Surgeon	Davis	Webster, Sacramento, Florin.
Dr. A. M. Henderson	Division Surgeon	Sacramento	Webster, Sacramento, Florin.
Dr. G. L. Stevenson	District Surgeon	Sacramento	Webster, Sacramento, Florin.
Dr. W. E. Briggs	Oculist and Aurist.	Sacramento	Elmira, Allendale.
Dr. M. P. Stansbery	District Surgeon	Vacaville	Allendale, Rumsey.
Dr. R. E. Peck	District Surgeon	Winters	Winters.
Dr. T. Craig	District Surgeon	Capay	Napa Junction, South Vallejo.
Dr. B. J. Klotz	District Surgeon	South Vallejo	Rutherford, Napa Junction.
Dr. E. Z. Hennessey	District Surgeon	Napa	Napa.
Dr. D. E. Osborne	Emergency Surgeon	St. Helena	Calistoga, Rutherford.
Dr. W. L. Blodgett	District Surgeon	Calistoga	Calistoga.
Dr. L. H. Francis	Emergency Surgeon	Glen Ellen	Sonoma.
Dr. A. M. Thomson	Emergency Surgeon	Sonoma	Sonoma, Napa Junction.
Dr. J. W. Jesse	District Surgeon	Santa Rosa	Santa Rosa.
Dr. Geo. McKenzie	Emergency Surgeon	Concord	Concord.
Dr. C. R. Leach	Emergency Surgeon	Walnut Creek	Walnut Creek.
Dr. Edw. C. Love	Emergency Surgeon	Danville	Danville.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

LOCATION OF STRETCHERS.

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

HOSPITALS.

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

MISCELLANEOUS.

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

33 Rules 93 and D-93 are revised as follows:
 "Within yard limits the main track may be used, protecting against first-class trains.

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

YARDS.

Yards are established at the following stations:
 West Oakland Napa Niles Port Costa Benicia
 Suisun-Fairfield Davis South Vallejo Napa Jct. Newark

35 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.

36 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.

37 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.

38 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.

39 When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop and be preceded by a flagman for a distance of at least one-half mile.

40 That part of third paragraph of Rule 221-A of Transportation Department reading "but trainmen will re-light the signal" is cancelled

41 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.

42 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.

43 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.

44 Trains standing on freight tracks Nos. 1 and 2 west of signal bridge 201 within limits of Sixteenth Street interlocking plant need not protect. Trains must approach and move within these limits expecting to find tracks occupied by other trains

45 A yard engine must be protected before crossing Western Pacific on Stonehurst Line and at Third and Fallon Streets; San Francisco & Oakland Terminal, Ward Street on Shattuck Avenue Line and Parker Street on Ninth Street Line.

46 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.

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

48 At Davis, trains via Woodland on Davis-Gerber Line, when calling in flagman from the east will give six long sounds of the whistle.

49 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.

51 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.

52 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.

53 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.

54 Two yardmen must be with engine when handling two cars or more at Oakland Pier. In no instance must both yardmen ride on the same platform.

55 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.

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

57 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.

58 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.

59 The Schedule time and timetable authority of first-class trains originating or terminating at Newark is hereby extended to include the main track to the station building. Trains must approach Newark expecting to find the main track occupied by first-class trains without protection.

Responsibility for collision will rest with the approaching train. If the view is obscured all trains must be protected as per Rule 99.

First-class trains moving from Centerville to College Park via Newark, will use east leg of wye at Newark, and back up to the station building.

First-class trains moving from College Park to Centerville, via Newark, will pull in on east leg of wye at Newark and back up to station building via west leg of the wye.

60 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.

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

Conductors will furnish engineers with copy of check of train register Form 2529 for all enginemen in trains departing from Tracy. That part of Rule 815 reading "Compare time with their enginemen before starting on run, and with their brakemen, flagmen and baggagemen as soon thereafter as practicable." Must be complied with.

Trains entering Tracy yard and occupying Tracks 7, 8, 9, 11, 12 and 13 in Port Costa side, trainmen on westward trains will set sufficient number of hand brakes on head end of train, and trainmen on eastward trains will set sufficient number of hand brakes on rear of train to insure against train running out west end.

Trains entering Tracy yard and occupying Tracks 14, 15, 16, 17 and 18 in Niles side, trainmen on westward trains will set sufficient number of hand brakes on rear of train, and trainmen on eastward trains will set sufficient number of hand brakes on head end of train to insure against train running out east end.

62 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.

63 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.

64 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.

65 The short track opposite the passenger station building at Santa Clara is the siding.

66 The siding of the Elmhurst-College Park Line at Newark is located east of station.

67 The siding of the Dumbarton and Centerville Line at Newark is west of the Elmhurst-College Park Line.

68 The working track between Port Costa and Vallejo Junction may be used 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.

69 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 and be governed by Rule 800 from that point.

70 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 and be governed by Rule 800 from that point.

71 Derail in westward main track just west of Benicia station building, normal position "open."

75 ALL TRAINS ENTERING SIDINGS WILL DO SO UNDER CONTROL. RESPONSIBILITY FOR COLLISION IS PLACED WITH ENTERING TRAIN.

76 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.

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

78 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.

79 City ordinance within City limits of Richmond prohibits the unnecessary use of whistle or bell.

80 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.

81 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.

82 ——— o o, whistle for public road or street crossings must be sounded and bell kept ringing when entering or leaving Alvarado Sugar Company's Yard and approaching their road crossing which crosses S. P. Co. tracks.

84 TRAINS LOADING ON FERRY STEAMERS OR UNLOADING AT PORT COSTA OR BENICIA WILL BE GOVERNED BY THE FOLLOWING REGULATIONS:

When loading or unloading boats at Port Costa or Benicia all engines with or without cars will reduce speed to 6 miles per hour, this rate of speed to apply soon as cars or engine commence moving on apron and when unloading not to be exceeded until cars or engine are clear of apron.

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.

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.

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.

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.

Before passenger trains are moved on or off the boat at Port Costa and Benicia air test must be made as follows:

When yard engine couples onto second, third or fourth cuts of passenger trains to shove on boat, tail hose must be properly attached to leading car and a reduction of air must immediately be made through tail hose—enginemen to observe reduction of air before pumping off brakes. Rear end test not necessary for head portion of passenger train handled on and off boat by road engine. In moving off the boat, rear end test must be made on portions of train pulled off by yard engine. Not necessary to make rear end test on portions of train pulled off by road engine or shoved off by yard engine.

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

FREIGHT TRAINS.

Before shoving a cut of cars onto steamer each car must be connected with the engine by air. Yardmen must assure themselves that air brakes are working through entire cut of cars before shoving cut onto steamer by making air test as provided in Rule 17, Air Brake Rules.

Yard engine when shoving cut of cars onto steamer must stop the forward end of cut two car lengths from the extreme end of steamer when yardman must apply pilot hose. They will then shove far as necessary, yardman to walk with cut of cars so he can apply the air should an emergency arise. A pilot hose will be placed on each end of the steamer for this purpose.

The brakemen must assist deck hands in setting hand brakes when loading the steamer and when unloading the steamer will see that hand brakes are released.

Yardmen will not set hand brakes.

85. 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.

86 Rules 14-k and D 14-k apply at interlocking towers.

87. 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.

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

89. 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.

The last signal which a train may receive entering any track at Oakland Pier Station is a double arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering on track occupied by cars. Responsibility for collision will be placed on train entering.

90. 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.

At Sixteenth Street tower enginemen and trainmen on electric trains may accept hand signal from tower window to move against fixed signals.

Movement through interlocking plant on hand signal from towerman must be preceded by a flagman.

91. 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.

92. 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.

92.—Continued

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

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.

93. 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.

94. 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.

95. 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.

96. 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.

97. 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.

98.—MIKON TOWER—Crossing of Southern Pacific and Sacramento-Northern 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

99. 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.

100 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.

101. 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

102 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.

103. 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.

105. DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS:

Sacramento River, Sacramento.

Cygnus, Cordelia Slough.

Avon, Pacheco Slough.

Dumbarton, San Francisco Bay.

Newark Slough, near Dumbarton.

Warm Springs Creek } between Albrae and Alviso.

Coyote Creek }

Napa River, at Brazos.

106. DRAWBRIDGES NOT INTERLOCKED:

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

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

107. 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.

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

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

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

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

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

Napa Valley Railway, 3200 feet west of Union, on Union Line, stop.

Napa Valley Railway, 600 feet west of Napa, on Calistoga Line, stop.

Oakland & Antioch Railway, 4000 feet east of Hookston on Avon-Radum Line, stop.

Western Pacific Railway, between Elmhurst and Stonehurst, stop.

RATINGS OF LOCOMOTIVES—WESTERN DIVISION.
In M's of 1,000 pounds back of Tender.

Revised October, 1917.

CLASSIFICATION	ENGINE NUMBERS		Boiler Pressure	SACRAMENTO AND BENICIA	OAKLAND AND SAN JOSE VIA NILES TO REDWOOD	TRACY TO NILES	NILES TO TRACY	SUISUN-FAIRFIELD TO NAPA JCT.	NAPA JCT. TO SUISUN-FAIRFIELD NAPA JCT. TO CALISTOGA	NAPA JCT. TO SANTA ROSA CALISTOGA TO NAPA JCT.	OAKLAND AND TRACY VIA ANTIOCH AND OAKLAND AND SANTA CLARA		TONNAGE OF PASSENGER CARS.						
											THROUGH	LOCAL	Wood Lbs.	Steel Lbs.	C.M. St. P. Cars	Steel Underframe Lbs.			
E-63	17/24	52	1309	140	1730	1610	645	685	460	635	790	1950	2320	Baggage	79,000	90,000	125,000		
E-63	17/24	54	1306	140	1565	1470	580	620	415	585	720	1765	2105	Baggage (Dynamo)		105,000			
E-63	17/24	47	1323 and 1331 to 1353	140	1880	1675	655	600	500	700	850	2160	2570	Baggage and Mail 60 ft.		90,000			
E-63	17/24	57	1366	150	2160	1940	770	815				2460	2930	Baggage and Mail 69 ft.	77,000	121,000		93,000	
E-69	18/24	60	1413	150	2220	1980	780	860	620	830	1010	2545	3030	Baggage and Passenger	61,000				
E-69	18/24	68	1402 to 1411	165	2430	2160	870	950	690	920	1110	2780	3800	Buffet		130,000		122,000	
E-63	18/26	71	1468	150	2285	2070	860	910	625	865	1045	2620	3190	Buffet (Dynamo)		146,000			
E-62	18/26	62	1473, 1479	160										Business	107,000	178,000	141,000	135,000	
E-63	18/26	73	1474	160										Chair	86,000	98,000			
E-69	18/26	73	1459 to 1463	165										Coaches	80,000	95,000	133,000		
E-69	18/26	74	1464, 1466, 1467, 1469	165										Dining	128,000	147,000		135,000	
E-62	18/26	65	1480	150										Horse Express	81,000				
E-73	20/24	89	1443	190										Observation	122,000	145,000		131,000	
E-73	20/24	92	1445 to 1458	190										Postal (40 feet)		77,000			
M-63	20/28	126	1615 to 1719	190										Postal (60 feet)		110,000			
M-63	21/28	155	1720 to 1724, 1770 to 1779	200										Pullman Observation	124,500	151,000		127,000	
M-63	21/28	144	1725 to 1769, 1780 to 1803	195	4270	3820	1570	1660	1245	1700	1970	4890	5790	Pullman Parlor	115,000	146,000			
M-63	21/28	147	1819 to 1822	200	4390	3930	1630	1725	1270	1730	2020	5020	5925	Pullman Standard Sleepers	125,000	153,000	153,000	145,000	
T-57	18/24	73	2098	150	2285	2070	860	910	625	865	1045	2620	3190	Pullman Tourist Sleepers	94,000		141,000	133,000	
T-57	18/24	80	2108	160										Tea and Silk	48,000				
T-57	18/24	81	2125 to 2126, 2130 to 2133	160										W. F. Refr. Express 40 to 49	78,400				
T-57	18/24	86	2134 to 2153	160	2440	2220	875	925	680	940	1120	2790	3370	" " " 50 " 89	79,100				
T-57	18/24	83	2155 to 2173	160										" " " 90 " 129	77,900				
T-57	18/24	87	2174	160										" " " 130 " 154	75,500				
T-57	18/24	88	2184 to 2186	160										" " " 155 " 189	87,800				
T-63	18/24	77	2026	160	2230	2035	830	885	605	840	1020	2555	2985	" " " 500 " 505	108,500				
T-63	18/24	86	2127 and 2129	160										N. P. Refr Express	60,000				
T-63	21/28	144	2301 to 2310	200	4390	3930	1630	1725	1275	1735		5020	5925	" " " "				74,000	
T-69	19/24	101	2209	180	2570	2470	960	1020				2940	3410	G. N. " "	70,000				
T-69	20/26	113	2214 to 2220	180	3060	2720	1070	1135				3500	4170						
T-63	19/24	105	2221 to 2234	160	2480	2210	880	935				2835	3375						
T-63	20/26	112	2235 to 2273	180	3360	3075	1245	1320	1045	1305	1555	3840	4525						
T-63	22/28	160	2311 to 2352	200	4795	4315	1745	1850				5490	6510						
C-57	22/30	187	2513 to 2599, 2752 to 2830	200															
C-57	22/30	184	2694 to 2751	200															
C-57	22/30	180	2624 to 2679	200	5135	4675	1915	2025	1550	2095		5980	7090						
C-57	22/30	179	2682 to 2693	200															
TW-56	20/30	120	2925	160	3415	3050	1240	1315	1005	1370	1560	3905	4630						
TW-50	20/26	120	2944	170	3690	3300	1360	1440	1100	1490	1720	4220	5000						
TW-50	20/26	118	2946 and 2952	170															
A-84	15/25/28	110	3000 to 3009	200	2850	2695	1040	1110				3275	3785						
A-79	15/25/28	102	3016 to 3024	200	3015	2680	1035	1105				3465	4000						
A-81	20/28	105	3025 to 3048, 3050 to 3071	200	3160	2800	1110	1180				3625	4200						
A-81	20/28	105a	3049	200	3420	2950	1150	1220				3810	4540						
T-69	21/28	149	2283 and 2300	200	4100	3660	1490	1575				4690	5570						
#Use through rating only Oakland and Santa Clara.																			
Allowance for Empty and Underloaded Cars—Ms.....				Less than 40 Ms... 6	6	3	3	3	3	3	3	3	6	6					
				40 to 50 Ms... 3	3	0	0	0	0	0	0	3	3						
				More than 50 Ms... 0	0	0	0	0	0	0	0	0	0	0					

MILEAGE.

MAIN LINES.

Oakland Pier to Tracy via Niles.....	C. P. Ry.....	66.90
Elmhurst to Santa Clara.....	S. P. C. Ry.....	31.48
Niles to San Jose.....	C. P. Ry.....	17.26
Redwood Jet. to Niles Jct.....	C. P. Ry.....	16.24
West Oakland to Sacramento, via Benicia.....	S. P. R. R.....	83.44
Port Costa to Tracy.....	S. P. R. R.....	49.53
Total Main Line.....		264.84

BRANCHES.

Alvarado.....	C. P. Ry... Halvern to Alvarado.....	2.63
Napa.....	S. P. R. R. { Suisun-Fairfield to South Vallejo.....	20.07
	{ Napa Jet. to Calistoga.....	34.52
Richmond Spur.....	S. P. R. R. San Pablo to Richmond Transfer.....	54.59
Rumsey.....	S. P. R. R. Elmira to Rumsey.....	51.22
San Ramon.....	S. P. R. R. Avon to Radum.....	29.85
Santa Rosa.....	S. P. R. R. Napa Jet to Santa Rosa.....	37.24
Stonehurst.....	C. P. Ry. Elmhurst to Stonehurst.....	.75
Wingo-Union.....	S. P. R. R. { Union to Buchli.....	8.62
	{ Ramal to Wingo.....	2.08
Total Branches.....		189.04
Total Western Division.....		453.88

TRAINMASTERS.

G. D. WRIGHT.....Suisun, Cal.

H. R. GERNREICH.....Oakland, Cal.

F. E. YOAKUM.....Oakland, Cal.

SUPERINTENDENT'S OFFICE—OAKLAND PIER, CAL.

C. E. NORTON, CHIEF TRAIN DISPATCHER.
D. BLAKE, ASST. CHIEF TRAIN DISPATCHER.
C. C. DAVISON, ASST. CHIEF TRAIN DISPATCHER.
CHAS. W. PERKINS, EXAMINER.

F. E. GORDON, TRAIN DISPATCHER.
J. P. GALLAGHER, " "
J. A. SHOCKEY, " "
L. L. BROWN, " "
J. H. RHORER, " "

J. C. DELMORE, TRAIN DISPATCHER.
T. R. GRIMSHAW, " "
H. A. SUTHERLAND, " "
M. T. ROUSE, " "

T. F. ROWLANDS,
Superintendent.

W. H. NORTON,
Assistant Superintendent,
(O. A & B. Lines.)

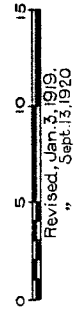
B. A. CAMPBELL
Assistant Superintendent.

MAP OF THE WESTERN DIVISION SOUTHERN PACIFIC COMPANY

MAY, 1918

JFM

SCALE OF MILES



Revised, Jan. 3, 1919.
Sept. 15, 1920.

