

(Old Series No. 12.)

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

TIME TABLE No. 2

(NEW FORM AND SERIES)

FOR THE

Oakland, Alameda ^{AND} Berkeley Branches

OF THE

WESTERN DIVISION.

TO TAKE EFFECT **TUESDAY**, , OCT. 17 , 1893, AT 3.00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary this schedule as circumstances may require.

J. A. FILLMORE,
General Superintendent.

A. D. WILDER,
Div. Superintendent.

A. N. TOWNE,
General Manager.

R. H. PRATT,
Asst. Gen. Superintendent.

J. H. THOMPSON,
Asst. Div. Superintendent.

WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St.

Local Trains.

FROM SAN FRANCISCO.

DISTANCE FROM
SAN FRANCISCO.

TIME TABLE No. 2.

October 17, 1893.

		35	33	31	29	27	25	23	21	19	17	15	13	11	9	7	5	3	1	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 2. October 17, 1893.			
		Daily.	Daily.	Daily.	Daily.	Daily.	Daily. <small>Foot-note.</small>	Sunday Only.	Daily.	Daily.	Daily.	Daily.	Sunday Only.	Daily.	Daily.	Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.						
	Noon LV	12.00	11.30	11.00	10.30	10.00	9.30		9.00	8.30	8.00	7.30	7.00		6.30		6.00			0.00	San Francisco			
	P M	12.18	11.48	11.18	10.48	10.18	9.48		9.18	8.48	8.18	7.48	7.18		6.48		6.18			4.50	Oakland Pier			
		12.23	11.53	11.23	10.53	10.23	9.53		9.23	8.53	8.23	7.53	7.23		6.53		6.23			4.50	Oakland Pier			
	P M	12.39	12.09	11.39	11.09	10.39	10.09		9.39	9.09	8.39	8.09	7.39		7.09		6.39			7.70	Broadway			
		12.46	12.16	11.46	11.16	10.46	10.16	A M LV	9.10	9.46	9.16	8.46	8.16	7.46	A M LV	6.45	7.16	6.15	6.46	A M LV	5.45	5.15	9.35	East Oakland
		12.52	12.22	11.52	11.22	10.52	10.22	Foot-note	10.22	9.15	9.52	9.22	8.52	8.22	7.52	6.52	7.22	6.22	6.52	5.50	5.20	10.72	Fruitvale	
	P M AR		P M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR		
		1	3	2	1	3	2		1	3	2	1	3		2	3	1	10	11				Engine Crews	
		1	2	3	1	2	3		1	2	3	1	2		3	2	1	10	11				Train Crews	
		1	3	2	1	3	2	10		1	3	2	1	3	1	2	3		11				Engine Crews	
		1	2	3	1	2	3	10		1	2	3	1	2	1	3	2		11				Train Crews	

FOOT-NOTE.—Train No. 25 will have right of track to Fruitvale against Train No. 22 until 10.30 A. M.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to eighteen miles per hour, and passing any station in Seventh street the speed must be reduced to eight miles per hour. It will therefore be necessary for the Seventh-street trains to make as good time as is practicable between the Pier and Bay Street.

- Between Bay Street and the start or stop at West Oakland the time used must not be less than..... 1 min. 4 sec.
- From the start to stop, between West Oakland and Center Street, the time used must not be less than..... 2 min. 12 sec.
- From the start to stop, between Center Street and Adeline Street, the time used must not be less than..... 1 min. 46 sec.
- From the start to stop, between Adeline Street and Market Street, the time used must not be less than..... 1 min. 32 sec.
- From the start to stop, between Market Street and Broadway, the time used must not be less than..... 2 min. 14 sec.
- From the start to stop, between Broadway and Oak Street, the time used must not be less than..... 2 min. 12 sec.

Between Fallon Street and Fruitvale the track is not through any public street, and the speed will need to be as great as is practicable, care being taken to slow down to eighteen miles an hour going over the crossing at the water tank at East Oakland Station, and to slow down to six miles an hour crossing Park Avenue at Twenty-third Avenue Station.

Above is the shortest allowance of time moving between stations that can be used in compliance with the ordinance, and it does not include dead time standing at stations; therefore, time lost cannot be regained by faster running between Fallon Street and Bay Street.

Under the provisions of a city ordinance trains in Seventh Street must not meet between Webster and Clay Streets (within the fire limits). When the trains are on time the meet should come between Market and Clay Streets; if trains are delayed so that one is at Webster Street when the other is at Clay Street, the west-bound train will have the preference, and the east-bound train must wait at Clay Street for them.

Under the provisions of a city ordinance flagmen have been placed at Webster, Franklin, Broadway, Washington and Market Streets, and Park or Twenty-third Avenue. Enginemen will watch carefully for signals from the flagmen in crossing said streets. When the flagman's signal cannot be seen trains must run with greater care.

Trains will approach the crossing of the Santa Cruz Division at Webster Street with care, but need not stop, provided they get the "All Right" (fixed white) signal.

Trains will approach the crossing of the Livermore Line at Fruitvale with care, and know that their way is clear before passing over. If two trains arrive at the crossing at the same time, the train of the Livermore Line will have the right of way.

In foggy weather use great care at these crossings; stop, and send a man ahead if necessary.

Should the train for Fruitvale be held at the end of the double track until it is twenty minutes behind its time at Broadway, it will take the opposite track, using care meanwhile to protect itself against the overdue train, and return to Oakland Pier, doing the work of the train by which it is held.

When using the whistle, trains of this line will give one short, one long, and one short blasts of the whistle, thus, — — — — —. At all road crossings, public or private, and at stations, the bell must be rung.

On double track, if a train has come to a stop, or is about to do so, at any station, the engineman of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St.

Local Trains. 8

TIME TABLE
No. 2,
October 17, 1893.

TOWARD SAN FRANCISCO.

	DISTANCE FROM FRUITVALE.																	
		2	4	6	8	10	12	14	16	18	20	22	24	26	28	30		
		Daily, Ex. Sun.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily, Ex. Sun.	Daily.	Daily.	Daily.	Daily.		
San Francisco <small>4.50</small>	10.72	A M	A R	A M	A R	A M	A R	A M	A R	A M	A R	A M	A R	A M	A R	A M	A R	
Oakland Pier	6.22	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45			
Oakland Pier <small>3.20</small>	6.22	5.52	6.22	6.52	7.22	7.52	8.22	8.52	9.22	9.52	10.22	10.52	11.22	11.52	12.22			
Broadway <small>1.65</small>	3.02	5.37	6.07	6.37	7.07	7.37	8.07	8.37	9.07	9.37	10.07	10.37	11.07	11.37	12.07			
East Oakland <small>1.37</small>	1.37	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.27	10.30	11.00	11.30	12.00		
Fruitvale	0.00			6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.22	10.25	10.55	11.25	11.55		
		A M	L V	A M	L V	A M	L V	A M	L V	A M	L V	A M	L V	A M	L V	A M	L V	
Week-day run.	Engine Crews	1	2	3	1	2	3	1	2	3	1	11	2	3	1	2		
	Train Crews	1	3	2	1	3	2	1	3	2	1	11	3	2	1	3		
Sunday run.	Engine Crews		2	3	1	2	3	1	2	3	1		2	3	1	2		
	Train Crews		3	2	1	3	2	1	3	2	1		3	2	1	3		

FOOT-NOTE.—Train No. 25 will have right of track to Fruitvale against Train No. 22 until 10.30 A. M.

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- From the start to stop, between Broadway and Oak Street, the time used must not be less than. 2 min. 12 sec.

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Trains will approach the crossing of the Santa Cruz Division at Webster Street with care, but need not stop, provided they get the "All Right" (fixed white) signal.

Trains will approach the crossing of the Livermore Line at Fruitvale with care, and know that their way is clear before passing over. If two trains arrive at the crossing at the same time, the train of the Livermore Line will have the right of way.

In foggy weather use great care at these crossings; stop, and send a man ahead if necessary.

Should the train for Fruitvale be held at the end of the double track until it is twenty minutes behind its time at Broadway, it will take the opposite track, using care meanwhile to protect itself against the overdue train, and return to Oakland Pier, doing the work of the train by which it is held.

When using the whistle, trains of this line will give one short, one long, and one short blasts of the whistle, thus, — — — — —. At all road crossings, public or private, and at stations, the bell must be rung.

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WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St.

Local Trains.

FROM SAN FRANCISCO.

FROM SAN FRANCISCO.																				DISTANCE FROM SAN FRANCISCO.	TIME TABLE			
																					No. 2.			
																					October 17, 1893.			
77	75	73	71	69	67	65	63	61	59	57	55	53	51	49	47	45	43	41	39	37				
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily, Ex. Sun.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				
Foot-note.						Foot-note.																		
A M LV	P M LV		P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV				
12.15	11.15		10.05	9.00	8.00	7.00	6.30	6.00	5.30	5.00	4.30	4.00	3.30		3.00	2.30	2.00	1.30	1.00	12.30	0.00	San Francisco	Steamer.	
12.33	11.33		10.23	9.18	8.18	7.18	6.48	6.18	5.48	5.18	4.48	4.18	3.48		3.18	2.48	2.18	1.48	1.18	12.48	4.50	Oakland Pier.		
12.37	11.37	P M LV No Cars Engines only	10.34	9.22	8.22	7.23	6.53	6.23	5.53	5.23	4.53	4.23	3.53		3.23	2.53	2.23	1.53	1.23	12.53	4.50	Oakland Pier.	Via Seventh Street.	
12.53	11.53		10.49	9.39	8.39	7.39	7.09	6.39	6.09	5.39	5.09	4.39	4.09		3.39	3.09	2.39	2.09	1.39	1.09	7.70	Broadway		
1.00	12.00	MIDN.	10.55	9.46	8.46	7.46	7.16	6.46	6.16	5.46	5.16	4.46	4.16	P M LV	3.10	3.46	3.16	2.46	2.16	1.46	1.16	9.35	East Oakland	
Foot-note 1.06	A M 12.06		11.00	10.57	9.52	8.52	7.52	7.22	6.52	6.22	5.52	5.22	4.52	4.22	3.15	3.52	3.22	2.52	2.22	1.52	1.22	10.72	Fruitvale	
A M AR	A M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR				
6	6	6	5	6	5	6	4	5	6	4	5	6	4	11	5	3	4	1	3	2	....	Engine Crews	} Week-day run.
5	5	5	5	4	5	4	3	5	4	3	5	4	3	11	1	2	3	1	2	3	....	Train Crews..	
6	6	6	5	6	5	6	4	5	6	4	5	6	4		5	3	4	1	3	2	....	Engine Crews	} Sunday run.
5	5	5	5	4	5	4	3	5	4	3	5	4	3		1	2	3	1	2	3	....	Train Crews..	

FOOT-NOTE.—Train No. 65 will have right of track to Fruitvale against train No. 64 until 8.00 p. m.

FOOT-NOTE.—Train No. 77 will have right of track to Fruitvale against train No. 76 until 1.15 a. m.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to eighteen miles per hour, and passing any station in Seventh Street the speed must be reduced to eight miles per hour. It will therefore be necessary for the Seventh-street trains to make as good time as is practicable between the Pier and Bay Street.

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- From the start to stop, between Market Street and Broadway, the time used must not be less than 2 min. 14 sec.
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Between Fallon Street and Fruitvale the track is not through any public street, and the speed will need to be as great as is practicable, care being taken to slow down to eighteen miles an hour going over the crossing at the water tank at East Oakland Station, and to slow down to six miles an hour crossing Park Avenue at Twenty-third Avenue Station.

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In foggy weather use great care at these crossings; stop, and send a man ahead if necessary.

Should the train for Fruitvale be held at the end of the double track until it is twenty minutes behind its time at Broadway, it will take the opposite track, using care meanwhile to protect itself against the overdue train, and return to Oakland Pier, doing the work of the train by which it is held.

When using the whistle, trains of this line will give one short, one long, and one short blasts of the whistle, thus, — — — — —. At all road crossings, public or private, and at stations, the bell must be rung.

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WESTERN DIVISION: San Francisco and Fruitvale, via Seventh St. Local Trains.

TIME TABLE No. 2, October 17, 1893.		DISTANCE FROM FRUITVALE.	TOWARD SAN FRANCISCO.																					
			32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64	66	68	70	72	
			Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.
San Francisco	4.50	10.72	P M AR 1.15	P M AR 1.45	P M AR 2.15	P M AR 2.45	P M AR 3.15	P M AR 3.45	P M AR 4.15	P M AR 4.45	P M AR 5.15	P M AR 5.45	P M AR 6.15	P M AR 6.45	P M AR 7.15	P M AR 7.45	.....	P M AR 8.45	.....	P M AR 9.45	P M AR 10.50	MIDN. AR 12.00	.....
Oakland Pier	6.22	6.22	12.55	1.25	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	.....	8.25	.....	9.25	10.30	MIDN. 11.40	.....
Oakland Pier	3.20	6.22	12.52	1.22	1.52	2.22	2.52	3.22	3.52	4.22	4.52	5.22	5.52	6.22	6.52	7.22	.....	8.22	.....	9.22	10.22	11.33	.....
Broadway	1.65	3.02	12.37	1.07	1.37	2.07	2.37	3.07	3.37	4.07	4.37	5.07	5.37	6.07	6.37	7.07	.....	8.07	.....	9.07	10.07	11.17	.....
East Oakland	1.37	1.37	12.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	P M AR 7.30	8.00	P M AR 8.05	9.00	10.00	11.10	P M AR 11.15	
Fruitvale	0.00	0.00	12.25	12.55	1.25	1.55	2.25	2.55	3.25	3.55	4.25	4.55	5.25	5.55	6.25	6.55	7.25	7.55	Foot note. 7.55	8.55	9.55	11.05	11.10	
Week-day run	Engine Crews	.....	3	1	4	3	5	4	6	5	4	6	5	4	6	5	4	6	11	5	6	6	5
	Train Crews	.....	2	1	3	2	1	3	4	5	3	4	5	3	4	5	3	4	11	5	4	5	
Sunday run	Engine Crews	.....	3	1	4	3	5	4	6	5	4	6	5	4	6	5	4	6	11	5	6	6	5
	Train Crews	.....	2	1	3	2	1	3	4	5	3	4	5	3	4	5	3	4	11	5	4	5	

		74	76	78
		Daily.	Daily.	Daily.
		Foot-note.		
San Francisco	4.50	10.72		
Oakland Pier	6.22	6.22		
Oakland Pier	3.20	6.22	A M AR 12.34	
Broadway	1.65	3.02		
East Oakland	1.37	1.37	A M AR 12.14	A M AR 1.11 1.16
Fruitvale	0.00	0.00	Foot-note 12.09	1.10
Week-day run	Engine Crews	.....	6	13
	Train Crews	.....	5	13
Sunday run	Engine Crews	.....	6	13
	Train Crews	.....	5	13

FOOT-NOTE.—Train No. 65 will have right of track to Fruitvale against Train No. 64 until 8.00 p. m.

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WESTERN DIVISION: San Francisco and Fruitvale, via Alameda.

Local Trains.

FROM SAN FRANCISCO.

DISTANCE FROM
SAN FRANCISCO.

TIME TABLE
No. 2,
October 17, 1893.

441	439	437	435	433	431	429	427	425	423	421	419	417	415	413	411	409	407	405	403	401			
Daily.	Sunday Only.	Daily.	Sunday Only.	Daily, Ex. Sun.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.	Sunday Only.	Daily, Ex. Sun.	Daily, Ex. Sun.			
P M LV	P M LV	P M LV	P M LV	.....	NOON LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	A M LV	.....	A M LV	.....		
2.00	1.30	1.00	12.30	.....	12.00	11.30	11.00	10.30	10.00	9.30	9.30	9.00	8.30	8.00	7.30	7.00	6.30	.....	6.00	.....	0.00	San Francisco
2.18	1.48	1.18	12.48	.....	12.18	11.48	11.18	10.48	10.18	9.48	9.48	9.18	8.48	8.18	7.48	7.18	6.48	.....	6.18	.....	4.50	Oakland Pier
12	12	12	12	No Cars, Engine only.	10	10	10	10	10	11	10	11	10	11	10	11	10	11	10	11	10	11	
2.24	1.54	1.24	12.54	.....	12.24	11.54	11.24	10.54	10.24	9.54	9.54	9.24	8.54	8.24	7.54	7.24	6.54	A M LV	6.24	A M LV	4.50	Oakland Pier
2.31	2.01	1.31	1.01	12.31	12.01	11.31	11.01	10.31	10.01	10.01	9.31	9.01	8.31	8.01	7.31	7.01	No Cars, Engine only.	6.31	6.31	No Cars, Engine only.	7.65	First St
2.45	2.15	1.45	1.15	12.45	12.45	12.15	11.45	11.15	10.45	10.15	10.15	9.45	9.15	8.45	8.15	7.45	7.15	6.45	6.45	6.15	11.13	Alameda
P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	12.22	Fruitvale
12	10	12	10	.....	12	10	12	10	12	10	11	10	11	10	11	10	11	10	11	10	11	10
471 469 467 465 463 461 459 457 455 453 451 449 447 445 443																							
Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Daily. Sunday Only.																							
A M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV	P M LV		
12.15	11.15	10.05	9.00	8.00	7.00	6.30	6.00	5.30	5.00	4.30	4.00	3.30	3.00	2.30	.....	.....	.....	.....	.....	.....	0.00	San Francisco
12.33	11.33	10.23	9.18	8.18	7.18	6.48	6.18	5.48	5.18	4.48	4.18	3.48	3.18	2.48	.....	.....	.....	.....	.....	.....	4.50	Oakland Pier
13	13	13	13	13	11	13	12	11	13	12	11	13	12	11	13	12	11	13	12	11	13		
12.38	11.38	10.28	9.24	8.24	7.24	6.54	6.24	5.54	5.24	4.54	4.24	3.54	3.24	2.54	.....	.....	.....	.....	.....	.....	4.50	Oakland Pier
12.45	11.45	10.35	9.31	8.31	7.31	7.01	6.31	6.01	5.31	5.01	4.31	4.01	3.31	3.01	.....	.....	.....	.....	.....	.....	7.65	First St
12.59	11.59	10.49	9.45	8.45	7.45	7.15	6.45	6.15	5.45	5.15	4.45	4.15	3.45	3.15	.....	.....	.....	.....	.....	.....	11.13	Alameda
1.06	12.22	Fruitvale
A M AR	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	13	13	13	13	11	13	12	11	13	12	11	13	12	11	13	12	11	13	12	11	13		

Trains Nos. 1-402, Trains Nos. 3-404 on Sunday, and Trains Nos. 471-76, will take two trains of cars between East Oakland and Alameda.

The crossing of the Santa Cruz Division at First Street and Webster Street, also the Alice Street Bridge, is protected by signals. See Sections 90 and 91, Rules Governing Signaling in Oakland, and be governed by them.

On double track, if a train has come to a stop or is about to do so, at any station, the engineman of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

When using the whistle, trains running via First Street will give one long and three short blasts of the whistle, thus, — — —. At all road crossings, public or private, and at stations, the bell must be rung.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to eighteen miles per hour. It will therefore be necessary for Alameda trains to slow down to eighteen miles per hour crossing Peralta Street, and between Market Street and Harrison Street on First Street.

Under the provisions of a city ordinance flagmen have been placed at Webster Street, Franklin Street, Broadway and Market Street. Enginemen will watch carefully for signals from the flagmen in crossing said streets. When the flag signal cannot be seen trains must run with greater care.

Under the provisions of a city ordinance trains in First Street must not meet between Franklin and Washington Streets.

WESTERN DIVISION: San Francisco and Fruitvale, via Alameda.

Local Trains.

TIME TABLE
No. 2,
October 17, 1893.

TOWARD SAN FRANCISCO.

TIME TABLE No. 2, October 17, 1893.	DISTANCE FROM FRUITVALE.	TOWARD SAN FRANCISCO.																					
		402	404	406	408	410	412	414	416	418	420	422	424	426	428	430	432	434	436	438	440	442	
		Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.	Daily.	Daily, Ex. Sun.	Sunday Only.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily.	Sunday Only.	Daily, Ex. Sun.	Daily.	Sunday Only.	Daily.	Sunday Only.	
San Francisco 4.50	12.22	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	A M AR	P M AR	P M AR	P M AR	P M AR	P M AR	
Oakland Pier	7.72	6.15	6.45	7.15	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.15	11.45	12.15	12.45	1.15	.....	1.45	2.15	2.45	3.15	.....
Week-day run.		11	10	11	10	11	10	11	10	11	10	11	10	11	10	11	10	11	10	11	10	11	
Oakland Pier 3.15	7.72	5.49	6.19	6.49	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.19	11.49	12.19	12.49	No Cars, Engines only.	1.19	1.49	2.19	2.49	.....
First St 3.48	4.57	5.41	6.11	6.41	7.11	7.41	8.11	8.41	9.11	9.41	9.41	10.11	10.41	11.11	11.41	12.11	12.41	.....	1.11	1.41	2.11	2.41
Alameda 1.09	1.09	5.28	5.58	6.28	6.58	7.28	7.58	8.28	8.58	9.28	9.28	9.58	10.28	10.58	11.28	11.58	12.28	.....	12.58	1.28	1.58	2.28
Fruitvale	0.00	5.20	5.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunday run.		A M LV	A M LV	.....	.....	.....	.....	.....	.....	.....	A M LV	.....	.....	.....	.....	.....	.....	P M LV	.....	.....	.....	.....
		11	10	11	10	11	10	11	10	11	10	11	10	11	10	11	10	11	10	11	10	11	
		444	446	448	450	452	454	456	458	460	462	464	466	468	470	472							
		Daily.	Daily, Ex. Sun.	Sunday Only.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.							
San Francisco 4.50	12.22	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	P M AR	MIDN. AR	.....	.....	.....	.....	.....	.....
Oakland Pier	7.72	3.45	4.15	4.15	4.45	5.15	5.45	6.15	6.45	7.15	7.45	8.45	9.45	10.50	12.00	.....	.....	.....	.....	.....	.....	.....
Week-day run.		12	11	12	13	11	12	13	11	12	13	11	12	13	13	13	13	13	13	13	13	13	
Oakland Pier 3.15	7.72	3.19	3.49	3.49	4.19	4.49	5.19	5.49	6.19	6.49	7.19	8.19	9.19	10.19	11.30	No Cars, Engines only.	12.20	.....	.....	.....	.....	.....
First St 3.48	4.57	3.11	3.41	3.41	4.11	4.41	5.11	5.41	6.11	6.41	7.11	8.11	9.11	10.11	11.22	12.11	.....	.....	.....	.....	.....	.....
Alameda 1.09	1.09	2.58	3.28	3.28	3.58	4.28	4.58	5.28	5.58	6.28	6.58	7.58	8.58	9.58	11.08	12.00	.....	.....	.....	.....	.....	.....
Fruitvale	0.00	3.20	
Sunday run.		12	P M LV	10	12	13	11	12	13	11	12	13	13	13	13	13	13	13	13	13	13	13	

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(Continued from page 8.)

On double track, if a train has come to a stop, or is about to do so, at any station, the engineman of an opposing train should run slowly, so as to allow the other train to do its station work and leave before he arrives, without the necessity of bringing his train to a stop. The two trains must not be in the station at the same time.

When using the whistle, trains running via Shell Mound will give two short and one long blasts of the whistle, thus, — — — — —. At all road crossings, public and private, the bell must be rung.

Under the provisions of a city ordinance the rate of speed over, along or upon any of the public streets or highways in the city of Oakland is limited to eighteen miles an hour. It will therefore be necessary for Berkeley trains to slow down to eighteen miles per hour when crossing streets between Bay Street and the west end of the fill near Dalton's Foundry, on Cedar Street.

Under the provisions of the said ordinance a flagman has been placed at Goss Street. Enginemen will watch carefully for signals from the flagman when crossing that street. When the flag signal cannot be seen trains must run with greater care.

(Continued from page 9.)

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SPECIAL RULES.

OAKLAND (SEVENTH STREET) LINE.

At East Oakland trains will be tied up as below: Train No. 60 on Park track; Train No. 74 on the passing track; Train No. 78 on the middle spur.

In the morning engine crews will take out engines tied up on runs of previous day. *On week days*, run 1, engine of run 6; run 2, engine of run 5; run 3, engine of run 4. *On Sunday*, run 1, engine of run 5; run 2, engine of run 6; run 3, engine of run 4.

Engines will be changed at the Pier on arrival of trains as below: *On week days*, Trains 4, 30, 34 and 38. *On Sunday*, Trains Nos. 4, 8, 30, 34 and 38.

ALAMEDA LINE.

At East Oakland trains will be sidetracked as follows: Trains Nos. 22 and 64 on south spur track; Train No. 76 on local main line, opposite the depot.

In the morning crews will take out engines tied up on runs of previous day as below: Run 10, engine of run 13; run 11, engine of run 12.

Engines will be changed as below: *On week days*, at the Pier, on arrival of Train No. 430. The crew on Train No. 401 will change engines at the roundhouse. The crew of run 13 will bring engine

to the Pier in time to take out Train No. 447. *On Sunday*, the crew of run 12 will bring engine to the Pier in time to take out Train No. 423, relieving the crew and engine on run 11. The crew of run 11 will bring engine to the Pier in time to take out Train No. 449, relieving the crew of run 10. Crew of run 13 will bring engine to the Pier in time to take out Train No. 447. *On Train No. 447*, crew will change engines at the roundhouse.

BERKELEY LINE.

At Berryman, trains will be sidetracked as follows: *On week days*, Trains Nos. 221 and 271 on the west spur; Train No. 257 on middle spur; Train No. 269 on main track in front of the depot. *On Sunday*, Train No. 257 on middle spur; Train No. 269 on west spur; and Train No. 271 on main track in front of depot.

On Sunday, Train No. 204 will take out the cars left on main track in front of the depot by Train No. 269 the night before.

In the morning, crews will take out engines tied up on runs of the previous day as below: *On week days*, run 14, engine of run 15; run 15, engine of run 18; run 16, engine of run 17. *On Sunday*, run 14, engine of run 15; run 16, engine of run 18.

Engine changes at Pier will be made as below: *On week days*, on arrival of Trains Nos. 238. The crew of engine on run 18 will bring engine from the roundhouse in time to take out Train No. 243. *On Sunday*, change will be made on arrival of Train No. 204. *On Trains Nos. 238 and 240* crews will take engines to the roundhouse to change, and return in time to go out on Trains Nos. 241 and 243 respectively. Crew of engine on run 15 will bring engine to roundhouse in time to go out on Train No. 221.

Conductors and enginemen may run their trains into terminal stations, regardless of themselves as running opposing trains originating at said stations.

For uniformity in signals, where double-end engines are used: After the engine has been coupled onto the train ready to leave at either terminal of run, until it is detached at the other terminal engine should be considered on head-end, and signals given accordingly, regardless of direction in which engine is headed. While switching at terminals, signals should be according to the engine is headed.

The small figures in each column denote the number of the run week days or Sunday, and all runs will change daily, going from a higher to the next lower number, except runs Nos. 19 and 20, which will change on Sunday.

When from any cause a crew finds itself on a run not assigned to it for the day, under the foregoing rule, they will continue on that run until it is finished or they receive orders to the contrary.

Main tracks from the depot at Oakland Pier will be numbered 1, 2, 3 and 4, commencing with the north track as No. 1.

Trains running via Seventh Street to Oakland, and trains running via Shell Mound, also main-line trains of the Port Costa Line, will leave Oakland Pier on track No. 2. Trains running to Alameda via First Street, also main-line trains of the Livermore Line, will leave Oakland Pier on track No. 4. Trains running via Shell Mound, also main-line trains of the Port Costa Line, will arrive at Oakland Pier on track No. 1. Trains from Oakland via Seventh Street, trains from Alameda via First Street, also main-line trains of the Livermore Line, will arrive at Oakland Pier on track No. 1. While these trains are running upon the same track, the ten-minute provision in Rules 88 and 89 may be disregarded; but all trains must be kept well in hand and moved with great care, subject to Rules governing Signaling in Oakland. Be prepared to promptly protect both front and rear of trains.

OBSERVE: Trains on Seventh Street will run on left-hand track; but on all other double track the trains will run on right-hand track.

In pulling out of stations, brakemen must watch wheels closely to see that brakes are fully released, and will immediately signal engineers to stop when wheels are found sliding. Enginemen must keep a sharp lookout for such signals, as per Rule 278. Each brakeman will be held responsible for any wheels slid flat under the part of the train in his charge. Conductors in reporting flat wheels must give name of brakeman in charge.

SEE RULE 84.—All west-bound trains have the absolute right of track over all trains of the same class running in the opposite direction.