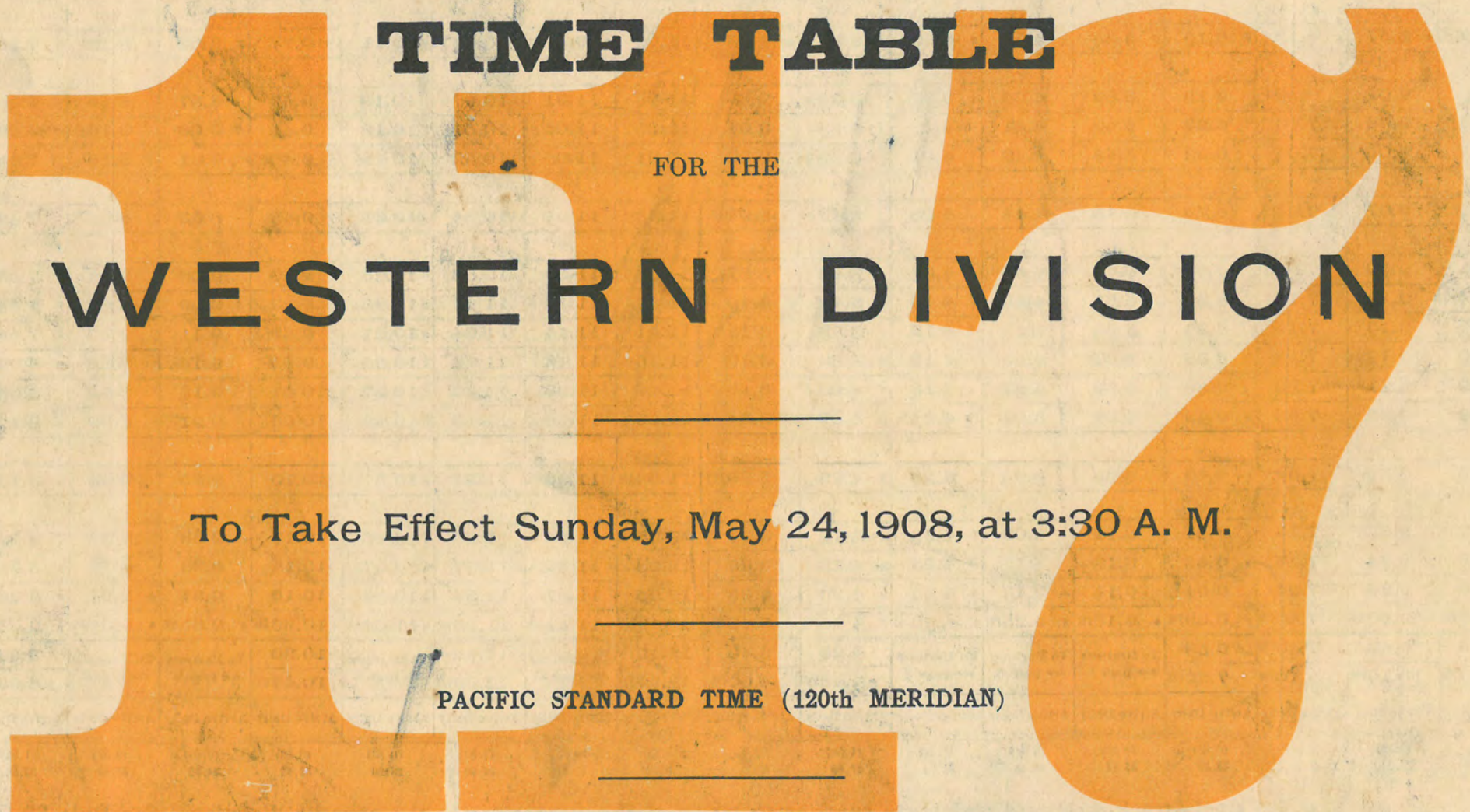


Flour
175

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)



TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Sunday, May 24, 1908, at 3:30 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public
The Company reserves the right to vary from this time-table at pleasure

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

J. H. YOUNG,
General Superintendent.

af
1-23-60

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS		FIRST CLASS																Distance from San Francisco	Time Table No. 117		
	148		10	16	6	48	26	44	50	18	14	24	8	2	46	4	84	42		20	May 24, 1908	
	Martinez Passenger	Fast Mail Standard Sleepers	Oregon Express	C. P. Atlantic Express	Vallejo and Sacramento Passenger	The Owl	San Ramon Calistoga & Santa Rosa Passenger	Stockton & Fresno Passenger	Sacramento & Oroville Passenger	Portland Express	Tonopah Express	Los Angeles Passenger	Overland Limited	Martinez Passenger	C. P. Atlantic Express	Bakersfield Passenger	San Ramon, Calistoga & Santa Rosa Passenger	Sacramento and Oroville Passenger		STATIONS		
	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0	DN SAN FRANCISCO	
	7.00PM	9.00PM	8.20PM	6.20PM	5.40PM	5.00PM	4.00PM	3.20PM	3.00PM	2.20PM	10.40AM	10.20AM	10.00AM	9.40AM	9.00AM	8.20AM	7.40AM	7.00AM	0.0	DN SAN FRANCISCO		
	7.18	9.18	8.38	6.38	5.58	5.18	4.18	3.38	3.18	2.38	10.58	10.38	10.18	9.58	9.18	8.38	7.58	7.18	4.5	DN OAKLAND PIER		
WI	7.23	9.30PM	8.50PM	6.48PM	6.08PM	5.28PM	4.28PM	3.48PM	3.25PM	2.47PM	11.15AM	10.50AM	10.35AM	10.05AM	9.30AM	8.47AM	8.07AM	7.28AM	4.5	DNR OAKLAND PIER		
Term. Yard WFTYO																				5.9	DNR WEST OAKLAND	
17,626	s 7.35	s 9.37	s 8.57	s 6.55	s 6.15	s 5.35	s 4.34	s 3.53	s 3.31	s 2.53	s 11.22	s 10.57	s 10.42	s 10.11	s 9.37	s 8.53	s 8.13	s 7.34	6.6	6.6	PR OAKLAND	
21,744																				7.6	EMERY	
10,142	7.39	9.42	9.01	6.59	6.18	5.39	4.38	3.57	3.35	2.58	11.26	11.01	10.47	10.15	9.42	8.57	8.16	7.39	8.8	8.8	STOCK YARDS	
14,659	7.42	9.46	9.04	7.03	6.22	5.42	4.41	† 4.00	† 3.38	3.01	11.30	11.04	10.51	† 10.18	9.45	† 9.00	8.18	† 7.43	10.4	10.4	WEST BERKELEY	
5,844	† 7.43	9.47	9.05	7.04	6.23	5.43	4.42	4.01	3.39	3.02	11.31	11.05	10.52	10.19	9.46	9.01	8.19	7.44	11.2	11.2	CORBIN	
7,367	f																		11.7	11.7	FLEMING	
7,575	f 7.46	9.49	9.07	7.06	6.25	5.45	4.44	4.03	3.42	3.04	11.33	11.07	10.54	10.21	9.48	9.03	8.21	7.46	12.1	12.1	NOBEL	
7,488																			12.8	12.8	VIGORIT (Spur)	
16,974	s 7.49	9.51	9.10	7.09	6.28	5.48	4.46	4.07	s 3.46	3.07	s 11.35	11.09	10.58	s 10.25	9.50	9.06	8.24	s 7.50	13.9	13.9	D STEGE	
14,930	s 7.52	9.54	9.13	7.12	6.31	5.51	s 4.49	f 4.10	s 3.49	s 3.10	11.38	s 11.12	11.01	s 10.28	9.53	† 9.09	8.27	s 7.54	16.0	16.0	D RICHMOND	
14,223	W s 7.56	9.56	9.15	7.14	6.34	5.53	4.52	† 4.12	s 3.53	3.12	11.41	11.14	11.04	s 10.31	9.56	9.11	8.29	s 7.58	17.6	17.6	D SAN PABLO	
4,170	f 8.01	10.00	9.19	7.18	6.36	5.57	4.55	4.16	s 3.58	3.16	11.45	11.18	11.08	f 10.35	9.59	9.14	8.32	s 8.02	19.7	19.7	GIANT	
6,194	f 8.03	10.02	9.21	7.20	6.38	5.59	4.57	4.18	* 4.00	3.18	11.47	11.20	11.10	f 10.37	10.01	9.16	8.34	8.05	20.8	20.8	SOBRANTE	
6,520	s 8.10	10.08	9.26	7.26	s 6.43	6.04	5.02	† 4.24	s 4.07	3.24	11.53	11.26	11.16	s 10.45	10.06	9.21	8.39	s 8.12	24.0	24.0	N PINOLE	
4,744																		*	24.8	24.8	HERCULES	
14,695	s 8.15	10.13	9.30	7.30	6.48	6.08	5.05	4.28	s 4.12	3.28	11.58AM	11.30	11.21	s 10.51	10.10	9.25	8.43	s 8.18	26.5	26.5	RODEO	
2,315																			27.5	27.5	OLEUM (Spur)	
9,096	f 8.19	10.17	9.33	7.33	6.51	6.11	5.08	f 4.32	4.16	3.32	12.02PM	11.34	11.26	f 10.55	10.13	9.28	8.47	f 8.22	28.1	28.1	TORMEY	
9,466	s 8.21	10.18	9.34	7.34	s 6.52	6.12	5.09	† 4.33	s 4.18	3.33	12.03	s 11.35	11.27	s 10.57	10.14	9.29	8.48	s 8.23	29.0	29.0	D VALLEJO JUNG.	
22,630	s 8.23	10.20	9.36	7.36	6.54	6.14	s 5.18	s 4.35	s 4.20	3.35	s 12.05	11.37	11.29	s 10.59	10.16	9.31	s 8.57	s 8.26	30.0	30.0	D CROCKETT	
43,542	WFTYO s 8.23PM	s 10.25PM	s 9.40PM	s 7.40PM	s 6.58PM	s 6.18PM	s 5.25PM	s 4.40PM	s 4.25PM	s 3.40PM	12.10PM	s 11.42AM	11.35AM	s 11.04AM	s 10.20AM	s 9.35AM	s 9.04AM	s 8.33AM	32.1	32.1	DNR PORT COSTA	
	To Martinez see page 8	10.25	9.40	7.40PM	6.58	To Martinez see page 8.	To Martinez see page 8.	To Martinez see page 8.	4.25	3.40	12.10	To Martinez see page 8.	11.35	To Martinez see page 8.	10.20	To Martinez see page 8.	To Martinez see page 8.	8.33	32.1	32.1	DN PORT COSTA	
	Arrive Sunday only	10.53PM	10.10PM	8.10PM	7.20PM				4.45PM	4.00PM	12.30PM		11.55AM		10.42AM			8.50AM	33.4	33.4	DN BENICIA	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(33.4)
	(1.00)	(0.55)	(0.55)	(0.52)	(0.50)	(0.50)	(0.57)	(0.52)	(1.00)	(0.53)	(0.55)	(0.52)	(1.00)	(0.59)	(0.50)	(0.48)	(0.57)	(1.05)			Time over District
	27.60	30.00	30.00	31.34	33.12	33.12	29.13	31.84	27.60	31.24	30.00	31.84	27.60	28.06	33.12	34.50	31.12	25.54			Average speed per hour

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

Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5.

TRAINS WILL STOP AS FOLLOWS:

- At Krieger, Nos. 18, 20 and 46 on signal.
- At Eckleys, Nos. 42, 44 and 46 on signal.
- No. 148 Sundays, makes same stops as Nos. 18 and 50. Steamer connects Vallejo Junction for Vallejo.

REGISTERING STATIONS. Exception—

First and second-class trains only will register at Oakland.

TOWARD SAN FRANCISCO—Oakland Sub-Division: San Francisco, Port Costa, Benicia and Benicia Ferry.

Westward. 3

Time Table No. 117 May 24, 1908	Distance from Port Costa	FIRST CLASS																		SECOND CLASS	Telegraph Office Hours
		23 Tonopah Express	25 The Owl	41 Santa Rosa Calistoga & San Ramon Passenger	15 California Express	81 Stockton and Lodi Passenger	17 Oroville & Sacramento Passenger	47 Sacramento & Vallejo Passenger	49 Fresno & Stockton Passenger	13 San Francisco Express	9 Fast Mail	83 Bakersfield Passenger	3 C. P. Pacific Express	43 Santa Rosa Calistoga & San Ramon Passenger	45 Martinez Passenger	5 C. P. Pacific Express	19 Sacramento Passenger	7 Los Angeles Express	1 Overland Limited	147 Martinez Passenger	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	
DN SAN FRANCISCO	32.1	7.48AM	8.48AM	9.28AM	9.28AM	10.28AM	10.48AM	11.28AM	12.08PM	12.28PM	1.08PM	4.48PM	4.48PM	6.08PM	6.48PM	7.28PM	7.28PM	7.48PM	8.28PM	10.38PM	
DN OAKLAND PIER	27.6	7.28	8.28	9.08	9.08	10.08	10.28	11.08	11.48AM	12.08PM	12.48	4.28	4.28	5.48	6.28	7.08	7.08	7.28	8.08	10.18	
DNR OAKLAND PIER	27.6	7.18AM	8.17AM	9.01AM	9.03AM	10.02AM	10.15AM	11.00AM	11.42AM	12.02PM	12.35PM	4.12PM	4.17PM	5.44PM	6.14PM	6.55PM	7.03PM	7.15PM	7.53PM	9.55PM	
DNR WEST OAKLAND	26.2																				
PR OAKLAND	25.6	s 7.11	s 8.10	s 8.54	s 8.56	s 9.56	s 10.08	s 10.54	s 11.34	s 11.55AM	s 12.27	s 4.05	s 4.11	s 5.39	s 6.08	s 6.48	s 6.56	s 7.08	s 7.46	s 9.46	
EMERY	24.5																				
STOCK YARDS	23.3	7.06	8.05	8.48	8.51	9.52	10.03	10.48	11.28	11.49	12.20	3.58	4.05	5.34	6.03	6.42	6.50	7.04	7.40	9.42	
WEST BERKELEY	21.7	7.03	8.02	8.43	8.48	* 9.48	* 9.59	10.45	*11.24	11.45	12.16	* 3.55	4.01	5.31	* 5.59	6.39	* 6.47	7.00	7.35	* 9.38	
CORBIN	20.9	7.02	8.01	8.42	8.47	9.47	9.58	10.44	11.28	11.43	12.15	3.54	4.00	5.30	5.58	6.38	6.46	6.59	7.34	9.37	
FLEMING	20.4			f										f							
NOBEL	20.0	7.00	7.58	8.38	8.45	9.45	9.56	10.42	11.21	11.42	12.13	3.52	3.58	5.28	5.56	6.36	6.44	6.57	7.32	9.35	
VIGORIT (Spr)	19.3						f							f							
D STEGE	18.2	f 6.57	7.56	s 8.34	8.43	9.42	f 9.52	10.40	11.17	11.39	12.10	3.48	3.55	5.26	s 5.52	6.33	* 6.41	6.54	7.28	s 9.32	
D RICHMOND	16.1	f 6.54	7.53	s 8.30	8.40	9.39	s 9.48	10.37	s 11.13	11.36	12.07	f 3.45	3.52	5.23	s 5.48	6.30	s 6.38	* 6.51	7.24	s 9.29	
D SAN PABLO	14.5	6.52	7.50	s 8.27	8.38	9.37	f 9.46	10.35	11.10	11.34	12.04PM	3.42	3.49	5.21	s 5.45	6.27	* 6.35	6.48	7.21	s 9.26	
GIANT	12.4	6.48	7.46	f 8.20	8.34	9.34	f 9.41	10.31	f 11.05	11.29	11.59AM	† 3.37	3.46	5.17	f 5.40	6.23	* 6.30	6.44	7.16	9.23	
SOBRANTE	11.3	6.46	7.44	8.18	8.32	9.32	f 9.39	10.29	11.03	11.27	11.57	3.35	3.44	5.15	f 5.38	6.21	6.28	6.42	7.14	9.21	
N PINOLE	8.1	6.40	7.38	s 8.11	8.27	9.27	f 9.33	10.24	s 10.57	11.21	11.52	s 3.28	3.38	5.10	s 5.31	6.15	s 6.22	6.36	7.08	s 9.15	
HERCULES	7.3													†							
RODEO	5.6	6.36	7.33	s 8.05	8.22	9.23	f 9.28	10.20	f 10.51	11.16	11.47	3.23	3.33	5.06	s 5.27	6.11	6.17	6.31	7.02	9.11	
OLEUM (Spr)	4.6																				
TORMEY	4.0	6.32	7.30	f 8.00	8.17	9.19	9.24	10.17	10.47	11.12	11.42	3.19	3.29	5.03	f 5.22	6.07	6.13	6.27	6.58	9.07	
D VALLEJO JUNG.	3.1	6.31	7.29	7.59 7.52	** 8.16	9.18	s 9.23	s 10.16	s 10.46	**11.11	11.41	s 3.18	** 3.28	5.02 4.52	s 5.21	** 6.06	s 6.12	6.26	6.57	s 9.06	
D CROCKETT	2.1	6.29	7.27	s 7.50	8.14	9.16	s 9.21	s 10.14	s 10.44	11.09	11.39	3.16	3.26	s 4.50	s 5.18	6.04	s 6.08	6.24	6.55	s 9.04	
DNR PORT COSTA	0.0	s 6.25AM	7.23AM	7.45AM	s 8.10AM	9.12AM	s 9.17AM	s 10.10AM	10.40AM	s 11.05AM	11.35AM	3.12PM	3.22PM	4.45PM	5.13PM	s 6.00PM	s 6.00PM	6.20PM	s 6.50PM	9.00PM	
DN PORT COSTA	1.3	6.25	From Martinez see page 9.	From Martinez see page 9.	8.10	From Martinez see page 9.	9.15	10.10	From Martinez see page 9.	11.05	11.35	From Martinez see page 9.	From Martinez see page 9.	From Martinez see page 9.	From Martinez see page 9.	6.00	6.00	From Martinez see page 9.	6.50	From Martinez see page 9.	
DN BENICIA	0.0	6.00AM	6.00AM	7.40AM	7.40AM	8.55AM	9.53AM	10.42AM	11.20AM	11.20AM	11.20AM	From Martinez see page 9.	From Martinez see page 9.	From Martinez see page 9.	From Martinez see page 9.	* 5.35PM	* 5.35PM	From Martinez see page 9.	6.30PM	From Martinez see page 9.	
(33.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	
Time over District.....		(0.53)	(0.54)	(1.16)	(0.53)	(0.50)	(0.58)	(0.50)	(0.57)	(0.57)	(1.00)	(1.00)	(0.55)	(0.59)	(1.01)	(0.55)	(1.03)	(0.55)	(1.03)	(0.55)	
Average speed per hour.....		31.24	30.66	24.00	31.24	33.12	28.54	33.12	29.10	29.10	27.60	27.60	30.00	28.08	27.14	30.00	26.28	30.00	26.28	30.00	

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

Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5.

Trains must get clearance card before leaving Port Costa.

No. 19 connects with Steamer at Vallejo Junction.
No. 19 and 5 transfer together.

TRAINS STOP AS FOLLOWS:

- At Krieger, Nos. 45 and 17 on signal.
- At Eckleys, Nos. 41 and 45 on signal.
- † No. 83 stops on signal, Pinole Saturdays only, to receive passengers.
- Nos. 3 and 5 will stop at Vallejo Junction to leave passengers from east of Sparks; also 13 and 15 passengers north Ashland.

Time Table No. 117 May 24, 1908.		Distance from Port Costa.	THIRD CLASS							FERRY						Telegraph Office Hours
STATIONS			221 Portland Fast Freight	245 Mendota Freight	217 Freight	241 El Paso Freight	219 Ogden Manifest	249 Tracy Way Freight	267 Way Freight	201 Oregon & Red Bluff Freight	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip		Steamer Trip
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Oakland Ferry	DN SAN FRANCISCO	32.1														
	DN OAKLAND PIER	27.6														
Automatic Block.	DNR OAKLAND PIER	27.6														24 hours
	DNR WEST OAKLAND	26.2	1.50AM	5.30AM	7.10AM	11.25AM	2.00PM	2.30PM	5.25PM	10.40PM						24 hours
	PR OAKLAND	25.6	1.40	5.20	7.00	11.15	1.50	2.20	5.15	10.30						
	EMERY	24.5														
	D STOCK YARDS	23.3														
	WEST BERKELEY	21.7														
	CORBIN	20.9														
	FLEMING	20.4														
	NOBEL	20.0														
	VIGORIT (Spur)	19.3														
	D STEGE	18.2														7.00 AM to 7.00 PM
	D RICHMOND	16.1														7.00 AM to 7.00 PM
	D SAN PABLO	14.5														7.00 AM to 7.00 PM
	GIANT	12.4														
	SOBRANTE	11.3														
	N PINOLE	8.1														7.00 p.m. to 7.00 p.m.
	HERCULES	7.3														
	RODEO	5.6														
	OLEUM (Spur)	4.6														
	TORMEY	4.0														
D VALLEJO JUNG.	3.1														7.00 AM to 7.00 PM	
D CROCKETT	2.1														7.00 AM to 7.00 PM	
DNR PORT COSTA	0.0	12.20AM	3.10AM	5.15AM	9.20AM	12.20PM	1.00PM	2.15PM	9.10PM						24 hours	
Benicia Ferry	DN PORT COSTA	1.3	12.20AM	Via Martinez see page 9	Via Martinez see page 9	Via Martinez see page 9	Via Martinez see page 9	Via Martinez see page 9	9.10PM	12.10PM	12.45PM	3.00PM	4.15PM	7.35PM	10.20PM	
	DNR BENICIA	0.0	11.30PM	see page 9	see page 9	see page 9	see page 9	see page 9	8.20PM	11.55AM	12.30PM	2.45PM	4.00PM	7.20PM	10.10PM	24 hours
(33.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

First and second-class trains between Oakland and Port Costa are scheduled on pages 2 and 3.

Time over District.....	(1.30)	(2.20)	(1.55)	(2.05)	(1.40)	(1.30)	(3.10)	(1.30)
Average speed per hour.....	17.46	11.22	13.67	12.81	16.56	17.46	8.29	17.46

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

Trains must get clearance card before leaving Port Costa.

REGISTERING STATIONS Exception—
 First and second-class trains only will register at Oakland.
 Dispatcher's office Oakland Pier will telegraph West Oakland arrival and departure first and second-class trains. Operators will enter same on register.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS				FIRST CLASS										Distance from San Francisco.	Time Table No. 117	
	270	218	274	202	114	112	54	56	10	16	6	48	18	14	24	2	4	20		May 24, 1908	
	Red Bluff Freight	Sacramento Freight	Way Freight	Sacramento Freight	Davis Passenger	Red Bluff Passenger	Oroville Passenger	Oroville Passenger	Fast Mail Standard Sleepers	Oregon Express	C. P. Atlantic Express	Sacramento Passenger	Sacramento and Oroville Passenger	Portland Express	Tonopah Express	Overland Limited	C. P. Atlantic Express	Sacramento & Oroville Passenger		STATIONS	
Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0	DN SAN FRANCISCO	
18,530 WTF		2.45 PM	7.00 AM	2.30 AM					s 10.53 PM	s 10.10 PM	s 8.10 PM	s 7.20 PM	s 4.45 PM	s 4.00 PM	s 12.30 PM	11.55 AM	s 10.42 AM	s 8.50 AM	33.4	DNR BENICIA	
3,369		2.48	7.03	2.34					10.55	10.12	8.12	7.21	4.47	4.02	12.32	11.57	10.45	f 8.52	34.2	0.8 MAIL DOCK	
1,549		2.50	7.07	2.38					10.56	10.13	8.13	7.22	f 4.48	4.03	12.33	11.58 AM	10.48	f 8.53	34.8	0.6 ARMY POINT	
		2.53	7.08	2.42					10.57	10.15	8.15	7.24	4.49	4.05	12.35	12.01 PM	10.51	8.54	35.5	0.7 ARSENAL	
6,580 W		3.02	7.25	2.58					11.04	10.22	8.22	7.30	f 4.57	4.12	12.41	12.07	11.07	f 9.01	39.0	3.5 GOODYEAR	
860													f					f	40.0	1.0 HOYT (Spur)	
3,046		3.23	7.45	3.20					11.12	10.31	8.31	7.37	f 5.07	4.21	12.48	12.14	11.14	f 9.08	43.2	3.2 CYGNUS	
2,053		3.26	7.50	3.25					11.14	10.33	8.33	7.39	f 5.16	4.23	12.50	12.16	11.16	f 9.10	44.2	1.0 TEAL	
3,531		3.36	8.00	3.40					11.18	10.38	8.38	7.43	5.20	4.28	12.54	12.20	11.20	9.15	46.6	2.4 SPRIG	
82,026 WFTYO		3.50	8.15	3.55					s 11.24	s 10.43	s 8.45	s 7.47	s 5.28	s 4.35	s 12.59	12.25	s 11.25	s 9.25	49.5	2.9 SUISUN	
6,032		4.08	9.25	4.35					11.29	10.49	8.51	7.52	s 5.36	4.46	1.05	12.31	11.30	s 9.32	52.9	3.4 TOLENAS	
944													f					f	54.8	1.9 VANDEN	
6,702		4.31	10.40	5.17					11.35	10.56	8.57	7.57	f 5.50	4.57	1.11	12.36	11.36	f 9.39	56.4	1.6 CANNON	
12,978 WTFY		4.57	11.43 AM	5.35					11.41	11.03	s 9.04	8.03	s 5.59	f 5.04	1.17	12.43	s 11.43	s 9.53	60.5	4.1 ELMIRA	
5,077		5.39	12.50 PM	6.00					11.48	11.11	9.12	8.09	s 6.08	5.12	1.25	12.50	11.50	s 10.00	65.2	4.7 BATAVIA	
9,519 W		5.59	1.31	6.25					11.53	11.17	s 9.18	8.14	s 6.15	* 5.17	1.31	12.55	f 11.55 AM	s 10.05	68.5	3.3 DIXON	
7,131		6.23	2.05	6.50					11.59 PM	11.24	9.25	8.21	f 6.22	5.28	1.38	1.01	12.02 PM	f 10.19	72.8	4.3 TREMONT	
307																			75.6	2.8 BRIGGSTON (Spur)	
17,670 WFY		4.25 PM	7.25	2.40	7.25	5.40 PM	3.58 PM	3.53 PM	7.25 AM	12.05 AM	11.30	s 9.32	8.27	6.30	5.35 PM	s 1.45	1.07	s 12.08	76.6	1.0 DAVIS	
854						f								f				f	80.1	3.5 SWINGLE (Spur)	
4,612		4.45	7.52	3.05	7.50	f 5.50	4.17	f 4.17	7.38	12.12	11.38	9.41	8.34	6.48	1.53	1.14	12.17	10.43	81.4	1.3 WEBSTER	
1,635		5.05	8.03	3.18	7.58	5.57	4.29	4.23	7.44	12.18	11.44	9.47	8.39	6.55	1.58	1.19	12.23	10.48	84.9	3.5 KOBE	
261		5.16																	86.2	1.3 LOVDAL (Spur)	
2,192		5.28	8.13	3.36	8.06	6.02	4.39	4.29	7.48	12.24	11.49	9.52	8.44	7.00	2.03	1.24	12.28	10.53	87.6	1.4 MIKON	
Term Yard WFTO		5.40 PM	8.30 PM	3.50 PM	8.15 AM	6.10 PM	4.45 PM	4.35 PM	7.55 AM	12.30 AM	11.55 PM	10.00 PM	8.50 PM	7.10 PM	2.10 PM	1.30 PM	12.35 PM	11.00 AM	89.8	2.2 DNR SACRAMENTO	
																				18.2	
																				00.0	DNR ROSEVILLE
																				(56.4)	

(1.15) (5.45) (8.50) (5.45) (0.30) (0.47) (0.42) (0.30) (1.37) (1.45) (1.50) (7.30) (2.25) (1.35) (1.38) (1.35) (1.53) (2.10) Time over District
 10.50 9.74 7.17 9.74 26.40 16.84 18.85 26.46 32.82 32.22 30.76 37.60 25.00 27.23 34.50 30.76 30.76 25.25 Average speed per hour

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

Trains must get clearance card before leaving Benicia.

Tolenas. No train order Semaphore.

TRAINS WILL STOP AS FOLLOWS:
 At Joyce, Trains Nos. 18 and 20 on signal.
 At Jacksnipe, between Teal and Sprig, Nos. 18 and 20 on signal.
 At Sheep Camp, 1 1/2 miles east of Webster, Train No. 114 on signal Sundays only.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): Benicia and Sacramento.

Time Table No. 117 May 24, 1908	Distance from Sacramento	FIRST CLASS									SECOND CLASS				THIRD CLASS					Telegraph Office Hours
		23	15	17	47	13	9	19	5	1	53	111	113	55	269	271	273	201	221	
		Tonopah Express	California Express	Oroville and Sacramento Passenger	Sacramento Passenger	San Francisco Express	Fast Mail	Sacramento Passenger	C. P. Pacific Express	Overland Limited	Oroville Passenger	Red Bluff Passenger	Davis Passenger	Oroville Passenger	Red Bluff Freight	Portland Fast Freight	Way Freight	Oregon and Red Bluff Freight	Portland Fast Freight	
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		
DN SAN FRANCISCO 33.4	89.8	7.48AM	9.28AM	10.48AM	11.28AM	12.28PM	1.08PM	7.28PM	7.28PM	8.28PM										
Automatic Block DNR BENICIA 0.8 MAIL DOCK 0.6 ARMY POINT 0.7 N ARSENAL 3.5 D GOODYEAR 1.0 HOYT (Spur) 3.2 CYGNUS 1.0 TEAL 2.4 SPRIG 2.9 DN SUISUN 3.4 D TOLENAS 1.9 VANDEN 1.6 CANNON 4.1 D ELMIRA 4.7 N BATAVIA 3.3 D DIXON 4.3 TREMONT 2.8 BRIGGSTON (Spur) 1.0 DNR DAVIS 3.5 SWINGLE (Spur) 1.3 D WEBSTER 3.5 KOBÉ 1.3 LOVDAL (Spur) 1.4 MIKON 2.2 DNR SACRAMENTO 18.2	56.4	s 6.00AM	s 7.40AM	s 8.55AM	s 9.53AM	s 10.42AM	11.20AM	s 5.30PM	s 5.35PM	s 6.30PM										
	55.6	5.56	7.35	8.49	9.49	10.38	11.16	f 5.25	5.32	6.25							4.30PM	8.20PM	11.30PM	
	55.0	5.55	7.33	f 8.48	9.48	10.36	11.14	f 5.23	5.31	6.23										
	54.3	5.53	7.32	8.47	9.47	10.35	11.13	5.21	5.30	6.22							4.00	8.04	11.18	
	50.8	5.47	7.25	s 8.40	9.42	10.29	11.07	s 5.15	5.24	6.17							3.40	7.52	11.04	
	49.8			f				f												
	46.6	5.40	7.16	f 8.32	9.35	10.22	11.00	f 5.07	5.18	6.10								3.23	7.37	10.31
	45.6	5.38	7.14	f 8.30	9.33	10.20	10.58	f 5.05	5.16	6.08								3.10	7.28	10.15
	43.2	5.33	7.09	8.25	9.29	10.16	10.54	4.58	5.11	6.04								2.50	7.18	10.03
	40.3	* 5.28	* 7.04	s 8.20	s 9.25	*10.11	10.51	s 4.53	5.07	6.00								2.30	7.10	9.50
	36.9	5.22	6.56	s 8.13	9.17	10.05	10.45	s 4.46	5.02	5.55								1.05	6.35	9.35
	35.0			f				f												
	33.4	5.17	6.49	f 8.05	9.11	9.59	10.40	f 4.36	4.57	5.50								12.36PM	6.20	9.20
	29.3	* 5.10	* 6.42	s 7.58	9.04	* 9.53	10.35	s 4.30	4.50	5.44								11.43AM	5.59	9.04
	24.6	5.02	6.32	s 7.47	8.57	9.42	10.29	s 4.18	4.43	5.37								10.58	5.12	8.32
21.3	4.57	6.25	s 7.41	8.52	9.37	10.25	s 4.13	4.38	5.33								10.25	4.56	8.14	
17.0	4.51	6.17	f 7.33	8.47	9.28	10.19	f 4.05	4.31	5.28								9.28	4.42	7.45	
13.2	* 4.45	* 6.10	s 7.25	8.42	9.23AM	10.14	3.58	4.25	5.22	10.25AM	10.30AM	5.30PM	6.35PM	6.00AM	6.50AM		8.42	4.25	7.25	
9.7			f				f										8.15	3.30		
8.4	* 4.35	6.00	* 7.15	8.35		10.08	3.45	4.17	5.15	10.15	f 10.20	f 5.22	6.25	5.44	6.30		7.50	3.05	6.48	
4.9	4.30	5.55	7.10	8.30		10.03	3.40	4.10	5.10	10.10	10.15	5.16	6.20	5.33	6.20		7.22	2.53	6.30	
3.6																				
2.2	4.26	5.51	7.06	8.26		10.00	3.36	4.06	5.06	10.06	10.11	5.11	6.16	5.25	6.13		7.15	2.45	6.16	
0.0	4.20AM	5.45AM	7.00AM	8.20AM		9.55AM	3.30PM	4.00PM	5.00PM	10.00AM	10.05AM	5.05PM	6.10PM	5.15AM	6.05AM		7.00AM	2.35PM	5.40PM	
0.0																			4.30PM	
(56.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		

Time over District	(1.40)	(1.55)	(1.55)	(1.30)	(1.19)	(1.25)	(2.00)	(1.35)	(1.30)	(0.25)	(0.25)	(0.25)	(0.25)	(0.45)	(0.45)	(9.20)	(6.10)	(5.50)
Average speed per hour	33.84	29.42	29.42	37.60	32.82	39.81	28.20	35.63	37.60	31.68	31.68	31.75	31.75	17.64	17.64	6.84	9.50	9.90

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

Tolenas—No train order Semaphore.

TRAINS WILL STOP AS FOLLOWS:
 At Joyce, Trains Nos. 17 and 19 on signal.
 At Jacksnipe between Sprig and Teal Nos. 17 and 19 on signal.
 No. 13 will stop only to leave passengers from north of Davis.

REGISTERING STATIONS (Exception):
 Sacramento Depot (1st and 2d class trains).
 Sacramento (12th St.), 2d class and other inferior class trains.

NOTE—Operator Davis will register for first-class trains, in accordance special rule page 24.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Port Costa and Tracy.

Length of sidings in feet, and location of Sealer, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS					FIRST CLASS				Distance from San Francisco	Time Table No. 117				
	246	250	220	148	144	146	142	60	26	50	8	84		May 24, 1908				
	Mendota Freight	Tracy Way Freight	Through Freight	Martinez Passenger	San Ramon Passenger	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	The Owl	Stockton & Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger		STATIONS				
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0	DN SAN FRANCISCO (32.1)				
				7.00PM	4.00PM	9.40AM	7.40AM	7.40AM					5.00PM	3.20PM	10.20AM	8.20AM	0.0	DN SAN FRANCISCO (32.1)
74,235 WTFI	1.15PM	12.40PM	5.40AM	8.30PM	5.31PM	11.04AM	9.12AM	9.12AM					6.20PM	4.45PM	11.45AM	9.37AM	32.1	DNR PORT COSTA 3.6
12,005 WT	1.35	1.10	6.00	8.40PM	s 5.40	11.14AM	s 9.25	s 9.20					6.28	s 4.53	s 11.54AM	s 9.45	35.7	DR MARTINEZ 1.3
5,026					f		f	f									37.0	LEWIS 0.8
7,080					f		f	f									37.8	PEYTON 1.3
4,058	1.54	1.28	6.15		s 5.48PM		s 9.40AM	s 9.27AM					6.32	f 5.00	12.01PM	f 9.52	39.1	DR AVON 3.1
13,552	2.10	1.44	6.32										6.37	f 5.06	12.07	f 9.57	42.2	N BAY POINT 3.6
	2.37	2.00	6.58										6.42	f 5.11	12.12	f 10.08	45.8	McAVOY 4.1
	2.53	2.00	6.58										6.48	s 5.19	s 12.21	s 10.16	49.9	D CORNWALL 1.9
7,079	3.08	2.30	7.28										6.51	f 5.22	12.24	f 10.18	51.8	LOS MEDANOS 2.3
1,323	3.14	2.55	7.35														54.1	PRINCE 0.4
													6.55	s 5.32	* 12.29	s 10.22	54.5	D ANTIOCH 3.8
4,457	3.23	3.23	7.43										7.01	f 5.40	12.37	f 10.29	58.3	NEROLY 4.4
4,453	3.35	3.50	7.58										7.07	s 5.48	* 12.44	s 10.38	62.7	N BRENTWOOD 5.2
6,348 W	3.52	4.25	8.21										7.13	s 5.58	s 12.55	s 10.49	67.9	D BYRON 4.7
4,940	4.20	5.00	8.48										7.19	f 6.06	1.04	f 10.58	72.6	HERDLYN 4.1
3,520	4.47	5.15	9.17										7.25	s 6.12	1.11	f 11.06	76.7	D BETHANY 3.4
5,698	5.05	5.45	9.40										7.29	6.18	1.17	11.12	80.1	JANNEY 3.1
2,519	5.23	6.18	10.00										s 7.35PM	f 6.25PM	s 1.25PM	f 11.20AM	83.2	(DNR) TRACY 3.1
Term. Yard WFTYO	5.45PM	6.45PM	10.20AM										Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(51.1)
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(4.30)	(6.05)	(4.40)	(0.10)	(0.17)	(0.10)	(0.28)	(0.15)					(1.15)	(1.40)	(1.40)	(1.43)		Time over District
	11.39	8.38	10.95	21.60	24.70	21.60	15.10	28.00					40.88	30.66	30.66	29.75		Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 148 is superior to No. 147.

Trains must get clearance card before leaving Port Costa.

TRAINS WILL STOP AS FOLLOWS:

At Nevada Dock, Trains Nos. 142, 144 and 60 on signal.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): Port Costa and Tracy.

Westward. 9

Time Table No. 117 May 24, 1908.	Distance from Tracy	FIRST CLASS						SECOND CLASS					THIRD CLASS					Telegraph Office Hours		
		25 The Owl	81 Stockton and Lodi Passenger	49 Fresno and Stockton Passenger	83 Bakersfield Passenger	3 C. P. Pacific Express	7 Los Angeles Passenger	141 San Ramon Passenger	143 San Ramon Passenger and Freight	59 San Ramon Passenger	145 Martinez Passenger	147 Martinez Passenger	217 Freight	241 El Paso Freight	249 Tracy Way Freight	219 Ogden Manifest	245 Mendota Freight			
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			
SAN FRANCISCO (32.1)	83.2	8.48AM	10.28AM	12.08PM	4.48PM	4.48PM	7.48PM		9.28AM	6.08PM	6.08PM	6.48PM	10.38PM							
DNR PORT COSTA 3.6	51.1	s 7.22AM	s 9.12AM	s 10.37AM	s 3.10PM	s 3.20PM	s 6.20PM		s 7.40AM	s 4.37PM	4.40PM	s 5.10PM	9.00PM		5.15AM	9.02AM	12.30PM	12.20PM	3.10AM	24 hours
DR MARTINEZ 1.3	47.5	7.14	f 9.03	s 10.28	s 3.00	3.12	s 6.10		s 7.33	s 4.22	4.30	5.00PM	8.50PM		4.55	8.40	12.05PM 11.14AM	11.54AM	2.47	7.00 AM to 7.00 PM
LEWIS 0.8	46.2								f	f	f									
PEYTON 1.3	45.4			f					f	f	f									
DR AVON 3.1	44.1	7.08	8.57	f 10.20	2.53	3.05	* 6.02		7.25AM	4.10PM	4.20PM				4.37	8.20	10.51	11.28	2.30	7.00 AM to 7.00 PM
N BAY POINT 3.6	41.0	7.03	8.52	f 10.14	f 2.48	2.59	f 5.56								4.20	8.05	10.41	11.16	2.15	7.00 PM to 7.00 AM
McAVOY 4.1	37.4	6.58	8.47	f 10.08	2.42	2.53	f 5.49								4.03	7.49	10.30	11.02	1.52	
D CORNWALL 1.9	33.3	6.52	s 8.40	s 9.57	s 2.35	2.46	s 5.40								3.40	7.28	10.16 9.47	10.42	1.28	7.00 AM to 7.00 PM
LOS MEDANOS 2.3	31.4	6.48	8.37	f 9.54	2.32	2.42	f 5.36								3.25	7.18	9.30	10.35	1.15	
PRINCE 0.4	29.1																			
D ANTIOCH 3.8	28.7	6.44	s 8.33	s 9.49	s 2.28	2.38	s 5.32								3.12	7.08	9.10	10.22	1.00	7.00 AM to 7.00 PM
NEROLY 4.4	24.9	6.38	8.27	f 9.42	2.20	2.32	f 5.22								2.52	6.53	8.45	9.57	12.41	
N BRENTWOOD 5.2	20.5	6.32	s 8.21	s 9.35	s 2.13	2.24	s 5.13								2.30	6.32	8.21	9.35	12.20AM	7.00 PM to 7.00 AM
D BYRON 4.7	15.3	6.24	s 8.13	s 9.25	s 2.02	2.14	s 5.00								1.58	5.59	7.35	8.48	11.45PM	7.00 AM to 7.00 PM
HERDLYN 4.1	10.6	6.17	8.06	f 9.17	1.54	2.06	4.47								1.33	5.40	7.15	8.06	11.20	
D BETHANY 3.4	6.5	6.12	8.01	s 9.08	1.47	1.58	f 4.38								1.13	5.25	6.58	7.42	11.00	7.00 AM to 7.00 PM
JANNEY 3.1	3.1	6.07	7.57	9.02	1.41	1.52	4.31								12.56	5.12	6.43	7.28	10.45	
DNR TRACY (51.1)	0.0	6.02AM	7.52AM	8.58AM	1.35PM	1.47PM	4.25PM								12.40AM	5.00AM	6.30AM	7.15AM	10.30PM	24 hours
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Sunday Only		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	

Time over District.....	(1.20)	(1.20)	(1.39)	(1.35)	(1.33)	(1.55)	(0.15)	(2.30)	(0.27)	(0.20)	(0.10)	(4.35)	(4.02)	(6.00)	(5.05)	(4.40)
Average speed per hour.....	33.31	33.31	30.96	32.20	32.00	26.65	28.00	15.55	21.00	21.60	21.60	11.15	12.66	9.05	10.50	10.95

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 148 is superior to No. 147.

TRAINS WILL STOP AS FOLLOWS:

At Nevada Dock, Trains Nos. 59, 141 and 145 on signal.

No. 81 stops on signal at Bethany to pick up Oakland or San Francisco passengers.

REGISTERING STATIONS:

NOTE—Operators Martinez and Avon will register for first-class trains in accordance special rule page 24.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS					FIRST CLASS												Distance from San Francisco	Time Table No. 117		Minimum running time between stations for passenger trains—minutes.
	288	802	280	278	804	98	96	506	88	38	94	58	92	32	502	82	90		May 24, 1908		
	Freight	San Jose Way Freight Via S. P. C.	San Jose Way Freight	Way Freight	Freight Via S. P. C.	San Jose Passenger	San Jose Passenger	Wright Passenger Via S. P. C.	Livermore Passenger	Stockton and Lodi Passenger	San Jose Passenger	San Jose Passenger Via S. P. C.	San Jose Passenger	Stockton & Sacramento Express	Wright Passenger Via S. P. C.	Stockton Passenger	San Jose Passenger		STATIONS		
Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
						6.40PM	5.20PM	5.00PM	4.40PM	4.00PM	3.00PM	1.40PM	1.20PM	9.00AM	8.00AM	7.40AM	6.40AM	0.0	DN SAN FRANCISCO		
						6.58	5.38	5.18	4.58	4.18	3.18	1.58	1.38	9.18	8.18	7.58	6.58	4.5	DN OAKLAND PIER		
						7.07PM	5.49	5.28PM	5.07PM	4.27PM	3.25PM	2.10PM	1.50PM	9.29AM	8.28AM	8.07AM	7.07AM	4.5			
Term. Yard WTYFOI	11.30PM	11.40AM	10.25AM	9.40AM	12.05AM													5.9	DNR OAKLAND PIER		
I						s 7.16	s 5.59	s 5.38	s 5.15	s 4.35	s 3.35	s 2.20	s 2.00	s 9.39	s 8.38	s 8.17	s 7.17	7.7	DNR WEST OAKLAND		
27,969 WI						† 7.21	† 6.03	5.41	† 5.19	4.39	† 3.39	2.24	† 2.04	s 9.43	8.41	8.20	† 7.21	9.3	R OAKLAND (First St.) S. P. Co. Crossing.		
6,844																		10.0	EAST OAKLAND		
4,177 I	**	**				s 7.24	s 6.06	s 5.44	s 5.23	s 4.42	s 3.42	s 2.27	s 2.08	s 9.47	s 8.45	s 8.23	s 7.25	10.6	23RD AVENUE.		
672																		12.6	FRUITVALE (No Siding)		
443						f	f		f	f			f					13.0	KOHLER (Spur)		
6,178	12.05AM	12.15PM	10.55AM	10.10AM	12.40AM	f 7.30	f 6.15	s 5.50PM	f 5.30	4.48	f 3.48	s 2.35PM	f 2.17	9.53	s 8.53AM	8.31	f 7.33	14.4	FITCHBURG (Spur)		
8,528 W	12.09		11.10	10.15		s 7.34	s 6.19		s 5.35	4.50	s 3.51		s 2.21	s 9.56		8.33	s 7.35	15.8	DNR ELMHURST		
806	12.15	TO SANTA CLARA See page 16	11.20	10.20	TO SANTA CLARA See page 16	f 7.38	f 6.25		f 5.39	4.52	f 3.54		f 2.25	* 10.00		8.36	f 7.38	17.5	D SAN LEANDRO		
4,540	12.17		11.25	10.25		s 7.40	s 6.33		s 5.45	4.54	s 3.55		s 2.27	s 10.02		8.37	s 7.41	18.5	ESTUDILLO		
10,443	12.26		11.50AM	10.32		s 7.46	s 6.37		s 5.50	4.58	s 4.01		s 2.33	s 10.08		8.41	s 7.47	21.1	D LORENZO		
2,776	12.38		12.10PM	10.41		f 7.54	6.42		f 5.56	5.03	4.07		f 2.42	10.14		8.46	f 7.55	25.0	D HAYWARD		
5,786	12.47		12.25	10.50		s 8.00	s 6.47		s 6.02	5.07	s 4.11		s 2.48	s 10.19		8.50	s 8.06	27.5	HALVERN		
20,873 WY	12.56		1.00PM	11.05		s 8.07PM	s 6.54PM		s 6.10	s 5.15	s 4.18PM		s 2.55PM	s 10.28		s 8.55	s 8.12AM	30.2	D DECOTO		
2,483	1.10			11.17					f 6.17	5.20						f 10.35		32.7	DNR NILES		
3,540	1.28			11.48AM					s 6.28	* 5.27						s 10.47		36.8	FARWELL		
10,657	1.51			12.25PM					s 6.40	s 5.35						s 11.01		41.9	D SUNOL		
3,504									f									43.4	D PLEASANTON		
14,366	2.01			12.35					6.46	5.42						11.05		44.0	REMILLARD		
13,487 WT	2.30			12.50					6.55PM	s 5.47						s 11.17		47.9	ELIOT		
1,715	2.47			2.15						5.53						* 11.26		51.5	DR LIVERMORE		
4,359	3.20			2.45						* 6.01						s 11.37		56.0	ULMAR		
2,136	3.45			3.18						6.11						f 11.47		60.5	ALTAMONT		
2,674	4.02			3.55						* 6.19						s 11.53AM		64.0	CAYLEY		
1,722	4.33			4.47						6.27						12.03PM		69.7	MIDWAY		
WFTYO Interm. Yard	4.50AM			5.00PM						6.30PM						† 12.08PM		71.8	ELLIS		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		DNR TRACY		

Automatic Block.

Double Track.

(5.20)	(0.35)	(2.35)	(7.20)	(0.35)	(1.00)	(1.05)	(0.22)	(1.48)	(2.03)	(0.53)	(0.25)	(1.05)	(2.39)	(0.25)	(2.03)	(1.05)	Time over District	
12.28	14.51	9.20	8.85	14.51	25.70	22.72	27.00	24.10	32.79	29.09	24.00	23.72	25.40	24.00	32.79	22.18	Average speed per hour	

** Nos. 280 and 802 pick up milk cans at Sather.

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

On double-track, between Oakland Pier, West Oakland and Elmhurst, all trains (except regular trains and passenger extras) will, on receipt of a clearance card and all orders designated thereon, display white signals and run extra without orders to do so, but the time of first and second-class trains must be cleared.

TRAINS WILL STOP AS FOLLOWS:

- At South San Leandro, all passenger trains except Nos. 32, 38, 82 and 94 on signal.
- At Cherry, all passenger trains, except Nos. 32, 38, 82 and 94, on signal.
- At Brightside, No. 88 on signal.
- At Bonita, Nos. 32 and 88 on signal.
- At Verona, Nos. 32 and 88, on signal.
- At Merienda, No. 88 on signal.
- At Mayborg, No. 88 on signal.
- At Bell Spur, No. 32 on signal; also No. 38 to leave Passengers.
- Sunol 38 leave passengers until Aug. 1st.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): San Francisco and Tracy.

Minimum running time between stations for freight trains—minutes.	Time Table No. 117 May 24, 1908.	Distance from Tracy	FIRST CLASS											SECOND CLASS	THIRD CLASS					Telegraph Office Hours	
			89	91	87	505	93	95	31	501	97	37	57	509	85	803	277	279	287		801
			San Jose Passenger	San Jose Passenger	Livermore Passenger	Wright Passenger Via S. P. C.	San Jose Passenger	San Jose Passenger	Stockton & Sacramento Express	Wright Passenger Via S. P. C.	San Jose Passenger	Stockton & Milton Passenger	San Jose Passenger Via S. P. C.	San Jose Passenger	Livermore Passenger	Freight via S. P. C.	Way Freight	San Jose Way Freight	Freight		San Jose Way Freight Via S. P. C.
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		
	DN SAN FRANCISCO	71.8	7.08AM	7.48AM	8.28AM	9.08AM	9.28AM	2.48PM	4.48PM	5.48PM	6.48PM	7.28PM	9.58PM	10.38PM	11.48AM						
	DN OAKLAND PIER	67.3	6.48	7.28	8.08	8.48	9.08	2.28	4.28	5.28	6.28	7.08	9.38	10.18	11.28						
	DNR OAKLAND PIER	67.3	6.40AM	7.20AM	8.02AM	8.38AM	9.02AM	2.12PM	4.15PM	5.15PM	6.20PM	7.03PM	9.30PM	10.10PM	11.12AM					24 hours	
	DNR WEST OAKLAND	65.9														7.40AM	4.00PM	7.55PM	8.25PM	8.40PM	
	R OAKLAND (First St.) S. P. Co. Crossing.	64.1	s 6.30	s 7.09	s 7.50	s 8.27	s 8.50	s 2.02	s 4.05	s 5.04	s 6.09	s 6.54	s 9.20	s 10.01	s 11.03						
	EAST OAKLAND	62.5	* 6.25	7.02	7.45	8.22	8.45	1.56	s 3.59	5.00	* 6.04	6.50	9.16	9.57	10.58						
	23RD AVENUE	61.8																			
	FRUITVALE (No Siding)	61.2	s 6.20	s 6.58	s 7.40	s 8.18	s 8.41	s 1.53	s 3.55	s 4.55	s 6.00	s 6.47	s 9.13	s 9.53	s 10.55						
	KOHLER (Spur)	59.2																			
	FITCHBURG (Spur)	58.8	f	f	f			f							f						
	DNR ELMHURST	57.4	f 6.12	f 6.50	f 7.33	8.08AM	f 8.31	f 1.43	3.48	4.45PM	f 5.53	6.40	9.02PM	9.45PM	f 10.46	7.05AM	3.30PM	7.30PM	7.55PM	8.10PM	
	D SAN LEANDRO	56.0	s 6.08	s 6.47	s 7.28		s 8.27	s 1.39	s 3.44		s 5.50	* 6.37			s 10.42		3.20	7.18	7.48	6.30 AM to 6.30 PM	
	ESTUDILLO	54.3	f 6.04	f 6.43	f 7.25		f 8.23	f 1.35	3.40		f 5.46	6.34			f 10.38		3.00	7.13	7.43		
	D LORENZO	53.3	s 6.02	s 6.41	s 7.23		s 8.22	s 1.32	s 3.39		s 5.45	* 6.33			s 10.37		2.55	7.10	7.40	6.30 AM to 6.30 PM	
	D HAYWARD	50.7	s 5.57	s 6.35	s 7.18		s 8.17	s 1.27	s 3.33		s 5.38	* 6.28			s 10.32		2.33	7.01	7.20	6.45 AM to 7.45 PM	
	HALVERN	46.8	f 5.48	f 6.25	f 7.11		f 8.10	f 1.17	3.25		5.27	6.20			f 10.24		1.55	6.42	7.00		
	D DECOTO	44.3	s 5.43	s 6.21	s 7.06		s 8.06	s 1.12	s 3.21		f 5.21	* 6.15			s 10.19		1.44	6.15 5.57	6.47	7.00 AM to 7.00 PM	
	DNR NILES	41.6	5.38AM	6.15AM	s 6.59		8.00AM	1.07PM	3.15 3.07		5.15PM	s 6.10			s 10.05		1.30 12.35	5.45PM	6.10	24 hours	
	FARWELL	39.1			f 6.53				3.01			6.03			f 9.52		12.10PM		5.47		
	D SUNOL	35.2			s 6.46				s 2.50			s 5.55			s 9.40		11.48AM		5.27	6.30 AM to 6.30 PM	
	D PLEASANTON	29.9			s 6.35				s 2.37			s 5.46			s 9.28		11.01		4.53	6.25 AM to 7.00 PM	
	REMILLARD	28.4			f				f						f						
	ELIOT	27.8			6.32				2.32			5.42			9.22		10.25		4.43		
	DR LIVERMORE	23.9			6.25AM				s 2.25			s 5.32			9.05AM		10.00 8.45		4.25	6.50 AM to 6.50 PM	
	ULMAR	20.3							† 2.15			5.23					8.25		4.05		
	ALTAMONT	15.8							s 2.02			f 5.16					8.05		3.45		
	CAYLEY	11.3							† 1.50			f 5.05					7.45		.18		
	MIDWAY	7.8							f 1.43			f 4.58					7.30		2.55		
	ELLIS	2.1							1.32			4.47					7.09		2.30		
	DNR TRACY	0.0							1.28PM			4.43PM					7.00AM		2.15PM	24 hours	
	(71.8)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Sunday Only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	

Time over District.....	(1.02)	(1.05)	(1.37)	(0.30)	(1.02)	(1.05)	(2.47)	(0.30)	(1.06)	(0.28)	(2.20)	(0.25)	(2.02)	(0.35)	(9.00)	(2.10)	(6.10)	(0.30)
Average speed per hour.....	24.87	23.72	26.82	19.80	24.87	23.72	24.18	19.80	23.33	21.22	23.84	21.76	20.50	14.51	11.38	11.22	10.80	16.10

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

REGISTERING STATIONS (exception):

West Oakland, all trains except first and second class. Movement of such trains out of Oakland Pier will be telegraphed from Oakland Pier. See page 24.

TRAINS WILL STOP AS FOLLOWS:

- No. 31 stops at Farwell on signal daily except Sunday to receive passengers.
- No. 37 will stop at Decoto, Hayward, Lorenzo and San Leandro to leave passengers from east Farwell, inclusive.
- No. 37 stops at Farwell on signal daily, to receive passengers, except when picnic trains are run.
- At South San Leandro, all passenger trains, except Nos. 31, 37, and 93 on signal.
- At Cherry, all passenger trains, except Nos. 31, 37 and 91 on signal.
- No. 87 handles milk east of Niles.
- Nos. 91 and 97 handle milk west of Niles.
- At Merienda, No. 87 on signal.
- At Mayborg, No. 87 on signal.
- At Brightside, Nos. 85 and 87 on signal.
- At Verona, Nos. 31, 37, 85 and 87 on signal.
- At Bonita, Nos. 31, 37 and 87 on signal.
- Bell Spur, No. 37 on signal.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS							SECOND CLASS			FIRST CLASS								Distance from San Francisco via Niles	Time Table No. 117	
	292	284	220	286	298	288	282	134	136	126	50	38	124	8	32	84	82	122		May 24, 1908	
	Placerville Passenger & Freight	Sunset Manifest	C. P. Through Freight	Way Freight	Merced Freight	Freight	Fresno Freight	Fair Oaks & Placerville Passenger	Stockton Passenger	Stockton Passenger	Stockton and Fresno Passenger	Stockton and Lodi Passenger	Sacramento Passenger	Los Angeles Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Stockton Passenger	Sacramento Passenger		STATIONS	
Lv. Daily Ex. Sun.	Lv. Daily	Leave Daily	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	DN SAN FRANCISCO		
																			0.0	71.8	
Interm. Yard WFTYO	11.20 AM	10.55 AM	6.45 AM	6.05 AM	5.30 AM														71.8	DNR TRACY	
4,222	11.40 AM	11.10	6.55	6.27	5.48														74.9	3.1	
3,052	12.12 PM	11.20	7.12	6.39	6.05														78.6	3.7	
32,675 WY	12.35	11.40	7.32	6.55 AM	6.18	5.30 AM													82.5	3.9	
5,214	1.30	12.30 PM	8.15		6.37	5.45													87.1	4.6	
I																			88.7	DNR LATHROP	
Interm. Yard WFTYO	1.50	12.57	8.50		6.55	6.00													91.9	1.6	
I																			93.3	W. P. Crossing	
3,178																			93.4	3.2	
6,808	1.57	1.25	9.45		7.11	6.10													93.7	A. T. & S. P. Crossing	
382																			94.5	1.4	
3,495	2.08	1.48	10.00		7.23	6.30													97.6	DNR STOCKTON	
3,100	2.20	2.05	10.20		7.35	7.00													101.2	0.1	
20,753 WFT	2.40	2.20	10.45		7.50	7.15													104.3	W. P. Crossing	
3,012																			106.1	0.3	
7,048	2.49	2.32	12.28 PM		8.00	7.25													107.2	AMBRUST (Spur)	
3,193	3.00	2.41	1.10		8.22	7.40													110.5	0.8	
7,570 WFT	3.08	2.50	1.30		8.31	7.53													112.7	EL PINAL	
3,177	3.20	3.02	2.15		8.47	8.08													116.5	3.1	
1,229	3.25	3.08	2.30		8.55	8.17													118.5	RAND (Spur)	
3,259	3.31	3.15	2.37		9.08	8.28													120.5	3.6	
4,275	3.41	3.27	2.52		9.25	8.50													123.9	CASTLE	
2,519	3.50	3.36	3.05		9.44	9.04													126.7	3.0	
4,903 W	4.00	3.47	3.25		10.12	9.28													130.0	ARMSTRONG	
2,512	4.15	4.05	3.50		10.45	9.50													134.2	3.1	
2,512	4.35 PM																		134.2	DNR LODI	
1,084	4.44																		136.6	1.8	
Term. Yard WFTO	5.00 PM																		140.1	URGON (Spur)	
2,512	4.15	4.05	3.50		10.45	9.50													134.2	3.0	
3,251 IY	4.30 PM	4.20 PM	4.03 PM		11.00 AM	10.05 AM													137.2	ACAMPO	
Term. Yard WFTO																			140.4	2.3	
	5.30 PM	5.20 PM			12.05 PM	11.05 AM													152.0	FOREST LAKE	
	Ar. Daily Ex. Sun.	Ar. Daily	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		D GALT	

STATIONS		Distance from San Francisco via Niles
DN	SAN FRANCISCO	0.0
DNR	TRACY	71.8
	BANTA	74.9
	MINARD	78.6
DNR	LATHROP	82.5
	FRENCH CAMP	87.1
	W. P. Crossing	88.7
DNR	STOCKTON	91.9
	W. P. Crossing	93.3
	AMBRUST (Spur)	93.4
	EL PINAL	93.7
	RAND (Spur)	94.5
	CASTLE	97.6
	ARMSTRONG	101.2
DNR	LODI	104.3
	URGON (Spur)	106.1
D	ACAMPO	107.2
	FOREST LAKE	110.5
D	GALT	112.7
	NEED	116.5
	ARNO	118.5
	McCONNELL	120.5
D	ELK GROVE	123.9
	GRAHAM	126.7
N	FLORIN	130.0
DR	BRIGHTON	134.2
DR	BRIGHTON	134.2
	HOMESTEAD	136.6
DNR	SACRAMENTO	140.1
	DNR BRIGHTON	134.2
	DNR *ELVAS	137.2
DR	SACRAMENTO	140.4
	DNR ROSEVILLE	152.0

(0.25)	(5.10)	(5.25)	(9.30)	(0.50)	(6.35)	(5.40)	(0.15)	(0.40)	(0.20)	(0.20)	(1.00)	(2.40)	(0.20)	(2.40)	(0.20)	(0.35)	(2.45)	Time over District	
14.16	12.68	12.24	7.23	12.84	14.36	12.26	24.80	30.15	28.20	32.10	32.56	25.72	32.10	25.12	32.10	34.25	24.95	Average speed per hour	

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted in Special Rule, page 27.

Trains must get clearance card before leaving Lathrop.

Water.—Half mile east American River Bridge.

TRAINS WILL STOP AS FOLLOWS:
At San Joaquin Bridge, 122, 124, 136 on signal.

TOWARD SAN FRANCISCO—Tracy Sub-Division (Continued)—Tracy and Sacramento.

Time Table No. 117 May 24, 1908	Distance from Sacramento	FIRST CLASS									SECOND CLASS			THIRD CLASS								Telegraph Office Hours	
		25	81	49	31	83	3	7	37	121	135	125	133	219	283	281	287	291	285	297	217		223
		The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	Stockton & Sacramento Express	Bakersfield Passenger	C. P. Pacific Express	Los Angeles Passenger	Stockton Passenger	Sacramento Passenger	Stockton Passenger	Stockton Passenger	Placerville & Fair Oaks Passenger	Ogden Manifest	Sunset Manifest	Fresno Freight	Freight	Placerville & Fair Oaks Passenger and Freight	Way Freight	Merced Freight	Freight		Tracy Freight
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily	Arrive Daily Ex. Sunday	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily		
DN SAN FRANCISCO 71.8	140.1	8.48AM	10.28AM	12.08PM	4.48PM	4.48PM	4.48PM	7.48PM	7.28PM		12.08PM												
DNR TRACY 3.1	68.3	5.55AM	7.50AM	8.37AM	1.03PM	1.16PM	1.35PM	4.18PM	4.37PM	7.30PM	8.48AM			6.45AM	7.40AM		12.53PM		6.30PM	5.00PM	11.55PM	12.05AM	24 hours
BANTA 3.7	65.2	5.48	7.44	8.31	12.55	1.11	1.29	4.11	4.32	* 7.28	8.41			6.27	7.26		12.37		6.12	4.47	11.35	11.53PM	
MINARD 3.9	61.5	5.42	7.38	8.25	12.47	1.05	1.23	4.05	4.25	7.17	8.36			6.05	7.12		12.12PM		6.00	4.35	11.18	11.37	
DNR LATHROP 4.6	57.6	5.35AM	7.32	8.17AM	12.40	12.58PM	1.16	3.58PM	4.17	7.10	8.30	11.50AM		5.35	6.55	10.27AM	11.55AM		5.47	4.17PM	10.57	11.20	24 hours
FRENCH CAMP 1.6	53.0		7.25		12.30		1.08		4.10	7.02	8.15	11.40		5.15	6.37	10.10	11.15		5.35		10.37	11.03	
W. P. Crossing 3.2	51.4																						
A. T. & S. F. Crossing DNR STOCKTON 1.4	48.2		7.16		12.20 12.13		12.57			4.00PM	6.47	8.05AM	11.30AM	4.55	6.20	9.55	10.55		5.15 4.00		10.15	10.46	24 hours
W. P. Crossing 0.1	46.8																						
ARMBRUST (Spur) 1.0	46.7																						
EL PINAL 0.8	46.4		7.11		12.07PM		12.52			6.40				4.40	6.10	9.45	10.45		3.45		9.50	10.30	
RAND (Spur) 3.1	45.6																						
CASTLE 3.6	42.5		7.05		11.59AM		12.47			6.33				4.25	5.51	9.28	10.30		3.15		9.29	10.18	
ARMSTRONG 3.1	38.9		7.00		11.53		12.42			6.28				4.13	5.38	9.12	10.20		2.57		9.10	10.08	
DNR LODI 1.8	35.8		6.55AM		11.48		12.37			6.23				4.00	5.25	8.50	10.04		2.40 1.25		8.50	9.58	24 hours
URGON (Spur) 1.1	34.0																						
D ACAMPO 3.3	32.9				11.41		12.33			6.17				3.50	5.15	8.36	9.55		12.50		8.27	9.50	7.00 AM to 7.00 PM
FOREST LAKE 2.2	29.6				11.34		12.28			6.12				3.38	5.02	8.22	9.44		12.28PM		8.07	9.40	
D GALT 3.8	27.4				11.30		12.25			6.08				3.32	4.55	7.53	9.38		11.30AM		7.55	9.33	7.30 AM to 7.30 PM
NEED 2.0	23.6				11.18		12.18			5.59				3.15	4.32	7.36	9.21		10.59		7.30	9.10	
ARNO 2.0	21.6				11.14		12.15			5.55				3.08	4.23	7.28	9.14		10.46		7.22	8.55	
McCONNELL 3.4	19.6				11.11		12.12			5.52				3.02	4.16	7.21	9.08		10.37		7.14	8.47	
D ELK GROVE 2.8	16.2				11.04		12.06			5.47				2.52	4.02	7.07	8.50		10.20		7.00	8.30	7.00 AM to 7.00 PM
GRAHAM 3.3	13.4				10.58		12.02PM			5.43				2.43	3.50	6.57	8.37		10.04 9.44		6.49	8.23	
N FLORIN 4.2	10.1				10.53		11.57AM			5.37				2.33	3.37	6.45	8.25		9.28		6.36	8.15	7.00 AM to 7.00 PM
DR BRIGHTON S. P. Co. Sac. Div. Crossing	5.9				10.45		11.51			5.30				2.20	3.20	6.30	8.10		9.10		6.20	8.05	7.00 AM to 7.00 PM
DR BRIGHTON 2.4	5.9						11.51												7.23AM				7.00 AM to 7.00 PM
HOMESTEAD 3.5	3.5						11.46												f 7.12				
DR SACRAMENTO	0.0						11.35AM												7.00AM				24 hours
DR BRIGHTON S. P. Co. Sac. Div. Crossing	6.2				10.45					5.30		3.40PM		2.20	3.20	6.30	8.10		9.10		6.20	8.05	7.00 AM to 7.00 PM
DNR *ELVAS 3.2	3.2				10.39AM					5.24PM				2.00AM	3.00AM	6.15AM	7.50AM		8.57AM		6.00PM	7.50PM	24 hours
DNR SACRA'TO (68.3)	0.0				10.30AM					5.15PM		3.34PM 3.25PM		2.00AM 3.25PM	3.00AM	6.15AM	7.50AM		8.45AM			7.40PM	24 hours
DNR ROSEVILLE	0.0													1.00AM	2.00AM	5.15AM	6.50AM				5.00PM		24 hours
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Leave Daily	Leave Daily		

Time over District.....	(0.20)	(0.55)	(0.20)	(2.33)	(0.18)	(2.00)	(0.20)	(0.37)	(2.15)	(0.43)	(0.20)	(0.15)	(5.45)	(5.50)	(4.12)	(5.03)	(0.23)	(9.45)	(0.43)	(5.55)	(4.25)
Average speed per hour.....	30.21	35.44	30.21	26.38	33.27	34.15	30.21	32.59	30.35	28.04	27.12	24.80	11.32	11.15	12.53	10.42	15.51	1.00	14.92	10.54	15.46

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted in Special Rule, page 27.

TRAINS WILL STOP AS FOLLOWS:
At San Joaquin Bridge, Nos. 37 and 135 on signal.

REGISTERING STATIONS:
Sacramento Depot (1st and 2nd class trains), Sacramento (12th St.) (2nd class and other inferior trains). (See Page 24.)

Elvas initial station for trains moving via Brighton. See Rule 83-A.

Trains must get clearance card before leaving Lathrop.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS		FIRST CLASS			Distance from San Francisco via Antioch	Time Table No. 117 May 24, 1908.				Distance from Fresno	FIRST CLASS				SECOND CLASS		THIRD CLASS			Telegraph Office Hours
	300 Fresno Freight	266 Fresno Freight	298 Merced Freight	158 Madera Passenger and Freight	50 Fresno Passenger	8 Los Angeles Passenger	84 Bakersfield Passenger	25 The Owl		49 Fresno and Stockton Passenger	83 Bakersfield Passenger	7 Los Angeles Passenger	157 Madera Passenger and Freight		297 Merced Freight	265 Sacramento Freight	299 Fresno Freight	297 Merced Freight	265 Sacramento Freight	299 Fresno Freight				
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily			Leave Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. MONDAY	
					8.20PM	10.20AM	8.20AM	0.0	DN	SAN FRANCISCO	206.6	8.48AM	12.08PM	4.48PM	7.48PM									
32,675 WY		10.35AM	7.00AM		7.15PM	2.07PM	11.57AM	94.4	DNR	LATHROP 0.4	112.2	s 5.30AM	s 8.10AM	s 12.54PM	s 3.50PM			4.10PM	5.20AM	24 hours				
								94.8		W. P. Crossing 3.0	111.8													
1,370		10.47	7.15		f 7.22	f 2.13	12.02PM	97.8		MANTECA 1.8	108.8	5.21	f 8.02	12.49	3.40			3.57	5.00					
2,450		10.54	7.23		7.25	2.16	12.04	99.6		MORRANO 2.0	107.0	5.18	7.58	12.47	3.37			3.50	4.50					
490					*			101.6		WESTON (Spur) 2.7	105.05		†											
4,460		11.10	7.51		s 7.33	s 2.25	*12.11	104.3	D	RIPON 3.1	102.3	5.12	s 7.51	12.41	s 3.29			3.29	4.27	7.00 AM to 7.00 PM				
4,064		11.20	8.05		f 7.39	f 2.31	12.15	107.4		SALIDA 6.9	99.2	5.07	s 7.46	12.37	f 3.23			3.07	4.10					
12,918		11.45AM	9.05		s 7.52	s 2.44	12.29	114.1	MD	MODESTO 4.3	92.5	4.57	s 7.34	12.29	s 3.11			2.44	3.35	7.00 AM to 7.00 PM				
4,433		12.11PM 12.55	9.20		s 7.59	s 3.01	12.37	118.4	D	CERES 1.9	88.2	4.50	s 7.27	12.16	s 3.01			12.55	3.01	7.00 AM to 7.00 PM				
422					*			120.3		ESMAR (Spur) 1.5	86.3													
2,212		1.07	9.50		f 8.05	f 3.07	12.44	121.8		KEYES 5.4	84.8	4.45	f 7.22	12.10	2.53			12.44PM 11.59AM	2.47					
8,043		1.23	10.35		s 8.15	s 3.25	12.56	127.2	D	TURLOCK 3.7	79.4	4.37	s 7.12	12.02PM	s 2.42			10.35	2.28	7.00 AM to 7.00 PM				
1,336		1.50	11.53AM		f 8.25	f 3.37	1.06	132.9		DELHI 4.5	73.7	4.28	f 7.00	11.53AM	2.28			8.45	2.06					
4,173 W		2.20	12.20PM		f 8.32	s 3.45	1.15	137.4	D	LIVINGSTON 2.5	69.2	4.22	s 6.53	11.47	f 2.20			8.15	1.50	6.50 AM to 6.50 PM				
1,066		2.35	12.40		f 8.37	f 3.51	1.20	139.9		ARENA 4.3	66.7	4.18	f 6.48	11.42	2.14			8.00	1.40					
5,502		3.10	1.19 2.05		f 8.45	s 4.00	1.29	144.2	D	ATWATER 1.6	62.4	4.12	f 6.41	11.36	s 2.05			7.40	1.25	6.10 AM to 6.10 PM				
2,307								145.8		BUHACH 1.8	60.8													
461								147.6		FERGUS (Spur) 3.9	59.0													
16,895 WFT	5.10PM	4.18	2.30PM		s 9.03	s 4.18	1.50	151.5	DNR	MERCED 6.1	55.1	f 4.00	s 6.28	11.25	s 1.50			7.00AM	12.55	3.00AM	24 hours			
2,527	5.35	4.55			f 9.12	f 4.29	2.00	157.6		LINGARD 3.9	49.0	3.51	f 6.16	11.15	1.39				12.15AM	2.22				
4,320	5.50	5.05			f 9.17	f 4.35	2.06	161.5		ATHLONE 5.3	45.1	3.46	f 6.10	11.10	f 1.34				11.55PM	2.06				
2,527						*		166.8		SIERRA VISTA (Spur) 1.1	39.8													
2,331	6.15	5.21			f 9.27	s 4.45	f 2.16	167.9		MINTURN 1.2	38.7	3.37	f 6.00	11.03	s 1.24				11.24	1.40				
680								169.1		McNEAR (Spur) 3.9	37.5													
1,406	6.35	5.35			f 9.34	f 4.57	2.23	173.0		CALIFA 4.5	33.6	3.31	f 5.52	10.56	f 1.17				10.57	1.20				
12,964 WFT	6.55	5.55		10.50AM	s 9.45	s 5.07	2.30	177.5	DR	BERENDA 7.4	29.1	3.25	s 5.45	10.50	s 1.10	4.50PM			10.35	1.00	7.00 AM to 7.00 PM			
22,467 OT	7.40	6.17		11.10AM	s 10.00	s 5.25	2.43	184.9	DR	MADERA 2.8	21.7	3.14	s 5.32	10.39	s 12.54	4.30PM			10.00	12.20AM	5.00 AM to 6.00 PM			
1,783	8.00	6.28			f 10.05	f 5.32	2.48	187.7		BORDEN 3.5	18.9	3.08	f 5.27	10.35	f 12.48				9.32	11.40PM				
3,760	8.20	6.41			f 10.12	f 5.38	2.54	191.2		IRRIGOSA 3.3	15.4	3.03	f 5.22	10.30	12.43				9.17	11.26				
746								194.5		THARSA (Spur) 2.1	12.1													
12,726 W	8.55	7.01			f 10.21	f 5.49	3.02	196.6		HERNDON 4.6	10.0	2.55	f 5.14	10.23	f 12.34				8.55	11.10				
2,514	9.15	7.20			f 10.30	f 5.58	3.09	201.2		MUSCATEL 5.4	5.4	2.48	f 5.07	10.17	12.28				8.38	10.57				
Term Yard WFTYO	9.40PM	7.45PM			10.40PM	6.10PM	3.20PM	206.6	DNR	FRESNO	0.0	2.40AM	5.00AM	10.10AM	12.20PM				8.20PM	10.40PM	24 hours			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(112.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday				

(4.30) (9.10) (7.30) (0.20) (3.25) (4.03) (3.23) Time over District..... (2.50) (3.10) (2.44) (3.30) (0.20) (9.10) (9.00) (4.20)
 12.25 12.24 7.60 22.20 32.82 27.65 33.16 Average speed per hour..... 39.60 35.46 41.05 32.00 22.20 6.23 12.39 12.68

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

REGISTERING STATIONS:

Nos. 297 and 298 will do way work between Merced and Tracy, including Merced yard.
 Nos. 299 and 300 will do way work between Fresno and Merced.
 No. 25 stops at Modesto Mondays on Signal.

Trains must get clearance card before leaving Lathrop.

Length of sidings in feet and location of Seals, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS		Distance from San Francisco via Antioch	Time Table No. 117 May 24, 1908	Distance from Mendota via Antioch	FIRST CLASS			THIRD CLASS				Telegraph Office Hours			
	246	248	254						26	36	35			253	247		245	241	
	Mendota Freight	* Way Freight	Sunset Frt. Limited						The Owl	Visalia Passenger	Visalia Passenger			Sunset Frt. Limited	* Way Freight		Mendota Freight	El Paso Freight	
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily			Leave Daily	Leave Daily	Arrive Daily			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					
						5.00PM	7.40AM	0.0	DN	SAN FRANCISCO 83.2	175.5								
Interm. Yard WFTYO	6.45PM	8.10AM	7.50AM			7.40PM	10.40AM	83.2	DNR	TRACY 2.7	92.3	f	12.50PM		10.40AM	4.30PM	9.20PM	4.35AM	24 hours
2,877	6.55	8.23	8.00			7.46	10.45	85.9		LYOTH W. P. Crossing 3.0	89.6		12.45		10.23	4.10	9.07	4.15	
4,353	7.05	8.39	8.12			7.51	f 10.52	88.9		YARMOUTH 4.7	86.6	f	12.39		10.08	3.55	8.55	4.05	
4,615	7.22	9.03	8.30			7.58	s 11.01	93.6		VERNALIS 2.3	81.9	s	12.30		9.47	3.30	8.38	3.45	
1,008							f	95.9		ROMAIN (Spur) 1.5	79.6	f							
2,590	7.35	9.30	8.45			8.03	11.08	97.4		HALLY 4.0	78.1		12.23		9.30	3.10	8.25	3.30	
5,110 W	8.10	9.50	9.10			8.10	s 11.16	101.4	D	WESTLEY 7.0	74.1	s	12.16		9.10	2.50	8.10	3.10	7.00 AM to 7.00 PM
4,920	8.48	10.25	9.40			8.21	f 11.30	108.4		EMERALD 5.8	67.1	f	12.03PM		8.30	2.20	7.25	2.35	
6,936	9.20	10.55	10.15			8.30	s 11.49AM	114.2	N	CROW'S LANDING 4.1	61.3	s	11.49AM		8 07	1.45	6.55	2.10	7.00 pm to 7.00 am
2,763								118.3		TIMBA (Spur) 2.2	57.2								
8,512 W	10.00	11.31 AM 12.18 PM	10.53			s 8.41	s 12.03PM	120.5	D	NEWMAN 4.0	55.0	s	11.36		7.40	12.30 PM 11.58 AM	6.20	1.45	7.00 AM to 7.00 PM
5,458	10.20	12.38	11.25			8.47	f 12.11	124.5		GUSTINE 3.4	61.0	f	11.25		7.05	11.25	5.50	1.20	
3,334	10.38	12.55	11.50AM			8.52	f 12.17	127.9		LINORA 2.4	47.6	f	11.17		6.53	10.58	5.35	1.05	
7,241	10.51	1.08	12.22PM			8.56	s 12.22	130.3		INGOMAR 8.3	45.2	s	11.12		6.43	10.45	5.23	12.55	
5,515	11.25PM	1.40	12.55			9.05	s 12.34	136.6	N	VOLTA 4.8	38.9	s	10.59		6.18	10.15	4.53	12.30	7.00 pm to 7.00 am
13,685 WY	12.05AM	2.20	1.20			s 9.15	s 12.44	141.4	D	LOS BANOS 7.0	34.1	s	10.50		6.00	9.40	4.30	12.05AM	7.00 AM to 7.00 PM
8,344	12.32	2.50	1.52			9.27	f 12.57	149.3		AGATHA 4.7	26.2	f	10.35		5.15	8.55	3.45	11.25PM	
7,744	12.50	3.20	2.12			9.34	s 1.05	154.0	D	DOS PALOS 6.8	21.5	s	10.27		4.59	8.30	3.20	11.00	7.00 AM to 7.00 PM
4,529	1.15	3.45	2.45			9.44	f 1.16	160.8		OXALIS 8.4	14.7	f	10.15		4.37	8.00	2.45	10.25	
9,184 W	1.40	4.20	3.15			9.54	s 1.28	167.2	D	FIREBAUGH 4.6	8.3	s	10.04		4.15	7.35	2.23	9.54	7.00 AM to 7.00 PM
2,564	2.00	4.40	3.35			10.01	1.35	171.8		CROMIR 3.7	3.7		9.56		4.00	7.15	2.05	9.28	
34,063 WFT	2.20AM	5.00PM	4.00PM			10.10PM	1.45PM	175.5	DNR	MENDOTA	0 0		9.50AM		3.45AM	7.00AM	1.45PM	9.15PM	24 hours
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			Arrive Daily	Arrive Daily			(92.3)		Leave Daily			Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
	(7.35)	(8.50)	(8.10)			(2.30)	(3.05)			.....Time over District.....	(3.00)				(9.30)	(7.35)	(7.20)	(7.25)	
	12.17	10.43	11.30			36.88	29.59			.....Average speed per hour.....	30.77				9.71	12.17	12.51	12.44	

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

TRAINS WILL STOP AS FOLLOWS:

At Los Banos Gun Club-house west of Agatha Nos. 35 and 36 on signal.

Nos. 247 and 248 will carry passengers.

16 Eastward. FROM SAN FRANCISCO—OAKLAND SUB-DIVISION :—San Francisco and Santa Clara, and Centerville and San Jose Branch—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Furling Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.	Time Table No. 117 May 24, 1908.				Distance from San Francisco.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS				SECOND CLASS		THIRD CLASS		Telegraph Office Hours			
	802 San Jose Way Freight	804 Freight			516 Mixed	514 Mixed	506 Wright Passenger			58 San Jose Passenger	502 Wright Passenger	505 Wright Passenger	501 Wright Passenger			57 San Jose Passenger	509 San Jose Passenger	513 Mixed	515 Mixed	803 Freight	801 San Jose Way Freight						
	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
									0.00	DN	SAN FRANCISCO 14.4		48.3														
5,198	12.20PM	12.40AM							14.4	DNR	ELMHURST 2.1		33.3	5	s 8.08AM	s 4.45PM	s 9.02PM	s 9.45PM									24 hours
17,732	12.25	12.50							16.5		MULFORD 2.3		33.9	7	f 7.58	f 4.39	8.57	9.38									
451	12.32	12.58							18.8		ROBERT (Spur) 2.3		29.5	7	f 7.53	f 4.34	8.51	9.34									
3,000	12.40	1.10							21.1		RUSSEL 1.5		27.2	5	f 7.47	f 4.28	f 8.46	f 9.30									
1,578	12.50	1.15							22.6	D	MOUNT EDEN 3.7		25.9	10	s 7.43	s 4.25	f 8.43	f 9.28									7.00 AM to 7.00 PM
801	1.10	1.32							26.3	D	ALVARADO 0.9		22.0	3	s 7.35	s 4.15	s 8.34	s 9.22									7.00 AM to 7.00 PM
750	1.14	1.35							27.2		HALL (No Siding) 2.2		21.1	16	f 7.33	f 4.14	8.32	9.19									
950	1.27	1.45							29.4		ARDEN 2.2		18.9	16	f 7.27	f 4.08	† 8.27	† 9.16									
4,420 W	1.40	2.00							31.6	D	NEWARK 2.2		16.7		7.22	4.04	8.22	9.13									7.00 AM to 7.00 PM
4,420 W					6.40PM	9.40AM			31.6	D	NEWARK 2.9		16.7							7.10AM	4.00PM						
					7.05PM	10.05AM			34.5		CENTERVILLE		19.6							6.45AM	3.35PM						
4,420	1.50	2.00							31.6	D	NEWARK 2.2		16.7	7	s 7.21	s 4.04	s 8.21	s 9.12									7.00 AM to 7.00 PM
791	2.05	2.10							33.8		MOWRY 3.7		14.5	11	f 7.14	f 3.58	8.15	9.05									
630	2.20	2.27							37.5		DRAWBRIDGE 2.6		10.8	8	f 7.06	f 3.49	8.08	† 8.57									
1,207	2.30	2.37							40.1	D	ALVISO 2.6		8.2	8	s 7.03	s 3.43	f 8.02	f 8.53									7.00 AM to 7.00 PM
3,000	3.00	2.49							42.7	D	AGNEW 3.1		5.6	8	s 6.57	s 3.38	s 7.57	s 8.47									6.28 AM to 6.28 PM
744 I	3.10PM	3.15AM							45.8	DR	SANTA CLARA 2.5		2.5	8	6.50AM	3.30PM	7.50PM	8.40PM									6.40 AM to 7.15 PM
									48.3	DNR	SAN JOSE S. P. C. Ry. Depot.		0.0		6.43AM	3.20PM											
									50.6	DNR	SAN JOSE Market St. Depot. Coast Line.		0.0				7.45PM	8.35PM									24 hours
	3.30PM	3.30AM									(48.3)				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily					

(2.50)	(2.35)	(0.25)	(0.25)	(1.20)	(1.10)	(1.27)	Time over District				(1.25)	(1.15)	(1.17)	(1.05)	(0.25)	(0.25)	(2.35)	(3.05)
10.94	12.15	7.20	7.20	23.55	26.91	21.65	Average speed per hour				21.74	25.12	24.00	23.43	7.20	7.20	12.15	9.99

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 802 is superior to 801; No. 804 is superior to 803.

Trains must obtain clearance card before leaving Santa Clara when an operator is on duty.

Movement of trains between Santa Clara and San Jose (Coast Line Depot) will be governed by current Coast Division time table.

San Jose yard limits, from Santa Clara to Valbrick on the standard gauge line, and from Santa Clara to Dougherty on narrow gauge line.

Trains must reduce speed to 15 miles per hour between San Jose Passenger Depot and the west end of Guadalupe River trestle. Eastward trains must get a signal to "proceed" from the switch tender at switch to old main line (or round-house track) before fouling said junction switch.

Engineers approaching Santa Clara interlocking tower must sound one short, one long, one short (thus: o ——— o) blast of the whistle, if they wish switches lined up for Coast Division main track; two short, one long, two short (thus: o o ——— o o) blasts of the whistle if they wish switches lined up for crossover Santa Clara-Santa Cruz main line; Two short, one long, one short (thus o o ——— o) blasts of the whistle if they wish switches lined up between Western Division Newark line and Coast Division main line.

TRAINS WILL STOP AS FOLLOWS:

- At Arfts, all trains on signal except Nos. 57 and 58, except on Tuesdays and Saturdays No. 58 will stop to leave passengers during hunting season.
- At Mayhew, No. 501 Wednesdays and Sundays only.
- No. 506 Tuesdays and Saturdays only.

SAN RAMON BRANCH.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS						Minimum running time between stations for passenger trains—mins.	Distance from San Francisco	Time Table No. 117 May 24, 1908.	Distance from San Ramon	Minimum running time between stations for freight trains—minutes	SECOND CLASS						Telegraph Office Hours		
		144	142	60								141	143	59						
		San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger								San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger						
		Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only				STATIONS				Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only						
		4.00PM	7.40AM	7.40AM			0.0	DN SAN FRANCISCO	58.8			9.28AM	6.08PM	6.08PM						
4,053		5.48PM	9.40AM	9.27AM			39.1	DR AVON	19.7			s 7.25AM	s 4.10PM	s 4.20PM				7.00 AM to 7.00 PM		
5,393 W		s 6.00	s 10.20	s 9.38			43.5	D CONCORD	15.3			s 7.14	s 3.47	s 4.10				6.30 AM to 6.30 PM		
935							44.2	NACIO	14.6											
4,098		f 6.07	f 10.35	f 9.45			46.1	HOKKSTON	12.7			f 7.09	f 3.10	f 4.03						
3,414		s 6.14	s 10.45	s 9.52			49.2	D WALNUT CREEK	9.6			s 7.02	s 2.50	s 3.56						
1,215		s 6.23	s 10.59	s 10.02			53.6	ALAMO	5.2			s 6.52	s 2.30	s 3.47						
4,185		s 6.28	s 11.06	s 10.08			55.8	D DANVILLE	3.0			s 6.47	s 2.20	s 3.42				6.30 AM to 6.30 PM		
1,409		f	f	f			57.4	OSAGE	1.4			f	f	f						
6,784 T		6.35PM	11.15AM	10.15AM			58.8	R SAN RAMON	0.0			6.40AM	2.05PM	3.35PM						
		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only				(19.7)				Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only						
		(0.47) 25.15	(1.35) 12.53	(0.47) 25.15				.....Time over District.....				(0.45) 26.27	(2.05) 9.46	(0.45) 26.27					
								.....Average speed per hour.....											

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 142 is superior to No. 143.

TRAINS WILL STOP AS FOLLOWS:
At Widbero all passenger trains on signal.

SAN JOSE BRANCH.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 117 May 24, 1908.	Distance from San Jose	FIRST CLASS					THIRD CLASS		Telegraph Office Hours
	280		98	96	94	92	90				89	91	93	95	97	279		
	San Jose Way Freight		San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger				San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Way Freight		
	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
			6.40PM	5.20PM	3.00PM	1.20PM	6.40AM	0.0	DN SAN FRANCISCO	47.7	7.08AM	7.48AM	9.28AM	2.48PM	6.48PM			
20,426 WY	1.05PM		8.10PM	6.55PM	4.20PM	3.15PM	8.15AM	30.2	DNR NILES	17.5	s 5.37AM	s 6.15AM	s 7.55AM	s 1.05PM	s 5.07PM			5.30PM
5,364	1.21		s 8.17	s 7.01	s 4.26	s 3.22	s 8.24	33.7	IRVINGTON	14.0	s 5.30	s 6.07	s 7.46	s 12.57	s 5.00			5.00
3,219	1.45		s 8.25	s 7.08	s 4.33	s 3.30	s 8.32	37.3	D WARM SPRINGS	10.4	s 5.23	s 5.59	s 7.39	s 12.50	s 4.54			4.33
4,879	2.01		s 8.34	s 7.16	s 4.47	s 3.40	s 8.43	41.7	D MILPITAS	6.0	s 5.16	s 5.52	s 7.32	s 12.42	s 4.47			4.15
3,007	2.11		f 8.40	f 7.22	f 4.52	3.46	f 8.50	44.3	WAYNE	3.4	f 5.12	f 5.46	f 7.27	f 12.37	f 4.37			4.07
Term. Yard. WFTOI	2.30PM		8.50PM	7.30PM	5.00PM	3.55PM	9.00AM	47.7	DNR SAN JOSE	0.0	5.05AM	5.40AM	7.20AM	12.30PM	4.30PM			3.55PM
	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily
	(1.25) 12.35		(0.40) 26.25	(0.35) 30.07	(0.40) 26.25	(0.40) 26.25	(0.45) 23.32		.....Time over District.....		(0.32) 32.89	(0.35) 30.07	(0.35) 30.07	(0.35) 30.07	(0.37) 28.33			(1.35) 11.05
									.....Average speed per hour.....									

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 280 is superior to No. 279.

Nos. 91 and 97 will handle milk west San Jose.
Nos. 93 and 90, 95 and 92, 97 and 96 will handle San Jose Branch Mail Car between San Jose and Niles, daily except Sunday.

TRAINS WILL STOP AS FOLLOWS:
Nos. 91 and 98 will stop on signal Chisholm Crossing, one mile and half east of Niles.

Length of Sidings in feet, and location of Seals, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco	Time Table No. 117 May 24, 1908		Distance from Merced	Minimum running time between stations for freight trains—minutes.	FIRST CLASS		THIRD CLASS		Telegraph Office Hours
	306 Passenger and Freight Leave Daily Ex. Sunday	152 Passenger Leave Daily	154 Mixed Leave Daily Ex. Sunday	151 Passenger Arrive Daily			153 Mixed Arrive Daily Ex. Sunday	305 Passenger and Freight Arrive Daily Ex. Sunday			STATIONS				
											9.00AM	9.00AM	4.48PM	7.28PM	
						0.0	DN SAN FRANCISCO	163.9							
Interm. Yrd. WFTYI	7.45AM	1.30PM	1.20PM		12	91.9	DNR STOCKTON W. P. Crossing	72.0		13	11.50AM	3.45PM	4.00PM		24 hours
506	8.02	1.42	f 1.32		4	97.7	CHARLESTON (Spur)	66.2		4	f 11.35	f 3.31	3.43		
772		f			4	99.3	WALTHALL (Spur)	64.6		5	f	f			
541	8.13	1.51	f 1.41		6	101.6	HOLDEN (Spur)	62.3		8	f 11.27	f 3.22	3.32		
3,127 WY	8.25	s 1.58	s 1.48		14	104.8	DR PETERS	59.1		20	11.20	3.12	3.15		7.00 AM to 7.00 PM
3,127			1.48		14	104.8	DR PETERS	59.1		22		s 3.12			
759			f 2.03		14	110.5	WAVERLEY	64.8				f 2.57			
2,310 T			2.20PM			116.3	DR MILTON	70.6				2.40PM			7.00 AM to 7.00 PM
3,127 WY	8.25	1.58			9	104.8	DR PETERS	59.1		11	s 11.20		3.15		7.00 AM to 7.00 PM
3,208	8.50	s 2.07			6	109.2	D FARMINGTON	54.7		9	s 11.08		2.50		7.00 AM to 7.00 PM
670		f			5	112.5	TRIGO (Spur)	51.4		8	f				
1,532	9.10	f 2.20			5	115.1	COMETA	48.8		7	f 10.55		2.20		
1,031		f			8	117.8	CLYDE (Spur)	46.1		10	f				
910		f			3	121.6	BURNETT (Spur)	42.3		5	f				
6,957 WT	10.20	2.40 2.45			6	123.4	DR OAKDALE Oakdale & W. Crossing	40.5		9	10.35 10.20		1.30		7.00 AM to 7.00 PM
2,808	10.32	f 2.53			9	127.3	CLARIBEL	36.6		13	f 10.00		12.50		
5,437	10.50	s 3.03			3	133.4	D WATERFORD	30.5		4	s 9.38		12.25		7.00 AM to 7.00 PM
4,698	10.58	s 3.07			9	135.0	HICKMAN	28.9		13	s 9.30		12.15PM		
7,857 WT	11.15AM	s 3.18			9	140.8	DR MONTPPELLIER	23.1		14	s 9.15		11.55AM		7.00 AM to 7.00 PM
4,051		f 3.31			5	147.0	RYER	16.9		8	f 8.58				
592		f 3.36			5	149.8	ARUNDEL	14.1		7	f 8.50				
5,571		f 3.44			7	153.5	AMSTERDAM	10.4		10	f 8.40				
620		f			9	158.2	NAIRN (Spur)	5.7							
I						162.1	A. T. & S. F. Crossing	1.8		14					
15,521 WFT		4.15PM				163.9	DNR MERCED	0.0			8.10AM				24 hours
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday				(72.0)				Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
	(3.30) 13.97	(2.45) 26.18	(1.00) 24.40				Time over District Average speed per hour				(8.40) 19.25	(1.05) 22.52	(4.05) 11.97		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 154 is superior to No. 153; No. 306 is superior to No. 305.

Trains must get clearance card at Milton only when an operator is on duty.

Nos. 151 and 152 will handle freight between Montpellier and Merced.
 No. 151 will wait until 11.00 a. m. for connection with Sierra Ry.
 No. 154 will wait at Peters for mail off No. 152.
 x Towermen at A. T. S. F. Crossing not on duty 8.00 a. m. to 4.00 p. m.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Branch Lines—Calistoga Branch.

Length of sidings in feet, and location of Siding, Fuel, Water and Turning Stations.	FERRY							THIRD CLASS		SECOND CLASS						FIRST CLASS					Distance from San Francisco	Time Table No. 117		Minimum running time between stations for passenger trains—minutes
	Steamer Trip From No. 148	Steamer Trip From No. 48	Steamer Trip From No. 44	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	260 Passenger and Freight	262 Calistoga Freight	76 Passenger	74 Napa Passenger	170 Suisun Mixed	164 Napa Passenger	168 Suisun Passenger	162 Passenger	64 Calistoga Passenger	70 Santa Rosa Passenger	66 Calistoga Passenger Via N. W. P. Ry.	62 Calistoga Passenger	68 Santa Rosa Passenger		May 24, 1908	STATIONS	
	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	7.00PM	5.40PM										10.20AM			4.00PM	4.00PM	3.30PM N. W. Pac. Ry. Ferry	7.40AM	7.40AM	0.0	DN SAN FRANCISCO DN			
	8.21PM	6.52PM										11.36AM			5.15PM	5.15PM		8.56AM	8.56AM	29.0	D VALLEJO JUNC.			
	† 8.35	**7.05	5.38PM	4.00PM	11.50AM	9.20AM	7.10AM					11.50			5.26	5.26		9.08	9.08	31.0	D SOUTH VALLEJO			
	8.45PM	7.20PM	5.48PM	4.10PM	12.01PM	9.30AM	7.20AM															NORTH VALLEJO WHF.		
23,047 WFT												3.45PM	11.50AM	6.55AM	5.38PM	5.28PM		9.20AM	9.10AM	31.0	DR SOUTH VALLEJO			
948											s 3.48	s 11.53	s 6.58		s 5.41	s 5.31		s 9.23	s 9.13	32.1	NORTH VALLEJO			
1,494											f 3.56	f 11.59AM	f 7.04		5.47	f 5.37		9.29	f 9.18	35.4	FLOSDEN			
12,084 YO												8.25AM	5.41 PM	5.00PM	s 4.04PM	s 12.05PM	s 7.10AM	6.35AM	s 5.53	5.43PM	38.3	DR NAPA JUNCTION		
448												f 5.47	5.07		f 12.13		f 6.42	f 6.00			42.0	THOMPSON (Spur)		
432																					45.2	IMOLA (Spur)		
7,491 W								2.55PM	8.55	5.57 PM	5.15PM				12.25PM		6.51 AM	s 6.12		s 9.53	46.5	DR NAPA		
2,394								3.15PM	9.05									s 6.17		5.29PM	s 10.00	48.8	R UNION	
970									9.13									f 6.21		f 5.33	f 10.06	51.2	OAK KNOLL	
828									9.20									f 6.25		f 5.36	f 10.11	52.7	TRUBODY	
2,759 W									9.35									s 6.30		s 5.41	s 10.17	55.0	D YOUNTVILLE	
2,154									9.47									s 6.38		s 5.47	s 10.25	58.5	D OAKVILLE	
1,757									9.54									s 6.43		s 5.50	s 10.30	60.4	D RUTHERFORD	
1,596									10.01									f 6.47		* 5.54	f 10.33	62.2	ZINFANDEL	
528																						63.1	THOMANN (Spur)	
1,402									10.10									f 6.50		* 5.56	f 10.37	63.4	CRANE	
4,232									10.40									s 6.55		s 6.00	s 10.40	64.4	ST. HELENA	
908									10.53									6.57		6.02	10.43	65.5	KRUG	
967									10.57									f 7.00		6.03	f 10.44	66.3	BARRO	
555 W																		f		f		68.5	BALE (Spur)	
1,119									11.08									f 7.05		f 6.07	f 10.52	69.3	LARKMEAD	
847 W																		f		f		70.0	MAPLE	
2,681 WT									11.25AM												6.15PM	11.00AM	72.7	DR CALISTOGA
	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(41.7)		

(0.20)	(3.00)	(0.16)	(0.15)	(0.19)	(0.25)	(0.15)	(0.16)	(1.34)	(0.15)	(0.46)	(1.40)	(0.15)	..... Time over District
6.99	11.46	30.10	32.80	23.05	37.10	29.20	30.10	25.55	23.90	31.17	25.02	23.90	..... Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 74 is superior to No. 75; No. 262 is superior to No. 261.

Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa line. Cross-over switch at west end of this siding must be lined up for Tiburon line and siding must be kept clear between these switches.
Trains must get clearance card at South Vallejo only when operator is on duty.

TRAINS WILL STOP AS FOLLOWS:
At Suecol, Nos. 62, 64, 164 and 74 on signal.
At Middleton, Nos. 62 and 64 on signal.
At Orphans' Home, Nos. 68, 70, 164, 168 and 170 on signal.
Nos. 162 and 76 will leave Cement Works at Napa Junction at 6:30 A. M. and 5:40 P. M. respectively.
No. 74 Sunday will leave Cement Works 4:58 P. M.

STEAMER WILL STOP AS FOLLOWS:
From No. 48 stops at South Vallejo Saturday and Sunday only.
From No. 148 stops at South Vallejo Sunday only.

SUISUN BRANCH.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Vallejo	Time Table No. 117 May 24, 1908.		Distance from Suisun	Minimum running time between stations for freight trains—minutes	SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	296	264	170	168			167	169			263	295			
	Santa Rosa Freight	Calistoga Freight	Suisun Passenger	Suisun Passenger			Vallejo Passenger	Vallejo Passenger			Calistoga Freight	Santa Rosa Freight			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
28,047			3.45 PM	6.55 AM	15	31.0	D SOUTH VALLEJO 7.3	20.1	10	9.55 AM	6.15 PM				
12,064 YO	5.55 PM	3.40 PM	4.20 PM	7.25 AM		38.3	DR NAPA JUNCTION 3.7	12.8		9.20 AM	5.42 PM		8.00 AM	10.25 AM	6.45 AM to 6.45 PM
4,618 W	6.12	3.57	f 4.28	f 7.40		42.0	CRESTON 3.8	9.1		f 9.05	f 5.30		7.40	9.50	
5,820	6.25	4.15	s 4.38	s 7.51		45.8	D CORDELIA 1.4	5.3		s 8.50	s 5.18		7.10	9.22	7.00 AM to 7.00 PM
9,907			f	f		47.2	THOMASSON (Spur) 1.7	3.9		f	f				
906	6.40	4.26	4.45	* 8.00		48.9	SUBEET 2.2	2.2		f 8.41	5.10		6.58	9.09	
32,028 WFTYO	6.50 PM	4.40 PM	4.50 PM	8.05 AM		51.1	DNR SUISUN	0.0		f 8.35 AM	5.05 PM		6.50 AM	9.00 AM	24 hours
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(12.8)			Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(0.55) 13.90	(1.03) 12.09	(0.30) 24.16	(0.40) 19.20			Time over District			(0.45) 16.00	(0.37) 20.76		(1.10) 10.97	(1.25) 9.03	

* No. 206 will carry passengers.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 168 is superior to No. 167; No. 170 is superior to No. 169.

NOTE—Special Foot-note Page 20.

REGISTERING STATIONS:

Suisun and Napa Junction. (See Page 24.)

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		FIRST CLASS		Minimum running time between stations for passenger trains—min.	Distance from San Francisco	Time Table No. 117 May 24, 1908.		Distance from Union.	Minimum running time between stations for freight trains—minutes	FIRST CLASS		SECOND CLASS		Telegraph Office Hours
	404	66	65	403											
	Passenger and Freight	Calistoga Passenger via N. W. Pac. Ry.	Calistoga Passenger via N. W. Pac. Ry.	Passenger and Freight											
	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily			DN SAN FRANCISCO				Arrive Daily	Arrive Daily			
	9.00 AM Via N. W. P.	3.30 PM Via NWP Ferry	10.30 AM Via NWP Ferry	6.15 PM Via N. W. P.	10	36.2	R WINGO 5.5	14.1	20	9.00 AM	4.15 PM				
813	11.02 AM	5.01 PM				41.7	R BUCHLI 3.2	8.6		f 8.45 AM	s 4.02 PM				
1,223	s 11.20 AM	f 5.16				44.9	STANLEY 3.4	5.4		f 8.39	s 3.56				
4,870 WTF	s 11.30	s 5.23				48.3	WEST NAPA 2.0	2.0		s 8.32	s 3.50				
2,394	s 11.45	s 5.28 PM				50.3	R UNION	0.0		8.26 AM	3.45 PM				
	s 11.55 AM						(14.1)			Leave Daily	Leave Daily				
	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily							Leave Daily	Leave Daily			
	(0.35) 15.02	(0.27) 31.33				Time over District		(0.34) 25.79	(0.30) 28.20						

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

See page 23, Santa Rosa Branch, for movement of trains Buchli to Wingo.

No. 403 will wait at Union 10 minutes for connection with No. 63.

Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa lines. Cross-over switch at west end of this siding must be lined up for Tiburon line and siding must be kept clear between these switches.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS		FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco	Time Table No. 117 May 24, 1908			Distance from Santa Rosa.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS			SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	294	406	402	70	68	166	67	69			165	401	405			293	67	69	165	401	405	293	
	Santa Rosa Freight	Passenger and Freight	Passenger and Freight	Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.	Santa Rosa Passenger	Santa Rosa Passenger			Calistoga Passenger Via N. W. Pac. Ry.	Passenger and Freight	Passenger and Freight			Santa Rosa Freight	Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.	Passenger and Freight	Passenger and Freight	Santa Rosa Freight	
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday					
				4.00PM	7.40AM		0.0			SAN FRANCISCO	75.0		9.28AM	6.08PM									
12,064 YO	10.50AM		10.20AM	5.47PM	9.27AM		8	38.3	DR	NAPA JUNCTION 4.0	36.7	11	7.24AM	4.17PM			4.52PM	5.15PM	6.45 AM to 6.45 PM				
813	11.20		From Union and West Napa f 10.31	f 6.00	f 9.42	From Union and West Napa		43.2	R	BUCHLI	31.8	5	7.11	4.02	To West Napa and Union	To West Napa and Union	4.38	4.55					
813	11.20		4.02PM	10.31	6.00	9.42		43.2	R	BUCHLI 2.2	31.8	5	f 7.11	f 4.02	5.11PM	f 11.20AM	f 4.38	4.55					
721	11.27		f 4.06	f 10.37	f 6.04	f 9.45	4	45.4		MERAZO 1.3	29.6	8	f 7.06	f 3.55	5.07	f 11.12	f 4.33	4.47					
No Siding	11.30		4.09	10.40	6.07	9.47		46.7		RAMAL 1.3	28.3		7.04	3.52	5.05	11.10	4.30	4.40					
No Siding			4.09	10.40			3	46.7		RAMAL (No Siding) 2.0	28.3	4			5.05	11.10	4.30						
Siding on N.W.P. Ry			4.15PM	10.55AM		9.00AM		48.7	R	WINGO	30.3				5.01PM	11.02AM	4.25PM						
No Siding	11.30				6.07	9.47		46.7		RAMAL (No Siding) 3.5	28.3	7	7.04	3.52				4.40					
2,475	11.50AM			f 6.13	f 9.55		5	50.2	D	N. W. Pac. Ry. Crossing SHELLVILLE 3.1	24.8	7	f 6.57	f 3.45				4.25	7.00 AM to 7.00 PM				
310							2	53.3		SNYDER (Spur) 1.4	21.7	3											
2,349 W	12.05PM			s 6.23	s 10.05		3	54.7	D	EL VERANO 1.7	20.3	3	s 6.49	s 3.38				4.00	6.30 AM to 6.30 PM				
606				f	f		1	56.4		AGUA CALIENTE (Spur) 0.9	18.6		f	f									
369				f	f		1	57.3		SOBRE VISTA (Spur) 0.5	17.7	5	f	f									
892	12.15			f 6.31	f 10.13		1	57.8		N. W. Pac. Ry. Crossing YULUPA 0.7	17.2	4	f 6.43	f 3.29				3.49					
508	12.20			f 6.34	f 10.16		1	58.5		ELDRIDGE 1.5	16.5		f 6.40	f 3.27				3.44					
898	12.25			s 6.38	s 10.20		3	60.0		GLEN ELLEN 0.6	15.0	5	s 6.37	s 3.22				3.40					
499	12.30			f 6.40	f 10.22		1	60.6		WARFIELD 1.4	14.4		f 6.36	f 3.20				3.38					
495	12.35			f 6.45	f 10.26		3	62.0		BELTANE 1.6	13.0	6	f 6.32	f 3.17				3.33					
505	12.41			f 6.50	f 10.32		1	63.6		JEWETT 0.8	11.6		f 6.28	f 3.12				3.25					
2,497	12.47			s 6.52	s 10.35		2	64.4	D	KENWOOD 1.4	10.6	9	s 6.26	s 3.10				3.10	6.00 AM to 6.00 PM				
561				f	f		1	65.8		LAWNDALE (Spur) 0.7	9.2		f										
480	12.56			f 6.56	f 10.40		2	66.5		LOS GUILICOS 1.3	8.5		f 6.20	f 3.05				2.40					
1,290	1.00			f 6.58	f 10.43		5	67.8		ANNADEL 1.6	7.2	6	f 6.17	f 3.02				2.35					
620				*	*		5	69.4		OLESON (Spur) 0.9	5.6		*	*									
1,078	1.10			f 7.04	f 10.48		3	70.3		MELITTA 1.9	4.7		f 6.10	f 2.55				2.20					
992							5	72.2		BAKU (Spur) 2.8	2.8	14											
5,408 WT	1.40PM			7.15PM	11.00AM		5	75.0	DR	SANTA ROSA	0.0		6.00AM	2.45PM				2.00PM	7.30 AM to 7.30 PM				
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				36.7			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday					

(2.50)	(0.13)	(0.35)	(1.28)	(1.33)	(0.15)	..... Time over District	(1.24)	(1.32)	(0.10)	(0.18)	(0.27)	(3.15)
13.34	26.38	17.85	25.00	23.90	22.00	..... Average speed per hour	29.71	23.95	33.00	18.33	22.30	11.41

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 294 is superior to No. 293; No. 402 is superior to No. 401; No. 406 is superior to No. 405.

No train order semaphore at Shellville.

Trains switching or using siding at Wingo on N. W. Pac. Railway must carefully observe Rule 99, also be governed by current Time Table N. W. Pac. Railway, and carefully note Special Rules Page 28, covering movements at Wingo, and between Ramal and Buchli.

Trains must get clearance card at Santa Rosa only when an Operator is on duty.

TRAINS WILL STOP AS FOLLOWS:

Tule Vista Nos. 67, 68, 69 and 70 during hunting season on signal.
At Felice—Nos. 67, 68, 69 and 70 on signal.

No. 401 connects at Wingo with N. W. Pac. Ry. 142.
No. 406 connects with No. 143 N. W. Pac. Railway at Wingo; No. 143 will not wait for No. 406 if late.

Oakland Sub-Division (Continued) : Branch Lines.

Eastward. FROM SAN FRAN.—CLEAR LAKE BRANCH—TOWARD SAN FRAN. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.	Time Table No. 117 May 24, 1908.		Distance from Rumsey.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS		
	80	78			79	77			Telegraph Office Hours		
	Winters Passenger	Rumsey Mixed			Winters Passenger	Rumsey Mixed					
	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily	
	3.00PM	7.00AM		0.0	SAN FRANCISCO 60.5	111.6			10.48AM	7.28PM	
12,978 WYF	6.00PM	9.55AM		60.5	DR ELMIRA 4.3	51.1	11		7.50AM	4.20PM	7.00 AM to 7.00 PM
8,256 s	6.10	10.05	5	64.8	D VACAVILLE 1.9	46.8	5	s	7.40	4.05	7.00 AM to 7.00 PM
680 f			2	66.7	VIOLET (Spur) 2.9	44.9	7	f			
1,495 f			3	69.6	HARTLEY 1.8	42.0	5	f			
778 f			3	71.4	ALLENDALE (Spur) 3.7	40.2	9	f			
1,298 f	6.30	10.30	5	75.7	WOLFSKILL 2.0	36.5	6	f	7.15	3.08	
6,061 WT	6.35PM	10.40	2	77.1	DR WINTERS 4.3	34.5	11		7.10AM	3.03	7.00 AM to 7.00 PM
1,150		10.53	6	81.4	NORTON 3.3	30.2	8			2.49	
1,211		11.02	4	84.7	CITRONA 3.2	26.9	9			2.40	
3,432		11.10	4	87.9	MADISON 3.1	23.7	10			2.30	
6,627 WT		11.18	4	91.0	D ESPARTO 1.9	20.6	6			2.15	7.00 AM to 7.00 PM
3,055			3	92.9	CORFU (Spur) 0.6	18.7	3				
1,297		11.25	1	93.5	CAPAY 4.2	18.1	14			2.05	
1,309		11.36	7	97.7	CADANASSA 4.1	13.9	14			1.50	
1,314		11.48	7	101.8	TANCRED 2.6	9.8	8			1.34	
1,304		11.55AM	4	104.4	SURREY 1.0	7.2	3			1.26	
557		12.02PM	3	105.4	AMARANTH 1.3	6.2	3			1.22	
1,329		12.08	3	106.7	D GUINDA 0.6	4.9	4			1.18	7.00 AM to 7.00 PM
616		12.13	1	107.3	SAUTERNE 1.7	4.3	2			1.12	
1,319		12.18	3	109.0	CASHMERE 2.6	2.6	6			1.07	
3,080 WT		12.25PM	4	111.6	R RUMSEY	0.0	10			1.00PM	
	Arrive Daily	Arrive Daily			(51.1)				Leave Daily	Leave Daily	

(0.35)	(2.30)	.....Time over District.....	(0.40)	(3.20)
28.45	20.04	.....Average speed per hour.....	24.90	15.30

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 78 is superior to No. 77.

WESTERN DIVISION

STANDARD CLOCKS.

At Oakland Pier (Dispatcher's Office), West Oakland (Telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento (Dispatcher's office), Berenda, South Vallejo, Suisun, Elmira.

BULLETIN BOARDS.

Oakland Pier. West Oakland. Port Costa. Vallejo. Napa—Suisun.	Elmira. Davis. Sacramento.—Brighton. Galt.	Lodi. Stockton. Tracy. Mendota.	Raymond. Fresno. San Jose—Santa Clara.
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REGISTERING.

At registering stations which are day and night telegraph stations and which are not regular stops, first-class trains need not stop to register, or to check the register, or to make out check on train register form 2127, but conductors must throw off a register ticket, form 2588, to the operator giving the information required by the register, reducing speed if necessary, and the operator will then register for them. *Exception*—Rule 83 and D 83 must be observed when moving from double track to single track, unless prior register check shows all superior trains have passed, or if fail to properly identify superior trains on double track, stop at Register station end double track for positive check on such trains. Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing inferior trains or trains of the same class to the train taking down signals.

TELEGRAPHONE INTERMEDIATE STATIONS.

Oakland Pier.—Dispatcher's office. Vallejo Junction. Port Costa. Avon. Tracy.	Mendota. Niles. San Jose. Lathrop. Stockton.	Lodi. Galt. Sacramento. Benicia. Suisun.	Elmira. Napa Junction. Santa Rosa. Calistoga. Merced.
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At Fruitvale, Stock Yards and West Berkeley "Telegraphones" are in service.

In addition to Rules 6 and 6A Book of Rules, following signs will be used:

- *Stop only to leave passengers.
- †Stops only on Signal to receive passengers.

Westward overland passenger trains, when behind time, carrying through passengers from stations east of Dunsmuir, Reno or Los Angeles, inclusive, destined to stations not scheduled to stop, failing to connect with Division local passenger trains at their initial stations or junctions, will stop to leave such passengers.

INTERLOCKING SIGNAL TOWERS.

(Location of Same.)

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TOWER No. 1.—Oakland Pier Terminal.

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1, and Bridge No. 2 is east of it. The signal post on the bridges are placed over the right hand rail of the track upon which trains approach.

Trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side of track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2.

Westward trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to Bridge No. 2, and engineers will, under no circumstances, run by them when at stop without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Trains coming from shop trestle will be governed by dwarf signals. (In accordance Rule 3, page 82.)

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, should be at once brought to a stop and not again moved until signal is given by proper authority from the tower.

TOWER No. 2.—Easterly on Shore End of Oakland Pier (Mole).

TOWER No. 3.—Crossing Fourteenth St. Line, First and Harrison Streets, Oakland.

The two-arm signal pole has been located about 600 feet east of Tower No. 3 on First Street and governs westward trains: Top arm governs west on main line to present signal near Tower 3; lower arm governs through new cross-over and new "Y" track to present signal located on Trestle approaching Harrison Street Bridge.

A new two-arm pole is located at the new junction of the Fourteenth Street Line with the old Alameda Line. Top arm governs westward trains through the cross-over and into Broadway (First Street); lower arm governs over First Street and up Webster Street.

The present two-arm pole governs trains coming north off Harrison Street Bridge, as follows: Top arm governs to new signal at the New Junction of Fourteenth Street and Alameda Line; lower arm governs through new "Y" and out on eastward main-track on First Street.

TOWER No. 4.—Near Sixteenth Street Depot, Oakland.

TOWER No. 5.—Crossing Fourteenth St. Line, Seventh and Webster Streets, Oakland.

TOWER No. 6.—On Top Harrison Street Bridge Crossing Estuary, Foot Harrison Street, Oakland.

TOWER No. 7.—Foot Kirkham Street on First Street Line Near Peralta Street Freight Yard, West Oakland.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham Streets. Westward two-arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for westward trains westerly or westward main lines; lower signal good for westward trains westerly through cross-overs into main Freight Yard. Eastward trains on eastward main track governed by one-arm "home" signal almost opposite the tower. Other train movements at this tower to be controlled by dwarf signals.

TOWER No. 9.—East Oakland on First and Seventh Street Lines.

Movement of trains through switches at East Oakland will be governed by interlocking signals. Eastward main-track signal is located about 400 feet west of cross-over.

Eastward Seventh Street signal is located between depot building and water column, this signal being located on LEFT-HAND SIDE OF TRACK WHICH IT GOVERNS.

Westward trains are governed by two-arm signal located about 400 feet east of cross-over—upper arm for main track; lower arm for Seventh Street Line.

TOWER No. 10.—Fruitvale.

Westward main-line trains approaching this tower will be controlled by one-arm high signal on cantilever pole, and, in addition, by one-arm high signal west of tower. Westward Seventh Street Locals approaching tower will be governed by one-arm high signal at Fruitvale Avenue, and in addition by one-arm high signal west of tower, and also by one-arm high signal located at junction point of main line westward and local tracks.

Westward Alameda Locals from Alameda, Park Street, approaching this tower, will be governed by one-arm high signal 500 feet from junction switch, good for movement to depot and addition by one-arm high signal 400 feet west of station.

Eastward trains approaching tower will be governed by signals on two-arm pole, top arm good for movement to next two-arm signal, bottom arm good for movement to Seventh Street local track.

The two-arm signal at Alameda Junction Switch will govern as follows: Top arm controlling movement out eastward main line, bottom arm controlling movement to Alameda Park Street Line.

Eastward Seventh Street Local, after making stop at Fruitvale Station, must receive signal located on left-hand side before proceeding.

Other train movements at this tower will be controlled by dwarf signals of the usual type.

TOWER No. 11.—Webster Junction.

Eastward trains, Fourteenth Street Line, from Alameda Pier approaching the interlocking limits will be governed by two-arm signal: Top arm for Fourteenth St. local line to one-arm signal at electric road crossing, which signal is good over Harrison Street Draw to the present two-arm signal on trestle controlled by Tower No. 3.

Eastward Alameda Horse-shoe line trains from Alameda Pier will receive lower arm of two-arm signal, good to one-arm signal at electric road crossing, which signal is good east towards Mastick on double track.

Westward Alameda trains for Oakland Pier approaching interlocking will be governed by two-arm signal: Top arm good on Harrison Street Bridge route to one-arm signal in about present location, which signal is good over Harrison Street Draw to present two-arm signal controlled by Tower No. 3.

Westward Alameda Horse-shoe trains from Mastick, approaching interlocking will receive lower arm, good on Alameda Pier route to one-arm signal 400 feet east of Alameda and Fourteenth St. line junction, which signal is good onto westward double track to Alameda Pier.

Westward Fourteenth Street line train approaching draw will receive top arm, good over Harrison St. Draw to one-arm signal west of electric road crossing, which signal is good to Westward track to Alameda Pier.

Eastward Alameda trains from Oakland Pier to Mastick, approaching draw-bridge will receive lower arm, good over Draw to one-arm signal, which signal is good onto Eastward track Alameda.

All switching movements through this Interlocking will be governed by Dwarf Signals.

TOWER No. 12.—Crossing Santa Fe & Berryman Line between Golden Gate and Lorin.

Movement of trains over said crossing, with the "current of traffic," will be governed by high-arm semaphore signals.

In addition to the regular high-arm signals with their derails, controlling traffic in proper direction, dwarf signals with derails will control the movement of trains over the crossing on either track against the current of traffic.

TOWER No. 8.—Junction Double Track Switch, East Port Costa.

Dwarf Signal 4, located 240 feet west of Junction Switch, will control movement of trains in an easterly direction on westward track through Junction Switch.

TOWER No. 14.—Crossing A. T. & S. F. Ry., 1.8 miles west Merced (Oakdale Branch).

(Towermen Not on Duty 8.00 p. m. to 4.00 a. m.)

TOWER No. 15.—Crossing A. T. & S. F. Ry., Berenda Branch, 3.4 miles east of Berenda.

COAST DIVISION TOWER.—San Jose; Junction of Western Division Niles Line and Coast Division.

COAST DIVISION TOWER.—SANTA CLARA; Junction of Western Division, S. P. C. Branch and Coast Division.

SACRAMENTO DIVISION TOWER.—ELVAS; Junction Western Division and Sacramento Division.

TOWER.—Stockton (Sacramento and Taylor Streets) Crossing A. T. & S. F. Railway.

A derailing switch has been placed on transfer track of A. T. & S. F. Ry. Care must be used to avoid backing off same.

TOWER CROSSING WESTERN PACIFIC RY., BETWEEN STOCKTON AND ARMBRUST.—

Westward trains on main line will, if route is clear, receive Distant Signal and Right-Hand Home Signal on two-arm bracket post.

Westward trains on siding will receive Left-Hand Two-Arm Signal on bracket post, but without Distance Signal.

Eastward trains on main line, if route is clear, will receive Distant Signal and Left-Hand Signal on two-arm bracket post.

Eastward trains on siding will receive Right-Hand Home Signal on two-arm bracket post without Distant Signal.

TOWER—Crossing Western Pacific Ry. one mile east of French Camp.

Westward trains will receive Distant Signal located 2450 feet east of crossing; also Right-Hand Home Signal located 450 feet east of crossing.

Eastward trains will receive Distant Signal located 2450 feet west of crossing; also Right-Hand Home Signal located 450 feet west of crossing.

WESTERN PACIFIC TOWER—Crossing Weber Avenue and Union Street, Stockton.

Westward trains from Milton, Oakdale Branch, proceeding to depot on straight track, will receive UPPER arm on two-arm bracket pole, located on left-hand side of track.

Westward trains proceeding to depot by way of Oakdale Siding, or to Round-house, will receive LOWER arm on two-arm bracket pole.

Eastward trains will receive signals located on RIGHT-HAND side of respective tracks.

TOWER WESTERN PACIFIC CROSSING.—Located on Lathrop-Fresno Line About a Mile South of Lathrop.

Train and engine movements will be governed by the position of Home and Distant Signals on S. P. Co. Lines.

Signals on the S. P. Line will be left standing at Stop position while signalman is on duty during the day time, and Proceed at night, when there is no signalman on duty.

Trains must not exceed 30 miles per hour passing over interlocking crossings.

All signals in Interlocking System govern tracks in accordance Standard Rules 602 to 672, pages 104 to 110 inclusive.

In all cases Junction and Crossing Tracks at Interlocking Towers are protected by "derailers" about 50 feet beyond Home Signal.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towerman.

DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS.

NAPA RIVER, between Napa Junction and Buchli.

CYGNUS, Cordelia Slough.

SAN JOAQUIN RIVER, between Minard and Lathrop.

AVON, Pacheco Slough.

Speed over these Drawbridges must not exceed 15 miles per hour.

SACRAMENTO, west end Sacramento River Bridge, eastward trains must not exceed six miles per hour full length of train.

If signals are clear, proceed. If at stop send flagman ahead and be governed by Rule 663, page 109.

SPECIAL RULES.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD-CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

AUTOMATIC SIGNALS

On Signal Track within Automatic Block System limits. Last portion of Rule 86 will not apply.

Referring to Rule 504, Page 101, Standard Rules. **ON SINGLE TRACK**, trains will wait five minutes before following flagman, under conditions outlined in said rule. **ON DOUBLE TRACK**, under similar conditions, trains must come to a stop and may then proceed under control—flagman must be sent ahead in stormy or foggy weather.

EASTWARD trains, when meeting trains on double track between Army Point and Arsenal, must stand **WEST** of Signal No. 352 until Westward trains have passed Signal No. 355, near junction switch, to avoid holding Intermediate Signal against Westward trains.

Trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time where indicated than given in the column headed "Minimum running time between Stations for passenger and freight trains."

Noting **RULE D 153, PAGE 31**. "Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged." When on the **OPPOSITE TRACK FARTHEST** from the station must only pass a train at very slow speed. Trains which **DO NOT** stop at the station should be given preference. In case of two trains, both of which are scheduled to stop, **WESTWARD TRAIN** to have preference.

Switch lights duplicated with automatic signals have been removed between the following points: Martinez to Minard, Stockton to Brighton, Ellis Siding, Niles to San Jose, Niles to Elmhurst.

Road Engines, when moving between Roundhouse to train, a red light must be displayed on the rear end of tank over center of track in addition to white light.

SAN FRANCISCO AND PORT COSTA.

Main Tracks between Oakland Pier and (Bay Street) West Oakland, are designated as numbers 1, 2, 3 and 4, numbering from the North and used as follows:

- Track No. 1 for westward main line and suburban passenger trains;
- Track No. 2 for eastward main line and suburban passenger trains;
- Track No. 3 for westward main line and suburban passenger trains;
- Track No. 4 for eastward main line and suburban passenger trains.

Main tracks between (Tower 4) Sixteenth Street, Oakland, and Shellmound are designated as Nos. 1, 2, 3 and 4, numbering from the North and used as follows:

- Track No. 1 for westward main line passenger and freight trains;
- Track No. 2 for eastward main line passenger and freight trains;
- Track No. 3 for westward suburban trains;
- Track No. 4 for eastward suburban trains.

Main tracks between Shellmound and Corbin are designated as Nos. 1, 2 and 3, numbering from the North:

- No. 1 for westward main line passenger and freight trains;
 - No. 2 for eastward main line passenger and freight trains;
 - No. 3 for suburban passenger trains (West Berkeley Local).
- Double track 1 and 2 extends from Corbin to Port Costa.

The switches at Sixteenth Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street on Niles Line, and the sign board east of drawbridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to Sixteenth Street Station on Port Costa Line.

Approaching switches within the limits of Oakland Yard, trains will, when necessary, give whistle signal as per Rule 14, page 16, to the switchtenders.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching Sixteenth Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, o o o o.

The freight track in Cedar Street, between West Oakland and Sixteenth Street stations, is controlled by signals from Towers 2 and 4. Trains for West Oakland, arriving at Sixteenth Street, may leave that station regardless of their schedule time, or of opposing train, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with their superiority.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, Sixteenth Street, Oakland, before doing such work.

Trains must not exceed 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

PORT COSTA YARD LIMITS.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run under control. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from 7 p. m. until 6 a. m. for the westward movement of freight trains. Speed of freight trains using working track as above must not exceed 15 miles per hour, and Rule 99 must be strictly adhered to.

PORT COSTA AND SACRAMENTO.

The limits of Benicia Yard extend to and include Arsenal Siding.

At Benicia, trains will be governed by special regulations issued to facilitate transfer on Benicia Ferry.

Switch at east end of double track at Arsenal will stand normally for westward track.

Between hours 8.20 a. m. and 10.30 p. m. Switchtender at Arsenal will open and close switch for all **EASTWARD** passenger trains when called for by enginemen of such trains. Enginemen in all cases to have train under control and call for switch **AND RECEIVE PROCEED SIGNAL FROM SWITCHTENDER**.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard trains and light engines must move under control. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Trains must not exceed 6 miles per hour over Sacramento River Bridge.

Trains through Broderick, west of Sacramento Bridge, must not exceed 8 miles per hour.

PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed twenty (20) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

TRACY AND MENDOTA.

When automatic signal east of junction switch at Tracy indicates stop, trains must not proceed until they receive signal from switchtender; if indicates proceed do so under control.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

All trains must be under control before passing over railroad crossing at Lyoth, notwithstanding flagman may give proceed signal, either by flag or semaphore.

Speed over the crossing must not exceed 12 miles per hour.

By ordinance City Los Banos, misdemeanor to block any street crossing more than 10 minutes.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford).

LATHROP, MERCED AND FRESNO.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton line.

Cross-over switch between junction switch and Fresno main track, Lathrop, must be lined up to siding; all trains from Fresno must stop before passing switch.

Speed over railroad crossing about 1 mile south of Lathrop must not exceed 12 miles per hour, notwithstanding flagman may give proceed signal, either by flag or semaphore.

Speed of trains within the limits of Modesto and Merced must be reduced to 15 miles per hour.

RAYMOND AND FRESNO.

By ordinance, the rate of speed of engines or trains is limited to 8 miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than 5 minutes at a time.

NILES AND SAN JOSE.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed 6 miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose Yard, will be governed by interlocking semaphore signals controlled from tower near Third Street.

SAN FRANCISCO AND TRACY.

Main tracks between Oakland Pier and (Bay Street) West Oakland are designated as 1, 2, 3 and 4, numbering from the North and used as follows:

- No. 1 for westward main line and suburban passenger trains;
- No. 2 for eastward main line and suburban passenger trains;
- No. 3 for westward main line and suburban passenger trains;
- No. 4 for eastward main line and suburban passenger trains.

Main tracks between (Tower 9) East Oakland and (Tower 10) Fruitvale are numbered 1, 2 and 3, numbering from the North, and used as follows:

- Track No. 1 for eastward Seventh Street suburban trains only;
- Track No. 2 for westward main line passenger, freight and suburban trains;
- Track No. 3 for eastward main line passenger, freight and suburban trains.

Except as designated above, double track extends from (Bay Street) West Oakland to Elmhurst via First Street. Suburban trains of Alameda line will use main-line double track between West Oakland and Fruitvale.

Left-hand high semaphore at East Oakland will govern No. 1 track.

Approaching Fruitvale on track (1) trains will be governed by new left-hand high-arm signal, located 450 feet west of the switches.

Suburban trains westward will use westward main track (2), between Fruitvale and East Oakland, Seventh-Street trains crossing over to proper tracks at East Oakland.

Movement of all trains between Oakland Pier and Fruitvale, on double track, via First Street, with "current of traffic," will be governed by automatic signals, and will be irrespective of superiority of trains, except that freight trains must use every endeavor to avoid delay in movement of passenger trains; suburban trains will have preference over all others.

Between Fruitvale and Elmhurst third-class and extra trains will move with "current of traffic," being governed by automatic block signals—and must clear time of first and second-class trains as required by Rule D 86.

Oakland Seventh Street trains will give two short, one long and one short blast of the whistle, thus, o o ——— o, as a signal to towermen Fruitvale. Alameda line suburban trains will give one short, one long and one short blast of the whistle, thus, o ——— o, as a signal to towermen.

The east end of double track (Elmhurst) being east switch of cross-over west of junction switch for South Pacific Coast main track trains.

The junction switch will stand normally for eastward trains, Oakland to Niles lines.

Unless switchtender is on duty and proper signal received, after calling for switch, trains to or from South Pacific Coast line and westward Niles to Oakland must open and close junction switch.

The west cross-over switch in westward main track leading to junction switch will be set for westward trains.

All westward trains from Niles and South Pacific Coast Ry. will register or leave registering ticket, Form 2588.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street on Niles Line and the sign board east of drawbridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to Sixteenth Street Station on Port Costa Line.

Should eastward trains leave Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to eastward main-line track.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice Streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington Streets. If such meet is unavoidable, the higher-class train, or the westward train of the same class shall have the preference, and the other must be brought to a stop until its engine has been passed by the rear end of the opposing train.

On freight trains over Altamont Hill, between Niles and Ellis, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger.

TRACY, STOCKTON, LODI AND SACRAMENTO.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

Cross-over switch between junction switch and Fresno main line, Lathrop, must be lined up to siding; all trains from Fresno must stop before passing switch.

Between the boards designating the limits of the city of Stockton, the speed of all trains must not exceed 8 miles per hour.

The "LONG SIDING" extending from SOUTH STREET, STOCKTON, to EL PINAL may be used as second track for main-track train movement under train orders.

Between Asylum Switch and South Street yard engines may use this siding as a working track, and train movement thereon must be governed accordingly.

Outside of such limits all trains and engines, including yard engines, must be moved only under control.

By ordinance City Stockton, misdemeanor to block street-crossings longer than 5 minutes.

Junction switch, line Lodi and Woodbridge, after being used must be set for Sacramento and Stockton.

Junction switch, Valley Spring line, in Lodi siding must be set normally for siding. Trains using such track must avoid delaying Lodi and Valley Spring Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard trains and light engines must move

under control. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

By ordinance it has been made unlawful for

1. Any person, firm or corporation operating steam railroads within the City of Sacramento, to run any train or locomotive within the corporate limits of said City of Sacramento at a greater rate of speed than fifteen (15) miles an hour.
2. Every such railroad shall erect and keep erected at the point where such railroad enters the City, a signboard having legibly painted thereon the words "Slow speed, 15 miles an hour."
3. Penalty for each violation, a fine of not less than thirty nor more than five hundred dollars, or imprisonment in the city jail not exceeding thirty days or both such fine and imprisonment.

Switches at Elvas will be operated and controlled by Towerman. The "Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at "Proceed" the switches are set for Main track to Sacramento. When lower arm stands at "Proceed" switches are set for the "Y." All trains must approach Elvas under control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman.

Trains moving via Elvas from either direction destined Sacramento will sound two long and one short blast of whistle, thus, ——— o.

Trains from either direction destined Brighton will sound two long and three short blasts of whistle, thus, ——— o o o.

Trains from either direction destined to Roseville will sound one long and one short blast of whistle, thus, ——— o, as a signal to towerman to set switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table superiority. Under the conditions described in Automatic Block System Rule No. 504, trains must come to a stop and may then proceed under control, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass Signal No. 919 governing westward main line near Twenty-first Street should such signal be found at stop until signal has changed to safety, or hand-signal to proceed been given by switchtender.

See current Sacramento Division Time Table for further instructions and movement between Sacramento and Elvas, also Elvas and Roseville.

Towerman Elvas will keep register for information Western Division trains moving to and from Sacramento Division.

Junction switch at Brighton west of the station building must be set normally for Brighton and Elvas line. Trains via Homestead will open and close this switch. All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton.

The Switch leading from Placerville to Homestead line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Trains must approach crossing, Placerville and Elvas line at Brighton, under control, so as to avoid striking trains of either line which may be using same.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than 4 miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to 12 miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

On freight trains over Creston Hill, between Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger.

NAPA JUNCTION, SANTA ROSA AND WINGO.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

Automatic signals in service between Buchli and Ramal, movement of all trains between such points will be governed by indication of such signals, irrespective of time-table superiority. A freight train, however, must not enter a clear block if a first-class train is so nearly due at opposite end of block that the freight train cannot clear the time of the first-class train five (5) minutes; but after such first-class train is ten (10) minutes late, the freight train may proceed if the block is still clear.

The junction switches at Buchli and Ramal will be set normally for the Santa Rosa-Napa Junction line. Signals will stand normally at "proceed" for Santa Rosa-Napa Junction trains and at "stop" for West Napa-Wingo branch trains.

Before entering the automatic block limits, West Napa-Wingo branch trains must set junction switch for West Napa-Wingo line, which, if no train is occupying the block, will cause signal to assume the "proceed" position, after which such train may proceed.

A train of either line finding signal at entrance to block at "stop" and not changing to "proceed," as above described, will send flagman ahead immediately, and after waiting ten (10) minutes, will proceed in the manner prescribed by Automatic Block System Rule No. 504.

In all other respects train and engine-men will be governed by Automatic Block System Rules Nos. 501 to 517 inclusive, Book of Rules.

UNION, WEST NAPA AND WINGO.

All trains will come to a stop before crossing the Napa Valley Electric Railway line at Myrtle Avenue, West Napa.

Conductors (or engineers in case of light engines) before permitting train or locomotive to go over crossing must ascertain whether trains of the electric railway line are approaching from either direction, by sending flagman ahead, and must give trains of the electric railway precedence and the right to crossing.

Switch at Wingo will be set normally for N. W. Pac. line. Enginemen on Southern Pacific trains approaching junction at Wingo will blow two long and three short blasts of the whistle, thus, ——— o o o, as call to switch-

tender to set switch for Southern Pacific line. Switchtender on duty only during the day time. At night train crews will handle switch.

Southern Pacific swing train will make transfer to N. W. Pac. Ry. trains at Wingo, transfer to be made at junction switch, necessitating train occupying N. W. Pac. Ry. main line. When baggage and passengers are transferred, train will back up to clear N. W. Pac. main line.

Transfer of freight cars between Southern Pacific and N. W. Pac. Ry. will be made at Wingo siding, about 800 feet west of junction switch. Southern Pacific swing train should not occupy N. W. Pac. main line for switching freight cars until after connecting passenger trains have passed and must be fully protected while occupying N. W. Pac. tracks.

All N. W. Pac. Ry. and Southern Pacific passenger trains will approach junction switch at Wingo under control, expecting to find main line occupied. Eastward freight trains on N. W. Pac. should approach west end of Wingo siding under control, expecting to find Southern Pacific train switching at that point.

Drawbridge located across Steamboat Slough, about 1000 feet west of Wingo junction switch. All trains will be governed by current rules before passing bridge.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco, must come to a stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding 6 miles per hour.

Trains must not exceed 10 miles per hour while running in the main street in Capay.

Trains crossing on Steamer SOLANO between Port Costa and Benicia will be governed by the following regulations:

FREIGHT TRAINS.

Head brakemen must ride first cut (engine section) in on boat, riding on first car and setting brakes, after which he will return and ride head end of second and third cuts, and set brakes.

The rear brakeman must ride head end of last cut (caboose cut), then return and set all brakes on rear ends of cuts.

Three deckhands will set brakes on all cuts in between the two brakemen.

On arrival at other side, head brakeman must release all brakes on first cut and ride it off the boat.

Rear brakeman must release all brakes on second cut and ride it off the boat.

The deckhands will release the brakes on the remainder two (rear) cuts.

PASSENGER TRAINS.

Head brakeman must ride rear end of first cut on the boat and set brakes.

Rear brakeman must ride head end of second cut on boat and set the brakes.

Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes.

Deckhands must set the brakes in the middle cuts the same as when handling freight trains.

In unloading the same programme should be followed as in handling freight trains.

Passenger trains while on the Steamer must keep vestibule doors and traps open. The traps and doors must be opened as soon as the train comes to a standstill on the boat. Passengers must be cautioned not to lean out of the vestibule doors, as there is danger of being struck by iron rods or bars of steamer.

Locomotives standing at end of apron awaiting transfer on Steamer must arrange to cover headlights whenever reflection from same would be directly over apron into slip.

COMPANY SURGEONS—WESTERN DIVISION.

NAME.	LOCATION.	DISTRICT.	NAME.	LOCATION	DISTRICT.
Dr. F. K. Ainsworth, Manager and Chief Surg	San Francisco, Cal.	San Francisco.	Dr. C. Mathewson, Emergency Surgeon.	Dos Palos, Cal.	
Dr. W. B. Coffey, Division Surgeon.	San Francisco, Cal.	San Francisco.	Dr. J. W. Jesse.	Santa Rosa, Cal.	Between Santa Rosa and Napa Junction.
Dr. J. H. O'Connor.	San Francisco, Cal.	San Francisco.	Dr. H. L. Parish.	Calistoga, Cal.	Between Calistoga and Rutherford.
Dr. S. J. Gardner.	San Francisco, Cal.	San Francisco.	Dr. D. E. Osborne, Emergency Surgeon.	St. Helena, Cal.	
Dr. Geo. H. Powers, Oculist and Aurist.	San Francisco, Cal.		Dr. E. Z. Hennessey.	Napa, Cal.	Between Rutherford and Napa Junction.
Dr. Redmond Payne, Oculist and Aurist.	San Francisco, Cal.		Dr. C. E. Turner.	South Vallejo, Cal.	Between Napa Junction and South Vallejo.
Dr. Geo. R. Carson, Assistant to Staff.	San Francisco, Cal.		Dr. W. L. McFarland.	Benicia, Cal.	Between Benicia and Goodyear.
Dr. V. P. Brown.	San Francisco, Cal.	S. P. Emergency Hospital.	Dr. W. G. Downing.	Suisun Cal.	Between Goodyear, Napa Junction and Elmira.
Dr. J. J. Meigs, Consulting Surgeon	Oakland, Cal.	Between Oakland Pier, San Leandro and San Pablo.	Dr. H. P. Palmer.	Vacaville, Cal.	Between Elmira and Allendale.
Dr. J. P. Dunn, Surgeon.	Oakland, Cal.	Between Oakland Pier, San Leandro and San Pablo	Dr. C. H. Fairchild.	Winters, Cal.	Between Allendale and Rumsey.
J. I. Vickerson, Assistant Surgeon.			Dr. L. P. Hall.	Dixon, Cal.	Between Elmira and Tremont.
Dr. E. F. Card, Oculist and Aurist.	Oakland, Cal.		Dr. W. E. Bates.	Davis, Cal.	Between Tremont, Merritt and Webster.
Dr. W. K. Sanborn, Emergency Surgeon	West Oakland, Cal.		Dr. G. A. White, Division Surgeon.	Sacramento, Cal.	
Dr. C. H. Miller, Emergency Surgeon.	San Leandro, Cal.		(Will render service outside of hospital only in consultation with District Surgeons.)		
Dr. E. M. Keys.	Alameda, Cal.	Alameda Mole and Newark.	Dr. A. M. Henderson.	Sacramento, Cal.	Between Webster, Sacramento and Florin.
Dr. T. C. McCleave.	Berkeley, Cal.	Berkeley.	Dr. G. L. Stevenson.	Sacramento, Cal.	Between Webster, Sacramento and Florin.
Dr. W. Lucas, Emergency Surgeon.	Richmond, Cal.	Richmond.	Dr. W. E. Brigs, Oculist and Aurist.	Sacramento, Cal.	
Dr. H. E. Morrison.	Niles, Cal.	Between San Leandro, Milpitas and Sunol.	Dr. J. E. Frazer.	Galt, Cal.	Between Arno, Acampo and Cicero.
Dr. F. W. Browning, Emergency Surgeon.	Haywards, Cal.		Dr. H. Beattie.	Elk Gorge, Cal.	Between Florin and Arno.
Dr. C. A. Lutz.	Irvington, Cal.		Dr. A. L. Adams.	Ione, Cal.	Between Cicero and Ione.
Dr. W. H. Cope.	Pleasanton, Cal.	Between Sunol and Remillard.	Dr. W. W. Fitzgerald.	Stockton, Cal.	Between Castle, Lathrop and Peters.
Dr. W. S. Taylor.	Livermore, Cal.	Between Remillard and Midway.	Dr. F. R. Clarke.	Stockton, Cal.	Between Castle, Lathrop and Peters
Dr. J. I. Beattie.	Santa Clara.	Lawrence, Newark and San Jose.	Dr. F. W. Colman.	Lodi, Cal.	Between Acampo and Castle.
Dr. D. A. Beattie.	San Jose, Cal.	Between Milpitas, Santa Clara and San Jose.	Dr. S. R. Arthur, Emergency Surgeon.	Woodbridge, Cal.	
Dr. J. U. Hall, Consulting and Emerg'y Surg..	San Jose, Cal.		Dr. J. G. Priestly, Emergency Surgeon.	Lockford, Cal.	
Dr. W. H. Emerson, Emergency Surgeon.	Centerville.		Dr. W. L. Buckley.	Milton, Cal.	Between Peters and Milton.
Dr. R. J. Smith, Emergency Surgeon	Milpitas, Cal.		Dr. J. A. Bainbridge, Emergency Surgeon.	Lathrop, Cal.	
Dr. A. W. Rickey.	Port Costa, Cal.	Between San Pablo, Benicia, Vallejo and Martinez.	Dr. J. G. Thompson.	Oakdale, Cal.	Between Peters and Claribel.
Dr. Frank Rattan.	Martinez, Cal.	Between Port Costa and Cornwall.	Dr. R. J. Schmeidel, Emergency Surgeon.	Farmington, Cal.	
Dr. W. S. George.	Antioch, Cal.	Between Cornwall and Byron.	Dr. J. L. Hennemuth.	Waterford, Cal.	Between Claribel and Montpelier.
Dr. Frank S. Cook, Emergency Surgeon.	Brentwood, Cal.		Dr. C. W. Evans	Modesto, Cal.	Between Lathrop and Livingston.
Dr. Geo. McKenzie.	Concord, Cal.	Between Avon and San Ramon.	Dr. W. W. Apple, Emergency Surgeon	Turlock, Cal.	
Dr. C. R. Leach, Emergency Surgeon.	Walnut Creek, Cal.		Dr. C. H. Castle.	Merced, Cal.	Between Livingston, Minturn and Montpelier.
Dr. H. C. Reamer, Emergency Surgeon.	Danville, Cal.		Dr. C. W. Reid	Madera, Cal.	Between Minturn and Borden.
Dr. H. C. Crowder.	Tracy, Cal.	Between Byron, Westley, Midway and Lathrop.	Dr. T. M. Topp.	Raymond, Cal.	Between Berenda and Raymond.
Dr. H. V. Armistead.	Newman, Cal.	Between Westley and Ingomar.	Dr. O. B. Doyle.	Fresno, Cal.	Between Borden and Fresno.
Dr. C. F. Wade.	Los Banos, Cal.	Between Ingomar and Mendota.			

HOSPITALS: General Hospital—S. P. Hospital, Sacramento, Cal., pending reconstruction of General Hospital at San Francisco, Cal. Division Hospitals—Oakland Central Hospital, Oakland, Cal., St. Francis Hospital, San Francisco, Cal.
Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

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

TONNAGE RATING—WESTERN DIVISION.

Revised, Jan. 17, 1907.

Table with columns: CLASS, ENGINE NUMBERS, Boiler Pressure, BENICIA TO SACRAMENTO, OAKLAND AND MENDOTA (via Martinez), TRACY AND SACRAMENTO, TRACY TO NILES, NILES TO TRACY, OAKLAND TO SAN JOSE, SAN JOSE TO OAKLAND, LATHROP AND FRESNO, NAPA JUNCTION TO SUISUN, SUISUN TO NAPA JUNCTION. Rows list various engine classes and numbers with corresponding tonnage ratings.

* Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.
† Trains with over 60 per cent engine rating will be given yard engine helper out of Oakland yard.
West Oakland Yard, Master must observe this.

** For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland.
For freight trains on Santa Clara use rating Lathrop and Fresno.

Handwritten notes and signatures, including 'W G' and '011'.

TONNAGE RATING—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed which must not be exceeded in any case.

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
West Oakland and Oakland.....	1.50	1.93	Port Costa and Benicia.....			Dixon and Tremont.....	2.13	1.38	Acampo and Lodi.....	1.00	1.33	Pleasanton and Sunol.....	1.26	1.72
Oakland and Stockyard.....	1.50	1.50	Benicia and Army Point.....	2.77	2.77	Tremont and Davis.....	1.66	1.00	Lodi and Castle.....	2.20	2.66	Sunol and Niles.....	1.17	F
Stockyard and West Berkeley...	1.50	1.50	Army Point and Goodyear.....	2.77	2.77	Davis and Webster.....	F	1.73	Castle and Stockton.....	2.00	2.77	West Oakland and Melrose.....	2.29	1.40
West Berkeley and Stege.....	1.50	2.66	Goodyear and Teal.....	2.77	2.77	Webster and Sacramento.....	1.47	1.33	Stockton and Lathrop.....	2.66	1.80	Melrose and San Leandro.....	1.53	1.40
Stege and San Pablo.....	1.50	2.00	Teal and Suisun.....	2.77	2.77	Sacramento and Brighton.....	1.84	1.00	Lathrop and Banta.....	2.66	1.08	San Leandro and Haywards.....	1.22	1.30
San Pablo and Pinole.....	1.93	1.36	Suisun and Vanden.....	1.03	2.77	Brighton and Florin.....	1.00	2.14	Banta and Tracy.....	1.23	1.68	Haywards and Niles.....	1.01	1.12
Pinole and Rodeo.....	2.40	2.00	Vanden and Cannon.....	1.03	2.77	Florin and Elk Grove.....	2.00	1.46	Tracy and Midway.....	F	1.22	Niles and Warm Springs.....	1.09	1.00
Rodeo and Vallejo Jet.....	2.66	1.83	Cannon and Elmira.....	1.21	1.00	Elk Grove and McConnel.....	2.00	2.66	Midway and Altamont.....	F	1.00	Warm Springs and Milpitas.....	2.00	1.08
Vallejo Jet. and Crockett.....	F	1.83	Elmira and Batavia.....	1.47	1.66	McConnel and Galt.....	1.66	1.00	Altamont and Livermore.....	1.00	F	Milpitas and San Jose.....	1.01	2.76
Crockett and Port Costa.....	2.66	2.53	Batavia and Dixon.....	1.47	1.46	Galt and Acampo.....	2.00	1.33	Livermore and Pleasanton.....	1.26	5.47			
STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Mendota and Firebaugh.....	1.66	2.60	Ingomar and Linora.....	1.73	1.50	Vernalis and Yarmouth.....	1.30	2.66	Byron and Brentwood.....	1.93	1.50	McAvoy and Bay Point.....	1.66	2.33
Firebaugh and Oxalis.....	2.00	F	Linora and Gustine.....	2.33	1.47	Yarmouth and Lyoth.....	2.66	2.00	Bentwood and Neroly.....	1.50	1.50	Bay Point and Avon.....	2.66	2.66
Oxalis and Dos Palos.....	1.93	2.66	Gustine and Newman.....	1.66	2.66	Lyoth and Tracy.....	1.50	2.66	Neroly and Antioch.....	1.50	F	Avon and Martinez.....	2.53	2.66
Dos Palos and Agatha.....	1.60	2.66	Newman and Crows Landing.....	2.66	1.50	Tracy and Bethany.....	1.50	1.83	Antioch and Los Medanos.....	1.50	2.00	Martinez and Port Costa.....	F	2.26
Agatha and Los Banos.....	1.33	2.00	Crows Landing and Emerald.....	1.73	2.00	Bethany and Herdlyn.....	1.53	1.53	Los Medanos and Cornwall.....	1.50	2.33	Port Costa and Crockett.....	2.66	2.53
Los Banos and Volta.....	1.40	1.53	Emerald and Westley.....	1.33	1.66	Herdlyn and Byron.....	2.66	1.83	Cornwall and McAvoy.....	1.53	2.66	Crockett and Vallejo Jet.....	F	1.83
Volta and Ingomar.....	1.50	2.33	Westley and Vernalis.....	1.60	1.53									
STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Fresno and Herndon.....	1.50	2.00	Berenda and Minturn.....	1.50	2.60	Merced and Atwater.....	2.00	2.00	Turlock and Keyes.....	2.30	F	Modesto and Ripon.....	2.20	F
Herndon and Madera.....	1.50	1.90	Minturn and Athlone.....	1.50	2.20	Atwater and Livingston.....	1.80	F	Keyes and Modesto.....	2.00	2.00	Ripon and Lathrop.....	1.90	F
Madera and Berenda.....	1.50	2.50	Athlone and Merced.....	1.60	2.10	Livingston and Turlock.....	1.80	F						
STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Santa Rosa and Melitta.....	5.80	1.22	Annadel and Kenwood.....	1.76	1.22	Glen Ellen and El Verano.....	1.58	F	Shellville and Napa Jct.....	2.94	1.36	Creston and Cordelia.....	1.00	F
Melitta and Annadel.....	3.90	2.22	Kenwood and Glen Ellen.....	1.58	1.43	El Verano and Shellville.....	2.35	6.00	Napa Jct. and Creston.....	F	1.00	Cordelia and Suisun.....	4.30	2.40

G. D. WRIGHT,
Div. TRAIN MASTER, Oakland Pier.

JAS. RUMSEY,
DISTRICT TRAIN MASTER, West Oakland.

SUPERINTENDENT'S OFFICE—OAKLAND PIER, CAL.

TRAIN DISPATCHERS

C. E. NORTON, CHIEF.

W. E. DAVIDSON.

W. J. CASSELMAN.

S. A. WENTWORTH.

A. K. FRYE.

E. ENTLEMAN, ASST. CHIEF.

D. S. TROTH.

E. VROOMAN.

F. E. GORDON.

F. MOORE.

J. P. GALLAGHER.

JAS. SHAKESPEARE.

J. A. SHOCKEY.

T. A. LAWSON,
Superintendent.

A. W. BAKER,
Asst. Superintendent.

W. H. NORTON,
Asst. Superintendent.

MAP OF THE WESTERN DIVISION

S.P. CO.
AUGUST 1906.
H.L.M.

PACIFIC OCEAN

