

LLS

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

FOR THE

WESTERN DIVISION

To Take Effect Tuesday, August 1, 1911, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

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. M. DAVIS,
General Superintendent.

TOWARD SAN FRANCISCO.

Westward. 3

Time Table No. 139

August 1, 1911

STATIONS	Distance from Port Costa	FIRST CLASS																		Telegraph Office Hours
		23 Tonopah Express	87 Bakersfield Passenger	25 The Owl	15 California Express	41 Santa Rosa Calistoga & Livermore Passenger	9 Fast Mail	81 Stockton and Lodi Passenger	17 Marysville & Sacramento Passenger	47 Oroville Passenger	49 San Joaquin Valley Flyer	13 San Francisco Express	1 San Francisco Overland Limited	3 C. P. Pacific Express	83 Bakersfield Passenger	43 Santa Rosa Calistoga & San Ramon Passenger	45 Bay Point Passenger	7 Los Angeles Express	19 Sacramento Passenger		5 C. P. Pacific Express
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN SAN FRANCISCO	31.1	7.30AM	7.50AM	8.10AM	9.10AM	9.30AM	10.10AM	10.30AM	11.10AM	11.30AM	12.10PM	12.30PM	2.10PM	2.50PM	4.50PM	6.10PM	6.50PM	7.30PM	7.30PM	8.30PM
DN OAKLAND PIER	27.6	7.08	7.28	7.48	8.48	9.08	9.48	10.08	10.48	11.08	11.48AM	12.08	1.48	2.28	4.28	5.48	6.28	7.08	7.08	8.08
DNR OAKLAND PIER	27.6	6.55AM	7.20AM	7.45AM	8.35AM	9.00AM	9.35AM	10.00AM	10.40AM	11.00AM	11.40AM	12.00Noon	1.40PM	2.20PM	4.20PM	5.45PM	6.15PM	6.55PM	7.00PM	8.00PM
DNR WEST OAKLAND	26.2																			
OAKLAND	25.6	s 6.48	s 7.14	s 7.37	s 8.28	s 8.53	s 9.25	s 9.55	s 10.32	s 10.53	s 11.34	s 11.53AM	s 1.33	s 2.13	s 4.13	s 5.37	s 6.07	s 6.47	s 6.53	s 7.54
EMERY	24.5																			
STOCK YARDS	23.3																			
WEST BERKELEY	21.7	6.41	7.07	7.29	8.18	8.43	9.14	9.48	10.23	10.47	11.27	11.44	1.24	2.07	4.05	5.30	5.58	6.38	6.46	7.47
CORBIN	20.9																			
FLEMING	20.4					f														
NOBEL	20.0																			
VIGORIT (Spur)	19.3									f										
STEGE	18.0	6.33				s 8.35			f 10.16								s 5.51			7.00 AM to 7.00 PM
RICHMOND	16.2	6.30	6.57	7.21	8.07	s 8.29	9.03	9.39	s 10.11	10.37	s 11.16	11.36	1.16	1.57	s 3.53	5.22	s 5.47	6.27	s 6.35	7.37
SAN PABLO	14.5	6.27	6.55	7.18	8.03	s 8.26	9.01	9.37	f 10.07	10.35	11.12	11.34	1.14	1.53	3.50	5.20	s 5.43	6.23	6.32	7.35
GIANT	12.2					f 8.22			f 10.03		11.07						f 5.38			
SOBRANTE	11.3								f 10.01								f 5.36			
PINOLE	8.1	6.15	6.45	7.08	7.48	s 8.11	8.49	9.26	f 9.53	10.23	s 10.58	11.23	1.02	1.42	s 3.37	5.10	s 5.28	6.09	s 6.20	7.25
HERCULES	7.4																			
RODEO	5.6	6.11	6.40	7.03	7.43	s 8.06	8.45	9.21	f 9.48	10.19	10.53	11.19	12.58	1.37	3.32	5.06	s 5.22	6.03	6.15	7.20
OLEUM (Spur)	4.6																			
TORMEY	4.0					f 8.02											f 5.19			
VALLEJO JUNC.	3.1	6.06	6.37	6.59	7.38	8.00 7.50	8.40	9.17	s 9.43	s 10.15	s 10.47	11.14	12.54	1.32	s 3.27	5.02 4.52	s 5.17	5.57	s 6.09	7.17
CROCKETT	2.1					s 7.47			s 9.40	s 10.12	s 10.45					s 4.50	s 5.15		s 6.05	
PORT COSTA	0.0	s 6.00AM	6.30AM	6.53AM	s 7.30AM	7.43AM	8.33AM	9.12AM	s 9.35AM	s 10.08AM	s 10.41AM	s 11.08AM	12.47PM	1.25PM	3.20PM	4.45PM	5.10PM	5.50PM	s 6.00PM	s 7.10PM
PORT COSTA	1.3	6.00	Via Martinez see page 9	Via Martinez see page 9	7.30	Via Martinez see page 9	8.33	Via Martinez see page 9	9.35	10.08	Via Martinez see page 9	11.08	12.47	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	6.00	7.10
BENICIA	0.0	5.35AM			7.00AM		8.15AM		9.10AM	9.50AM		10.45AM	12.18PM						5.35PM	6.45PM
(27.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time over District	(0.55)	(0.50)	(0.52)	(1.05)	(1.17)	(1.02)	(0.48)	(1.05)	(0.53)	(0.59)	(0.52)	(0.53)	(0.55)	(1.00)	(1.00)	(1.05)	(1.05)	(1.00)	(0.50)
Average speed per hour	30.10	33.12	31.84	25.47	21.50	26.70	34.50	25.47	31.24	29.76	31.84	31.24	30.10	27.60	27.60	25.47	25.47	27.60	33.12

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

ADDITIONAL STOPS.

- No. 23—Richmond to leave passengers.
- Nos. 1, 3, 5, 13 and 15—Vallejo Junc. and Richmond to leave passengers from east of Sparks or north of Ashland.
- No. 17—Krieger on signal, West Berkeley to leave passengers.
- No. 19—Giant, San Pablo, Stege and West Berkeley to leave passengers.
- No. 41—Eckley on signal, West Berkeley to leave passengers.
- No. 83—West Berkeley to leave passengers, Giant Saturdays on signal to receive passengers.
- No. 43—Hercules daily except Sunday on signal to receive passengers.
- No. 45—Eckley and Krieger on signal, Hercules on signal to receive passengers, West Berkeley to leave passengers.
- No. 49—West Berkeley to leave passengers.
- No. 7—Vallejo Junc., Richmond and West Berkeley to leave passengers, any station west of Port Costa to leave passengers from Merced or south.

TOWARD SAN FRANCISCO

Westward. 7

Table No. 139
August 1, 1911

STATIONS

FRANCISCO
32.4

BENICIA
0.8

MAIL DOCK
0.6

ARMY POINT
0.7

ARSENAL
3.5

GOODYEAR
1.0

HOYT (Spur)
3.2

CYGNUS
3.4

SPRIG
2.9

SUISUN
3.4

TOLENAS
1.9

VANDEN
1.6

CANNON
4.1

ELMIRA
4.7

BATAVIA
3.3

DIXON
4.3

TREMONT
2.8

BRIGGSTON (Spur)
1.0

DAVIS
3.5

SWINGLE (Spur)
1.3

WEBSTER
3.5

KOBE
1.7

LOVDAL (Spur)
1.0

MIKON
2.2

SACRAMENTO
17.7

ROSEVILLE

(56.4)

per District
speed per hour

Jacksnipe on signal.

1 of Dunsuir.

Time Table No. 139
August 1, 1911

STATIONS

DN SAN FRANCISCO
32.4

(DNR) BENICIA
0.8

MAIL DOCK
0.6

ARMY POINT
0.7

D ARSENAL
3.5

D GOODYEAR
1.0

HOYT (Spur)
3.2

CYGNUS
3.4

SPRIG
2.9

DN SUISUN
3.4

TOLENAS
1.9

VANDEN
1.6

CANNON
4.1

DN ELMIRA
4.7

BATAVIA
3.3

D DIXON
4.3

TREMONT
2.8

BRIGGSTON (Spur)
1.0

DNR DAVIS
3.5

SWINGLE (Spur)
1.3

DR WEBSTER
3.5

KOBE
1.7

LOVDAL (Spur)
1.0

MIKON
2.2

DNR SACRAMENTO
17.7

ROSEVILLE

(56.4)

per District
speed per hour

STATIONS	Distance from Sacramento	FIRST CLASS											SECOND CLASS				THIRD CLASS			Telegraph Office Hours			
		23	15	9	17	47	13	1	19	5	11	109	111	53	765	55	269	273	221				
		Tonopah Express	California Express	Fast Mail	Marysville and Sacramento Passenger	Oroville Passenger	San Francisco Express	San Francisco Overland Limited	Sacramento Passenger	C. P. Pacific Express	Shasta Limited	Sacram'to Passenger	Red Bluff Passenger	Oroville Passenger	Hamilton MOTOR	Marysville Passenger	Red Bluff Freight	Sacram'to Way Freight	Oregon and Red Bluff Freight				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
DN SAN FRANCISCO	88.8	7.30AM	9.10AM	10.10AM	11.10AM	11.30AM	12.30PM	2.10PM	7.30PM	8.30PM	9.10PM	10.40PM											
(DNR) BENICIA	56.4	s 5.35AM	s 7.00AM	8.15AM	s 9.10AM	s 9.50AM	s 10.45AM	s 12.18PM	s 5.35PM	s 6.45PM	s 7.37PM	s 8.50PM											
MAIL DOCK	55.6								f														
ARMY POINT	55.0				f				f														
D ARSENAL	54.3	5.31	6.53	8.12	9.04	9.46	10.41	12.13	5.26	6.38	7.33	8.41						2.40	12.25AM	6.00 AM to 6.00 PM			
D GOODYEAR	50.8	5.26	6.48	8.06	s 8.56	9.41	10.36	12.07	s 5.19	6.30	7.28	8.35						2.25	11.50PM	8.00 AM to 8.00 PM			
HOYT (Spur)	49.8				f				f														
CYGNUS	46.6	5.18	6.41	8.00	f 8.46	9.34	10.30	12.01PM	f 5.12	6.22	7.21	8.27							2.10	11.15			
SPRIG	43.2	5.13	6.35	7.55	8.37	9.28	10.24	11.55AM	5.02	6.16	7.16	8.20							1.45	10.50			
DN SUISUN	40.3	5.08	f 6.31	7.50	s 8.30	s 9.20	10.19	11.51	s 4.53	6.11	7.10	s 8.15							1.30 12.50	10.37	24 hours		
TOLENAS	36.9	5.03	6.25	7.45	s 8.18	9.14	10.13	11.46	s 4.43	6.04	6.59	8.08							12.39	10.25			
VANDEN	35.0				f				f														
CANNON	33.4	4.57	6.19	7.41	f 8.10	9.09	10.08	11.41	f 4.37	5.57	6.55	8.01								12.10PM	10.10		
DN ELMIRA	29.3	4.51	6.14	7.36	s 8.01	9.04	s 10.00	11.36	s 4.28	5.50	6.48	s 7.53								11.55AM 11.20	9.55	24 hours	
BATAVIA	24.6	4.43	6.06	7.30	s 7.50	8.59	9.45	11.31	f 4.18	5.42	6.43	7.45								11.00	9.37		
D DIXON	21.3	4.37	6.01	7.26	s 7.43	8.55	f 9.36	11.26	s 4.13	5.37	6.37	s 7.38								10.25 10.05	9.15	7.00 AM to 7.00 PM	
TREMONT	17.0	4.31	5.54	7.20	f 7.33	8.50	9.26	11.17	f 4.04	5.28	6.31	7.27								9.26	9.00		
BRIGGSTON (Spur)	14.2																						
DNR DAVIS	13.2	4.23	5.48	7.15	s 7.25	8.45	9.17AM	11.12	s 3.57	5.22	6.23PM	s 7.21	10.25AM	10.50AM	3.10PM	6.30PM				5.30AM	8.45	8.45 8.20	24 hours
SWINGLE (Spur)	9.7				f				f														
DR WEBSTER	8.4	4.17	5.40	7.08	7.15	8.38		11.06	3.45	5.15		7.14	10.15	f 10.42	f 3.01	f 6.22				5.20	8.05	7.55	7.00 AM to 7.00 PM
KOBE	4.9	4.11	5.35	7.04	7.10	8.34		11.01	3.40	5.10		7.08	10.10	f 10.27	f 2.55	f 6.17				5.10	7.44	7.40	
LOVDAL (Spur)	3.2													f	f	f							
MIKON	2.2	4.06	5.31	7.01	7.06	8.30		10.56	3.37	5.06		7.02	10.06	10.22	2.50	6.12				5.00	7.20	7.25	
DNR SACRAMENTO	0.0	4.00AM	5.25AM	6.55AM	7.00AM	8.25AM		10.50AM	3.30PM	5.00PM		6.55PM	10.00AM	10.15AM	2.45PM	6.05PM				4.45AM	7.10AM	7.15PM	24 hours
ROSEVILLE																						6.00PM	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(1.35)	(1.35)	(1.20)	(2.10)	(1.25)	(1.28)	(1.26)	(2.05)	(1.45)	(1.14)	(1.55)	(0.25)	(0.35)	(0.25)	(0.25)	(0.45)	(7.50)	(5.30)				
Average speed per hour		35.62	35.62	42.30	26.02	39.81	29.50	39.34	27.07	32.22	35.02	29.42	31.68	22.60	31.68	31.68	17.60	7.20	10.26				

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

ADDITIONAL STOPS.

- No. 23—Webster, Davis, Elmira and Suisun to leave passengers.
- No. 15—Davis and Elmira to leave passengers, Dixon to leave passengers from north of Ashland.
- Nos. 17 and 19—Webster to leave passengers, Teal and Jacksnipe on signal, Joyce on signal and to load milk.
- No. 17—Arsenal on signal to receive passengers.
- No. 13—Suisun to leave passengers from north of Davis.
- No. 5—Dixon to leave passengers from east of Sparks; Elmira on special instructions for branch passengers.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Station.	THIRD CLASS				FIRST CLASS												Distance from San Francisco	Time Table No. 139	
	288 Oakland-Roseville Freight		250 Tracy Way Freight		86 Bakersfield Passenger	52 Bay Point Passenger	10 Fast Mail	26 The Owl	44 Livermore and San Ramon Passenger	50 San Joaquin Valley Flyer	8 Los Angeles Passenger	46 Bay Point Passenger	84 Bakersfield Passenger	42 Livermore and San Ramon Passenger	August 1, 1911				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
															0.0	DN SAN FRANCISCO (31.1)			
81,664 W T F P	9.00PM	7.40AM	11.03PM	8.30PM	8.22PM	7.16PM	5.27PM	4.45PM	12.02PM	11.15AM	9.58AM	9.12AM	31.1	DNR PORT COSTA 3.6					
12,702 WT	9.20	8.05	11.10	s 8.40	f 8.30	7.23	s 5.38	s 4.54	s 12.10	11.25	11.35	s 10.06	s 9.20	34.7	D MARTINEZ 1.3				
4,932				f			f			f		f	36.0	LEWIS 0.8					
8,295				f			f			f		f	36.8	PEYTON 1.3					
4,058	10.00	8.35	11.15	f 8.47	8.36	7.28	s 5.45PM	f 5.00	12.17	s 11.45	10.18	s 9.27AM	38.1	D AVON 3.1					
14,468 P	10.10	8.55	11.19	8.55PM	f 8.42	7.32		s 5.07	f 12.24	11.55AM	10.25		41.2	DN BAY POINT 1.8					
1,170												f	43.0	NICHOLS 1.8					
4,918	10.25	10.06	11.24			8.49	7.37		f 5.17	12.32		f 10.33	44.8	McAVOY 4.1					
7,155 W	10.40	10.40	11.31			f 8.55	7.42		s 5.25	12.42		s 10.40	48.9	D PITTSBURG 1.9					
1,823									f 5.28			f 10.44	50.8	LOS MEDANOS 2.3					
1,142													53.1	PRINCE 0.4					
4,457	10.55	11.05	11.38			9.05	7.47		s 5.33	12.50		s 10.49	53.5	D ANTIOCH 3.8					
5,103	11.10	11.25	11.44			9.11	7.52		f 5.39	12.57		f 10.57	57.3	NEROLY 4.4					
7,729 W	11.25	11.50AM	11.50			9.16	7.57		s 5.47	1.04		s 11.05	61.7	D BRENTWOOD 5.2					
4,940	11.45PM	12.15PM	11.58PM			9.25	8.05		s 5.57	1.13		s 11.15	66.9	D BYRON 2.0					
									f 6.01			f 11.19	68.9	BYRON HOT SPRINGS 2.7					
3,698	12.05AM	12.45	12.05AM			9.32	8.10		f 6.05	1.20		f 11.24	71.6	HERDLYN 4.1					
8,232	12.25	1.15	12.12			9.39	8.15		s 6.12	1.26		f 11.32	75.7	D BETHANY 3.4					
2,519	12.40	2.05	12.18			9.44	8.20		6.18	1.32		11.38	79.1	JANNEY 3.1					
Term. Yard WFTYO P	1.00AM	2.15PM	s 12.25AM			s 9.50PM	s 8.27PM		† 6.25PM	s 1.40PM		† 11.45AM	82.2	DNR TRACY (51.1)					
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
	(4.00) 12.75	(6.35) 7.76	(1.22) 37.39	(0.25) 24.24	(1.33) 32.94	(1.11) 43.18	(0.18) 23.33	(1.40) 30.66	(1.33) 32.94	(0.30) 20.20	(1.48) 28.38	(0.15) 28.00	.....Time over District.....Average speed per hour					

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

ADDITIONAL STOPS.

No. 84—Peyton to leave passengers, Avon on signal to receive passengers.
 No. 8—Brentwood to leave passengers and receive passengers for Los Angeles and south.
 Nos. 52, 42 and 44—Nevada Dock on signal.

DN SAN FRANCISCO (31.1)

DNR PORT COSTA 3.6

D MARTINEZ 1.3

LEWIS 0.8

PEYTON 1.3

D AVON 3.1

DN BAY POINT 1.8

NICHOLS 1.8

McAVOY 4.1

D PITTSBURG 1.9

LOS MEDANOS 2.3

PRINCE 0.4

D ANTIOCH 3.8

NEROLY 4.4

D BRENTWOOD 5.2

D BYRON 2.0

BYRON HOT SPRINGS 2.7

HERDLYN 4.1

D BETHANY 3.4

JANNEY 3.1

DNR TRACY (51.1)

(15.1)

Time over Distr
Average speed p

TOWARD SAN FRANCISCO.

Westward. 9

Time Table No. 139 August 1, 1911	Distance from Tracy	FIRST CLASS							SECOND CLASS					THIRD CLASS				Telegraph Office Hours		
		87	25	81	49	3	83	7	41	43	45	51	85	287	249					
		Bakersfield Passenger	The Owl	Stockton and Lodi Passenger	San Joaquin Valley Flyer	Pacific Express	Bakersfield Passenger	Los Angeles Passenger	Livermore and San Ramon Passenger	Livermore & San Ramon Passenger	Bay Point Passenger	Bay Point Passenger	Fresno and Stockton Passenger	Roseville-Fresno Freight	Tracy Way Freight					
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
SAN FRANCISCO (31.1)	82.2	7.50AM	8.10AM	10.30AM	12.10PM	2.50PM	4.50PM	7.30PM	9.30AM	6.10PM	6.50PM	11.30PM	11.20PM							
DNR PORT COSTA 3.6	51.1	6.25AM	6.51AM	9.12AM	10.35AM	1.25PM	3.15PM	5.50PM	7.40AM	4.27PM	5.05PM	10.02PM	9.54PM	8.55AM	11.59AM				24 hours	
D MARTINEZ 1.3	47.6	6.15	6.43	9.05	10.26	1.13	3.06	5.38	7.32	4.18	4.54	9.50 9.30	9.47	8.45	11.45				7.00 AM to 7.00 PM	
LEWIS 0.8	46.2								f	f	f	f								
PEYTON 1.3	45.4				f				f	f	f	f								
D AVON 3.1	44.1	6.08	6.38	8.59	10.18	1.05	2.58	5.31	7.25AM	4.10PM	4.40	9.22	9.36	8.35	10.45				7.00 AM to 7.00 PM	
DN BAY POINT 1.8	41.0	6.03	6.34	8.55	10.13	12.58	2.51	5.25			4.30PM	9.14PM	9.30	8.25	10.30 9.45				24 hours	
NICHOLS 1.8	39.2							f												
McAVOY 4.1	37.4	5.58	6.30	8.48	10.06	12.50	2.44	5.17					9.22	8.10	9.25					
D PITTSBURG 1.9	33.3	5.51	6.25	8.43	9.58	12.42	2.37	5.10					9.15	7.55	9.00				7.00 AM to 7.00 PM	
LOS MEDANOS 2.3	31.4				f 9.55			f 5.07												
PRINCE 0.4	29.1																			
D ANTIOCH 3.8	28.7	5.43	6.19	8.35	9.50	12.34	2.27	5.03					9.05	7.35	8.35				7.00 AM to 7.00 PM	
NEROLY 4.4	24.9	5.37	6.14	8.30	f 9.43	12.28	2.19	4.57					8.52	7.20	8.10					
D BRENTWOOD 5.2	20.5	5.30	6.08	8.22	9.34	12.22	2.13	4.48					8.39	7.05	7.45				7.00 AM to 7.00 PM	
D BYRON 2.0	15.3	5.21	6.00	8.14	9.25	12.15	2.03	4.40					8.24	6.45	7.20				7.00 AM to 7.00 PM	
BYRON HOT SPRINGS 2.7	13.3	5.17			f 9.21			f 4.37					8.18							
HERDLYN 4.1	10.6	5.12	5.53	8.07	f 9.16	12.07	1.56	4.33					8.10	6.30	6.55					
D BETHANY 3.4	6.5	5.05	5.48	8.02	9.10	12.01PM	1.50	4.26					7.57	6.15	6.35				7.00 AM to 7.00 PM	
JANNEY 3.1	3.1	5.00	5.43	7.58	9.04	11.55AM	1.45	4.20					7.51	6.00	6.15					
DNR TRACY (15.1)	0.0	4.55AM	5.38AM	7.54AM	8.58AM	11.50AM	1.40PM	4.15PM					7.45PM	5.50AM	6.00AM				24 hours	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Time over District.....		(1.30)	(1.13)	(1.18)	(1.37)	(1.35)	(1.35)	(1.55)	(0.15)	(0.17)	(0.35)	(0.28)	(2.00)	(3.05)	(5.59)					
Average speed per hour.....		34.06	42.00	39.30	31.60	32.27	32.27	26.69	28.00	24.71	17.21	21.64	23.76	16.58	8.53					

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

ADDITIONAL STOPS.

No. 49—Newlove on signal.
Nos. 51, 43 and 45—Nevada Dock on signal.

No. 139

1, 1911

IONS

ANCISCO

COSTA

MARTINEZ

LEWIS

PEYTON

AVON

BAY POINT

NICHOLS

McAVOY

PITTSBURG

LOS MEDANOS

PRINCE

ANTIOCH

NEROLY

BRENTWOOD

BYRON

BYRON HOT SPRINGS

HERDLYN

BETHANY

JANNEY

TRACY

(15.1)

Time over District

Average speed per hour

es and south.

Length of sidings in feet, and location of seats, fuel, water and turning stations.	THIRD CLASS				SECOND CLASS				FIRST CLASS											Distance from San Francisco	Time Table No. 139		
	220	242	280	278	508	182	98	96	88	44	38	94	510	92	32	42	40	82	90		110	August 1, 1911	
	Ogden Manifest Lv. Daily Ex. Sun.	Fresno Mdse. Freight Lv. Daily Ex. Sun.	San Jose Way Freight Leave Daily	Tracy Way Freight Lv. Daily Ex. Sun.	Passenger Milk Train Leave Daily	Stockton Passenger Leave Daily	San Jose Passenger Leave Daily	Livermore Passenger Leave Daily	Livermore Newman Fresno Passenger Leave Daily	Livermore and San Ramon Passenger Leave Daily	Stockton and Lodi Passenger Leave Daily	San Jose Passenger Leave Daily	Passenger Milk Train Leave Daily	San Jose Passenger Leave Daily	San Jose Passenger Leave Daily	Stockton and Sacramento Express Leave Daily	Livermore and San Ramon Passenger Leave Daily	Santa Cruz Passenger Leave Daily	Sacramento Passenger Leave Daily		San Jose Passenger Leave Daily	Sacramento Newspaper Passenger Leave Daily	STATIONS
						11.40PM	6.40PM	5.20PM	4.40PM		4.00PM	2.40PM	1.20PM	1.00PM	9.00AM			7.40AM	6.40AM	2.15AM	0.0	DN SAN FRANCISCO	
						11.58PM	6.58	6.38	4.58		4.18	2.58	1.38	1.18	9.18			7.58	6.58	2.33	3.5	DN OAKLAND PIER	
						12.05AM	7.07PM	6.47PM	5.10PM		4.27PM	3.07PM	1.50PM	1.27PM	9.27AM			8.07AM	7.07AM	2.40AM	3.5	DNR OAKLAND PIER	
			9.45AM	3.30AM	4.30AM																4.9	DNR CEDAR ST. CROSSING.	
					4.35	12.15	7.16	5.56	5.17		4.34	3.16	2.00	1.35	9.37			8.16	7.15	2.47	6.7	DNR WEST OAKLAND	
					4.39	12.18	7.20	6.00	5.20		4.38	3.20	2.04	1.39	9.41			8.20	7.19	2.51	8.3	R OAKLAND (First St.)	
																					9.0	EAST OAKLAND	
					4.43	12.21	7.24	6.03	5.24		4.41	3.23	2.07	1.43	9.43			8.22	7.22	2.54	9.6	23RD AVENUE.	
																					11.6	FRUITVALE (No Siding)	
							f	f	f		f	f	f								12.0	KOHLER (Spur)	
			10.15	3.55AM	4.50	12.30	7.30	6.13	5.32		4.49	3.33	2.15	1.53	9.51			8.31	7.30	3.01	13.4	FITCHBURG (Spur)	
			10.40	4.00	4.53	12.33	7.34	6.17	5.35		4.51	3.36	2.19	1.57	9.54			8.33	7.34	3.03	14.8	DNR ELMHURST	
			10.50	4.05			7.38	6.20	5.40			3.39		2.02					7.37		16.5	D SAN LEANDRO	
			10.55	4.10	4.58	12.38	7.40	6.24	5.44		4.54	3.42	2.25	2.04	10.00			8.37	7.40	3.07	17.5	ESTUDILLO	
			11.30	4.20	5.02	12.45	7.45	6.34	5.51		4.58	3.47	2.32	2.10	10.06			8.40	7.45	3.10	20.1	D LORENZO	
			11.45AM	4.30	5.09	12.53	7.54	6.41	6.02		5.03	3.55	2.43	2.18	10.14			8.45	7.53	3.16	24.0	D HAYWARD	
			12.05PM	4.40	5.14	12.58	8.00	6.50	6.10		5.07	4.00	2.49	2.24	10.19			8.48	8.03	3.20	26.5	D HALVERN	
	11.55PM	10.55PM	12.20PM	4.50	5.20AM	1.05	8.07PM	6.55	6.16		5.10 5.13	4.08PM	2.55PM	2.30PM	10.28		9.50AM	8.55	8.12AM	3.25	29.2	D DECOTO	
	12.05AM	11.05		5.05		1.10		6.59	6.23		5.18				10.35		9.55	8.59		3.31	31.7	DNR NILES	
	12.25	11.20		5.30		1.18		7.07	6.34		5.26				10.45		10.03	9.07		3.39	35.6	FARWELL	
	12.45	11.35		6.30		1.30		7.18	6.49		5.38				10.59		10.13	9.16		3.50	40.9	D SUNOL	
	12.50	11.40		6.45		1.32		7.22	6.53	6.47PM	5.40				11.02	10.40AM	10.16	9.18		3.53	42.0	D PLEASANTON	
																					42.4	RADUM	
									f	6.49											43.0	REMILLARD	
	1.10	11.55PM		7.15 8.15		1.43		7.35PM	7.05 7.10	6.57PM	5.48				11.15	10.50AM	10.26	9.26		4.03	46.9	D ELIOT	
	1.30	12.15AM		8.45		1.50		7.17		5.55					11.22		10.33	9.33		4.11	50.5	DNR LIVERMORE	
	2.00	12.40		9.15		2.00		7.29		6.03					11.30		10.43	9.41		4.20	55.0	ULMAR	
	2.20	1.00		9.50		2.10		7.39		6.12					f 11.40		10.52	9.50		4.30	59.5	DN ALTAMONT	
	2.35	1.15		10.30		2.17		7.47		6.18					s 11.48		10.58	9.57		4.38	63.0	CAYLEY	
	2.50	1.35		10.55		2.30		8.00		6.26					11.59AM		11.10	10.05		4.50	68.7	MIDWAY	
	3.00AM	1.45AM		11.05AM		2.35AM		8.05PM		6.32PM					f 12.05PM		s 11.15AM	s 10.10AM		4.55AM	70.8	ELLIS	
	Ar. Daily Ex. Mon.	Ar. Daily Ex. Mon.	Arrive Daily	Ar. Daily Ex. Sun.	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			DNR TRACY

(3.05) (2.50) (2.35) (7.35) (0.50) (2.30) (1.00) (1.48) (2.55) (0.10) (2.05) (1.01) (1.05) (1.03) (2.38) (0.10) (1.25) (2.03) (1.05) (2.15) Time over District
 13.49 15.03 9.40 8.69 29.16 26.92 25.70 24.11 23.07 29.40 32.35 25.26 23.72 25.27 25.72 29.40 29.36 32.33 23.72 29.90 Average speed per hour

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

ADDITIONAL STOPS:

- No. 32—Estudillo and Ulmar to leave passengers, Bonita and Verona on signal.
- No. 88—East Oakland to receive passengers, South San Leandro, Cherry, Brightside, Bonita, Verona and Mayborg on signal, Cayley to leave passengers.
- Nos. 90, 92, 98—East Oakland on signal to receive passengers, South San Leandro and Cherry on signal.
- No. 94—East Oakland on signal to receive passengers.
- No. 96—East Oakland on signal to receive passengers, South San Leandro, Cherry, Brightside, Bonita, Verona and Mayborg on signal.
- No. 508—Lorenzo to leave passengers.
- No. 510—Estudillo to leave passengers, South San Leandro and Cherry on signal.
- No. 182—South San Leandro, Cherry, Brightside, Bonita, Verona and Mayborg on signal, Cayley to leave passengers.

See pages 11 and 12 for additional trains between Oakland Pier, West Oakland and Elmhurst.

(67.3)

Time Ta	August	ST
DN SAN F		
DN OAKL		
DNR OAK		
DNR CEDAR		
DNR WEST		
R OAKL		
EAST		
23RD		
FRUIT		
KOHLER		
FITC		
DNR ELM		
D SAN L		
EST		
D LO		
D HA		
HA		
D DI		
DNR N		
FA		
D S		
D PLE		
R		
RE		
D F		
DNR LIV		
U		
DN AL		
C		
M		
J		
DNR T		

Time ove
Average s

On sing

See

TOWARD SAN FRANCISCO.

Westward. 11

Time Table No. 139 August 1, 1911	Distance from Tracy	FIRST CLASS										SECOND CLASS			THIRD CLASS			FOURTH CLASS		Telegraph Office Hours
		89	93	91	95	181	31	39	97	37		41	43		219			277	279	
		San Jose Passenger	Livermore Passenger	San Jose Passenger	San Jose Passenger	Stockton Passenger	Stockton and Sacramento Express	Santa Cruz Passenger	San Jose Passenger	Sacramento Passenger		Livermore and San Ramon Passenger	Livermore and San Ramon Passenger		Ogden Manifest			Tracy Way Freight	San Jose Way Freight	
DN SAN FRANCISCO	70.8	7.30AM	8.30AM	9.30AM	2.50PM	2.50PM	4.30PM		6.50PM	7.30PM										
DN OAKLAND PIER	67.3	7.08	8.08	9.08	2.28	2.28	4.08		6.28	7.08										
DNR OAKLAND PIER	67.3	7.00AM	8.05AM	9.00AM	2.15PM	2.20PM	4.00PM		6.20PM	7.00PM										24 hours
DNR WEST OAKLAND	65.9																	1.00PM	9.30PM	24 hours
R OAKLAND (First St.)	64.1	s 6.50	s 7.52	s 8.48	s 2.04	s 2.10	s 3.49		s 6.09	s 6.49										
EAST OAKLAND	62.5	6.46	7.45	8.44	1.58	2.06	3.44		6.06	6.46										
23RD AVENUE	61.8																			
FRUITVALE (No Siding)	61.2	s 6.42	s 7.42	s 8.41	s 1.54	s 2.03	s 3.41		s 6.03	s 6.41										
KOHLER (Spur)	59.2																			
FITCHBURG (Spur)	58.8	f			f															
DNR ELMHURST	57.4	f 6.34	7.30	f 8.31	f 1.43	1.53	f 3.33		f 5.53	6.32								12.30	8.55	24 hours
D SAN LEANDRO	56.0	s 6.31	s 7.27	s 8.28	s 1.39	1.51	s 3.28		s 5.50	6.28								12.25	8.40	6.30 AM to 6.30 PM
ESTUDILLO	54.3	f 6.28	f 7.22	f 8.24	f 1.35				f 5.47										8.20	
D LORENZO	53.3	s 6.26	s 7.20	s 8.21	s 1.32	1.48	s 3.22		s 5.44	6.24								12.15	8.10	6.30 AM to 6.30 PM
D HAYWARD	50.7	s 6.20	s 7.14	s 8.16	s 1.27	1.44	s 3.17		s 5.36	6.20								12.05PM	7.45	6.45 AM to 7.45 PM
D HALVERN	46.8	f 6.12	7.06	f 8.09	f 1.17	1.40	3.10		5.24	6.14								11.45AM	7.25	
D DECOTO	44.3	s 6.07	s 7.02	s 8.03	s 1.12	1.36	s 3.06		s 5.17	6.10								11.30	7.15	6.00 AM to 6.00 PM
DNR NILES	41.6	6.00AM	s 6.57	7.55AM	1.07PM	s 1.30	s 3.00 2.55	s 3.32PM	5.10PM	s 6.05				5.30PM				11.15	7.00PM	24 hours
FARWELL	39.1		f 6.47			1.23	2.49	3.27		5.57				5.18				10.35		
D SUNOL	35.2		s 6.40			f 1.18	s 2.40	3.18		s 5.50				4.55				10.03		6.30 AM to 6.30 PM
D PLEASANTON	29.9		s 6.30			s 1.08	s 2.28	s 3.07		s 5.38				4.25				9.16		6.25 AM to 7.00 PM
DUM	28.8		6.28			1.04	2.25	3.05		5.35		6.13AM	2.55PM	4.20						
REMILLARD	28.4																			
D ELIOT	27.8		f									f 6.11	f 2.53							7.00 AM to 7.00 PM
DNR LIVERMORE	23.9		6.20AM			s 12.58	s 2.14	s 2.54		s 5.28		6.00AM	2.44PM	3.55				8.15 7.15		24 hours
ULMAR	20.3					12.55	2.06	2.48		5.21				3.35				6.55		
DN ALTAMONT	15.8					12.48	s 1.56	2.40		f 5.13				3.10				6.30		24 hours
CAYLEY	11.3					12.38	1.45	2.32		5.03				2.45				6.05		
MIDWAY	7.8					12.32	f 1.37	2.25		4.57				2.25				5.45		
ELLIS	2.1					12.22	1.25	2.14		4.45				1.45				5.15		
DNR TRACY	0.0					12.18PM	1.20PM	2.10PM		4.41PM				1.30PM				5.05AM		24 hours
(67.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily	

Time over District.....	(1.00)	(1.45)	(1.05)	(1.03)	(2.05)	(2.40)	(1.22)	(1.10)	(2.19)	(0.13)	(0.11)	(4.00)	(7.55)	(2.30)
Average speed per hour.....	25.70	24.80	26.10	25.27	32.30	25.23	30.43	22.74	29.10	22.61	26.72	10.40	8.32	9.36

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

See pages 10 and 12 for additional trains between Oakland Pier, West Oakland and Elmhurst.

ADDITIONAL STOPS.

- No. 89—Cherry and South San Leandro on signal, East Oakland to leave passengers. Handles milk west of Niles, except Hayward.
- No. 91—Cherry on signal.
- No. 93—Verona, Bonita, Brightside, Mayborg, Cherry and South San Leandro on signal. Handles milk east of Niles and at Hayward.
- No. 31—Cayley and Ulmar on signal to receive passengers; Verona and Bonita on signal; Farwell daily except Sundays on signal.
- No. 37—Verona and Bonita on signal; Hayward, Lorenzo and San Leandro to leave passengers from east of Niles, inclusive.
- Nos. 95 and 97—Cherry and South San Leandro on signal.
- No. 181—Altamont on signal to receive passengers.
- No. 97—Handles milk west of Niles.

Vestward.

Eastward

FROM SAN FRANCISCO

Dumbarton and Centerville Branch

TOWARD SAN FRANCISCO

Westward.

13

SS	
01	Telegraph Office Hours
Freight	
Daily	
24 hours	
15 PM	24 hours
45 PM	24 hours
25	
00	
40	
25	7.00 AM to 7.00 PM
45	7.00 AM to 7.00 PM
00	
30	24 hours
15	
05	
50	
30	7.30 AM to 7.30 PM
10	7.00 AM to 7.00 PM
45 PM	6.40 AM to 7.15 PM
30 PM	24 hours
Daily	
25	

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. 139			Distance from Niles	FIRST CLASS			SECOND CLASS		THIRD CLASS			Telegraph Office Hours
		220	242				40		August 1, 1911				511	39	515	509	513	219			
		Ogden and Portland Manifest Freight	Fresno Merchandise Freight				Santa Cruz Passenger		Passenger Milk Train (510)	Santa Cruz Passenger	Passenger Milk Train		Passenger Milk Train (508)	Passenger Milk Train	Ogden Manifest Freight						
		Leave Daily Except Sunday	Leave Daily Except Sunday				Leave Daily	0.0	DN	SAN FRANCISCO	42.9	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		9.30PM	8.30PM							25.4	DNR	REDWOOD	17.5						8.30PM		
603		10.45PM	9.45PM					25.4		2.6									7.00PM	24 hours	
7,788		10.55	9.55					28.0		1.2									6.45		
3,200		11.00	10.00					29.2		4.0									6.40		
4,429 WY		11.15	10.15					33.2		4.0									6.20		
5,000		11.25	10.25				9.35AM	37.2	Au o. Block	2.8		s 3.13PM	s 3.50PM	s 5.26PM	s 5.33AM	s 7.17AM			6.00	24 hours	
IY P		11.35	10.35				s 9.40	40.0		2.4		s 3.06	s 3.43	s 5.21	f 5.27	s 7.12			5.45		
20,426 WY P		11.45PM	10.45PM				s 9.47AM	42.9		0.5											
		Arrive Daily Except Sunday	Arrive Daily Except Sunday				Arrive Daily	42.9	DNR	NILES	0.0	3.00PM	3.37PM	5.15PM	5.21AM	7.05AM	5.30PM			24 hours	
		(1.00)	(1.00)				(0.12)			(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
		17.50	17.50				28.77					(0.13)	(0.13)	(0.11)	(0.12)	(0.12)	(1.30)				
												26.39	26.39	31.14	28.77	28.77	11.66				

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

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

ADDITIONAL STOPS
All passenger trains—Road crossing one mile west of Centerville on signal.
Nos. 513 and 515 head in on east leg Wye east of W. P. Crossing on San Jose Branch and back to Niles Station.

Eastward

FROM SAN FRANCISCO

San Jose Branch

TOWARD SAN FRANCISCO

Westward.

7.30 AM to 7.30 PM	
7.00 AM to 7.00 PM	
6.40 AM to 7.15 PM	
30 PM	24 hours
Daily	
25	
0)	
25	
vbridge) on	
vbridge) on	

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. 139			Distance from San Jose	FIRST CLASS								SECOND CLASS	FOURTH CLASS	Telegraph Office Hours
	280		98	190	94	92	188	90																								
	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																							
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily																								
			6.40PM	5.20PM	2.40PM	1.00PM	9.00AM	6.40AM	0.0	DN	SAN FRANCISCO	46.7	7.30AM	9.30AM		2.50PM	6.50PM		7.30PM													
20,426 WY P	12.40PM		8.10PM	6.58PM	4.10PM	2.30PM	10.30AM	8.15AM	29.2				s 5.56AM	s 7.46AM	10.20AM	s 1.05PM	s 5.00PM	s 5.14PM	s 6.00PM	s 7.02AM	6.30PM				24 hours							
IY P																																
5,497	12.58		s 8.17	s 7.06	s 4.17	s 2.37	s 10.36	s 8.21	32.7				s 5.48	s 7.39	s 10.13	s 12.58	s 4.52	f 5.04	s 5.53	f 6.53	6.15											
3,219	1.15		s 8.25	s 7.13	s 4.25	s 2.44	s 10.42	s 8.27	36.3				s 5.41	s 7.32	f 10.06	s 12.50	s 4.45	f 4.53	s 5.46	f 6.44	6.00				6.15 AM to 6.15 PM							
4,879	1.45		s 8.34	s 7.22	s 4.35	s 2.53	s 10.51	s 8.36	40.7				s 5.32	s 7.23	s 9.57	s 12.42	s 4.35	f 4.42	s 5.37	f 6.35	5.37				6.00 AM to 6.00 PM							
3,000	2.00		f 8.40	f 7.27	f 4.47	f 2.58	f 10.56	f 8.41	43.3				f 5.27	f 7.17	f 9.52	f 12.37	f 4.31	f 4.37	f 5.32	f 6.27	5.15											
Term. Yard. IWFTO P	2.20PM		8.50PM	7.35PM	4.55PM	3.05PM	11.05AM	8.50AM	46.7				f 5.27	f 7.17	f 9.52	f 12.37	f 4.31	f 4.37	f 5.32	f 6.27	5.15				24 hours							
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					5.20AM	7.10AM	9.45AM	12.30PM	4.25PM	4.30PM	5.25PM	6.20AM	5.00PM											
		(1.40)	(0.40)	(0.37)	(0.45)	(0.35)	(0.35)	(0.35)					(0.36)	(0.36)	(0.35)	(0.35)	(0.35)	(0.44)	(0.35)	(0.42)	(1.30)											
		10.50	26.27	28.37	23.60	30.00	30.00	30.00					29.17	29.17	30.00	30.00	30.00	23.81	30.00	25.00	11.66											

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

ADDITIONAL STOPS
Nos. 89 and 98—Chisholm crossing, 1.5 miles east of Niles on signal.

FROM SAN FRANCISCO—Calistoga Branch.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	Time Table No. 139														Distance from San Francisco	August 1, 1911	
	THIRD CLASS			SECOND CLASS				FIRST CLASS								STATIONS	
	262	76	74	164	162	70	64	66	170	68	62	168	DN SAN FRANCISCO DN				
Calistoga Freight	Napa Passenger	Napa Passenger	Napa Mixed	Passenger	Santa Rosa Passenger	Calistoga Passenger	Calistoga Passenger Via N. W. P. Ry.	Suisun Mixed	Santa Rosa Passenger	Calistoga Passenger	Suisun Mixed	DN SAN FRANCISCO DN					
Lv. Daily Ex. Sunday	Leave Daily Ex. Sunday	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	DN SAN FRANCISCO DN					
			10.40AM		4.00PM	4.00PM	3.45PM		7.40AM	7.40AM		0.0	DN SAN FRANCISCO DN				
							3.45PM		9.20AM	9.10AM	6.53AM	30.0	DR SOUTH VALLEJO				
28,047 WFT			4.34PM	12.20PM	5.38PM	5.28PM	3.48PM	9.23AM	9.13AM	6.56AM	31.1	DR SOUTH VALLEJO					
1,724			s 4.36	s 12.23	s 5.41	s 5.31	f 3.55	9.29AM	f 9.18	f 7.03	34.4	NORTH VALLEJO					
1,494			f 4.43	f 12.29	5.48	f 5.37	s 4.02PM	s 9.35AM	s 9.25	s 7.09AM	37.3	FLOSDEN					
15,937 YOW P		4.20AM	5.33PM	s 4.48	s 12.35	6.30AM	s 5.54PM	s 5.43				41.0	DR NAPA JUNCTION				
448		4.35	f 5.40	f 4.53	f 12.43	f 6.38		f 5.52				44.2	THOMPSON (Spur)				
432					f							45.5	IMOLA (Spur)				
6,787 W		4.55	5.50PM	5.00PM	12.55PM	6.49AM		s 6.04				47.8	DR NAPA				
2,400		5.05						s 6.09	5.50PM			50.2	R UNION				
970		5.15						f 6.14	f 5.54			51.7	OAK KNOLL				
828								f	f			54.0	TRUBODY				
2,759 W		5.30						s 6.24	s 6.02			57.5	D YOUNTVILLE				
2,154		5.40						s 6.32	s 6.08			59.4	D OAKVILLE				
1,629		5.50						s 6.37	s 6.11			61.2	D RUTHERFORD				
1,596		6.00						f 6.42	f 6.14			62.1	ZINFANDEL				
528												62.4	THOMANN (Spur)				
1,402								f	f			63.4	CRANE				
4,555		6.12						s 6.48	s 6.19			64.5	ST. HELENA				
908								f	f			65.3	KRUG				
967		6.25						f 6.52	f 6.23			67.5	BARRO				
555 W								f	f			68.3	BALE (Spur)				
1,119		6.35						f 6.58	f 6.27			69.0	LARKMEAD				
847 W								f	f			71.7	MAPLE				
2,681 WT		7.00AM						7.08PM	6.35PM		10.50AM	71.7	DR CALISTOGA				
		Ar. Daily Ex. Sunday	Arrive Daily Ex. Sunday	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(41.7)				
		(2.40)	(0.17)	(0.26)	(0.35)	(0.19)	(0.16)	(1.40)	(0.45)	(0.17)	(0.15)	(1.40)	(0.16)				
		12.27	28.94	35.76	26.57	25.89	27.04	25.00	31.86	25.76	29.02	25.00	27.37				

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. 162 is superior to No. 71.

Eastward. FROM SAN FRANCISCO. Vallejo Junction—Vallejo Ferry.

Time Table No. 139														Distance from San Francisco	August 1, 1911	
FERRY															STATIONS	
FROM 52	FROM 48 and 19	FROM 44	FROM 83	FROM 8	FROM 42	DN SAN FRANCISCO DN										
Sun. only	Daily	Daily	Daily	Daily	Daily	DN SAN FRANCISCO DN										
7.00PM	5.00PM	4.00PM			10.40AM	7.40AM	0.0									
8.25PM	6.20PM	5.10PM	3.30PM		11.59AM	8.56AM	28.0									
8.40	6.36	5.23	3.45	2.35PM	12.15PM	9.08 9.20	30.0									
8.50PM	6.45PM	5.38PM	3.55PM	2.45PM	12.25PM	9.30AM	31.6									

STEAMER WILL STOP AS FOLLOWS:
From No. 48 at South Vallejo Saturday and Sunday only.
From No. 52 at South Vallejo

STATIONS

DN SAN FRAN	30.0
DR SOUTH VA	1.1
NORTH VA	3.3
FLOSDEN	2.9
DR NAPA JUN	3.7
THOMPSON	3.2 (Spur)
IMOLA	1.3 (Spur)
DR NAPA	2.3
R UNION	2.4
OAK KNOLL	1.5
TRUBODY	2.3
D YOUNTVILLE	3.5
D OAKVILLE	1.9
D RUTHERFORD	1.8
ZINFANDEL	0.9
THOMANN	0.3 (Spur)
CRANE	1.0
ST. HELENA	1.1
KRUG	0.8
BARRO	2.2
BALE	0.8 (Spur)
LARKMEAD	0.7
MAPLE	2.7
DR CALISTOGA	(41.7)

Time over District Average speed per hour

DN SAN FRAN	28.0
D VALLEJO JUNG.	2.0
D SOUTH VALLEJO	1.6
NO. VALLEJO	1.6

Calistoga Branch—TOWARD SAN FRANCISCO.

Westward.

able No. 139
st 1, 1911

ATIONS

FRANCISCO DN	30.0
H VALLEJO	1.1
I VALLEJO	3.3
OSDEN	2.9
JUNCTION	3.7
OMPSON (Spur)	3.2
MOLA (Spur)	1.3
NAPA	2.3
UNION	2.4
KNOLL	1.5
TRUBODY	2.3
NTVILLE	3.5
KVILLE	1.9
HERFORD	1.8
FANDEL	0.9
OMANN (Spur)	0.3
CRANE	1.0
HELENA	1.1
KRUG	0.8
ARRO	2.2
BALE (Spur)	0.8
RKMEAD	0.7
MAPLE	2.7
LISTOGA	(41.7)

Time Table No. 139 August 1, 1911	Distance from Calistoga	FIRST CLASS					SECOND CLASS							4TH CLASS	Telegraph Office Hours
		61	67	65	63	69	161	71	175	167	163	73	75	169		261
STATIONS		Calistoga Passenger	Santa Rosa Passenger	Calistoga Passenger via N. W. Pac. Ry.	Calistoga Passenger	Santa Rosa Passenger	Passenger	Napa Mixed	Passenger	Vallejo Mixed	Vallejo Mixed	Vallejo Passenger	Passenger	Vallejo Mixed	Calistoga Freight
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Daily Ex. Sun.
DN SAN FRANCISCO	71.7	9.30 AM	9.30 AM	10.35 AM N. W. Pac.	6.10 PM	6.10 PM				11.30 AM				4.50 PM	
DR SOUTH VALLEJO	41.7	7.30 AM	7.40 AM	To West Napa, Buell and Wingo	4.23 PM	4.33 PM				9.52 AM	11.30 AM	3.00 PM		6.15 PM	
NORTH VALLEJO	40.6	7.26	7.37		4.19	4.31				9.48	11.27	2.58		6.12	
FLOSDEN	37.3	7.19	7.30		4.13	4.24				9.40	11.17	2.51		6.02	
DR NAPA JUNCTION	34.4	7.14	7.24 AM		4.07	4.17 PM	6.18 AM	7.25 AM	8.35 AM	9.35 AM	11.10	2.45	5.23 PM	5.55 PM	10.55 AM
THOMPSON (Spur)	30.7	7.05			3.57		6.10	7.15	8.28		11.00	2.38	5.14		10.40
IMOLA (Spur)	27.6														
DR NAPA	26.2	6.54			3.47		6.00 AM	7.05 AM	8.20 AM		10.50 AM	2.30 PM	5.05 PM		10.25
R UNION	23.9	6.48			8.25 AM	3.40					9.23 AM				9.50
OAK KNOLL	21.6	6.43			8.18	3.34									9.35
TRUBODY	20.0														
D YOUNTVILLE	17.7	6.34		8.11	3.26									9.10	
D OAKVILLE	14.2	6.25		8.05	3.18									8.50	
D RUTHERFORD	12.3	6.21		8.00	3.13									8.45	
ZINFANDEL	10.6	6.17		7.57	3.09									8.40	
THOMANN (Spur)	9.6														
CRANE	9.3														
ST. HELENA	8.3	6.12		7.52	3.04									8.30	
KRUG	7.2														
BARRO	6.4	6.04		7.47	2.59									8.15	
BALE (Spur)	4.2														
LARKMEAD	3.4	5.57		7.41	2.52									8.05	
MAPLE	2.7														
DR CALISTOGA	0.0	5.50 AM		7.35 AM	2.45 PM									7.50 AM	
(41.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Lv. Daily Ex. Sun.
Time over District.....		(1.40)	(0.16)	(0.50)	(1.40)	(0.15)	(0.18)	(0.20)	(0.15)	(0.20)	(0.48)	(0.30)	(0.18)	(0.20)	(3.05)
Average speed per hour.....		25.02	27.37	23.90	25.02	29.20	27.33	24.60	32.80	21.90	19.78	31.00	27.60	21.90	11.15

Train 65 will head in on siding just east of shelter shed at Union, and pull through siding to Union branch.
Cross-over switch at west end of this siding must be lined up for Union branch and siding must be kept clear between these switches.

ADDITIONAL STOPS.

Nos. 61 and 63—Suscol and Middleton on signal.
Nos. 71, 75 and 175—Suscol on signal.
Nos. 67, 69, 167, 169—Orphan's Home on signal.
No. 163—Suscol and Orphan's Home on signal.
Nos. 161, 75—Will run to Cement Works at Napa Junction.

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. 162 is superior to No. 71.

able No. 139
ust 1, 1911

ATIONS

FRANCISCO DN	28.0
EJO JUNG.	2.0
H VALLEJO	1.6
ALLEJO WHF.	1.6

Vallejo Junction—Vallejo Ferry.

TOWARD SAN FRANCISCO.

Westward.

Time Table No. 139 August 1, 1911	Distance from No. Vallejo Wharf	FERRY									
STATION		TO 41	TO 47-8	TO 83	TO 43	TO 48 and 19	TO 52				
DN SAN FRANCISCO	31.6	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Sunday only		
D VALLEJO JUNG.	3.6	7.55 AM	10.10 AM	3.20 PM	4.50	6.05 PM	7.55 PM				
D SOUTH VALLEJO	1.6	7.40	9.55	12.35 PM	3.05	4.37	7.00 PM	7.45	8.55 PM		
NO. VALLEJO WHF.	0.0	7.20 AM	9.40 AM	12.26 PM	2.55 PM	4.10 PM	5.44 PM	6.50 PM	7.35 PM	8.45 PM	

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS						Distance from San Francisco	Time Table No. 139 August 1, 1911	Distance from Redun	SECOND CLASS						Telegraph Office Hours			
	44 Livermore and San Ramon Passenger		42 Livermore and San Ramon Passenger		41 Livermore and San Ramon Passenger					43 Livermore and San Ramon Passenger									
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily													
						0.0	DN SAN FRANCISCO	67.8	9.30AM	6.10PM									
4,053						38.1	DR AVON	29.7	s 7.25AM	s 4.10PM					7.00 AM to 7.00 PM				
5,393 W	ADDITIONAL STOPS All Trains—Widbero. Kreling crossing, 2 miles east of Walnut Creek. Forest Home, between San Ramon and Dougherty. On Signal.						42.5	D CONCORD	25.3	s 7.14	s 4.00					6.30 AM to 6.30 PM			
4,098							45.1	f 6.01	s 9.45	45.1	D HOOKSTON	22.7	f 7.07	s 3.51					
3,414							45.8	s 6.03	s 9.47	45.8	D SEPTIMUS	22.0	s 7.05	s 3.47					6.30 AM to 6.30 PM
1,215							48.2	s 6.08	s 9.53	48.2	D WALNUT CREEK	19.6	s 7.00	s 3.42					
4,185							52.6	s 6.17	s 10.03	52.6	D ALAMO	15.2	s 6.50	s 3.31					6.30 AM to 6.30 PM
1,409	54.8	s 6.22	s 10.08	54.8	D DANVILLE	13.0	s 6.45	s 3.25											
7,056 T	56.4	f	f	56.4	D OSAGE	11.4	f	f											
5,305	57.8	s 6.28	s 10.15	57.8	D SAN RAMON	10.0	s 6.38	s 3.18											
2,586	63.6	f 6.38	f 10.28	63.6	D DOUGHERTY	4.2	s 6.26	f 3.06											
	66.4	f 6.42	f 10.34	66.4	D ASCO	1.4	f 6.18	f 2.58											
Y P		6.47PM	10.38AM	67.8	R Western Pac. Crossing. RADUM	0.0	6.13AM	2.55PM											
		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily										

(1.02) (1.11) Time over District (1.10) (1.15)
 28.74 25.10 Average speed per hour 25.45 24.80

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

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				FIRST CLASS				Distance from San Francisco via Vallejo	Time Table No. 139 August 1, 1911	Distance from Suisun	SECOND CLASS				THIRD CLASS		Telegraph Office Hours
	296 Santa Rosa Freight		264 Calistoga Freight		170 Suisun Passenger		168 Suisun Passenger					167 Vallejo Mixed		169 Vallejo Passenger		263 Calistoga Freight	295 Santa Rosa Freight	
	Leave Daily	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	
28,047								0.0	DN SAN FRANCISCO	50.1								
12,064 WYO P		12.01PM	11.25AM			4.15PM	7.25AM	37.3	DR NAPA JUNCTION	12.8	9.20AM	5.42PM		4.00AM	4.40AM		6.45 AM to 6.45 PM	
4,613 W		12.20	11.40AM			f 4.23	f 7.40	41.0	D CRESTON	9.1	f 9.08	f 5.30		3.45	4.15			
5,820 P		12.40	12.05PM			s 4.33	s 7.51	44.8	D CORDELIA	5.3	s 8.51	s 5.18		3.20	3.45		7.00 AM to 7.00 PM	
11,753						f	f	46.2	D THOMASSON	3.9	f	f						
906		12.50	12.15					47.9	D SUBEET	2.2				3.10	3.30			
32,028 P WFO		1.00PM	12.25PM			4.45PM	8.05AM	50.1	DNR SUISUN	0.0	8.35AM	5.05PM		3.00AM	3.20AM		24 hours	
		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily	Leave Daily			

(0.59) (1.00) Time over District (0.50) (0.87)
 10.97 11.81 Average speed per hour 15.36 20.76

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

ADDITIONAL STOPS.
 No. 168—Subeet to leave passengers.
 No. 167—Subeet to receive passengers.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.
12,064 YO P
813
300
No Siding
1,597
810
2,849 W
606
869
892
508
898
499
1,063
505
2,497
561
480
1,290
620
1,078
992
5,728 WT

Eastward.

FROM SAN FRANCISCO—Santa Rosa Branch.—TOWARD SAN FRANCISCO.

Westward. 17

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. 139 August 1, 1911	Distance from Santa Rosa.	FIRST CLASS			FOURTH CLASS		Telegraph Office Hours
		294 Santa Rosa Freight		402 West Napa Mixed		70 Santa Rosa Passenger	68 Santa Rosa Passenger	166 Calistoga Passenger Via N. W. Pac. Ry.					67 Santa Rosa Passenger	69 Santa Rosa Passenger	165 Calistoga Passenger Via N. W. Pac. Ry.		293 Santa Rosa Freight	
		Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0	SAN FRANCISCO	74.0	9.30AM	6.10PM		Arrive Daily Ex. Sunday			
12,064 YOP		5.10AM		8.35AM	5.57PM	9.37AM	From Union Branch	37.3	DR	NAPA JUNCTION	36.7	7.23AM	4.10PM	To Union Branch	11.30AM	6.45 AM to 6.45 PM		
813		5.25		s 8.45AM	6.10	9.52		42.2	Automatic Block.	R	BUCHLI	31.8	f 7.11	f 3.57	5.36PM	11.05		
300		5.30		To Union Branch	f 6.14	f 9.55		44.4		R	MERAZO	29.6	f 7.05	f 3.50	5.32	10.55		
No Siding		5.35			f 6.17	9.57		45.7		R	RAMAL (No Siding)	28.3	7.02	3.47	5.30PM	10.50		
1,597		5.50			f 6.23	f 10.05		49.2	D	N. W. Pac. Ry. Crossing SHELLVILLE	24.8	f 6.53	f 3.40		10.35	7.00 AM to 7.00 PM		
810					f	f		52.3		SNYDER (Spur)	21.7	f	f					
2,349 W		6.05			s 6.33	s 10.15		53.7	D	EL VERANO	20.3	s 6.43	s 3.30		10.15	6.30 AM to 6.30 PM		
606					f	f		55.4		AGUA CALIENTE (Spur)	18.6	f	f					
369					f	f		56.3		SOBRE VISTA (Spur)	17.7	f	f					
892		6.20			f 6.41	f 10.23		56.8		N. W. Pac. Ry. Crossing YULUPA	17.2	f 6.35	f 3.23		10.05			
508					f	f		57.5		ELDRIDGE	16.5	f	f					
898		6.30			s 6.48	s 10.30		59.0		GLEN ELLEN	15.0	s 6.30	s 3.17		9.55			
499					f	f		59.8		WARFIELD	14.4	f	f					
1,063		6.45			f 6.55	f 10.36		61.0		BELTANE	13.0	f 6.26	f 3.12		9.45			
505					f	f		62.7		WILDWOOD	11.4	f	f					
2,497		7.00			s 7.02	s 10.45		63.4	D	KENWOOD	10.6	s 6.21	s 3.05		9.35	6.00 AM to 6.00 PM		
561					f	f		64.8		LAWNDALE (Spur)	9.2	f	f					
480					f	f		65.5		LOS GUILICOS	8.5	f	f					
1,290		7.15			f 7.08	f 10.53		66.8		ANNADEL	7.2	f 6.14	f 2.57		9.25			
620					f	f		68.4		OLESON (Spur)	5.6	f	f					
1,078		7.30			f 7.14	f 10.58		69.3		MELITTA	4.7	f 6.09	f 2.50		9.15			
992								71.2		BAKU (Spur)	2.8							
5,728 WT		7.50AM			7.25PM	11.10AM		74.0	DR	SANTA ROSA	0.0	6.00AM	2.40PM		8.55AM	7.30 AM to 7.30 PM		
		Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			86.7		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday			

(2.40)	(0.10)	(1.28)	(1.33)	(0.07)	..... Time over District	(1.23)	(1.30)	(0.06)	(3.00)
13.74	25.40	25.02	23.68	30.00	..... Average speed per hour	26.53	24.46	35.00	13.24

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

ADDITIONAL STOPS.

First and second-class trains—Napa Drawbridge, near Buchli, on signal.
Nos. 67, 68, 69, 70—Felice and Huchica Gun Club House, near Ramal, on signal.

ard.

7.00 AM to 7.00 PM

6.30 AM to 6.30 PM

6.30 AM to 6.30 PM

6.30 AM to 6.30 PM

ard.

6.45 AM to 6.45 PM

7.00 AM to 7.00 PM

24 hours

engers.

ssengers.

18 FROM SAN FRANCISCO TOWARD SAN FRANCISCO
Eastward Union Branch Westward

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. 139		Distance from Union.	FIRST CLASS
	402	66		August 1, 1911			65
	West Napa Mixed	Calistoga Passenger via N.W.Pac.Ry.					Calistoga Passenger via N.W.Pac.Ry.
	Leave Daily	Leave Daily		STATIONS			Arrive Daily
	From Napa Junction	3:45 PM Via NWP Ferry		DN	SAN FRANCISCO		10:35 AM Via NWP Ferry
813	8:47 AM	5:36 PM	42.2	R	BUCHLI	8.6	f 8:45 AM
1,223	s 9:00	f 5:41	45.4		STANLEY	5.4	f 8:39
4,870 W	s 9:10	s 5:46	48.8		WEST NAPA	2.0	s 8:32
2,394	s 9:20 AM	s 5:49 PM	50.8	R	UNION	0.0	8:26 AM
	Arrive Daily	Arrive Daily			(8.6)		Leave Daily

(0.33) (0.13) Time over District (0.19)
15.00 39.66 Average speed per hour 27.16

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

Train 66 will head in on siding just east of shelter shed at Union and pull through siding.

Cross-over switch at west end of this siding must be lined up for Union Branch and siding kept clear between these switches.

ADDITIONAL STOPS.
Nos. 65, 66 and 402 on signal at Carneros.

FROM SAN FRANCISCO TOWARD SAN FRANCISCO
Eastward Wingo Branch Westward

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS	Distance from San Francisco	Time Table No. 139		Distance from Wingo.	FIRST CLASS	Telegraph Office Hours
	166		August 1, 1911			165	
	Calistoga Passenger Via N.W.Pac.Ry.					Calistoga Passenger Via N.W.Pac.Ry.	
	Leave Daily		STATIONS			Arrive Daily	
		0.0	SAN FRANCISCO				
No Siding	8:52 AM	45.7	R	RAMAL (No Siding)	2.0	5:30 PM	
Siding on N.W.P.Ry.	9:00 AM	47.7	R	WINGO	0.0	5:25 PM	
	Arrive Daily			2.0		Leave Daily	

(0.08) Time over District (0.05)
15.00 Average speed per hour 24.00

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

Trains switching or using siding at Wingo on N. W. P. Railway must observe Rule 99, also be governed by current Time Table N. W. P. Railway.

FROM SAN FRANCISCO TOWARD SAN FRANCISCO
Eastward. Clear Lake Branch Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS					Distance from San Francisco	Time Table No. 139		Distance from Rumsey	FIRST CLASS					Telegraph Office Hours
	108	106	104	102	100		August 1, 1911			99	101	103	105	107	
	Winters Passenger	Winters Passenger	Vacaville Passenger	Rumsey Mixed	Winters Passenger		SAN FRANCISCO			Winters Passenger	Winters Passenger	Rumsey Mixed	Vacaville Passenger	Winters Passenger	
	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Lv. Daily		STATIONS			Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	
		3:00 PM		7:00 AM		0.0	SAN FRANCISCO		110.5	11:10 AM	12:30 PM	7:30 PM			
14,038 WYF	8:00 PM	6:00 PM	4:35 PM	10:10 AM	8:05 AM	59.5	DR	ELMIRA	51.0	7:50 AM	9:50 AM	4:20 PM	5:45 PM	7:50 PM	24 hours
8,256	s 8:10	s 6:10	4:45 PM	s 10:20	s 8:15	63.7	D	VACAVILLE	46.8	s 7:40	s 9:40	s 4:05	5:30 PM	s 7:40	7:00 AM to 7:00 PM
630	f	f		f	f	65.6		VIOLET (Spur)	44.9	f	f	f		f	
1,495	f	f		f	f	68.5		HARTLEY	42.0	f	f	f		f	
778	f	f		f	f	70.3		ALLENDALE (Spur)	40.2	f	f	f		f	
1,298	f 8:30	f 6:30		f 10:45	f 8:35	74.0		WOLFSKILL	36.5	f 7:20	f 9:20	f 3:45		f 7:20	
7,540 WT	8:35 PM	6:35 PM		s 10:50	8:40 AM	76.0	DR	WINTERS	34.5	7:15 AM	9:15 AM	s 3:40		7:15 PM	7:00 AM to 7:00 PM
1,150				f 10:58		80.3		NORTON	30.2			f 3:10			
1,211				f 11:05		83.6		CITRONA	26.9			f 3:00			
2,482				s 11:13		86.8		MADISON	23.7			s 2:47			
6,627 WT				s 11:20		89.9	D	ESPARTO	20.6			s 2:33			7:00 AM to 7:00 PM
3,055						91.8		CORFU (Spur)	18.7						
1,297				s 11:28		92.4		CAPAY	18.1			s 2:20			
1,309				f 11:42		96.6		CADANASSA	13.9			f 2:02			
1,314				s 11:55 AM		100.7		TANCRED	9.8			s 1:44			
1,304				f 12:05 PM		103.3		SURREY	7.2			f 1:32			
557				f 12:08		104.3		AMARANTH	6.2			f 1:28			
1,329				s 12:13		105.6	D	GUINDA	4.9			s 1:25			7:00 AM to 7:00 PM
616				f		106.2		SAUTERNE	4.3			f			
1,319				f		107.9		CASHMERE	2.6			f			
2,080 WT				12:30 PM		110.5	R	RUMSEY	0.0			1:00 PM			
	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Ar. Daily			(51.0)		Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	

(0.35) (0.35) (0.10) (2.20) (0.35) Time over District (0.35) (0.35) (3.20) (0.15) (0.35)
28.28 28.28 25.20 21.85 28.28 Average speed per hour 28.28 28.28 15.30 16.18 28.28

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 102 is superior to No. 103; No. 104 is superior to No. 105; No. 106 is superior to No. 107.

BULLETIN BOARDS.
Oakland Pier. Elmira.
West Oakland. Davis.
Port Costa. Sacramento.
South Vallejo. Tracy.
Suisun. San Jose.
Napa. Santa Clara.

STANDARD CLOCKS
Oakland Pier. Benicia.
West Oakland. South Vallejo.
San Jose. Tracy.
Sacramento. Suisun.
Port Costa. Elmira.

NO TRAIN ORDER SIGNALS AT:
Stege. Santa Clara.
Richmond. Newark.
San Pablo. Niles.
Pinole. Tracy.
Vallejo Junction. Napa Junction.
Crockett. Schellville.
Port Costa.

Trains n
Benicia, Nile
Santa Rosa s
Rule 83
stations, nor

A train
stop if there
unless prior
At a sta
comply with
Oakland
Oakland
Dispatcher's
departure of
Sacramen
Sacramento

On doub
Elmhurst, an
but must cor
or Port Cost
Elmhurst.

Extra tr
receiving an
Within a
Referring
following fla
flagman must

Referring
minutes befo
interlocking

Referring
trains at Oa
Fruitvale, in

When a
to a siding, t
Switch E
the followin
Elmhurst; ar
Movement
must be prec

Eastward
Overlap
about six fee
Trains h
not pass ove
such train h

After a
as per Rule
Except c
water stops.
Freight

107 Telegraph Office Hours

Interpassenger

Daily

7:50 PM 24 hours

7:40 7:00 AM to 7:00 PM

7:20

7:15 PM 7:00 AM to 7:00 PM

7:00 AM to 7:00 PM

7:00 AM to 7:00 PM

Daily

0.35 8.28

superior to

SIGNALS AT:

anta Clara.

ewark.

iles.

racy.

apa Junction.

shellville.

SPECIAL RULES.

CLEARANCE CARDS.

Trains must obtain clearance card, Form 2643, before leaving Port Costa, Benicia, Niles, Newark, also before leaving Santa Clara, South Vallejo, Calistoga, Santa Rosa and Napa Junction, when an operator is on duty.

Rule 83 (A) will not apply at initial stations which are not telegraph stations, nor at telegraph stations except when an operator is on duty.

REGISTERING.

A train may register by ticket at a registering station which is not a regular stop if there is an operator on duty, but Rules 83 and D-83 must be complied with, unless prior register check shows that all superior trains due have arrived or left.

At a station where a train registers by ticket, conductor and operator must comply with Rule 96 the same as at a non-registering station.

Oakland (16th St.), First-class eastward trains only will register.

Oakland (1st and Broadway), First and Second-class trains only will register. Dispatcher's office at Oakland Pier will telegraph West Oakland arrival and departure of first and second-class trains. Operator will enter same on register.

Sacramento Depot, First and Second-class trains only will register.

Sacramento Twelfth Street, second and inferior class trains only will register.

TRAIN MOVEMENTS.

On double track between Oakland Pier, West Oakland, Port Costa and Elmhurst, any train may run extra between any points without running orders, but must comply with Rule 83 (A) before leaving Oakland Pier, West Oakland or Port Costa, and obtain a clearance card or a proceed train order signal at Elmhurst.

Extra trains may pass or run ahead of third and fourth class trains without receiving an order to do so.

Within automatic block signal limits, last portion of Rule 86 will not apply.

Referring to Rule 504: On single track trains must wait five minutes before following flagman, except as noted between Buchli and Ramal. On double track flagman must be sent ahead in stormy or foggy weather.

Referring to Rule D-152: After switches are thrown train must wait five minutes before moving through crossover. This does not apply within yard or interlocking limits.

Referring to Rule D-153: Suburban trains have preference over main line trains at Oakland (Sixteenth Street) and stations between Oakland Pier and Fruitvale, inclusive.

When a train or a portion of a train executes a movement from main track to a siding, the train must pull in to clear before stopping.

Switch lights, duplicated with automatic signals, have been removed between the following points: Martinez and Tracy, Niles and San Jose, Niles and Elmhurst; and at Ellis.

Movements in an interlocking plant on a flag signal given by the towerman must be preceded by a flagman.

OVERLAPS.

Eastward trains—Martinez. Westward trains—Avon.

Overlap posts are painted white at the top and black at the base, and stand about six feet high.

Trains holding main track against opposing trains at overlap stations must not pass overlap post, and switch must not be opened for opposing train unless such train has passed the signal at opposite end of block.

TRAIN AND AIR INSPECTION.

After a continuous run of 30 miles, freight trains must stop to inspect train, as per Rule 820.

Except on grades, engines on freight trains of over 20 cars must cut off at water stops.

Freight trains must test air at Altamont.

USE OF 19 FORM TRAIN ORDER FOR RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

Within automatic block signal limits between Oakland Pier and Sacramento, Oakland Pier and Tracy via Altamont, Niles and San Jose, Port Costa and Tracy, the note under Rule 211 is modified as follows:

Form "19" train order may be issued to restrict the superiority of a train, except that Form "31" must be used:

- (1) When orders are delivered at a non-telegraph or closed telegraph station. (See Rule 217.)
- (2) When necessary to restrict a train which has been cleared or the engine of which has passed train order signal. (See Rule 219.)
- (3) When issuing an order Form "G", Example 3.
- (4) When giving any train right over all trains.
- (5) When reducing a time order where necessary that dispatcher have signature of superior trains before completing order to an inferior train.

Operator will fill out clearance, designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance and obtain O. K. with time and superintendent's initials, writing same before delivery in blank space following "Signal is out for." Operator will retain carbon copy of clearance.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance, and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

When a "19" order restricting superiority is issued at a station where superiority is restricted, train must be stopped by operator before delivery of order.

Conductor's and engineer's attention is called to the importance of approaching at a moderate rate of speed, telegraph offices where orders are to be received. Also to the necessity of carefully checking clearance to ascertain positively that clearance is properly addressed and that orders received are those called for by clearance.

SPEED RESTRICTIONS.

Oakland	22 miles per hour	San Jose.....	6 miles per hour
Oakland, 23rd Av....	8 " " "	Santa Rosa.....	6 " " "
West Berkeley Station	10 " " "	Napa	4 " " "
Alviso	15 " " "	St. Helena.....	12 " " "
Broderick	8 " " "	Capay	10 " " "
Sacramento	15 " " "	Martinez	20 " " "

Between outside switches at Davis and Suisun passenger trains must not exceed speed of 30 miles and other trains 20 miles per hour; and at all terminals, except where proper protection is afforded by signals, speed of trains must be reduced sufficiently to prevent an accident in case the main track is fouled.

All trains will reduce speed to—

25 miles per hour while rounding curve at Mayborg between Sunol and Farwell.

6 miles per hour over Sacramento River Bridge.

15 miles per hour when using cross-overs or turnouts.

45 miles per hour while rounding curves between Krieger and Martinez and between Hoyt and Benicia.

Motor cars, 40 miles per hour.

Mogul and consolidation engines running backwards, 20 miles on level track and ten miles per hour on grades.

Atlantic type engines, 12 miles per hour when running backwards.

Passenger trains 40 miles and other trains 25 miles per hour between Midway and Ulmar and between Pleasanton and Niles.

Passenger trains 40 miles and other trains 25 miles per hour on Calistoga, Santa Rosa, Suisun, Wingo, Union, Clear Lake and San Ramon Branches.

All trains 25 miles per hour on ten degree curves between Eldridge and Warfield, Annadel and Santa Rosa.

OAKLAND YARD.

Limits of Oakland Yard extend from 2000 feet east of Elmhurst, Stonehurst and Melrose on Niles line to all points on Alameda line and 14th and Franklin Streets, through West Oakland Yard to Oakland Wharf and to Paraffine, on Port Costa line, and Berryman on Berkeley Branch.

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 trains; | No. 2 for eastward trains; |
| No. 3 for westward trains; | No. 4 for eastward trains. |

Main tracks between Sixteenth Street and Shellmound are designated as 1, 2, 3 and 4, numbering from the North and used as follows:

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

Main tracks between Shellmound and Richmond are designated as 1, 2 and 3, numbering from the North and used as follows:

- | | |
|--------------------------------------|--------------------------------------|
| No. 1 for westward main line trains; | No. 2 for eastward main line trains; |
| No. 3 for suburban trains; | |

Double track 1 and 2 extends from Richmond to Port Costa.

Main tracks between East Oakland Tower and Fruitvale Tower are designated 1, 2 and 3, numbering from the North, and used as follows:

- | | |
|---|----------------------------|
| No. 1 for eastward Seventh Street trains; | No. 2 for westward trains; |
| No. 3 for eastward trains. | |

Suburban trains of Alameda line will use main line between Oakland Pier and Fruitvale.

Trains may move between Oakland Pier and Elmhurst irrespective of superiority, except that freight trains must endeavor to avoid delaying passenger trains. Freight trains or Yard Engines must not leave West Oakland unless they have 5 minutes or more to clear a passenger train moving in the same direction.

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

The east end of double track at Elmhurst is the east switch of crossover west of junction switch for South Pacific Coast main line. The normal position of the double-track junction switch is for the eastward track. Switchtender is on duty from 6 a. m. to 7 p. m. The west crossover switch in westward main track leading from junction switch will be set for westward trains.

OAKLAND TO PORT COSTA, TRACY, SAN JOSE, SANTA CLARA AND REDWOOD.

Port Costa Yard extends from the yard limit sign near Eckleys to yard limit sign east of Nevada Dock.

The working track between Port Costa and Vallejo Junction may be used from 7 p. m. to 6 a. m. for the westward movement of freight trains. Speed of trains must not exceed 15 miles per hour.

The trolley wires across Interchange track at Septimus do not clear a man on top of a car.

Limits of Niles Yard extend from yard limit signs, west and east of Niles; on Livermore line, to yard limit sign east of Niles on San Jose Branch.

Santa Clara yard limit sign on Newark line is located 500 feet west of siding.

Redwood yard limit sign on Dumbarton line is located 1000 feet east of Wye switch.

The normal position of Wye switch on Centerville line at Newark is for Dumbarton cut-off.

The siding for meeting or passing of trains at Newark is located east of station.

On freight trains between Niles and Ellis, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose.

SPECIAL RULES—Continued.

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

PASSENGER TRAINS.

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

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

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

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

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

While on the Steamer trainmen must keep vestibule doors and traps open, opening same as soon as the train comes to a stop on the 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, and must be kept off platform when backing coaches on boat. Vestibule tail gates must be in proper position.

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

Road or Yard Engines, whether attached to cars or not, must have wheels blocked.

FREIGHT TRAINS.

Head brakeman must ride head end of first cut onto boat, and set brakes, then return and ride head end of second and third cuts, and set brakes.

Rear brakeman must ride head end of last cut, then return and set all brakes on rear end of cuts.

Three deck hands 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.

Deck hands will release brakes on the remaining two (rear) cuts.

BENICIA TO SACRAMENTO AND BRANCHES.

Limits of Benicia Yard extend to and include Arsenal Siding.

The normal position of the junction switch at Arsenal is for the westward track. Switchtender is on duty 24 hours.

Suisun Yard limits extend from 1000 feet east of the eastward switch at Tolenas to 1000 feet west of the westward switch of siding for meeting or passing of trains west of Cordelia Tunnel and to yard limit sign west of Suisun on Benicia line.

Trains and light engines must run through Sacramento yard under control, and must not pass the switchtender's station at Fourth and Sixth Streets and east end of Sacramento River bridge without receiving signal to proceed.

Normal position of junction switches at Napa Junction is for Calistoga Branch.

By ordinance it is unlawful to move an engine within the corporate limits of the city of Napa unless the bell on said engine be kept ringing while said engine is in motion.

It is unlawful to switch a car or engine on or across any public highway in the city of Napa unless a flagman is stationed at the crossing, and he must remain there until switching is completed.

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.

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

Normal position of junction switches at Buchli and Ramal is for Santa Rosa branch.

Signals will stand normally at "proceed" for Santa Rosa branch.

Before entering automatic block signal limits at Buchli, Union branch trains must set junction switch for Union branch. If no train is occupying the block, signal will assume the "proceed" position.

Before entering automatic block signal limits at Ramal, Wingo branch trains must set junction switch for Wingo branch. If no train is occupying the block, signal will assume the "proceed" position.

Referring to Rule 504: Any train approaching Buchli or Ramal and finding signal at "stop" must wait ten minutes after sending flagman ahead.

Trains must stop and send flagman ahead before crossing the Napa Valley Electric Railway at Myrtle Avenue, West Napa. Electric trains have precedence.

Normal position of junction switch at Wingo is for N. W. P. line. Engine-men on Southern Pacific trains approaching junction at Wingo will sound two long and three short blasts of the whistle, thus, ———— o o o, as call to switchtender to set switch for Southern Pacific line. Switchtender on duty only during the day time.

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

Transfer of freight cars between Southern Pacific and N. W. P. will be made at Wingo siding, about 800 feet west of junction switch.

Drawbridge located across Steamboat Slough, about 1000 feet west of Wingo junction switch.

INTERLOCKING PLANTS.

On double track between Oakland Pier and Fruitvale, and between Oakland Pier and Sixteenth Street, in case of accident, on receipt of special order tower-men may arrange to move trains from one tower to another against the current of traffic, after blocking opposing trains by semaphores and having a clear understanding by telephone with each other for EACH movement. Before doing this they must know positively that track to be used is clear of opposing engines and trains.

OAKLAND PIER TOWER—Oakland Pier Terminal.

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

Movements from Oakland Pier must be governed by dwarf or pot signals, good to Bridge No. 1. Signals on Bridge No. 1 good to Bridge No. 2; signals on Bridge No. 2 good over Long Wharf crossing to first home automatic signal.

Westward movements on tracks No. 1 and No. 3 must be governed by signals on four-arm bracket post east of Long Wharf crossing. Signals on right post govern

movements on track No. 1 over crossing to Bridge No. 2. Signals on left post govern movements on track No. 3 over crossing to Bridge No. 2. Signals on Bridge No. 2 good to Bridge No. 1; signals on Bridge No. 1 good into depot.

Movements from shop track must be governed by dwarf signal good to Long Wharf, or toward Oakland Pier to Bridge No. 2.

Dwarf signal at the bottom of four-arm bracket post east of Long Wharf crossing is good from No. 1 track into Long Wharf track. Trainmen must have their train East to clear four-arm bracket post before Towerman can move switches.

When large whistle on Oakland Pier tower is sounded, all engines and trains moving within district controlled by this tower must stop and not move until proper signal is given.

WEST OAKLAND TOWER—Near roundhouse, West Oakland.

Eastward movements on No. 4 track must be governed by two-arm post 1000 feet west of tower: Upper arm good to two-arm post 450 feet west of Cedar Street crossing; lower arm good to roundhouse lead. Two-arm post 450 feet west of Cedar Street crossing: Upper arm good on main line over crossing to first home automatic signal; lower arm good over crossing into Passenger Yard.

Westward movements on First Street main line approaching Cedar Street must be governed by one-arm cantilever post, good over Cedar Street crossing to one-arm cantilever post near tower, which signal is good on to Oakland Mole to first home automatic signal.

Eastward movements on No. 2 track must be governed by two-arm stub bracket post near junction of main line and Seventh Street line: Upper arm good on main line to first home automatic signal; lower arm good on to Seventh Street line over Cedar Street crossing.

Westward movements on Seventh Street approaching Cedar Street must be governed by one-arm post on left side of track, good over Cedar Street crossing to one-arm post on left side of track near tower, which signal is good on to Oakland Mole to first home automatic signal.

Eastward movements from Freight Yard Leaving tracks may be governed by Banner Starting signal at Yard Office, and must be governed by one-arm post near junction of Receiving and Leaving tracks, which signal is good through Cedar Street over First and Seventh Street crossings to home interlocking signal at Ninth Street. Eastward movements from Receiving tracks may be governed by Banner Starting signal and must be governed by two-arm post near junction of Receiving and Leaving tracks: Upper arm good through Cedar Street over First and Seventh Street crossings to home interlocking signal at Ninth Street; lower arm good onto switching lead to home signal east of tower.

Westward movements on Cedar Street must be governed by two-arm post at Goss and Cedar Streets: Upper arm good over Seventh and First Street crossings into Receiving tracks; lower arm good over Seventh and First Street crossings into Leaving tracks.

The single track on Cedar Street, between West Oakland and Sixteenth Street stations, is controlled by Sixteenth Street and West Oakland Towers. Trains for West Oakland may leave Sixteenth Street station regardless of their schedule time, or of opposing trains, when given clear signal; and trains may leave West Oakland regardless of opposing trains when given clear signal.

SIXTEENTH STREET TOWER—Near Sixteenth Street Depot, Oakland.

Westward movements approaching Sixteenth Street must be governed by signals on signal bridge east of Sixteenth Street Depot, which signals are placed over tracks governed and are good to four-arm bracket post near tower.

Upper right arm on four-arm bracket post near tower governs westward movements on main line to first home automatic signal.

Lower movements signal on l Single governs we Cedar and

Upper movements line to first

Lower movements signal on l Berkeley tr

Upper Coast Cann signal on s

Lower Coast Cann over to Be signal on si

Signal ward move Pacific Coa

Signal Co. governs to eastward Street depo

Other Westw ready to go short blast

The sir stations, is West Oakl time, or of Oakland re

Yard doing work

MAGNOLI Lin

Westw feet east o is good to home auton

Eastw feet west o is good ove Movem

governed b west of cro at crossove

Movem governed b main track feet west o

Other In mal detector ci

HARRISO Fir

Westw 600 feet e

INTERLOCKING PLANTS—Continued.

Lower right arm on four-arm bracket post near tower governs westward movements on main line through crossovers to Cedar Street single track to home signal on left post of three-arm bracket post near Dalton's foundry.

Single arm on left post of three-arm bracket post near Dalton's foundry governs westward movements on Cedar Street single track to two-arm post at Cedar and Goss Streets.

Upper left arm on four-arm bracket post near tower governs westward movements from Berkeley single track through crossovers to westward main line to first home automatic signal.

Lower left arm on four-arm bracket post near tower governs westward movements from Berkeley single track to Cedar Street single track to home signal on left post of three-arm bracket post near Dalton's foundry, or to West Berkeley track to dwarf signal.

Upper arm on left-hand post of the three-arm bracket post at the Pacific Coast Canning Co. governs eastward movements on main line to home automatic signal on signal bridge east of 16th Street depot.

Lower arm on the left-hand post of the three-arm bracket post at the Pacific Coast Canning Co. governs eastward movements from main line through cross-over to Berkeley Line single track, thence onto double track to home automatic signal on signal bridge east of 16th Street depot.

Signal on right post of three-arm bracket post at 9th Street governs eastward movements on Cedar Street single track to three-arm bracket post at the Pacific Coast Canning Co.

Signal on right post of three-arm bracket post at the Pacific Coast Canning Co. governs eastward movements on Cedar Street single track through cross-over to eastward main line to home automatic signal on signal bridge east of 16th Street depot.

Other movements must be governed by dwarf signals.

Westward trains approaching Sixteenth Street station, en route to yards, if ready to go through Cedar Street without stopping, will sound one long and one short blast of the whistle, thus, ———o.

The single track on Cedar Street, between West Oakland and Sixteenth Street stations, is controlled by Sixteenth Street and West Oakland Towers. Trains for West Oakland may leave Sixteenth Street station regardless of their schedule time, or of opposing trains, when given clear signal; and trains may leave West Oakland regardless of opposing trains when given clear signal.

Yard engines must obtain permission from Sixteenth Street Tower before doing work on Cedar Street.

MAGNOLIA STREET TOWER—Crossing of Western Pacific and First Street Line, First and Chestnut Streets, Oakland.

Westward movements on main track must be governed by home signal 450 feet east of crossing, good to home signal 500 feet west of crossing which signal is good to home signal 1200 feet west of crossing which signal is good to first home automatic signal.

Eastward movements on main track must be governed by home signal 1600 feet west of crossing, good to home signal 500 feet west of crossing which signal is good over crossing to first home automatic signal.

Movements from westward main track into main freight yard must be governed by dwarf signal at the bottom of home and distant signal post 500 feet west of crossing good to dwarf signal between eastward and westward main track at crossover switch which signal is good through interlocking limits.

Movements from eastward main track into Kirkham Street Yard must be governed by dwarf signal at crossover switch between eastward and westward main tracks good to dwarf signal at bottom of home and distant signal post 1200 feet west of crossing which signal is good through interlocking limits.

Other movements must be governed by dwarf signals.

In making such movements it will be necessary to go far enough to clear detector circuits or Towerman cannot operate switches.

HARRISON STREET TOWER—Crossing of First and Webster Street Lines, First and Harrison Streets, Oakland.

Westward movements on First Street must be governed by two-arm post 600 feet east of tower: Upper arm good on main line to one-arm post near

tower; lower arm good through crossover and Wye track to two-arm post on Harrison Street trestle.

One-arm post near tower good westward over crossing to first home automatic signal.

Eastward movements on First Street must be governed by two-arm post at Franklin Street: Upper arm good on main line over crossing to first home automatic signal; lower arm good to one-arm post on Alameda line, which signal is good to two-arm post on Harrison Street trestle.

Westward movements on Webster Street line must be governed by one-arm post 1000 feet north of First Street crossing, good over First Street crossing to two-arm post on Harrison Street trestle.

Movements from Harrison Street drawbridge must be governed by two-arm post at junction of Wye track on Harrison Street trestle: Upper arm good to two-arm post at junction of Alameda and Webster Street lines; lower arm good to Wye track to eastward main line to first home automatic signal, or Webster Street Line to two-arm post at junction of Alameda and Webster Street Line.

Two-arm post at junction of Alameda and Webster Street lines: Upper arm good onto westward main line to first home automatic signal; lower arm good onto Webster Street line over First Street crossing.

Other movements must be governed by flag signals from towerman.

EAST OAKLAND TOWER—East Oakland.

Eastward movements on main line must be governed by one-arm post 300 feet west of tower, good to first home automatic signal.

Eastward movements on Seventh Street line must be governed by one-arm post on left side of track 530 feet west of tower, between depot building and water column, good through interlocking limits.

Westward movements must be governed by two-arm stub bracket post 630 feet east of tower: Upper arm good on main line to first home automatic signal; lower arm good on Seventh Street line through interlocking limits.

Other movements must be governed by dwarf signals.

FRUITVALE TOWER—Fruitvale.

Westward movements on main line must be governed by one-arm stub bracket post 1100 feet east of tower, good to one-arm stub bracket post 630 feet west of tower, which signal is good to first home automatic signal.

Westward movements on Seventh Street line must be governed by one-arm post 460 feet east of tower, good to one-arm post 370 feet west of tower which signal is good to one-arm stub bracket post 630 feet west of tower, which signal is good to first home automatic signal.

Westward movements from Alameda must be governed by one-arm post 600 feet from junction of main line and Alameda line, good to one-arm stub bracket post 630 feet west of tower, which signal is good to first home automatic signal.

Eastward movements on main line must be governed by two-arm post 950 feet west of tower: Upper arm good to two-arm post at junction of main line and Alameda line; lower arm good to Seventh Street line to one-arm post on left side of track 170 feet east of tower.

Two-arm post at junction of main line and Alameda line: Upper arm good eastward on main line to first home automatic signal; lower arm good to Alameda line to first home automatic signal.

Eastward movements on Seventh Street line must be governed by one-arm post on left side of track 1060 feet west of tower, good to one-arm post on left side of track 170 feet east of tower, which signal is good through interlocking limits.

Other movements must be governed by dwarf signals.

Seventh Street trains will sound two short, one long and one short blast of the whistle, thus, o o ———o, as a signal to towermen. Horse-shoe suburban trains will sound two long and one short blast of the whistle, thus, ——— ——— o, as a signal to towermen.

PORT COSTA TOWER—Junction of Double Track, East of Port Costa.

Westward movements must be governed by two-arm stub bracket post 200 feet east of tower: Upper arm good to westward main line through interlocking limits; lower arm good to eastward main line through interlocking limits.

Eastward movements must be governed by one-arm post 600 feet west of tower, good to first home automatic signal.

Dwarf signal 240 feet west of Junction switch governs eastward movements from westward main track through interlocking limits.

NILES TOWER—Crossing of Western Pacific and San Jose Branch near Niles.

Movements from Niles must be governed by one-arm post 1020 feet west of crossing, good to two-arm post near crossing: Upper arm on two-arm post near crossing good toward San Jose to first home automatic signal; lower arm good toward Centerville through interlocking limits.

Movements from San Jose must be governed by two-arm post 100 feet east of Wye switch: Upper arm good toward Niles to first home automatic signal; lower arm good toward Centerville through interlocking limits.

Movements from Centerville must be governed by two-arm post 100 feet west of Wye switch: Upper arm good toward Niles to first home automatic signal; lower arm good toward San Jose to first home automatic signal.

Trains from either direction to San Jose will sound one long and one short blast of the whistle, thus ——— o.

Trains from either direction to Centerville will sound one long, one short, and one long blast of the whistle, thus ——— o ———.

Trains from either direction to Niles will sound one short, one long, and one short blast of the whistle, thus o ——— o.

SAN JOSE TOWER—Junction of San Jose Branch and Coast Division, San Jose.

Movements from Niles must be governed by two-arm post at Third Street: Upper arm good to two-arm post at west end of cross-over west of tower; lower arm good to spur between First and Second Streets.

Upper arm on two-arm post at west end of cross-over west of tower governs westward movements to short drill track; lower arm to long drill track in freight yard.

Westward movements from San Jose must be governed by dwarf signal, good to two-arm post at east end of freight yard: Upper arm governs movements to Niles line; lower arm governs movements through cross-over to Coast division main line or to Cannery spur.

COLLEGE PARK TOWER—College Park.

Eastward movements must be governed by signals on bridge 1200 feet west of tower. Signal posts on the bridge are placed over the track upon which trains approach.

Upper arm over Newark line track good for movements through cross-overs to Coast division eastward main track to two-arm stub bracket post 250 feet east of tower; lower or short arm good for other movements.

Upper arm over Coast division eastward main track good on eastward main track to two-arm stub bracket post 250 feet east of tower; lower or short arm good for other movements.

Upper arm on two-arm stub bracket post 250 feet east of tower good on eastward main track to first home automatic signal; lower arm good to Glenwood line.

Westward movements on main line from San Jose must be governed by three-arm signal post 700 feet east of tower: Upper arm good on westward main line; middle arm good to Newark line; bottom or short arm good for other movements.

Westward movements from Glenwood line must be governed by three-arm signal post 500 feet east of tower: Upper arm good through cross-over onto Coast division westward main line; middle arm good through cross-overs onto Newark line; bottom or short arm good for other movements.

Movements from San Jose freight yard must be governed by dwarf signal 250 feet east of tower.

Other movements must be governed by dwarf signals. In making such movements it will be necessary to go far enough to clear detector circuit.

Engineer must sound one short and two long blasts of the whistle, thus, o ——— ———, if they wish switches lined up for Coast division main track; two short, one long and two short, thus, o o ——— o o, for Newark or Glenwood line; one long and one short, thus, ——— o, for San Jose freight yard; two long and one short, thus, ——— ——— o, for Santa Clara drill track.

DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS:

NAPA RIVER, between Napa Junction and Buchli.

CYGNUS, Cordelia Slough.

AVON, Pacheco Slough.

SACRAMENTO, West End Sacramento River Bridge.

HARRISON STREET DRAWBRIDGE—foot of Harrison Street, Oakland.

WARM SPRINGS CREEK } between Albrae and Alviso.

COYOTE CREEK }

DUMBARTON BRIDGE, San Francisco Bay.

NEWARK SLOUGH BRIDGE, near Dumbarton.

Trains must not exceed speed of six miles per hour entire length of train over Sacramento and Harrison Street Drawbridges and fifteen miles an hour over other drawbridges.

RATINGS OF LOCOMOTIVES—WESTERN DIVISION.

Revised August 1, 1911.

In M's. of 1000 pounds back of Tender.

CLASS "C" Consolidation Engines "T" Ten-Wheelers "M" Moguls "A" Atlantic Type "P" Pacific Type "S" Yard "E" Eight-Wheelers "TW" Twelve-Wheelers	ENGINE NUMBERS	Boiler Pressure	*SACRAMENTO AND BENICIA	OAKLAND AND SAN JOSE (Via Niles.)	TRACY TO NILES	NILES TO TRACY	SUISUN TO NAPA JUNCTION	NAPA JUNCTION TO SUISUN AND NAPA JUNCTION TO CALISTOGA	NAPA JUNCTION TO SANTA ROSA AND CALISTOGA TO NAPA JUNCTION	† OAKLAND AND TRACY via ANTIOCH. §OAKLAND AND SANTA CLARA.	
										THROUGH	LOCAL
E-63 17/24 52	1300, 1307, 1309, 1312, 1318, 1319, 1326 and 1327	140									
E-63 17/24 50	1305	140	1730	1610	645	685	460	635	790	1950	2320
E-63 17/24 54	1306 and 1329	140									
E-63 17/24 47	1308, 1316, 1320, to 1323 and 1330 to 1354	140	1565	1470	580	620	415	585	720	1765	2105
E-63 17/24 48	1355 to 1361	140									
E-69 18/24 68	1402 to 1411	165	2160	1940	835	885				2435	2880
E-69 18/28 57	1416	135	1885	1720	695	740	495	700	850	2140	2545
E-69 18/28 62	1422 to 1425	150	2055	1915	755	805	550	765	930	2310	2765
E-73 20/24 92	1445 to 1458	190	2900	2790	1115	1185				3230	3850
E-69 18/28 73	1459 to 1463	165		2070	860	910	625	865	1045	2620	3190
E-69 18/28 74	1464, 1466, 1467, 1469	165									
E-63 18/28 65	1474	145	2140	1965	790	840	565	795	965	2420	2890
E-62 18/24 65	1475 and 1480	145									
M-63 20/28 126	1615 to 1719	190	3770	3415	1410	1490	1110	1510	1765	4310	5095
M-63 20/28 147	1804-1818 (S. P. de M. or C. R. Y. & P.) 500 to 514	200	3905	3520	1410	1490				4475	5290
M-63 21/28 155	1720 to 1724, 1770 to 1779	200									
M-63 21/28 144	1725 to 1729, 1762, 1799 to 1801 and 1803, 1734 to 1743, 1745 to 1751	200	4390	3960	1630	1725	1275	1735		5020	5925
M-63 21/28 147	1819 to 1822	200									
M-63 18-28/28 144	1791, 1796, 1797	200	4190	3745	1535	1620	1235	1690		4790	5700
T-57 18/24 72	2004 to 2007	150	2300	2105	860	910	650	895	1060	2630	3090
T-63 18/24 77	2026	160									
T-63 18/24 81	2027 and 2028	160	2245	2100	845	900	620	855	1035	2570	3000
T-57 18/24 64	2032, 2034 and 2036	140									
T-57 18/24 67	2031, 2033, 2041, 2048, 2058, 2067, 2070, 2072, 2076, 2080, 2084	140	2135	1960	795	840	605	835	990	2440	2870
T-57 18/24 80	2095, 2108, 2039, 2040, 2053, 2073, 2081, 2082	160	2455	2245	915	970	700	960	1135	2805	3310
T-57 18/24 73	2096 to 2101	150	2300	2105	860	910	670	905	1060	2630	3090
T-57 18/24 66	2112	145	2200	2015	825	885	635	870	1025	2520	2960
T-57 18/24 79	2111	160									
T-57 18/24 73	2114 to 2123	160									
T-57 18/24 81	2124 to 2126, 2128, 2130 to 2133	160									
T-57 18/24 86	2134 to 2153	160	2455	2245	915	970	700	960	1135	2805	3310
T-57 18/24 83	2154 to 2173	160									
T-57 18/24 87	2174 to 2183	160									
T-57 18/24 88	2184 to 2186	160									
T-63 18/24 86	2127 and 2129	160									
T-69 19/24 101	2209	180	2245	2100	845	900	620	855	1035	2570	3000
T-69 20/28 113	2214 to 2220	180	2630	2535	1030	1090				3010	3480
T-63 19/24 105	2221 to 2234	180	3110	2920	1190	1260				3575	4155
T-63 20/28 112	2235 to 2273	180	2845	2660	1090	1155	790	1085	1310	3255	3800
C-51 19/30 96	2512 and 2511	150	2845	2670	1080	1145	1065	1325	1575	3860	4545
C-57 22/30 187	2513 to 2599, 2752 to 2830	200	5135	4675	1915	2025	1550	2095		5980	7090
C-57 22/30 184	2694 to 2751	200									
C-57 22/30 180	2624 to 2679	200	5155	4695	1935	2045	1570	2115		6000	7110
C-57 22/30 179	2680 to 2693	200									
TW-51 20-29/26 120	2932 and 2943	180	2815	2625	1050	1110	851	1170	1525	3360	4000
TW-51 20/28 120	2944	170									
TW-51 20/28 118	2946 and 2947	170	3515	3190	1315	1405	1070	1450	1655	4080	4845
A-84 15-25/28 110	3000 to 3009	200	2850	2695	1040	1110				3275	3785
A-79 15-25/28 102	3016 to 3024	200	3015	2855	1110	1180				3465	4000
A-81 20/28 105	3025 to 3065	200	3160	3035	1185	1260				3625	4200
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS—MS		Less than 40 Ms.	6	6	3	3	3	3	3	6	6
		40 to 50 Ms.	3	3	0	0	0	0	0	3	3
		More than 50 Ms.	0	0	0	0	0	0	0	0	0

* Use rating Oakland to Tracy via Antioch 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, when moving through Cedar Street or First and 7th St. Crossings. West Oakland Yard Master must adhere strictly to this, so as to avoid delay to suburban trains.

§Use Through Rating only, between Oakland and Santa Clara.

Dr. F. K. Ain
Dr. W. B. Cof
Dr. J. H. O'Cl
Dr. S. J. Gard
Dr. Geo. H. P
Dr. Redmond
Dr. Geo. R. O
Dr. C. A. Wal
Dr. O. D. Har
Dr. J. I. Vick
Dr. W. H. Ric
Dr. E. F. Car
Dr. C. H. Wil
Dr. T. D. Mar
Dr. E. A. Orn
Dr. C. H. Mill
Dr. E. M. Key
Dr. M. W. Br
Dr. T. C. McC
Dr. C. W. Pag
Dr. W. Lucas
Dr. H. W. Mo
Dr. F. W. Bro
Dr. C. A. Lut
Dr. S. J. Well
Dr. W. S. Tay
Dr. J. I. Beat
Drs. D. A. Be

HOSPITAL

N
Chi
Wa
Gal
Ox

COMPANY SURGEONS—WESTERN DIVISION.

NAME	LOCATION	DISTRICT	NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surg. and Manager.	San Francisco, Cal.	San Francisco.	Dr. W. H. Emerson, Emergency Surgeon.	Centerville, Cal.	
Dr. W. B. Coffey	San Francisco, Cal.	San Francisco.	Dr. R. J. Smith, Emergency Surgeon.	Milpitas, Cal.	
Dr. J. H. O'Connor	San Francisco, Cal.	San Francisco.	Dr. A. W. Riekey	Port Costa, Cal.	Between Pinole, Benicia, Vallejo and Martinez.
Dr. S. J. Gardner	San Francisco, Cal.	San Francisco.	Dr. Frank Rattan	Martinez, Cal.	Between Port Costa and Cornwall.
Dr. Geo. H. Powers, Oculist and Aurist.	San Francisco, Cal.	San Francisco.	Dr. W. S. George	Antioch, Cal.	Between Cornwall and Byron.
Dr. Redmond Payne	San Francisco, Cal.		Dr. Frank S. Cook, Emergency Surgeon	Brentwood, Cal.	
Dr. Geo. R. Carson, Assistant to Staff.	San Francisco, Cal.	San Francisco.	Dr. Geo. McKenzie	Concord, Cal.	Between Avon and San Ramon.
Dr. C. A. Walker, Emergency Surgeon.	San Francisco, Cal.	San Francisco.	Dr. C. R. Leach, Emergency Surgeon.	Walnut Creek, Cal.	
Dr. O. D. Hamlin, Division Surgeon	Oakland, Cal.	Between Oakland Pier and San Leandro.	Dr. H. C. Reamer, Emergency Surgeon.	Danville, Cal.	
Dr. J. I. Vickerson, Assistant Surgeon	Oakland, Cal.		Dr. S. E. D. Pinniger	Tracy, Cal.	Between Byron, Westley, Midway and Lathrop.
Dr. W. H. Rice, Assistant Surgeon.	Oakland, Cal.		Dr. J. W. Jesse	Santa Rosa, Cal.	Between Santa Rosa and Napa Junction.
Dr. E. F. Card, Oculist and Aurist.	Oakland, Cal.		Dr. A. H. Martin	Walnut Grove, Cal.	Walnut Grove.
Dr. C. H. Wilder, District Surgeon	East Oakland		Dr. H. L. Parrish	Calistoga, Cal.	Between Calistoga and Rutherford.
Dr. T. D. Mansfield, District Surgeon	Fruitvale, Cal.		Dr. D. E. Osborne, Emergency Surgeon	St. Helena, Cal.	
Dr. E. A. Ormsby, Emergency Surgeon.	Newark, Cal.		Dr. E. Z. Hennessey	Napa, Cal.	Between Rutherford and Napa Junction.
Dr. C. H. Miller, Emergency Surgeon	San Leandro, Cal.		Dr. W. E. Downing	South Vallejo, Cal.	Between Napa Junction and South Vallejo.
Dr. E. M. Keys	Alameda, Cal.	Alameda Mole and Newark.	Dr. W. L. McFarland	Benicia, Cal.	Between Benicia and Goodyear.
Dr. M. W. Brown, Assistant Surgeon.	Alameda, Cal.		Dr. W. G. Downing	Suisun, Cal.	Between Goodyear, Napa Junction and Elmira.
Dr. T. C. McCleave	Berkeley, Cal.	Berkeley.	Dr. H. P. Palmer	Vacaville, Cal.	Between Elmira and Allendale.
Dr. C. W. Page, Assistant Surgeon	Berkeley, Cal.		Dr. F. E. Joyce	Winters, Cal.	Between Allendale and Rumsey.
Dr. W. Lucas	Richmond, Cal.	West Berkeley and Pinole.	Dr. L. P. Hall	Dixon, Cal.	Between Elmira and Tremont.
Dr. H. W. Morrison	Niles, Cal.	Between San Leandro, Milpitas and Sunol.	Dr. W. E. Bates	Davis, Cal.	Between Tremont, Merritt and Webster.
Dr. F. W. Browning, Emergency Surgeon.	Haywards, Cal.		Dr. G. A. White, Consulting Surgeon.	Sacramento, Cal.	
Dr. C. A. Lutz, Emergency Surgeon.	Irvington, Cal.		Dr. A. M. Henderson, Division Surgeon	Sacramento, Cal.	Between Webster, Sacramento and Florin.
Dr. S. J. Wells	Pleasanton, Cal.	Between Sunol and Remillard.	Dr. G. L. Stevenson	Sacramento, Cal.	Between Webster, Sacramento and Florin.
Dr. W. S. Taylor	Livermore, Cal.	Between Remillard and Midway.	Dr. W. E. Briggs, Oculist and Aurist.	Sacramento, Cal.	
Dr. J. I. Beattie	Santa Clara, Cal.	Newark and San Jose.	Dr. T. Craig, Emergency Surgeon.	Capay, Cal.	
Drs. D. A. Beattie and E. F. Holbrook.	San Jose, Cal.	Between Milpitas, Santa Clara and San Jose.			

HOSPITALS.—General Hospital, San Francisco, Cal. S. P. Hospital, Sacramento, 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.

LOCATION AND LENGTH OF COMMERCIAL SPURS NOT SHOWN ON FACE OF TIME TABLE.

NAME	Between	Distance from San Francisco	Length in Feet	NAME	Between	Distance from San Francisco	Length in Feet	NAME	Between	Distance from San Francisco	Length in Feet
Chiles	Davis and Swingle	77.1	940.0	Forest Home	San Ramon and Dougherty	61.3	570.0	Alston	Niles and Farwell	31.0	417.0
Washington	Mikon and Sacramento	88.3	3,844.3	Newlove	Antioch and Neroly	56.0	870.0	Bonita	Sunol and Pleasanton	37.7	360.0
Galinda	Avon and Concord	41.0	328.0	Knox	Byron and Brentwood	66.5	400.0	Verona	Sunol and Pleasanton	38.4	263.0
Oxley	Hookston and Walnut Creek	47.3	600.0	Sather	Fruitvale and Kohler	10.3	10,057.0	Nacio	Concord and Hookston	43.2	935.0

TRAIN MASTERS.

G. E. GAYLORD, WEST OAKLAND.

District—Port Costa to Tracy, Oakland to Tracy, via Niles, including West Oakland yard, San Jose, Santa Clara, Centerville and San Ramon Branches and Dumbarton Cut-off.

B. A. CAMPBELL, SUISUN.

District—Parafin to Sacramento via Benicia, Richmond Belt, Clear Lake, Suisun, Calistoga, Santa Rosa, and Wingo Branches.

SUPERINTENDENT'S OFFICE—OAKLAND, CAL.

C. E. NORTON, CHIEF TRAIN DISPATCHER.

E. ENTLEMAN, ASST. CHIEF TRAIN DISPATCHER. G. D. WRIGHT, Train Dispatcher.

D. BLAKE, " " " " F. E. GORDON, " "

I. L. DAVIS, " "

J. P. GALLAGHER, Train Dispatcher.

W. J. CASSELMAN, " "

W. S. LAW, " "

F. F. SMALL, Train Dispatcher.

J. A. SHOCKEY, " "

W. A. WHITNEY,
Superintendent.

C. H. KETCHAM,
Asst. Superintendent.

D AND TRACY via
NTIOCH.

AND SANTA CLARA.

LOCAL

2320

2105

2880

2545

2765

3850

3190

2890

5095

5290

5925

5700

3090

3000

2870

3310

3090

2960

3310

3000

3480

4155

3800

4545

4050

7090

7110

4000

4845

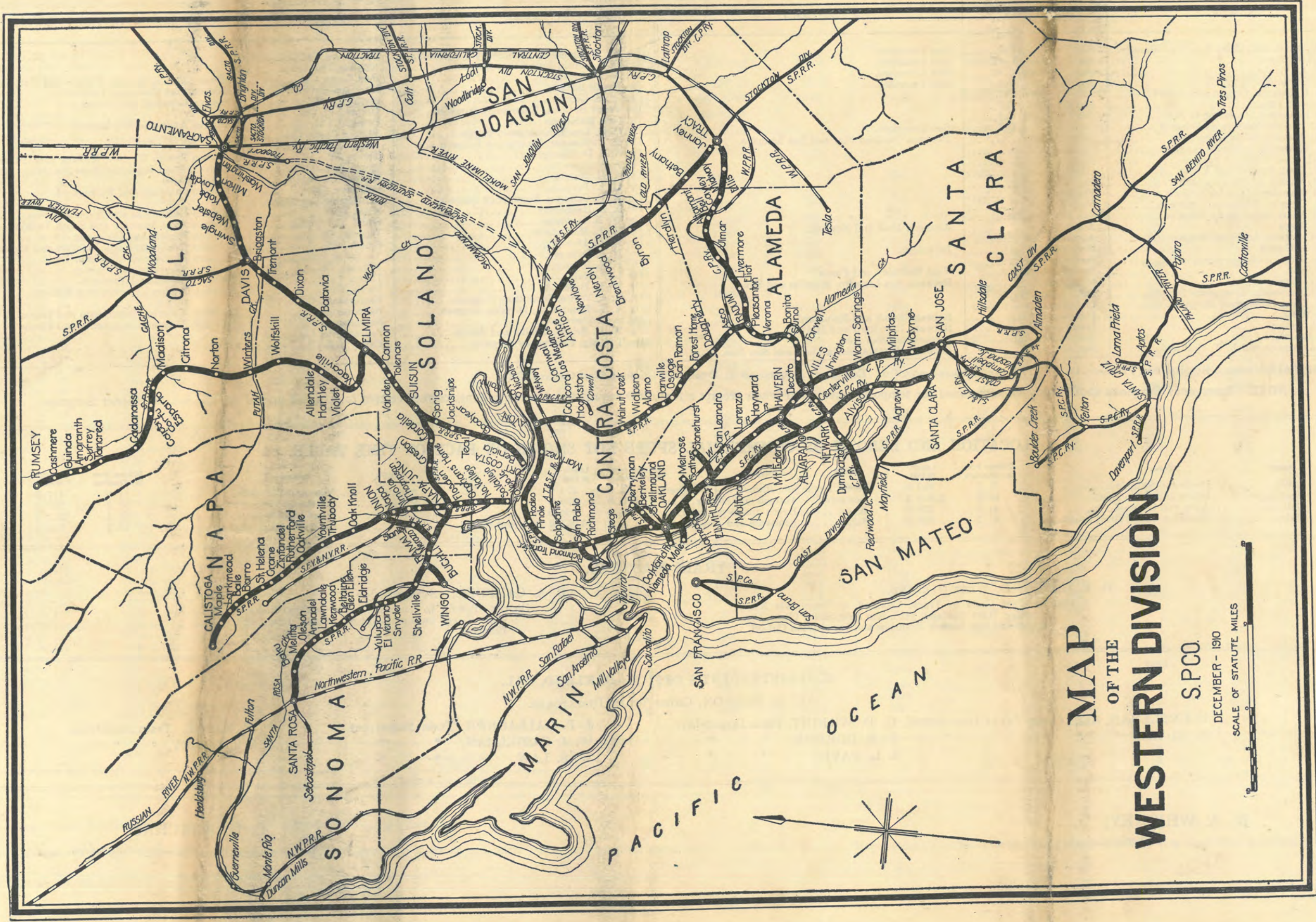
3785

4000

4200

6
3
0

urban trains.



**MAP
OF THE
WESTERN DIVISION**

S.P.CO.
DECEMBER - 1910
SCALE OF STATUTE MILES

