

INTERURBAN ELECTRIC RAILWAY COMPANY

TIME TABLE

1

To Take Effect Sunday, January 15, 1939, at 4:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees only.

R. E. HALLAWELL,
Manager



ROSTERS

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 not 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.

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

CONDUCTORS' ROSTER

SEVENTH STREET LINE

Runs 12 to 1 change to next lower number each day

Run	Start	Place	Train	Released
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS				
12	4.40 p.m.	Melrose	71	12.41 a.m.
11	12.48 p.m.	"	47	7.55 p.m.
	9.48 p.m.	"	91	11.26 p.m.
10	1.26 p.m.	"	42	4.40 p.m.
		To Fruitvale	71	
	5.00 p.m.	Fruitvale	237	5.37 p.m.
	5.37 p.m.	San Francisco	72	9.48 p.m.
9	8.56 a.m.	Melrose	16	2.06 p.m.
		To Bridge Yard	67	
	5.00 3/4 p.m.	Bridge Yard	337	5.18 p.m.
	5.18 3/4 p.m.	San Francisco	70	6.38 p.m.
8	6.28 a.m.	Melrose	164	12.08 p.m.
	2.06 p.m.	"	46	4.40 p.m.
7	5.30 a.m.	"	158	10.48 a.m.
	12.08 p.m.	"	43	2.48 p.m.
6	2.48 p.m.	"	59	7.16 p.m.
	9.08 p.m.	"	89	12.56 a.m.
5	12.46 p.m.	"	38	1.48 p.m.
	3.48 p.m.	"	65	10.44 p.m.
4	1.06 p.m.	"	40	3.46 p.m.
		To Fruitvale	65	
	4.20 p.m.	Fruitvale	235	4.57 1/2 p.m.
	4.57 1/2 p.m.	San Francisco	68	9.08 p.m.
3	10.28 a.m.	Melrose	33	3.48 p.m.
		To Bridge Yard	65	
	4.52 p.m.	Bridge Yard	155	6.05 p.m.
		To Melrose	81	6.28 p.m.
2	6.08 a.m.	Melrose	162	1.26 p.m.
	3.06 p.m.	"	52	4.08 p.m.
1	4.50 a.m.	"	154	12.48 p.m.
SATURDAYS				
12	4.28 p.m.	Melrose	69	6.38 p.m.
	8.46 p.m.	"	84	12.07 a.m.
	12.07 a.m.	Dutton Avenue	1057	2.28 a.m.
11	2.48 p.m.	Melrose	59	7.16 p.m.
	9.26 p.m.	"	86	12.25 a.m.
	12.25 a.m.	Dutton Avenue	1153	12.41 a.m.
10	1.28 p.m.	Melrose	51	4.08 p.m.
	4.40 p.m.	"	62	9.26 p.m.
9	10.28 a.m.	"	33	2.46 p.m.
	4.08 p.m.	"	67	8.06 p.m.
8	6.28 a.m.	"	164	2.48 p.m.
7	5.30 a.m.	"	158	1.28 p.m.
6	8.06 p.m.	"	82	12.16 1/4 a.m.
	12.16 1/4 a.m.	San Francisco	1056	3.28 a.m.
5	2.46 p.m.	Melrose	50	10.44 p.m.
4	1.06 p.m.	"	40	8.46 p.m.
3	8.56 a.m.	"	16	4.40 p.m.
2	6.08 a.m.	"	162	11.48 a.m.
	1.48 p.m.	"	53	4.28 p.m.
1	4.50 a.m.	"	154	12.48 p.m.

SEVENTH STREET LINE—Continued

Run	Start	Place	Train	Released
SUNDAYS AND HOLIDAYS				
12	5.48 p.m.	Melrose	1039	7.26 p.m.
	8.06 p.m.	"	1042	12.16 1/4 a.m.
	12.16 1/4 a.m.	San Francisco	96	12.56 a.m.
11	5.08 p.m.	Melrose	1037	12.25 a.m.
	12.25 a.m.	Dutton Avenue	173	12.41 a.m.
10		Off Duty		
9	3.26 p.m.	Melrose	1028	11.26 p.m.
8	2.06 p.m.	"	1024	5.48 p.m.
	7.26 p.m.	"	1040	10.44 p.m.
7		Off Duty		
6	12.06 p.m.	Melrose	1018	8.06 p.m.
5	6.28 a.m.	"	1158	2.06 p.m.
4		Off Duty		
3	5.10 a.m.	Melrose	1154	12.46 p.m.
2	4.30 a.m.	"	1152	12.06 p.m.
1		Off Duty		

Runs 14 and 13—Alternate Runs Daily

Run	Start	Place	Train	Released
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS				
14	8.48 a.m.	Melrose	23	1.06 p.m.
	3.46 p.m.	"	56	6.56 p.m.
13	5.40 a.m.	East Oakland	160	8.48 a.m.
	10.48 a.m.	Melrose	35	3.06 p.m.
SATURDAYS				
14	12.48 p.m.	Melrose	47	7.55 p.m.
13	5.40 a.m.	East Oakland	160	1.06 p.m.
SUNDAYS AND HOLIDAYS				
14		Off Duty		
13	5.50 a.m.	Melrose	1156	10.46 a.m.
	12.46 p.m.	"	1020	3.26 p.m.

Runs 16 and 15—Alternate Runs Daily

Run	Start	Place	Train	Released
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS				
16	6.26 a.m.	Bridge Yard	168	8.30 1/2 a.m.
		To Melrose	18	
	1.48 p.m.	Melrose	53	7.01 p.m.
15	6.06 a.m.	Bridge Yard	166	8.10 1/2 a.m.
		To Dutton Avenue	16	
	10.20 a.m.	Dutton Avenue	37	12.46 p.m.
	4.08 p.m.	Melrose	67	6.39 p.m.
SATURDAYS				
16	6.26 a.m.	Bridge Yard	168	8.30 1/2 a.m.
		To Melrose	18	
	11.48 a.m.	Melrose	41	4.40 p.m.
15	6.06 a.m.	Bridge Yard	166	8.10 a.m.
		To Dutton Avenue	16	
	10.20 a.m.	Dutton Avenue	37	1.48 p.m.
SUNDAYS AND HOLIDAYS				
16		Off Duty		
15	10.10 a.m.	Bridge Yard	1160	10.25 a.m.
		To Melrose	1014	
	10.46 a.m.	Melrose	1014	5.08 p.m.

Run 18—Hold same run each day

Run	Start	Place	Train	Released
DAILY EXCEPT SUNDAYS				
18	12.56 a.m.	Melrose	96	3.28 a.m.
	5.10 a.m.	"	156	10.28 a.m.
On Holidays released at 3.28 a.m.				
SUNDAYS				
18		Off Duty		

Run 17—Hold same run each day

Run	Start	Place	Train	Released
DAILY EXCEPT SATURDAYS				
17	11.26 p.m.	Melrose	92	12.07 a.m.
		{Mon. to Fri. 92}		
		{Sun. & Hols. 1052}		
	12.07 a.m.	Dutton Avenue	97	2.28 a.m.
	4.30 a.m.	Melrose	152	8.56 a.m.
On days preceding Holidays released at 2.28 a.m.				
SATURDAYS				
17		Off Duty		

ALAMEDA LINES

Run	Start	Place	Train	Released
Runs 31 to 22 change to next lower number each day				
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS				
31	4.53 p.m.	High Street	332	7.21 p.m.
	8.41 p.m.	"	346	2.19 a.m.
30	3.13 p.m.	"	333	8.41 p.m.
	10.01 p.m.	"	348	12.39 a.m.
29	3.53 p.m.	"	335	11.51 p.m.
28	1.41 p.m.	"	322	4.20 p.m.
		To Bridge Yard	235	
	4.57 p.m.	Bridge Yard	385	5.15 p.m.
	5.15 p.m.	San Francisco	236	10.01 p.m.
27	11.53 a.m.	High Street	323	3.53 p.m.
		To Bridge Yard	335	
	4.37 p.m.	Bridge Yard	281	8.07 p.m.
26	6.38 a.m.	High Street	392	11.13 a.m.
	1.01 p.m.	"	320	4.53 p.m.
25	5.52 a.m.	"	381	2.33 p.m.
24	5.43 a.m.	"	386	1.41 p.m.
23	5.22 a.m.	"	384	11.53 a.m.
	1.13 p.m.	"	327	3.13 p.m.
22	5.07 a.m.	"	382	1.01 p.m.
SATURDAYS				
31	4.53 p.m.	High Street	332	7.21 p.m.
	8.41 p.m.	"	346	12.15 a.m.
	12.15 a.m.	San Francisco	1328	2.19 a.m.
30	3.13 p.m.	High Street	333	8.41 p.m.
	10.01 p.m.	"	348	12.10 a.m.
	12.10 a.m.	Pacific Junction	1327	12.39 a.m.
29	3.53 p.m.	High Street	335	11.51 p.m.
28	2.33 p.m.	"	331	10.01 p.m.
27	1.41 p.m.	"	322	8.07 p.m.
26	6.38 a.m.	"	392	3.13 p.m.
25	5.52 a.m.	"	381	12.33 p.m.
24	5.07 a.m.	"	382	11.01 a.m.
	12.33 p.m.	"	325	2.33 p.m.
23	5.22 a.m.	"	384	1.53 p.m.
22	5.43 a.m.	"	386	1.41 p.m.
SUNDAYS AND HOLIDAYS				
31	8.41 p.m.	High Street	1322	12.15 a.m.
	12.15 a.m.	San Francisco	352	2.19 a.m.
30	6.01 p.m.	High Street	1318	12.10 a.m.
	12.10 a.m.	Pacific Junction	351	12.39 a.m.
29	7.21 p.m.	High Street	1320	11.51 p.m.
28		Off Duty		
27	1.13 p.m.	High Street	1311	8.41 p.m.
26	11.53 a.m.	"	1309	7.21 p.m.
25	6.06 a.m.	"	1384	10.33 a.m.
24		Off Duty		
23	5.28 a.m.	High Street	1382	11.53 a.m.
22		Off Duty		

Runs 33 and 32—Alternate Runs Daily

Run	Start	Place	Train	Released
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS				
33	6.37 a.m.	High Street	383	7.20 a.m.
		To High Street	304	
	11.13 a.m.	High Street	321	1.13 p.m.
	2.33 p.m.	"	331	4.40 p.m.
		To Bridge Yard	337	
	5.17 p.m.	Bridge Yard	285	6.41 p.m.
32	6.23 a.m.	High Street	390	12.21 p.m.
		To Bridge Yard	335	
	4.58 1/4 p.m.	Bridge Yard	283	5.16 1/4 p.m.
	5.16 1/4 p.m.	San Francisco	336	6.22 p.m.
SATURDAYS				
33	6.37 a.m.	High Street	383	7.20 a.m.
		To High Street	304	
	11.01 a.m.	High Street	314	4.53 p.m.
32	6.23 a.m.	"	390	12.21 p.m.
	1.53 p.m.	"	329	3.53 p.m.
SUNDAYS AND HOLIDAYS				
33		Off Duty		
32	10.33 a.m.	High Street	1307	6.01 p.m.

ALAMEDA LINES—Continued

Run	Start	Place	Train	Released
Run 34 hold same run daily				
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS				
34	7.18 a.m.	West Alameda	309	7.40 a.m.
		To High Street	306	
	12.21 p.m.	High Street	318	5.00 p.m.
	6.04 p.m.	Fruitvale	238	6.21 p.m.
SATURDAYS				
34	7.18 a.m.	West Alameda	309	7.40 a.m.
		To High Street	306	
	12.21 p.m.	High Street	318	6.41 p.m.
SUNDAYS AND HOLIDAYS				
34	6.41 a.m.	High Street	1381	1.13 p.m.

SHATTUCK AVENUE LINE

Runs 44 to 36 change to next lower number each day

Run	Start	Place	Train	Released
DAILY EXCEPT SUNDAYS AND HOLIDAYS				
44	4.04 p.m.	Berryman	465	7.10 p.m.
	8.59 p.m.	"	484	2.47 a.m.
On Saturday—to 12.25 a.m. at San Francisco—then				
	12.25 a.m.	San Francisco	1456	2.47 a.m.
43	3.04 p.m.	Berryman	459	6.11 p.m.
	8.19 p.m.	"	482	1.59 a.m.
On Saturday—to 12.32 a.m. at Thousand Oaks—then				
	12.32 a.m.	Thousand Oaks	1457	1.59 a.m.
42	3.24 p.m.	Berryman	461	11.50 p.m.
41	12.49 p.m.	"	438	8.59 p.m.
40	12.09 p.m.	"	434	8.19 p.m.
39	6.12 a.m.	"	558	12.49 p.m.
	2.09 p.m.	"	446	4.04 p.m.
38	5.32 a.m.	"	554	12.09 p.m.
	1.24 p.m.	"	449	3.04 p.m.
37				

ROSTERS—Continued

NINTH STREET LINE—Continued

Run	Start	Place	Train	Released
56	2.17 p.m.	Thousand Oaks	755	7.09 p.m.
		To Thousand Oaks	478	
	9.25 p.m.	Thousand Oaks	789	1.09 a.m.
	On Saturdays—	to 12.26¼ a.m. San Francisco	1756	1.09 a.m.
	12.26¼ a.m.	San Francisco	1756	1.09 a.m.
55	3.17 p.m.	Thousand Oaks	761	11.49 p.m.
54	12.57 p.m.	"	747	9.25 p.m.
53	12.17 p.m.	"	743	8.25 p.m.
52	6.33 a.m.	Berryman	860	2.57 p.m.
51	6.13 a.m.	"	858	12.57 p.m.
	2.57 p.m.	Thousand Oaks	759	4.37 p.m.
50	5.33 a.m.	Berryman	854	12.17 p.m.
	1.37 p.m.	Thousand Oaks	751	3.17 p.m.
49	5.53 a.m.	Berryman	856	2.17 p.m.
48	5.13 a.m.	"	852	1.37 p.m.
SUNDAYS AND HOLIDAYS				
57	6.30 p.m.	Thousand Oaks	1741	12.33 a.m.
	12.33 a.m.	"	797	2.00 a.m.
56	5.10 p.m.	"	1737	12.26¼ a.m.
	12.26¼ a.m.	San Francisco	796	1.09 a.m.
55	2.30 p.m.	Thousand Oaks	1729	6.30 p.m.
	7.50 p.m.	"	1745	11.49 p.m.
54	11.59 a.m.	"	1721	7.50 p.m.
53	11.10 a.m.	"	1719	5.10 p.m.
52		Off Duty		
51	6.43 a.m.	Berryman	1856	2.30 p.m.
50	6.03 a.m.	"	1854	11.59 a.m.
49	5.23 a.m.	"	1852	11.10 a.m.
48		Off Duty		

ENGINEERS' ROSTER

SEVENTH STREET LINE

Runs 76 to 61 change to next lower number daily

Run	Start	Place	Train	Released
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS				
76	4.20 p.m.	Melrose	60	7.16 p.m.
	9.08 p.m.	"	89	12.56 a.m.
75	2.26 p.m.	"	48	7.55 p.m.
	9.48 p.m.	"	91	11.26 p.m.
74	2.28 p.m.	"	57	4.40 p.m.
		To Fruitvale	71	
	5.00 p.m.	Fruitvale	237	5.37½ p.m.
	5.37½ p.m.	San Francisco	72	9.48 p.m.
73	12.28 p.m.	Melrose	45	7.48 p.m.
72	9.36 a.m.	"	20	2.46 p.m.
	5.16 p.m.	"	66	7.36 p.m.
71	8.56 a.m.	"	16	11.26 a.m.
	11.46 a.m.	"	32	2.26 p.m.
	2.46 p.m.	"	50	5.16 p.m.
70	6.08 a.m.	"	162	9.08 a.m.
	10.48 a.m.	"	35	3.06 p.m.
69	5.40 a.m.	East Oakland	160	12.57 p.m.
68	4.52 p.m.	Bridge Yard	155	6.05 p.m.
		To Melrose	81	
	7.48 p.m.	Melrose	85	12.41 a.m.
67	3.06 p.m.	"	52	6.39 p.m.
		To Melrose	78	
	7.36 p.m.	Melrose	80	10.44 p.m.
66	12.57 p.m.	East Oakland	40	6.56 p.m.
65	12.08 p.m.	Melrose	43	2.48 p.m.
		To Fruitvale	67	
	4.20 p.m.	Fruitvale	235	4.57½ p.m.
	4.57½ p.m.	San Francisco	68	9.08 p.m.
64	9.08 a.m.	Melrose	25	2.28 p.m.
		To Bridge Yard	67	
	5.00¼ p.m.	Bridge Yard	337	5.18¼ p.m.
	5.18¼ p.m.	San Francisco	70	6.38 p.m.
63	6.28 a.m.	Melrose	164	12.08 p.m.
	2.48 p.m.	"	59	4.20 p.m.
62	5.30 a.m.	"	158	10.48 a.m.
	11.26 a.m.	"	30	12.28 p.m.
61	4.50 a.m.	"	154	11.46 a.m.

SEVENTH STREET LINE—Continued

Run	Start	Place	Train	Released
SATURDAYS				
76	9.08 p.m.	Melrose	89	12.16¼ a.m.
	12.16¼ a.m.	San Francisco	1056	3.28 a.m.
75	7.08 p.m.	Melrose	83	12.07 a.m.
	12.07 a.m.	Dutton Avenue	1057	2.28 a.m.
74	1.28 p.m.	Melrose	51	9.08 p.m.
73	12.26 p.m.	"	36	1.28 p.m.
	1.46 p.m.	"	44	7.16 p.m.
72	9.36 a.m.	"	20	3.48 p.m.
71	6.28 a.m.	"	164	1.46 p.m.
70	5.40 a.m.	East Oakland	160	12.57 p.m.
69	5.30 a.m.	Melrose	158	12.26 p.m.
68	5.28 p.m.	"	75	12.25 a.m.
	12.25 a.m.	Dutton Avenue	1153	12.41 a.m.
67	3.48 p.m.	Melrose	65	10.44 p.m.
66	12.57 p.m.	East Oakland	40	7.08 p.m.
65	12.48 p.m.	Melrose	47	7.55 p.m.
64	11.08 a.m.	"	37	6.38 p.m.
63	10.20 a.m.	Dutton Avenue	37	11.08 a.m.
	11.26 a.m.	Melrose	30	5.28 p.m.
62	6.08 a.m.	"	162	1.26 p.m.
61	4.50 a.m.	"	154	11.46 a.m.
SUNDAYS AND HOLIDAYS				
76	5.48 p.m.	Melrose	1039	7.26 p.m.
	8.06 p.m.	"	1042	12.16¼ a.m.
	12.16¼ a.m.	San Francisco	96	12.56 a.m.
75	3.26 p.m.	Melrose	1028	11.26 p.m.
74		Off Duty		
73	12.06 p.m.	Melrose	1018	8.06 p.m.
72		Off Duty		
71	5.50 a.m.	Melrose	1156	10.46 a.m.
	12.46 p.m.	"	1020	3.26 p.m.
70	5.10 a.m.	"	1154	12.46 p.m.
69		Off Duty		
68	5.08 p.m.	Melrose	1037	12.25 a.m.
	12.25 a.m.	Dutton Avenue	173	12.41 a.m.
67	2.06 p.m.	Melrose	1024	5.48 p.m.
	7.26 p.m.	"	1040	10.44 p.m.
66		Off Duty		
65	10.10 a.m.	Bridge Yard	1160	10.25 a.m.
		To Melrose	1014	
	10.46 a.m.	Melrose	1014	5.08 p.m.
64		Off Duty		
63	6.28 a.m.	Melrose	1158	2.06 p.m.
62	4.30 a.m.	"	1152	12.06 p.m.
61		Off Duty		
Runs 78 and 77—Alternate Runs Daily				
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS				
78	6.26 a.m.	Bridge Yard	168	8.30½ a.m.
	2.59¼ p.m.	"	54	7.01 p.m.
77	6.06 a.m.	"	166	8.10½ a.m.
		To Dutton Avenue	16	
	10.20 a.m.	Dutton Avenue	37	2.59¼ p.m.
SATURDAYS				
Runs 78 and 77—Alternate Runs Daily				
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS				
78	6.26 a.m.	Bridge Yard	168	8.30½ a.m.
		To Melrose	18	
	1.26 p.m.	Melrose	42	4.40 p.m.
77	6.06 a.m.	Bridge Yard	166	8.10½ a.m.
		To Melrose	16	
	8.56 a.m.	Melrose	16	11.26 a.m.
	11.46 a.m.	"	32	12.48 p.m.
SUNDAYS AND HOLIDAYS				
78		Off Duty		
77		Off Duty		
Run 80—Hold Same Run Daily				
DAILY EXCEPT SUNDAYS				
80	12.56 a.m.	Melrose	96	3.28 a.m.
	5.10 a.m.	"	156	9.36 a.m.
		On Holidays released at 3.28 a.m.		
SUNDAYS				
80		Off Duty		
Run 79—Hold Same Run Daily				
DAILY EXCEPT SATURDAYS				
79	11.26 p.m.	Melrose		
		(Mon. to Fri. 92)		
		(Sun. & Hols. 1052)		12.07 a.m.

SEVENTH STREET LINE—Continued

Run	Start	Place	Train	Released
	12.07 a.m.	Dutton Avenue	97	2.28 a.m.
	4.30 a.m.	Melrose	152	8.56 a.m.
		On days preceding Holidays released at 2.28 a.m.		
SATURDAYS				
79		Off Duty		
ALAMEDA LINES				
Runs 96 to 81 change to next lower number each day				
DAILY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS				
96	4.33 p.m.	High Street	337	4.40 p.m.
		To Bridge Yard	337	
	5.17 p.m.	Bridge Yard	285	6.41 p.m.
	9.13 p.m.	High Street	347	2.19 a.m.
95	4.58¼ p.m.	Bridge Yard	283	5.16¼ p.m.
	5.16¼ p.m.	San Francisco	336	6.22 p.m.
	7.53 p.m.	High Street	345	11.51 p.m.
94	1.01 p.m.	"	320	7.21 p.m.
93	8.51 a.m.	"	308	11.01 a.m.
	12.21 p.m.	"	318	5.00 p.m.
	6.04 p.m.	Fruitvale	238	6.21 p.m.
92	7.18 a.m.	West Alameda	309	7.40 a.m.
		To High Street	306	
	10.33 a.m.	High Street	319	4.33 p.m.
91	6.38 a.m.	"	392	1.13 p.m.
90	5.52 a.m.	"	381	10.33 a.m.
	11.53 a.m.	"	323	1.52 p.m.
89	6.23 a.m.	"	390	12.21 p.m.
88	4.37 p.m.	Bridge Yard	281	8.07 p.m.
	10.33 p.m.	High Street	349	12.39 a.m.
87	3.13 p.m.	"	333	9.13 p.m.
86	3.41 p.m.	"	328	4.39½ p.m.
	4.57 p.m.	Bridge Yard	385	5.15 p.m.
	5.15 p.m.	San Francisco	236	10.33 p.m.
85	1.53 p.m.	High Street	329	7.53 p.m.
84	6.37 a.m.	"	383	7.20 a.m.
		To High Street	304	
	9.31 a.m.	High Street	310	3.41 p.m.
83	5.43 a.m.	"	386	9.31 a.m.
	1.13 p.m.	"	327	3.13 p.m.
82	5.07 a.m.	"	382	8.51 a.m.
	11.01 a.m.	"	314	1.01 p.m.
81	5.22 a.m.	"	384	11.53 a.m.
SATURDAYS				
96	4.33 p.m.	High Street	337	6.33 p.m.
	9.13 p.m.	"	347	12.15 a.m.
	12.15 a.m.	San Francisco	1328	2.19 a.m.
95	5.53 p.m.	High Street	341	11.51 p.m.
94	1.01 p.m.	"	320	7.21 p.m.
93	12.21 p.m.	"	318	6.41 p.m.
92	6.37 a.m.	"	383	7.20 a.m.
		To High Street	304	
	9.31 a.m.	High Street	310	3.41 p.m.
91	5.52 a.m.	"	381	10.33 a.m.
	11.01 a.m.	"	314	1.01 p.m.
90	6.38 a.m.	"	392	1.13 p.m.
89	5.22 a.m.	"	384	11.53 a.m.
88	6.33 p.m.	"	343	12.10 a.m.
	12.10 a.m.	Pacific Junction	1327	12.39 a.m.
87	3.13 p.m.	High Street	333	9.13 p.m.
86	11.53 a.m.	"	323	1.53 p.m.
	3.41 p.m.	"	328	8.07 p.m.
85	10.33 a.m.	"	319	4.33 p.m.
84	7.18 a.m.	West Alameda	309	7.40 a.m.
		To High Street	306	
	1.53 p.m.	High Street	329	5.53 p.m.
83	6.23 a.m.	"	390	12.21 p.m.
82	5.43 a.m.	"	386	9.31 a.m.
	1.13 p.m.	"	327	3.13 p.m.
81	5.07 a.m.	"	382	11.01 a.m.
SUNDAYS AND HOLIDAYS				
96	6.51 p.m.	West Alameda	1221	12.15 a.m.
	12.15 a.m.	San Francisco	352	2.19 a.m.
95	5.31 p.m.	West Alameda	1219	11.51 p.m.
94		Off Duty		
93		Off Duty		

ALAMEDA LINES—Continued

Run	Start	Place	Train	Released
92	11.53 a.m.	High Street	1309	5.31 p.m.
91		Off Duty		
90	6.03 a.m.	High Street	1384	12.11 p.m.
89		Off Duty		
88	6.33 p.m.	High Street	1319	12.10 a.m.
	12.10 a.m.	Pacific Junction	351	12.39 a.m.
87	1.13 p.m.	High Street	1311	6.51 p.m.
86		Off Duty		
85	12.11 p.m.	West Alameda	1208	6.33 p.m.
84		Off Duty		
83	6.41 a.m.	High Street	1381	1.13 p.m.
82	5.28 a.m.	"	1382	11.53 a.m.
8				

Location of Interlocking Plants, Telephones	FIRST CLASS																			Distance from San Francisco	SHATTUCK AVE. LINE			
	420	418	416	564	414	412	410	408	562	406	404	402	560	558	556	554	552	500	498		496	Time Table No. 1 January 15, 1939		
	Leave daily except Sundays and Holidays																				STATIONS			
BKI P	9.15 AM	8.45 AM	8.25 AM	8.23 ³ / ₄ AM	8.05 AM	7.45 AM	7.25 AM	7.05 AM	No Passengers	6.45 AM	6.25 AM	6.05 AM						2.05 AM	1.17 AM	12.25 AM	0.00	R	SAN FRANCISCO	
I P	9.28	8.58	8.38	8.36 ³ / ₄ AM	8.18	7.58	7.38	7.18	7.15 AM	6.58	6.38	6.18						2.18	1.30	12.38	6.11	T. C.	EAST JUNCTION	
				No Passengers																	6.18		Key System Crossing	
I P	9.30	9.00	8.40			8.20	8.00	7.40	7.20	7.17	7.00	6.40	6.20						2.20	1.32	12.40	6.89		26th ST JUNCTION
I P	9.31	9.01	8.41			8.21	8.01	7.41	7.21	7.18	7.01	6.41	6.21						2.21	1.33	12.41	7.25		34th ST JUNCTION
I P	9.33	9.03	8.43			8.23	8.03	7.43	7.23	7.20	7.03	6.43	6.23						2.23	1.35	12.43	8.07		9th ST JUNCTION
I P																						8.89		AT&SF & Key Crossing
P	9.38	9.08	8.48			8.28	8.08	7.48	7.28	7.25	7.08	6.48	6.28						2.28	1.40	12.48	9.41	A. B. S.	SOUTH BERKELEY
P	9.45	9.15	8.55			8.35	8.15	7.55	7.35	7.31	7.15	6.55	6.35						2.34	1.46	12.55	10.95		BERKELEY
P	9.49	9.19	8.59			8.39	8.19	7.59	7.39	7.35	7.19	6.59	6.39	6.32 AM	6.12 AM	5.52 AM	5.32 AM	5.12 AM	2.38	1.50	12.59	11.89		BERRYMAN
	9.53	9.23	9.03			8.43	8.23	8.03	7.45	7.39	7.23	7.03	6.43	6.35	6.15	5.55	5.35	5.15	2.41	1.53	1.03	12.48		CONTRA COSTA End of Double Track
P	9.54 AM	9.24 AM	9.04 AM			8.44 AM	8.24 AM	8.04 AM	7.46 AM	7.40 AM	7.24 AM	7.04 AM	6.44 AM	6.36 AM	6.16 AM	5.56 AM	5.36 AM	5.16 AM	2.42 AM	1.54 AM	1.04 AM	12.70		THOUSAND OAKS
	45	39	46-37	37	38	36	45	39	46	37	38	36	45	39	37	38	36	44	43	44			Con.	
	145	139	146-137	137	138	136	145	139	146	137	138	136	145	139	137	138	136	144	143	144			Engr.—Run No Monday to Friday	
	45	39	46-37	37	38	36	45	39	46	37	38	36	45	39	37	38	36	44	43	44			Con.	
	145	139	146-137	137	138	136	145	139	146	137	138	136	145	139	137	138	136	144	143	144			Engr.—Run No. Saturday	

Location of Interlocking Plants, Telephones	FIRST CLASS																			Distance from San Francisco	SHATTUCK AVE. LINE		
	460	458	456	454	452	450	448	446	444	442	440	438	436	434	432	430	428	426	424		422	Time Table No. 1 January 15, 1939	
	Leave daily except Sundays and Holidays																				STATIONS		
BKI P	3.55 PM	3.35 PM	3.15 PM	2.55 PM	2.35 PM	2.15 PM	1.55 PM	1.35 PM	1.15 PM	12.55 PM	12.35 PM	12.15 PM	11.55 AM	11.35 AM	11.15 AM	10.55 AM	10.35 AM	10.15 AM	9.55 AM	9.35 AM	0.00	R	SAN FRANCISCO
I P	4.08	3.48	3.28	3.08	2.48	2.28	2.08	1.48	1.28	1.08	12.48	12.28	12.08 PM	11.48	11.28	11.08	10.48	10.28	10.08	9.48	6.11	T. C.	EAST JUNCTION
																					6.18		Key System Crossing
I P	4.10	3.50	3.30	3.10	2.50	2.30	2.10	1.50	1.30	1.10	12.50	12.30	12.10	11.50	11.30	11.10	10.50	10.30	10.10	9.50	6.89		26th ST JUNCTION
I P	4.11	3.51	3.31	3.11	2.51	2.31	2.11	1.51	1.31	1.11	12.51	12.31	12.11	11.51	11.31	11.11	10.51	10.31	10.11	9.51	7.25		34th ST JUNCTION
I P	4.13	3.53	3.33	3.13	2.53	2.33	2.13	1.53	1.33	1.13	12.53	12.33	12.13	11.53	11.33	11.13	10.53	10.33	10.13	9.53	8.07		9th ST JUNCTION
I P																					8.89		AT&SF & Key Crossing
P	4.18	3.58	3.38	3.18	2.58	2.38	2.18	1.58	1.38	1.18	12.58	12.38	12.18	11.58 AM	11.38	11.18	10.58	10.38	10.18	9.58	9.41	A. B. S.	SOUTH BERKELEY
P	4.25	4.05	3.45	3.25	3.05	2.45	2.25	2.05	1.45	1.25	1.05	12.45	12.25	12.05 PM	11.45	11.25	11.05	10.45	10.25	10.05	10.95		BERKELEY
P	4.29	4.09	3.49	3.29	3.09	2.49	2.29	2.09	1.49	1.29	1.09	12.49	12.29	12.09	11.49	11.29	11.09	10.49	10.29	10.09	11.89		BERRYMAN
	4.33	4.13	3.53	3.33	3.13	2.53	2.33	2.13	1.53	1.33	1.13	12.53	12.33	12.13	11.53	11.33	11.13	10.53	10.33	10.13	12.48		CONTRA COSTA End of Double Track
P	4.34 PM	4.14 PM	3.54 PM	3.34 PM	3.14 PM	2.54 PM	2.34 PM	2.14 PM	1.54 PM	1.34 PM	1.14 PM	12.54 PM	12.34 PM	12.14 PM	11.54 AM	11.34 AM	11.14 AM	10.54 AM	10.34 AM	10.14 AM	12.70		THOUSAND OAKS
	43	41	39	40	46	38	41	37-39	40	46	45	39-41	37	38-40	36	45	39	37	38	36			Con.
	143	141	139	140	146	138	141	137-139	140	146	145	139-141	137	138-140	136	145	139	137	138	136			Engr.—Run No. Monday to Friday
	43	41	39	40	46	38	41	37-39	40	46	45	39-41	37	38-40	36	45	39	37	38	36			Con.
	143	141	139	140	146	138	141	137-139	140	146	145	139-141	137	138-140	136	145	139	137	138	136			Engr.—Run No. Saturday

See pages 5 to 9 inclusive, for additional trains between San Francisco, 9th St. Junction and Thousand Oaks.

See pages 10 to 17 inclusive, for additional trains between San Francisco and 26th Street Junction.

Rule S-72—Between Contra Costa and Thousand Oaks eastward trains are superior to trains in the opposite direction except:

- No. 551 is superior to No. 408
- No. 475 is superior to Nos. 566 and 468
- No. 557 is superior to No. 468
- No. 477 is superior to Nos. 568 and 470
- No. 559 is superior to No. 470

SAFETY STOPS—At Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing.

See pages 6 and 7 for additional special instructions.

PASSENGER STOPS—(See Page 6).

BERKELEY—Shattuck Avenue Line

Westward 5

SHATTUCK AVE. LINE
Time Table No. 1
January 15, 1939

STATIONS

Distance from
Thousand Oaks

FIRST CLASS

497 499 567 569 401 403 405 407 409 411 413 415 551 Express 417 419 421 423 425 427 429

T.C.	R SAN FRANCISCO	12.91	1.12 AM	2.00 AM			6.00 AM	6.20 AM	6.40 AM	7.00 AM	7.20 AM	7.40 AM	8.00 AM	8.18 ³ / ₄ AM	8.20 AM	8.40 AM	9.00 AM	9.20 AM	9.40 AM	10.00 AM	10.20 AM	10.40 AM	
	WEST JUNCTION	7.71	12.59	1.47			5.47	6.07	6.27	6.47	7.07	7.27	7.47	8.05 ³ / ₄	8.07	8.27	8.47	9.07	9.27	9.47	10.07	10.27	
	26th ST JUNCTION	5.81	12.56	1.44			5.44	6.04	6.24	6.44	7.04	7.24	7.44	8.02	8.04	8.24	8.44	9.04	9.24	9.44	10.04	10.24	
	34th ST JUNCTION	5.45	12.54	1.42			5.42	6.02	6.22	6.42	7.02	7.22	7.42	8.00	8.02	8.22	8.42	9.02	9.22	9.42	10.02	10.22	
	9th ST JUNCTION	4.63	12.52	1.40			5.40	6.00	6.20	6.40	7.00	7.20	7.40	7.58	8.00	8.20	8.40	9.00	9.20	9.40	10.00	10.20	
	AT&SF & Key Crossing	3.81																					
	SOUTH BERKELEY	3.29	12.47	1.35			5.35	5.55	6.15	6.35	6.55	7.15	7.35	7.53	7.57	8.15	8.35	8.55	9.15	9.35	9.55	10.15	
	BERKELEY	1.75	12.40	1.28			5.28	5.48	6.08	6.28	6.48	7.08	7.28	7.47	7.52	8.08	8.28	8.48	9.08	9.28	9.48	10.08	
	BERRYMAN	0.81	12.36	1.24	1.59 AM	2.47 AM	5.24	5.44	6.04	6.24	6.44	7.04	7.24	7.43	7.48	8.04	8.24	8.44	9.04	9.24	9.44	10.04	
	CONTRA COSTA End of Double Track	0.22	12.33	1.21	1.56	2.44	5.20	5.40	6.00	6.20	6.40	7.00	7.20	7.39	7.44	8.00	8.20	8.40	9.00	9.20	9.40	10.00	
THOUSAND OAKS	0.00	12.32 AM	1.20 AM	1.55 AM	2.43 AM	5.19 AM	5.39 AM	5.59 AM	6.19 AM	6.39 AM	6.59 AM	7.19 AM	7.38 AM	7.43 AM	7.59 AM	8.19 AM	8.39 AM	8.59 AM	9.19 AM	9.39 AM	9.59 AM		

Leave daily except Sundays and Holidays

—Con.		43	44	43	44	36	38	37	39	45	36	38	37	46	39	45	36	38	37	39	45
Run No. Monday to Friday—Engr.		143	144	143	144	136	138	137	139	145	136	138	137	146	139	145	136	138	137	139	145
—Con.		43	44	43	44	36	38	37	39	45	36	38	37	46	39	45	36	38	37	39	45
Run No. Saturday—Engr.		143	144	143	144	136	138	137	139	145	136	138	137	146	139	145	136	138	137	139	145

SHATTUCK AVE. LINE
Time Table No. 2
January 15, 1939

STATIONS

Distance from
Thousand Oaks

FIRST CLASS

431 433 435 437 439 441 443 445 447 449 451 453 455 457 459 461 463 465 553 Ex. Saturday †467

T.C.	R SAN FRANCISCO	12.91	11.00 AM	11.20 AM	11.40 AM	12.00 ¹ / ₄ PM	12.20 PM	12.40 PM	1.00 PM	1.20 PM	1.40 PM	2.00 PM	2.20 PM	2.40 PM	3.00 PM	3.20 PM	3.40 PM	4.00 PM	4.20 PM	4.40 PM	5.00 PM	5.01 ¹ / ₄ PM	
	WEST JUNCTION	7.71	10.47	11.07	11.27	11.47 AM	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 PM	4.48 ¹ / ₄	
	26th ST JUNCTION	5.81	10.44	11.04	11.24	11.44	12.04	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	
	34th ST JUNCTION	5.45	10.42	11.02	11.22	11.42	12.02	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	
	9th ST JUNCTION	4.63	10.40	11.00	11.20	11.40	12.00 ¹ / ₄ PM	12.20	12.40	1.00	1.20	1.40	2.00	2.20	2.40	3.00	3.20	3.40	4.00	4.20		4.40	
	AT&SF & Key Crossing	3.81																					
	SOUTH BERKELEY	3.29	10.35	10.55	11.15	11.35	11.55 AM	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	
	BERKELEY	1.75	10.28	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	
	BERRYMAN	0.81	10.24	10.44	11.04	11.24	11.44	12.04	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	
	CONTRA COSTA End of Double Track	0.22	10.20	10.40	11.00	11.20	11.40	12.00 ¹ / ₄ PM	12.20	12.40	1.00	1.20	1.40	2.00	2.20	2.40	3.00	3.20	3.40	4.00		4.20	
THOUSAND OAKS	0.00	10.19 AM	10.39 AM	10.59 AM	11.19 AM	11.39 AM	11.59 AM	12.19 PM	12.39 PM	12.59 PM	1.19 PM	1.39 PM	1.59 PM	2.19 PM	2.39 PM	2.59 PM	3.19 PM	3.39 PM	3.59 PM		4.19 PM		

Leave daily except Sundays and Holidays

No. 553 leave daily except Saturdays, Sundays and Holidays

—Con.		36	38	37	39	45	36-46	40	37	41	45-38	46	40	39	41	38-43	46-42	40	39-44	45	41
Run No. Monday to Friday—Engr.		136	138	137	139	145	136-146	140	137	141	145-138	146	140	139	141	138-143	146-142	140	139-144	145	141
—Con.		36	38	37	39	45	36-46	40	37	41	45-38	46	40	39	41	38-43	46-42	40	39-44	45	41
Run No. Saturday—Engr.		136	138	137	139	145	136-146	140	137	141	145-138	146	140	139	141	138-143	146-142	140	139-144	145	141

PASSENGER STOPS—(See page 6).

†No. 467 consolidates with Ninth Street Line, No. 767 at Bridge Yard.

See pages 4, 6, 7, 8 and 9 for additional trains between San Francisco, 9th Street Junction and Thousand Oaks.

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No. 557 is superior to No. 468

SAFETY STOPS—At Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing.

See pages 6 and 7 for additional special instructions.

FIRST CLASS

Location of Interlocking Plants, Telephones	FIRST CLASS																		Distance from San Francisco	SHATTUCK AVE. LINE		
	494	492	490	488	486	484	482	480	478	476	474	472	470†††	Express 568 Ex. Saturday	468††	Express 566 Ex. Saturday	466†	464		462	Time Table No. 1 January 15, 1939	
	Leave daily except Sundays and Holidays												Nos. 568 and 566 leave daily except Saturdays, Sundays and Holidays							STATIONS		
BKI P	11.45 PM	11.05 PM	10.25 PM	9.45 PM	9.05 PM	8.25 PM	7.45 PM	7.15 PM	6.45 PM	6.25 PM	6.05 PM	5.45 PM	5.26 1/4 PM	5.25 PM	5.06 1/4 PM	5.05 PM	4.50 PM	4.35 PM	4.15 PM	0.00	R	SAN FRANCISCO
I P	11.58	11.18	10.38	9.58	9.18	8.38	7.58	7.28	6.58	6.38	6.18	5.58	5.39 1/4	5.38	5.19 1/4	5.18	5.03	4.48	4.28	6.11	T.C.	EAST JUNCTION
																				6.18		Key System Crossing
I P	11.59 3/4 PM	11.20	10.40	10.00	9.20	8.40	8.00	7.30	7.00	6.40	6.20	6.00	5.41	5.40	5.21	5.20	5.05	4.50	4.30	6.89		26th ST. JUNCTION
I P	12.01 AM	11.21	10.41	10.01	9.21	8.41	8.01	7.31	7.01	6.41	6.21	6.01	5.42	5.41	5.22	5.21	5.06	4.51	4.31	7.25		34th ST. JUNCTION
I P	12.03	11.23	10.43	10.03	9.23	8.43	8.03	7.33	7.03	6.43	6.23	6.03	5.44	5.43	5.24	5.23	5.08	4.53	4.33	8.07		9th ST. JUNCTION
I P																				8.89		AT&SF & Key Crossing
P	12.08	11.28	10.48	10.08	9.28	8.48	8.08	7.38	7.08	6.48	6.28	6.08	5.49	5.47	5.29	5.27	5.13	4.58	4.38	9.41	A. B. S.	SOUTH BERKELEY
P	12.15	11.35	10.55	10.15	9.35	8.55	8.15	7.45	7.15	6.55	6.35	6.15	5.56	5.53	5.36	5.33	5.20	5.05	4.45	10.95		BERKELEY
P	12.19	11.39	10.59	10.19	9.39	8.59	8.19	7.49	7.19	6.59	6.39	6.19	6.00	5.57	5.40	5.37	5.24	5.09	4.49	11.89		BERRYMAN
	12.23	11.43	11.03	10.23	9.43	9.03	8.23	7.53	7.23	7.03	6.43	6.23	6.04	6.00	5.44	5.40	5.28	5.13	4.53	12.48		CONTRA COSTA End of Double Track
P	12.24 AM	11.44 PM	11.04 PM	10.24 PM	9.44 PM	9.04 PM	8.24 PM	7.54 PM	7.24 PM	7.04 PM	6.44 PM	6.24 PM	6.05 PM	6.01 PM	5.45 PM	5.41 PM	5.29 PM	5.14 PM	4.54 PM	12.70		THOUSAND OAKS
	43	42	44	43	42	41-44	40-43	42	41	44	40	42	43	46	41	45	44	40	42			Con. —
	143	142	144	143	142	141-144	140-143	142	141	144	140	142	143	146	141	145	144	140	142			Engr.—Run No. Monday to Friday
	43	42	44	43	42	41-44	40-43	42	41	44	40	42	43		41		44	40	42			Con. —
	143	142	144	143	142	141-144	140-143	142	141	144	140	142	143		141		144	140	142			Engr.—Run No. Saturday

See pages 4, 5, 7, 8 and 9 for additional trains between San Francisco, 9th Street Junction and Thousand Oaks.
 See pages 10 to 17 inclusive, for additional trains between San Francisco and 26th Street Junction.
 Rule S-72—Between Contra Costa and Thousand Oaks eastward trains are superior to trains in the opposite direction except:
 No. 551 is superior to No. 408
 No. 475 is superior to Nos. 566 and 468
 No. 557 is superior to No. 468
 No. 477 is superior to Nos. 568 and 470
 No. 559 is superior to No. 470

SAFETY STOPS—At Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing.
 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.
 All trains must approach Thousand Oaks with caution expecting to find main track occupied. Shattuck Avenue trains may occupy main track at Thousand Oaks without flag protection.

See page 7 for additional special instructions.

PASSENGER STOPS

Bridge Yard κ 5.75 (On signal).
 Green St. κ 8.17 (On signal).
 San Pablo Ave. κ 8.51 (See note).
 Los Angeles St. κ 8.75 (On signal).
 ****South Berkeley, Alcatraz Ave. κ 9.41.
 Ashby Avenue. κ 9.79.
 ***Ward St. κ 10.17 (North side).
 Dwight Way. κ 10.46.
 **Bancroft Way. κ 10.72.
 ††Berkeley, University Ave. κ 10.95.
 *Virginia St. κ 11.34.
 *Vine St. κ 11.59.
 †††Berryman. κ 11.89.
 Northbrae. κ 12.23 (Eastward stop east end clear of Del Norte St.)
 Contra Costa Ave. κ 12.48. Eastward stop.
 †Thousand Oaks, Pole 3759. κ 12.70.

Nos. 499 and 500 will stop on signal at all stations west of South Berkeley.
 Nos. 551, 566 and 568 stop only for passengers between Bancroft Way and Thousand Oaks, inclusive.
NOTE: Cross street before making passenger stop at San Pablo Ave.
 *Stop on near side. Trains not scheduled to stop, approach and pass over with caution.
 **Make safety stop before crossing.
 ***With three or less cars clear Ward Street crossing.
 ****Stop clear of Alcatraz, except with five or more cars may block Alcatraz but must clear Grove Street.
 †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. 568 stop head end at University Avenue. Eastward trains, except No. 568, make station stop before passing pole 3590.
 †††With one or two cars westward trains stop before passing pole 3686.
 †No. 466 consolidates with Ninth St. No. 766 San Francisco to 34th Street.
 ††No. 468 consolidates with Ninth St. No. 768 San Francisco to 34th Street.
 †††No. 470 consolidates with Ninth St. No. 770 San Francisco to 34th Street.

BERKELEY—Shattuck Avenue Line

Westward 7

SHATTUCK AVE. LINE
Time Table No. 1
January 15, 1939

FIRST CLASS

STATIONS	Distance from Thousand Oaks	FIRST CLASS																			
		555 Ex. Saturday	469	471	473	475	557 Ex. Saturday	477	559 Ex. Saturday	561	479	481	563	483	485	487	489	491	493	495	565
R SAN FRANCISCO	12.91	5.20 PM	5.21 1/4 PM	5.40 PM	6.00 PM	6.20 PM		6.40 PM	No Passengers		7.10 PM	7.40 PM		8.10 PM	8.50 PM	9.30 PM	10.10 PM	10.50 PM	11.30 PM	12.12 1/2 AM	
WEST JUNCTION	7.71	5.07 PM	5.08 1/4	5.27	5.47	6.07		6.27	6.29 PM		6.57	7.27		7.57	8.37	9.17	9.57	10.37	11.17	11.59 1/2 PM	
26th ST. JUNCTION	5.81		5.04	5.24	5.44	6.04		6.24	6.26		6.54	7.24		7.54	8.34	9.14	9.54	10.34	11.14	11.57	
34th ST. JUNCTION	5.45		5.02	5.22	5.42	6.02		6.22	6.24		6.52	7.22		7.52	8.32	9.12	9.52	10.32	11.12	11.55	
9th ST. JUNCTION	4.63		5.00	5.20	5.40	6.00		6.20	6.22		6.50	7.20		7.50	8.30	9.10	9.50	10.30	11.10	11.53	
AT&SF & Key Crossing	3.81																				
SOUTH BERKELEY	3.29		4.55	5.15	5.35	5.55		6.15	6.17		6.45	7.15		7.45	8.25	9.05	9.45	10.25	11.05	11.48	
BERKELEY	1.75		4.48	5.08	5.28	5.48		6.08	6.11		6.38	7.08		7.38	8.18	8.58	9.38	10.18	10.58	11.41	
BERRYMAN	0.81		4.44	5.04	5.24	5.44	5.47 PM	6.04	6.07	6.11 PM	6.34	7.04	7.10 PM	7.34	8.14	8.54	9.34	10.14	10.54	11.37	11.50 PM
CONTRA COSTA End of Double Track	0.22		4.40	5.00	5.20	5.40	5.44	6.00	6.04	6.08	6.30	7.00	7.07	7.30	8.10	8.50	9.30	10.10	10.50	11.33	11.47
THOUSAND OAKS	0.00		4.39 PM	4.59 PM	5.19 PM	5.39 PM	5.43 PM	5.59 PM	6.03 PM	6.07 PM	6.29 PM	6.59 PM	7.06 PM	7.29 PM	8.09 PM	8.49 PM	9.29 PM	10.09 PM	10.49 PM	11.32 PM	11.46 PM

Leave daily except Sundays and Holidays

Nos. 555, 557 and 559 leave daily except Saturdays, Sundays and Holidays

Run No.	Monday to Friday—Engr.	—Con.	46	43	42	40	44	45	41	46	43	42	40	44	41	42	43	44	42	43	44	42
Run No. Monday to Friday—Engr.	146		146	143	142	140	144	145	141	146	143	142	140	144	141	142	143	144	142	143	144	142
Run No. Saturday		—Engr.	143	142	140	144			141		143	142	140	144	141	142	143	144	142	143	144	142

PASSENGER STOPS—(See Page 6)

See pages 4, 5, 6, 8 and 9, for additional trains between San Francisco, 9th St. Junction and Thousand Oaks.
See pages 10 to 17 inclusive, for additional trains between San Francisco and 26th Street Junction.

RULE S-72—Between Contra Costa and Thousand Oaks eastward trains are superior to trains in the opposite direction except:

- No. 551 is superior to No. 408
- No. 475 is superior to Nos. 566 and 468
- No. 557 is superior to No. 468
- No. 477 is superior to Nos. 568 and 470
- No. 559 is superior to No. 470

SAFETY STOPS—At Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing. Switch at end of double track Contra Costa-Shattuck Line will be normally set for westward movement. It is equipped with spring and may be split by electric equipment. Switch at end of double track (Berryman end of wye) will be normally set for movement to stem of wye. This switch is also equipped with spring and may be split by electric equipment. Trains and engines must approach crossover Berryman, poles 3687-3688 with caution expecting to find main track occupied. Red light and siren are located in front of fire engine house at Vine and Shattuck, as warning while fire apparatus is leaving fire station.

†No. 469 consolidates with Ninth Street Line, No. 769 at Bridge Yard.

See page 6 for additional special instructions.

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 Stop as train enters track circuit until signal indicates Proceed 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.

Traffic light signals Shattuck and University Ave. are track circuit controlled for I. E. Ry. 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.

AUTOMATIC BLOCK SIGNALS

Contra Costa and Thousand Oaks:—Eastward light signal on pole 3736, Contra Costa, normally at proceed, governs movements through 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 signal 3755 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 is unoccupied. Indicator located above time release is for information of trainmen, indicating stop if block is occupied. Time release must not be operated for a following movement until indicator shows proceed. In use of time release good judgment must be used to avoid delay to other trains. Trains stopped by signals 3736 or 3755 must be preceded by a flagman through the block, but will wait two (2) minutes before following flagman through the block.

Location of Interlocking Plants, Telephones		FIRST CLASS																		STATIONS				
		736	734	732	730	728	726	724	722	720	718	716	714	712	710	708	706	704	702		798	796		
Leave daily except Sundays and Holidays																								
BKI	P	11.56 1/4 AM	11.36 1/4 AM	11.16 1/4 AM	10.56 1/4 AM	10.36 1/4 AM	10.16 1/4 AM	9.56 1/4 AM	9.36 1/4 AM	9.16 1/4 AM	8.46 1/4 AM	8.26 1/4 AM	8.06 1/4 AM	7.46 1/4 AM	7.26 1/4 AM	7.06 1/4 AM	6.46 1/4 AM	6.26 1/4 AM	6.06 1/4 AM	1.18 1/4 AM	12.26 1/4 AM	0.00	R SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 34th ST. JUNCTION 9th ST. JUNCTION End of Double Track ALBANY AT&SF Crossing RAMONA THOUSAND OAKS	
I	P	12.09 1/4 PM	11.49 1/4	11.29 1/4	11.09 1/4	10.49 1/4	10.29 1/4	10.09 1/4	9.49 1/4	9.29 1/4	8.59 1/4	8.39 1/4	8.19 1/4	7.59 1/4	7.39 1/4	7.19 1/4	6.59 1/4	6.39 1/4	6.19 1/4	1.31 1/4	12.39 1/4	6.11		
																						6.18		
I	P	12.11	11.51	11.31	11.11	10.51	10.31	10.11	9.51	9.31	9.01	8.41	8.21	8.01	7.41	7.21	7.01	6.41	6.21	1.33	12.41	6.89		
I	P	12.12	11.52	11.32	11.12	10.52	10.32	10.12	9.52	9.32	9.02	8.42	8.22	8.02	7.42	7.22	7.02	6.42	6.22	1.34	12.42	7.25		
I	P	12.14	11.54 AM	11.34	11.14	10.54	10.34	10.14	9.54	9.34	9.04	8.44	8.24	8.04	7.44	7.24	7.04	6.44	6.24	1.36	12.44	8.07		
		12.28	12.08 PM	11.48	11.28	11.08	10.48	10.28	10.08	9.48	9.18	8.58	8.38	8.18	7.58	7.38	7.18	6.58	6.38	1.50	12.58	11.90		
I	P																					12.21		
																								12.39
P		12.33 PM	12.13 PM	11.53 AM	11.33 AM	11.13 AM	10.53 AM	10.33 AM	10.13 AM	9.53 AM	9.23 AM	9.03 AM	8.43 AM	8.23 AM	8.03 AM	7.43 AM	7.23 AM	7.03 AM	6.43 AM	1.55 AM	1.03 AM	12.98		

49	50	48	52	51	49	50	48	52	51	49	50	48	52	51	49	50	48	57	56	Con.—
149	150	148	152	151	149	150	148	152	151	149	150	148	152	151	149	150	148	157	156	Engr.—Run Numbers

Location of Interlocking Plants, Telephones		FIRST CLASS																		STATIONS			
		776	774	772	770†††	768††	766†	764	762	760	758	756	754	752	750	748	746	744	742		740	738	
Leave daily except Sundays and Holidays																							
BKI	P	6.26 1/4 PM	6.06 1/4 PM	5.46 1/4 PM	5.26 1/4 PM	5.06 1/4 PM	4.50 PM	4.36 1/4 PM	4.16 1/4 PM	3.56 1/4 PM	3.36 1/4 PM	3.16 1/4 PM	2.56 1/4 PM	2.36 1/4 PM	2.16 1/4 PM	1.56 1/4 PM	1.36 1/4 PM	1.16 1/4 PM	12.56 1/4 PM	12.36 1/4 PM	12.16 1/4 PM	0.00	R SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 34th ST. JUNCTION 9th ST. JUNCTION End of Double Track ALBANY AT&SF Crossing RAMONA THOUSAND OAKS
I	P	6.39 1/4	6.19 1/4	5.59 1/4	5.39 1/4	5.19 1/4	5.03	4.49 1/4	4.29 1/4	4.09 1/4	3.49 1/4	3.29 1/4	3.09 1/4	2.49 1/4	2.29 1/4	2.09 1/4	1.49 1/4	1.29 1/4	1.09 1/4	12.49 1/4	12.29 1/4	6.11	
																						6.18	
I	P	6.41	6.21	6.01	5.41	5.21	5.05	4.51	4.31	4.11	3.51	3.31	3.11	2.51	2.31	2.11	1.51	1.31	1.11	12.51	12.31	6.89	
I	P	6.42	6.22	6.02	5.42	5.22	5.06	4.52	4.32	4.12	3.52	3.32	3.12	2.52	2.32	2.12	1.52	1.32	1.12	12.52	12.32	7.25	
I	P	6.44	6.24	6.04	5.45	5.25	5.09	4.54	4.34	4.14	3.54	3.34	3.14	2.54	2.34	2.14	1.54	1.34	1.14	12.54	12.34	8.07	
		6.58	6.38	6.18	5.59	5.39	5.23	5.08	4.48	4.28	4.08	3.48	3.28	3.08	2.48	2.28	2.08	1.48	1.28	1.08	12.48	11.90	
I	P																					12.21	
																						12.39	
P		7.03 PM	6.43 PM	6.23 PM	6.04 PM	5.44 PM	5.28 PM	5.13 PM	4.53 PM	4.33 PM	4.13 PM	3.53 PM	3.33 PM	3.13 PM	2.53 PM	2.33 PM	2.13 PM	1.53 PM	1.33 PM	1.13 PM	12.53 PM	12.98	

56	53	55	57	54	56	53	55	51	54	56	53	50	52	54	49	53	48	52	51	Con.—
156	153	155	157	154	156	153	155	151	154	156	153	150	152	154	149	153	148	152	151	Engr.—Run Numbers

PASSENGER STOPS

Bridge Yard (On Signal) κ 5.75
 34th St. (On signal) A 7.26
 Emeryville A 7.52
 Shellmound Tower (On signal)
 *9th and Powell (On signal) κA 8.22
 *Folsom (South Side) κA 8.49
 *Dalton Ave. κA 8.75
 **Ashby κA 9.06
 Heinz (North Side) κA 9.21
 *Carlton Street κA 9.47
 Channing Way (North Side) κA 9.91

*Stops on near side of street in direction moving. Trains not stopping approach and pass over crossing with caution.
 **SAFETY STOPS—All trains and engines must make safety stop on near side of crossing at the following points:
 Ninth and Ashby; Ninth and University; Solano and San Pablo.
 See pages 4, 5, 6, 7 and 9 for additional trains between San Francisco and 9th Street Junction and Thousand Oaks to Berryman.
 See pages 10 to 17 inclusive for additional trains between San Francisco and 26th Street Junction.
 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.
 Approach Ninth and Cedar Streets with caution. Watch carefully for fire apparatus.

†No. 766 consolidates with Shattuck Line No. 466, San Francisco to 34th Street.
 ††No. 768 consolidates with Shattuck Line No. 468, San Francisco to 34th Street.
 †††No. 770 consolidates with Shattuck Line No. 470, San Francisco to 34th Street.

**University Avenue κA 10.27
 *Virginia Street κA 10.58
 Gilman (South Side) κA 10.94
 Harrison (On signal) κA 11.20
 *Buchanan (On signal) κA 11.65
 **Albany κA 11.90
 Evelyn Ave. (On signal) κA 12.12
 Ramona Ave. κA 12.39
 *Peralta Avenue κA 12.64
 Thousand Oaks κ 12.98

Location of Interlocking Plants, Telephones		FIRST CLASS								STATIONS		
		794	792	790	788	786	784	782	780		778	
Leave daily except Sundays and Holidays												
		11.46 1/4 PM	11.06 1/4 PM	10.26 1/4 PM	9.46 1/4 PM	9.06 1/4 PM	8.26 1/4 PM	7.46 1/4 PM	7.16 1/4 PM	6.46 1/4 PM	0.00	R SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 34th ST. JUNCTION 9th ST. JUNCTION End of Double Track ALBANY AT&SF Crossing RAMONA THOUSAND OAKS
		11.59 1/4 PM	11.19 1/4	10.39 1/4	9.59 1/4	9.19 1/4	8.39 1/4	7.59 1/4	7.29 1/4	6.59 1/4	6.11	
											6.18	
		12.01 AM	11.21	10.41	10.01	9.21	8.41	8.01	7.31	7.01	6.89	
		12.02	11.22	10.42	10.02	9.22	8.42	8.02	7.32	7.02	7.25	
		12.04	11.24	10.44	10.04	9.24	8.44	8.04	7.34	7.04	8.07	
		12.18	11.38	10.58	10.18	9.38	8.58	8.18	7.48	7.18	11.90	
											12.21	
											12.39	
		12.23 AM	11.43 PM	11.03 PM	10.23 PM	9.43 PM	9.03 PM	8.23 PM	7.53 PM	7.23 PM	12.98	

57	55	56	57	55	54	53	55	54	Con.—
157	155	156	157	155	154	153	155	154	Engr.—Run Numbers

BERKELEY—Ninth Street Line

NINTH ST. LINE Time Table No. 1 January 15, 1939		Distance from Thousand Oaks	FIRST CLASS																			
STATIONS			797	701	703	705	707	709	711	713	715	717	719	721	723	725	727	729	731	733	735	737
T.C.	R SAN FRANCISCO	13.19	1.13 1/4 AM	6.01 1/4 AM	6.21 1/4 AM	6.41 1/4 AM	7.01 1/4 AM	7.21 1/4 AM	7.41 1/4 AM	8.01 1/4 AM	8.21 1/4 AM	8.41 1/4 AM	9.01 1/4 AM	9.21 1/4 AM	9.41 1/4 AM	10.01 1/4 AM	10.21 1/4 AM	10.41 1/4 AM	11.01 1/4 AM	11.21 1/4 AM	11.41 1/4 AM	12.01 1/4 PM
	WEST JUNCTION	7.99	1.00 1/4	5.48 1/4	6.08 1/4	6.28 1/4	6.48 1/4	7.08 1/4	7.28 1/4	7.48 1/4	8.08 1/4	8.28 1/4	8.48 1/4	9.08 1/4	9.28 1/4	9.48 1/4	10.08 1/4	10.28 1/4	10.48 1/4	11.08 1/4	11.28 1/4	11.48 1/4 AM
	26th ST. JUNCTION	6.09	12.57	5.45	6.05	6.25	6.45	7.05	7.25	7.45	8.05	8.25	8.45	9.05	9.25	9.45	10.05	10.25	10.45	11.05	11.25	11.45
	34th ST. JUNCTION	5.73	12.55	5.43	6.03	6.23	6.43	7.03	7.23	7.43	8.03	8.23	8.43	9.03	9.23	9.43	10.03	10.23	10.43	11.03	11.23	11.43
	9th ST. JUNCTION	4.91	12.53	5.41	6.01	6.21	6.41	7.01	7.21	7.41	8.01	8.21	8.41	9.01	9.21	9.41	10.01	10.21	10.41	11.01	11.21	11.41
	End of Double Track ALBANY	1.13	12.38	5.26	5.46	6.06	6.26	6.46	7.06	7.26	7.46	8.06	8.26	8.46	9.06	9.26	9.46	10.06	10.26	10.46	11.06	11.26
	AT&SF Crossing	0.77																				
	RAMONA	0.59																				
THOUSAND OAKS	0.00	12.33 AM	5.21 AM	5.41 AM	6.01 AM	6.21 AM	6.41 AM	7.01 AM	7.21 AM	7.41 AM	8.01 AM	8.21 AM	8.41 AM	9.01 AM	9.21 AM	9.41 AM	10.01 AM	10.21 AM	10.41 AM	11.01 AM	11.21 AM	
Leave daily except Sundays and Holidays																						
— Con.			57	48	50	49	51	52	48	50	49	51	52	48	50	49	51	52	48	50	49	51
Run Numbers —Engr.			157	148	150	149	151	152	148	150	149	151	152	148	150	149	151	152	148	150	149	151

STATIONS		Distance from Thousand Oaks	FIRST CLASS																			
STATIONS			739	741	743	745	747	749	751	753	755	757	759	761	763	765	†767	‡769	771	773	775	777
T.C.	R SAN FRANCISCO	13.19	12.21 1/4 PM	12.41 1/4 PM	1.01 1/4 PM	1.21 1/4 PM	1.41 1/4 PM	2.01 1/4 PM	2.21 1/4 PM	2.41 1/4 PM	3.01 1/4 PM	3.21 1/4 PM	3.41 1/4 PM	4.01 1/4 PM	4.21 1/4 PM	4.41 1/4 PM	5.01 1/4 PM	5.21 1/4 PM	5.41 1/4 PM	6.01 1/4 PM	6.21 1/4 PM	6.41 1/4 PM
	WEST JUNCTION	7.99	12.08 1/4	12.28 1/4	12.48 1/4	1.08 1/4	1.28 1/4	1.48 1/4	2.08 1/4	2.28 1/4	2.48 1/4	3.08 1/4	3.28 1/4	3.48 1/4	4.08 1/4	4.28 1/4	4.48 1/4	5.08 1/4	5.28 1/4	5.48 1/4	6.08 1/4	6.28 1/4
	26th ST. JUNCTION	6.09	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	5.45	6.05	6.25
	34th ST. JUNCTION	5.73	12.03	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	5.03	5.23	5.43	6.03	6.23
	9th ST. JUNCTION	4.91	12.01 PM	12.21	12.41	1.01	1.21	1.41	2.01	2.21	2.41	3.01	3.21	3.41	4.01	4.21	4.41	5.01	5.21	5.41	6.01	6.21
	End of Double Track ALBANY	1.13	11.46 AM	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	5.26	5.46	6.06
	AT&SF Crossing	0.77																				
	RAMONA	0.59																				
THOUSAND OAKS	0.00	11.41 AM	12.01 PM	12.21 PM	12.41 PM	1.01 PM	1.21 PM	1.41 PM	2.01 PM	2.21 PM	2.41 PM	3.01 PM	3.21 PM	3.41 PM	4.01 PM	4.21 PM	4.41 PM	5.01 PM	5.21 PM	5.41 PM	6.01 PM	
Leave daily except Sundays and Holidays																						
— Con.			52	48	53	49	54	52	50	53	56	54	51	55	53	56	54	57	55	53	56	54
Run Numbers —Engr.			152	148	153	149	154	152	150	153	156	154	151	155	153	156	154	157	155	153	156	154

STATIONS		Distance from Thousand Oaks	Westward—FIRST CLASS								
STATIONS			779	781	783	785	787	789	791	793	795
T.C.	R SAN FRANCISCO	13.19	7.11 1/4 PM	7.41 1/4 PM	8.11 1/4 PM	8.51 1/4 PM	9.31 1/4 PM	10.11 1/4 PM	10.51 1/4 PM	11.31 1/4 PM	12.13 3/4 AM
	WEST JUNCTION	7.99	6.58 1/4	7.28 1/4	7.58 1/4	8.38 1/4	9.18 1/4	9.58 1/4	10.38 1/4	11.18 1/4	12.00 3/4 AM
	26th ST. JUNCTION	6.09	6.55	7.25	7.55	8.35	9.15	9.55	10.35	11.15	11.58 PM
	34th ST. JUNCTION	5.73	6.53	7.23	7.53	8.33	9.13	9.53	10.33	11.13	11.56
	9th ST. JUNCTION	4.91	6.51	7.21	7.51	8.31	9.11	9.51	10.31	11.11	11.54
	End of Double Track ALBANY	1.13	6.36	7.06	7.36	8.16	8.56	9.36	10.16	10.56	11.39
	AT&SF Crossing	0.77									
	RAMONA	0.59									
THOUSAND OAKS	0.00	6.31 PM	7.01 PM	7.31 PM	8.11 PM	8.51 PM	9.31 PM	10.11 PM	10.51 PM	11.34 PM	
Leave daily except Sundays and Holidays											
— Con.			55	53	54	55	57	56	55	57	56
Run Numbers —Engr.			155	153	154	155	157	156	155	157	156

STATIONS		Distance from San Francisco	Eastward—FIRST CLASS					Distance from Thousand Oaks	Westward—FIRST CLASS					
STATIONS			860	858	856	854	852		857	859	851	853	855	
Leave daily except Sundays and Holidays														
T.C.	BERRYMAN	11.89	6.33 AM	6.13 AM	5.53 AM	5.33 AM	5.13 AM	D.T.	0.81	1.09 AM	2.00 AM	6.10 PM	7.09 PM	11.49 PM
	CONTRA COSTA End of Double Track	12.48	6.36	6.16	5.56	5.36	5.16		0.22	1.06	1.57	6.07	7.06	11.46
	THOUSAND OAKS	12.70	6.37 AM	6.17 AM	5.57 AM	5.37 AM	5.17 AM		0.00	1.05 AM	1.56 AM	6.06 PM	7.05 PM	11.45 PM
Leave daily except Sundays and Holidays														
— Con.			52	51	49	50	48		56	57	57	56	55	
Run Numbers —Engr.			152	151	149	150	148		156	157	157	156	155	

For Passenger Stops and additional Special Instructions, see Page 8.

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. Trains and engines must approach cross-over Berryman, poles 3687-3688, with caution, expecting to find main track occupied. Ninth Street trains moving to and from Berryman must make safety stop before crossing Colusa Street in either direction, and at Contra Costa eastward.

For instructions covering automatic block signals between Contra Costa and Thousand Oaks, see page 7. Nos. 851, 853, 855, 857 and 859 stop on signal Contra Costa and Northbrae to discharge passengers. Nos. 852, 854, 856, 858 and 860 stop on signal Contra Costa and Northbrae to receive passengers. †No. 767 Consolidates with Shattuck Line No. 467 at Bridge Yard. ‡No. 769 Consolidates with Shattuck Line No. 469 at Bridge Yard.

FIRST CLASS

Location of Inlocking Planks, Poles, Telephones	170	14	12	10	8	6	4	168	2	166	164	162	160	158	156	154	152	100	98	96	Distance from San Francisco	STATIONS			
	Leave daily except Sundays and Holidays																								
BKI P	7.57 1/2 AM	7.56 1/4 AM	7.36 1/4 AM	7.16 1/4 AM	6.56 1/4 AM	6.36 1/4 AM	6.16 1/4 AM	No Passengers	5.55 AM	No Passengers										2.15 AM	1.15 AM	12.16 1/4 AM	0.00	T.C. R SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 22nd St. Junction OAKLAND (16th St.) West Oakland Junction PINE BROADWAY W. P. Crossing EAST OAKLAND FRUITVALE W. P. Crossing MELROSE SEMINARY HAVENSCOURT 82nd AVENUE 103rd Ave. (Jct. Sw.) DUTTON AVENUE	
I P	8.10 1/2 AM	8.09 1/4	7.49 1/4	7.29 1/4	7.09 1/4	6.49 1/4	6.29 1/4	6.26 AM	6.08	6.06 AM										2.28	1.28	12.29 1/4	6.11		
I P		8.11	7.51	7.31	7.11	6.51	6.31	6.28	6.10	6.08										2.30	1.30	12.31	6.89		
I																							7.23		
I P		8.13	7.53	7.33	7.13	6.53	6.33	6.30	6.12	6.10											2.32	1.32	12.33		7.53
																							8.12		
P		8.15	7.55	7.35	7.15	6.55	6.35	6.32	6.15	6.12											2.34	1.34	12.35		8.45
I P		8.22	8.02	7.42	7.22	7.02	6.42	6.37	6.22	6.17											2.41	1.41	12.42		10.09
I P																							11.28		
P		8.27	8.07	7.47	7.27	7.07	6.47	6.41	6.27	6.21			5.40 AM								2.46	1.46	12.47		11.67
YI P		8.32	8.12	7.52	7.32	7.12	6.52	6.45	6.32	6.25			5.46								2.50	1.50	12.52		13.20
I																							14.12		
P		8.36	8.16	7.56	7.36	7.16	6.56	6.49	6.36	6.29	6.28 AM	6.08 AM	5.50	5.30 AM	5.10 AM	4.50 AM	4.30 AM			2.54	1.54	12.56	14.27		
P		8.40	8.20	8.00	7.40	7.20	7.00	6.53	6.40	6.32	6.32	6.12	5.53	5.33	5.13	4.53	4.33			2.58	1.58	1.00	15.39		
P		8.41	8.21	8.01	7.41	7.21	7.01	6.53	6.41	6.33	6.32	6.12	5.53	5.33	5.13	4.53	4.33			2.58	1.58	1.00	15.39		
P		8.43	8.23	8.03	7.43	7.23	7.03	6.55	6.43	6.35	6.34	6.14	5.55	5.35	5.15	4.55	4.35			3.00	2.00	1.02	16.01		
P		8.45	8.25	8.05	7.45	7.25	7.05	6.57	6.45	6.37	6.36	6.16	5.57	5.37	5.17	4.57	4.37			3.02	2.02	1.05	16.94		
P																							18.26		
P		8.56 AM	8.36 AM	8.16 AM	7.56 AM	7.36 AM	7.16 AM	7.08 AM	6.56 AM	6.48 AM	6.43 AM	6.23 AM	6.03 AM	5.43 AM	5.23 AM	5.03 AM	4.43 AM	3.10 AM	2.10 AM			1.13 AM	19.03		

**Exception—On Monday Run 12

*Exception—On Monday Run 12-18

15	8	2	13	7	18	1	16	17	15	8	2	13	7	18	1	17	**18	17	*6-18				Con.—
77	63	70	69	62	80	61	78	79	77	63	70	69	62	80	61	79	80	79	76-80				Engr.—Run No. Monday to Friday
15	8	2	13	7	18	1	16	17	15	8	2	13	7	18	1	17	18	17	6-18				Con.—
77	71	62	70	69	80	61	78	79	77	71	62	70	69	80	61	79	80	79	76-80				Engr.—Run No. Saturday

Location of Inlocking Planks, Poles, Telephones	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	172	16	Distance from San Francisco	STATIONS
	Leave daily except Sundays and Holidays																					
BKI P	2.26 1/4 PM	2.06 1/4 PM	1.46 1/4 PM	1.26 1/4 PM	1.06 1/4 PM	12.46 1/4 PM	12.26 1/4 PM	12.06 1/4 PM	11.46 1/4 AM	11.26 1/4 AM	11.06 1/4 AM	10.46 1/4 AM	10.26 1/4 AM	10.06 1/4 AM	9.46 1/4 AM	9.18 3/4 AM	8.56 1/4 AM	8.36 1/4 AM	8.17 1/2 AM	8.16 1/4 AM	0.00	T.C. R SAN FRANCISCO EAST JUNCTION Key System Crossing 26th ST. JUNCTION 22nd St. Junction OAKLAND (16th St.) West Oakland Junction PINE BROADWAY W. P. Crossing EAST OAKLAND FRUITVALE W. P. Crossing MELROSE SEMINARY HAVENSCOURT 82nd AVENUE 103rd Ave. (Jct. Sw.) DUTTON AVENUE
I P	2.39 1/4	2.19 1/4	1.59 1/4	1.39 1/4	1.19 1/4	12.59 1/4	12.39 1/4	12.19 1/4	11.59 1/4 AM	11.39 1/4	11.19 1/4	10.59 1/4	10.39 1/4	10.19 1/4	9.59 1/4	9.31 3/4	9.09 1/4	8.49 1/4	8.30 1/2 AM	8.29 1/4	6.11	
I P	2.41	2.21	2.01	1.41	1.21	1.01	12.41	12.21	12.01 PM	11.41	11.21	11.01	10.41	10.21	10.01	9.34	9.11	8.51		8.31	6.89	
I																					7.23	
I P	2.43	2.23	2.03	1.43	1.23	1.03	12.43	12.23	12.03	11.43	11.23	11.03	10.43	10.23	10.03	9.36	9.13	8.53		8.33	7.53	
																					8.12	
	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	9.39	9.15	8.55		8.35	8.45	
P	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	9.46	9.22	9.02		8.42	10.09	
I P																					11.28	
P	2.57	2.37	2.17	1.57	1.37	1.17	12.57	12.37	12.17	11.57 AM	11.37	11.17	10.57	10.37	10.17	9.51	9.27	9.07		8.47	11.67	
YI P	3.02	2.42	2.22	2.02	1.42	1.22	1.02	12.42	12.22	12.02 PM	11.42	11.22	11.02	10.42	10.22	9.56	9.32	9.12		8.52	13.20	
I																					14.12	
P	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	10.00	9.36	9.16		8.56	14.27	
P	3.10	2.50	2.30	2.10	1.50	1.30	1.10	12.50	12.30	12.10	11.50	11.30	11.10	10.50	10.30	10.04	9.40	9.20		9.00	15.39	
P	3.11	2.51	2.31	2.11	1.51	1.31	1.11	12.51	12.31	12.11	11.51	11.31	11.11	10.51	10.31	10.05	9.41	9.21		9.01	15.39	
P	3.13	2.53	2.33	2.13	1.53	1.33	1.13	12.53	12.33	12.13	11.53	11.33	11.13	10.53	10.33	10.07	9.43	9.23		9.03	16.01	
P	3.15	2.55	2.35	2.15	1.55	1.35	1.15	12.55	12.35	12.15	11.55 AM	11.35	11.15	10.55	10.35	10.09	9.45	9.25		9.05	16.94	
P																					18.26	
P	3.26 PM	3.06 PM	2.46 PM	2.26 PM	2.06 PM	1.46 PM	1.26 PM	1.06 PM	12.46 PM	12.26 PM	12.06 PM	11.46 AM	11.26 AM	11.06 AM	10.46 AM	10.20 AM	9.56 AM	9.36 AM		9.16 AM	19.03	

13-2	3	11	9-8	7	2-10	14-4	15-5	13	3	1	9	8	2	14	7	18	1	16	17-9				Con.—
70-67	72-71	71-75	73	65	64	69-66	77	70	72	61-71	71-62	63	64	69	62	80-72	61	78	79-71				Engr.—Run No. Monday to Friday
10	9-5	14	3	8	16	13-4	15	7	9	1	3	8	2	13	7	18	1	16	17-3				Con.—
74	72	65	63	71-73	62-78	70-66	64	69-73	72	61-77	77-63	71	62	70	69	80-72	61	78	79-77				Engr.—Run No. Saturday

SEVENTH STREET LINE

Westward 11

SEVENTH ST. LINE
Time Table No. 1
January 15, 1939

STATIONS	Distance from Dutton Avenue	FIRST CLASS																			
		97	173	99	175	177	1	3	5	7	9	11	13	151 Express	15	153 Express	17	19	21	23	25
R SAN FRANCISCO	19.24	1.10AM		2.10AM			5.50AM	6.10AM	6.30AM	6.50AM	7.10AM	7.30AM	7.50AM	7.52½AM	8.10AM	8.12½AM	8.30AM	8.50AM	9.10AM	9.30AM	9.50AM
WEST JUNCTION	14.04	12.57		1.57			5.37	5.57	6.17	6.37	6.57	7.17	7.37	7.39½	7.57	7.59½	8.17	8.37	8.57	9.17	9.37
26th ST. JUNCTION	12.14	12.54		1.54			5.34	5.54	6.14	6.34	6.54	7.14	7.34	7.37	7.54	7.57	8.14	8.34	8.54	9.14	9.34
22nd St. Junction	11.80																				
OAKLAND (16th St.)	11.50	12.52	Flag Stops	1.52	Flag Stops	Flag Stops	5.32	5.52	6.12	6.32	6.52	7.12	7.32	7.35	7.52	7.55	8.12	8.32	8.52	9.12	9.32
West Oakland Junction	10.91																				
PINE	10.58	12.49		1.49			5.29	5.49	6.09	6.29	6.49	7.09	7.29	7.33	7.49	7.53	8.09	8.29	8.49	9.09	9.29
BROADWAY	8.94	12.42		1.44			5.22	5.42	6.02	6.22	6.42	7.02	7.22	7.29	7.42	7.49	8.02	8.22	8.42	9.02	9.22
W. P. Crossing	7.75																				
EAST OAKLAND	7.36	12.36		1.39			5.16	5.36	5.56	6.16	6.36	6.56	7.16	7.25	7.36	7.45	7.56	8.16	8.36	8.56	9.16
FRUITVALE	5.83	12.32		1.35			5.12	5.32	5.52	6.12	6.32	6.52	7.12	7.22	7.32	7.42	7.52	8.12	8.32	8.52	9.12
W. P. Crossing	4.91																				
MELROSE	4.76	12.28	12.41 AM	1.31	2.28 AM	3.28 AM	5.08	5.28	5.48	6.08	6.28	6.48	7.08	7.19	7.28	7.39	7.48	8.08	8.28	8.48	9.08
SEMINARY	3.64	12.22	12.37	1.27	2.24	3.24	5.02	5.22	5.42	6.02	6.22	6.42	7.02	7.16	7.22	7.36	7.42	8.02	8.22	8.42	9.02
HAVENSCOURT	3.02	12.20	12.35	1.25	2.22	3.22	5.00	5.20	5.40	6.00	6.20	6.38	6.58	7.14	7.18	7.34	7.38	7.58	8.18	8.38	8.58
82nd AVENUE	2.09	12.17	12.33	1.23	2.20	3.20	4.57	5.17	5.37	5.57	6.17	6.35	6.55	7.11	7.15	7.31	7.35	7.55	8.15	8.35	8.55
103rd Ave. (Jct. Sw.)	0.77																				
DUTTON AVENUE	0.00	12.07 AM	12.25 AM	1.15 AM	2.12 AM	3.12 AM	4.48 AM	5.08 AM	5.28 AM	5.48 AM	6.08 AM	6.25 AM	6.45 AM	7.03 AM	7.05 AM	7.23 AM	7.25 AM	7.45 AM	8.05 AM	8.25 AM	8.45 AM

*Exception—On Monday Run 11 **Exception—On Monday Run 12

Leave daily except Sundays and Holidays

— Con.	17	*12	**18	17	**18	17	1	18	7	13	2	8	15	17	16	1	18	7	13-14	2
Run No. Mon. to Fri.—Engr.	79	68	80	79	80	79	61	80	62	69	70	63	77	79	78	61	80	62	69	70-64
— Con.	17	12	18	17	18	17	1	18	7	13	2	8	15	17	16	1	18	7	13	2
Run No. Saturday—Engr.	79	68	80	79	80	79	61	80	69	70	62	71	77	79	78	61	80	69	70	62

STATIONS	Distance from Dutton Avenue	FIRST CLASS																			
		27	29	31	33	35	37	39	41	43	45	47	49	51	53	55	57	59	61	63	65
R SAN FRANCISCO	19.24	10.10AM	10.30AM	10.50AM	11.10AM	11.30AM	11.50AM	12.10PM	12.30PM	12.50PM	1.10PM	1.30PM	1.50PM	2.10PM	2.30PM	2.50PM	3.10PM	3.30PM	3.50PM	4.10PM	4.30PM
WEST JUNCTION	14.04	9.57	10.17	10.37	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
26th ST. JUNCTION	12.14	9.54	10.14	10.34	10.54	11.14	11.34	11.54	12.14	12.34	12.54	1.14	1.34	1.54	2.14	2.34	2.54	3.14	3.34	3.54	4.14
22nd St. Junction	11.80																				
OAKLAND (16th St.)	11.50	9.52	10.12	10.32	10.52	11.12	11.32	11.52	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
West Oakland Junction	10.91																				
PINE	10.58	9.49	10.09	10.29	10.49	11.09	11.29	11.49	12.09	12.29	12.49	1.09	1.29	1.49	2.09	2.29	2.49	3.09	3.29	3.49	4.09
BROADWAY	8.94	9.42	10.02	10.22	10.42	11.02	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
W. P. Crossing	7.75																				
EAST OAKLAND	7.36	9.36	9.56	10.16	10.36	10.56	11.16	11.36	11.56AM	12.16	12.36	12.56	1.16	1.36	1.56	2.16	2.36	2.56	3.16	3.36	3.56
FRUITVALE	5.83	9.32	9.52	10.12	10.32	10.52	11.12	11.32	11.52	12.12	12.32	12.52	1.12	1.32	1.52	2.12	2.32	2.52	3.12	3.32	3.52
W. P. Crossing	4.91																				
MELROSE	4.76	9.28	9.48	10.08	10.28	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
SEMINARY	3.64	9.22	9.42	10.02	10.22	10.42	11.02	11.22	11.42	12.02 PM	12.22	12.42	1.02	1.22	1.42	2.02	2.22	2.42	3.02	3.22	3.42
HAVENSCOURT	3.02	9.18	9.38	9.58	10.18	10.38	10.58	11.18	11.38	11.58	12.18	12.38	12.58	1.18	1.38	1.58	2.18	2.38	2.58	3.18	3.38
82nd AVENUE	2.09	9.15	9.35	9.55	10.15	10.35	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
103rd Ave. (Jct. Sw.)	0.77																				
DUTTON AVENUE	0.00	9.05 AM	9.25 AM	9.45 AM	10.05 AM	10.25 AM	10.45 AM	11.05 AM	11.25 AM	11.45 AM	12.05 PM	12.25 PM	12.45 PM	1.05 PM	1.25 PM	1.45 PM	2.05 PM	2.25 PM	2.45 PM	3.05 PM	3.25 PM

Leave daily except Sundays and Holidays

— Con.	8	9	1	18-3	7-13	15	14	2	8-7	9	1-11	3	13	5-16	4	10	7-6	8	11	3-5
Run No. Mon. to Fri.—Engr.	63	71	61	72	62-70	77	69	64	63-65	62-73	71	72	70	77	66	64-74	65-63	73	75	71
— Con.	8	3	1	18-9	7	15	13	2-16	8	3	1-14	9	7-10	15-2	4	16	8-11	3	14	5
Run No. Saturday—Engr.	71	77	61	72	69	63-64	70	62	71	63	77-65	72	73-74	64	66	78	73	63	65	72-67

See pages 12 and 13 for special instructions and Passenger Stops.

See pages 4 to 9, inc., 10, 12, 13 and 14 to 17 inc., for additional trains.

SEVENTH STREET LINE

FIRST CLASS

Location of Interlocking Plants, Telephones	84	82	80	78	76	74	72	Express 182 Ex. Saturday	70	Express 180 Ex. Saturday	Express 178 Ex. Saturday	68	Express 176 Ex. Saturday	66	64	62	60	58	56	54
	Leave daily except Sundays and Holidays																			
Nos. 182, 180, 178 and 176 leave daily except Saturdays, Sundays and Holidays																				
BKI P	8.06 1/4 PM	7.26 1/4 PM	6.56 1/4 PM	6.36 1/4 PM	6.16 1/4 PM	5.56 1/4 PM	5.37 1/2 PM	5.36 1/4 PM	5.18 3/4 PM	5.17 1/2 PM	5.10 PM	4.57 1/2 PM	4.56 1/4 PM	4.38 3/4 PM	4.18 3/4 PM	4.00 PM	3.38 3/4 PM	3.26 1/4 PM	3.06 1/4 PM	2.46 1/4 PM
I P	8.19 1/4	7.39 1/4	7.09 1/4	6.49 1/4	6.29 1/4	6.09 1/4	5.50 1/2	5.49 1/4	5.31 3/4	5.30 1/2	5.23	5.10 1/2	5.09 1/4	4.51 3/4	4.31 3/4	4.13	3.51 3/4	3.39 1/4	3.19 1/4	2.59 1/4
I P	8.21	7.41	7.11	6.51	6.31	6.11	5.52	5.51	5.34	5.32	5.25	5.12	5.11	4.54	4.34	4.15	3.54	3.41	3.21	3.01
I																				
I P	8.23	7.43	7.13	6.53	6.33	6.13	5.54	5.53	5.36	5.34	5.27	5.14	5.13	4.56	4.36	4.17	3.56	3.43	3.23	3.03
	8.25	7.45	7.15	6.55	6.35	6.15	5.57	5.55	5.38	5.36	5.29	5.17	5.15	4.59	4.39	4.19	3.59	3.45	3.25	3.05
P	8.32	7.52	7.22	7.02	6.42	6.22	6.04	5.59	5.45	5.40	5.33	5.24	5.19	5.06	4.46	4.26	4.06	3.52	3.32	3.12
I P																				
P	8.37	7.57	7.27	7.07	6.47	6.27	6.09	6.03	5.50	5.44	5.37	5.29	5.23	5.11	4.51	4.31	4.11	3.57	3.37	3.17
YI P	8.42	8.02	7.32	7.12	6.52	6.32	6.14	6.07	5.55	5.48	5.40	5.34	5.27	5.16	4.56	4.36	4.16	4.02	3.42	3.22
I																				
P	8.46	8.06	7.36	7.16	6.56	6.36	6.18	6.11	5.59	5.52	5.43	5.38	5.31	5.20	5.00	4.40	4.20	4.06	3.46	3.26
P	8.50 8.51	8.10 8.11	7.40 7.41	7.20 7.21	7.00 7.01	6.40 6.41	6.22 6.23	6.15	6.03	5.56	5.46	5.42 5.43	5.35 5.36	5.24 5.25	5.04 5.05	4.44 4.45	4.24 4.25	4.10 4.11	3.50 3.51	3.30 3.31
P	8.53	8.13	7.43	7.23	7.03	6.43	6.25	6.17	6.05	5.58	5.48	5.45	5.38	5.27	5.07	4.47	4.27	4.13	3.53	3.33
P	8.56	8.16	7.46	7.26	7.06	6.46	6.28	6.20	6.08	6.01	5.51	5.48	5.41	5.30	5.10	4.50	4.30	4.15	3.55	3.35
P																				
P	9.06 PM	8.26 PM	7.56 PM	7.36 PM	7.16 PM	6.56 PM	6.38 PM	6.29 PM	6.18 PM	6.10 PM	6.00 PM	5.58 PM	5.50 PM	5.40 PM	5.20 PM	5.00 PM	4.40 PM	4.25 PM	4.06 PM	3.46 PM

Distance from San Francisco	STATIONS
0.00	R SAN FRANCISCO
6.11	EAST JUNCTION Key System Crossing
6.89	26th ST JUNCTION
7.23	22nd St. Junction
7.53	OAKLAND (16th St.)
8.12	West Oakland Junction
8.45	PINE
10.09	BROADWAY
11.28	W. P. Crossing
11.67	EAST OAKLAND
13.20	FRUITVALE
14.12	W. P. Crossing
14.27	MELROSE
15.39	SEMINARY
16.01	HAVENSCOURT
16.94	82nd AVENUE
18.26	103rd Ave. (Jct. Sw.)
19.03	DUTTON AVENUE

10	4	5	11	12	6	10	14	9	16	3	4	15	5	11	8-12	6	10	4-14	16
74	65	72-67	75	73	76	74	66	64	78	68	65	67	71-72	75	73	63-76	74	66	77-78
4-12	9-6	5	14	10	11	4		12			9		5	14	3-10	11	16	4	2
75	74	67	65	68	73	66		64			74		67	65	63	73	78	66	64

Con.
Engr.—Run No. Monday to Friday
Con.—
Engr.—Run No. Saturday

SPECIAL INSTRUCTIONS APPLYING TO PAGES 10, 11, 12, 13, 22 AND 23

PASSENGER STOPS—For all 7th Street trains (Except Express trains as noted below).

- Bridge Yard (On signal) κ 5.75
- Oakland-16th St., (head end near Pole 3265 for eastward trains) A 7.53
- Pine g 8.45
- Center Street g 8.85
- Adeline Street g 9.22
- Market Street g 9.57
- 7th & Broadway g 10.09
- Oak St. g 10.60
- Clinton g 11.18
- East Oakland d 11.67
- 19th Ave. d 12.15 (On signal)
- ††23rd Avenue d 12.53
- Fruitvale d 13.20
- Sather d 13.67
- Melrose g 14.27
- Fremont Way g 14.59
- Fairfax g 14.92
- 55th Ave. g 15.14
- Seminary Ave. (West Side) g 15.39
- Havenscourt g 16.01
- 73rd Ave. g 16.41 (On signal)
- Parker Ave. g 16.67
- †82nd Ave. g 16.94 (On signal)
- †86th Ave. g 17.18 (On signal)
- †Sequoiah (90th Ave.) g 17.47
- †94th Ave. g 17.63 (On signal)
- †98th Ave. g 17.87 (On signal)
- 101st Ave. g 18.15 (On signal)
- 108th Ave. g 18.50 (On signal)
- Broadmoor g 18.78
- †††Dutton Ave. g 19.03

Nos. 151, 176, 180 and 182 will stop at stations between 23rd Ave. and Dutton Ave., except the following:
Sather, Fremont, 55th Ave., 86th Ave., 94th Ave., and 101st Ave.

Nos. 153 and 178 will stop at stations between Melrose and Dutton Ave. except the following:
Fremont, 55th Ave., 86th Ave., 94th Ave., and 101st Ave.

†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.

See pages 10, 11 and 13 for additional trains between San Francisco and Dutton Avenue.

See pages 14 to 17, inclusive, for additional trains between San Francisco and Fruitvale.

See pages 4 to 9, inclusive, for additional trains between San Francisco and 26th St. Junction.

For additional Special Instructions see page 13.

FIRST CLASS

Leave daily except Sundays and Holidays

94	92	90	88	86
11.26 1/4 PM	10.46 1/4 PM	10.06 1/4 PM	9.26 1/4 PM	8.46 1/4 PM
11.39 1/4	10.59 1/4	10.19 1/4	9.39 1/4	8.59 1/4
11.41	11.01	10.21	9.41	9.01
11.43	11.03	10.23	9.43	9.03
11.45	11.05	10.25	9.45	9.05
11.52	11.12	10.32	9.52	9.12
11.57 PM	11.17	10.37	9.57	9.17
12.02 AM	11.22	10.42	10.02	9.22
12.06	11.26	10.46	10.06	9.26
12.10	11.30	10.50	10.10	9.30
12.12	11.32	10.52	10.13	9.33
12.15	11.35	10.55	10.16	9.36
12.23 AM	11.45 PM	11.05 PM	10.26 PM	9.46 PM

Distance from San Francisco	STATIONS
0.00	R SAN FRANCISCO
6.11	EAST JUNCTION Key System Crossing
6.89	26th ST JUNCTION
7.23	22nd St. Junction
7.53	OAKLAND (16th St.)
8.12	West Oakland Junction
8.45	PINE
10.09	BROADWAY
11.28	W. P. Crossing
11.67	EAST OAKLAND
13.20	FRUITVALE
14.12	W. P. Crossing
14.27	MELROSE
15.39	SEMINARY
16.01	HAVENSCOURT
16.94	82nd AVENUE
18.26	103rd Ave. (Jct. Sw.)
19.03	DUTTON AVENUE

12	11-17	6	5	12
68	75-79	76	67	68
11	12	6	5	10-11
68	75	76	67	68

Con.—
Engr.—Run No. Monday to Friday
Con.—
Engr.—Run No. Saturday

SEVENTH STREET LINE

Westward 13

SEVENTH ST. LINE
Time Table No. 1
January 15, 1939

FIRST CLASS

STATIONS

R SAN FRANCISCO
WEST JUNCTION
26th ST. JUNCTION
22nd St. Junction
OAKLAND (16th St.)
West Oakland Junction
PINE
BROADWAY
W. P. Crossing
EAST OAKLAND
FRUITVALE
W. P. Crossing
MELROSE
SEMINARY
HAVENSCOURT
82nd AVENUE
103rd Ave. (Jct. Sw.)
DUTTON AVENUE

Distance from Dutton Avenue	67	155 Ex. Saturday	69	71	157	73	75	77	79	159 Ex. Saturday	81	161 Ex. Saturday	163	165 Ex. Saturday	83	167	85	169	87	89
19.24	4.51 1/4 PM	5.05 PM	5.12 1/2 PM	5.31 1/4 PM		5.50 PM	6.10 PM	6.30 PM	6.50 PM	No Passengers	7.12 1/2 PM	No Passengers			7.50 PM		8.30 PM		9.10 PM	9.50 PM
14.04	4.38 1/4	4.52 PM	4.59 1/2	5.18 1/4		5.37	5.57	6.17	6.37	6.39 PM	6.59 1/2	7.01 PM			7.37		8.17		8.57	9.37
12.14	4.34		4.54	5.14		5.34	5.54	6.14	6.34	6.36	6.56	6.58			7.34		8.14		8.54	9.34
11.80																				
11.50	4.32		4.52	5.12		5.32	5.52	6.12	6.32	6.34	6.52	6.54			7.32		8.12		8.52	9.32
10.91																				
10.58	4.29		4.49	5.09		5.29	5.49	6.09	6.29	6.31	6.49	6.51			7.29		8.09		8.49	9.29
8.94	4.22		4.42	5.02		5.22	5.42	6.02	6.22	6.27	6.42	6.47			7.22		8.02		8.42	9.22
7.75																				
7.36	4.16		4.36	4.56		5.16	5.36	5.56	6.16	6.23	6.36	6.43			7.16		7.56		8.36	9.16
5.83	4.12		4.32	4.52		5.12	5.32	5.52	6.12	6.21	6.32	6.41			7.12		7.52		8.32	9.12
4.91																				
4.76	4.08		4.28	4.48		5.08	5.28	5.48	6.08	6.17	6.28	6.37	6.38 PM	6.48	7.08	7.16 PM	7.48	7.55 PM	8.28	9.08
3.64	4.02 4.00		4.22 4.20	4.42 4.39	4.40 PM	5.02 5.00	5.22 5.20	5.42 5.40	6.02 6.00	6.11	6.22 6.20	6.31 6.29	6.34	6.44	7.02 7.00	7.12	7.42 7.40	7.51	8.22 8.20	9.02 9.00
3.02	3.58		4.18	4.37	4.38	4.58	5.18	5.38	5.58	6.09	6.18	6.27	6.32	6.42	6.58	7.10	7.38	7.49	8.18	8.58
2.09	3.55		4.15	4.34	4.35	4.55	5.15	5.35	5.55	6.07	6.15	6.25	6.30	6.40	6.55	7.08	7.35	7.47	8.15	8.55
0.77																				
0.00	3.45 PM		4.05 PM	4.24 PM	4.26 PM	4.45 PM	5.05 PM	5.25 PM	5.45 PM	5.57 PM	6.05 PM	6.15 PM	6.22 PM	6.32 PM	6.45 PM	7.00 PM	7.25 PM	7.37 PM	8.05 PM	8.45 PM

Leave daily except Sundays and Holidays

Nos. 155, 159, 161 and 165 leave daily except Saturdays, Sundays and Holidays

— Con.	2-15	3	16	14	10	6	12	11	5	15	4	16	9	14	10	6	12	11	5	4-6
Run No. Mon. to Fri.—Engr.	67	68	78	66	74	76	73	75	72	67	65	78	64	66	74	76	73-68	75	67	65-76
— Con.	10-9		2-12	4	16	11	10	14	5		9		12		4	11	10	14	5	6
Run No. Saturday—Engr.	74		64	66	78	73	63-68	65	67		74		64		66-75	73	68	65	67	74-76

STATIONS

R SAN FRANCISCO
WEST JUNCTION
26th ST. JUNCTION
22nd St. Junction
OAKLAND (16th St.)
West Oakland Junction
PINE
BROADWAY
W. P. Crossing
EAST OAKLAND
FRUITVALE
W. P. Crossing
MELROSE
SEMINARY
HAVENSCOURT
82nd AVENUE
103rd Ave. (Jct. Sw.)
DUTTON AVENUE

Distance from Dutton Avenue	91	93	171	95
19.24	10.30 PM	11.10 PM		12.10 AM
14.04	10.17	10.57		11.57 PM
12.14	10.14	10.54		11.54
11.80			Flag Stops	
11.50	10.12	10.52		11.52
10.91				
10.58	10.09	10.49		11.49
8.94	10.02	10.42		11.42
7.75				
7.36	9.56	10.36		11.36
5.83	9.52	10.32		11.32
4.91				
4.76	9.48	10.28	10.44 PM	11.28
3.64	9.42 9.40	10.22 10.20	10.40	11.22
3.02	9.38	10.18	10.38	11.20
2.09	9.35	10.15	10.36	11.17
0.77				
0.00	9.25 PM	10.05 PM	10.28 PM	11.07 PM

PASSENGER STOPS—(See Page 12).

SPECIAL INSTRUCTIONS APPLYING TO PAGES 10, 11, 12, 13, 22 AND 23

See pages 10, 11 and 12 for additional trains between San Francisco and Dutton Avenue.
 See pages 14 to 17, inclusive, for additional trains between San Francisco and Fruitvale.
 See pages 4 to 9, inclusive, for additional trains between San Francisco and 26th Street Junction.
 Trains must approach Melrose, Seminary Ave. and Havenscourt, and move between Broadmoor and Dutton Ave., with caution, expecting to find main track occupied.
 Westward trains having equipment to pick up at Seminary must not pass crossover between Poles 2740 and 2742 unless equipment to be coupled onto is standing on westward track in advance.
 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.

SWITCHING MOVEMENTS—CHEVROLET

Attention is called to yard engines working on eastward and westward tracks between Havenscourt and 82nd Ave. 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.

For additional Special Instructions see page 12.

Leave daily except Sundays and Holidays

— Con.	5-11	12	5	6
Run No. Mon. to Fri.—Engr.	74-75	68	67	76
— Con.	12	11	5	6
Run No. Saturday—Engr.	75	68	67	76

ALAMEDA—Encinal Avenue Line

FIRST CLASS

Location of Interlocking Plants, Telephones	326	324	322	320	318	316	314	312	310	308	306	304	302	392	390	386	384	382	352	396	Distance from San Francisco	ENCINAL AVE. LINE Time Table No. 1 January 15, 1939	
	Leave daily except Sundays and Holidays																					STATIONS	
BKI P	2.25 PM	1.45 PM	1.05 PM	12.25 PM	11.45 AM	11.05 AM	10.25 AM	9.45 AM	8.55 AM	8.15 AM	7.35 AM	6.55 AM	6.15 AM							12.15 AM	0.00	T.C.	R SAN FRANCISCO
I P	2.38	1.58	1.18	12.38	11.58	11.18	10.38	9.58	9.08	8.28	7.48	7.08	6.28							12.28	6.11		A.B.S.
I P	2.40	2.00	1.20	12.40	11.59 ³ / ₄ AM	11.20	10.40	10.00	9.10	8.30	7.50	7.10	6.30							12.30	6.89	A.B.S.	
I P																					7.23		A.B.S.
I P	2.42	2.02	1.22	12.42	12.02 PM	11.22	10.42	10.02	9.12	8.32	7.52	7.12	6.32							12.32	7.53	A.B.S.	
																					8.12		A.B.S.
	2.44	2.04	1.24	12.44	12.04	11.24	10.44	10.04	9.14	8.34	7.54	7.14	6.34							12.34	8.46	A.B.S.	
P	2.48	2.08	1.28	12.48	12.08	11.28	10.48	10.08	9.18	8.38	7.58	7.18	6.38	Flag Stops	Flag Stops	Flag Stops	Flag Stops	Flag Stops		12.38	10.09		A.B.S.
I P																					11.28	A.B.S.	
P	2.52	2.12	1.32	12.52	12.12	11.32	10.52	10.12	9.22	8.42	8.02	7.22	6.42							12.42	11.67		A.B.S.
YI P	2.54	2.14	1.34	12.54	12.14	11.34	10.54	10.14	9.24	8.44	8.04	7.24	6.44							12.44	12.33 AM	A.B.S.	
I																					13.65		A.B.S.
I P	2.56	2.16	1.36	12.56	12.16	11.36	10.56	10.16	9.26	8.46	8.06	7.26	6.46							12.46	12.35	A.B.S.	
I																					13.87		A.B.S.
P	3.01	2.21	1.41	1.01	12.21	11.41	11.01	10.21	9.31	8.51	8.11	7.31	6.51	6.38 AM	6.23 AM	5.43 AM	5.22 AM	5.07 AM		12.51	12.39 AM	A.B.S.	
	3.09	2.29	1.49	1.09	12.29	11.49	11.09	10.29	9.39	8.59	8.19	7.39	6.59	6.45	6.30	5.50	5.29	5.14		12.59	17.47		A.B.S.
I P	3.14	2.34	1.54	1.14	12.34	11.54	11.14	10.34	9.44	9.04	8.24	7.44	7.04	6.49	6.34	5.54	5.33	5.18		1.04 AM	18.92	A.B.S.	
P	3.16 PM	2.36 PM	1.56 PM	1.16 PM	12.36 PM	11.56 AM	11.16 AM	10.36 AM	9.46 AM	9.06 AM	8.26 AM	7.46 AM	7.06 AM	6.51 AM	6.36 AM	5.56 AM	5.35 AM	5.20 AM			19.76		A.B.S.

26	34	24-28	22-26	32-34	24	22	32	24	22	32	24	22	26	32	24	23	22	31	30	Con. —
94	93	84	82-94	89-93	84	93-82	89	83-84	82-93	89	83	82	91	89	83	81	82	96	88	Engr.—Run No.—Monday to Friday
33	34	22-27	33	32-34	22	24-33	32	22	24	32	22	24	26	32	22	23	24	31	30	Con. —
94	93	92	91-94	83-93	92	81-91	83	82-92	81	83	82	81	90	83	82	89	81	96	88	Engr.—Run No.—Saturday

PASSENGER STOPS	FIRST CLASS											Distance from San Francisco	STATIONS			
	350	348	346	394	342	340	338	336 Ex. Saturday	334	332	330		328	STATIONS		
	Leave daily Ex. Sundays and Holidays.												No. 336 leave daily Ex. Saturdays, Sundays and Holidays.			
	10.45 PM	9.25 PM	8.05 PM			6.55 PM	6.15 PM	5.35 PM	5.16 ¹ / ₄ PM	4.55 PM	4.17 ¹ / ₂ PM	3.37 ¹ / ₂ PM	3.05 PM	0.00	T.C.	R SAN FRANCISCO
	10.58	9.38	8.18			7.08	6.28	5.48	5.29 ¹ / ₄	5.08	4.30 ¹ / ₂	3.50 ¹ / ₂	3.18	6.11		T.C.
	11.00	9.40	8.20			7.10	6.30	5.50	5.31	5.10	4.32	3.52	3.20	6.89	A.B.S.	
														7.23		A.B.S.
	11.02	9.42	8.22			7.12	6.32	5.52	5.33	5.12	4.34	3.54	3.22	7.53	A.B.S.	
														8.12		A.B.S.
	11.04	9.44	8.24			7.14	6.34	5.54	5.35	5.14	4.36	3.56	3.24	8.45	A.B.S.	
	11.08	9.48	8.28			7.18	6.38	5.58	5.39	5.18	4.40	4.00	3.28	10.09		A.B.S.
														11.28	A.B.S.	
	11.12	9.52	8.32			7.22	6.42	6.02	5.43	5.22	4.44	4.04	3.32	11.67		A.B.S.
	11.14	9.54	8.34			7.24	6.44	6.04	5.45	5.24	4.46	4.06	3.34	13.20	A.B.S.	
	11.16	9.56	8.36	8.03 PM		7.26	6.46	6.06	5.47	5.26	4.48	4.08	3.36	13.65		A.B.S.
														13.72	A.B.S.	
	11.21	10.01	8.41	8.07 PM		7.31	6.51	6.11	5.52	5.31	4.53	4.13	3.41	15.22		A.B.S.
	11.29	10.09	8.49			7.39	6.59	6.19	6.00	5.39	5.01	4.21	3.49	17.47	A.B.S.	
	11.34	10.14	8.54			7.44	7.04	6.24	6.05	5.44	5.06	4.26	3.54	18.92		A.B.S.
	11.36 PM	10.16 PM	8.56 PM			7.46 PM	7.06 PM	6.26 PM	6.07 PM	5.46 PM	5.08 PM	4.28 PM	3.56 PM	19.76	A.B.S.	
																A.B.S.
	29	28-30	30-31	27	27	31	33	32	27	26-31	34	28		Con. —		
	95	86	87	88	88	94	96	95	88	94	93	84-86		Engr.—Run No.—Monday to Friday		
	29	28-30	30-31	27	27	31	34		27	33-31	34	27		Con. —		
	95	88	87	86	86	94	93		86	94	93	92-86		Engr.—Run No.—Saturday		

PASSENGER STOPS

Bridge Yard (on signal) K 5.75 ††South Park MA 15.91
 Oakland (16th St.) (on signal) A 7.53 Walnut MA 16.21
 *Fernside Power House (on signal) H 13.60 Chestnut MA 16.57
 ††Fernside MA 13.88 Morton MA 17.03
 ††North High MA 14.29 Caroline MA 17.47
 Lincoln MA 14.78 †Webster MA 17.88
 ††South High MA 15.22 Fifth St. MA 18.17
 Versailles MA 15.58 Pacific Ave. (on signal) MA 18.84

†Stop on near side. Trains not stopping approach and pass over with caution.
 *Except Nos. 307, 309, 311, 334, 336 and 338.

††SAFETY STOPS—At the following crossings trains and engines must make Safety Stop on near side of crossing:
 Versailles Avenue and Fernside Blvd.
 North High Street and Fernside Blvd.
 South High Street and Encinal Avenue
 South Park Street and Encinal Avenue

See pages 15, 16 and 17 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.
 See pages 10 to 13, inclusive, for additional trains between San Francisco and Fruitvale.
 See pages 4 to 9, inclusive, for additional trains between San Francisco and 26th St. Junction.

Trains and engines must approach crossover South High St., poles 537-539 with caution, expecting to find main track occupied.

ALAMEDA—Encinal Avenue Line

ENCINAL AVE. LINE
Time Table No. 1
January 15, 1939

		FIRST CLASS																				
		351	395	381	303	305	383	307	309	311	313	315	317	319	321	323	325	327	329	331		
T. C.	R SAN FRANCISCO	19.97			6.31 1/4 AM	7.11 1/4 AM		7.51 1/4 AM		8.31 1/4 AM	9.11 1/4 AM	9.51 1/4 AM	10.31 1/4 AM	11.11 1/4 AM	11.51 1/4 AM	12.31 1/4 PM	1.11 1/4 PM	1.51 1/4 PM	2.31 1/4 PM	3.11 1/4 PM		
	WEST JUNCTION	14.77			6.18 1/4	6.58 1/4		7.38 1/4		8.18 1/4	8.58 1/4	9.38 1/4	10.18 1/4	10.58 1/4	11.38 1/4	12.18 1/4	12.58 1/4	1.38 1/4	2.18 1/4	2.58 1/4		
	26th ST. JUNCTION	12.87			6.15	6.55		7.35		8.15	8.55	9.35	10.15	10.55	11.35	12.15	12.55	1.35	2.15	2.55		
	22nd St. Junction	12.53																				
	A. B. S.	OAKLAND (16th St.)	12.23			6.13	6.53		7.33		8.13	8.53	9.33	10.13	10.53	11.33	12.13	12.53	1.33	2.13	2.53	
		West Oakland Junction	11.64																			
		PINE	11.31			6.10	6.50		7.30		8.10	8.50	9.30	10.10	10.50	11.30	12.10	12.50	1.30	2.10	2.50	
		BROADWAY	9.67			6.06	6.46		7.26		8.06	8.46	9.26	10.06	10.46	11.26	12.06	12.46	1.26	2.06	2.46	
		W. P. Crossing	8.48																			
		EAST OAKLAND	8.09			6.02	6.42		7.22		8.02	8.42	9.22	10.02	10.42	11.22	12.02 PM	12.42	1.22	2.02	2.42	
	A. B. S.	FRUITVALE	6.56	12.30 AM		6.00	6.40		7.20		8.00	8.40	9.20	10.00	10.40	11.20	11.59 3/4 AM	12.40	1.20	2.00	2.40	
		Fruitvale Bridge	6.11																			
		BLANDING JUNCTION	6.04	12.28		5.57 AM	5.58	6.38	6.42 AM	7.18	7.38 AM	7.58	8.38	9.18	9.58	10.38	11.18	11.58	12.38	1.18	1.58	2.38
		Fernside Junction	5.89																			
SOUTH HIGH STREET		4.54	12.23	2.19 AM	5.52 AM	5.53	6.33	6.37 AM	7.13	7.33	7.53	8.33	9.13	9.53	10.33	11.13	11.53	12.33	1.13	1.53	2.33	
CAROLINE		2.29	12.15	2.12		5.45	6.25		7.05	7.25	7.45	8.25	9.05	9.45	10.25	11.05	11.45	12.25	1.05	1.45	2.25	
PACIFIC JUNCTION	0.84	12.10 AM	2.08 AM		5.40	6.20		7.00	7.20	7.40	8.20	9.00	9.40	10.20	11.00	11.40	12.20	1.00	1.40	2.20		
WEST ALAMEDA	0.00				5.38 AM	6.18 AM		6.58 AM	7.18 AM	7.38 AM	8.18 AM	8.58 AM	9.38 AM	10.18 AM	10.58 AM	11.38 AM	12.18 PM	12.58 PM	1.38 PM	2.18 PM		

Leave daily except Sundays and Holidays

—Con.	30	31	25	23	25	33	26	34	23	25	26	23	25	26-33	23-27	25	23-33	27	25-33
Run No.—Monday to Friday—Engr.	88	96	90	81	90	84	91	92	81	90	91	81	90-92	91	81-90	92	91-83	90-85	92
—Con.	30	31	25	23	25	33	26	34	23	25	26	23	25	26	23	25-24	26	23-32	24-28
Run No.—Saturday—Engr.	88	96	91	89	91	92	90	84	89	91	90	89	91-85	90	89-86	85	90-82	86-84	85

		FIRST CLASS															
		333	335	385 Ex. Saturday	337	339	341	387 Ex. Saturday	343	389	391	345	347	349	393		
T. C.	R SAN FRANCISCO	19.97	3.51 1/4 PM	4.31 1/4 PM	5.10 PM	5.13 3/4 PM	5.51 1/4 PM	6.31 1/4 PM		7.13 3/4 PM				8.31 1/4 PM	9.51 1/4 PM	11.11 1/4 PM	
	WEST JUNCTION	14.77	3.38 1/4	4.18 1/4	4.57 PM	5.00 3/4	5.38 1/4	6.18 1/4		7.00 3/4				8.18 1/4	9.38 1/4	10.58 1/4	
	26th ST. JUNCTION	12.87	3.35	4.15		4.55	5.35	6.15		6.57				8.15	9.35	10.55	
	22nd St. Junction	12.53															
	A. B. S.	OAKLAND (16th St.)	12.23	3.33	4.13		4.53	5.33	6.13		6.53				8.13	9.33	10.53
		West Oakland Junction	11.64														
		PINE	11.31	3.30	4.10		4.50	5.30	6.10		6.50				8.10	9.30	10.50
		BROADWAY	9.67	3.26	4.06		4.46	5.26	6.06		6.46				8.06	9.26	10.46
		W. P. Crossing	8.48														
		EAST OAKLAND	8.09	3.22	4.02		4.42	5.22	6.02		6.42				8.02	9.22	10.42
	A. B. S.	FRUITVALE	6.56	3.20	4.00		4.40	5.20	6.00		6.40				8.00	9.20	10.40
		Fruitvale Bridge	6.11														
		BLANDING JUNCTION	6.04	3.18	3.58		4.38	5.18	5.58		6.38				7.58	9.18	10.38
		Fernside Junction	5.89														
SOUTH HIGH STREET		4.54	3.13	3.53		4.33	5.13	5.53	6.22 PM	6.33	6.41 PM	7.21 PM	7.53	9.13	10.33	11.51 PM	
CAROLINE		2.29	3.05	3.45		4.25	5.05	5.45	6.15	6.25	6.34	7.14	7.45	9.05	10.25	11.44	
PACIFIC JUNCTION	0.84	3.00	3.40		4.20	5.00	5.40	6.11	6.20	6.30	7.10	7.40	9.00	10.20	11.40		
WEST ALAMEDA	0.00	2.58 PM	3.38 PM		4.18 PM	4.58 PM	5.38 PM	6.09 PM	6.18 PM	6.28 PM	7.08 PM	7.38 PM	8.58 PM	10.18 PM	11.38 PM		

Leave daily except Sundays and Holidays

Nos. 385 and 387 leave daily except Saturdays, Sundays and Holidays

—Con.	23-30	27-29	28	33-6	30	29	32	28	33	31	29	31	30	29
Run No.—Monday to Friday—Engr.	83-87	85	86	92-96-64	87	85	95	86	96	94	85-95	87-96	86-88	95
—Con.	26-30	32-29		28	30	29		28	34	31	29	31	30	29
Run No.—Saturday—Engr.	82-87	84		85-96	87	84-95		96-88	93	94	95	87-96	88	95

PASSENGER STOPS (See Page 14).

SAFETY STOPS—At the following crossings trains and engines must make Safety Stop on near side of crossing:

- Versailles Avenue and Fernside Blvd.
- North High Street and Fernside Blvd.
- South High Street and Encinal Avenue
- South Park Street and Encinal Avenue

See pages 14, 16 and 17 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.

See pages 10 to 13, inclusive, for additional trains between San Francisco and Fruitvale.

See pages 4 to 9, inclusive, for additional trains between San Francisco and 26th St. Junction.

Trains and engines must approach crossover South High St., poles 537-539 with caution, expecting to find main track occupied.

ALAMEDA—Lincoln Avenue Line

FIRST CLASS

Location of Interlocking Plants, Telephones	236	234	232	230	228	226	224	222	220	218	216	214	212	210	208	206	204	284	282	256			
	Leave daily except Sundays and Holidays																						
BKI P	5.15 PM	4.37 1/2 PM	3.58 3/4 PM	3.25 PM	2.45 PM	2.05 PM	1.25 PM	12.45 PM	12.05 PM	11.25 AM	10.45 AM	10.05 AM	9.17 1/2 AM	8.35 AM	7.55 AM	7.15 AM	6.35 AM	Flag Stops	Flag Stops	Connect with 7th St. Train leaving San Francisco 1:15 A. M.			
I P	5.28	4.50 1/2	4.11 3/4	3.38	2.58	2.18	1.38	12.58	12.18	11.38	10.58	10.18	9.30 1/2	8.48	8.08	7.28	6.48						
I P	5.30	4.52	4.13	3.40	3.00	2.20	1.40	1.00	12.20	11.40	11.00	10.20	9.33	8.50	8.10	7.30	6.50						
I P	5.32	4.54	4.14	3.42	3.02	2.22	1.42	1.02	12.22	11.42	11.02	10.22	9.35	8.52	8.12	7.32	6.52						
	5.34	4.56	4.16	3.44	3.04	2.24	1.44	1.04	12.24	11.44	11.04	10.24	9.37	8.54	8.14	7.34	6.54						
P	5.38	5.00	4.20	3.48	3.08	2.28	1.48	1.08	12.28	11.48	11.08	10.28	9.41	8.58	8.18	7.38	6.58						
I P	5.42	5.04	4.24	3.52	3.12	2.32	1.52	1.12	12.32	11.52	11.12	10.32	9.45	9.02	8.22	7.42	7.02						
YI P	5.44	5.06	4.26	3.54	3.14	2.34	1.54	1.14	12.34	11.54	11.14	10.34	9.47	9.04	8.24	7.44	7.04						
I																							
I P	5.46	5.08	4.28	3.56	3.16	2.36	1.56	1.16	12.36	11.56	11.16	10.36	9.49	9.06	8.26	7.46	7.06				6.43 AM	5.58 AM	1.54
I																							
P	5.47	5.09	4.29	3.57	3.17	2.37	1.57	1.17	12.37	11.57 AM	11.17	10.37	9.50	9.07	8.27	7.47	7.07	6.44	5.59	1.55			
	5.55	5.17	4.37	4.05	3.25	2.45	2.05	1.25	12.45	12.05 PM	11.25	10.45	9.58	9.15	8.35	7.55	7.15	6.50	6.05	2.03			
I P	5.59	5.21	4.41	4.09	3.29	2.49	2.09	1.29	12.49	12.09	11.29	10.49	10.02	9.19	8.39	7.59	7.19	6.54	6.09	2.07 AM			
P	6.01 PM	5.23 PM	4.43 PM	4.11 PM	3.31 PM	2.51 PM	2.11 PM	1.31 PM	12.51 PM	12.11 PM	11.31 AM	10.51 AM	10.04 AM	9.21 AM	8.41 AM	8.01 AM	7.21 AM	6.56 AM	6.11 AM				

Distance from San Francisco	STATIONS	
0.00	R	SAN FRANCISCO
6.11		EAST JUNCTION Key System Crossing
6.89		26th ST. JUNCTION
7.23		22nd St. Junction
7.53	A. B. S.	OAKLAND (16th St.)
8.12		West Oakland Junction
8.45		PINE
10.09		BROADWAY
11.28		W. P. Crossing
11.67		EAST OAKLAND
13.20		FRUITVALE
13.65		Fruitvale Bridge
13.72	A. B. S.	BLANDING JUNCTION
13.94		Lincoln Junction
14.21		ALAMEDA (Nor. Park)
16.09		MASTICK
17.18		PACIFIC JUNCTION
18.02		WEST ALAMEDA

28	29	30	33	27	23	25	27	33	25	23	26	25	23	26	25	23	33	25	31
86	85	87	92	85	83	92	90	91	92	81	91	90	81	91	90	81	84	90	96
28	29	30	28	32	26	24	23	26	25	23	26	25	23	26	25	23	33	25	31
96	84	87	85	84	83	85	86	90	85	89	90	91	89	90	91	89	92	91	96

PASSENGER STOPS

Bridge Yard (on signal) 5.75
 Oakland (16th St.) (on signal) 7.53
 *Fernside Power House (on signal) 13.60
 **Pearl St. (on signal) 13.81
 North Park (Clear Park St.) 14.21
 Willow 14.75
 Grand 15.14

Encinal Terminals 15.40
 Bay 15.69
 Mastick 16.09
 ††Webster St. 16.34
 Fifth St. 16.71
 Third St. 16.99

*Except Nos. 205, 207, 209, 211, 236, 238 and 240.
 **Except Nos. 207, 209, 236 and 238.
 ††SAFETY STOPS—At Webster Street and Lincoln Avenue trains and engines must make Safety Stop on near side of crossing.
 See Pages 14, 15 and 17 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.
 See pages 10 to 13, inclusive, for additional trains between San Francisco and Fruitvale.
 See pages 4 to 9, inclusive, for additional trains between San Francisco and 26th Street Junction.

FIRST CLASS							Distance from San Francisco	STATIONS	
254	252	250	248	246	240	238 Ex. Saturday			
Leave daily except Sundays and Holidays							Leave San Francisco 5:35 P. M. consolidated with No. 338 to Fruitvale	T. C.	
No. 238 leave daily except Saturdays, Sundays and Holidays									
11.25 PM	10.05 PM	8.45 PM	7.25 PM	6.35 PM	5.55 PM	0.00			R SAN FRANCISCO
11.38	10.18	8.58	7.38	6.48	6.08	6.11			EAST JUNCTION Key System Crossing
11.40	10.20	9.00	7.40	6.50	6.10	6.89			26th ST. JUNCTION
						7.23			22nd St. Junction
11.42	10.22	9.02	7.42	6.52	6.12	7.53			A. B. S. OAKLAND (16th St.)
						8.12			West Oakland Junction
11.44	10.24	9.04	7.44	6.54	6.14	8.45			PINE
11.48	10.28	9.08	7.48	6.58	6.18	10.09			BROADWAY
						11.28	W. P. Crossing		
11.52	10.32	9.12	7.52	7.02	6.22	11.67	EAST OAKLAND		
11.54	10.34	9.14	7.54	7.04	6.24	13.20	FRUITVALE		
						13.65	Fruitvale Bridge		
11.56	10.36	9.16	7.56	7.06	6.26	13.72	A. B. S. BLANDING JUNCTION		
						13.94	Lincoln Junction		
11.57 PM	10.37	9.17	7.57	7.07	6.27	14.21	ALAMEDA (Nor. Park)		
12.05 AM	10.45	9.25	8.05	7.15	6.35	16.09	MASTICK		
12.09 AM	10.49	9.29	8.09	7.19	6.39	17.18	PACIFIC JUNCTION		
	10.51 PM	9.31 PM	8.11 PM	7.21 PM	6.41 PM	18.02	WEST ALAMEDA		
30	31	29	28	29	30	34	Con. —		
88	96	95	86	85	87	93	Engr.—Run No.—Monday to Friday		
30	31	29	28	29	30		Con. —		
88	96	95	88	95	87		Engr.—Run No.—Saturday		

ALAMEDA—Lincoln Avenue Line

Westward 17

LINCOLN AVE. LINE
Time Table No. 1
January 15, 1939

STATIONS

R SAN FRANCISCO	18.23
WEST JUNCTION	13.03
26th ST. JUNCTION	11.13
22nd Street Junction	10.79
OAKLAND (18th St.)	10.49
West Oakland Junction	9.90
PINE	9.57
BROADWAY	7.93
W. P. Crossing	6.74
EAST OAKLAND	6.35
FRUITVALE	4.82
Fruitvale Bridge	4.37
BLANDING JUNCTION	4.30
Lincoln Junction	4.08
ALAMEDA (Nor. Park)	3.81
MASTICK	1.93
PACIFIC JUNCTION	0.84
WEST ALAMEDA	0.00

Distance from West Alameda	
18.23	
13.03	
11.13	
10.79	
10.49	
9.90	
9.57	
7.93	
6.74	
6.35	
4.82	
4.37	
4.30	
4.08	
3.81	
1.93	
0.84	
0.00	

		FIRST CLASS																			
		251	201	203	205	207	209	211	213	215	217	219	221	223	225	227	229	231	233	281	
		Ex. Saturday																			
T. C.	R SAN FRANCISCO	6.11 1/4 AM	6.51 1/4 AM	7.31 1/4 AM			8.11 1/4 AM	8.51 1/4 AM	9.31 1/4 AM	10.11 1/4 AM	10.51 1/4 AM	11.31 1/4 AM	12.11 1/4 AM	12.51 1/4 PM	1.31 1/4 PM	2.11 1/4 PM	2.51 1/4 PM	3.31 1/4 PM	4.11 1/4 PM	4.50 PM	
	WEST JUNCTION	5.58 1/4	6.38 1/4	7.18 1/4			7.58 1/4	8.38 1/4	9.18 1/4	9.58 1/4	10.38 1/4	11.18 1/4	11.58 1/4 AM	12.38 1/4	1.18 1/4	1.58 1/4	2.38 1/4	3.18 1/4	3.58 1/4	4.37 PM	
	26th ST. JUNCTION	5.55	6.35	7.15			7.55	8.35	9.15	9.55	10.35	11.15	11.55	12.35	1.15	1.55	2.35	3.15	3.55		
	22nd Street Junction																				
	OAKLAND (18th St.)	5.53	6.33	7.13			7.53	8.33	9.13	9.53	10.33	11.13	11.53	12.33	1.13	1.53	2.33	3.13	3.53		
	West Oakland Junction																				
	PINE	5.50	6.30	7.10			7.50	8.30	9.10	9.50	10.30	11.10	11.50	12.30	1.10	1.50	2.30	3.10	3.50		
	BROADWAY	5.46	6.26	7.06			7.46	8.26	9.06	9.46	10.26	11.06	11.46	12.26	1.06	1.46	2.26	3.06	3.46		
	W. P. Crossing																				
	EAST OAKLAND	5.42	6.22	7.02			7.42	8.22	9.02	9.42	10.22	11.02	11.42	12.22	1.02	1.42	2.22	3.02	3.42		
FRUITVALE	1.33 AM	5.40	6.20	7.00		7.40	8.20	9.00	9.40	10.20	11.00	11.40	12.20	1.00	1.40	2.20	3.00	3.40			
Fruitvale Bridge																					
BLANDING JUNCTION	1.31	5.38	6.18	6.58	7.18 AM	7.38	8.18	8.58	9.38	10.18	10.58	11.38	12.18	12.58	1.38	2.18	2.58	3.38			
Lincoln Junction																					
ALAMEDA (Nor. Park)	1.30	5.37	6.17	6.57	7.17	7.37	8.17	8.57	9.37	10.17	10.57	11.37	12.17	12.57	1.37	2.17	2.57	3.37			
MASTICK	1.22	5.29	6.09	6.49	7.09	7.29	8.09	8.49	9.29	10.09	10.49	11.29	12.09	12.49	1.29	2.09	2.49	3.29			
PACIFIC JUNCTION	1.18 AM	5.25	6.05	6.45	7.05	7.25	8.05	8.45	9.25	10.05	10.45	11.25	12.05	12.45	1.25	2.05	2.45	3.25			
WEST ALAMEDA		5.23 AM	6.03 AM	6.43 AM	7.03 AM	7.23 AM	8.03 AM	8.43 AM	9.23 AM	10.03 AM	10.43 AM	11.23 AM	12.03 PM	12.43 PM	1.23 PM	2.03 PM	2.43 PM	3.23 PM			

Leave daily except Sundays and Holidays

No. 281 leave daily except Saturdays, Sundays and Holidays

— Con.	31	22	24	32	33	22	24	32	22	24	32	22	24	34	26	28	34	26	27
Run No.—Monday to Friday —Engr.	96	82	83	89	84	82	83	89	93	84	89	82	84	93	94	84	93	94	88
— Con.	31	24	22	32	33	24	22	32	24	22	32	33	22	34	33	27	34	33	88
Run No.—Saturday —Engr.	96	81	82	83	92	81	82	83	81	92	83	91	92	93	94	92	93	94	

STATIONS

R SAN FRANCISCO	18.23
WEST JUNCTION	13.03
26th ST. JUNCTION	11.13
22nd Street Junction	10.79
OAKLAND (18th Street)	10.49
West Oakland Junction	9.90
PINE	9.57
BROADWAY	7.93
W. P. Crossing	6.74
EAST OAKLAND	6.35
FRUITVALE	4.82
Fruitvale Bridge	4.37
BLANDING JUNCTION	4.30
Lincoln Junction	4.08
ALAMEDA (Nor. Park)	3.81
MASTICK	1.93
PACIFIC JUNCTION	0.84
WEST ALAMEDA	0.00

Distance from West Alameda	
18.23	
13.03	
11.13	
10.79	
10.49	
9.90	
9.57	
7.93	
6.74	
6.35	
4.82	
4.37	
4.30	
4.08	
3.81	
1.93	
0.84	
0.00	

		FIRST CLASS										
		235	283	285	237	239	241	243	287	245	247	249
		Ex. Saturday										
T. C.	R SAN FRANCISCO	4.52 1/2 PM	5.11 1/4 PM	5.30 PM	5.32 1/2 PM	6.11 1/4 PM	6.51 1/4 PM	7.51 1/4 PM		9.11 1/4 PM	10.31 1/4 PM	12.11 1/4 AM
	WEST JUNCTION	4.39 1/2	4.58 1/4 PM	5.17 PM	5.19 1/2	5.58 1/4	6.38 1/4	7.38 1/4		8.58 1/4	10.18 1/4	11.58 1/4 PM
	26th ST. JUNCTION	4.35			5.15	5.55	6.35	7.35		8.55	10.15	11.55
	22nd Street Junction											
	OAKLAND (18th Street)	4.33			5.13	5.53	6.33	7.33		8.53	10.13	11.53
	West Oakland Junction											
	PINE	4.30			5.10	5.50	6.30	7.30		8.50	10.10	11.50
	BROADWAY	4.26			5.06	5.46	6.26	7.26		8.46	10.06	11.46
	W. P. Crossing											
	EAST OAKLAND	4.22			5.02	5.42	6.22	7.22		8.42	10.02	11.42
FRUITVALE	4.20			5.00	5.40	6.20	7.20		8.40	10.00	11.40	
Fruitvale Bridge												
BLANDING JUNCTION	4.18			4.58	5.38	6.18	7.18	8.02 PM	8.38	9.58	11.38	
Lincoln Junction												
ALAMEDA (Nor. Park)	4.17			4.57	5.37	6.17	7.17	8.01	8.37	9.57	11.37	
MASTICK	4.09			4.49	5.29	6.09	7.09	7.54	8.29	9.49	11.29	
PACIFIC JUNCTION	4.05			4.45	5.25	6.05	7.05	7.50	8.25	9.45	11.25	
WEST ALAMEDA	4.03 PM			4.43 PM	5.23 PM	6.03 PM	7.03 PM	7.48 PM	8.23 PM	9.43 PM	11.23 PM	

Leave daily except Sundays and Holidays

Nos. 283 and 285 leave daily except Saturdays, Sundays and Holidays

— Con.	28-7	32	33	34-8	31	27	30	27	28	29	31
Run No.—Monday to Friday —Engr.	86-65	95	96	93-74	94	88	87	88	86	95	96
— Con.	27			34	31	27	30	27	28	29	31
Run No.—Saturday —Engr.	86			93	94	86	87	86	88	95	96

PASSENGER STOPS (See Page 16).

SAFETY STOPS—At Webster Street and Lincoln Avenue trains and engines must make Safety Stop on near side of crossing.

See pages 14, 15 and 16 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.

See pages 10 to 13, inclusive, for additional trains between San Francisco and Fruitvale.

See pages 4 to 9, inclusive, for additional trains between San Francisco and 26th Street Junction.

BERKELEY — Shattuck Avenue Line

Location of Interlocking Plants, Telephones	FIRST CLASS																	Distance from San Francisco	SHATTUCK AVE. LINE Time Table No. 1 January 15, 1939				
	1426	1424	1422	1420	1418	1416	1414	1412	1410	1408	1406	1404	1402	1556	1554	1552	1460		1458	1456	STATIONS		
	Leave Sundays and Holidays only																						
BKI P	2.25 PM	1.45 PM	1.05 PM	12.25 PM	11.45 AM	11.05 AM	10.25 AM	9.45 AM	9.05 AM	8.25 AM	7.45 AM	7.05 AM	6.25 AM					2.05 AM	1.17 AM	12.25 AM	0.00	R T.C. A. B. S.	R SAN FRANCISCO
I P	2.38	1.58	1.18	12.38	11.58	11.18	10.38	9.58	9.18	8.38	7.58	7.18	6.38					2.18	1.30	12.38	6.11		EAST JUNCTION
																					6.18		Key System Crossing
I P	2.40	2.00	1.20	12.40	11.59 ³ / ₄ AM	11.20	10.40	10.00	9.20	8.40	8.00	7.20	6.40					2.20	1.32	12.40	6.89		26th ST. JUNCTION
I P	2.41	2.01	1.21	12.41	12.01 PM	11.21	10.41	10.01	9.21	8.41	8.01	7.21	6.41					2.21	1.33	12.41	7.25		34th ST. JUNCTION
I P	2.43	2.03	1.23	12.43	12.03	11.23	10.43	10.03	9.23	8.43	8.03	7.23	6.43					2.23	1.35	12.43	8.07		9th ST. JUNCTION
I P																					8.89		AT&SF & Key Crossing
P	2.48	2.08	1.28	12.48	12.08	11.28	10.48	10.08	9.28	8.48	8.08	7.28	6.48					2.28	1.40	12.48	9.41		SOUTH BERKELEY
P	2.55	2.15	1.35	12.55	12.15	11.35	10.55	10.15	9.35	8.55	8.15	7.35	6.55					2.34	1.46	12.55	10.95		BERKELEY
P	2.59	2.19	1.39	12.59	12.19	11.39	10.59	10.19	9.39	8.59	8.19	7.39	6.59	6.42 AM	6.02 AM	5.22 AM		2.38	1.50	12.59	11.89		BERRYMAN
P	3.03	2.23	1.43	1.03	12.23	11.43	11.03	10.23	9.43	9.03	8.23	7.43	7.03	6.45	6.05	5.25		2.41	1.53	1.03	12.48		CONTRA COSTA End of Double Track
P	3.04 PM	2.24 PM	1.44 PM	1.04 PM	12.24 PM	11.44 AM	11.04 AM	10.24 AM	9.44 AM	9.04 AM	8.24 AM	7.44 AM	7.04 AM	6.46 AM	6.06 AM	5.26 AM		2.42 AM	1.54 AM	1.04 AM	12.70		THOUSAND OAKS
	39	45-42	38-41	37-39	45	38	37	45	38	37	45	38	37	45	38	37	44	43	44		Con.		
	139	136-142	138-141	137	136	138	137	136	138	137	136	138	137	136	138	137	144	143	144		Engr.—Run Numbers		

Location of Interlocking Plants, Telephones	FIRST CLASS													Distance from San Francisco	SHATTUCK AVE. LINE Time Table No. 1 January 15, 1939		
	1454	1452	1450	1448	1446	1444	1442	1440	1438	1436	1434	1432	1430		1428	STATIONS	
	Leave Sundays and Holidays only																
	11.45 PM	11.05 PM	10.25 PM	9.45 PM	9.05 PM	8.25 PM	7.45 PM	7.05 PM	6.25 PM	5.45 PM	5.05 PM	4.25 PM	3.45 PM	3.05 PM	0.00	R T.C. A. B. S.	R SAN FRANCISCO
	11.58	11.18	10.38	9.58	9.18	8.38	7.58	7.18	6.38	5.58	5.18	4.38	3.58	3.18	6.11		EAST JUNCTION
															6.18		Key System Crossing
	11.59 ³ / ₄ PM	11.20	10.40	10.00	9.20	8.40	8.00	7.20	6.40	6.00	5.20	4.40	4.00	3.20	6.89		26th ST. JUNCTION
	12.01 AM	11.21	10.41	10.01	9.21	8.41	8.01	7.21	6.41	6.01	5.21	4.41	4.01	3.21	7.25		34th ST. JUNCTION
	12.03	11.23	10.43	10.03	9.23	8.43	8.03	7.23	6.43	6.03	5.23	4.43	4.03	3.23	8.07		9th ST. JUNCTION
															8.89		AT&SF & Key Crossing
	12.08	11.28	10.48	10.08	9.28	8.48	8.08	7.28	6.48	6.08	5.28	4.48	4.08	3.28	9.41		SOUTH BERKELEY
	12.15	11.35	10.55	10.15	9.35	8.55	8.15	7.35	6.55	6.15	5.35	4.55	4.15	3.35	10.95		BERKELEY
	12.19	11.39	10.59	10.19	9.39	8.59	8.19	7.39	6.59	6.19	5.39	4.59	4.19	3.39	11.89		BERRYMAN
	12.23	11.43	11.03	10.23	9.43	9.03	8.23	7.43	7.03	6.23	5.43	5.03	4.23	3.43	12.48		CONTRA COSTA End of Double Track
	12.24 AM	11.44 PM	11.04 PM	10.24 PM	9.44 PM	9.04 PM	8.24 PM	7.44 PM	7.04 PM	6.24 PM	5.44 PM	5.04 PM	4.24 PM	3.44 PM	12.70		THOUSAND OAKS
	43	42	44	43	42	44	43	41	39-44	42-43	41	39	42	41	Con. —		
	143	142	144	143	142	144	143	141	139-144	142-143	141	139	142	141	Engr.—Run Numbers		

SPECIAL INSTRUCTIONS (See Pages 4 to 7).

See pages 20 and 21 for additional trains between San Francisco, 9th St. Junction and Thousand Oaks.

See pages 22 to 27 inclusive, for additional trains between San Francisco and 26th St. Junction.

SAFETY STOPS—at Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing.

Rule S-72—between Contra Costa and Thousand Oaks eastward trains are superior to trains in the opposite direction.

PASSENGER STOPS (See Page 6).

BERKELEY—Shattuck Avenue Line

Westward 19

SHATTUCK AVE. LINE
Time Table No. 1
January 15, 1939

STATIONS	
T.O.	R SAN FRANCISCO
	WEST JUNCTION
A. B. S.	26th ST. JUNCTION
	34th ST. JUNCTION
	9th ST. JUNCTION
	AT&SF & Key Crossing
	SOUTH BERKELEY
	BERKELEY
	BERRYMAN
	CONTRA COSTA End of Double Track
	THOUSAND OAKS

Distance from Thousand Oaks	FIRST CLASS																			
	1457	1459	1553	1555	1401	1403	1405	1407	1409	1411	1413	1415	1417	1419	1421	1423	1425	1427	1429	1431
12.91	1.12AM	2.00AM			6.10AM	6.50AM	7.30AM	8.10AM	8.50AM	9.30AM	10.10AM	10.50AM	11.30AM	12.10PM	12.50PM	1.30PM	2.10PM	2.50PM	3.30PM	4.10PM
7.71	12.59	1.47			5.57	6.37	7.17	7.57	8.37	9.17	9.57	10.37	11.17	11.57AM	12.37	1.17	1.57	2.37	3.17	3.57
5.81	12.56	1.44			5.54	6.34	7.14	7.54	8.34	9.14	9.54	10.34	11.14	11.54	12.34	1.14	1.54	2.34	3.14	3.54
5.45	12.54	1.42			5.52	6.32	7.12	7.52	8.32	9.12	9.52	10.32	11.12	11.52	12.32	1.12	1.52	2.32	3.12	3.52
4.63	12.52	1.40			5.50	6.30	7.10	7.50	8.30	9.10	9.50	10.30	11.10	11.50	12.30	1.10	1.50	2.30	3.10	3.50
3.81																				
3.29	12.47	1.35			5.45	6.25	7.05	7.45	8.25	9.05	9.45	10.25	11.05	11.45	12.25	1.05	1.45	2.25	3.05	3.45
1.75	12.40	1.28			5.38	6.18	6.58	7.38	8.18	8.58	9.38	10.18	10.58	11.38	12.18	12.58	1.38	2.18	2.58	3.38
0.81	12.36	1.24	1.59AM	2.47AM	5.34	6.14	6.54	7.34	8.14	8.54	9.34	10.14	10.54	11.34	12.14	12.54	1.34	2.14	2.54	3.34
0.22	12.33	1.21	1.56	2.44	5.30	6.10	6.50	7.30	8.10	8.50	9.30	10.10	10.50	11.30	12.10	12.50	1.30	2.10	2.50	3.30
0.00	12.32AM	1.20AM	1.55AM	2.43AM	5.29AM	6.09AM	6.49AM	7.29AM	8.09AM	8.49AM	9.29AM	10.09AM	10.49AM	11.29AM	12.09PM	12.49PM	1.29PM	2.09PM	2.49PM	3.29PM

Leave Sundays and Holidays only

-Con.	43	44	43	44	37	38	45	37	38	45	37	38	45	37	38	45	39	41	42	39
Run Numbers—Engr.	143	144	143	144	137	138	136	137	138	136	137	138	136	137	138	136	137-139	141	142	139

STATIONS	
T.O.	R SAN FRANCISCO
	WEST JUNCTION
A. B. S.	26th ST. JUNCTION
	34th ST. JUNCTION
	9th ST. JUNCTION
	AT&SF & Key Crossing
	SOUTH BERKELEY
	BERKELEY
	BERRYMAN
	CONTRA COSTA End of Double Track
	THOUSAND OAKS

Distance from Thousand Oaks	FIRST CLASS												
	1433	1435	1437	1439	1441	1443	1445	1447	1449	1451	1453	1455	1551
12.91	4.50PM	5.30PM	6.10PM	6.50PM	7.30PM	8.10PM	8.50PM	9.30PM	10.10PM	10.50PM	11.30PM	12.12½AM	
7.71	4.37	5.17	5.57	6.37	7.17	7.57	8.37	9.17	9.57	10.37	11.17	11.59½PM	
5.81	4.34	5.14	5.54	6.34	7.14	7.54	8.34	9.14	9.54	10.34	11.14	11.56	
5.45	4.32	5.12	5.52	6.32	7.12	7.52	8.32	9.12	9.52	10.32	11.12	11.54	
4.63	4.30	5.10	5.50	6.30	7.10	7.50	8.30	9.10	9.50	10.30	11.10	11.52	
3.81													
3.29	4.25	5.05	5.45	6.25	7.05	7.45	8.25	9.05	9.45	10.25	11.05	11.47	
1.75	4.18	4.58	5.38	6.18	6.58	7.38	8.18	8.58	9.38	10.18	10.58	11.40	
0.81	4.14	4.54	5.34	6.14	6.54	7.34	8.14	8.54	9.34	10.14	10.54	11.36	11.50PM
0.22	4.10	4.50	5.30	6.10	6.50	7.30	8.10	8.50	9.30	10.10	10.50	11.32	11.47
0.00	4.09PM	4.49PM	5.29PM	6.09PM	6.49PM	7.29PM	8.09PM	8.49PM	9.29PM	10.09PM	10.49PM	11.31PM	11.46PM

Leave Sundays and Holidays only

-Con.	41	42	39	41	43	44	41-42	43	44	42	43	44	42
Run Numbers—Engr.	141	142	139	141	143	144	141-142	143	144	142	143	144	142

PASSENGER STOPS (See Page 6).

SPECIAL INSTRUCTIONS (See Pages 4 to 7).

See pages 20 and 21 for additional trains between San Francisco, 9th St. Junction and Thousand Oaks.

See pages 22 to 27 inclusive, for additional trains between San Francisco and 26th St. Junction.

SAFETY STOPS—at Shattuck and Bancroft Way trains and engines must make safety stop on near side of crossing.

Rule S-72—between Contra Costa and Thousand Oaks eastward trains are superior to trains in the opposite direction.

FIRST CLASS

Location of Interlocking Plants, Telephones	1734	1732	1730	1728	1726	1724	1722	1720	1718	1716	1714	1712	1710	1708	1706	1704	1702	1758	1756	Distance from San Francisco	NINTH ST. LINE Time Table No. 1 January 15, 1939
	Leave Sundays and Holidays Only																				
BKI P	5.06 1/4 PM	4.26 1/4 PM	3.46 1/4 PM	3.06 1/4 PM	2.26 1/4 PM	1.46 1/4 PM	1.06 1/4 PM	12.26 1/4 PM	11.46 1/4 AM	11.06 1/4 AM	10.26 1/4 AM	9.46 1/4 AM	9.06 1/4 AM	8.26 1/4 AM	7.46 1/4 AM	7.06 1/4 AM	6.26 1/4 AM	1.18 1/4 AM	12.26 1/4 AM	0.00	R SAN FRANCISCO
I P	5.19 1/4	4.39 1/4	3.59 1/4	3.19 1/4	2.39 1/4	1.59 1/4	1.19 1/4	12.39 1/4	11.59 1/4 AM	11.19 1/4	10.39 1/4	9.59 1/4	9.19 1/4	8.39 1/4	7.59 1/4	7.19 1/4	6.39 1/4	1.31 1/4	12.39 1/4	6.11	EAST JUNCTION
																				6.18	Key System Crossing
I P	5.21	4.41	4.01	3.21	2.41	2.01	1.21	12.41	12.01 PM	11.21	10.41	10.01	9.21	8.41	8.01	7.21	6.41	1.33	12.41	6.89	26th ST. JUNCTION
I P	5.22	4.42	4.02	3.22	2.42	2.02	1.22	12.42	12.02	11.22	10.42	10.02	9.22	8.42	8.02	7.22	6.42	1.34	12.42	7.25	34th ST. JUNCTION
I P	5.24	4.44	4.04	3.24	2.44	2.04	1.24	12.44	12.04	11.24	10.44	10.04	9.24	8.44	8.04	7.24	6.44	1.36	12.44	8.07	9th ST. JUNCTION
	5.38	4.58	4.18	3.38	2.58	2.18	1.38	12.58	12.18	11.38	10.58	10.18	9.38	8.58	8.18	7.38	6.58	1.50	12.58	11.90	End of Double Track ALBANY
I P																				12.21	AT&SF Crossing
																				12.39	RAMONA
P	5.43 PM	5.03 PM	4.23 PM	3.43 PM	3.03 PM	2.23 PM	1.43 PM	1.03 PM	12.23 PM	11.43 AM	11.03 AM	10.23 AM	9.43 AM	9.03 AM	8.23 AM	7.43 AM	7.03 AM	1.55 AM	1.03 AM	12.98	THOUSAND OAKS

54	53	55	54	53	51	54	53	51	50	49	51	50	49	51	50	49	57	56	Con. —
155	150	153	155	152	153	149	139	150	149	152	150	149	152	150	149	152	157	156	Engr.—Run Numbers

FIRST CLASS

	1754	1752	1750	1748	1746	1744	1742	1740	1738	1736	Distance from San Francisco	STATIONS
	Leave Sundays and Holidays Only											
	11.46 1/4 PM	11.06 1/4 PM	10.26 1/4 PM	9.46 1/4 PM	9.06 1/4 PM	8.26 1/4 PM	7.46 1/4 PM	7.06 1/4 PM	6.26 1/4 PM	5.46 1/4 PM	0.00	R SAN FRANCISCO
	11.59 1/4 PM	11.19 1/4	10.39 1/4	9.59 1/4	9.19 1/4	8.39 1/4	7.59 1/4	7.19 1/4	6.39 1/4	5.59 1/4	6.11	EAST JUNCTION
											6.18	Key System Crossing
	12.01 AM	11.21	10.41	10.01	9.21	8.41	8.01	7.21	6.41	6.01	6.89	26th ST. JUNCTION
	12.02	11.22	10.42	10.02	9.22	8.42	8.02	7.22	6.42	6.02	7.25	34th ST. JUNCTION
	12.04	11.24	10.44	10.04	9.24	8.44	8.04	7.24	6.44	6.04	8.07	9th ST. JUNCTION
	12.18	11.38	10.58	10.18	9.38	8.58	8.18	7.38	6.58	6.18	11.90	End of Double Track ALBANY
											12.21	AT&SF Crossing
											12.39	RAMONA
	12.23 AM	11.43 PM	11.03 PM	10.23 PM	9.43 PM	9.03 PM	8.23 PM	7.43 PM	7.03 PM	6.23 PM	12.98	THOUSAND OAKS

SPECIAL INSTRUCTIONS (See Pages 8 and 9).
 See pages 18 and 19 for additional trains between San Francisco, 9th Street Junction and Thousand Oaks.
 See pages 22 to 27 inclusive for additional trains between San Francisco and 26th Street Junction.
SAFETY STOPS—All trains and engines must make safety stop on near side of crossing at the following points:
 Ninth and Ashby; Ninth and University; Solano and San Pablo.
 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.

PASSENGER STOPS.—(See Page 8.)

BERKELEY, Ninth Street Line

NINTH STREET LINE Time Table No. 1 January 15, 1939		Distance from Thousand Oaks	FIRST CLASS																			
STATIONS			1757	1701	1703	1705	1707	1709	1711	1713	1715	1717	1719	1721	1723	1725	1727	1729	1731	1733	1735	1737
T.O.	R SAN FRANCISCO	13.19	1.13 1/4 AM	6.11 1/4 AM	6.51 1/4 AM	7.31 1/4 AM	8.11 1/4 AM	8.51 1/4 AM	9.31 1/4 AM	10.11 1/4 AM	10.51 1/4 AM	11.31 1/4 AM	12.11 1/4 PM	12.51 1/4 PM	1.31 1/4 PM	2.11 1/4 PM	2.51 1/4 PM	3.31 1/4 PM	4.11 1/4 PM	4.51 1/4 PM	5.31 1/4 PM	6.11 1/4 PM
	WEST JUNCTION	7.99	1.00 1/4	5.58 1/4	6.38 1/4	7.18 1/4	7.58 1/4	8.38 1/4	9.18 1/4	9.58 1/4	10.38 1/4	11.18 1/4	11.58 1/4 AM	12.38 1/4	1.18 1/4	1.58 1/4	2.38 1/4	3.18 1/4	3.58 1/4	4.38 1/4	5.18 1/4	5.58 1/4
	26th ST. JUNCTION	6.09	12.57	5.55	6.35	7.15	7.55	8.35	9.15	9.55	10.35	11.15	11.55	12.35	1.15	1.55	2.35	3.15	3.55	4.35	5.15	5.55
	34th ST. JUNCTION	5.73	12.55	5.53	6.33	7.13	7.53	8.33	9.13	9.53	10.33	11.13	11.53	12.33	1.13	1.53	2.33	3.13	3.53	4.33	5.13	5.53
	9th ST. JUNCTION	4.91	12.53	5.51	6.31	7.11	7.51	8.31	9.11	9.51	10.31	11.11	11.51	12.31	1.11	1.51	2.31	3.11	3.51	4.31	5.11	5.51
	End of Double Track ALBANY	1.13	12.38	5.36	6.16	6.56	7.36	8.16	8.56	9.36	10.16	10.56	11.36	12.16	12.56	1.36	2.16	2.56	3.36	4.16	4.56	5.36
	AT&SF Crossing	0.77																				
	RAMONA	0.59																				
THOUSAND OAKS	0.00	12.33 AM	5.31 AM	6.11 AM	6.51 AM	7.31 AM	8.11 AM	8.51 AM	9.31 AM	10.11 AM	10.51 AM	11.31 AM	12.11 PM	12.51 PM	1.31 PM	2.11 PM	2.51 PM	3.31 PM	4.11 PM	4.51 PM	5.31 PM	
Leave Sundays and Holidays Only																						
—Con.			57	49	50	51	49	50	51	49	50	51	53	54	51	53	54	55	53	54	55	56
Run Numbers —Engr.			157	152	149	150	152	149	150	152	149	150	139	149	153	152	155	153	150	155	153	156

STATIONS		Distance from Thousand Oaks	Westward—FIRST CLASS								
STATIONS			1739	1741	1743	1745	1747	1749	1751	1753	1755
T.O.	R SAN FRANCISCO	13.19	6.51 1/4 PM	7.31 1/4 PM	8.11 1/4 PM	8.51 1/4 PM	9.31 1/4 PM	10.11 1/4 PM	10.51 1/4 PM	11.31 1/4 PM	12.13 3/4 AM
	WEST JUNCTION	7.99	6.38 1/4	7.18 1/4	7.58 1/4	8.38 1/4	9.18 1/4	9.58 1/4	10.38 1/4	11.18 1/4	12.00 3/4 AM
	26th ST. JUNCTION	6.09	6.35	7.15	7.55	8.35	9.15	9.55	10.35	11.15	11.58 PM
	34th ST. JUNCTION	5.73	6.33	7.13	7.53	8.33	9.13	9.53	10.33	11.13	11.56
	9th ST. JUNCTION	4.91	6.31	7.11	7.51	8.31	9.11	9.51	10.31	11.11	11.54
	End of Double Track ALBANY	1.13	6.16	6.56	7.36	8.16	8.56	9.36	10.16	10.56	11.39
	AT&SF Crossing	0.77									
	RAMONA	0.59									
THOUSAND OAKS	0.00	6.11 PM	6.51 PM	7.31 PM	8.11 PM	8.51 PM	9.31 PM	10.11 PM	10.51 PM	11.34 PM	
Leave Sundays and Holidays Only											
—Con.			54	57	56	55	57	56	55	57	56
Run Numbers —Engr.			157	153	156	155	157	156	155	157	156

Eastward—FIRST CLASS			Distance from San Francisco	STATIONS	Distance from Thousand Oaks	Westward—FIRST CLASS		
1856	1854	1852				1853	1855	1851
Leave Sundays and Holidays only								
6.43 AM	6.03 AM	5.23 AM	11.89	A.B.S. (BERRYMAN CONTRA COSTA End of Double Track THOUSAND OAKS)	0.81	1.09 AM	2.00 AM	11.49 PM
6.46	6.06	5.26	12.48		0.22	1.06	1.57	11.46
6.47 AM	6.07 AM	5.27 AM	12.70		0.00	1.05 AM	1.56 AM	11.45 PM
Leave Sundays and Holidays only								
51	50	49		Con.—		56	57	55
150	149	152		Engr.— Run Numbers —Engr.		156	157	155

Nos. 1851, 1853 and 1855 stop on signal Contra Costa and Northbrae to discharge passengers.
 Nos. 1852, 1854 and 1856 stop on signal Contra Costa and Northbrae to receive passengers.
 Trains and engines must approach crossover Berryman, poles 3687-3688, with caution, expecting to find main track occupied.
 Ninth Street trains moving to and from Berryman must make safety stop before crossing Colusa Street in either direction, and at Contra Costa eastward.
 For instructions covering automatic block signals between Contra Costa and Thousand Oaks, see page 7.

SPECIAL INSTRUCTIONS (See Pages 8 and 9).
PASSENGER STOPS (See Page 8).
 See pages 18 and 19 for additional trains between San Francisco, 9th Street Junction and Thousand Oaks.
 See pages 22 to 27, inclusive, for additional trains between San Francisco and 26th Street Junction.
SAFETY STOPS—All trains and engines must make safety stop on near side of crossing at the following points:
 Ninth and Ashby; Ninth and University; Solano and San Pablo.
 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.

SEVENTH STREET LINE

		FIRST CLASS																Distance from San Francisco	SEVENTH ST. LINE Time Table No. 1 January 15, 1939				
		1022	1020	1018	1016	1014	1160	1012	1010	1008	1006	1004	1002	1158	1156	1154	1152		1060	1058	1056	STATIONS	
		Leave Sundays and Holidays only																					
BKI P	12.46 1/4 PM	12.06 1/4 PM	11.26 1/4 AM	10.46 1/4 AM	10.06 1/4 AM			9.26 1/4 AM	8.46 1/4 AM	8.06 1/4 AM	7.26 1/4 AM	6.46 1/4 AM	6.06 1/4 AM					2.15 AM	1.15 AM	12.16 1/4 AM	0.00	T.C. A. B. S. Automatic Block System	R SAN FRANCISCO
I P	12.59 1/4	12.19 1/4	11.39 1/4	10.59 1/4	10.19 1/4	10.10 AM		9.39 1/4	8.59 1/4	8.19 1/4	7.39 1/4	6.59 1/4	6.19 1/4					2.28	1.28	12.29 1/4	6.11		EAST JUNCTION
																					6.18		Key System Crossing
I P	1.01	12.21	11.41	11.01	10.21	10.12		9.41	9.01	8.21	7.41	7.01	6.21					2.30	1.30	12.31	6.89		26th ST. JUNCTION
I																					7.23		22nd St. Junction
I P	1.03	12.23	11.43	11.03	10.23	10.14		9.43	9.03	8.23	7.43	7.03	6.23	Flag Stops	Flag Stops	Flag Stops	Flag Stops	2.32	1.32	12.33	7.53		OAKLAND (16th St.)
																					8.12		West Oakland Junction
	1.05	12.25	11.45	11.05	10.25	10.17		9.45	9.05	8.25	7.45	7.05	6.25					2.34	1.34	12.35	8.45		PINE
P	1.12	12.32	11.52	11.12	10.32	10.21		9.52	9.12	8.32	7.52	7.12	6.32					2.41	1.41	12.42	10.09		BROADWAY
I P																					11.28		W. P. Crossing
P	1.17	12.37	11.57 AM	11.17	10.37	10.25 AM		9.57	9.17	8.37	7.57	7.17	6.37					2.46	1.46	12.47	11.67		EAST OAKLAND
YIP	1.22	12.42	12.02 PM	11.22	10.42			10.02	9.22	8.42	8.02	7.22	6.42					2.50	1.50	12.52	13.20		FRUITVALE
I																					14.12		W. P. Crossing
P	1.26	12.46	12.06	11.26	10.46	No Passengers		10.06	9.26	8.46	8.06	7.26	6.46	6.28 AM	5.50 AM	5.10 AM	4.30 AM	2.54	1.54	12.56	14.27		MELROSE
P	1.30	12.50	12.10	11.30	10.50			10.10	9.30	8.50	8.10	7.30	6.50	6.31	5.53	5.13	4.33	2.58	1.58	1.00	15.39		SEMINARY
P	1.31	12.51	12.11	11.31	10.51			10.11	9.31	8.51	8.11	7.31	6.51	6.33	5.55	5.15	4.35	3.00	2.00	1.02	16.01		HAVENSCOURT
P	1.33	12.53	12.13	11.33	10.53			10.13	9.33	8.53	8.13	7.33	6.53	6.35	5.57	5.17	4.37	3.02	2.02	1.05	16.94	82nd AVENUE	
P	1.35	12.55	12.15	11.35	10.55			10.15	9.35	8.55	8.15	7.35	6.55								18.26	103rd Ave. (Jct. Sw.)	
P	1.46 PM	1.06 PM	12.26 PM	11.46 AM	11.06 AM			10.26 AM	9.46 AM	9.06 AM	8.26 AM	7.46 AM	7.06 AM	6.41 AM	6.03 AM	5.23 AM	4.43 AM	3.10 AM	2.10 AM	1.13 AM	19.03	DUTTON AVENUE	
	15	3-13	2-6	5	13-15	15	3	2	5	13	3	2	5	13	3	2	6	12	6			Con. —	
	65	70-71	62-73	63	71-65	65	70	62	63	71	70	62	63	71	70	62	76	75	76			Engr.—Run Numbers	

		FIRST CLASS																Distance from San Francisco	SEVENTH ST. LINE Time Table No. 1 January 15, 1939	
		1054	1052	1050	1048	1046	1044	1042	1040	1038	1036	1034	1032	1030	1028	1026	1024		STATIONS	
		Leave Sundays and Holidays only																		
PASSENGER STOPS—(See Page 12) SPECIAL INSTRUCTIONS—(See Pages 12 and 13) See pages 24 to 27, inclusive, for additional trains between San Francisco and Fruitvale. See pages 18 to 21, inclusive, for additional trains between San Francisco and 26th St. Junction.	11.26 1/4 PM	10.46 1/4 PM	10.06 1/4 PM	9.26 1/4 PM	8.46 1/4 PM	8.06 1/4 PM	7.26 1/4 PM	6.46 1/4 PM	6.06 1/4 PM	5.26 1/4 PM	4.46 1/4 PM	4.06 1/4 PM	3.26 1/4 PM	2.46 1/4 PM	2.06 1/4 PM	1.26 1/4 PM	0.00	T.C. A. B. S. Automatic Block System	R SAN FRANCISCO	
		11.39 1/4	10.59 1/4	10.19 1/4	9.39 1/4	8.59 1/4	8.19 1/4	7.39 1/4	6.59 1/4	6.19 1/4	5.39 1/4	4.59 1/4	4.19 1/4	3.39 1/4	2.59 1/4	2.19 1/4	1.39 1/4		6.11	EAST JUNCTION
																			6.18	Key System Crossing
		11.41	11.01	10.21	9.41	9.01	8.21	7.41	7.01	6.21	5.41	5.01	4.21	3.41	3.01	2.21	1.41		6.89	26th ST. JUNCTION
																			7.23	22nd St. Junction
		11.43	11.03	10.23	9.43	9.03	8.23	7.43	7.03	6.23	5.43	5.03	4.23	3.43	3.03	2.23	1.43		7.53	OAKLAND (16th St.)
																			8.12	West Oakland Junction
		11.45	11.05	10.25	9.45	9.05	8.25	7.45	7.05	6.25	5.45	5.05	4.25	3.45	3.05	2.25	1.45		8.45	PINE
		11.52	11.12	10.32	9.52	9.12	8.32	7.52	7.12	6.32	5.52	5.12	4.32	3.52	3.12	2.32	1.52		10.09	BROADWAY
																			11.28	W. P. Crossing
		11.57 PM	11.17	10.37	9.57	9.17	8.37	7.57	7.17	6.37	5.57	5.17	4.37	3.57	3.17	2.37	1.57		11.67	EAST OAKLAND
		12.02 AM	11.22	10.42	10.02	9.22	8.42	8.02	7.22	6.42	6.02	5.22	4.42	4.02	3.22	2.42	2.02		13.20	FRUITVALE
																			14.12	W. P. Crossing
		12.06	11.26	10.46	10.06	9.26	8.46	8.06	7.26	6.46	6.06	5.26	4.46	4.06	3.26	2.46	2.06		14.27	MELROSE
		12.10	11.30	10.50	10.10	9.30	8.50	8.10	7.30	6.50	6.10	5.30	4.50	4.10	3.30	2.50	2.10		15.39	SEMINARY
		12.11	11.31	10.51	10.11	9.31	8.51	8.11	7.31	6.51	6.11	5.31	4.51	4.11	3.31	2.51	2.11		16.01	HAVENSCOURT
	12.13	11.33	10.53	10.13	9.33	8.53	8.13	7.33	6.53	6.13	5.33	4.53	4.13	3.33	2.53	2.13	16.94	82nd AVENUE		
	12.15	11.35	10.55	10.15	9.35	8.55	8.15	7.35	6.55	6.15	5.35	4.55	4.15	3.35	2.55	2.15	18.26	103rd Ave. (Jct. Sw.)		
	12.23 AM	11.46 PM	11.06 PM	10.26 PM	9.46 PM	9.06 PM	8.26 PM	7.46 PM	7.06 PM	6.26 PM	5.46 PM	5.06 PM	4.26 PM	3.46 PM	3.06 PM	2.26 PM	19.03	DUTTON AVENUE		
	11	9-17	12	8	11	9	6-12	12-8	11	9	6	8	15	13-9	6	5-8		Con. —		
	68	75-79	76	67	68	75	73-76	76-67	68	75	73	67	65	71-75	73	63-67		Engr.—Run Numbers		

SEVENTH STREET LINE

Westward 23

SEVENTH ST. LINE
Time Table No. 1
January 15, 1939

FIRST CLASS

STATIONS		Distance from Dutton Avenue	1057	1153	1059	1155	1157	1001	1003	1005	1007	1009	1011	1013	1015	1017	1019	1021	1023	1025	1027			
T.C.	R SAN FRANCISCO	19.24	1.10 AM		2.10 AM			5.50 AM	6.30 AM	7.10 AM	7.50 AM	8.30 AM	9.10 AM	9.50 AM	10.30 AM	11.10 AM	11.50 AM	12.30 PM	1.10 PM	1.50 PM	2.30 PM			
	WEST JUNCTION	14.04	12.57		1.57			5.37	6.17	6.57	7.37	8.17	8.57	9.37	10.17	10.57	11.37	12.17	12.57	1.37	2.17			
A. B. S.	26th ST. JUNCTION	12.14	12.54		1.54			5.34	6.14	6.54	7.34	8.14	8.54	9.34	10.14	10.54	11.34	12.14	12.54	1.34	2.14			
	22nd St. Junction	11.80																						
	OAKLAND (16th St.)	11.50	12.52	Flag Stops	1.52	Flag Stops	Flag Stops	5.32	6.12	6.52	7.32	8.12	8.52	9.32	10.12	10.52	11.32	12.12	12.52	1.32	2.12			
	West Oakland Junction	10.91																						
	PINE	10.58	12.49					1.49			5.29	6.09	6.49	7.29	8.09	8.49	9.29	10.09	10.49	11.29	12.09	12.49	1.29	2.09
	BROADWAY	8.94	12.42					1.44			5.22	6.02	6.42	7.22	8.02	8.42	9.22	10.02	10.42	11.22	12.02 PM	12.42	1.22	2.02
	Automatic Block System	W. P. Crossing	7.75																					
		EAST OAKLAND	7.36	12.36		1.39			5.16	5.56	6.36	7.16	7.56	8.36	9.16	9.56	10.36	11.16	11.56 AM	12.36	1.16	1.56		
		FRUITVALE	5.83	12.32		1.35			5.12	5.52	6.32	7.12	7.52	8.32	9.12	9.52	10.32	11.12	11.52	12.32	1.12	1.52		
		W. P. Crossing	4.91																					
		MELROSE	4.76	12.28	12.41 AM	1.31	2.28 AM	3.28 AM	5.08	5.48	6.28	7.08	7.48	8.28	9.08	9.48	10.28	11.08	11.48	12.28	1.08	1.48		
		SEMINARY	3.64	12.22	12.37	1.27	2.24	3.24	5.02	5.42	6.22	7.02	7.42	8.22	9.02	9.42	10.22	11.02	11.42	12.22	1.02	1.42		
		HAVENSCOURT	3.02	12.20	12.35	1.25	2.22	3.22	5.00	5.40	6.20	6.58	7.38	8.18	8.58	9.38	10.18	10.58	11.38	12.18	12.58	1.38		
		82nd AVENUE	2.09	12.17	12.33	1.23	2.20	3.20	4.57	5.37	6.17	6.55	7.35	8.15	8.55	9.35	10.15	10.55	11.35	12.15	12.55	1.35		
		103rd Ave. (Jct. Sw.)	0.77																					
		DUTTON AVENUE	0.00	12.07 AM	12.25 AM	1.15 AM	2.12 AM	3.12 AM	4.48 AM	5.28 AM	6.08 AM	6.45 AM	7.25 AM	8.05 AM	8.45 AM	9.25 AM	10.05 AM	10.45 AM	11.25 AM	12.05 PM	12.45 PM	1.25 PM		

Leave Sundays and Holidays only

—Con.	12	11	6	12	6	2	3	13	5	2	3	13	5	2	3	15	5	6	13
Run Numbers—Engr.	75	68	76	75	76	62	70	71	63	62	70	71	63	62	70	65	63	73	71

STATIONS		Distance from Dutton Avenue	1029	1031	1033	1035	1037	1039	1041	1043	1045	1047	1049	1051	1053	1151	1055
T.C.	R SAN FRANCISCO	19.24	3.10 PM	3.50 PM	4.30 PM	5.10 PM	5.50 PM	6.30 PM	7.10 PM	7.50 PM	8.30 PM	9.10 PM	9.50 PM	10.30 PM	11.10 PM		12.10 AM
	WEST JUNCTION	14.04	2.57	3.37	4.17	4.57	5.37	6.17	6.57	7.37	8.17	8.57	9.37	10.17	10.57		11.57 PM
A. B. S.	26th ST. JUNCTION	12.14	2.54	3.34	4.14	4.54	5.34	6.14	6.54	7.34	8.14	8.54	9.34	10.14	10.54		11.54
	22nd St. Junction	11.80															
	OAKLAND (16th St.)	11.50	2.52	3.32	4.12	4.52	5.32	6.12	6.52	7.32	8.12	8.52	9.32	10.12	10.52		11.52
	West Oakland Junction	10.91															
	PINE	10.58	2.49	3.29	4.09	4.49	5.29	6.09	6.49	7.29	8.09	8.49	9.29	10.09	10.49		11.49
	BROADWAY	8.94	2.42	3.22	4.02	4.42	5.22	6.02	6.42	7.22	8.02	8.42	9.22	10.02	10.42		11.42
	W. P. Crossing	7.75															
	EAST OAKLAND	7.36	2.36	3.16	3.56	4.36	5.16	5.56	6.36	7.16	7.56	8.36	9.16	9.56	10.36		11.36
	FRUITVALE	5.83	2.32	3.12	3.52	4.32	5.12	5.52	6.32	7.12	7.52	8.32	9.12	9.52	10.32		11.32
	W. P. Crossing	4.91															
	MELROSE	4.76	2.28	3.08	3.48	4.28	5.08	5.48	6.28	7.08	7.48	8.28	9.08	9.48	10.28	10.44 PM	11.28
	SEMINARY	3.64	2.22	3.02	3.42	4.22	5.02	5.42	6.22	7.02	7.42	8.22	9.02	9.42	10.22	10.40	11.22
	HAVENSCOURT	3.02	2.18	2.58	3.38	4.18	4.58	5.38	6.18	6.58	7.38	8.18	8.58	9.38	10.18	10.38	11.20
	82nd AVENUE	2.09	2.15	2.55	3.35	4.15	4.55	5.35	6.15	6.55	7.35	8.15	8.55	9.35	10.15	10.36	11.17
	103rd Ave. (Jct. Sw.)	0.77															
	DUTTON AVENUE	0.00	2.05 PM	2.45 PM	3.25 PM	4.05 PM	4.45 PM	5.25 PM	6.05 PM	6.45 PM	7.25 PM	8.05 PM	8.45 PM	9.25 PM	10.05 PM	10.28 PM	11.07 PM

Leave Sundays and Holidays only

—Con.	15	8	6	9	15-11	8-12	6	9	11	8	12	9	11	8	12
Run Numbers—Engr.	65	67	73	75	65-68	67-76	73	75	68	67	76	75	68	67	76

PASSENGER STOPS—(See Page 12)

SPECIAL INSTRUCTIONS — (See Pages 12 and 13)

See pages 24 to 27, inclusive, for additional trains between San Francisco and Fruitvale.

See pages 18 to 21, inclusive, for additional trains between San Francisco and 26th St. Junction.

ALAMEDA—Encinal Avenue Line

ENCINAL AVE. LINE
Time Table No. 1
January 15, 1939

		FIRST CLASS																	
		1327	1385	1301	1381	1303	1305	1307	1309	1311	1313	1315	1317	1319	1321	1323	1325	1383	
ENCINAL AVE. LINE Time Table No. 1 January 15, 1939	Distance from West Alameda																		
	STATIONS																		
	R SAN FRANCISCO	19.97		7.11 1/4 AM		8.31 1/4 AM	9.51 1/4 AM	11.11 1/4 AM	12.31 1/4 PM	1.51 1/4 PM	3.11 1/4 PM	4.31 1/4 PM	5.51 1/4 PM	7.11 1/4 PM	8.31 1/4 PM	9.51 1/4 PM	11.11 1/4 PM		
	WEST JUNCTION	14.77		6.58 1/4		8.18 1/4	9.38 1/4	10.58 1/4	12.18 1/4	1.38 1/4	2.58 1/4	4.18 1/4	5.38 1/4	6.58 1/4	8.18 1/4	9.38 1/4	10.58 1/4		
	26th ST. JUNCTION	12.87		6.55		8.15	9.35	10.55	12.15	1.35	2.55	4.15	5.35	6.55	8.15	9.35	10.55		
	22nd Street Junction	12.53																	
	OAKLAND (16th Street)	12.23		6.53		8.13	9.33	10.53	12.13	1.33	2.53	4.13	5.33	6.53	8.13	9.33	10.53		
	West Oakland Junction	11.64																	
	PINE	11.31		6.50		8.10	9.30	10.50	12.10	1.30	2.50	4.10	5.30	6.50	8.10	9.30	10.50		
	BROADWAY	9.67		6.46		8.06	9.26	10.46	12.06	1.26	2.46	4.06	5.26	6.46	8.06	9.26	10.46		
	W. P. Crossing	8.48																	
	EAST OAKLAND	8.09		6.42		8.02	9.22	10.42	12.02 PM	1.22	2.42	4.02	5.22	6.42	8.02	9.22	10.42		
	FRUITVALE	6.56	12.30 AM	6.40		8.00	9.20	10.40	11.59 3/4 AM	1.20	2.40	4.00	5.20	6.40	8.00	9.20	10.40		
	Fruitvale Bridge	6.11																	
	BLANDING JUNCTION	6.04	12.28	6.38	6.46 AM	7.58	9.18	10.38	11.58	1.18	2.38	3.58	5.18	6.38	7.58	9.18	10.38		
	Fernside Junction	5.89																	
	SOUTH HIGH STREET	4.54	12.23	2.19 AM	6.33	6.41 AM	7.53	9.13	10.33	11.53	1.13	2.33	3.53	5.13	6.33	7.53	9.13	10.33	11.51 PM
	CAROLINE	2.29	12.15	2.12	6.25		7.45	9.05	10.25	11.45	1.05	2.25	3.45	5.05	6.25	7.45	9.05	10.25	11.44
	PACIFIC JUNCTION	0.84	12.10 AM	2.08 AM	6.20		7.40	9.00	10.20	11.40	1.00	2.20	3.40	5.00	6.20	7.40	9.00	10.20	11.40
WEST ALAMEDA	0.00		6.18 AM		7.38 AM	8.58 AM	10.18 AM	11.38 AM	12.58 PM	2.18 PM	3.38 PM	4.58 PM	6.18 PM	7.38 PM	8.58 PM	10.18 PM	11.38 PM		
Leave Sundays and Holidays Only																			
— Con.		30	31	25	34	23	34	25-32	23-26	34-27	32	26	27	30	29	31	30	29	
Run Numbers—Engr.		88	96	90	83	82	83	90	82-92	83-87	85	92	87	85-88	95	96	88	95	

PASSENGER STOPS (See Page 14).

SAFETY STOPS—At the following crossings trains and engines must make Safety Stop on near side of crossing.

Versailles Avenue and Fernside Boulevard
North High Street and Fernside Boulevard

South High Street and Encinal Avenue
South Park Street and Encinal Avenue

Trains and engines must approach crossover South High St., poles 537-539 with caution, expecting to find main track occupied.

SPECIAL INSTRUCTIONS (See Pages 14 and 15).

See pages 26 and 27 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.

See pages 22 and 23 for additional trains between San Francisco and Fruitvale.

See pages 18 to 21 for additional trains between San Francisco and 26th St. Junction.

ALAMEDA—Lincoln Avenue Line

LINCOLN AVE. LINE
Time Table No. 1
January 15, 1939

		FIRST CLASS															
STATIONS		1229	1201	1203	1205	1207	1209	1211	1213	1215	1217	1219	1221	1223	1225	1227	
T. C.	R SAN FRANCISCO	18.23	6.31 $\frac{1}{4}$ AM	7.51 $\frac{1}{4}$ AM	9.11 $\frac{1}{4}$ AM	10.31 $\frac{1}{4}$ AM	11.51 $\frac{1}{4}$ AM	1.11 $\frac{1}{4}$ PM	2.31 $\frac{1}{4}$ PM	3.51 $\frac{1}{4}$ PM	5.11 $\frac{1}{4}$ PM	6.31 $\frac{1}{4}$ PM	7.51 $\frac{1}{4}$ PM	9.11 $\frac{1}{4}$ PM	10.31 $\frac{1}{4}$ PM	12.11 $\frac{1}{4}$ AM	
	WEST JUNCTION	13.03	6.18 $\frac{1}{4}$	7.38 $\frac{1}{4}$	8.58 $\frac{1}{4}$	10.18 $\frac{1}{4}$	11.38 $\frac{1}{4}$	12.58 $\frac{1}{4}$	2.18 $\frac{1}{4}$	3.38 $\frac{1}{4}$	4.58 $\frac{1}{4}$	6.18 $\frac{1}{4}$	7.38 $\frac{1}{4}$	8.58 $\frac{1}{4}$	10.18 $\frac{1}{4}$	11.58 $\frac{1}{4}$ PM	
	26th ST. JUNCTION	11.13	6.15	7.35	8.55	10.15	11.35	12.55	2.15	3.35	4.55	6.15	7.35	8.55	10.15	11.55	
	22nd Street Junction	10.79															
	A. B. S.	OAKLAND (16th St.)	10.49	6.13	7.33	8.53	10.13	11.33	12.53	2.13	3.33	4.53	6.13	7.33	8.53	10.13	11.53
		West Oakland Junction	9.90														
		PINE	9.57	6.10	7.30	8.50	10.10	11.30	12.50	2.10	3.30	4.50	6.10	7.30	8.50	10.10	11.50
		BROADWAY	7.93	6.06	7.26	8.46	10.06	11.26	12.46	2.06	3.26	4.46	6.06	7.26	8.46	10.06	11.46
		W. P. Crossing	6.74														
		EAST OAKLAND	6.35	6.02	7.22	8.42	10.02	11.22	12.42	2.02	3.22	4.42	6.02	7.22	8.42	10.02	11.42
FRUITVALE		4.82	1.33 AM	6.00	7.20	8.40	10.00	11.20	12.40	2.00	3.20	4.40	6.00	7.20	8.40	10.00	11.40
Fruitvale Bridge		4.37															
BLANDING JUNCTION		4.30	1.31	5.58	7.18	8.38	9.58	11.18	12.38	1.58	3.18	4.38	5.58	7.18	8.38	9.58	11.38
Lincoln Junction		4.08															
A. B. S.	ALAMEDA (Nor. Park)	3.81	1.30	5.57	7.17	8.37	9.57	11.17	12.37	1.57	3.17	4.37	5.57	7.17	8.37	9.57	11.37
	MASTICK	1.93	1.22	5.49	7.09	8.29	9.49	11.09	12.29	1.49	3.09	4.29	5.49	7.09	8.29	9.49	11.29
	PACIFIC JUNCTION	0.84	1.18 AM	5.45	7.05	8.25	9.45	11.05	12.25	1.45	3.05	4.25	5.45	7.05	8.25	9.45	11.25
	WEST ALAMEDA	0.00	5.43 AM	7.03 AM	8.23 AM	9.43 AM	11.03 AM	12.23 PM	1.43 PM	3.03 PM	4.23 PM	5.43 PM	7.03 PM	8.23 PM	9.43 PM	11.23 PM	
Leave Sundays and Holidays Only																	
— Con.		31	23	34	25	23	34	32	26	27	32	26	27	30	29	31	
Run Numbers — Engr.		96	82	83	90	82	83	85	92	87	85	95	96	88	95	96	

PASSENGER STOPS (See Page 16).

SPECIAL INSTRUCTIONS (See Pages 16 and 17).

See pages 24 and 25 for additional trains between San Francisco, Fruitvale, Pacific Junction and West Alameda.
 See pages 22 and 23 for additional trains between San Francisco and Fruitvale.
 See pages 18 to 21 for additional trains between San Francisco and 26th St. Junction.
SAFETY STOPS—At Webster Street and Lincoln Ave. trains and engines must make safety stop on near side of crossing.

COMPANY SURGEONS

- San Francisco.. Dr. C. A. Walker..... Chief Surgeon.
- San Francisco.. Dr. J. H. O'Connor..... Assistant Chief Surgeon.
- San Francisco.. Dr. H. B. Graham..... Aurist.
- San Francisco.. Dr. W. F. Swett..... Oculist.
- San Francisco.. Dr. J. C. Williams..... Assistant Oculist.
- Oakland..... Dr. O. D. Hamlin..... Division Surgeon.
- Oakland..... Dr. F. H. Tebbe..... District Surgeon.
- Oakland..... Dr. Milton H. Shutes..... Oculist and Aurist.
- Oakland..... Dr. Geo. F. Mainwaring... District Surgeon.
- Oakland..... Dr. Geo. V. Potter..... District Surgeon.
- Oakland..... Dr. N. P. Dunne..... District Surgeon.
- Oakland..... Dr. W. Crane..... District Surgeon.
- East Oakland.. Dr. C. P. Higgins..... District Surgeon.
- East Oakland.. Dr. W. H. C. Hatteroth... District Surgeon.

COMPANY SURGEONS—Continued

- West Oakland.. Dr. J. I. Vickerson..... District Surgeon.
- Berkeley..... Dr. A. M. McIntosh..... District Surgeon.
- Berkeley..... Dr. J. R. Masterson..... District Surgeon.
- Berkeley..... Dr. C. E. Hass..... Oculist.
- Albany..... Dr. Douglas Ream..... District Surgeon.
- Fruitvale..... Dr. J. W. Scamell..... District Surgeon.
- Fruitvale..... Dr. L. E. Lacey..... District Surgeon.
- Fruitvale..... Dr. G. W. Dygert..... Assistant District Surgeon.
- Fruitvale..... Dr. O. T. Leftwich..... Oculist and Aurist.
- Elmhurst..... Dr. M. F. Frandy..... District Surgeon.
- San Leandro... Dr. Geo. T. Honaker..... District Surgeon.
- Alameda..... Dr. A. L. Guerra..... District Surgeon.
- Alameda..... Dr. Douglas D. Stafford... District Surgeon.

HOSPITALS

Southern Pacific General Hospital, Fell Street near Baker, San Francisco.
 Emergency Hospital, West Oakland.

STRETCHERS

San Francisco Terminal, Bridge Yard, Alameda, Fruitvale, Berkeley and East Oakland.

Except as the Rules and Regulations of the Transportation Department, Southern Pacific Company, (Pacific Lines), effective June 15, 1930, Rules and Regulations governing Care and Operation of Air Brake and Air Signal Apparatus, Southern Pacific Company, (Pacific Lines), effective May 1, 1926 and Rules and Regulations for the Operation of Trains under Continuous Automatic Cab Signal and Speed Control System, Interurban Electric Ry. Co., effective January 1, 1939, may be modified, supplemented or superseded, those Rules and Regulations remain in full force and effect for the government of the railroad operated by the Interurban Electric Railway Company.

The operation of that portion of the railroad comprising the westward main track from West Junction to San Francisco, the eastward main track from San Francisco to East Junction, crossovers between main tracks within those limits, and all tracks within San Francisco Terminal is assigned to the supervision of the Superintendent—Bridge Railway at San Francisco.

RULE 2. Designated Watch Inspectors:

- S. A. Pope, Manager of Time Service..... 65 Market St., San Francisco
Oakland..... Don J. Allphin, 5836 Foothill Blvd.
Oakland..... E. S. Griffin, 214 Easton Building
Oakland..... E. W. Becker, 3357 East 14th Street
Oakland..... H. Bullard, 1194 Seventh Street
Alameda..... A. O. Gott, 1363 Park Street
Berkeley..... W. R. Burke, 2199 Shattuck Avenue
Berkeley..... Ernest L. Dorrett, 1823 Solano Avenue

RULE 4. Designated Holidays—

- New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, First Monday in September.
Thanksgiving Day, Last Thursday in November.
Christmas Day, December 25th.

When any of these holidays falls on Sunday, the time table schedules authorized for holidays will apply on the Monday following.

RULE 11. Outside of block system limits or train control territory 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.

Within train control territory, a train finding an unattended fusee burning on or near its track may proceed without stopping, but must run with caution, not exceeding 15 miles per hour, for a distance of 1000 feet.

RULE 17 (C). When the rules require headlights to be displayed, they will be dimmed in the following territory:

- (a) On the San Francisco-Oakland Bay Bridge (except through the tunnel on Yerba Buena Island), westward from West Junction to San Francisco and eastward from San Francisco to east end of Bridge at catenary bridge No. 1.
(b) Seventh Street Line—between Pine Street and Fallon Street.
(c) Shattuck Avenue Line—between Ward Street and Vine Street.
(d) Ninth Street Line—between Albany and Thousand Oaks.

RULE 19. Electric cars are equipped with red bulls-eye lights on ends of car. They will serve as markers and, except in foggy weather, will not be lighted during daylight hours.

RULE 30. The gong must be sounded before equipment is moved. Enginemen must, at all times, place themselves in a position in the cab which will assure them the best vision of the track ahead and the approach of pedestrians and vehicles, and must assume a standing position before moving equipment and remain standing until equipment has moved at least 30 feet.

RULE 82. Time table schedules, unless fulfilled, are in effect for two hours after their time at each station.

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

RULE 83. Will not apply.

RULE 83 (A). Only trains terminating at San Francisco will register and then only on the initial trip of each run.

RULE 83 (D). Will not apply.

RULE 83 (E). Will not apply.

RULE S-88. Will not apply.

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

RULE 92. Within train control territory time-table schedules are informative only. Trains will enter and operate through train control territory in accordance with applicable Interlocking and Cab Signal Rules, irrespective of time-table superiority or schedules, except that a train must not leave San Francisco in advance of its scheduled leaving time.

RULE 93. Will not apply. All tracks of Interurban Electric Ry. Co., are within yard limits. Within yard limits main track may be used, protecting as prescribed by Rule 99.

RULE 95. Will not apply.

RULE D-97 (A). On double track, trains may run extra, or work extra, moving with the current of traffic without running orders and need not obtain clearance before commencement of trip.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED. Southern Pacific Company at Parker Street on Ninth Street Line between Carlton Street and Channing Way. Southern Pacific trains and engines using crossing will protect.

Southern Pacific Company at Pacific Avenue on Encinal Avenue Line at Pacific Junction. Southern Pacific trains and engines using crossing will protect.

DRAWBRIDGES INTERLOCKED

Fruitvale Ave., Drawbridge—Tidal Canal, Oakland Inner Harbor.

RULE 99. At points specified below, FIRST-CLASS TRAINS need not comply with Rule 99, except in foggy weather.

All trains will move with caution between these points.

- (a) Shattuck Avenue Line—Between University Avenue and Bancroft Way.
(b) Seventh Street Line —Between Broadway and Washington.
(c) Seventh Street Line —1000 feet east and west of Seminary Avenue.
(d) Lincoln Avenue Line —Between North Park Street and Foley Street.
(e) Encinal Avenue Line —Between High Street and Pole 540 east of High Street crossover.
(f) Encinal Avenue Line —Between West Alameda and crossover 1150 feet west.

RULE 99 (A). Will not apply.

RULE 103. When trains or cars are being moved into or out of set-out tracks, or when cars are being moved on tracks in Bridge Yard, an employe must be stationed on the front end of leading car in direction of movement and remain there until the movement is completed.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing, unless it is known that signals are operating.

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

Table with 2 columns: Location, Normal Position. Rows include Alameda-Mastick Junction, Alameda-Pacific Junction, Oakland-103rd Avenue Junction.

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 the first named train and the approaching train.

Westward trains have preference to stations between 12:01 A.M. and 12:01 P.M., and eastward trains have preference between 12:01 P.M. and 12:01 A.M.

On the Seventh Street Line an ordinance prohibits two trains occupying tracks at the same time between a point 100 feet east of Broadway and a point 100 feet west of Washington Street. If necessary for two trains to occupy this territory simultaneously, only one train should be moving.

Electric trains have preference over Southern Pacific trains at Fruitvale.

RULE 206 (A). Will not apply.

First class schedules will be assumed at initial point by trainmen and engine-men in accordance with Rosters, as shown on Pages 2 and 3, or as amended.

RULE 880. Engineers who have had less than 610 days actual experience in freight service, and less than 60 days experience on Western Division, Southern Pacific Co., and who have not qualified in the handling of trains in Continuous Automatic Cab Signal and Speed Control System, must not be used in passenger service of Interurban Electric Ry. Co.

RULE 1007 (Cab Signal Rules). Rule 99 will not apply to trains moving with the current of traffic within train control territory, except:

- (a) Westward trains within that portion of train control territory extending from its initial point on the 26th Street elevated structure to the west end of that structure at catenary bridge No. 65 must be protected as prescribed by Rule 99.
(b) In event of derailment within train control territory the train must be protected as prescribed by Rule 99.
(c) Motors or engines not equipped with Cab Signal and Speed Control apparatus must be protected as prescribed by Rule 99 at all times while operating within limits of train control territory and will enter and operate through train control territory with caution, not exceeding eleven miles per hour.

RULE 1008 (Cab Signal Rules). Movement against current of traffic within that portion of train control territory assigned to supervision of Superintendent—Bridge Railway must not be made except on receipt of written instructions, on prescribed form, issued by authority and over the signature of Superintendent—Bridge Railway; this form to be made in triplicate, copy to be given to conductor and engineer of each train so authorized to move against current of traffic, third copy to be returned to Superintendent—Bridge Railway by the employe issuing same.

RULE 1014 (Cab Signal Rules). Limits of train control territory on westward main tracks extend from fixed signal on 7th Street Line 600 feet east of 26th Street Junction, and from fixed signal on Shattuck Avenue Line 520 feet east of 26th Street Junction to 26th Street Junction, thence via Tracks "F," "C," and "A" to San Francisco.

Limits of train control territory on eastward main track extends from San Francisco via Track "B" to fixed signal 65 feet west of 26th Street Junction.

Limits of train control territory include all tracks in San Francisco Terminal, westbound set-out tracks "A" and "D" and eastbound set-out tracks "H" and "I".

Entrance to train control territory, via reverse traffic route on 7th Street Line, is at dwarf signal 14La 320 feet east of 26th Street Junction and, on Shattuck Avenue Line, at dwarf signal 14Lb 434 feet east of 26th Street Junction.

AUTOMATIC BLOCK SYSTEM

RULE 509. Following block signals equipped with a triangular number plate include in their control limits a special protective device. When these signals indicate "STOP," careful inspection must be made of track or structure, as indicated below, and it must be known that it is safe for passage of trains before proceeding:

- No. 3755: Protection for oil buffer switch at end of double track at Contra Costa.
No. 4201: Protection for oil buffer switch at end of double track at Albany.

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.

CROSSOVERS ON THE SAN FRANCISCO-OAKLAND BAY BRIDGE

There are five pairs of emergency crossovers on the Bridge structure. Each pair consists of one left and one right hand turnout. They are identified and located as follows:

- (a) Rincon Located at the west end of the Bridge where it passes over Rincon Hill.
(b) Anchorage Located immediately east and west of the Center Anchorage.
(c) Island Located on Yerba Buena Island.
(d) Cantilever Located on the East Bay crossing approximately 1500 feet east of the Cantilever Span.
(e) Mole Located at the east end of Bridge.

Switches of these crossovers are manually operated and must not be thrown, or the crossovers used except under direction of the Superintendent—Bridge Railway.

If it becomes necessary to use these crossovers, flag protection, in both directions, as prescribed by Rule 99, must first be provided on the main track to be used; and the switch taking out of track upon which the train to be crossed over is standing must then be thrown, and at least one minute elapse before switch in the opposite track is thrown and crossover movement commenced.

CROSSOVERS AND SWITCHES EQUIPPED WITH SPRINGS

Table with 2 columns: Location, Normal Position. Rows include Addison Street, Berkeley, Shattuck Avenue Line, Melrose, Seventh Street Line, Seminary Avenue, Seventh Street Line, Broadmoor, Seventh Street Line, 3rd and Pacific Avenue, Alameda, Lincoln Avenue Line.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP" careful examination must be made before passing over it. When making trailing point movement and train is stopped on switch, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand must not be used while passing over these switches.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

Table with 3 columns: Location, Normal Position, M.P.H. Rows include Seminary Ave., Seventh Street Line, Ramona, Ninth Street Line.

OIL BUFFER SPRING SWITCHES—Continued

West end of siding, Ramona, Ninth Street Line.....	Eastward movement	West 15 East 15
End of double track, Albany, Ninth Street Line.....	Westward movement	West 15 East 15
End of double track, Thousand Oaks, Ninth Street Line.....	Eastward movement	West 15 East 15
End of double track, Contra Costa, Shattuck Avenue Line.....	Westward movement	West 15

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

SPECIAL SIGNALS

Two indication dwarf signals are located between main tracks at each end of each pair of crossovers comprising Rincon, Island, and Cantilever crossovers, and at each end of each crossover comprising the Anchorage and Mole crossovers. The signals indicate the position of crossover switches.

A Proceed indication will be displayed when all switches in both main tracks located between each pair of signals are lined for movement on main track.

A Stop indication will be displayed when one or more switches in either or both main tracks is lined for crossover movement, or some other condition exists which might affect safe movement on main track.

A train, operating either with or against the current of traffic and finding a signal displaying a Stop indication, unless otherwise provided, must stop before passing the signal and careful inspection made of crossover switches. It must be known that they are lined for proper route and safe for passage of trains before proceeding.

When the light fails in a signal, train may proceed without stopping provided cab signal indication is more favorable than "Red 11", but report must be made from first convenient point of communication. If cab signal indication is "Red 11", the special signal must be regarded as displaying its most restrictive indication.

CONSOLIDATION OF TRAINS

When required by schedule or other cause, trains may be consolidated. If dome and marker lights are illuminated when trains are consolidated, they will continue illuminated on both trains after consolidation. Engineer on leading train will move brake valve handle to service position until brake cylinder gage registers approximately 30 pounds, then lap the valve, leaving it there until after consolidation has been completed. Conductor or brakeman on the following train will station himself in position to observe brake cylinder gage in the rear cab of his train and, immediately the coupling has been made, will note that the gage registers approximately 80 pounds. Conductor will then signal engineer with communicating signal 16 (a). Engineer of leading train will then release brakes and proceed. Conductor or brakeman on rear of train must note that brakes release. At points of consolidation trainmen will afford whatever assistance is required to facilitate the movement of trains. Engineer of the leading train will handle the consolidated train. Conductor of the leading train will have charge of the consolidated train and be responsible for collection of transportation in those cars which comprised his train prior to consolidation. Conductor of the rear train will be responsible for collection of transportation in those cars which comprised his train prior to consolidation.

Care must be taken to observe that passengers are not on platforms or entraining or detraining while trains are being coupled or uncoupled. Consolidated trains must make stops scheduled for both trains.

Test of brakes, as described above, must be made at points where the consist of a train is increased, unless departure test of Train Control Equipment is made.

DEPARTURE TEST—TRAIN CONTROL EQUIPMENT

Enginemen and trainmen must make departure test of cab signal and speed control equipment as described in Rule (4) of "Instructions for the Operation of Cab Signal and Speed Control Equipment" before leaving Bridge Yard on first trip of trains originating at that point, before leaving outside terminals on each trip, or when engineer changes operating cabs. At points where operating cabs are changed, and an inspector is on duty, the inspector may be substituted for the conductor in observing engineer depress pedal of Acknowledging Switch until a train control application occurs.

AIR BRAKE RULE 16

Except on eastward trains from San Francisco, running air brake test must be made immediately after leaving initial station; after make-up of train has been changed, except westward trains consolidated at 16th Street; when brake pipe has been broken; when engineer changes operating cabs and where station stop or running test has not been made with brakes in good working condition within one mile of railroad crossing at grade or drawbridge.

Eastward trains from San Francisco must make running test immediately after passing Rincon crossovers on the San Francisco-Oakland Bay Bridge, and westward trains must make running test immediately after passing off of the 26th Street elevated structure.

Trains operating through set-out tracks must make running test before entering main track after any change is made in consist. A trainman will observe test from rear end of rear car and acknowledge by communicating signal 16(l). Less than 20 pounds pressure on brake cylinder gage will not be considered a successful running test.

Running tests are not to be made while working power.

AIR BRAKE RULE 17

(a) Procedure described under captions "Consolidation of Trains" and "Departure Test—Train Control Equipment" will comprise standing test of the air brake system. At all points where departure test of Train Control Equipment is made, no further standing test of the air brake system need be made.

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

(c) Yard engines and work trains operating on electrified 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.

USE OF MAIN TRACKS

(a) Main tracks between Oakland (Sixteenth Street) and 22nd Street Junction, numbering from the Bay, are designated as 1, 2, 3, 4, 5 and 6 and used as follows:

No. 5—Eastward trains of Interurban Electric Ry. Co., via Oakland (Sixteenth Street).

No. 6—Westward trains of Interurban Electric Ry. Co., via Oakland (Sixteenth Street).

(b) Main tracks between 34th Street Junction and Shellmound Tower numbering from the Bay, are designated as 1, 2, 3, 4, 5 and 6 and used as follows:

No. 5—Westward trains of Interurban Electric Ry. Co., via Shellmound.

No. 6—Eastward trains of Interurban Electric Ry. Co., via Shellmound.

(c) Main tracks between East Oakland and Sather, numbering from north, are designated 1, 2, 3, and 4 and used as follows:

No. 1—Westward trains of Interurban Electric Ry. Co.

No. 2—Eastward trains of Interurban Electric Ry. Co.

(d) Main tracks between West Alameda and Alameda Airport, numbering from north, are designated 1, 2, 3 and 4 and used as follows:

No. 3—Eastward trains of Interurban Electric Ry. Co.

No. 4—Westward trains of Interurban Electric Ry. Co.

(e) Main tracks between 26th Street Junction and San Francisco are lettered and used as follows:

Track "P"—Westward trains 26th Street Junction to West Junction.

Track "C"—Westward trains West Junction to west switch of westbound set-out tracks. Used jointly with Key System and Sacramento Northern.

Track "A"—Westward trains west switch of westbound set-out tracks to San Francisco. Used jointly with Key System and Sacramento Northern.

Track "B"—Eastward trains San Francisco to 26th Street Junction. Used jointly with Key System and Sacramento Northern, San Francisco to East Junction.

(f) Tracks in San Francisco Terminal, numbering from the north (Mission Street) are designated 1, 2, 3, 4, 5 and 6 and used as follows:

Nos. 1, 2 and 3—Trains of Interurban Electric Ry. Co.

Nos. 4, 5 and 6—Trains of Key System and Sacramento Northern.

SET-OUT TRACKS—BRIDGE YARD

(a) Westbound Set-Out Tracks are lettered and, from the north, are designated "A" and "D".

(b) Eastbound Set-Out Tracks are lettered and, from the south, are designated "H" and "I".

MISCELLANEOUS

1. Employees 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. Jointly operated portions of the railroad on the San Francisco-Oakland Bay Bridge and Tracks 1 to 6 in San Francisco Terminal are equipped with power rail. Employees must exercise care to avoid contacting it. Should a train become disabled within power rail limits and, in order to proceed, require engineman or trainman to go beneath car, great care must be exercised to avoid contacting the power rail. When, in the judgment of engineman or trainman, the situation respecting proximity of power rail precludes the possibility of his going beneath car with safety to himself, he must not go beneath it or attempt to do so. In such circumstances conductor must immediately report to proper official from nearest point of communication.

2. 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 the mouth open, remove false teeth or anything in the mouth, pull the tongue out, support the patient's 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.

3. Train gates must be kept closed at all times while train is moving on San Francisco-Oakland Bay Bridge. If, for any reason, it becomes necessary to open gates while train is standing on the Bridge, they must be opened only by the conductor or under his direction, and the following will govern:

(a) Gates must not be opened to permit detraining between tracks, except in case of accident or other cause which would make it impossible to do

otherwise. Should it become necessary to permit detraining between tracks, flag protection must first be provided and train movements on the opposite track stopped short of the point of detraining.

(b) Under all other conditions, except as specified in paragraph (a), gates on trains standing on eastward track must be opened on the south side only and, when standing on westward track, on the north side only. In the case of a train standing on either track, employes may detrain over the end of car through the vestibule at head end or rear end of train, but in doing so must alight on the track upon which train is standing.

(c) If a gate is opened to permit detraining of an employe, it must be closed promptly after he has alighted to prevent detraining of passengers.

4. During non-peak periods, trainmen and enginemen will treat all stations on the following lines as flag stops:

(a) Ninth Street Line—except at Ashby, University Avenue, and Albany Stations, at which stops must be made;

(b) Shattuck Avenue Line—east of University Avenue;

(c) Seventh Street Line—east of Havenscourt.

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

6. 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.

7. 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 leading car in direction moving.

8. 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.

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

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

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

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

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 pantograph on car with control, one additional pantograph, 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 pantographs except in emergency. In raising pantographs, 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 wigwags 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. In case of serious delays or accidents, conductors should, when possible, notify the office of the proper official by telephone. In cases involving movement on joint track, between West Junction and San Francisco and between San Francisco and East Junction, communicate with Superintendent—Bridge Railway, at San Francisco. In all other cases communicate with the Trainmaster.

18. In addition to those telephones located as shown on schedule pages, others are installed at each set of crossovers on the Bridge, at both ends of Eastbound and Westbound Set-Out Tracks, and in crotch of wye at top of elevated structure at 26th Street Junction.

19. In case of delay to eastward trains enroute, they may turn back short of outside terminals, if necessary to do so to protect return schedule.

20. When opposing trains approach on double track on a public street, speed of both must be reduced and gongs must be sounded until the head end of each passes the rear end of the other.

21. Outside of Train Control Territory, when moving against current of traffic, move with caution. Rule 1008 (Cab Signal Rules) governs movements against the current of traffic within Train Control Territory.

22. Enginemen must not permit anyone to ride in cab without permission of Manager.

SPECIAL INSTRUCTIONS (Continued.)

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

24. On all trains engineer's cab at rear of train must be folded and gate closed.

25. (a) Tonnage of electric work trains operated by one motor car must not exceed 600 Ms on all lines, except:

- (1) Between Fernside or Lincoln Junction Alameda and Fruitvale, including east and west legs of wye at Fruitvale..... 450 Ms
- (2) Between 9th Street Junction and University Ave., Shattuck Avenue Line..... 150 Ms
- (3) Between University Ave. and Thousand Oaks, Shattuck Avenue Line..... 150 Ms
- (4) Between Albany and Thousand Oaks, Ninth Street Line..... 150 Ms
- (5) Over elevated structures at 16th Street, 26th Street, in Bridge Yard and on the San Francisco-Oakland Bay Bridge..... One motor car work trains must not be operated.

(b) Electric work trains working on or over elevated structures at 16th Street, 26th Street, in Bridge Yard or the San Francisco-Oakland Bay Bridge must include two motors per 160 Ms, or fraction thereof, handled.

(c) 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.

(d) WHEN PLOWING BALLAST USE TWO (2) MOTORS.

Gross weights of cars vary, depending upon 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 "

26. If train is stopped within limits of Train Control Territory at a point other than a station stop and engineer sounds warning whistle signal 14 (g), the conductor may sound communicating signal 16 (a) without ascertaining cause for the stop, provided that no gates have been opened.

27. 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.

28. At the following places vehicles parked at curb will not clear passing trains: Stanford Ave., east of Shellmound Tower on both tracks.

Central Ave., Alameda, between Fourth St. and Pacific Junction on eastward track. Between Alameda Belt Line Crossing and Pacific Junction on westward track.

Encinal Ave., between South High St. and Briggs Ave. on westward track. Shattuck Ave., eastward track between Addison and University Avenue.

Trains will approach with caution when vehicles are parked at these locations, and engineers must assure themselves that such automobiles are clear of train.

29. 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.

30. The following motor cars are equipped with two brake cylinders or with brake lever stops:

- Nos. 352 to 367, inclusive.
- Nos. 378 to 387, inclusive.

Motor cars which are not equipped with two brake cylinders or with brake lever stops must not be operated single on the San Francisco-Oakland Bay Bridge.

31. All concerned are warned that insufficient clearance exists on the San Francisco-Oakland Bay Bridge to clear a man between the side of train on westward track and the collision wall separating the railroad right-of-way from the vehicular roadway. Under no condition should a person attempt to stand between the collision wall and the westward track to permit passage of train on that track. Engineers operating westward trains and observing a person standing between collision wall and the westward track must bring train to stop before reaching the point where the person is standing. Persons whose duties require their working on or about the railroad or attendant facilities on the Bridge must take position on planked walk at the south side of the Bridge, standing close against girders during passage of train on either track.

32. 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

Seventh Street Line:

- California Builders Supply Company..... Side
- Clorox Chemical fence and building..... Overhead and Side
- L. A. Young Spring Company..... Side
- Chevrolet Spurs, platforms and cars..... Side
- U. S. L. Battery Corp., fence..... Side

Alameda-Fruitvale Line:

- Estuary Bridge (trolley 19' 00")..... Overhead and Side

Ninth Street Line:

- W. H. Ford Spur, trees, fence and building..... Side

Lincoln Avenue Line:

- Powell Brothers, platform..... Side
- Boyle Mfg. Co., platform..... Side
- Clark Pottery, platform and trees..... Side
- Signal Oil Company..... Side

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

San Francisco-Oakland Bay Bridge:

- (trolley 19' 07")..... Overhead and Side

33. Steam engines are permitted to operate over portions of the Interurban Electric Railway Lines as shown below. Movements outside of these limits must not be made with steam engines.

Encinal Avenue Line: Both tracks South High to Alameda Airport.

Lincoln Avenue Line: Both tracks Fruitvale to Mastick Junction. Eastward track 5th and Lincoln to Pacific Junction. Westward track Pacific Junction to crossover Pole 780.

Seventh Street Line: 103rd Ave., Junction to 68th Ave., Havenscourt. Fallon Street to Melrose. Both tracks east end of 16th Street elevated structure to 22nd Street Junction.

Shattuck Avenue Line: Both tracks 34th Street Junction to University Ave. Eastward track University Ave. to Vine Street.

Ninth Street Line: Both tracks Ninth Street Junction to a point 500 feet east of north line of Heinz Avenue.

34. DISC SIGNS, DOME LIGHTS AND WHISTLE SIGNALS

	Disc No.	Dome Signals	Whistle Signals
(a) Seventh Street Line			
(1) Local Trains.....	2	Green and Green	0 0 — 0
(2) Express Trains.....	2	Yellow and Yellow	0 0 — 0
(b) Shattuck Avenue Line			
(1) Local Trains.....	3	Red and Red	0 — —
(2) Express Trains.....	3	Yellow and Yellow	0 — —
(c) Encinal Avenue Line.....	4	Green and Yellow	— 0 — 0
(d) Lincoln Avenue Line.....	4	Green and Red	0 — 0 — 0
(e) Ninth Street Line.....	5	Red and White	0 — 0 —

Trainmen and enginemen must see that the proper disc signs and dome lights are displayed and that alarm whistle signals are sounded for information of signal men when necessary.

35. (a) ROUTE SIGNS—(displayed over side windows)

Position on Roll	Wording	To Be Displayed
1	SAN FRANCISCO.....	Not to be used.
2	SAN FRANCISCO EXPRESS.....	On westward express trains destined San Francisco.
3	OAKLAND, DUTTON AVE., 7'ST.....	All eastward and westward locals via 7th St. Line.
4	FRUITVALE, 7'ST.....	Not to be used.
5	MELROSE, 7'ST.....	Not to be used.
6	DUTTON AVE. EXPRESS.....	On eastward express trains via 7th St. Line destined Dutton Avenue.
7	SEMINARY AVE., 7'ST.....	Not to be used.
8	SPECIAL SERVICE.....	On special movements.

35. (a) ROUTE SIGNS—(displayed over side windows)—Continued.

- 9 BERKELEY, SHATTUCK AVE..... On all eastward and westward locals via Shattuck Ave. Line.
- 10 SHATTUCK AVE. EXPRESS..... On eastward express trains via Shattuck Ave. Line.
- 11 BERKELEY, 9'ST..... On all eastward and westward locals via 9th St. Line.
- 12 NINTH STREET EXPRESS..... Not to be used.
- 13 ALAMEDA..... Not to be used.
- 14 ALAMEDA, LINCOLN AVE..... On all eastward and westward Alameda trains via Lincoln Ave. Line.
- 15 ALAMEDA, ENCINAL AVE..... On all eastward and westward Alameda trains via Encinal Ave. Line.
- 16 OUT OF SERVICE..... On cars which are out of service.
- 17 FOOTBALL SPECIAL..... Football service.

(b) DESTINATION SIGNS—(displayed on ends of cars)

Position on Roll	Wording	To Be Displayed
1	SAN FRANCISCO.....	On all westward trains destined San Francisco except express trains.
2	SAN FRANCISCO EXPRESS.....	On westward express trains destined San Francisco.
3	OAKLAND, DUTTON AVE., 7'ST.....	All eastward locals via 7th Street Line.
4	FRUITVALE, 7'ST.....	Not to be used.
5	MELROSE, 7'ST.....	Not to be used.
6	DUTTON AVE. EXPRESS.....	On eastward express trains via 7th Street Line destined Dutton Ave.
7	SEMINARY AVENUE, 7'ST.....	Not to be used.
8	SPECIAL SERVICE.....	On special movements.
9	BERKELEY, SHATTUCK AVE.....	On all eastward locals via Shattuck Avenue Line.
10	SHATTUCK AVE. EXPRESS.....	On eastward express trains via Shattuck Avenue Line.
11	BERKELEY, 9'ST.....	On all eastward locals via 9th Street Line.
12	NINTH ST. EXPRESS.....	Not to be used.
13	ALAMEDA.....	Not to be used.
14	ALAMEDA, LINCOLN AVE.....	On all eastward Alameda trains via Lincoln Avenue Line.
15	ALAMEDA, ENCINAL AVE.....	On all eastward Alameda trains via Encinal Avenue Line.
16	OUT OF SERVICE.....	On cars which are out of service.
17	FOOTBALL SPECIAL.....	Football service.

(c) Proper route and destination signs must be displayed on all westward trains before departure from east terminal. Route and destination signs on westward trains approaching San Francisco must be changed to the correct wording for the eastward move while train is passing over the Bridge and before arrival San Francisco. Trainmen and train gatemmen will see that signs in cars to which they are assigned are properly displayed. Conductors should see that their crews understand the proper handling of signs.

36. 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.

37. 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 wigwag signals. Westward trains five cars or less making Melrose station stop, stop with west end of train just east of Pole 2674.

38. 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.

39. 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) tracks between Pole 2627 and High St.

40. 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 crossovers. 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 promptly be reported.

41. 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.
42. 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 Junction.
43. A clock equipped with sweep hand registering seconds, a push button type electric switch and a telephone, all mounted together, are located at the west end of each platform and at approximately the mid-point of each platform in the train shed at San Francisco. These facilities are for the purpose of starting trains from the Terminal and will be referred to as "Starting Stations". The push button switches, when depressed, illuminate an indicator light in the Interlocking Tower. On platform serving Track 1 there is one push button switch at each location. On platform serving Tracks 2 and 3 there are two push button switches at each location, the one nearest Track 2 applying to trains on that track, and the one nearest Track 3 applying to trains on that track. The telephone is for communicating with the Interlocking Tower.

At least one minute before scheduled departure time of a train, conductor will station himself at Starting Station nearest the head end of his train and, when the sweep hand on clock at that location indicates fifteen seconds in advance of departure time, he will depress the proper push button switch and at the same time raise his hand vertically over his head. Brake-men and gatemen will station themselves on station platform immediately adjacent to steps of car platform to which assigned, and when conductor raises his hand, brakeman or gateman nearest him will repeat the signal which will be relayed by each succeeding employe toward the rear of train. Immediately the signal has been relayed, each succeeding brakeman or gateman, except the first, will board train and close train gates. After gates have once been closed they must not again be opened except on direction of conductor. After having depressed push button switch, conductor will board train at first opening and gates will be closed. When gates on rear car have been closed, the usual starting hand signal will be initiated by employe assigned to that car and this signal will be relayed through the train toward the conductor who, when he receives it will sound communicating signal 16(a). Upon receipt of communicating signal 16(a) engineer will proceed, provided indication of interlocking signal governing movement out of train shed is other than "Stop". Lamp signal, given by holding lamp at arm's length above the head, may be used instead of corresponding hand signal, if necessary.

Success of the operation on close headways out of San Francisco during peak periods depends upon utmost alertness of all concerned. During periods when schedules provide a five minute lay-over in San Francisco, enginemen and trainmen must not leave their trains while standing in the Terminal. At other times they must be at their proper stations on or about the train at least two minutes before its scheduled departure time. Every effort must be made to depart San Francisco exactly on time.

SPEED RESTRICTIONS

Pages	City	Limits of Restriction	Speed M.P.H.
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
10-17 & 22-27	Oakland	Between West Oakland Junction and Pine.....	15
10-17 & 22-27	Oakland	Crossing Cypress Street.....	With caution
10-17 & 22-27	Oakland	Crossing Washington, Broadway and Franklin.....	15
10-17 & 22-27	Oakland	Crossing Webster St. and Harrison St.....	10
10-17 & 22-27	Oakland	23rd Ave.—Westward trains not scheduled to stop.....	10
10-17 & 22-27	Oakland	Crossing 29th Ave.....	20
10-17 & 22-27	Oakland	Approaching Melrose.....	With caution
10-13 & 22-25	Oakland	Between Pole 2674, Melrose and 12th Street Westward.....	8
10-13 & 22-25	Oakland	Crossing 14th St., Melrose.....	8
10-13 & 22-25	Oakland	Crossing 46th Ave., 47th Ave., 48th Ave., and 50th Ave.....	20
10-13 & 22-25	Oakland	Approaching Seminary Avenue.....	With caution

SPEED RESTRICTIONS—Continued

Pages	City	Limits of Restriction	Speed M.P.H.
10-13 & 22-25	Oakland	Crossing Seminary Ave. and 60th Ave. westward.....	8
10-13 & 22-25	Oakland	Approaching Havenscourt.....	With caution
10-13 & 22-25	Oakland	Between Church St. and 73rd Ave.....	15
10-13 & 22-25	Oakland	Crossing 73rd Ave. (make safety stop when moving against current traffic if no flagman on crossing).....	8
10-13 & 22-25	Oakland	Crossing 94th Ave.....	15
10-13 & 22-25	Oakland	Approaching Dutton Ave.....	With caution
4-9 & 18-21	Emeryville	Crossing Park Ave.—Eastward trains only.....	15
4-9 & 18-21	Emeryville	Around curve Shellmound tower.....	20
4-9 & 18-21	Oakland	Crossing San Pablo Ave. at Stanford.....	15
4-7 & 18-19	Berkeley	Crossing Ward St. (beginning 60 ft. from near side).....	15
4-7 & 18-19	Berkeley	Between Ward St. and University Ave.....	25
4-7 & 18-19	Berkeley	Crossing Addison St.....	8
4-7 & 18-19	Berkeley	Approaching University Ave. (between Pole 3590 and University Ave. crossing eastward trains use 20 seconds).....	15
4-7 & 18-19	Berkeley	Vine and Shattuck—passing fire house.....	15
4-9 & 18-21	Berkeley	Berryman—approaching crossover between Poles 3687-3688.....	With caution
4-9 & 18-21	Berkeley	Through Northbrae tunnel.....	15
4-9 & 18-21	Berkeley	Crossing The Alameda.....	15
8-9 & 20-21	Berkeley	Crossing Dwight Way (Ninth St. Line).....	15
8-9 & 20-21	Berkeley	Crossing 9th and Cedar.....	With caution
8-9 & 20-21	Albany	Crossing San Pablo Ave.....	15
8-9 & 20-21	Berkeley	Through girder rail switch end of double track Ninth St. Line, Thousand Oaks.....	8
14-17 & 24-27	Oakland	Crossing Fruitvale Ave. Drawbridge.....	8
14-17 & 24-27	Alameda	Around curve east leg wye Fruitvale.....	15
14-17 & 24-27	Alameda	Around curve between Fernside Junction and Blanding Junction.....	8
14-17 & 24-27	Alameda	Around curve, Lincoln Ave. Line, Pacific Jct.....	15
14-17 & 24-27	Alameda	Crossing Pacific Ave. between Mastick-Tynan.....	6
14-17 & 24-27	Alameda	Crossing Buena Vista between Mastick-Tynan.....	6
14-17 & 24-27	Alameda	Crossing Willow St. and Park St. on Lincoln Ave.....	15
14-17 & 24-27	Alameda	Crossing Park St. on Encinal Ave.....	15
14-17 & 24-27	Alameda	Around curve Encinal Ave. Line east of Pacific Jct.....	20
14-17 & 24-27	Alameda	Crossing steam tracks Encinal Line Pacific Jct. team track.....	25
141-7 & 24-27	Alameda	Yard engines on Lincoln Ave. between Park and Pacific Jct. (make safety stop Lincoln and Webster).....	15
14-17 & 24-27	Alameda	During season beaches open, operate with caution between 4th St. and 8th St.....	With caution
14-17 & 24-27	Alameda	South High St., approaching crossover between Poles 537 and 539.....	With caution

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
Broadway	(Also watch carefully for fire apparatus.)
	Grove and Adeline
	University Avenue

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 yard limits, except within Train Control Territory, 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) 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. This does not apply within Train Control Territory where Rule 1008 (Cab Signal Rules) governs.

(d) 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.

(e) Signal operators must keep each other and the trainmaster's office advised when trains are late and furnish any other information that will assist in prompt movement of trains.

Sixteenth Street Tower—Oakland

(a) Limits extend from trolley Pole 3249 to signal bridge 204 and to two-unit light type signal located 65 feet west of 26th Street Junction. Upper unit of signal located 65 feet west of 26th Street Junction governs movements on eastward track toward 22nd Street Junction, and lower unit governs movements on eastward track toward 34th Street Junction.

(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 trolley pole 3222 to trolley pole 2169 and to signal bridge 199.

Push button located on pole 2169 Pine Street to call attention of signal operator in case of delay.

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:

Limits extend from trolley pole 3408 to trolley pole 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 poles 2431 and 2433 to signal bridge 119.

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

Limits extend from light signal near trolley pole 2648 to light signal near trolley pole 2664.

Blanding Tower—Alameda:

Limits extend from signal bridge 125 to trolley pole 4601 on Encinal Avenue line and to two-arm high signal located 76 feet east of trolley pole 6048 on Lincoln Avenue line.

Pacific Junction Tower—Alameda:

Limits extend from light signal on trolley pole 340 to trolley pole 786 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 signal operator at Pacific Junction. To use this crossover, confer with signal operator, 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 signal operator, Pacific Junction.

San Francisco Tower:

Limits extend from Signal No. 80 located to the right of westward track at the initial switch at San Francisco, through all tracks in the Terminal, to Signal No. 72 governing movements on reverse traffic route on eastward track and located to the left of that track midway between Folsom and Harrison Street viaducts.

Bridge Yard Tower:

Limits extend from Signal No. 100 located to the right of westward track at east switch of westbound set-out tracks to Signal No. 124 governing movements on reverse traffic route on westward track and located to the left of that track at west switch of westbound set-out tracks, and from Signal No. 98 located to the right of eastward track at west switch of eastbound set-out tracks to Signal No. 36 governing movements on reverse traffic route on eastward track and located to the left of that track 97 feet east of Oakland Terminal Ry. crossing.

S. L. DOLAN,
Trainmaster

F. E. SULLIVAN,
Superintendent—Bridge Railway

H. DIECKMAN,
Asst. Trainmaster

INTERURBAN ELECTRIC RAILWAY CO.

MAP OF OAKLAND, ALAMEDA AND BERKELEY ELECTRIC LINES

JANUARY 1939

JFM.

SCALE:

