

INTERURBAN ELECTRIC
RAILWAY COMPANY
ROUTE NUMBERS

- 1-OAKLAND-SAN LEANDRO-
7th STREET-EXPRESS
- 2-OAKLAND-SAN LEANDRO-
7th STREET-LOCAL
- 3-BERKELEY-SHATTUCK AVENUE.
- 4-BERKELEY-9th STREET
- 5-ALAMEDA-ENCINAL AVENUE.
- 6-ALAMEDA-LINCOLN AVENUE
- 9-BERKELEY-SHATTUCK AVENUE-EXPRESS

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

NOTE-ALL SERVICE TO OAKLAND AND ALAMEDA PIERS HAS BEEN
DISCONTINUED. TRAINS NOW OPERATE OVER THE S.F.-OAK. BAY BRIDGE.

TIME TABLE

FOR THE

WESTERN DIVISION - ELECTRIC LINES

12



To Take Effect Sunday, August 1, 1937, at 4:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS
Assistant General Manager.

G. E. GAYLORD
Superintendent

COMPANY SURGEONS—ELECTRIC LINES

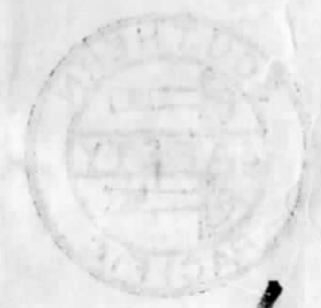
| LOCATION | NAME | TITLE |
|-------------------|------------------------|---------------------|
| San Francisco | Dr. W. B. Coffey | Chief Surgeon. |
| San Francisco | Dr. J. H. O'Connor | Division Surgeon. |
| San Francisco | Dr. C. A. Walker | District Surgeon. |
| San Francisco | Dr. G. R. Carson | District Surgeon. |
| San Francisco | Dr. Grant Selfridge | Aurist. |
| San Francisco | Dr. H. B. Graham | Aurist. |
| Oakland | Dr. O. D. Hamlin | Division Surgeon. |
| Oakland | Dr. F. H. Tebbe | Assistant Surgeon. |
| Oakland | Dr. Milton H. Shutes | Oculist and Aurist. |
| West Oakland | Dr. J. I. Vickerson | District Surgeon. |
| Oakland (Central) | Dr. Kenneth B. Jenkins | District Surgeon. |
| Oakland (North) | Dr. N. P. Dunne | District Surgeon. |
| Oakland | Dr. Frank Baxter | Oculist and Aurist. |
| Oakland | Dr. Geo. F. Mainwaring | District Surgeon. |

| LOCATION | NAME | TITLE |
|--------------|------------------------|----------------------|
| Berkeley | Dr. A. M. McIntosh | District Surgeon. |
| Berkeley | Dr. J. R. Masterson | District Surgeon. |
| Alameda | Dr. A. L. Guerra | District Surgeon. |
| Alameda | Dr. Douglas Stafford | Asso. Dist. Surgeon. |
| Albany | Dr. Douglas Ream | District Surgeon. |
| East Oakland | Dr. C. P. Higgins | District Surgeon. |
| East Oakland | Dr. W. H. C. Hatteroth | District Surgeon. |
| Fruitvale | Dr. J. W. Scamell | District Surgeon. |
| Fruitvale | Dr. L. E. Lacey | District Surgeon. |
| Fruitvale | Dr. O. T. Leftwich | Oculist and Aurist. |
| Elmhurst | Dr. M. F. Francis | District Surgeon. |
| San Leandro | Dr. Geo. T. Honaker | District Surgeon. |
| Hayward | Dr. D. J. Manley | District Surgeon. |

RULE 2. The following are designated Watch Inspectors:

San Francisco.....S. A. Pope, Manager of Time Service, 71 Spear Street
Oakland.....E. S. Griffin, 214 Easton Building
Oakland.....E. W. Becker, 3357 E. 14th Street
Oakland.....H. Bullard, 1194 Seventh St.
Alameda.....A. O. Gott, 1363 Park Street
Berkeley.....W. R. Burke, 2199 Shattuck Avenue
Berkeley.....Ernest L. Dorrett, 1823 Solano Avenue

HOSPITALS—Southern Pacific General Hospital, Fell Street near Baker, San Francisco; Emergency Hospital, West Oakland, Cal. **STRETCHERS**:—Located Oakland Pier, Alameda Pier, Alameda, Fruitvale, Berkeley, East Oakland and West Oakland.



Trainmen and enginemen must report five (5) minutes before starting time shown for initial trip, except on runs where roster specifies direct relief.

Trainmen and enginemen must be at their train no less than two (2) minutes before scheduled leaving time to make air tests and direct passengers.

Enginemen must confer with conductor before making relief at any point other than that shown on roster. Conductor must make record on reverse side of Form 2636 of all such cases. No relief to be made between stations or at stations at which train is not scheduled to stop, or between crews moving in opposite directions. No more than one relief to be made on any one trip between Pier and outside terminal.

On all runs changing to a lower number each day, crew standing for a run not scheduled to operate, will be off duty on that day, and take the next lower number the following day.

SEVENTH ST. LINE

Runs 9 to 1 change to next lower number each day

Table with columns: Run, Start, Place, Train, Released

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

SATURDAY

Table with columns: Run, Start, Place, Train, Released

Table with columns: Run, Start, Place, Train, Released

SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

SHATTUCK AVENUE LINE

Runs 24 to 17 change to next lower number each day

Table with columns: Run, Start, Place, Train, Released

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

SATURDAYS

Table with columns: Run, Start, Place, Train, Released

SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

BERKELEY MAIL TRAINS

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Runs 26 and 27 alternate runs daily

Table with columns: Run, Start, Place, Train, Released

SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

Table with columns: Run, Start, Place, Train, Released

ALAMEDA LOOP

Runs 41 to 34 change to next lower number each day

Table with columns: Run, Start, Place, Train, Released

DAILY EXCEPT SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

TE-During Beach season conductor report Alameda Pier 12:05 p.m. for Beach train.

NINTH STREET LINE

Runs 57 to 50 change to next lower number each day

Table with columns: Run, Start, Place, Train, Released

DAILY EXCEPT SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

DAILY EXCEPT SUNDAY AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

Run 81, hold same run daily DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

Runs 84 and 85 alternate runs daily

Table with columns: Run, Start, Place, Train, Released

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

Crew released on arrival of train 81 at Seminary Avenue

Table with columns: Run, Start, Place, Train, Released

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

Runs 87 and 88 alternate runs daily

Table with columns: Run, Start, Place, Train, Released

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

SATURDAYS

Table with columns: Run, Start, Place, Train, Released

SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

Run 90, hold same run daily

Table with columns: Run, Start, Place, Train, Released

DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS

Table with columns: Run, Start, Place, Train, Released

SATURDAYS

Table with columns: Run, Start, Place, Train, Released

SUNDAYS AND HOLIDAYS

Note—On days preceding Holidays released 2.40 a.m. When express car is set out Berkeley by 402, D. H. Berkeley on train 412 for 509.

FIRST CLASS

Table with columns for train numbers (434-402, 606-436), departure/arrival times, and station names (SAN FRANCISCO, OAKLAND PIER, OAKLAND (16th Street), NINTH ST. JUNO., SOUTH BERKELEY, BERKELEY, BERRYMAN, THOUSAND OAKS).

See pages 5 to 9, inclusive, for additional trains between Oakland Pier, Oakland (Sixteenth Street), Ninth Street Junction and Thousand Oaks.

On single track trains may run into Terminal, superior to themselves as opposing trains originating at such stations.

HOLIDAYS-New Year's, Washington's Birthday, Decoration Day, July 4th, Labor Day, Thanksgiving, Christmas.

Red light and siren is located in front fire engine house, Vine and Shattuck, as warning while fire apparatus is leaving fire station. Operate with caution when red light is displayed. Applies pages 4 to 7.

- #Trains with more than four cars stop with west end clear of Fresno Street. When east end of train blocks northbound traffic on Colusa Avenue, a trainman will be stationed at east end of train to prevent accidents to vehicles turning out.
##No. 606 stop head end at University Avenue. Eastward trains, except No. 606, make station stops before passing pole No. 3590. Use 20 seconds between pole No. 3590 and University Ave.
###With one or two cars westward trains stop before passing Pole 3686.

- *Stop on near side. Trains not stopping approach and pass over with caution.
**Make safety stop before crossing.
***With 3 or less cars clear Ward St crossing
****Stop clear of Alcatraz Ave. except with free on more cars may block Alcatraz but must clear Grove Street

PASSENGER STOPS

- Oakland 16 St. Head end near Pole 3265
34th St. (signal)
Emeryville
Shellmound Tower (signal)
San Pablo Ave. K7.5
Los Angeles St.
***South Berkeley K8.5
Ashby Ave. K8.8
Ward St. K9.2
Dwight Way K9.5
Bancroft Way K9.8
Berkeley, University Ave.
Virginia St. K10.4
Vine St. K10.7
Berryman K10.9
Northbrae K11.3
Contra Costa K11.5
Thousand Oaks K11.8

Nos. 601, 603 No stops west of South Berkeley

BERKELEY-Shattuck Avenue

Westward. 5

| SHATTUCK LINE Time Table No. 12 Effective 4 a.m., Aug. 1, 1937 | | FIRST CLASS | | | | | | | | | | | | | | | | | | | |
|--|--|-----------------------------|--|--|--|--|--|--|--|--------------|--|--|--|--|--|--|--|--|--|--|--|
| STATIONS | | Miles from Thousand Oaks | 401 | 403 | 405 | 407 | 409 | 411 | 601 | 413 | 603 | 415 | 417 | 419 | 421 | 423 | 425 | 427 | 429 | 431 | 433 |
| | | | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily |
| SAN FRANCISCO 3.5 | | 11.8 | 6.12AM | 6.32AM | 6.52AM | 7.12AM | 7.32AM | 7.52AM | | 8.12AM | | 8.32AM | 8.52AM | 9.12AM | 9.32AM | 9.52AM | 10.12AM | 10.32AM | 10.52AM | 11.12AM | 11.32AM |
| OAKLAND PIER 3.5 | | 8.3 | 5.52 | 6.12 | 6.32 | 6.52 | 7.12 | 7.32 | | 7.52 | | 8.12 | 8.32 | 8.52 | 9.12 | 9.32 | 9.52 | 10.12 | 10.32 | 10.52 | 11.12 |
| Block Signals | R OAKLAND PIER 2.0 | 8.3 | 5.49AM | 6.09AM | 6.29AM | 6.49AM | 7.09AM | 7.29AM | 7.47AM | 7.49AM | 8.07AM | 8.09AM | 8.29AM | 8.49AM | 9.09AM | 9.29AM | 9.49AM | 10.09AM | 10.29AM | 10.49AM | 11.09AM |
| | OAKLAND (16th Street) 1.6 | 6.3 | 5.45 | 6.05 | 6.25 | 6.45 | 7.05 | 7.25 | 7.43 | 7.45 | 8.03 | 8.05 | 8.25 | 8.45 | 9.05 | 9.25 | 9.45 | 10.05 | 10.25 | 10.45 | 11.05 |
| | NINTH ST. JUNO. 0.8 | 4.7 | 5.42 | 6.02 | 6.22 | 6.42 | 7.02 | 7.22 | 7.39 | 7.42 | 7.59 | 8.02 | 8.22 | 8.42 | 9.02 | 9.22 | 9.42 | 10.02 | 10.22 | 10.42 | 11.02 |
| | A.T.&S.F. and Key System Crossings 0.5 | 3.9 | | | | | | | | | | | | | | | | | | | |
| | SOUTH BERKELEY 1.6 | 3.4 | 5.37 | 5.57 | 6.17 | 6.37 | 6.57 | 7.17 | 7.36 | 7.37 | 7.56 | 7.57 | 8.17 | 8.37 | 8.57 | 9.17 | 9.37 | 9.57 | 10.17 | 10.37 | 10.57 |
| | BERKELEY 0.9 | 1.8 | 5.30 | 5.50 | 6.10 | 6.30 | 6.50 | 7.10 | 7.29 | 7.30 | 7.49AM | 7.50 | 8.10 | 8.30 | 8.50 | 9.10 | 9.30 | 9.50 | 10.10 | 10.30 | 10.50 |
| | BERRYMAN 0.9 | 0.9 | 5.26 | 5.46 | 6.06 | 6.26 | 6.46 | 7.06 | 7.24AM | 7.26 | | 7.46 | 8.06 | 8.26 | 8.46 | 9.06 | 9.26 | 9.46 | 10.06 | 10.26 | 10.46 |
| | THOUSAND OAKS 0.0 | 0.0 | 5.22AM | 5.42AM | 6.02AM | 6.22AM | 6.42AM | 7.02AM | | | 7.22AM | | 7.42AM | 8.02AM | 8.22AM | 8.42AM | 9.02AM | 9.22AM | 9.42AM | 10.02AM | 10.22AM |
| Single track Contra Costa to Thousand Oaks | | | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily |
| Run No. | | | 18 A | 17 | 19 | 18 | 20 | 17 | 26 | 19 | 84 | 18 | 20 | 17 | 19 | 18 | 20 | 17 | 19-21 | 18 | 20 |
| Run No. Sunday and Holidays | | | 18 | | 20 | | 18 | | | 20 | | | 18 | | 20 | | 18 | | 20-21 | | 18 |
| STATIONS | | Miles from Thousand Oaks | 435 | 437 | 439 | 441 | 443 | 445 | 447 | 449 | 451 | 453 | 455 | 457 | 459 | 461 | 463 | 465 | 467 | 469 | 471 |
| | | | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays |
| SAN FRANCISCO 3.5 | | 11.8 | 11.52AM | 12.12PM | 12.32PM | 12.52PM | 1.12PM | 1.32PM | 1.52PM | 2.12PM | 2.32PM | 2.52PM | 3.12PM | 3.32PM | 3.52PM | 4.12PM | 4.32PM | 4.52PM | 5.12PM | 5.32PM | 5.52PM |
| OAKLAND PIER 3.5 | | 8.3 | 11.32 | 11.52AM | 12.12 | 12.32 | 12.52 | 1.12 | 1.32 | 1.52 | 2.12 | 2.32 | 2.52 | 3.12 | 3.32 | 3.52 | 4.12 | 4.32 | 4.52 | 5.12 | 5.32 |
| Block Signals | R OAKLAND PIER 2.0 | 8.3 | 11.29AM | 11.49AM | 12.09PM | 12.29PM | 12.49PM | 1.09PM | 1.29PM | 1.49PM | 2.09PM | 2.29PM | 2.49PM | 3.09PM | 3.29PM | 3.49PM | 4.09PM | 4.29PM | 4.49PM | 5.09PM | 5.29PM |
| | OAKLAND (16th Street) 1.6 | 6.3 | 11.25 | 11.45 | 12.05 | 12.25 | 12.45 | 1.05 | 1.25 | 1.45 | 2.05 | 2.25 | 2.45 | 3.05 | 3.25 | 3.45 | 4.05 | 4.25 | 4.45 | 5.05 | 5.25 |
| | NINTH ST. JUNO. 0.8 | 4.7 | 11.22 | 11.42 | 12.02PM | 12.22 | 12.42 | 1.02 | 1.22 | 1.42 | 2.02 | 2.22 | 2.42 | 3.02 | 3.22 | 3.42 | 4.02 | 4.22 | 4.42 | 5.02 | 5.22 |
| | A.T.&S.F. and Key System Crossings 0.5 | 3.9 | | | | | | | | | | | | | | | | | | | |
| | SOUTH BERKELEY 1.6 | 3.4 | 11.17 | 11.37 | 11.57 | 12.17 | 12.37 | 12.57 | 1.17 | 1.37 | 1.57 | 2.17 | 2.37 | 2.57 | 3.17 | 3.37 | 3.57 | 4.17 | 4.37 | 4.57 | 5.17 |
| | BERKELEY 0.9 | 1.8 | 11.10 | 11.30 | 11.50 | 12.10 | 12.30 | 12.50 | 1.10 | 1.30 | 1.50 | 2.10 | 2.30 | 2.50 | 3.10 | 3.30 | 3.50 | 4.10 | 4.30 | 4.50 | 5.10 |
| | BERRYMAN 0.9 | 0.9 | 11.06 | 11.26 | 11.46 | 12.06 | 12.26 | 12.46 | 1.06 | 1.26 | 1.46 | 2.06 | 2.26 | 2.46 | 3.06 | 3.26 | 3.46 | 4.06 | 4.26 | 4.46 | 5.06 |
| | THOUSAND OAKS 0.0 | 0.0 | 11.02AM | 11.22AM | 11.42AM | 12.02PM | 12.22PM | 12.42PM | 1.02PM | 1.22PM | 1.42PM | 2.02PM | 2.22PM | 2.42PM | 3.02PM | 3.22PM | 3.42PM | 4.02PM | 4.22PM | 4.42PM | 5.02PM |
| Single track Contra Costa to Thousand Oaks | | | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays |
| Run No. | | | 17 | 21 | 22 | 20 | 17 | 19 | 22 | 20-18 | 17-21 | 19 | 22 | 18 | 21 | 19 | 22 | 26 | 21 | 23 | 22 |
| Run No. Sunday and Holidays | | | | 21 | | 18-20 | | 21 | | 20 | | 21-18 | | 20 | | 18-23 | | 20-21 | | 23 | |

See pages 4 to 9, inclusive, for additional trains between Oakland Pier, Oakland (Sixteenth Street), Ninth Street Junction and Thousand Oaks.

On single track trains may run into Terminal, superior to themselves as opposing trains originating at such stations.

PASSENGER STOPS—(See page 4).

Note - Equipment - marked only on trips to & from yard & first & last round trip & change of crew trips
 ○ - last trip

| Equip. | Crew | New Crew | Time | Place | Train No. | Days |
|--------|------|----------|---------|-------|-----------|------|
| A | 18 | 22 | 11:00 A | Pier | 432 | XSH |
| A | | | | | | |

Applies to Pages 4 to 9

Switch at end double track Contra Costa-Shattuck line will be normally lined for westward movement. Is equipped with spring and may be split by electric equipment. Switch at end double track (Berryman end of wye) will be normally lined for movement to Monterey. Is equipped with spring and may be split by electric equipment.

Train movements over single track between Contra Costa and Thousand Oaks are governed by block signals. Their indications supersede superiority of trains within these limits but do not dispense with the use, or observance of other signals whenever they may be required. Eastward light signal on pole 3736, Contra Costa normally at proceed governs movements thru single track to westward signal 3755, Thousand Oaks. Westward light signal, 3755, end of double track Thousand Oaks wye normally in stop position, governs movements over single track to signal 3736, Contra Costa. To place this signal in proceed position, press lever of time release (located on pole near signal) down gently as far as it will freely move, which will cause eastward signal 3736 to indicate stop, and after approximately 15 seconds will cause westward signal to indicate proceed, providing block unoccupied. Indicator located above time release is for information of trainmen, showing red if block is occupied. Time release must not be operated for a following movement until indicator shows clear. In use of time release good judgment must be used to avoid delay to other trains. In case eastward signal 3736 or westward signal 3755 is in stop position, trains will wait two (2) minutes before starting flagman thru block (as per rule 509) and follow at once.

Rule 509 D does not apply.

| FIRST CLASS | | | | | | | | | | | | | | | | | | Distance from San Francisco | SHATTUCK LINE Time Table No. 12 Effective 4 a.m., Aug. 1, 1937 | | | |
|--------------------------------------|--------------------------------------|--------------------------------------|------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------------------------------|--------------|--------------------------------------|--------------|---------------------------------------|--|--------|--|--------------------------------------|
| 512 Mail Train | 510 Mail Train | 508 Mail Train | 502 Mail Train | 500 | 498 | 496 | 494 | 492 | 490 | 488 | 486 | 484 | # 482 | 480 | # 478 | 476 | 474 | | 608 Shattuck Express | 472 | STATIONS | Oakland Ferry |
| Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Lv. Daily Ex. Sat., Sun. and Holidays | Leave Daily Ex. Sunday and Holidays | 0.0 | | |
| | | | | 1.20AM | 12.20AM | 11.40PM | 11.00PM | 10.20PM | 9.40PM | 9.00PM | 8.20PM | 7.40PM | 7.00PM | 6.40PM | 6.20PM | 6.00PM | 5.40PM | 5.40PM | 5.20PM | 3.5 | OAKLAND PIER | |
| | | | | 1.40 | 12.40 | 11.59 | 11.20 | 10.40 | 10.00 | 9.20 | 8.40 | 8.00 | 7.20 | 7.00 | 6.40 | 6.20 | 6.00 | 6.00 | 5.40 | 3.5 | OAKLAND PIER | |
| 12.21PM | 11.21AM | 10.01AM | 7.34AM | 1.40AM | 12.40AM | 11.59PM | 11.20PM | 10.40PM | 10.00PM | 9.20PM | 8.40PM | 8.00PM | 7.20PM | 7.00PM | 6.40PM | 6.20PM | 6.00PM | 6.00PM | 6.00PM | 5.40PM | 5.5 | R OAKLAND PIER |
| 12.26 | 11.26 | 10.06 | 7.37 | 1.44 | 12.44 | 12.04AM | 11.24 | 10.44 | 10.04 | 9.24 | 8.44 | 8.04 | 7.24 | 7.04 | 6.44 | 6.24 | 6.04 | 6.03 | 5.44 | 5.5 | OAKLAND (16th Street) | |
| 12.30 | 11.30 | 10.10 | 7.40 | 1.47 | 12.47 | 12.07 | 11.27 | 10.47 | 10.07 | 9.27 | 8.47 | 8.07 | 7.27 | 7.07 | 6.47 | 6.27 | 6.07 | 6.06 | 5.47 | 7.1 | NINTH ST. JUNC. | |
| | | | | | | | | | | | | | | | | | | | | | 7.9 | A.T. & S.F. and Key System Crossings |
| 12.34 | 11.34 | 10.14 | 7.44 | 1.52 | 12.52 | 12.12 | 11.32 | 10.52 | 10.12 | 9.32 | 8.52 | 8.12 | 7.32 | 7.12 | 6.52 | 6.32 | 6.12 | 6.10 | 5.52 | 8.4 | SOUTH BERKELEY | |
| 12.40PM | 11.40AM | 10.20AM | 7.48AM | 1.57 | 12.57 | 12.17 | 11.37 | 10.57 | 10.17 | 9.37 | 8.57 | 8.17 | 7.37 | 7.17 | 6.57 | 6.37 | 6.17 | 6.15 | 5.57 | 10.0 | BERKELEY | |
| | | | | 2.01 | 1.01 | 12.21 | 11.41 | 11.01 | 10.21 | 9.41 | 9.01 | 8.21 | 7.41 | 7.21 | 7.01 | 6.41 | 6.21 | 6.19 | 6.01 | 10.9 | BERRYMAN | |
| | | | | 2.05AM | 1.06AM | 12.26AM | 11.46PM | 11.06PM | 10.26PM | 9.46PM | 9.06PM | 8.26PM | 7.46PM | 7.26PM | 7.06PM | 6.46PM | 6.26PM | 6.24PM | 6.06PM | 11.8 | THOUSAND OAKS | |
| Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Ar. Daily Ex. Sat., Sun. and Holidays | Arrive Daily Ex. Sunday and Holidays | | Single Track Contra Costa to Thousand Oaks | |
| 26 | 26 | 26 | 90 | 24 | 24 | 23 | 24 | 23 | 24 | 23 | 24 | 23 | 24 | 22 | 23 | 21 | 24 | 26 | 22 | | Run No. | |
| | | | | 24 | 24 | 23 | 24 | 23 | 24 | 23 | 24 | 21-23 | 24 | | 23-21 | | 21 | | | | Run No. Sundays and Holidays | |

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF MAIL TRAINS ON PAGES 6 and 7.

Nos. 502 to 533, inclusive, will handle U. S. mail, no passengers.

Mail trains will avoid delaying Westward trains at Oakland 16th St.

| FIRST CLASS | | | | | | | | | | | | | Distance from San Francisco | STATIONS | |
|------------------------------------|--------------|------------------------------------|--------------|---|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|-----------------------------|--|---------------|
| 556 | 552 | 550 | 548 | 530 Mail Train | 528 Mail Train | 526 Mail Train | 524 Mail Train | 522 Mail Train | 520 Mail Train | 518 Mail Train | 516 Mail Train | 514 Mail Train | | 0.0 | SAN FRANCISCO |
| Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily Ex. Mon. and day following Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | 3.5 | | |
| | | | | Starting from Berryman Yard. See Ninth Street Line for additional trains. | | | | | | | | | 3.5 | R OAKLAND PIER | |
| | | | | 12.01AM | 10.41PM | 8.41PM | 6.45PM | 6.05PM | 5.01PM | 4.01PM | 2.21PM | 1.21PM | 5.5 | OAKLAND (16th Street) | |
| | | | | 12.05AM | 10.45 | 8.46 | 6.50 | 6.10PM | 5.06 | 4.06 | 2.26 | 1.26 | 7.1 | NINTH ST. JUNC. | |
| | | | | | 10.50 | 8.50 | 6.54 | | 5.10 | 4.10 | 2.30 | 1.30 | 7.9 | A.T. & S.F. and Key System Crossings | |
| | | | | | 10.54 | 8.54 | 6.58 | | 5.14 | 4.14 | 2.34 | 1.34 | 8.4 | SOUTH BERKELEY | |
| | | | | | 11.00PM | 9.00PM | 7.05PM | | 5.20PM | 4.20PM | 2.40PM | 1.40PM | 10.0 | BERKELEY | |
| 6.37AM | 5.57AM | 5.37AM | 5.17AM | | | | | | | | | | 10.9 | BERRYMAN | |
| 6.41AM | 6.01AM | 5.41AM | 5.21AM | Arrive Daily Ex. Mon. and day following Holidays | | | | | | | | | 11.8 | THOUSAND OAKS | |
| Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily Ex. Mon. and day following Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | | Single Track Contra Costa to Thousand Oaks | |
| 20 | 19 | 17 | 18 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 26 | 26 | | Run No. | |
| | 20 | | 18 | | | | | | | | | | | Run No. Sundays and Holidays | |

See pages 4 to 9, inclusive, for additional trains between Oakland Pier, Oakland (Sixteenth Street), Ninth Street Junction and Thousand Oaks.

On single track trains may run into Terminal, superior to themselves as opposing trains originating at such stations.

At Shattuck and Bancroft Way trains must make safety stop on near side of crossing. This applies to trains pages 4 to 7 inclusive. Includes all trains of Shattuck line and yard engines.

PASSENGER STOPS.—(See page 4.)

#Daily Except Sunday and Holidays pick up Ninth St. crew Berryman, waiting five minutes if necessary.

| SHATTUCK LINE Time Table No. 12 Effective 4 a. m., Aug. 1, 1937 | | FIRST CLASS | | | | | | | | | | | | | | | | | | | | |
|---|---|-----------------------------|--------------|--|--|--------------|--|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---|---|---|---|
| STATIONS | | Miles from Thousand Oaks | 473 | 475 | 605 | 477 | 607 | 479 | 481 | 483 | 485 | 487 | 489 | 491 | 493 | 495 | 497 | 499* | 509 | 511 | 513 | 515 |
| | | | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sat., Sun. and Holidays | Arrive Daily | Arrive Daily Ex. Sat., Sun. and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Mail Train | Mail Train | Mail Train | Mail Train |
| SAN FRANCISCO 3.5 | | 11.8 | 6.12 PM | 6.32 PM | No passengers | 6.52 PM | No passengers | 7.12 PM | 7.32 PM | 8.12 PM | 8.52 PM | 9.32 PM | 10.12 PM | 10.52 PM | 11.32 PM | 12.12 AM | 12.52 AM | 2.05 AM | | | | |
| OAKLAND PIER 3.5 | | 8.3 | 5.52 | 6.12 | | 6.32 | | 6.52 | 7.12 | 7.52 | 8.32 | 9.12 | 9.52 | 10.32 | 11.12 | 11.52 PM | 12.32 | 1.45 | | | | |
| Block Signals | R OAKLAND PIER 2.0 | 8.3 | 5.49 PM | 6.09 PM | | 6.29 PM | 6.30 PM | 6.49 PM | 7.09 PM | 7.49 PM | 8.29 PM | 9.09 PM | 9.49 PM | 10.29 PM | 11.09 PM | 11.49 PM | 12.29 AM | 1.33 AM | 8.16 AM | 10.50 AM | 12.10 PM | 1.10 PM |
| | OAKLAND (16th Street) 1.6 | 6.3 | 5.45 | 6.05 | | 6.25 | 6.26 | 6.45 | 7.05 | 7.45 | 8.25 | 9.05 | 9.45 | 10.25 | 11.05 | 11.45 | 12.25 | 1.28 | 8.12 | 10.46 | 12.06 | 1.06 |
| | NINTH ST. JUNO. 0.8 | 4.7 | 5.42 | 6.02 | | 6.22 | 6.23 | 6.42 | 7.02 | 7.42 | 8.22 | 9.02 | 9.42 | 10.22 | 11.02 | 11.42 | 12.22 | 1.25 | 8.09 | 10.43 | 12.03 PM | 1.03 |
| | A.T.&S.F. and Key Sys. Crossings 0.5 | 3.9 | | | | | | | | | | | | | | | | | | | | |
| | SOUTH BERKELEY 1.6 | 3.4 | 5.37 | 5.57 | | 6.17 | 6.18 | 6.37 | 6.57 | 7.37 | 8.17 | 8.57 | 9.37 | 10.17 | 10.57 | 11.37 | 12.17 | 1.20 | 8.04 | 10.38 | 11.58 AM | 12.58 |
| | BERKELEY 0.9 | 1.8 | 5.30 | 5.50 | | 6.10 | 6.12 | 6.30 | 6.50 | 7.30 | 8.10 | 8.50 | 9.30 | 10.10 | 10.50 | 11.30 | 12.10 | 1.14 | 8.00 AM | 10.33 AM | 11.53 AM | 12.53 PM |
| | BERRYMAN 0.9 | 0.9 | 5.26 | 5.46 | 5.50 PM | 6.06 | 6.08 | 6.26 | 6.46 | 7.26 | 8.06 | 8.46 | 9.26 | 10.06 | 10.46 | 11.26 | 12.06 | 1.10 | | | | |
| THOUSAND OAKS | 0.0 | 5.22 PM | 5.42 PM | 5.45 PM | 6.02 PM | 6.05 PM | 6.22 PM | 6.42 PM | 7.22 PM | 8.02 PM | 8.42 PM | 9.22 PM | 10.02 PM | 10.42 PM | 11.22 PM | 12.02 AM | 1.07 AM | | | | | |
| Single track Contra Costa to Thousand Oaks | | | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sat., Sun. and Holidays | Leave Daily | Leave Daily Ex. Sat., Sun. and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays |
| Run No. | | | 26 | 21 | 53 | 23 | 20 | 22 A | 24 | 23 | 24 | 23 | 24 | 23 | 24 | 23 | 24 | 24 | 90 | 26 | 26 | 26 |
| Run No. Sunday and Holidays | | | 21 | | | 23 | | | 21-24 | 21 | 24 | 23 | 24 | 23 | 24 | 23 | 24 | 24 | | | | |

| STATIONS | | Miles from Thousand Oaks | FIRST CLASS | | | | | | | | | | | | | |
|--|---|-----------------------------|---|---|---|---|---|---|---|---|--|---|---|---|---|-------------|
| | | | 517 | 519 | 521 | 523 | 525 | 527 | 529 | 531 | 533 | 503 | 551 | 553 | 555 | 557 |
| | | | Mail Train | Mail Train | Mail Train | Mail Train | Mail Train | Mail Train | Mail Train | Mail Train | Mail Train | Mail Train | Mail Train | Mail Train | Mail Train | Mail Train |
| SAN FRANCISCO 3.5 | | 11.8 | | | | | | | | | | | | | | |
| OAKLAND PIER 3.5 | | 8.3 | | | | | | | | | | | | | | |
| Block Signals | R OAKLAND PIER 2.0 | 8.3 | 2.10 PM | 3.10 PM | 4.50 PM | 5.50 PM | 6.25 PM | 8.15 PM | 9.25 PM | 11.30 PM | 12.20 AM | | | | | |
| | OAKLAND (16th St.) 1.6 | 6.3 | 2.06 | 3.06 | 4.46 | 5.46 | 6.20 PM | 8.10 | 9.20 | 11.24 | 12.15 AM | | | | | |
| | NINTH ST. JUNO. 0.8 | 4.7 | 2.03 | 3.03 | 4.43 | 5.43 | | 8.05 | 9.15 | 11.19 | | | | | | |
| | A.T.&S.F. and Key Sys. Crossings 0.5 | 3.9 | | | | | | | | | | | | | | |
| | SOUTH BERKELEY 1.6 | 3.4 | 1.58 | 2.58 | 4.38 | 5.38 | | 8.00 | 9.10 | 11.15 | | | | | | |
| | BERKELEY 0.9 | 1.8 | 1.53 PM | 2.53 PM | 4.33 PM | 5.33 PM | | 7.55 PM | 9.05 PM | 11.10 PM | | | | | | |
| | BERRYMAN 0.9 | 0.9 | | | | | | | | | | | | | | |
| THOUSAND OAKS | 0.0 | | | | | | | | | | | | | | | |
| Single track Contra Costa to Thousand Oaks | | | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Mon. and day following Holidays | Leave Daily Ex. Sat., Sun. and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily |
| Run No. | | | 26 | 26 | 27 | 27 | 27 | 27 | 27 | 27 | 27 | 26 | 21 | 22 A | 23 | 24 |
| Run No. Sunday and Holidays | | | | | | | | | | | | | | | 23 | 24 |

Shattuck Avenue line
To Berryman Yard Tying up.
See pages 8 and 9 for additional trains.

PASSENGER STOPS (SEE PAGE 4)

See pages 4 to 9, inclusive, for additional trains between Oakland Pier, Oakland (Sixteenth Street), and Ninth Street Junction and Thousand Oaks.
On single track trains may run into Terminal, superior to themselves as opposing trains originating at such stations. Shattuck Ave. trains may occupy main track at Thousand Oaks station without flag protection.
All eastward trains approach station platform South Berkeley with caution to avoid personal injury to those who may be entraining or detraining from Key System trains.
City ordinance restricts speed of trains on Shattuck Ave. between Ward and University Ave. to 25 m. p. h. and to 8 m. p. h. crossing Addison St.
Trains and engines reduce speed to 15 m. p. h. beginning at a point not less than 60 feet from the near side of Ward St. on Shattuck Ave. line until the head end of the train or engine shall have passed over crossing.
Trains must not exceed 15 m. p. h. passing fire house at Vine and Shattuck Ave.
HOLIDAYS—New Year's, Washington's Birthday, Decoration Day, July 4th, Labor Day, Thanksgiving, Christmas.

Trains and engines must approach cross-over Berryman, poles 3687-3688 with caution as trains may be occupying main tracks or cross-over.
Traffic Light signals Shattuck and University Ave. are track circuit controlled for S. P. Co. trains. Trains will approach signals with caution not exceeding 15 m. p. h. In absence of light, stop and proceed over crossing with caution. When fire siren at this location sounds, stop and wait until siren stops. In case signal is out of order, be preceded over crossing by flagman. Trains turning back without crossing University Ave. should push the button on pole 3590 until rear of car has passed the insulated joint opposite pole 3590. Eastward trains use 20 seconds between pole 3590 and University Avenue.
Traffic light signals at Stanford and San Pablo Avenues are operated in connection with two position light type signals located on Trolley Poles 3394 and 3395. These signals require fifteen seconds from the time the signal indicates Red as train enters track circuit, until signal indicates Green as authority for train to move over San Pablo Avenue. In case there is a Red light displayed in these signals, or in the absence of a light where a light should be displayed, train will stop and then proceed with caution, being governed by traffic light signals.
*No. 499 connect with No. 1096 but not wait later than 1.10 A. M.

BERKELEY-Ninth Street Line

FIRST CLASS

| 1054 | 1052 | 1050 | 1048 | 1046 | 1044 | 1042 | 1040 | 1038 | 1036 | 1034 | 1032 | 1030 | 1028 | 1026 | 1024 | 1022 | 1020 | 1018 | 1016 | 1014 | 1012 | 1010 | 1008 | 1006 | 1004 | 1002 |
|-----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|-----------------------------|------------|-----------------------------|------------|-----------------------------|------------|-----------------------------|------------|-----------------------------|------------|-----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sun. and Hol. |
| P.M. 2.40 | P.M. 2.20 | P.M. 2.00 | P.M. 1.40 | P.M. 1.20 | P.M. 1.00 | P.M. 12.40 | P.M. 12.20 | NOON 12.00 | A.M. 11.40 | A.M. 11.20 | A.M. 11.00 | A.M. 10.40 | A.M. 10.20 | A.M. 10.00 | A.M. 9.40 | A.M. 9.20 | A.M. 9.00 | A.M. 8.40 | A.M. 8.20 | A.M. 8.00 | A.M. 7.40 | A.M. 7.20 | A.M. 7.00 | A.M. 6.40 | A.M. 6.20 | A.M. 6.00 |
| 3.00 | 2.40 | 2.20 | 2.00 | 1.40 | 1.20 | 1.00 | 12.40 | 12.20 | 12.00 | 11.40 | 11.20 | 11.00 | 10.40 | 10.20 | 10.00 | 9.40 | 9.20 | 9.00 | 8.40 | 8.20 | 8.00 | 7.40 | 7.20 | 7.00 | 6.40 | 6.20 |
| 3.05 | 2.45 | 2.25 | 2.05 | 1.45 | 1.25 | 1.05 | 12.45 | 12.25 | 12.05 | 11.45 | 11.25 | 11.05 | 10.45 | 10.25 | 10.05 | 9.45 | 9.25 | 9.05 | 8.45 | 8.25 | 8.05 | 7.45 | 7.25 | 7.05 | 6.45 | 6.25 |
| 3.08 | 2.48 | 2.28 | 2.08 | 1.48 | 1.28 | 1.08 | 12.48 | 12.28 | 12.08 | 11.48 | 11.28 | 11.08 | 10.48 | 10.28 | 10.08 | 9.48 | 9.28 | 9.08 | 8.48 | 8.28 | 8.08 | 7.48 | 7.28 | 7.08 | 6.48 | 6.28 |
| 3.21 | 3.01 | 2.41 | 2.21 | 2.01 | 1.41 | 1.21 | 1.01 | 12.41 | 12.21 | 12.01 | 11.41 | 11.21 | 11.01 | 10.41 | 10.21 | 10.01 | 9.41 | 9.21 | 9.01 | 8.41 | 8.21 | 8.01 | 7.41 | 7.21 | 7.01 | 6.41 |
| 3.26 P.M. | 3.06 P.M. | 2.46 P.M. | 2.26 P.M. | 2.06 P.M. | 1.46 P.M. | 1.26 P.M. | 1.06 P.M. | 12.46 P.M. | 12.26 P.M. | 12.06 P.M. | 11.46 A.M. | 11.26 A.M. | 11.06 A.M. | 10.46 A.M. | 10.26 A.M. | 10.06 A.M. | 9.46 A.M. | 9.26 A.M. | 9.06 A.M. | 8.46 A.M. | 8.26 A.M. | 8.06 A.M. | 7.46 A.M. | 7.26 A.M. | 7.06 A.M. | 6.46 A.M. |
| Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sun. and Hol. |
| 55 | 51 | 54 | 53 | 55 | 50 | 54 | 53 | 52 | 50 | 51 | 53 | 52 | 50 | 51 | 53 | 52 | 50 | 51 | 53 | 52 | 50 | 51 | 53 | 52 | 50 | 51 |
| | 54 | | 51 | | 54 | | 53 | | 54 | | 53 | | 51 | | 53 | | 51 | | 53 | | 51 | | 53 | | 51 | |

| Distance from San Francisco |
|-----------------------------|
| 0.0 |
| 3.5 |
| 5.5 |
| 7.1 |
| 10.87 |
| 11.3 |
| 11.4 |
| 12.0 |

| NINTH ST. LINE Time Table No. 12 Effective 4 a. m., Aug. 1, 1937 | |
|--|------|
| STATIONS | |
| SAN FRANCISCO | |
| R OAKLAND PIER | D.T. |
| OAKLAND (16th Street) | |
| NINTH ST. JUNO. | |
| End of Double Track ALBANY | |
| A.T. & S.F. Ry. Crossing | |
| RAMONA | |
| THOUSAND OAKS | |
| Run Monday to Saturday | |
| Sunday and Holidays | |

| 1098 | 1096 | 1094 | 1092 | 1090 | 1088 | 1086 | 1084 | 1082 | 1080 | 1078 | 1076 | 1074 | 1072 | 1070 | 1068 | 1066 | 1064 | 1062 | 1060 | 1058 | 1056 | |
|-----------|------------|------------|------------|------------|------------|-----------|-----------|-----------|-----------|-----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|-----------------------------|-----------|-----------------------------|
| Lv. Daily | Lv. Daily | Lv. Daily | Lv. Daily | Lv. Daily | Lv. Daily | Lv. Daily | Lv. Daily | Lv. Daily | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | Lv. Daily Ex. Sun. and Hol. |
| A.M. 1.20 | A.M. 12.20 | P.M. 11.40 | P.M. 11.00 | P.M. 10.20 | P.M. 9.40 | P.M. 9.00 | P.M. 8.20 | P.M. 7.40 | P.M. 7.00 | P.M. 6.40 | P.M. 6.20 | P.M. 6.00 | P.M. 5.40 | P.M. 5.20 | P.M. 5.00 | P.M. 4.40 | P.M. 4.20 | P.M. 4.00 | P.M. 3.40 | P.M. 3.20 | P.M. 3.00 | |
| 1.40 | 12.40 | 11.59 | 11.20 | 10.40 | 10.00 | 9.20 | 8.40 | 8.00 | 7.20 | 7.00 | 6.40 | 6.20 | 6.00 | 5.40 | 5.20 | 5.00 | 4.40 | 4.20 | 4.00 | 3.40 | 3.20 | |
| 1.45 | 12.45 | 12.05 | 11.25 | 10.45 | 10.05 | 9.25 | 8.45 | 8.05 | 7.25 | 7.05 | 6.45 | 6.25 | 6.05 | 5.45 | 5.25 | 5.05 | 4.45 | 4.25 | 4.05 | 3.45 | 3.25 | |
| 1.48 | 12.48 | 12.08 | 11.28 | 10.48 | 10.08 | 9.28 | 8.48 | 8.08 | 7.28 | 7.08 | 6.48 | 6.28 | 6.08 | 5.48 | 5.28 | 5.08 | 4.48 | 4.28 | 4.08 | 3.48 | 3.28 | |
| 2.01 | 1.01 | 12.21 | 11.41 | 11.01 | 10.21 | 9.41 | 9.01 | 8.21 | 7.41 | 7.21 | 7.01 | 6.41 | 6.21 | 6.01 | 5.41 | 5.21 | 5.01 | 4.41 | 4.21 | 4.01 | 3.41 | |
| 2.06 A.M. | 1.06 A.M. | 12.26 A.M. | 11.46 P.M. | 11.06 P.M. | 10.26 P.M. | 9.46 P.M. | 9.06 P.M. | 8.26 P.M. | 7.46 P.M. | 7.26 P.M. | 7.06 P.M. | 6.46 P.M. | 6.26 P.M. | 6.06 P.M. | 5.46 P.M. | 5.26 P.M. | 5.06 P.M. | 4.46 P.M. | 4.26 P.M. | 4.06 P.M. | 3.46 P.M. | |
| Ar. Daily | Ar. Daily | Ar. Daily | Ar. Daily | Ar. Daily | Ar. Daily | Ar. Daily | Ar. Daily | Ar. Daily | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. |
| 57 | 57 | 56 | 57 | 56 | 57 | 56 | 55 | 54 | 57 | 55 | 56 | 54 | 57 | 55 | 56 | 54 | 57 | 55 | 56 | 54 | 52 | |
| 57 | 57 | 56 | 57 | 56 | 57 | 56 | 57 | 56 | 57 | | 56 | | 57 | | 56 | | 54 | | 53 | | 51 | |

| Distance from San Francisco |
|-----------------------------|
| 0.0 |
| 3.5 |
| 5.5 |
| 7.1 |
| 10.87 |
| 11.3 |
| 11.4 |
| 12.0 |

| STATIONS | |
|----------------------------|------|
| SAN FRANCISCO | |
| OAKLAND PIER | D.T. |
| OAKLAND (16th Street) | |
| NINTH ST. JUNO. | |
| End of Double Track ALBANY | |
| A.T. & S.F. Ry. Crossing | |
| RAMONA | |
| THOUSAND OAKS | |
| Run Monday to Saturday | |
| Sunday and Holidays | |

Approach Ninth and Cedar Streets with caution—Watch carefully for fire apparatus.

See pages 4 to 9, inclusive, for additional trains between Oakland Pier, Oakland (16th Street) and Ninth Street Junction and Thousand Oaks to Berryman.

On single track trains may run into Terminal superior to themselves as opposing trains originating at such stations.

#Automatic signals Ninth Street Junction to Heinz and Harrison Street to Buchanan.

Use of single track between end of double track Albany and Thousand Oaks controlled by Masonic Tower. Applies to pages 8 and 9.

PASSENGER STOPS

- Oakland 16th St. A 5.5.
- 34th St. (on Signal) A 6.2.
- Emeryville A 6.6.
- Shellmound Tower (on Signal).
- *9th and Powell (on Signal) KA 7.3.
- Folsom (South Side) KA 7.5.
- *Dalton Ave. KA 7.8.
- **Ashby KA 8.1.
- Heinz KA 8.2 (North Side).
- *Carlton Street KA 8.5.
- Channing Way (North Side) KA 9.
- **University Avenue KA 9.3.
- *Virginia Street KA 9.6.
- Gilman KA 10. (South Side).
- Harrison KA 10.2 (on Signal).
- *Buchanan (on Signal) KA 10.7.
- **Albany KA 10.9.
- Evelyn Ave. (on Signal) KA 11.2.
- Ramona Avenue KA 11.4.
- *Peralta Avenue KA 11.7.
- Thousand Oaks K 11.8.

Nos. 1074-1078-1094-1098 stop on signal Contra Costa and Northbrae.
 *Stops on near side street direction moving. Trains not stopping approach and pass over crossing with caution.
 **Make station or safety stop on near side for crossing.
 @Daily except Sundays and Holidays regulate running time so as to arrive Albany four minutes late.
 HOLIDAYS—New Year's, Washington's Birthday, Decoration Day, July 4th, Labor Day, Thanksgiving, Christmas.

BERKELEY—Ninth Street Line

Westward 9

| NINTH ST. LINE Time Table No. 12 Effective 4 a. m., Aug. 1, 1937 | | FIRST CLASS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|------------|-----------------------------------|------------|-----------------------------------|------------|-----------------------------------|------------|-----------------------------------|------------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|
| STATIONS | | 1003 | 1005 | 1007 | 1009 | 1011 | 1013 | 1015 | 1017 | 1019 | 1021 | 1023 | 1025 | 1027 | 1029 | 1031 | 1033 | 1035 | 1037 | 1039 | 1041 | 1043 | 1045 | 1047 | 1049 | 1051 | 1053 | 1055 | |
| | | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | |
| #A.S. D.T. | SAN FRANCISCO | 12.0 | A.M. 6.32 | A.M. 6.52 | A.M. 7.12 | A.M. 7.32 | A.M. 7.52 | A.M. 8.12 | A.M. 8.32 | A.M. 8.52 | A.M. 9.12 | A.M. 9.32 | A.M. 9.52 | A.M. 10.12 | A.M. 10.32 | A.M. 10.52 | A.M. 11.12 | A.M. 11.32 | A.M. 11.52 | P.M. 12.12 | P.M. 12.32 | P.M. 12.52 | P.M. 1.12 | P.M. 1.32 | P.M. 1.52 | P.M. 2.12 | P.M. 2.32 | P.M. 2.52 | P.M. 3.12 |
| | OAKLAND PIER | 8.5 | A.M. 6.07 | A.M. 6.27 | A.M. 6.47 | A.M. 7.07 | A.M. 7.27 | A.M. 7.47 | A.M. 8.07 | A.M. 8.27 | A.M. 8.47 | A.M. 9.07 | A.M. 9.27 | A.M. 9.47 | A.M. 10.07 | A.M. 10.27 | A.M. 10.47 | A.M. 11.07 | A.M. 11.27 | A.M. 11.47 | P.M. 12.07 | P.M. 12.27 | P.M. 12.47 | P.M. 1.07 | P.M. 1.27 | P.M. 1.47 | P.M. 2.07 | P.M. 2.27 | P.M. 2.47 |
| | OAKLAND (16th Street) | 8.5 | A.M. 6.03 | A.M. 6.23 | A.M. 6.43 | A.M. 7.03 | A.M. 7.23 | A.M. 7.43 | A.M. 8.03 | A.M. 8.23 | A.M. 8.43 | A.M. 9.03 | A.M. 9.23 | A.M. 9.43 | A.M. 10.03 | A.M. 10.23 | A.M. 10.43 | A.M. 11.03 | A.M. 11.23 | A.M. 11.43 | P.M. 12.03 | P.M. 12.23 | P.M. 12.43 | P.M. 1.03 | P.M. 1.23 | P.M. 1.43 | P.M. 2.03 | P.M. 2.23 | P.M. 2.43 |
| | NINTH ST. JCT. End of Double Track ALBANY | 4.9 | A.M. 5.59 | A.M. 6.19 | A.M. 6.39 | A.M. 6.59 | A.M. 7.19 | A.M. 7.39 | A.M. 7.59 | A.M. 8.19 | A.M. 8.39 | A.M. 8.59 | A.M. 9.19 | A.M. 9.39 | A.M. 9.59 | A.M. 10.19 | A.M. 10.39 | A.M. 10.59 | A.M. 11.19 | A.M. 11.39 | P.M. 11.59 | P.M. 12.19 | P.M. 12.39 | P.M. 12.59 | P.M. 1.19 | P.M. 1.39 | P.M. 1.59 | P.M. 2.19 | P.M. 2.39 |
| | A.T. & S.F. Ry. Crossing | 0.7 | A.M. 5.45 | A.M. 6.05 | A.M. 6.25 | A.M. 6.45 | A.M. 7.05 | A.M. 7.25 | A.M. 7.45 | A.M. 8.05 | A.M. 8.25 | A.M. 8.45 | A.M. 9.05 | A.M. 9.25 | A.M. 9.45 | A.M. 10.05 | A.M. 10.25 | A.M. 10.45 | A.M. 11.05 | A.M. 11.25 | A.M. 11.45 | A.M. 12.05 | A.M. 12.25 | A.M. 12.45 | A.M. 1.05 | A.M. 1.25 | A.M. 1.45 | A.M. 2.05 | A.M. 2.25 |
| | RAMONA | 0.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | THOUSAND OAKS | 0.0 | A.M. 5.40 | A.M. 6.00 | A.M. 6.20 | A.M. 6.40 | A.M. 7.00 | A.M. 7.20 | A.M. 7.40 | A.M. 8.00 | A.M. 8.20 | A.M. 8.40 | A.M. 9.00 | A.M. 9.20 | A.M. 9.40 | A.M. 10.00 | A.M. 10.20 | A.M. 10.40 | A.M. 11.00 | A.M. 11.20 | A.M. 11.40 | P.M. 12.01 | P.M. 12.20 | P.M. 12.40 | P.M. 1.00 | P.M. 1.20 | P.M. 1.40 | P.M. 2.00 | P.M. 2.20 |
| Run Monday to Saturday | | | 51 | 50 | 52 | 53 | 51 | 50 | 52 | 53 | 51 | 50 | 52 | 53 | 51 | 50 | 52 | 53 | 51 | 50 | 52 | 53 | 54 | 50 | 55 | 53 | 54 | 51 | 55 |
| Sunday and Holidays | | | 51 | | 53 | | 51 | | 53 | | 51 | | 53 | | 51 | | 53 | | 54 | | 53 | | 54 | | 51 | | 54 | | |

| STATION | | FIRST CLASS | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|--|-------------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|-----------------------------------|------------|-----------------------------------|------------|-----------------------------------|-----------|
| | | 1057 | 1059 | 1061 | 1063 | 1065 | 1067 | 1069 | 1071 | 1073 | 1075 | 1077 | 1079 | 1081 | 1083 | 1085 | 1087 | 1089 | 1091 | 1093 | 1095 | 1097 | 1099 | |
| | | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | |
| #A.S. D.T. | SAN FRANCISCO | 12.0 | P.M. 3.32 | P.M. 3.52 | P.M. 4.12 | P.M. 4.32 | P.M. 4.52 | P.M. 5.12 | P.M. 5.32 | P.M. 5.52 | P.M. 6.12 | P.M. 6.32 | P.M. 6.52 | P.M. 7.12 | P.M. 7.32 | P.M. 8.12 | P.M. 8.52 | P.M. 9.32 | P.M. 10.12 | P.M. 10.52 | P.M. 11.32 | P.M. 12.12 | P.M. 12.52 | A.M. 2.05 |
| | OAKLAND PIER | 8.5 | P.M. 3.07 | P.M. 3.27 | P.M. 3.47 | P.M. 4.07 | P.M. 4.27 | P.M. 4.47 | P.M. 5.07 | P.M. 5.27 | P.M. 5.47 | P.M. 6.07 | P.M. 6.27 | P.M. 6.47 | P.M. 7.07 | P.M. 7.47 | P.M. 8.27 | P.M. 9.07 | P.M. 9.47 | P.M. 10.27 | P.M. 11.07 | P.M. 11.47 | P.M. 12.27 | P.M. 1.30 |
| | OAKLAND (16th Street) | 8.5 | P.M. 3.03 | P.M. 3.23 | P.M. 3.43 | P.M. 4.03 | P.M. 4.23 | P.M. 4.43 | P.M. 5.03 | P.M. 5.23 | P.M. 5.43 | P.M. 6.03 | P.M. 6.23 | P.M. 6.43 | P.M. 7.03 | P.M. 7.43 | P.M. 8.23 | P.M. 9.03 | P.M. 9.43 | P.M. 10.23 | P.M. 11.03 | P.M. 11.43 | P.M. 12.23 | P.M. 1.27 |
| | NINTH ST. JUNC. End of Double Track ALBANY | 4.9 | P.M. 2.59 | P.M. 3.19 | P.M. 3.39 | P.M. 3.59 | P.M. 4.19 | P.M. 4.39 | P.M. 4.59 | P.M. 5.19 | P.M. 5.39 | P.M. 5.59 | P.M. 6.19 | P.M. 6.39 | P.M. 6.59 | P.M. 7.39 | P.M. 8.19 | P.M. 8.59 | P.M. 9.39 | P.M. 10.19 | P.M. 10.59 | P.M. 11.39 | P.M. 12.19 | P.M. 1.24 |
| | A.T. & S.F. Ry. Crossing | 0.7 | P.M. 2.45 | P.M. 3.05 | P.M. 3.25 | P.M. 3.45 | P.M. 4.05 | P.M. 4.25 | P.M. 4.45 | P.M. 5.05 | P.M. 5.25 | P.M. 5.45 | P.M. 6.05 | P.M. 6.25 | P.M. 6.45 | P.M. 7.25 | P.M. 8.05 | P.M. 8.45 | P.M. 9.25 | P.M. 10.05 | P.M. 10.45 | P.M. 11.25 | P.M. 12.05 | P.M. 1.12 |
| | RAMONA | 0.6 | | | | | | | | | | | | | | | | | | | | | | |
| | THOUSAND OAKS | 0.0 | P.M. 2.40 | P.M. 3.00 | P.M. 3.20 | P.M. 3.40 | P.M. 4.00 | P.M. 4.20 | P.M. 4.40 | P.M. 5.00 | P.M. 5.20 | P.M. 5.40 | P.M. 6.00 | P.M. 6.20 | P.M. 6.40 | P.M. 7.20 | P.M. 8.00 | P.M. 8.40 | P.M. 9.20 | P.M. 10.00 | P.M. 10.40 | P.M. 11.20 | P.M. 12.01 | P.M. 1.08 |
| Run Monday to Saturday | | | 52 | 54 | 56 | 55 | 57 | 54 | 56 | 55 | 57 | 54 | 56 | 55 | 57 | 54 | 56 | 57 | 56 | 57 | 56 | 57 | 57 | |
| Sunday and Holidays | | | 51 | | 53 | | 54 | | 56 | | 57 | | 56 | | 57 | | 56 | | 57 | | 56 | | 57 | 57 |

| EASTWARD—FIRST CLASS | | | | | WESTWARD—FIRST CLASS | | | | | | |
|----------------------|------------|-----------------------------------|-----------------------------------|------------------|------------------------|--|---------------------|-----------------------------------|-----------|-----------------------------------|-----------|
| 1098 | 1094 | 1078 | 1074 | Miles from S. F. | STATIONS | | Miles from Berryman | 1003 | 1005 | 1007 | 1009 |
| Lv. Daily | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sun. and Hol. | | | | | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily |
| A.M. 2.06 | A.M. 12.26 | P.M. 7.26 | P.M. 6.46 | 12.0 | THOUSAND OAKS | | 0.9 | A.M. 5.40 | A.M. 6.00 | A.M. 6.20 | A.M. 6.40 |
| 2.12 A.M. | 12.32 A.M. | 7.32 P.M. | 6.52 P.M. | 12.9 | BERRYMAN | | 0.0 | 5.35 A.M. | 5.55 A.M. | 6.15 A.M. | 6.35 A.M. |
| Ar. Daily | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sun. and Hol. | | Run Monday to Saturday | | | Ar. Daily Ex. Sun. and Hol. | Lv. Daily | Ar. Daily Ex. Sun. and Hol. | Lv. Daily |
| 57 | 56 | 55 | 54 | | Sunday and Holidays | | | 51 | 50 | 52 | 53 |
| 57 | 56 | | | | | | | 51 | | | 53 |

Trains 1021 to 1063 inclusive wait at Thousand Oaks one minute in order to meet eastward train at Ramona.

Westward interlocking signal on Pole 1900 Thousand Oaks will govern movement from westward main track, or westward track from Berryman.

See pages 4 to 8, inclusive, for additional trains between Oakland Pier, Oakland (16th Street), Ninth Street Junction and Thousand Oaks to Berryman.

On single track trains may run into Terminal, superior to themselves as opposing trains originating at such stations.

Trains must approach crossover at Berryman—poles 3687, 3688—with caution.

Ninth Street trains moving from Berryman to Thousand Oaks make safety stop before crossing Contra Costa Ave. at Contra Costa.

Ninth Street trains moving to and from Berryman make safety stop before crossing Colusa Street, Thousand Oaks.

Single track Thousand Oaks—Contra Costa—See page 5 for instructions covering movement over single track.

| Location Interlocking Towers and Telephones. | FIRST CLASS | | | | | | | | | | | | | | | | | | | Distance from San Francisco | Seventh St.-Dutton Ave. Line | | |
|---|--------------|--|--------------|--|--------------|--|--------------|--|---|------------------------------------|--|--|--|--------------|--|--------------|--|--------------|--|--------------------------------------|---------------------------------|--|---|
| | | | | | | | | | | | | | | | | | | | | | Time Table No. 12 | | |
| | | | | | | | | | | | | | | | | | | | | | Effective 4 a. m., Aug. 1, 1937 | | |
| | 20 | 18 | 16 | 14 | 12 | 10 | 8 | 6 | \$170 | 4 | \$162 | 160 | \$158 | \$156 | \$304 | \$152 | \$150 | \$148 | | STATIONS | | | |
| | Leave Daily | Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily | | | | |
| | 8.20AM | 8.00AM | 7.40AM | 7.20AM | 7.00AM | 6.40AM | 6.20AM | 6.00AM | No San Francisco connection No Stops | No San Francisco connection. | | | | | | | | | | 0.0 | Oakland Ferry | SAN FRANCISCO | |
| | 8.40 | 8.20 | 8.00 | 7.40 | 7.20 | 7.00 | 6.40 | 6.20 | | | | | | | | | | | | 3.5 | | OAKLAND PIER | |
| BK I P | 8.40AM | 8.20AM | 8.00AM | 7.40AM | 7.20AM | 7.00AM | 6.40AM | 6.20AM | 6.19AM | 6.00AM | | | | | | | | | | 3.5 | Block Signals | R OAKLAND PIER 1.4 Cedar-street Crossing 0.1 PINE 1.6 | |
| I P | 8.44 | 8.24 | 8.04 | 7.44 | 7.24 | 7.04 | 6.44 | 6.24 | 6.22 | 6.04 | Flag Stops | Flag Stops | No Passenger Stops | Flag Stops | Flag Stops | Flag Stops | Flag Stops | Flag Stops | Flag Stops | 5.0 | | BROADWAY | |
| P | 8.52 | 8.32 | 8.12 | 7.52 | 7.32 | 7.12 | 6.52 | 6.32 | 6.29 | 6.12 | | | | | | | | | | 6.6 | | 1.2 W. P. Crossing 0.4 EAST OAKLAND 1.6 FRUITVALE 0.9 W. P. Crossing 0.1 MELROSE 1.1 | |
| I P P | 8.57 | 8.37 | 8.17 | 7.57 | 7.37 | 7.17 | 6.57 | 6.37 | 6.34 | 6.17 | | | 5.54 AM | | | | | | | 8.2 | | | |
| I Y P | 9.02 | 8.42 | 8.22 | 8.02 | 7.42 | 7.22 | 7.02 | 6.42 | 6.38 | 6.22 | | | | | | | | | | 9.8 | | | |
| I P | 9.06 | 8.46 | 8.26 | 8.06 | 7.46 | 7.26 | 7.06 | 6.46 | 6.42 | 6.26 | 6.21AM | | | | 6.05 | 6.01AM | 5.35AM | 5.26AM | 5.07AM | 4.50AM | 10.8 | Block Signals | SEMINARY AVENUE 0.6 HAVENSCOURT 1.0 82nd AVENUE 1.3 103rd AVE. (Jct. Switch) 0.8 DUTTON AVENUE 0.8 |
| P | 9.10 8.11 | 8.50 8.51 | 8.30 8.31 | 8.10 8.11 | 7.50 7.51 | 7.30 7.31 | 7.10 7.11 | 6.50 6.51 | 6.46 | 6.30 6.31 | 6.24 | | | | 6.08 | 6.04 | 5.38 | 5.29 | 5.10 | 4.53 | 11.9 | | |
| P | 9.13 | 8.53 | 8.33 | 8.13 | 7.53 | 7.33 | 7.13 | 6.53 | 6.48 | 6.33 | 6.26 | 6.19AM | 6.11AM | 6.06 | 5.40 | 5.31 | 5.12 | 4.55 | | 12.5 | | | |
| P | 9.15 | 8.55 | 8.35 | 8.15 | 7.55 | 7.35 | 7.15 | 6.55 | 6.50 | 6.35 | 6.28 | 6.22 | | 6.08 | 5.42 | 5.33 | 5.14 | 4.57 | | 13.5 | | | |
| P | | | | | | | | | | | | | | | | | | | | 14.8 | | | |
| P | 9.26AM | 9.06AM | 8.46AM | 8.26AM | 8.06AM | 7.46AM | 7.26AM | 7.06AM | **6.56AM | 6.46AM | 6.36AM | **6.31 AM | | 6.16AM | 5.50AM | 5.39AM | 5.21AM | 5.03AM | | 15.6 | | | |
| | Arrive Daily | Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | | | |
| | 3 | 1 | 2 | 87 | 88 | 4 | 3 | 1 | 81 | 2 | 87 | 90 | 4 | 88 | 90 | 3 | 1 | 2 | | | | | |
| | 3 | 1 | 2-85 | 87 | 88 | 4 | 3 | 1 | 81 | 2 | 87 | 90 | 4 | 88 | 90 | 3 | 1 | 2 | | | | | |
| | 3 | | 2 | | 88 | | 3 | | | 2 | | | | 88 | | 3 | | 2 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | Runs Monday to Friday | |
| | | | | | | | | | | | | | | | | | | | | | | Saturday | |
| | | | | | | | | | | | | | | | | | | | | | | Sunday and Holidays | |

| | 60 | 58 | 56 | 54 | 52 | 50 | 48 | 46 | 44 | 42 | 40 | 38 | 36 | 34 | 32 | 30 | 28 | 26 | 24 | 22 | Distance from San Francisco | STATIONS | | | |
|--------|--------------|--|--------------|--|--------------|--|--------------|--|--------------|--|----------------|--|----------------|--|----------------|--|----------------|--|--------------|--|--------------------------------------|---|---|---------------|--|
| | Leave Daily | Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily | | Leave Daily Ex. Sunday and Holidays | | | |
| | 3.00PM | 2.40PM | 2.20PM | 2.00PM | 1.40PM | 1.20PM | 1.00PM | 12.40PM | 12.20PM | NOON 12.00 | 11.40AM | 11.20AM | 11.00AM | 10.40AM | 10.20AM | 10.00AM | 9.40AM | 9.20AM | 9.00AM | 8.40AM | | 0.0 | Oakland Ferry | SAN FRANCISCO | |
| | 3.20 | 3.00 | 2.40 | 2.20 | 2.00 | 1.40 | 1.20 | 1.00 | 12.40 | 12.20PM | 11.59 | 11.40 | 11.20 | 11.00 | 10.40 | 10.20 | 10.00 | 9.40 | 9.20 | 9.00 | 3.5 | | OAKLAND PIER | | |
| BK I P | 3.20PM | 3.00PM | 2.40PM | 2.20PM | 2.00PM | 1.40PM | 1.20PM | 1.00PM | 12.40PM | 12.20PM | 11.59AM | 11.40AM | 11.20AM | 11.00AM | 10.40AM | 10.20AM | 10.00AM | 9.40AM | 9.20AM | 9.00AM | 3.5 | Block Signals | R OAKLAND PIER 1.4 Cedar-street Crossing 0.1 PINE 1.6 | | |
| I P | 3.24 | 3.04 | 2.44 | 2.24 | 2.04 | 1.44 | 1.24 | 1.04 | 12.44 | 12.24 | 12.04PM | 11.44 | 11.24 | 11.04 | 10.44 | 10.24 | 10.04 | 9.44 | 9.24 | 9.04 | 5.0 | | BROADWAY | | |
| P | 3.32 | 3.12 | 2.52 | 2.32 | 2.12 | 1.52 | 1.32 | 1.12 | 12.52 | 12.32 | 12.12 | 11.52 | 11.32 | 11.12 | 10.52 | 10.32 | 10.12 | 9.52 | 9.32 | 9.12 | 6.6 | | | | |
| I P P | 3.37 | 3.17 | 2.57 | 2.37 | 2.17 | 1.57 | 1.37 | 1.17 | 12.57 | 12.37 | 12.17 | 11.57AM | 11.37 | 11.17 | 10.57 | 10.37 | 10.17 | 9.57 | 9.37 | 9.17 | 8.2 | | 1.2 W. P. Crossing 0.4 EAST OAKLAND 1.6 FRUITVALE 0.9 W. P. Crossing 0.1 MELROSE 1.1 | | |
| I Y P | 3.42 | 3.22 | 3.02 | 2.42 | 2.22 | 2.02 | 1.42 | 1.22 | 1.02 | 12.42 | 12.22 | 12.02PM | 11.42 | 11.22 | 11.02 | 10.42 | 10.22 | 10.02 | 9.42 | 9.22 | 9.8 | | | | |
| I P | 3.46 | 3.26 | 3.06 | 2.46 | 2.26 | 2.06 | 1.46 | 1.26 | 1.06 | 12.46 | 12.26 | 12.06 | 11.46 | 11.26 | 11.06 | 10.46 | 10.26 | 10.06 | 9.46 | 9.26 | 10.8 | Block Signals | SEMINARY AVENUE 0.6 HAVENSCOURT 1.0 82nd AVENUE 1.3 103rd AVE. (Jct. Switch) 0.8 DUTTON AVENUE 0.8 | | |
| P | 3.50 3.51 | 3.30 3.31 | 3.10 3.11 | 2.50 2.51 | 2.30 2.31 | 2.10 2.11 | 1.50 1.51 | 1.30 1.31 | 1.10 1.11 | 12.50 12.51 | 12.30 12.31 | 12.10 12.11 | 11.50 11.51 | 11.30 11.31 | 11.10 11.11 | 10.50 10.51 | 10.30 10.31 | 10.10 10.11 | 9.50 9.51 | 9.30 9.31 | 11.9 | | | | |
| P | 3.53 | 3.33 | 3.13 | 2.53 | 2.33 | 2.13 | 1.53 | 1.33 | 1.13 | 12.53 | 12.33 | 12.13 | 11.53AM | 11.33 | 11.13 | 10.53 | 10.33 | 10.13 | 9.53 | 9.33 | 12.5 | | | | |
| P | 3.55 | 3.35 | 3.15 | 2.55 | 2.35 | 2.15 | 1.55 | 1.35 | 1.15 | 12.55 | 12.35 | 12.15 | 11.55 | 11.35 | 11.15 | 10.55 | 10.35 | 10.15 | 9.55 | 9.35 | 13.5 | | | | |
| P | | | | | | | | | | | | | | | | | | | | | 14.8 | | | | |
| P | 4.06PM | 3.46PM | 3.26PM | 3.06PM | 2.46PM | 2.26PM | 2.06PM | 1.46PM | 1.26PM | 1.06PM | 12.46PM | 12.26PM | 12.06PM | 11.46AM | 11.26AM | 11.06AM | 10.46AM | 10.26AM | 10.06AM | 9.46AM | 15.6 | | | | |
| | Arrive Daily | Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | | | | |
| | 88-8 | 7 | 85 | 5 | 6 | 87 | 88 | 4 | 3 | 1 | 2 | 84 | 5-88 | 4 | 3 | 1 | 2 | 84 | 88-5 | 4 | | | | | |
| | 88-8 | 7 | 85 | 5 | 2 | 87 | 88 | 4 | 3 | 1 | 2 | 84 | 5-88 | 4 | 3 | 1 | 85-2 | 84 | 88-5 | 4 | | | | | |
| | 88-8 | | 85 | | 6 | | 85-88 | | 3 | | 2 | | 88-85 | | 3 | | 2 | | 88 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | Runs Monday to Friday | | | |
| | | | | | | | | | | | | | | | | | | | | | | Saturday | | | |
| | | | | | | | | | | | | | | | | | | | | | | Sunday and Holidays | | | |

See pages 12 and 13 for Special Instructions and Stops.
See pages 11-12-13-14 for additional trains.

Oakland, Melrose, Seminary Avenue, Havenscourt and Dutton Avenue Via Seventh Street.

Seventh St.-Dutton Ave. Line
Time Table No. 12
Effective 4 a. m., Aug. 1, 1937

| STATIONS | Distance from Dutton Avenue | 33 | 35 | 37 | 149 | 39 | 11 | 13 | 151 | 15 | 167 | 17 | 19 | 21 | 23 | 25 | 27 | 29 | 31 | 33 | 35 | |
|--------------------------|-----------------------------|--------------|--------------------------------------|--------------|--------------------------------------|--------------------------------------|--------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------|-------------------------------------|--------------------------------------|-----------------------------------|---------------------------------|-----------------------------------|---------------------------------|-----------------------------------|---------------------------------|-------------------------------------|--------------------------------------|--------------|
| | | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Ar. Daily | Ar. Daily Ex. Sunday & Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Ar. Daily Ex. Sunday & Holidays | Ar. Daily | Ar. Daily Ex. Sunday & Holidays | Ar. Daily | Ar. Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily |
| SAN FRANCISCO | 15.6 | 6.12AM | 6.32AM | 6.52AM | | 7.12AM | 7.32AM | 7.52AM | 7.52AM | 8.12AM | 8.11AM | 8.32AM | 8.52AM | 9.12AM | 9.32AM | 9.52AM | 10.12AM | 10.32AM | 10.52AM | 11.12AM | 11.32AM | |
| OAKLAND PIER | 12.1 | 5.52 | 6.12 | 6.32 | | 6.52 | 7.12 | 7.32 | 7.32 | 7.52 | 8.12 | 8.32 | 8.52 | 9.12 | 9.32 | 9.52 | 10.12 | 10.32 | 10.52 | 11.12 | 11.32 | |
| R OAKLAND PIER | 12.1 | 5.50AM | 6.08AM | 6.28AM | | 6.48AM | 7.08AM | 7.28AM | 7.29AM | 7.48AM | | 8.08AM | 8.28AM | 8.48AM | 9.08AM | 9.28AM | 9.48AM | 10.08AM | 10.28AM | 10.48AM | 11.08AM | |
| Cedar-street Crossing | 1.4 | | | | | | | | | | | | | | | | | | | | | |
| PINE | 0.1 | | | | | | | | | | | | | | | | | | | | | |
| BROADWAY | 1.6 | 5.45 | 6.04 | 6.24 | | 6.44 | 7.04 | 7.24 | 7.25 | 7.44 | | 8.04 | 8.24 | 8.44 | 9.04 | 9.24 | 9.44 | 10.04 | 10.24 | 10.44 | 11.04 | |
| W. P. Crossing | 1.2 | | | | | | | | | | | | | | | | | | | | | |
| EAST OAKLAND | 0.4 | 5.38 | 5.57 | 6.17 | | 6.37 | 6.57 | 7.17 | 7.20 | 7.37 | | 7.57 | 8.17 | 8.37 | 8.57 | 9.17 | 9.37 | 9.57 | 10.17 | 10.37 | 10.57 | |
| FRUITVALE | 1.6 | 7.4 | 5.32 | 5.51 | 6.11 | 6.31 | 6.51 | 7.11 | 7.15 | 7.31 | | 7.51 | 8.11 | 8.31 | 8.51 | 9.11 | 9.31 | 9.51 | 10.11 | 10.31 | 10.51 | |
| W. P. Crossing | 0.9 | | | | | | | | | | | | | | | | | | | | | |
| MELROSE | 0.1 | 5.8 | 5.28 | 5.47 | 6.07 | 6.27 | 6.47 | 7.07 | 7.11 | 7.27 | *7.31AM | 7.47 | 8.07 | 8.27 | 8.47 | 9.07 | 9.27 | 9.47 | 10.07 | 10.27 | 10.47 | |
| SEMINARY AVENUE | 1.1 | 4.8 | 5.25 | 5.43 | 6.03 | 6.23 | 6.43 | 7.03 | 7.07 | 7.23 | 7.29 | 7.43 | 8.03 | 8.23 | 8.43 | 9.03 | 9.23 | 9.43 | 10.03 | 10.23 | 10.43 | |
| HAVENSCOURT | 0.6 | 3.7 | 5.19 | 5.37 | 5.57 | 6.18 | 6.37 | 6.57 | 7.03 | 7.17 | 7.26 | 7.37 | 7.57 | 8.17 | 8.37 | 8.57 | 9.17 | 9.37 | 9.57 | 10.17 | 10.37 | |
| 82nd AVENUE | 1.0 | 3.1 | 5.17 | 5.35 | 5.55 | 6.13AM | 6.35 | 6.55 | 7.01 | 7.15 | 7.24 | 7.35 | 7.55 | 8.15 | 8.35 | 8.55 | 9.15 | 9.35 | 9.55 | 10.15 | 10.35 | |
| 103rd AVE. (Jet. Switch) | 1.3 | 2.1 | 5.13 | 5.31 | 5.50 | 6.09 | 6.28 | 6.48 | 6.57 | 7.08 | 7.20 | 7.28 | 7.48 | 8.08 | 8.28 | 8.48 | 9.08 | 9.28 | 9.48 | 10.08 | 10.28 | |
| DUTTON AVENUE | 0.8 | 0.0 | 5.06AM | 5.24AM | 5.41AM | 6.01AM | 6.21AM | 6.41AM | **6.50AM | 7.01AM | **7.13AM | 7.21AM | 7.41AM | 8.01AM | 8.21AM | 8.41AM | 9.01AM | 9.21AM | 9.41AM | 10.01AM | 10.21AM | |
| 15.6 | | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Lv. Daily | Lv. Daily Ex. Sunday & Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday & Holidays | Lv. Daily | Leave Daily Ex. Sunday & Holidays | Lv. Daily | Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | |
| Runs Monday to Friday | | 2 | 1 | 3 | 90 | 4 | 88 | 87 | 90 | 2 | 8 | 1 | 3 | 4 | 88 | 87-84 | 2 | 1 | 3 | 4 | 5 | |
| Saturday | | 2 | 1 | 3 | 90 | 4 | 88 | 87 | 90 | 2 | 81 | 1 | 3 | 4 | 88 | 87-84 | 2 | 1 | 3 | 4 | 5 | |
| Sundays and Holidays | | 2 | 1 | 3 | 90 | 4 | 88 | 87 | 90 | 2 | 81 | 1 | 3 | 4 | 88 | 87-84 | 2 | 1 | 3 | 4 | 5 | |

| STATIONS | Distance from Dutton Ave. | 37 | 39 | 41 | 43 | 45 | 47 | 49 | 51 | 53 | 55 | 57 | 59 | 61 | 63 | 65 | 67 | 69 | 71 | 73 | 75 |
|--------------------------|---------------------------|--------------------------------------|--------------|--------------------------------------|-----------|--------------------------------------|--------------|--------------------------------------|--------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|--------------------------------------|-----------------------------------|------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|--------------------------------------|
| | | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Ar. Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday & Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays |
| SAN FRANCISCO | 15.6 | 11.52AM | 12.12PM | 12.32PM | 12.52PM | 1.12PM | 1.32PM | 1.52PM | 2.12PM | 2.32PM | 2.52PM | 3.12PM | 3.32PM | 3.52PM | 4.12PM | 4.32PM | 4.52PM | 5.12PM | 5.32PM | 5.52PM | 6.12PM |
| OAKLAND PIER | 12.1 | 11.32 | 11.52AM | 12.12 | 12.32 | 12.52 | 1.12 | 1.32 | 1.52 | 2.12 | 2.32 | 2.52 | 3.12 | 3.32 | 3.52 | 4.12 | 4.32 | 4.52 | 5.12 | 5.32 | 5.52 |
| R OAKLAND PIER | 12.1 | 11.28AM | 11.48AM | 12.08PM | 12.28PM | 12.48PM | 1.08PM | 1.28PM | 1.48PM | 2.08PM | 2.28PM | 2.48PM | 3.08PM | 3.28PM | 3.48PM | 4.08PM | 4.28PM | 4.48PM | 5.08PM | 5.28 | 5.48PM |
| Cedar Street Cross. | 1.4 | | | | | | | | | | | | | | | | | | | | |
| PINE | 0.1 | 10.6 | 11.24 | 11.44 | 12.04PM | 12.24 | 12.44 | 1.04 | 1.24 | 1.44 | 2.04 | 2.24 | 2.44 | 3.04 | 3.24 | 3.44 | 4.04 | 4.24 | 4.44 | 5.04 | 5.44 |
| BROADWAY | 1.6 | 9.0 | 11.17 | 11.37 | 11.57AM | 12.17 | 12.37 | 12.57 | 1.17 | 1.37 | 1.57 | 2.17 | 2.37 | 2.57 | 3.17 | 3.37 | 3.57 | 4.17 | 4.37 | 4.57 | 5.37 |
| W. P. Crossing | 1.2 | | | | | | | | | | | | | | | | | | | | |
| EAST OAKLAND | 0.4 | 7.4 | 11.11 | 11.31 | 11.51 | 12.11 | 12.31 | 12.51 | 1.11 | 1.31 | 1.51 | 2.11 | 2.31 | 2.51 | 3.11 | 3.31 | 3.51 | 4.11 | 4.31 | 4.51 | 5.31 |
| FRUITVALE | 1.6 | 5.8 | 11.07 | 11.27 | 11.47 | 12.07 | 12.27 | 12.47 | 1.07 | 1.27 | 1.47 | 2.07 | 2.27 | 2.47 | 3.07 | 3.27 | 3.47 | 4.07 | 4.27 | 4.47 | 5.27 |
| W. P. Crossing | 0.9 | | | | | | | | | | | | | | | | | | | | |
| MELROSE | 0.1 | 4.8 | 11.03 | 11.23 | 11.43 | 12.03PM | 12.23 | 12.43 | 1.03 | 1.23 | 1.43 | 2.03 | 2.23 | 2.43 | 3.03 | 3.23 | 3.43 | 4.03 | 4.23 | 4.43 | 5.23 |
| SEMINARY AVENUE | 1.1 | 3.7 | 10.57 | 11.17 | 11.37 | 11.57AM | 12.17 | 12.37 | 12.57 | 1.17 | 1.37 | 1.57 | 2.17 | 2.37 | 2.57 | 3.17 | 3.37 | 3.57 | 4.17 | 4.37 | 4.57 |
| HAVENSCOURT | 0.6 | | 10.55 | 11.15 | 11.35 | 11.55 | 12.15 | 12.35 | 12.55 | 1.15 | 1.35 | 1.55 | 2.15 | 2.35 | 2.55 | 3.15 | 3.35 | 3.55 | 4.15 | 4.35 | 4.55 |
| 82nd AVENUE | 1.0 | 3.1 | 10.53 | 11.13 | 11.33 | 11.53 | 12.13 | 12.33 | 12.53 | 1.13 | 1.33 | 1.53 | 2.13 | 2.33 | 2.53 | 3.13 | 3.33 | 3.53 | 4.13 | 4.33 | 4.53 |
| 103rd AVE. (Jet. Switch) | 1.3 | 2.1 | 10.48 | 11.08 | 11.28 | 11.48 | 12.08 | 12.28 | 12.48 | 1.08 | 1.28 | 1.48 | 2.08 | 2.28 | 2.48 | 3.08 | 3.28 | 3.48 | 4.08 | 4.28 | 4.48 |
| DUTTON AVENUE | 0.8 | 0.0 | 10.41AM | 11.01AM | 11.21AM | 11.41AM | 12.01PM | 12.21PM | 12.41PM | 1.01PM | 1.21PM | 1.41PM | 2.01PM | 2.21PM | 2.41PM | 3.01PM | 3.21PM | 3.41PM | 4.01PM | 4.21PM | 4.41PM |
| 15.6 | | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Lv. Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday & Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily |
| Runs Monday to Friday | | 84 | 2 | 1 | 3 | 4 | 88 | 84-87 | 2-6 | 1-5 | 3-85 | 4-7 | 88 | 87 | 6 | 5 | 85 | 7 | 8 | 87 | 6 |
| Saturday | | 84 | 2 | 1 | 3 | 4 | 88 | 84-87 | 2 | 1-5 | 3-85 | 4-7 | 88 | 87 | 6 | 5 | 85 | 7 | 8 | 87 | 6 |
| Sunday and Holidays | | 84 | 2 | 1 | 3 | 4 | 85 | 84-87 | 2-6 | 1-5 | 3-85 | 4-7 | 88 | 87 | 6 | 5 | 85 | 7 | 8 | 87 | 6-85 |

Instructions on this page apply to pages 10 to 13.

See pages 10-14 for additional trains.

See pages 12 and 13 for Special Instructions and Stops.

| 92 | 90 | 88 | 86 | 84 | § 82 | 80 | 78 | 76 | §128 | §§74 | 126 | §168 | §§72 | 124 | 70 | 68 | 66 | 64 | 62 | Distance from San Francisco | Seventh St.-Dutton Ave. Line Time Table No. 12 Effective 4 a. m., Aug. 1, 1937 |
|--------------|--------------|--------------|--------------|--------------|--------------------------------------|--------------|--------------------------------------|--------------|---|--------------------------------------|---|---|--------------|---|--------------------------------------|--------------|--------------------------------------|--------------|--------------------------------------|-----------------------------|--|
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Saturday Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Saturday Sunday and Holidays | Leave Daily Ex. Saturday Sunday and Holidays | Leave Daily | Leave Daily Ex. Saturday Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | | STATIONS |
| 9.40PM | 9.00PM | 8.20PM | 7.40PM | 7.00PM | 6.40PM | 6.20PM | 6.00PM | 5.40PM | 5.40PM | 5.20PM | 5.20PM | 5.15PM | 5.00PM | 5.00PM | 4.40PM | 4.20PM | 4.00PM | 3.40PM | 3.20PM | 0.0 | SAN FRANCISCO |
| 10.00 | 9.20 | 8.40 | 8.00 | 7.20 | 7.00 | 6.40 | 6.20 | 6.00 | 6.00 | 5.40 | 5.40 | Via Alameda Pier | 5.20 | 5.20 | 5.00 | 4.40 | 4.20 | 4.00 | 3.40 | 3.5 | OAKLAND PIER |
| 10.00PM | 9.20PM | 8.40PM | 8.00PM | 7.20PM | 7.00PM | 6.40PM | 6.20PM | 6.00PM | 6.00PM | 5.40PM | 5.40PM | | 5.20PM | 5.20PM | 5.00PM | 4.40PM | 4.20PM | 4.00PM | 3.40PM | 3.5 | R OAKLAND PIER |
| 10.04 | 9.24 | 8.44 | 8.04 | 7.24 | 7.04 | 6.44 | 6.24 | 6.04 | 6.03 | 5.44 | 5.43 | | 5.24 | 5.23 | 5.04 | 4.44 | 4.24 | 4.04 | 3.44 | 5.0 | Cedar-street Crossing |
| 10.12 | 9.32 | 8.52 | 8.12 | 7.32 | 7.12 | 6.52 | 6.32 | 6.12 | 6.09 | 5.52 | 5.49 | From Alameda Pier See Page 14 for time at trolley pole 2015 | 5.32 | 5.29 | 5.12 | 4.52 | 4.32 | 4.12 | 3.52 | 6.6 | PINE |
| 10.17 | 9.37 | 8.57 | 8.17 | 7.37 | 7.17 | 6.57 | 6.37 | 6.17 | 6.13 | 5.57 | 5.53 | | 5.37 | 5.33 | 5.17 | 4.57 | 4.37 | 4.17 | 3.57 | 8.2 | BROADWAY |
| 10.22 | 9.42 | 9.02 | 8.22 | 7.42 | 7.22 | 7.02 | 6.42 | 6.22 | 6.18 | 6.02 | 5.58 | *5.53PM | 5.42 | 5.38 | 5.22 | 5.02 | 4.42 | 4.22 | 4.02 | 9.8 | W. P. Crossing |
| 10.26 | 9.46 | 9.06 | 8.26 | 7.46 | 7.26 | 7.06 | 6.46 | 6.26 | 6.22 | 6.06 | 6.02 | 5.55 | 5.46 | 5.42 | 5.26 | 5.06 | 4.46 | 4.26 | 4.06 | 10.8 | EAST OAKLAND |
| ++ 10.30 | ++ 9.50 | ++ 9.10 | ++ 8.30 | ++ 7.50 | | ++ 7.10 | + | + | | | | | + | + | + | + | + | + | + | 11.9 | FRUITVALE |
| 10.31 | 9.51 | 9.11 | 8.31 | 7.51 | 7.30 | 7.11 | 6.51 | 6.31 | 6.26 | 6.10 | 6.08PM | 5.59 | 5.50 | 5.45 | 5.30 | 5.10 | 4.50 | 4.30 | 4.10 | | W. P. Crossing |
| 10.33 | 9.53 | 9.13 | 8.33 | 7.53 | 7.33 | 7.13 | 6.53 | 6.33 | 6.28 | 6.13 | | 6.01 | 5.53 | 5.48 | 5.33 | 5.13 | 4.53 | 4.33 | 4.13 | 12.5 | MELROSE |
| 10.35 | 9.55 | 9.15 | 8.35 | 7.55 | 7.35 | 7.15 | 6.55 | 6.35 | 6.31 | 6.15 | | 6.05 | 5.55 | 5.51 | 5.35 | 5.15 | 4.55 | 4.35 | 4.15 | 13.5 | SEMINARY AVENUE |
| 10.46PM | 10.06PM | 9.26PM | 8.46PM | 8.06PM | 7.46PM | 7.26PM | 7.06PM | 6.46PM | 6.40PM | 6.26PM | | 6.14PM | 6.06PM | **6.00PM | **5.46PM | 5.26PM | 5.06PM | 4.46PM | 4.26PM | 15.6 | HAVENSCOURT |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Saturday Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Saturday Sunday and Holidays | Arrive Daily Ex. Saturday Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Saturday Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | | 82nd AVENUE |
| 7 | 8 | 9 | 6 | 8 | 7 | 9 | 5 | 6 | 85 | 87 | 84 | 81 | 88 | 8 | 7 | 85-9 | 5 | 6 | 87 | 14.8 | 103rd Avenue (Jct. Switch) |
| 7 | 8 | 9 | 6 | 8 | 7 | 9 | 5 | 6 | 85 | 87 | 84 | 81 | 88 | 8 | 7 | 85-9 | 5 | 6 | 87 | 15.6 | DUTTON AVENUE |
| 6 | 8 | 9 | 6 | 8 | 7 | 9 | 5 | 6 | 85 | 87 | 84 | 81 | 88 | 8 | 7 | 85-9 | 5 | 6 | 87 | | 15.6 |

SPECIAL INSTRUCTIONS APPLYING TO PAGES 10, 11, 12 AND 13

PASSENGER STOPS.

All Seventh Street trains except as noted.

- Pine g 5.
- Center Street g 5.4.
- Adeline Street g 5.8.
- Market Street g 6.2.
- 7th and Broadway g 6.6.
- Oak Street g 7.2.
- Clinton g 7.8.
- East Oakland d 8.2.
- 19th Avenue d 8.7.
- 23rd Avenue d 9.
- Fruitvale d 9.6.
- Sather d 10.2.
- Melrose g 10.8.
- Fremont Way g 11.1.
- Fairfax g 11.5.

- 55th Avenue g 11.7.
- Seminary Avenue (West Side) g 12.
- Havenscourt (East Havenscourt Boulevard) g 12.5.
- 73rd Ave. g 13—(On Signal).
- Parker Ave. g 13.2.
- *82nd Ave. g 13.5—(On Signal).
- *86th Ave. g 13.7—(On Signal).
- *Sequoyah g 14—(Known as 90th Ave.).
- *94th Ave. g 14.2—(On Signal).
- *98th Ave. g 14.4—(On Signal).
- 101st Ave. g 14.7—(On Signal).
- 108th Ave. g 15.1—(On Signal).
- Broadmoor g 15.3.
- ***Dutton Ave. g 15.5.

Trains must approach Melrose, Seminary Avenue, Havenscourt and Dutton Avenue with caution, as main tracks may be occupied by trains switching or cars on main track. On single track trains may run into Terminal superior to themselves as opposing trains originating at such stations.

SWITCHING MOVEMENTS—CHEVROLET

Attention is called to yard engines working on eastward and westward tracks between Havenscourt and 82nd Avenue. Trains from Melrose or trains to and from Dutton Ave. must approach such points with caution as tracks may be obstructed. Switching crews in the Chevrolet District may use westward track for switching purposes as far as 82nd Avenue under flag protection. Telephones are installed at Chevrolet, 73rd Ave. and 82nd Ave. for use of yard crews. When used for train movement in case of Singling Track, before moving trains Yardmen must know track to be singled is clear of opposing trains. Movements made against current of traffic to be as authorized by signal indication. Care must be taken by yard crews to avoid delays to westward trains. During the periods from 4:50 A. M. to 8:15 A. M., and from 5:15 P. M. to 7:30 P. M., eastward and westward tracks between Seminary and Dutton Avenues must be kept clear.

No. 124 will stop at stations between East Oakland and Dutton Ave. except the following: 19th Ave., Sather, Fremont, 55th Ave., 86th Ave., 94th Ave. and 101st Ave. No. 126 will stop only at stations between East Oakland and Seminary Ave. inclusive. No. 128 will stop only at stations East Oakland to Dutton Ave. inclusive, excepting no stop at Nineteenth Ave. No. 151 will entrain passengers Dutton Ave. to Havenscourt, then 55th Ave., Fruitvale, 23rd Ave., 19th Ave., East Oakland, Broadway. Will not stop to detrain passengers any point west of Broadway. Nos. 167 and 168 will stop North Park Street, Alameda, and all stations between Dutton Ave. and Melrose in-

clusive, except Fremont, 55th Ave., 86th Ave., 94th Ave., and 101st Ave. If passengers entrain in these limits on No. 167 for points on Seventh Street Line west of Melrose transfer at Melrose to No. 17. *Stop on near side of street in direction moving. Trains not stopping, approach and pass over crossing with caution. Westward trains making passenger stop will stop before reaching east sidewalk line. Westward trains not scheduled to stop may move over crossing without stopping if gates are down. Such movement to be made with caution not exceeding ten miles per hour. **Stop 50 feet west of west curb Dutton Ave. Stop on signal. Except—Nos. 13-124-128 will not stop on signal.

See pages 10-14 for additional trains.

| STATIONS | Distance from San Francisco | 102 | 100 | 98 | 96 | 94 |
|----------------------------|-----------------------------|-----------------------|--------------|--------------|--------------|--------------|
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| SAN FRANCISCO | 0.0 | 1.20AM | 12.20AM | 11.40PM | 11.00PM | 10.20PM |
| OAKLAND PIER | 3.5 | 1.40 | 12.40 | 11.59 | 11.20 | 10.40 |
| R OAKLAND PIER | 1.4 | 1.40AM | 12.40AM | 11.59PM | 11.20PM | 10.40PM |
| Cedar-Street Cross. | 0.1 | 1.44 | 12.44 | 12.04AM | 11.24 | 10.44 |
| PINE | 1.6 | 1.51 | 12.52 | 12.12 | 11.32 | 10.52 |
| BROADWAY | | 1.57 | 12.57 | 12.17 | 11.37 | 10.57 |
| W. P. Crossing | 0.4 | 2.02 | 1.02 | 12.22 | 11.42 | 11.02 |
| EAST OAKLAND | 1.6 | 2.06 | 1.06 | 12.26 | 11.46 | 11.06 |
| FRUITVALE | 0.9 | 2.10 | 1.10 | 12.30 | 11.50 | 11.10 |
| W. P. Crossing | 0.1 | 2.12 | 1.12 | 12.32 | 11.53 | 11.13 |
| MELROSE | 1.1 | 2.14 | 1.14 | 12.34 | 11.55PM | 11.15 |
| SEMINARY AVENUE | | 2.21AM | 1.23 | 12.43AM | 12.06AM | 11.26PM |
| HAVENSCOURT | 0.6 | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| 82nd AVENUE | 1.0 | 90 | 9 | 90 | 8 | 9 |
| 103rd Avenue (Jct. Switch) | 1.3 | 6 | 9 | 6 | 8 | 9 |
| DUTTON AVENUE | 1.8 | 90 | 9 | 90 | 8 | 9 |
| | 15.6 | | | | | |
| | | Runs Monday to Friday | | | | |
| | | Saturday | | | | |
| | | Sunday and Holidays | | | | |

Seventh St.-Dutton Ave. Line
Time Table No. 12
Effective 4 a.m., Aug. 1, 1937

STATIONS

| STATIONS | Distance from Dutton Avenue | 169 FIRST CLASS | | | | | | | | | | | | | | | | | | | |
|--------------------------------|-----------------------------|--------------------------------------|--------------|--------------------------------------|---|--------------|---|--------------------------------------|---|--------------|--------------------------------------|--------------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | 77 | 79 | 81 | \$153 | 83 | \$109 | \$105 | \$127 | 85 | \$157 | 87 | \$159 | 89 | 91 | 93 | 95 | 97 | \$99 | \$161 | \$101 |
| | | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Saturday Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Saturday Sunday and Holidays | Arrive Daily Ex. Sunday and Holidays | Arrive Daily Ex. Saturday Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily Ex. Sunday and Holidays | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| SAN FRANCISCO 3.5 | 15.6 | 6.32PM | 6.52PM | 7.12PM | | 7.32PM | No San Francisco connections. | | | 8.12PM | 8.52PM | | 9.32PM | 10.12PM | 10.52PM | 11.32PM | 12.12AM | 12.52AM | | 2.05AM | |
| OAKLAND PIER | 12.1 | 6.12 | 6.32 | 6.52 | | 7.12 | | | | 7.52 | 8.32 | | 9.12 | 9.52 | 10.32 | 11.12 | 11.52PM | 12.32 | | 1.45 | |
| R OAKLAND PIER 1.4 | 12.1 | 6.08PM | 6.28PM | 6.48PM | | 7.08PM | D. H. Equipment No stop | | | 7.48PM | 8.28PM | | 9.08PM | 9.48PM | 10.28PM | 11.08PM | 11.48PM | 12.28AM | | 1.30AM | |
| Cedar-street Crossing 0.1 | | | | | | | | | | | | | | | | | | | | | |
| PINE 1.6 | 10.6 | 6.04 | 6.24 | 6.44 | | 7.04 | | | | 7.44 | 8.24 | ⊕ Tie up | 9.04 | 9.44 | 10.24 | 11.04 | 11.44 | 12.24 | | 1.26 | |
| BROADWAY 1.2 | 9.0 | 5.57 | 6.17 | 6.37 | No passengers | 6.57 | 6.58 | ⊕ Tie up | ⊕ Tie up | 7.37 | 8.17 | ⊕ Tie up | 8.57 | 9.37 | 10.17 | 10.57 | 11.37 | 12.17 | ⊕ Tie up | 1.20 | |
| W. P. Crossing 0.4 | | | | | | | | | | | | | | | | | | | | | |
| EAST OAKLAND 1.6 | 7.4 | 5.51 | 6.11 | 6.31 | | 6.51 | 6.52 | | | 7.31 | 8.11 | | 8.51 | 9.31 | 10.11 | 10.51 | 11.31 | 12.11 | | 1.14 | |
| FRUITVALE 0.9 | 5.8 | 5.47 | 6.07 | 6.27 | | 6.47 | 6.48 | | | 7.27 | 8.07 | | 8.47 | 9.27 | 10.07 | 10.47 | 11.27 | 12.07 | | 1.10 | |
| W. P. Crossing 0.1 | | | | | | | | | | | | | | | | | | | | | |
| MELROSE 1.1 | 4.8 | 5.43 | 6.03 | 6.23 | 6.25PM | 6.43 | 6.44 | 6.47PM | 7.02PM | 7.23 | 7.27PM | 8.03 | 8.05PM | 8.43 | 9.23 | 10.03 | 10.43 | 11.23 | 12.03AM | 12.25AM | 1.05 |
| SEMINARY AVENUE 0.6 | 3.7 | 5.37 | 5.57 | 6.17 | 6.21 | 6.37 | 6.38 | 6.44 | 6.56 | 7.17 | 7.57 | 8.01 | 8.37 | 9.17 | 9.57 | 10.37 | 11.17 | 11.56PM | 12.21 | 12.59 | |
| HAVENSCOURT 1.0 | 3.1 | 5.33 | 5.53 | 6.13 | 6.18 | 6.33 | 6.35 | 6.40 | 6.53 | 7.13 | 7.22 | 7.59 | 8.33 | 9.13 | 9.53 | 10.33 | 11.13 | 11.53 | 12.20 | 12.57 | |
| 82nd AVENUE 1.3 | 2.1 | 5.28 | 5.48 | 6.08 | 6.13 | 6.28 | 6.31 | 6.35 | 6.48 | 7.08 | 7.17 | 7.48 | 7.55 | 8.29 | 9.08 | 9.48 | 10.28 | 11.08 | 11.48 | 12.17 | 12.54 |
| 103rd Avenue (Jct. Switch) 0.8 | 0.8 | | | | | | | | | | | | | | | | | | | | |
| DUTTON AVENUE | 0.0 | 5.21PM | 5.41PM | **6.01PM | 6.09PM | **6.21PM | 6.24PM | 6.28PM | 6.41PM | 7.01PM | 7.10PM | 7.41PM | 7.49PM | 8.21PM | 9.01PM | 9.41PM | 10.21PM | 11.01PM | 11.41PM | 12.10AM | 12.47AM |
| 15.6 | | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Saturday Sunday and Holidays | Leave Daily | Leave Daily Ex. Saturday Sunday and Holidays | Leave Daily Ex. Sunday and Holidays | Leave Daily Ex. Saturday Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily Ex. Sunday and Holidays | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| Runs Monday to Friday | | 5 | 9 | 7 | 88 | 8 | 81 | 87 | 85 | 6 | 5 | 9 | 7 | 8 | 6-7 | 9 | 8 | 7-90 | 9 | 8 | 90 |
| Saturday | | 5 | 9 | 7 | | 8 | | 87 | | 6 | 5 | 9 | 7 | 8 | 6-7 | 9 | 8 | 7-6 | 9 | 8 | 6 |
| Sunday and Holidays | | | 9 | | | 8 | | | | 85-6 | | 9 | | 8 | 6 | 9 | 8 | 6-90 | 9 | 8 | 90 |

STATIONS

| STATIONS | Distance from San Francisco | \$163 | \$165 |
|--------------------------------|-----------------------------|--------------------|--------------------|
| | | Arrive Daily | Arrive Daily |
| SAN FRANCISCO 3.5 | 15.6 | | |
| OAKLAND PIER | 12.1 | | |
| R OAKLAND PIER 1.4 | 12.1 | | |
| Cedar Street Crossing 0.1 | | | |
| PINE 1.6 | 10.6 | No passenger stops | No passenger stops |
| BROADWAY 1.2 | 9.0 | Tie up | Tie up |
| W. P. Crossing 0.4 | | | |
| EAST OAKLAND 1.6 | 7.4 | | |
| FRUITVALE 0.9 | 5.8 | | |
| W. P. Crossing 0.1 | | | |
| MELROSE 1.1 | 4.8 | 1.40AM | 2.40AM |
| SEMINARY AVENUE 0.6 | 3.7 | 1.35 | 2.35 |
| HAVENSCOURT 1.0 | 3.1 | 1.33 | 2.33 |
| 82nd AVENUE 1.3 | 2.1 | 1.27 | 2.27 |
| 103rd Avenue (Jct. Switch) 0.8 | 0.8 | 1.25 | |
| DUTTON AVENUE | 0.0 | 1.24AM | 2.24AM |
| 15.6 | | Leave Daily | Leave Daily |
| Runs Monday to Friday | | 9 | 90 |
| Saturday | | 9 | 6 |
| Sunday and Holidays | | 9 | 90 |

SPECIAL INSTRUCTIONS APPLYING TO PAGES 10, 11, 12 AND 13

⊕ Denotes consolidation or separation of equipment to or from Dutton Avenue.

⊕⊕ Denotes on westward trips will pick up at Seminary Avenue the equipment "cut off" at such point on eastward trip, approximately 40 mins. prior thereto. NOTE—On Sunday and Holidays applies to all trips shown as ⊕.

§ Denotes equipment operates through Seminary Ave. without separation or consolidation.

§§ Denotes equipment operates through Seminary Ave. without separation daily except Saturday, Sunday and Holidays.

(**) Denotes eastward train must vacate eastward track at Dutton Avenue and stand on westward track at station to clear following eastward train.

⊕ Denotes no immediate connection west of Melrose.

Trains must approach Melrose, Seminary Avenue, Havenscourt and Dutton Avenue with caution, as main tracks may be occupied by trains switching or cars on main track.

On single track trains may run into Terminal superior to themselves as opposing trains originating at such stations.

See pages 10 to 14, inclusive, for additional trains between Oakland Pier, Fruitvale, Melrose, Havenscourt and Dutton Avenue.

Westward trains must not pass cross-over between Poles 2740 and 2742 at Seminary Avenue unless the equipment they are to couple onto is standing on Westward track in advance.

During 20 minutes interval of service between Seminary Ave. and Dutton Ave., wherein a train overtakes a disabled train on eastward track, or being advised of a disabled train on westward track, it will turn back quickly at Dutton Ave. irrespective of schedule time and handle such train to Seminary Ave., on the schedule of disabled train, attaching such equipment to the 7th Street westward train. Train crew due out last westward from Seminary Ave. will wait for proper 7th Street west equipment, omitting their trip they should have made under these instructions.

HOLIDAYS—New Year's, Washington's Birthday, Decoration Day, July 4th, Labor Day, Thanksgiving, Christmas.

Westward trains and deadhead equipment, also switching movements approach and pass over 60th Ave. also Seminary Ave. with caution not exceeding eight miles per hour.

Westward Seventh Street trains entering Oakland Pier terminal should observe if westward Ninth Street train is about to enter terminal and give them an opportunity to make station stop before stopping Seventh Street.

READ DOWN
FROM SAN FRANCISCO.

Eastward from Oakland Pier via 7th Street Line to Lincoln Junction, Westward Lincoln Junction via Lincoln Ave., to Pacific Junction.

OAKLAND PIER, ALAMEDA AND MELROSE
FIRST CLASS

Eastward from Pacific Junction and West Alameda to Lincoln Junction via Lincoln Ave. line. Westward Lincoln Junction to Oakland Pier and 7th St. Line.

READ UP
TO SAN FRANCISCO.

| FIRST CLASS | | | | | | | | | | | FIRST CLASS | | | | | | | | | | | | | | | | | | |
|-------------|------------------------------------|------------------------------------|-----------------|-----------------|------------------------|------------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------|-------------|------------------------------|---|------|----------------------------|-------------------------|-----------|-----------------------------|-----------------------------|------------------------------------|-----------------------------|-----------------------------|-----------------------------|-------------------------------------|-----------------|-----------------|----------------|----|--|
| | 168 | *216 | *702 | 214 | *212 | *206 | *204 | 202 | 200 | 868 | Routing | Distance from San Francisco. | Time Table No. 12 Melrose and Alameda Line Effective 4 a. m. Aug. 1, 1937 | | Distance between Stations. | Miles from West Alameda | 866 | 201 | 203 | 205 | 207 | 209 | 167 | *213 | *701 | *703 | | | |
| | Lv. Daily Ex. Sat. Sunday and Hol. | Lv. Daily Ex. Sat. Sunday and Hol. | Leave Saturday | Leave Saturday | Leave SUNDAY and Hol. | Lv. Daily Ex. Sat. Sunday and Hol. | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sun. and Hol. | Lv. Daily | | | STATIONS | | | | Ar. Daily | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sat. Sunday and Hol. | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sat., Sunday and Hol. | Arrive Saturday | Arrive Saturday | | | |
| | P.M. 5.15 | | D. H. Equipment | P.M. 1.20 | Tie-up Equipment | | | | | | | 0.0 | SAN FRANCISCO | | | | | | | | | | | | | | | | |
| | | | | P.M. 1.40 | | | | | | | | 3.5 | OAKLAND PIER | | | | | | | | | | | | Cars from shops | Cars from Shop | Cars from Shop | | |
| BKIP | | P.M. 4.05 | P.M. 3.15 | 1.40 | 11.10 | 6.55 | | | | | | 3.5 | OAKLAND PIER | 11.1 | | | | | | | | | | | P.M. 3.55 | A.M. 8.30 | P.M. 4.25 | | |
| IP | | | | 4.08 | 3.18 | 1.43 | 11.13 | 6.59 | | | | 4.9 | Cedar-Street Crossing | 1.5 | | | | | | | | | | | | | | | |
| P | | | | 4.14 | 3.24 | 1.49 | 11.18 | 7.05 | | | | 5.0 | PINE | 1.6 | | | | | | | | | | | | | | | |
| IP | | | | | | | | | | | | 6.6 | BROADWAY | 1.6 | | | | | | | | | | | | | | | |
| P | | | | | | | | | | | | 7.8 | W.P. Crossing | 1.6 | | | | | | | | | | | | | | | |
| IPY | | | | 4.18 | 3.28 | 1.53 | 11.23 | 7.09 | A.M. | | | 8.2 | EAST OAKLAND | 1.6 | 6.4 | A.M. | | | | | | | | | | | | | |
| IP | | | | 4.23 | 3.33 | 1.57 | A.M. | 7.13 | 6.29 | | | 9.7 | FRUITVALE | 0.7 | 4.9 | 1.30 | | | | | | | | | | | | | |
| P | | | | | | | | | | | | 9.8 | LINCOLN JUNCT. | 0.8 | 4.1 | 1.27 | | | | | | | | | | | | | |
| IP | | 5.51 | 4.25 | 3.35 | | | | | | | | 10.2 | ALAMEDA (N. PK.) | 1.9 | 3.8 | A.M. | | | | | | | | | | | | | |
| P | | | | | | | | | | | | 10.5 | MASTICK | 1.1 | | | | | | | | | | | | | | | |
| IP | | | | 4.32 | 3.42 | | | | | | | 10.8 | PACIFIC JUNCT. | 0.8 | | | | | | | | | | | | | | | |
| P | | | | 4.35 | 3.45 | | | | | | | 12.7 | WEST ALAMEDA | 1.0 | 1.9 | | | | | | | | | | | | | | |
| IPY | | | | 4.38 | 3.48 | | | | | | | 14.6 | FRUITVALE | 1.0 | 0.8 | See page 16 | | | | | | | | | | | | | |
| IP | | | | 5.53 | | 1.57 | | | | | | 18.8 | MELROSE | 1.0 | 0.0 | | | | | | | | | | | | | | |
| | | 5.55 P.M. | | 2.02 P.M. | | 7.17 A.M. | | 5.35 A.M. | | | | 10.8 | | | | | | | | | | | | | | | | | |
| | Ar. Daily Ex. Sat. Sunday and Hol. | Ar. Daily Ex. Sat. Sunday and Hol. | Arrive Saturday | Arrive Saturday | Arrive SUNDAY and Hol. | Ar. Daily Ex. Sat. Sunday and Hol. | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sun. and Hol. | Ar. Daily Ex. Sun. and Hol. | Ar. Daily | | | | | | | Lv. Daily | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sat. Sunday and Hol. | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sun. and Hol. | Lv. Daily Ex. Sat., Sunday and Hol. | Leave Saturday | Leave Saturday | | | |
| | 81 | 81 | 81 | 84 | 85 | 85 | 84 | 90 | 90 | 41 | | | | | | | 41 | 90 | 90 | 85 | 84 | 85 | 81 | 81 | 81 | 81 | 81 | 81 | |
| | | | | | 85 | | | | | 41 | | | | | | | 41 | 90 | 90 | 85 | 84 | 85 | 81 | 81 | 81 | 81 | 81 | | |

On single track trains may run into Terminal superior to themselves as opposing trains originating at such stations. See pages 10 to 13 for additional trains between Oakland Pier, Fruitvale and Melrose. HOLIDAYS—New Year's, Washington's Birthday, Decoration Day, July 4th, Labor Day, Thanksgiving and Christmas.

When Fruitvale Bridge is open No. 204 may turn back at Power House if necessary to connect with boat.

STATION STOPS

- 203—All stations between Pacific Jet. and Fruitvale.
- 205-209—Melrose, Fruitvale, 23rd Ave., East Oakland, Broadway, Adeline, Pine.
- 207—Park St., Pearl St., Alameda (on signal), Fernside Power House (on signal), Fruitvale, 23rd Ave., East Oakland, Broadway, Adeline and Pine. Stop on signal any station west of Broadway to detrain passengers from Alameda.
- 214—Broadway, East Oakland, 19th Ave., 23rd Ave., Fruitvale, Melrose.
- *No passengers—make safety stops only.
- Trains must approach Melrose with caution as main track may be occupied.
- Trains must not stop to block Broadway, or Twenty-third Ave.
- 205-207-209 must note if Ninth St. trains are about to enter Pier, and give them an opportunity to make their station stop before stopping.
- At 23rd Avenue, westward trains making passenger stops will stop before reaching east sidewalk line. Westward trains not scheduled to stop may move over crossing without stopping if gates are down. Such movement to be made with caution, not exceeding ten miles per hour.
- Speed must not exceed 15 m. p. h. around curve east leg Fruitvale wye.
- When it is known that Seventh St. trains Nos. 9-11-15 are late, trains 205-207 and 209 make all stops west of Broadway.

RULE 11. On Electric Lines, outside of block signal system a train finding an unattended fusee burning on or near its track must stop. It may then proceed but must run with caution not exceeding 15 miles per hour for a distance of one-half mile.

RULE 14 (d). Between Oakland Pier and Cedar Street, flagman on track 6 eastward Seventh Street Line will return from the west as prescribed by Rule 99 when whistle signal four long and one short is sounded.

RULE 14 (e). Between Oakland Pier and Cedar Street, flagman on track 5 westward Seventh Street Line will return from the east as prescribed by Rule 99 when whistle signal six long is sounded.

RULE 17 (c). Westward trains approaching Alameda Pier dim headlights to avoid interference with ferry boats. Headlights of motors standing at end of wharf at Oakland Pier and Alameda Pier must be dimmed when steamer is entering slip. Headlights of eastward trains must be out while standing at Oakland Pier and dimmed when ready to leave.

During hours of darkness, while operating electric equipment, you should have the headlight switch in the DIM POSITION in the following territory:

- Seventh Street Line—On paved area between Bay Street and Fallon Street.
- Shattuck Avenue Line—Between Ward Street and Northbrae.
- Ninth Street Line—Between Albany and Thousand Oaks.

RULE 19. Except in foggy weather, markers will not be used on electric trains during daylight hours.

RULE 30. 1. Engineers and others operating electric equipment must sound gong before moving equipment.

2. Engineers and others must assume a standing position before moving electric equipment and remain standing until equipment has moved at least 30 feet.

3. Engineers and others operating electric equipment must at all times place themselves in a position in the cab which will assure them the best vision of the track ahead and of the approach of pedestrians or vehicles.

4. Engineers and others operating electric equipment must stand approaching station at which train is scheduled to stop in the districts shown below; should stand approximately 200 feet before reaching station and remain standing until stop is made.

(a) SEVENTH STREET LINE:

Between Pine St. and Oak St. stations inclusive.
Between Melrose and Seminary stations inclusive.

Note: Engineers and others operating electric equipment must stand approximately 200 feet before reaching stations at Seventh and Broadway and at Fruitvale, even though no stop is scheduled, and remain standing until stop is made or until station is passed.

(b) SHATTUCK AVENUE LINE:

Between Green St. and Vine St. stations inclusive.

Note: Engineers and other operating electric equipment must stand approximately 200 feet before reaching station at Alcatraz Avenue, South Berkeley, even though no stop is scheduled, and remain standing until stop is made or until station is passed.

(c) NINTH STREET LINE:

Between Peralta and Albany stations inclusive.
Between Ashby and Virginia stations inclusive.

(d) ALAMEDA:

Encinal Avenue Line
Between Fifth St. and South High St. stations inclusive.

Lincoln Avenue Line

Between Fifth St. and South High St. stations inclusive.

(e) OAKLAND PIER AND ALAMEDA PIER:

Entering or leaving train shed.

RULE S-72. When a section of double track is being used as single track, or on single track, westward trains are superior to trains of the same class in opposite direction.

RULE 82. Regular trains more than two (2) hours late on either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter only proceed when authorized by proper official.

RULE 83 (a). Only trains terminating at Oakland Pier and Alameda Pier will register.

RULE 83 (d) and RULE 83 (e) will not apply on Electric Lines.

RULE S-88. Will not apply on Electric Lines.

RULE 91. Outside of block signal limits, trains in the same direction must keep not less than 1200 feet apart, except when closing up at stations.

RULE 93. All Electric Lines are within Yard Limits.

First paragraph of Rule 93, reading "Within yard limits the main track may be used, protecting against first-class trains," will not apply to Western Division Electric main tracks.

RULE D-97 (a). On double track, trains may run extra, or work extra, moving with the current of traffic without running orders, or a clearance card before commencement of trip.

RULE 98. Railroad crossings not interlocked: (a) Parker Street on Ninth Street Line between Carlton and Channing Way. Steam trains or engines must be protected before crossing Ninth St. Line.

Drawbridge Interlocked: Fruitvale Ave. between Fruitvale and Lincoln Junction.

RULE 99. At points specified below, FIRST CLASS TRAINS need not comply with Rule 99, except in foggy weather; responsibility for collision rests with following train.

- (a) Shattuck Ave. Line—Between University Ave. and Bancroft Way.
- (b) Shattuck Ave. Line—Oakland Sixteenth St., mail trains only.
- (c) Seventh St. Line—Between Washington and Broadway.
- (d) Seventh St. Line—1000 feet east and west of Seminary Ave.
- (e) Lincoln Ave. Line—Between North Park St. and Foley St., Alameda.
- (f) Encinal Ave. Line—Between High St. and Pole 540, east of High Street crossover.

RULE 99 (a). Will not apply on Electric Lines.

RULE 103. Trains or cars moving into or out of loading platform at Oakland Pier or Alameda Pier must have an employe on the forward end in the direction moving until movement is completed.

RULE 104. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS WILL BE AS FOLLOWS:

| Location | Normal Position |
|-----------------------------------|------------------------------|
| Alameda—Mastick, Junction..... | For Lincoln Ave. Main Track. |
| Oakland—103rd Ave., Junction..... | For Dutton Ave. Main Track. |

OIL BUFFER SPRING SWITCHES ARE LOCATED AT THE FOLLOWING POINTS:

| Location | Normal Position |
|---|--------------------|
| (a) East end crossover Seminary Ave., Seventh St. Line..... | Crossover movement |
| (b) East end of Siding Ramona, Ninth St. Line..... | Westward movement |
| (c) West end of Siding Ramona, Ninth St. Line..... | Eastward movement |
| (d) End of double track Albany, Ninth St. Line..... | Westward movement |
| (e) End of double track, Thousand Oaks, Ninth St. Line..... | Eastward movement |
| (f) End of double track, Contra Costa, Shattuck Ave. Line.... | Westward movement |

These switches should only be split by electric equipment and only when lined in their normal position as they are equipped with single-acting oil buffers.

CROSSOVERS AND SWITCHES EQUIPPED WITH SPRINGS

| Location | Normal Position |
|---|--------------------|
| (a) West end of crossover Pole 3590, Addison St., Berkeley, Shattuck Ave. Line..... | Main track |
| (b) Junction switches, Monterey end Thousand Oaks Wye.... | Shattuck Line |
| (c) West end of crossover, Melrose, Seventh St. Line..... | Main track |
| (d) West end of crossover, Seminary Ave., Seventh St. Line... | Crossover movement |
| (e) West end of crossover, West of Havenscourt, Seventh St. Line..... | Main track |
| (f) West end of crossover, Broadmoor, Seventh St. Line..... | Crossover movement |
| (g) East end of crossover, Oak St., Alameda, Lincoln Ave. Line. | Main track |
| (h) East end of crossover 3rd and Pacific, Lincoln Ave. Line Alameda..... | Main track |

RULE 107. When a train is at a station, trains on the other track must not enter the station until the first train starts to move, or while passengers are between this first named train and the approaching train.

RULE 509. The following block signals have been equipped with triangular number plates:

- No. 3755, at Thousand Oaks, on Shattuck Avenue Line, account facing point oil buffer switch at end of double track at Contra Costa;
- No. 4291, at Albany, on Ninth Street Line, account facing point oil buffer switch at end of double track, Albany.

When these signals indicate stop, a careful examination of switch must be made before passing over it.

RULE 511. When one switch of a crossover is equipped with spring, the rigid switch must be left lined for crossover movement until movement is completed.

RULE 880. Engineers who have had less than 610 days' actual experience as engineers in freight service and less than 60 days' experience on the division must not be used in passenger service.

AIR BRAKE RULE 17.

Engineman and trainmen must make the following test before leaving initial stations on each trip, when make-up of train is changed, when brake pipe has been separated, when engineman changes cabs, unless they are witnesses to such properly conducted tests, within five minutes of train departure.

(a) **Standing Test.**—After make-up of train is completed and train charged to standard pressure, trainmen will, from rear end of rear car, signal engineman to apply brakes (Rule 16-E, Rules and Regulations Transportation Department), noting that brakes apply as indicated by twenty pounds or more registering in brake cylinder gauge or observation of brakes applying. After brakes apply correctly, trainmen from same position will signal engineman to release brakes (Rule 16-E, Rules and Regulations Transportation Department), noting brake action by cylinder gauge returning to zero, or observation of brakes releasing.

(b) **Running Test.**—Immediately after leaving initial station (and speed not exceeding ten miles per hour) at any point where make-up of train has been changed, where brake pipe may have been broken, where engineman changes cabs, where station stop or running test has not been made with brakes in good working condition within one mile of railroad crossing at grade, drawbridge, descending grades where specified, enginemen must make running test by making service application of brakes. Trainmen to observe such test from rear end of rear car and acknowledge by one blast of communicating whistle. Less than twenty pounds air pressure in brake cylinder gauge will not be considered a successful running test.

Where air brake cylinder gauges are not available on rear end of rear car, brakes must be known to be in good working condition even though stop may be necessary.

(c) Running tests will be made approaching Oakland Pier and Alameda Pier as follows: Trains from Oakland and Berkeley via 16th St. Station to make test after passing interlocking signal west of 16th St. Station. Trains from Oakland via 7th St., leaving Pine St. Approaching Alameda Pier at bridge 8.

(d) Trains scheduled to "lay-over" at South High St., make running test leaving High St.

(e) Running tests are not to be made while working power.

(f) When making tests of air brakes in handling freight cars in residential districts as required by Rule 17 of Air Brake Rules, where whistle signals are specified, substitute hand signals as given in Rule 12 (f) and 12 (g) of Transportation Book of Rules. Such signal will be given by yardman nearest engine on instruction from engineman.

(g) Yard engines and work trains operating on Electric main tracks must have automatic air brakes coupled and operative. Air must be used where cuts of cars are handled on main track, except when actually involved in switching.

(h) Before cutting out brake valve, make full automatic service application.

1 USE OF MAIN TRACKS.

Main tracks between Oakland Pier and Westerly end of the elevated tracks approaching 16th St. Station, and between Oakland Pier and Bay Street (West Oakland), numbering from north, are designated 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10, and used as follows:

No. 3—Westward electric trains, via Oakland (Sixteenth Street).

No. 4—Eastward electric trains, via Oakland (Sixteenth Street).

No. 5—Westward electric trains of Seventh Street line.

No. 6—Eastward electric trains of Seventh Street line.

Main tracks between Oakland (Sixteenth Street) and Shell Mound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5 and 6, and used as follows:

No. 5—Westward electric trains, via Oakland (Sixteenth Street).

No. 6—Eastward electric trains, via Oakland (Sixteenth Street).

Main tracks between East Oakland and Sather numbering from north are designated 1, 2, 3 and 4.

No. 1—Westward electric trains Seventh Street line.

No. 2—Eastward electric trains Seventh Street line.

Main tracks between Alameda Pier and West Alameda, numbering from the north, are designated as 1, 2, 3 and 4, and used as follows:

No. 1—Yard tracks. Trolley deenergized between bridges 6 and 8 and Webster Street.

No. 2—Yard tracks. Trolley deenergized between bridges 6 and 8 and 60 feet east of bridge 37 and Bridge 41 to Webster Street.

No. 3—Westward trains via Pacific and Encinal Avenue.

No. 4—Eastward trains Pacific and Encinal Avenues.

2 Employes must guard against coming in contact with overhead wires or their connections, or when riding on side or top of cars against striking automatic or interlocking signals attached to center trolley poles.

3 On lines of light travel, except Seventh Street line west of Havenscourt in non-peak periods, train and enginemen will treat all stations as flag stops. Trainmen must announce stations in ample time to avoid carrying passengers by. Will not apply during hourly service in Alameda, when all trains except 1802 and 1902 will make regular stops at all stations other than those designated as "flag stops".

4 Trainmen and enginemen must familiarize themselves with location of crossovers the use of which may be required in emergency.

5 In case of power interruption signal operator may display "S" sign in which case trains must not exceed series position of controller. When signs are removed, normal speed may be resumed.

6 When electric trains are switching at outside terminals or starting mornings, or tying up nights, enginemen must operate electric equipment from the front end of the leading car in direction moving.

7 Trains must stop clear of street intersections to allow safe and uninterrupted passage of ambulances, police patrols and fire apparatus. When fire siren is sounded trains must be stopped.

8 Enginemen must watch for and respect signals of traffic officers and traffic signals.

9 Trainmen will note if all motor cars in service are operating, and notify engineman in case of failure.

10 Station stops should be made with middle of train under or opposite station sign unless instructions on schedule page indicate otherwise.

11 On trip when express train is operated conductor of local train on same line will not start train from Oakland Pier until express train has vacated the loading platform.

12 Except in emergency or foggy weather, torpedoes must not be used on improved public streets.

SPECIAL INSTRUCTIONS (Continued.)

13 When necessary to lower pantographs to coast under line breaks, etc., the following procedure should be followed:

When stopped, all pantographs should be promptly tested to ascertain if in proper working order. On trains of 3 cars or less, leave all pantographs down except on car with control. If lowering valve is located at other than in cab from which engineer is operating, a trainman must be stationed at valve and when signalled by one long blast of the alarm whistle, lowering valve must be held down until train has again been brought to a stop and engineer sounds two long blasts of alarm whistle.

On trains of four or more cars, in addition to the pantagraph on car with control, one additional pantagraph, preferably on opposite end of train, should be put up after being tested and operated by a member of the train crew as above.

Do not depend on the electric lowering switch to operate pantagraph except in emergency. In raising pantagraphs, care must be taken to see that they are not directly under trolley cross-arms and they must not be raised until train has stopped.

14 Push button located on side of relay case on east side of Twelfth Street Melrose should be used to operate wig-wags while switching.

15 Trains entering terminals must move with caution, as tracks may be occupied. Responsibility for accidents rests with train entering terminal. All switching movements at any point must be made with caution.

16 On Shattuck Ave. Line between University Ave. and Ward St. at all times, and in residential districts during night hours, the use of crossing warning whistle signals should be avoided as much as possible consistent with safe operation.

17 Conductors, when possible should notify Piers by telephone of any serious accident or delay. In case of serious delay trains may return to Pier from point short of outside terminal if necessary to do so to protect return schedule.

18 When train is approaching on opposite track on public street, speed of train must be reduced and gongs must be sounded until rear car of train is passed.

19 Westward trains have preference to stations except that eastward Express trains, or eastward trains due to leave Piers between 5:19 p. m. and 6:05 p. m. must be given preference to station.

20 When moving against current of traffic, move with caution.

21 Enginemen must not permit any one to ride in cab of electric train without permission of Superintendent.

22 An ordinance permits only one train to occupy track between a point 100 feet east of Broadway and 100 feet west of Washington on Seventh St. Line at the same time. If necessary for two trains to occupy this territory, only one train should be moving.

23 To reduce automobile accidents to a minimum special care should be used at crossings known to be obscured or hazardous. Where vehicles are moving on public streets in the same direction as your train and are not clear of the track on which you are operating, speed of your train should be so controlled as to permit train to be stopped in case the driver makes a sudden, or unexpected stop or turn. When about to pass vehicles moving in the same direction as your train, satisfy yourself that the driver is aware of the approach of your train.

24 Trains will approach Pacific Junction with caution, watching for vehicles. Westward Lincoln Ave. trains stopped for interlocking signal stop clear of crossing. Encinal Ave. trains will approach 4th Street with caution.

25 When anyone suffers from an electrical shock, the Prone method of resuscitation should be started at once as any delay in starting this treatment may prove fatal. Get his mouth open, remove false teeth, or anything in the mouth, pull the tongue out, support the head on one of his arms, turn face down, and start artificial respiration, using about 12 or 15 movements per minute. Send for a doctor at once, but keep up treatment for hours if necessary.

26 Push button located near elevator 16th Street, Oakland, to call baggageman when necessary.

27 On all one-car trains, enginemen's cab at rear of train must be folded and not opened on westward trips until train passes 16th Street or Alameda Airport.

28 Electric work trains operated by (1) motor car will be governed by the following rating in Ms. In no case must this be exceeded over 5 per cent:

- 1—(a) Between Oakland Pier and Shellmound or Shellmound and Albany excluding 16th Street elevation.
- (b) Seventh St. Line - Oakland Pier to Dutton Ave. and all lines in Alameda. } 600 Ms
- 2—(a) Between Lincoln Junction Alameda and Fruitvale, including east and west wye at Fruitvale.
- (b) Between Shellmound and University Ave., Berkeley, Shattuck Ave. Line. } 450 Ms
- 3—(a) Between Albany and Thousand Oaks, Ninth St. Line.
- (b) Between University Ave., Berkeley and Thousand Oaks } *150 Ms
Shattuck Line.

*In no case must over one loaded car or a total of one hundred and sixty Ms. be handled. You are cautioned that the maximum grade ONE Motor Car can safely negotiate is 3.4 per cent. When necessary to handle loads over elevated structure at 16th St., two motors per one hundred and sixty Ms. must be used.

When handling loaded cars, controller must not be moved beyond the series position. In switching loads under no circumstances must controller be moved beyond the switching point, or HELD IN THAT POSITION LONGER THAN TEN SECONDS at a time so that the grids will not be damaged.

WHEN PLOWING BALLAST USE TWO (2) MOTORS.

Gross weight of cars are somewhat different, depends on commodity therein. As a general average see below:

- Gross weight loaded Rodger Ballast Car average..... 80,000 lbs.
- "Hart Convertible" Cars loaded average.....150,000 "
- Gondolas loaded with gravel.....160,000 "
- Box cars and flats loaded with steel.....165,000 "

29 When required by schedule or other cause, trains may be consolidated. At such points trainmen will give whatever assistance is required to facilitate the movement of trains. Engineman of the leading train will handle train. Conductor of the leading train will have charge of train and be responsible for collection of transportation in his cars. Conductor of rear train will be responsible for the collection of transportation in his cars. Care must be taken to observe that passengers are not on platforms or getting on or off while trains are being coupled or uncoupled. Consolidated trains must make stops scheduled for both trains.

30 Before cars are coupled, rear train will make safety stop not less than 10 feet from car to be coupled to and use care making coupling.

31 Inspectors and others will not go between the cars without first having an understanding with the party handling controller. They must advise this same party promptly when they are through. After sunset or when weather conditions make it desirable, a white lantern must be set on the ground opposite the point where employe is between cars. Lantern must be set so as to be plainly visible to party handling controller. When equipment is to be picked up or set out and there is a trainman in charge of such movement, inspectors and carmen will not, except in emergency, pass signals. Those passing signals must assure themselves there is no one between cars.

32 At the following places vehicles parked at curb will not clear passing trains: Stanford Ave. from Shellmound tower in both directions. Central Ave., Alameda, between Fourth St. and Pacific Junction on westward track. West of Pacific Junction on eastward track. Encinal Ave. east of South High Street on eastward track. Shattuck Ave., eastward track between Addison and University Ave. Trains will approach with caution when vehicles are parked at these locations, and engineers must assure themselves that such automobiles are clear of train.

33 Controller must never be locked while train is in motion. When an emergency stop is made by use of the pilot valve, brake valve handle should immediately be placed in emergency position and remain there until train has stopped. With "UC" valve allow 8 seconds before making release.

34 LOCATIONS OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employees are warned that it is dangerous to stand erect on top of cars, or to ride on side of cars while passing these points, and they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

- Shattuck Avenue Line:**
- F. M. Umphred Warehouse between Park and Shellmound.....Side
 - Western Union Pole Line between Park and Shellmound.....Side
 - Northbrae Tunnel (trolley 18' 04").....Overhead and Side
 - Overhead bridge, between Emeryville and Shellmound tower, westward trolley 21' 07".....Overhead
 - Emeryville spurs No. 1 and 2
 - Spur No. 1 trolley 20' 04".....Overhead
 - Spur No. 2 trolley 20' 11".....Overhead
 - Sixteenth St. Oakland, elevated tracks.....Side and Overhead

Seventh Street Line:

- Universal Carloading Company, east of Fallon.....Side
- Mutual Warehouse, Clinton.....Side
- Clorox Chemical fence and building.....Overhead and Side
- Barrel Syrup building.....Side
- Pacific Spring Company building.....Side
- Chevrolet Spurs, platforms and cars.....Side
- U. S. Light and Heat, fence.....Side

- Alameda-Fruitvale Line: Estuary Bridge (trolley 19' 04").....Overhead and Side
- Oakland Pier: Posts supporting shed.....Side
- Alameda Pier: Umbrella sheds.....Side
- Ninth Street: W. H. Ford Spur, trees, fence and building.....Side

Lincoln Avenue:

- Rhoades-Jamieson, poles.....Side
- Powell Brothers, platform.....Side
- Boyle Mfg. Co., platform.....Side
- Clark Pottery, platform and trees.....Side

West Alameda car shops, doors on tracks entering building.....Side

35 Steam engines are permitted to operate over electric lines as shown below. Movements outside of these limits must not be made with steam engines.

- Encinal Ave. Line: Both tracks South High to Alameda Pier.
- Lincoln Ave. Line: Both tracks Fruitvale Bridge to Mastick Junction, to Tynan to Alameda Pier. Both tracks Fruitvale to Fruitvale Bridge. Westward track 5th and Lincoln to Pacific Junction. Eastward track Pacific Junction to crossover Pole 780.
- Seventh St. Line: 103rd Ave. Junction Switch to 68th Ave. Havenscourt. Fallon Street to Melrose.
- Ninth St. Line: Both tracks Ninth St. Junction to 500 feet east of north line of Heinz Ave.
- Shattuck Ave. Line: Both tracks Oakland Pier to University Ave. Eastward track, University Ave. to Vine Street.

| 36 | Disc and Dome Signals | Blasts Alarm Whistle |
|---|------------------------|----------------------|
| Shattuck line..... | Red and Red..... | o ——— |
| Berkeley Mail Train..... | Green and White..... | o o ——— |
| Ninth Street line..... | Red and White..... | o ——— o |
| Dutton Ave..... | Green and Green..... | o o ——— o |
| Oakland-Alameda-Melrose..... | Red and Green..... | ——— o |
| Berkeley Express..... | Yellow and Yellow..... | o ——— |
| Melrose-Dutton Express..... | Yellow and Yellow..... | ——— o o o |
| Dutton Ave. Express via Alameda Pier..... | Yellow and Yellow..... | ——— o o o |

| Alameda Lines. | Disc and Dome Signals. | Blasts Alarm Whistle. |
|--------------------------|------------------------|-----------------------|
| Lincoln Avenue Loop..... | Green and White..... | o ——— o ——— o |
| Encinal Avenue Loop..... | Red and White..... | ——— o ——— o |

37 When operating on Benton Field Air Base spur, near West Alameda, no train, motor, engine or car shall enter the highway crossing unless traffic on the highway be protected by a member of the train crew, or other competent employe acting as flagman. After having entered upon the crossing, it shall be cleared as quickly as is practicable.

38 Trainmen and enginemen must see that the proper disc and dome signals are displayed and alarm whistle sounded for information of Towermen when necessary.

39 Eastward trains via Lincoln Avenue will display on front end Encinal Avenue color discs reading "To San Francisco," on rear end "via Lincoln Avenue." Dome lights to correspond.

40 Eastward trains via Encinal Avenue will display on front end Lincoln Avenue color discs reading "To San Francisco," on the rear end "via Encinal Avenue." Dome lights to correspond.

SPECIAL INSTRUCTIONS (Continued.)

41 Traffic light signals 7th and Harrison Streets, Oakland, governing movements on Seventh St. will be operated by track circuit approach. Eastward circuit starts at Webster St., westward at Alice St. Trains will not exceed ten (10) miles per hour crossing Webster St. and will approach and pass over Harrison St. with caution not exceeding ten (10) miles per hour. Enginemen keep a careful watch for vehicular and pedestrian traffic. Eastward trains may increase speed after head end of train passes Harrison St. In case of failure traffic light signals, trains will stop before crossing Harrison St. and proceed over crossing with caution.

42 Westward trains and engines including switching movements must not exceed eight (8) miles per hour between Pole 2674 and 12th St. crossing Melrose to provide proper time interval for operation of wig-wag signals. Westward trains five cars or less making Melrose station stop, stop with west end of train just east of Pole 2674.

43 Eastward trains of four cars or less making safety or station stop at Melrose stop at marker located between Poles 2676 and 2675, and not exceed eight (8) miles per hour from the stop until head end of train is across 14th St. Eastward trains of five or more cars will make station or safety stop at Pole 2677 near 14th St., and move with caution not exceeding eight (8) miles per hour until head end of train is across 14th St. Westward movement over this crossing to be made with caution not exceeding eight (8) miles per hour.

44 Eastward Seventh St. trains with four or less cars scheduled to stop at Sather will stop with head end of train west of Pole 2627. Those not scheduled to stop, use not less than twenty (20) seconds between Pole 2627 and High St.

45 Care should be used while operating electric equipment during hot weather to observe the condition of trolley wires, especially in the vicinity of curves and cross-overs. When there is any unusual amount of slack in the trolley wire, speed of train should be reduced to a point where pantographs or overhead structure will not be damaged. Any unsafe condition should be promptly reported.

46 Three position light type signal located opposite pole 836 Mastick, governs eastward movements from Tynan. Semaphore type indicator near this signal is for information of yardmen and will indicate trains approaching from the west as far as pole 796, and from the east pole 716. Both derailer and junction switch must be reversed before starting a movement from Tynan route.

47 To prevent obstructing view of auto drivers of approaching trains, cars must not be left within 300 feet of eastward Encinal Ave. track at Pacific Ave., Pacific Jct.

48 Hand signals will be used to start electric trains from Oakland Pier or Alameda Pier. When hand signal is not given from platform from which engineer is operating, conductor will first signal engineer with one blast of the communicating signal, Rule 16k and then give proceed signal on right hand side of train. Enginemen must be alert to avoid delay. Trainmen and train gatemen must see that objects in the hands of passengers entraining do not come in contact with communicating whistle cord.

49 Before coupling into standing cars in Oakland Pier train shed, brakes must be applied on standing cars.

SPEED RESTRICTIONS

The speed of all trains and engines is restricted to fifteen (15) miles per hour beginning at a point not less than sixty (60) feet from the nearest rail of the following street railway crossings to and until the head end of train shall have reached and passed over the crossing.

| | |
|-------------------|---|
| Seventh St. Line: | Shattuck Ave. Line: |
| Washington St. | San Pablo and Stanford (Also watch carefully for fire apparatus.) |
| Broadway | |
| Ninth St. Line: | Grove and Adeline |
| Dwight Way | Dwight Way |
| | University Ave. |

SPEED RESTRICTIONS—Continued

| Pages | City | Limits of Restriction | Speed M. P. H. |
|----------|---------|--|----------------|
| All | Oak-Ala | In trainshed at Piers..... | 15 |
| All | All | Through crossovers and turnouts..... | 10 |
| All | All | Through all spring switches..... | 15 |
| All | All | Through all facing point girder rail switches..... | 8 |
| All | All | Passing Schools, during school hours..... | With caution |
| All | All | Around all curves, unless further restricted..... | 25 |
| All | All | Through interlocking limits..... | With caution |
| All | All | Passing station when no stop is made..... | 15 |
| 10 to 14 | Oak | Crossing Cypress Street..... | With caution |
| 10 to 14 | Oak | Crossing Washington, Broadway and Franklin..... | 15 |
| 10 to 14 | Oak | Crossing Webster St. and Harrison St..... | 10 |
| 10 to 14 | Oak | 23rd Ave.—Westward trains not scheduled to stop..... | 10 |
| 10 to 14 | Oak | Crossing 29th Ave..... | 20 |
| 10 to 14 | Oak | Approaching Melrose..... | With caution |
| 10 to 13 | Oak | Between Pole 2674, Melrose, westward to 12th St..... | 8 |
| 10 to 13 | Oak | Crossing 14th St., Melrose..... | 8 |
| 10 to 13 | Oak | Crossing 46th Ave., 47th Ave., 48th Ave., 50th Ave..... | 20 |
| 10 to 13 | Oak | Approaching Seminary Avenue..... | With caution |
| 10 to 13 | Oak | Crossing Seminary Ave. and 60th Ave., westward..... | 8 |
| 10 to 13 | Oak | Approaching Havenscourt..... | With caution |
| 10 to 13 | Oak | Between Church St. and 73rd Ave..... | 15 |
| 10 to 13 | Oak | Crossing 73rd Ave., makes safety stop when moving against current traffic if no flagman on crossing..... | 8 |
| 10 to 13 | Oak | Crossing 94th Ave..... | 15 |
| 10 to 13 | Oak | Approaching Dutton Ave..... | With caution |
| 4 to 9 | Emery | Crossing Park Ave.—Eastward trains only..... | 15 |
| 4 to 9 | Emery | Around curve Shellmound tower..... | 20 |
| 4 to 9 | Oak | Crossing San Pablo Ave. at Stanford..... | 15 |
| 4 to 7 | Bkly | Crossing Ward St. (beginning 60 ft. from near side)..... | 15 |
| 4 to 7 | Bkly | Between Ward St. and University Ave..... | 25 |
| 4 to 7 | Bkly | Crossing Addison St..... | 8 |
| 4 to 7 | Bkly | Approaching University Ave. (between Pole 3590 and University Ave. crossing eastward trains use 20 sec.).. | 15 |
| 4 to 7 | Bkly | Vine and Shattuck—passing fire house..... | 15 |
| 4 to 9 | Bkly | Berryman—approaching crossover between poles 3687-3688 | With caution |
| 4 to 9 | Bkly | Through Northbrae tunnel..... | 15 |
| 4 to 9 | Bkly | Crossing The Alameda..... | 15 |
| 8 to 9 | Bkly | Crossing Dwight Way (Ninth St.)..... | 15 |
| 8 to 9 | Bkly | Crossing 9th and Cedar..... | With caution |
| 8 to 9 | Albany | Crossing San Pablo Ave..... | 15 |
| 8 to 9 | Bkly | Through girder rail switch end of double track Ninth Street Line, Thousand Oaks..... | 8 |
| 14 & 16 | Oak-Ala | Crossing Fruitvale Ave. Drawbridge..... | 8 |
| 14 | Oak | Around curve east leg wye Fruitvale..... | 15 |
| 14 to 16 | Ala | Around curve, Lincoln Ave. line, Pacific Jct..... | 15 |
| 14 to 16 | Ala | Crossing Pacific Ave. between Mastick-Tynan..... | 6 |
| 14 to 16 | Ala | Crossing Buena Vista between Mastick-Tynan..... | 6 |
| 15 to 16 | Ala | Crossing Willow St. and Park St. on Lincoln Ave..... | 15 |
| 15 to 16 | Ala | Crossing Park St. on Encinal..... | 15 |
| 15 to 16 | Ala | Around curve Encinal Ave. line east of Pacific Jct..... | 20 |
| 15 to 16 | Ala | Crossing steam tracks Encinal line Pacific Jct. team track | 25 |
| 15 to 16 | Ala | Yard engines on Lincoln Ave. between Park and Pacific Junction (make safety stop Lincoln and Webster)..... | 15 |
| 15 to 16 | Ala | During season beaches open, operate with caution between 4th St. and 8th St..... | With caution |
| 15 to 16 | Ala | South High St., approaching crossover between Poles 537 and 539..... | With caution |

51 INTERLOCKING

- (a) Movements governed by short-arm or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.
- (b) On double track within the limits of Oakland yard signal operator may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone for each movement. Before moving trains against the current of traffic signal operator must know that track to be used is clear of opposing engines and trains.
- (c) At all interlocking plants, when route lined up is not to be used, following signal will be sounded by engineers: Two short, one long, two short.
- (d) When trains are operated against current of traffic, trains must not cross over between towers and use the track with the current of traffic without authority of signal operator.
- (e) Electric trains have preference over main-line steam trains at Oakland Pier and Fruitvale.
- (f) Signal operators must keep each other and the Piers advised when trains are late or any other information that will assist in prompt movement of trains.

Oakland Pier Tower.

- (a) Limits extend eastward to signal bridge 102, on tracks 3 and 4; and to signal bridge 105 on tracks 5 and 6, and to signal bridge 100, on tracks 7, 8 and 9.
- (b) When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

Sixteenth Street Tower—Oakland.

- (a) Limits extend from trolley poles 3249 and 3250 to signal bridge 201 on Shattuck Avenue line, and high arm dwarf signal between trolley poles 1642 and 1644 on Eighteenth Street.
- (b) Enginemen and trainmen on electric trains and yard engines on electric tracks may accept hand signal from tower window to move against fixed signals.

Shellmound Tower.

- Limits extend from signal bridge 204 to trolley pole 3387 on Shattuck Avenue line and high two-arm home and distant signal at Powell Street 625 feet east of junction switch on Ninth Street line.

West Oakland Tower—First and Cedar Streets, Oakland.

- Limits extend from high one-arm home signal 10 feet west of trolley pole 2141 to trolley pole 2169.
- Push button located on pole 2169 Pine Street to call attention of towerman in case of delay.
- Crossover located west of Cedar Street crossing is spiked, and should not be used without specific authority from trainmaster's office in each case. On receipt of such authority tools to remove spikes will be found in box near eastward switch.

Fruitvale Tower—Fruitvale.

- Limits extend from signal bridge 123 to signal bridge 127 on Melrose line and to signal bridge 124 on Alameda line.

Golden Gate Tower—Stanford Avenue Crossing of A.T. & S.F., Key System Railways and Shattuck Avenue line.

- (a) Limits extend from trolley pole 3408 to 3459 on Shattuck line.

Masonic Avenue Tower—Albany. Crossing of Ninth Street and Santa Fe lines.

- Limits extend from trolley pole 4284, Albany, to pole 1900 at Thousand Oaks.
- Magneto telephones are located on pole 4285, Albany, Masonic Tower and at end of double track Thousand Oaks and are to be used to confer with signal operator in cases signals are inoperative. Telephone instructions to move against an inoperative fixed signal will apply to the first block only and careful examination must be made of oil buffer switches within such block before passing over them.

Clinton Tower—Oakland. Crossing of Western Pacific and Seventh Street line near Clinton Station.

- Limits extend from one-arm signal between trolley pole 2431 and 2433 to signal bridge 119.

Melrose Tower—Melrose. Crossing of Western Pacific and Seventh Street line.

- Limits extend between light signals located near trolley poles 2648 and 2664.

Alameda Pier Tower—Alameda Pier.

- Limits extend eastward to signal bridge 10.

Blanding Tower—Alameda. South Fruitvale Bridge and Blanding Avenue.

- Limits extend from signal bridge 125 to trolley pole 629 on Fruitvale route and from trolley pole 629 to 623 on Alameda Loop.
- Crews desiring to use Standard Oil Co. spur must confer with signal operator who will release electric locks on switch and derailer. Must avoid delaying electric trains in using these facilities.

Pacific Junction Tower—Alameda.

- Limits extend from light signal on trolley pole 340 to trolley pole 736 on Lincoln Avenue line and trolley pole 356 on Encinal Avenue line.
- The use of crossover between poles 346 and 347 will be governed by towerman at Pacific Junction. To use this crossover, confer with towerman, who will release electric lock. When indicator on electric lock indicates "Proceed," crossover switches may be thrown.
- There is a telephone located in box containing electric lock on Belt Line opposite pole 344-A that may be used to confer with towerman, Pacific Junction.

C. A. VEALE,
Assistant Superintendent.

F. E. SULLIVAN,
Trainmaster.

S. L. DOLAN,
Asst. Trainmaster.

SOUTHERN PACIFIC CO. MAP OF OAKLAND, ALAMEDA AND BERKELEY ELECTRIC LINES

APRIL, 1924.

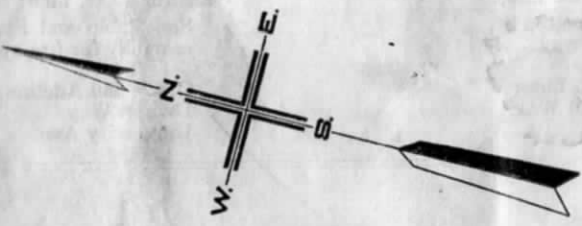
J.F.M.

SCALE:



System mileage - 37.7 ms

REVISED SHEET 17, 1924
 NOV. 24, 1922
 DEC. 2, 1922
 DEC. 15, 1922
 NOV. 6, 1923
 JAN. 7, 1924
 JAN. 19, 1924
 MAR. 15, 1924



SOUTHERN PACIFIC
 GOLDEN GATE FERRIES,
 LTD. WHARF

KEY SYSTEM PIER