

245

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

143 TIME TABLE FOR THE WESTERN DIVISION

To Take Effect Sunday, April 28, 1912, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employees 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.

Length of sidings in feet, and location of Seals, Fuel, Water and Turning Stations.	FIRST CLASS																			Distance from San Francisco.	Time Table No. 143	
	150	10	6	26	48	44	18	50	52	20	12	8	2	46	4	84	42	24	36		April 28, 1912	
	Martinez and Bay Point Passenger	Fast Mail	C. P. Atlantic Express	The Owl	Oroville Passenger	Calistoga, Santa Rosa & Livermore Passenger	Sacramento Passenger	San Joaquin Valley Flyer	Fresno Passenger	Sacramento & Marysville Passenger	Shasta Limited	Los Angeles Passenger	San Francisco Overland Limited	Bay Point Passenger	C. P. Atlantic Express	Bakersfield Passenger	Calistoga, Santa Rosa & San Ramon Passenger	Tonopah Express	Tracy and Fresno Passenger		STATIONS	
Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	DN SAN FRANCISCO	DN OAKLAND PIER	
	7.00PM	7.00PM	6.40PM	6.20PM	5.00PM	4.00PM	3.00PM	3.00PM	2.00PM	Noon 12.00	11.20AM	10.40AM	10.20AM	9.40AM	9.00AM	8.40AM	7.40AM	7.20AM	7.00AM	0.0	3.5	
	7.18	7.18	6.58	6.38	5.18	4.18	3.18	3.18	2.18	12.18PM	11.38	10.58	10.38	9.58	9.18	8.58	7.58	7.38	7.18	3.5	7.0	
WI P	7.32PM	7.27PM	7.10PM	6.47PM	5.27PM	4.27PM	3.30PM	3.25PM	2.28PM	12.27PM	11.47AM	11.07AM	10.50AM	10.07AM	9.28AM	9.07AM	8.07AM	7.47AM	7.27AM	3.5	7.0	
Term. Yard WFTYO																				4.9	7.0	
Siding 12,840	s 7.42	s 7.34	s 7.18	s 6.54	s 5.34	s 4.33	s 3.37	s 3.32	s 2.37	s 12.34	s 11.54AM	s 11.13	s 10.57	s 10.14	s 9.37	s 9.14	s 8.14	s 7.54	s 7.35	5.5	7.0	
Siding 13,966																				6.6	7.0	
Siding 13,566																				7.8	7.0	
Siding 9,440	f 7.50	7.41	7.25	7.01	5.41	4.38	s 3.42	3.36	f 2.45	f 12.40	12.01PM	11.21	11.03	s 10.23	9.44	f 9.21	s 8.21	8.01	f 7.42	9.4	7.0	
Siding 6,286																				10.2	7.0	
Siding 5,818	f						f			f				f						10.7	7.0	
Siding 6,585	f						f			f				f						11.8	7.0	
Siding 5,754	s 7.57						s 3.49			s 12.46				s 10.31					s 7.49	13.1	7.0	
Siding 19,136	s 8.02	f 7.50	7.34	7.09	5.49	s 4.48	s 3.52	3.45	s 2.56	s 12.49	12.12	s 11.31	11.12	s 10.36	9.53	s 9.30	s 8.29	s 8.09	s 7.53	14.9	7.0	
Siding 15,149	s 8.05	7.52	7.37	7.11	5.52	f 4.51	s 3.55	3.47	2.58	s 12.53	12.15	11.33	11.14	s 10.40	9.56	9.33	8.32	8.11	s 7.56	16.6	7.0	
Siding 192	f 8.09						s 4.00			s 12.58				s 10.44					s 8.00	18.9	7.0	
Siding 5,423	f						f			f				f 10.47						19.8	7.0	
Spur 7,809																				21.8	7.0	
No Siding	f									f				f					f	22.8	7.0	
Siding 4,508 P	s 8.21	8.02	f 7.48	7.21	6.00	6.00	s 4.08	3.57	f 3.13	s 1.07	12.27	11.43	11.24	s 10.54	10.05	9.42	8.42	8.21	s 8.10	23.0	7.0	
Siding 7,162																			f	23.7	7.0	
Siding 5,355	s 8.27	8.06	7.52	7.25	6.04	5.04	s 4.13	4.02	3.18	s 1.12	12.32	11.47	11.28	s 11.00	10.08	9.46	8.45	8.25	s 8.15	25.5	7.0	
Spur 1,358 P																			f	26.5	7.0	
Siding 5,718 P	f							f	f 1.17					f 11.03					f	27.1	7.0	
Siding 1,950	s 8.33	8.10	7.58	7.29	s 6.08	s 5.08 5.15	s 4.19	4.08	f 3.23	s 1.19	12.37	s 11.53	11.32	s 11.05	s 10.12	9.50	s 8.48 8.55	8.29	s 8.22	28.0	7.0	
Siding 14,586	s 8.37					s 5.20	s 4.22			s 1.23				s 11.08			s 8.57		s 8.24	29.0	7.0	
Siding 17,351	f					f								f			f			30.0	7.0	
Siding 22,798 P WFTO	s 8.45PM	s 8.17PM	s 8.05PM	s 7.35PM	s 6.14PM	s 5.28PM	s 4.28PM	s 4.15PM	s 3.30PM	s 1.28PM	s 12.47PM	s 11.59AM	s 11.38AM	s 11.13AM	s 10.20AM	s 9.57AM	s 9.04AM	s 8.35AM	s 8.30AM	31.1	7.0	
	Via Martinez see page 8.	Via Martinez see page 8.	8.05 8.38PM	Via Martinez see page 8.	6.14 6.30PM	Via Martinez see page 8.	4.28 4.47PM	Via Martinez see page 8.	Via Martinez see page 8.	1.28 1.48PM	12.47 1.07PM	Via Martinez see page 8.	11.38AM 12.05PM	Via Martinez see page 8.	10.20 10.42AM	Via Martinez see page 8.	Via Martinez see page 8.	8.35 9.00AM	Via Martinez See Page 8.	31.1	32.4	
	Arrive SUNDAY ONLY	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	0.0
DN OAKLAND PIER	3.5
DNR OAKLAND PIER	1.4
DNR WEST OAKLAND	0.6
OAKLAND	1.1
EMERY	1.2
STOCK YARDS	1.6
WEST BERKELEY	0.8
CORBIN	0.5
FLEMING	0.4
NOBEL	0.7
VIGORIT	1.3
STEGE	1.8
D RICHMOND	1.7
N SAN PABLO	2.3
GIANT	0.9
SOBRANTE	2.0
NITRO	1.0
KREIGER	1.2
PINOLE	0.7
HERCULES	1.8
RODEO	1.0
OLEUM	0.6
TORMEY	0.4
SELBY	0.6
D VALLEJO JUNG.	1.0
D CROCKETT	1.0
ECKLEY	1.1
DNR PORT COSTA	1.1
DN PORT COSTA	1.3
DNR BENICIA	1.0
	(27.6)

(1.13) 23.01 (0.50) 33.12 (0.55) 29.05 (0.48) 34.50 (0.47) 35.74 (1.01) 27.14 (1.01) 27.14 (0.50) 33.12 (1.02) 27.14 (1.01) 27.14 (1.00) 27.60 (0.52) 31.84 (0.45) 34.50 (1.06) 25.09 (0.52) 31.84 (0.50) 33.12 (0.57) 29.05 (0.48) 34.50 (1.03) 26.05 Time over District Average speed per hour

See pages 3, 4 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS.

Nos. 4 and 2—Richmond on special instructions to receive through passengers.
 No. 6—Richmond and Vallejo Junction on special instructions to receive passengers.
 Sobrante, Tuesdays and Saturdays on signal.

TOWARD SAN FRANCISCO.

Time Table No. 143 April 28, 1912		FIRST CLASS																		Telegraph Office Hours		
STATIONS		23	87	25	15	41	9	17	47	49	13	1	3	83	43	45	7	19	5			
		Tonopah Express	Bakersfield Passenger	The Owl	California Express	Santa Rosa, Calistoga & Livermore Passenger	Fast Mail	Marysville & Sacramento Passenger	Oroville Passenger	San Joaquin Valley Flyer	San Francisco Express	San Francisco Overland Limited	C. P. Pacific Express	Bakersfield Passenger	Santa Rosa, Calistoga & Bay Point Passenger	San Ramon Passenger	Los Angeles Express	Sacramento Passenger	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			
DN	SAN FRANCISCO	31.1	7.30AM	7.50AM	8.10AM	9.10AM	9.30AM	10.10AM	11.10AM	11.30AM	12.30PM	12.30PM	2.10PM	2.50PM	4.10PM	6.10PM	6.50PM	7.10PM	7.30PM	8.30PM		
DN	OAKLAND PIER	27.6	7.08	7.28	7.48	8.48	9.08	9.48	10.48	11.08	12.08PM	12.08	1.48	2.28	3.48	5.48	6.28	6.48	7.08	8.08		
DNR	OAKLAND PIER	27.6	7.00AM	7.20AM	7.45AM	8.35AM	9.00AM	9.35AM	10.40AM	11.00AM	11.57AM	12.00Noon	1.40PM	2.20PM	3.43PM	5.45PM	6.17PM	6.40PM	7.00PM	8.00PM	24 hours	
DNR	WEST OAKLAND	26.2																			24 hours	
	OAKLAND	25.6	s 6.52	s 7.13	s 7.37	s 8.28	s 8.52	s 9.25	s 10.32	s 10.53	s 11.48	s 11.52AM	s 1.33	s 2.13	s 3.35	s 5.37	s 6.07	s 6.30	s 6.52	s 7.53		
	EMERY	24.5																				
	STOCK YARDS	23.3																				
	WEST BERKELEY	21.7	6.45	7.06	7.29	8.18	f 8.43	9.14	f 10.23	10.46	11.41	11.44	1.24	2.06	3.29	5.28	f 5.57	6.22	6.45	7.45		
	CORBIN	20.9																				
	FLEMING	20.4					f										f					
	NOBEL	20.0																				
	VIGORIT	19.3								f							f					
	STEGE	18.0					s 8.35		f 10.16								s 5.47					
D	RICHMOND	16.2	s 6.35	6.57	7.20	8.08	s 8.29	9.03	s 10.11	10.36	s 11.31	11.36	1.14	s 1.56	3.21	s 5.18	s 5.43	6.10	s 6.35	7.33	7.00 AM to 7.00 PM	
N	SAN PABLO	14.5	6.32	6.55	7.18	8.05	s 8.26	9.01	f 10.07	10.34	11.27	11.34	1.12	1.53	3.19	5.14	s 5.38	6.07	6.32	7.30	7.00 PM to 7.00 AM	
	GIANT	12.2					f 8.22		f 10.03								f 5.32					
	SOBRANTE	11.3							f 10.01								f 5.29					
	NITRO	9.3																				
	KRIEGER	8.3							f								f					
	PINOLE	8.1	6.22	6.46	7.08	7.52	s 8.11	8.49	f 9.53	10.24	s 11.17	11.23	1.03	1.42	3.09	5.02	s 5.21	5.53	s 6.22	7.17		
	HERCULES	7.4														f	f					
	RODEO	5.6	6.18	6.41	7.03	7.46	s 8.06	8.45	f 9.48	10.20	11.13	11.19	12.59	1.37	3.04	4.56	s 5.14	5.48	6.18	7.12		
	OLEUM	4.6													f							
	TORMEY	4.0					f 8.02										f 5.11					
	SELBY	3.6																				
D	VALLEJO JUNO.	3.1	6.14	6.37	6.59	7.42	8.00 7.50	8.40	s 9.43	s 10.15	s 11.07	s 11.14	12.54	1.32	s 3.00	s 4.50 4.40	s 5.05	5.43	s 6.13	7.07	7.00 AM to 7.00 PM	
D	CROCKETT	2.1					s 7.47		s 9.40	s 10.12	s 11.04					s 4.36	s 5.02		s 6.08		7.00 AM to 7.00 PM	
	ECKLEY	1.1					f										f					
	DNR PORT COSTA	0.0	s 6.07AM	s 6.30AM	s 6.53AM	s 7.35AM	s 7.43AM	s 8.33AM	s 9.35AM	s 10.08AM	s 10.59AM	s 11.08AM	s 12.47PM	s 1.25PM	s 2.53PM	s 4.30PM	s 4.57PM	s 5.35PM	s 6.03PM	s 7.00PM	24 hours	
DN	PORT COSTA	1.3	6.07	Via Martinez see page 9	Via Martinez see page 9	7.35	Via Martinez see page 9	8.33	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	Via Martinez see page 9	6.00	7.00	
DNR	BENICIA	0.0	5.35AM	see page 9	see page 9	7.05AM	see page 9	8.15AM	9.10AM	9.50AM	see page 9	10.42AM	12.18PM	see page 9.	see page 9	see page 9	see page 9	see page 9	see page 9	5.35PM	6.35PM	
	(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.....	(0.53)	(0.50)	(0.52)	(1.00)	(1.17)	(1.02)	(1.05)	(0.52)	(0.58)	(0.52)	(0.53)	(0.55)	(0.50)	(1.15)	(1.20)	(1.05)	(0.57)	(1.00)			
	Average speed per hour.....	31.24	33.12	31.84	27.60	21.50	26.70	25.47	31.34	29.20	31.84	31.24	30.10	33.12	22.08	21.00	25.47	29.05	27.60			

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

ADDITIONAL STOPS.

No. 13—Richmond to leave passengers from north of Davis.
 Nos. 1, 3, 5 and 15—Vallejo Juno. and Richmond to leave passengers from east of Sacramento or north of Davis.
 No. 49—West Berkeley to leave passengers.
 No. 7—Vallejo Juno., Richmond and West Berkeley to leave passengers, any station west of Port Costa to leave passengers from Merced or south.
 No. 19—Giant, San Pablo, Stege and West Berkeley to leave passengers.
 No. 23—West Berkeley to leave passengers from Sacramento and East.

TOWARD SAN FRANCISCO

Time Table No. 143 April 28, 1912		Distance from Port Costa.	FIRST CLASS				THIRD CLASS														Telegraph Office Hours				
			11 Shasta Limited	109 Sacramento Passenger	85 Tracy and Fresno Passenger	149 Bay Point Passenger	221 Oregon & Red Bluff Freight	267 Pt. Costa Way Freight	287 Roseville-Fresno Freight	249 Tracy Way Freight															
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday															
DN	SAN FRANCISCO	31.1	8.50PM	10.40PM	11.10PM	11.50PM																			
DN	OAKLAND PIER	27.6	8.28	10.18	10.48	11.28																			
DNR	OAKLAND PIER	27.6	8.20PM	10.15PM	10.40PM	11.20PM																			24 hours
DNR	WEST OAKLAND	26.2					4.30AM	3.00PM	10.50AM	3.15PM															24 hours
	OAKLAND	25.6	s 8.13	s 10.09	s 10.31	s 11.10																			
	EMERY	24.5																							
	STOCK YARDS	23.3																							
	WEST BERKELEY	21.7	8.06	10.03	10.23	f 11.01																			
	CORBIN	20.9																							
	FLEMING	20.4																							
	NOBEL	20.0																							
	VIGORIT	19.3																							
	STEGE	18.0				f 10.54																			
D	RICHMOND	16.2	7.58	s 9.51	s 10.13	s 10.50																			7.00 AM to 7.00 PM
N	SAN PABLO	14.5	7.56	f 9.49	10.10	s 10.46																			7.00 PM to 7.00 AM
	GIANT	12.2				f																			
	SOBRANTE	11.3																							
	NITRO	9.3																							
	KREIGER	8.3																							
	PINOLE	8.1	7.46	s 9.39	s 10.00	s 10.34																			
	HERCULES	7.4																							
	RODEO	5.6	7.42	9.35	9.54	f 10.28																			
	OLEUM	4.6																							
	TORMEY	4.0				s																			
	SELBY	3.6																							
D	VALLEJO JUNG.	3.1	7.38	9.31	9.49	s 10.21																			7.00 AM to 7.00 PM
D	CROCKETT	2.1			s	s 10.18																			7.00 AM to 7.00 PM
	ECKLEY	1.1																							
DNR	PORT COSTA	0.0	s 7.30PM	s 9.25PM	9.35PM	10.10PM	2.30AM	7.00AM	9.20AM	12.30PM															24 hours
DN	PORT COSTA	1.3	7.30	9.25	Via Martinez see page 9	Via Martinez see page 9	2.00		Via Martinez see page 9	Via Martinez see page 9															
DNR	BENICIA	0.0	7.10PM	8.59PM	Via Martinez see page 9	Via Martinez see page 9	1.20AM		Via Martinez see page 9	Via Martinez see page 9															
	(27.6)		Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday															

Time over District.....	(0.50)	(0.50)	(1.05)	(1.10)	(2.00)	(8.00)	(1.30)	(2.45)
Average speed per hour.....	33.12	33.12	25.45	25.00	13.80	3.43	18.33	11.26

See Pages 2, 3 and 4 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS.
 No 109—West Berkeley to leave passengers; Vallejo Junction Sunday only to receive passengers.
 No. 85—All stations to leave passengers from east of Martinez inclusive.

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. 143	
	270	274	222				14	16	6	48	18	20	12	2	4	24		April 28, 1912	
	Red Bluff Freight	Sacramento Way Freight	Sacram'to Ogden and Portland Fast Frt.				Portland Express	Oregon Express	C. P. Atlantic Express	Oroville Passenger	Sacramento Passenger	Sacramento & Marysville Passenger	Shasta Limited	San Francisco Overland Limited	C. P. Atlantic Express	Tonopah Express		STATIONS	
	Lv. Daily EX. SUNDAY	Leave Daily Ex. Sunday	Leave Daily Ex. Monday				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		DN SAN FRANCISCO	
		5.30AM	12.25AM				9.40PM	8.20PM	6.40PM	5.00PM	3.00PM	12.00 NOON	11.20AM	10.20AM	9.00AM	7.20AM	0.0	DN SAN FRANCISCO 32.4	
Siding 13,714 WTF P							s 11.35PM	s 10.05PM	s 8.38PM	s 6.33PM	s 4.47PM	s 1.50PM	1.07PM	12.05PM	s 10.42AM	s 9.00AM	32.4	DNR BENICIA 0.8	
Spur 1,020																	33.2	MAIL DOCK 0.6	
Siding 384											f	f					33.8	ARMY POINT 1.8	
Siding 3,460																	35.6	ARSENAL 3.0	
Siding 5,120							11.50	10.17	8.51	6.43	f 4.58	f 2.02	1.15	12.14	10.54	f 9.12	38.0	GOODYEAR 1.0	
Spur 1,088												f					40.0	HOYT 1.0	
											f	f					42.0	PIERCE 2.2	
							11.57PM	10.24	8.58	6.50	f 5.08	f 2.09	1.21	12.21	11.02	f 9.20	42.2	CYGNUS 0.6	
												f					42.8	TEAL 2.0	
												f					44.8	JACKSNIPE 1.0	
							12.02AM	10.30	9.04	6.57	5.14	2.15	1.26	12.26	11.08	9.27	45.6	SPRIG 2.9	
Siding 26,950 WFYO P		7.30	1.40				s 12.08	s 10.37	s 9.12	s 7.06	s 5.26	s 2.22	1.30	12.32	s 11.14	s 9.40	48.5	DN SUISUN 0.7	
Siding 9,992																	49.2	FAIRFIELD 3.0	
Siding 944							12.14	10.43	9.17	7.12	s 5.33	s 2.27	1.35	12.37	11.20	s 9.47	51.9	TOLENAS 1.9	
Siding 5,946											f	f					53.8	VANDEN 1.6	
Siding 9,992 WFY		9.00	2.45								f	f					55.4	CANNON 4.1	
Siding 5,269							f 12.27	10.56	s 9.29	7.23	s 5.50	s 2.40	1.48	12.49	s 11.36	s 10.05	59.5	D ELMIRA 4.7	
Siding 8,279 W		10.00	3.30				12.40	s 11.11	9.43	7.36	s 6.10	s 2.58	1.59	1.00	11.52	s 10.25	64.2	BATAVIA 3.3	
Siding 6,744		10.35					12.47	11.18	9.52	7.43	f 6.16	f 3.07	2.05	1.05	11.58AM	f 10.35	67.5	D DIXON 4.3	
Spur 307																	71.8	TREMONT 2.0	
Siding 13,872 WY	1.40PM	11.05	4.45				12.55AM	11.25	s 10.00	s 7.48	s 6.31	s 3.15	2.15PM	1.09	s 12.06PM	s 10.55	73.8	BRIGGSTON 1.8	
Spur 980																	75.6	DNR DAVIS 1.0	
Spur 854																	76.6	CHILES 2.5	
Siding 4,612	1.50	11.45AM	5.40				4.01	f 10.44	f 7.36								79.1	SWINGLE 1.3	
Siding 1,635	2.00		5.50				4.07	f 11.00	f 7.44								80.4	DR WEBSTER 3.5	
Spur 1,004																	83.9	KOBE 1.7	
Siding 3,192 P	2.10	12.25PM	6.05				4.13	11.08	7.48								85.6	LOVDAL 1.0	
Spur 3,844																	86.6	MIKON 1.1	
Term Yard WFTO P	2.20PM	12.55PM	6.20AM				4.20PM	11.15AM	7.55AM								87.7	WASHINGTON 1.1	
																	88.8	DNR SACRAMENTO	
			7.45AM														106.5	ROSEVILLE (56.4)	

Automatic Block

Double Track

(0.40) 19.80 (7.25) 7.55 (5.55) 9.56 (0.30) 26.00 (0.40) 19.80 (0.30) 26.40 (1.20) 32.40 (1.45) 32.23 (1.52) 30.32 (1.42) 34.88 (2.13) 25.44 (2.00) 28.20 (1.08) 33.11 (1.25) 39.81 (1.53) 29.94 (2.25) 23.34 Time over District 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. 18—Teal and Jacksnipe on Tuesday and Saturday; also on the day preceding a holiday.
- No. 6—Pierce, Cygnus and Teal on Tuesdays and Saturdays on signal.
- No. 14—Dixon on special instructions to receive passengers for north of Dunsmuir.

TOWARD SAN FRANCISCO

Time Table No. 143 April 28, 1912	Distance from Sacramento	FIRST CLASS											SECOND CLASS				THIRD CLASS			Telegraph Office Hours
		23	15	9	17	47	13	1	19	5	11	109	111	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	Hamilton MOTOR	Marysville Passenger	Red Bluff Freight	Sacram'to Way Freight	Oregon and Red Bluff 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	Ar. Daily EX. SUNDAY	Arrive Daily Ex. Sunday	Arrive Daily			
DN SAN FRANCISCO 32.4	88.8	7.30AM	9.10AM	10.10AM	11.10AM	11.30AM	12.30PM	2.10PM	7.30PM	8.30PM	8.50PM	10.40PM								
DNR BENICIA 0.8	56.4	s 5.35AM	s 7.05AM	8.15AM	s 9.10AM	s 9.50AM	s 10.42AM	s 12.18PM	s 5.35PM	s 6.32PM	s 7.10PM	s 8.59PM					2.00PM	12.45AM		
MAIL DOCK 0.6	55.6								f											
ARMY POINT 1.8	55.0								f											
ARSENAL 3.0	53.8				f															
GOODYEAR 1.0	50.8	5.26	6.55	8.06	s 8.56	9.41	10.29	12.07	s 5.19	6.22	7.00	8.46								
HOYT 1.0	49.8				f				f											
PIERCE 2.8	48.8				f				f											
CYGNUS 0.6	46.6	5.18	6.46	8.00	f 8.46	9.35	10.20	12.01PM	f 5.12	6.15	6.53	8.39								
TEAL 2.0	46.2				f				f											
JACKSNIFE 1.0	44.2				f				f											
SPRIG 2.9	43.2	5.13	6.40	7.55	8.37	9.30	10.14	11.55AM	5.02	6.09	6.47	8.34								
DN SUISUN 3.4	40.3	5.08	f 6.35	7.50	s 8.30	s 9.23	s 10.08	11.51	s 4.53	6.03	6.42	s 8.27					12.30PM	10.40PM		
FAIRFIELD 3.0	39.9				s															
TOLENAS 1.9	36.9	5.03	6.28	7.45	s 8.18	9.17	10.00	11.46	s 4.43	5.56	6.35	8.16					11.46AM			
VANDEN 1.6	35.0				f				f											
CANNON 4.1	33.4				f				f											
D ELMIRA 4.7	29.3	4.51	6.14	7.35	s 8.01	9.07	9.44	11.36	s 4.28	5.45	6.22	s 8.03					10.35	9.55		
BATAVIA 3.3	24.6				s		9.35		f								9.35			
D DIXON 4.3	21.3	4.37	6.01	7.23	s 7.43	8.57	f 9.30	11.24	s 4.13	5.34	6.12	s 7.50					8.57	9.15		
TREMONT 2.0	17.0	4.31	5.54	7.17	f 7.33	8.52	9.22	11.18	f 4.04	5.27	6.04	7.39								
BRIGGSTON 1.8	15.0																			
DNR DAVIS 1.0	13.2	4.23	5.48	7.12	s 7.25	8.47	9.15AM	11.12	s 3.57	5.21	5.58PM	s 7.28	10.50AM	3.30PM	6.30PM	6.20AM	7.40 7.07	8.45		
CHILES 2.5	12.2																			
SWINGLE (Spur) 1.3	9.7				f				f				f		f					
DR WEBSTER 3.5	8.4	4.17	5.40	7.06	f 7.15	8.40		11.06	f 3.45	5.12		7.17	10.41	f 3.19	f 6.22	6.03	6.45	7.55		
KOBE 1.7	4.9	4.11	5.35	7.01	7.10	8.35		11.00	3.40	5.06		7.11	10.36	f 3.11	f 6.17	5.50		7.40		
LOVDAL 1.0	3.2													f	f					
MIKON 1.1	2.2	4.06	5.31	6.57	7.06	8.30		10.56	3.37	5.02		7.06	10.32	3.07	6.12	5.40		7.25		
WASHINGTON 1.1	1.1																			
DNR SACRAMENTO 17.7	0.0	4.00AM	5.25AM	6.50AM	7.00AM	8.25AM		10.50AM	3.30PM	4.55PM		7.00PM	10.25AM	3.00PM	6.05PM	5.30AM	6.20AM	7.15PM		
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		

Time over District.....	(1.35)	(1.40)	(1.25)	(2.10)	(1.25)	(1.27)	(1.28)	(2.05)	(1.37)	(1.12)	(1.59)	(0.25)	(0.30)	(0.25)	(0.45)	(7.40)	(5.30)
Average speed per hour.....	35.62	33.84	39.81	26.02	39.81	29.79	38.45	27.07	34.88	36.00	28.43	31.68	26.40	31.68	17.60	7.50	10.26

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

Westward track Webster to Benicia not protected by Automatic Block Signals.

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.
 No. 13—Elmira 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		SECOND CLASS		FIRST CLASS										Distance from San Francisco	Time Table No. 143 April 28, 1912	
	288 Oakland-Roseville Freight	250 Tracy Way Freight	142 San Ramon Mixed	86 Bakersfield Passenger	150 Martinez and Bay Point Passenger	10 Fast Mail	26 The Owl	44 Livermore and San Ramon Passenger	50 San Joaquin Valley Flyer	52 Fresno Passenger	8 Los Angeles Passenger	46 Bay Point Passenger	84 Bakersfield Passenger	60 San Ramon Passenger			36 Tracy and Fresno Passenger
	Leave Daily Ex. Sunday	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 SUNDAY ONLY			Leave Daily
			7.40AM	9.40PM	7.00PM	7.00PM	6.20PM	4.00PM	3.00PM	2.00PM	10.40AM	9.40AM	8.40AM	7.40AM	7.00AM	0.0	DN SAN FRANCISCO (31.1)
Siding 227.98 WTIF	9.45PM	7.40AM	s 9.12AM	s 11.05PM	s 8.50PM	s 8.22PM	s 7.37PM	s 5.33PM	s 4.20PM	s 3.35PM	s 12.02PM	s 11.15AM	s 10.00AM	s 9.12AM	s 8.33AM	31.1	DNR PORT COSTA (1.0)
Siding 15.061			f		f			f				f		f		32.1	NEVADA DOCK (2.6)
Siding 9.888 WT	10.00	8.00	s 9.20	11.12	s 9.03	f 8.30	7.44	s 5.47	4.27	s 3.43	s 12.10	s 11.25	s 10.08	s 9.20	s 8.42	34.7	D MARTINEZ (1.3)
Siding 5.703			f					f				f		f		36.0	MOCOCO (0.8)
Siding 4.053 Y	10.10	8.25	s 9.30AM	11.18	9.12	8.36	7.49	s 5.55PM	4.32	s 3.49	12.17	s 11.35 11.42	f 10.19	s 9.30AM	s 8.50	38.1	D AVON (3.1)
Siding 8.180	10.20	8.45 9.45		11.22	s 9.20PM	f 8.40	7.53		4.36	s 3.55	f 12.24	s 11.52AM	s 10.30		s 8.57	41.2	D BAY POINT (1.8)
Spur 1.808										f				f	f	43.0	NICHOLS (1.8)
Siding 4.913	10.30	10.22		11.26		8.46	7.58		4.41	f 4.02	12.32		f 10.38		f 9.05	44.8	McAVOY (4.1)
Siding 5.715 W	10.45	10.45		11.33		f 8.53	8.03		4.46	s 4.09	s 12.42		s 10.45		s 9.13	48.9	N PITTSBURG (1.9)
Siding 1.323										f 4.13			f 10.48		f	50.8	LOS MEDANOS (2.8)
Siding 1.143																53.1	PRINCE (0.4)
Siding 3.838	11.00	11.05		11.39		f 9.03	8.09		4.52	s 4.18	s 12.50		s 10.53		s 9.22	53.5	D ANTIOCH (2.0)
Spur 870																55.5	NEWLOVE (1.8)
Siding 4.270	11.15	11.25		11.44		9.10	8.14		4.57	f 4.25	12.57		f 10.58		f 9.28	57.3	NEROLY (4.4)
Siding 7.729 W	11.30	11.50AM		11.50		9.17	8.19		5.02	s 4.33	1.04		s 11.07		s 9.35	61.7	D BRENTWOOD (5.2)
Siding 4.940	11.45PM	12.15PM		11.58PM		9.25	8.25		5.08	f 4.43	f 1.13		f 11.15		s 9.47	66.9	D BYRON (2.0)
										f	f		f		f	68.9	BYRON HOT SPRINGS (2.7)
Siding 2.738	12.05AM	12.45		12.05AM		9.32	8.31		5.14	f 4.52	1.20		f 11.23		f 9.55	71.6	HERDLYN (4.1)
Siding 6.314	12.25	1.15 1.55		12.12		9.38	8.36		5.21	s 5.00	1.26		f 11.30		s 10.02	75.7	D BETHANY (3.4)
Siding 2.519	12.40	2.05		12.18		9.44	8.41		5.26	5.06	1.32		11.37		10.07	79.1	JANNEY (3.1)
Term. Yard WFTYO P	1.00AM	2.15PM		s 12.25AM		s 9.50PM	s 8.47PM		s 5.32PM	s 5.15PM	s 1.40PM		s 11.45AM		s 10.13AM	82.2	DNR TRACY (51.1)
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	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	Arrive SUNDAY ONLY	Arrive Daily	

(3.15)	(6.35)	(0.18)	(1.20)	(0.30)	(1.28)	(1.10)	(0.22)	(1.12)	(1.40)	(1.38)	(0.37)	(1.45)	(0.18)	(1.40)	.....	Time over District
15.72	7.76	23.33	38.12	20.00	34.83	43.80	19.09	42.51	31.26	31.29	16.20	29.20	23.33	30.60	.....	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.
- No. 8—Brentwood to leave passengers and receive passengers for Los Angeles and south.

TOWARD SAN FRANCISCO.

Time Table No. 143 April 28, 1912	Distance from Tracy	FIRST CLASS							SECOND CLASS					THIRD CLASS				Telegraph Office Hours		
		87	25	49	3	83	59	7	141	143	145	185	149	287	249					
		Bakersfield Passenger	The Owl	San Joaquin Valley Flyer	Pacific Express	Bakersfield Passenger	San Ramon Passenger	Los Angeles Passenger	Livermore and San Ramon Passenger	Bay Point Passenger	San Ramon Mixed	Tracy and Fresno Passenger	Bay Point Passenger	Roseville-Fresno Freight	Tracy Way Freight					
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily						
SAN FRANCISCO (31.1)	82.2	7.50AM	8.10AM	12.30PM	2.50PM	4.10PM	6.50PM	7.10PM	9.30AM	6.10PM	6.50PM	11.10PM	11.50PM							
DNR PORT COSTA 1.0	51.1	6.25AM	6.51AM	10.55AM	1.25PM	2.50PM	4.54PM	5.33PM	7.40AM	4.20PM	4.45PM	9.32PM	10.05PM	9.00AM	11.55AM			24 hours		
NEVADA DOCK 2.6	50.1									f										
D MARTINEZ 1.3	47.5	s 6.15	6.43	s 10.44	s 1.13	2.43	s 4.47	s 5.24	s 7.32	s 4.11	s 4.27	s 9.20	s 9.53	8.42	11.25			7.00 AM to 7.00 PM		
MOCOCO 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	f 10.37	1.05	2.39	4.40PM	f 5.19	7.25AM	s 4.03	4.10PM	s 9.12	s 9.45 9.41	8.25	10.45			7.00 AM to 7.00 PM		
D BAY POINT 1.8	41.0	s 6.03	6.34	s 10.30	12.58	2.35		s 5.13		3.55PM		s 9.06	9.35PM	8.10	10.30 9.45			7.00AM to 7.00PM		
NICHOLS 1.8	39.2							f				f								
McAVOY 4.1	37.4	5.58	6.30	f 10.22	12.50	2.30		f 5.08				f 9.01		8.00	9.05					
N PITTSBURG 1.9	33.3	5.51	6.25	s 10.14	12.42	2.25		s 5.02				s 8.53		7.45	8.40			7.00 PM to 7.00 AM		
LOS MEDANOS 2.3	31.4			f 10.11				f				f								
PRINCE 0.4	29.1																			
D ANTIOCH 2.0	28.7	5.43	6.19	s 10.07	s 12.34	2.19		s 4.52				s 8.38		7.30	8.15			7.00 AM to 7.00 PM		
NEWLOVE 1.8	26.7			f																
NEROLY 4.4	24.9	5.37	6.14	f 10.01	12.28	2.14		f 4.41				f 8.30		7.20	7.55					
D BRENTWOOD 5.2	20.5	5.30	6.08	s 9.55	12.22	2.08		s 4.33				s 8.19		7.05	7.35			7.00 AM to 7.00 PM		
D BYRON 2.0	15.3	5.21	6.00	s 9.47	12.15	f 2.01		f 4.23				s 8.02		6.45	7.10			7.00 AM to 7.00 PM		
BYRON HOT SPRINGS 2.7	13.3			f		f		f				f								
HERDLYN 4.1	10.6	5.12	5.53	f 9.37	12.07	1.55		4.14				f 7.50		6.30	6.50					
D BETHANY 3.4	6.5	5.05	5.48	s 9.30	12.01PM	1.50		f 4.07				s 7.43		6.15	6.30			7.00 AM to 7.00 PM		
JANNEY 3.1	3.1	5.00	5.43	9.24	11.55AM	1.45		4.02				7.37		6.00	6.15					
DNR TRACY (15.1)	0.0	4.55AM	5.38AM	9.18AM	11.50AM	1.40PM		3.55PM				7.30PM		5.50AM	6.00AM			24 hours		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Time over District.....		(1.30)	(1.13)	(1.37)	(1.35)	(1.10)	(0.14)	(1.38)	(0.15)	(0.25)	(0.35)	(2.02)	(0.30)	(3.10)	(5.55)					
Average speed per hour.....		34.06	42.00	31.60	32.27	43.80	30.00	32.07	28.00	24.24	12.00	25.09	20.00	16.19	9.00					

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

ADDITIONAL STOPS.

No. 145—Peyton and Mococo to leave passengers from points on San Ramon Branch.

Length of sidings in feet, and the location of scales, fuel, water and turning stations.	THIRD CLASS				FIRST CLASS													Distance from San Francisco	STATIONS
	220	242	280	278	44	98	182	96	38	94	504	92	32	82	90	500	110		
	Ogden Manifest Lv. Daily Ex. Sun.	Fresno Mdse. Freight Lv. Daily Ex. Sun.	San Jose Way Freight Lv. Daily Ex. Sun.	Tracy Way Freight Lv. Daily Ex. Sun.	Livermore & San Ramon Passenger Leave Daily	San Jose Passenger Leave Daily	San Jose & Stockton Passenger Leave Daily	Livermore Passenger Leave Daily	Stockton and Lodi Passenger Leave Daily	San Jose Passenger Leave Daily	Passenger Milk Train Leave Daily	San Jose Passenger Leave Daily	Stockton & Sacramento Express Leave Daily	Sacramento Passenger Leave Daily	San Jose Passenger Leave Daily	Passenger Milk Train Leave Daily	Sacramento Newspaper Passenger Leave Daily		
					4.00PM	6.40PM	5.20PM	4.40PM	4.00PM	2.40PM	1.20PM	1.00PM	9.00AM	7.20AM			2.15AM	0.0	DN SAN FRANCISCO
						6.58	5.38	4.58	4.18	2.58	1.38	1.18	9.18	7.38			2.33	3.5	DN OAKLAND PIER
						7.12PM	5.47PM	5.07PM	4.27PM	3.07PM	1.47PM	1.27PM	9.27AM	7.47AM	6.10AM		2.45AM	3.5	DNR OAKLAND PIER
																4.30AM		4.9	DNR WEST OAKLAND W. P. Crossing (Chestnut Street)
Term. Yard WTYFOI			10.45AM	3.30AM															
I Siding 26,090						s 7.20	s 5.55	s 5.17	s 4.34	s 3.16	s 1.56	s 1.35	s 9.37	s 7.54	s 6.18	s 4.35	s 2.52	6.7	OAKLAND (First St.) Webster St. Crossing.
Siding 13,311 WI						7.23	f 5.58	f 5.20	4.38	f 3.20	2.01	f 1.39	9.41	7.58	f 6.22	s 4.38	2.56	8.3	EAST OAKLAND
Siding 3,409																		9.0	23RD AVENUE.
Siding 3,223 I						s 7.26	s 6.02	s 5.24	s 4.42	s 3.23	s 2.05	s 1.43	s 9.43	s 8.02	s 6.25	s 4.43	2.59	9.6	FRUITVALE
Siding 192																		11.6	KOHLER
Spur 843						f	f	f		f	f	f						12.0	FITCHBURG
Siding 5,229			11.15	3.55		f 7.34	f 6.14	f 5.31	4.50	f 3.33	f 2.15	f 1.53	f 9.51	8.09	f 6.32	f 4.50	3.06	13.4	DNR ELMHURST
Siding 7,980 W			11.40	4.00		s 7.38	s 6.20	s 5.34	4.53	s 3.38	s 2.19	s 1.57	s 9.57	8.12	s 6.36	f 4.53	3.08	14.8	D SAN LEANDRO
						f	f	f		f	f	f			f			15.3	SOUTH SAN LEANDRO
Siding 806						f	f	f		f	f	f			f			16.5	ESTUDILLO
Siding 4,548			11.50AM	4.10		s 7.45	s 6.30	s 5.40	4.57	s 3.43	f 2.25	s 2.04	s 10.00	8.17	s 6.41	f 4.58	3.12	17.5	D LORENZO
						f	f	f		f	f	f			f			18.5	CHERRY
Siding 10,587			12.25PM	4.20		s 7.52	s 6.38	s 5.47	5.01	s 3.49	s 2.32	s 2.10	s 10.08	8.22	s 6.47	s 5.03	3.15	20.1	D HAYWARD
						f	f					f						21.6	HARDER
Siding 2,776			12.40	4.30		7.58	6.44	f 5.55	5.09	3.56	2.40	2.18	10.15	8.29	6.54	5.09	3.21	24.0	HALVERN
Siding 5,785			1.05	4.40		s 8.05	s 6.50	s 6.00	5.14	s 4.02	f 2.46	s 2.24	s 10.20	8.34	s 7.02	s 5.14	3.27	26.5	D DECOTO
Siding 16,133 WY	11.55PM	10.55PM	1.20PM	4.50		s 8.09PM	s 7.00	s 6.09	s 5.22	s 4.08PM	s 2.52PM	s 2.30PM	s 10.28	s 8.42	s 7.08AM	s 5.20AM	s 3.31	29.2	DNR NILES
Spur 460																		30.0	ALSTON
Siding 2,048	12.05AM	11.05		5.05			f 7.06	f 6.16	5.26					f 10.35	8.47			31.7	FARWELL
							f	f										32.7	MAYBORG
							f	f										33.7	BRIGHTSIDE
Siding 5,182	12.25	11.20		5.30			s 7.15	s 6.27	s 5.33					s 10.45	8.55			35.6	D SUNOL
Spur 352							f	f						f				36.6	BONITA
Spur 263							f	f						f				37.6	VERONA
Siding 11,502 P	12.45	11.35		6.30			s 7.27	s 6.45	s 5.45					s 10.59	s 9.06			40.9	D PLEASANTON
YP	12.50	11.40		6.45		7.05PM	f 7.29	6.49	5.47					11.02	9.08			42.0	RADUM
Siding 3,504																		42.4	REMILLARD
Siding 4,406	12.55	11.45		6.50		f 7.07	7.31	f 6.53	5.49					f 11.05	9.10			43.0	ELIOT
Siding 15,325 WT P	1.10	11.55PM		7.15 8.15		7.15PM	s 7.40	7.05PM	s 5.58					s 11.15	s 9.17		s 4.05	46.9	DNR LIVERMORE
Siding 4,113	1.30	12.15AM		8.40			7.47		6.06					f 11.22	9.24			50.5	ULMAR
Siding 6,695 T P	2.00	12.40		9.10			f 7.58		6.15					s 11.30	9.35			55.0	DN ALTAMONT
Siding 1,709 P	2.20	1.00		9.45			8.12		6.23					f 11.40	9.45			59.5	CAYLEY
Siding 3,995 P	2.35	1.15		10.30			f 8.23		6.30					s 11.48	9.53			63.0	MIDWAY
Siding 1,722	2.50	1.35		10.55			8.32		6.40					11.59AM	10.04			68.7	ELLIS
WFTYO Term. Yard P	3.00AM	1.45AM		11.05AM			s 8.37PM		s 6.45PM					s 12.05PM	s 10.10AM		s 4.55AM	70.8	DNR TRACY
	Ar. Daily Ex. Mon.	Ar. Daily Ex. Mon.	Ar. Daily Ex. Sun.	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		
	(3.05) 13.49	(2.50) 15.03	(2.35) 9.40	(7.35) 8.69		(0.10) 29.40	(0.57) 26.31	(2.50) 23.75	(1.58) 22.03	(2.18) 29.13	(1.01) 25.26	(1.05) 24.19	(1.03) 25.27	(2.38) 25.72	(2.23) 28.31	(0.58) 26.59	(0.50) 29.16	(2.10) 31.06	.....Time over District.....Average speed per hour

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

No. 90 Cherryland on flag at mile post 19.

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

TOWARD SAN FRANCISCO.

Westward. 11

Time Table No. 143		Distance from Tracy	FIRST CLASS										SECOND CLASS			THIRD CLASS		FOURTH CLASS		Telegraph Office Hours
April 28, 1912			89	93	91	81	95	181	31	97	37	51	141			219	279		277	
STATIONS		San Jose Passenger	Livermore Passenger	San Jose Passenger	Stockton-Lodi Passenger	San Jose Passenger	Stockton Passenger	Stockton and Sacramento Express	San Jose Passenger	Sacramento Passenger	Fresno Passenger	Livermore & San Ramon Passenger			Ogden Manifest	San Jose Way Freight		Tracy Way Freight		
DN SAN FRANCISCO		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday		
DN SAN FRANCISCO 3.5		70.8	7.30AM	8.30AM	9.30AM	10.50AM	2.50PM	3.10PM	4.30PM	6.50PM	7.30PM	10.00PM								
DN OAKLAND PIER 3.5		67.3	7.08	8.08	9.08	10.28	2.28	2.48	4.08	6.28	7.08	9.38								
DNR OAKLAND PIER 1.4		67.3	7.00AM	8.00AM	9.00AM	10.24AM	2.15PM	2.40PM	4.00PM	6.20PM	7.02PM	9.35PM						24 hours		
DNR WEST OAKLAND 1.8		65.9														7.50PM		11.25AM	24 hours	
OAKLAND (First St.) 1.6		64.1	s 6.50	s 7.50	s 8.48	s 10.15	s 2.04	s 2.31	s 3.49	s 6.12	s 6.53	s 9.28								
EAST OAKLAND 0.7		62.5	f 6.43	7.43	8.42	10.12	1.57	2.27	3.44	6.08	6.48	9.25								
23RD AVENUE 0.6		61.8																		
FRUITVALE 2.0		61.2	s 6.39	s 7.38	s 8.37	s 10.09	s 1.51	s 2.23	s 3.39	s 6.04	s 6.46	s 9.23								
KOHLER 0.4		59.2																		
FITCHBURG 1.4		58.8					f													
DNR ELMHURST 1.4		57.4	f 6.29	7.30	f 8.27	10.00	s 1.41	2.13	f 3.31	f 5.54	6.38	9.18				7.20		10.50	24 hours	
D SAN LEANDRO 0.5		56.0	s 6.25	s 7.27	s 8.23	9.57	s 1.36	2.09	s 3.28	s 5.50	6.35	9.16				7.10		10.40	6.30 AM to 6.30 PM	
SOUTH SAN LEANDRO 1.2		55.5	f	f			f		f											
ESTUDILLO 1.0		54.3	f																	
D LORENZO 1.0		53.3	s 6.17	s 7.20	s 8.17	9.52	s 1.28	2.04	s 3.22	s 5.40	6.30	9.13				6.55		10.20	6.30 AM to 6.30 PM	
CHERRY 1.6		52.3	f	f	f		f		f											
D HAYWARD 1.5		50.7	s 6.11	s 7.14	s 8.11	9.48	s 1.22	1.59	s 3.17	s 5.31	6.27	9.09				6.40 6.15		10.08	6.45 AM to 6.45 PM	
HARDER 2.4		49.2	f	f			f		f											
HALVERN 2.5		46.8	f 6.00	7.06	7.59	9.41	1.12	1.52	3.10	5.21	6.21	9.03				5.55		9.41		
D DECOTO 2.7		44.3	s 5.53	s 7.02	s 7.52	9.36	s 1.05	1.47	s 3.06	s 5.14	6.17	8.58				5.40		9.25	6.00 AM to 6.00 PM	
DNR NILES 0.8		41.6	s 5.45AM	s 6.57	7.47AM	9.31	1.00PM	s 1.41	s 3.00 2.52	5.05PM	s 6.09	s 8.53			5.15PM	5.25PM		9.15	24 hours	
ALSTON 1.7		40.8																		
FARWELL 1.0		39.1		f 6.47		9.24		1.34	f 2.47		6.02	8.46			5.03			8.47		
MAYBORG 1.0		38.1		f																
BRIGHTSIDE 1.9		37.1		f																
D SUNOL 1.0		35.2		s 6.40		9.17		f 1.26	s 2.37		s 5.55	8.38			4.43			8.15	6.30 AM to 6.30 PM	
BONITA 1.0		34.2		f				f			f									
VERONA 3.3		33.2		f				f			f									
D PLEASANTON 1.1		29.9		s 6.30		s 9.06		s 1.16	s 2.25		s 5.45	8.27			4.16			7.30	7.00 AM to 7.00 PM	
RADUM 0.4		28.8		6.28		9.03		1.13	2.22		5.43	8.24	6.13AM		4.10			6.55		
REMILLARD 0.6		28.4																		
ELIOT 3.9		27.8		f 6.26		8.59		1.11	f 2.18		5.41	8.22	f 6.11		4.05			6.50		
DNR LIVERMORE 3.6		23.9		6.20AM		s 8.52		s 1.05	s 2.12		s 5.35	s 8.15	6.00AM		3.45			6.20 5.00	24 hours	
ULMAR 4.5		20.3				8.40		12.57	f 2.03		5.25	8.07			3.20			4.45		
DN ALTAMONT 4.5		15.8				8.30		f 12.50	s 1.53		f 6.17	7.58			3.00			4.22	24 hours	
CAYLEY 3.5		11.3				8.20		12.42	f 1.44		5.06	7.48			2.35			3.45		
MIDWAY 5.7		7.8				8.13		12.33	f 1.37		4.57	7.41			2.15			3.30		
ELLIS 2.1		2.1				8.03		12.22	1.25		4.45	7.28			1.43			3.10		
DNR TRACY (67.3)		0.0				7.58AM		12.18PM	1.20PM		4.41PM	7.23PM			1.30PM			3.00AM	24 hours	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday		

Time over District.....	(1.15)	(1.40)	(1.13)	(2.26)	(1.15)	(2.22)	(2.40)	(1.15)	(2.24)	(2.12)	(0.13)			(3.45)	(2.25)		(8.25)
Average speed per hour.....	20.56	26.04	21.12	34.50	20.56	28.31	25.33	20.56	28.00	33.09	22.61			11.92	9.55		7.28

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. 37—Hayward, Lorenzo and San Leandro to leave passengers from east and south of Niles.
 Nos. 89 and 97—Handle milk west of Niles. No. 93 handles milk east of Niles and at Hayward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS							Distance from San Francisco	Time Table No. 143		Distance from San Jose	FIRST CLASS				SECOND CLASS		THIRD CLASS		Telegraph Office Hours	
	802								April 28, 1912			505				513		801			
	Way Freight	San Jose Passenger	Passenger Milk Train	San Jose Passenger	Santa Cruz Passenger	Passenger Milk Train	Leave Daily		Leave Daily	San Jose Passenger		Niles Passenger	Santa Cruz Passenger	San Jose Passenger	Passenger Milk Train	Passenger Milk Train	Way Freight	Arrive Daily Ex. Sunday			
	Leave Daily Ex. Sunday	5.00PM	1.20PM	1.40PM	8.00AM	5.18	5.27PM	0.0	DN SAN FRANCISCO	47.4	9.30AM	9.08	9.03AM	5.50PM	10.00PM	9.30AM	7.50PM				
		5.18	Via Hayward	1.58	8.18	5.27PM	8.27AM	3.5	DN OAKLAND PIER	43.9	9.08	9.08	9.03AM	5.28	9.28	9.08	7.28				
				2.07PM	8.27AM			3.5	DNR OAKLAND PIER	43.9				5.20PM	9.25PM	8.50AM	7.15PM		24 hours		
Term. Yard WTYFOI	9.45AM							4.9	Cedar St. Crossing DNR WEST OAKLAND W. P. Crossing Chestnut Street.	42.5									7.30PM	24 hours	
(I)		s 5.36		s 2.17	s 8.36			6.7	OAKLAND (First St.) Webster St. Crossing.	40.7	s 8.53		s 8.53	s 5.09	s 9.13	s 8.38	s 7.02				
Siding 13,311		5.40		2.20	8.40			8.3	EAST OAKLAND	39.1	8.49			5.04	9.08	8.26	6.57				
Siding 3,409								9.0	23RD AVENUE	38.4											
Siding 3,223		s 5.46		s 2.23	s 8.44			9.6	FRUITVALE (No Siding)	37.8	s 8.46		s 8.46	s 5.00	s 9.05	s 8.22	s 6.53				
Siding 5,229	10.15AM	f 5.58		f 2.32	s 8.52			13.4	DNR ELMHURST	34.0	f 8.35		f 8.35	f 4.53	s 8.55	s 8.12	s 6.44		7.00	24 hours	
Siding 1,032	10.25	f 6.03		f 2.36	f 8.57			15.6	MULFORD	31.9	f 8.32		f 8.32	f 4.48	f 8.50	f 8.06	f 6.36		6.50		
Spur 1,550	10.35	f 6.08		f 2.40	f 9.02			17.8	ROBERT	29.6	f 8.28		f 8.28	f 4.42	f 8.45	f 8.02	f 6.30		6.40		
Siding 4,244	10.45	f 6.12		f 2.45	f 9.07			20.1	RUSSELL	27.3	f 8.23		f 8.23	f 4.37	s 8.40	f 7.56	f 6.23		6.23		
Siding 1,578	11.05	s 6.18		f 2.48	s 9.10			21.6	MOUNT EDEN	25.8	s 8.20		s 8.20	s 4.33	s 8.37	f 7.52	f 6.18		5.55		
Spur 567		f		f				22.6	ARFFS	24.8	f		f	f	f	f	f				
Siding 801	11.59AM	s 6.27		s 2.57	s 9.18			25.3	ALVARADO	22.1	s 8.13		s 8.13	s 4.26	s 8.29	f 7.42	f 5.57		5.40	7.00 AM to 7.00 PM	
		f		f				26.4	HALL	21.0											
Siding 999	12.15PM	f 6.33		f 3.03	f 9.25			28.4	ARDEN	19.0	f 8.07		f 8.07	f 4.18	f 8.23	f 7.34	f 5.45		5.20		
Siding 5,997	12.45	s 6.37	s 3.22PM	s 3.08	s 9.30	s 5.40AM		30.6	DNR NEWARK	16.8	s 8.03	s 9.52AM	s 8.03	s 9.52AM	s 4.13	s 8.18	s 7.27AM	s 5.37PM		5.10	24 hours
Siding 791	12.55	f 6.42	f 3.28	f 3.13	f 9.35	f 5.45		32.8	MOWRY	14.6	f 7.59	9.45	f 7.59	9.45	f 4.08	f 8.14				4.47	
Siding 4,499	1.01	f 6.44	3.32	f 3.17	f 9.42	5.47		34.1	ALBRAE	13.3	f 7.56	9.42	f 7.56	9.42	f 4.05	f 8.12				4.40	
		f		f				36.0	PHOENIX GUN CLUB	11.4	f		f	f	f						
Siding 690	1.10	f 6.48	f 3.36	f 3.23	f 9.47	f 5.52		36.5	DRAWBRIDGE	10.9	f 7.51	f 9.35	f 7.51	f 9.35	f 4.01	f 8.07				4.30	
Siding 1,207	1.30	s 6.53	f 3.43	f 3.30	s 9.54	f 6.00		39.1	ALVISO	8.3	s 7.46	s 9.28	s 7.46	s 9.28	s 3.57	s 8.02				4.20	7.30 AM to 7.30 PM
Siding 4,068	1.50	s 6.58	f 3.52	s 3.36	s 10.01	f 6.07		41.7	AGNEW	5.7	s 7.41	s 9.22	s 7.41	s 9.22	s 3.52	s 7.57				3.52	
Siding 5,604	2.05PM	s 7.05PM	s 4.05PM	s 3.45PM	s 10.10AM	s 6.15AM		44.8	SANTA CLARA	2.6	7.35AM	s 9.15AM	7.35AM	s 9.15AM	3.45PM	7.50PM				3.10PM	6.40 AM to 7.15 PM

Trains between Santa Clara, San Jose and West San Jose will be Governed by Coast Division Time Table.

Term. Yard	2.20PM	7.15PM	4.15PM	3.55PM	10.20AM	6.25AM	47.4	DR WEST SAN JOSE	0.0	3.35PM	7.40PM	47.5	DNR SAN JOSE	0.0	7.25AM	9.10AM	1.45PM	3.00PM	24 hours
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		SANTA CRUZ		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday

(4.20)	(1.38)	(0.43)	(1.38)	(1.43)	(0.35)	Time over District	(1.28)	(0.37)	(1.35)	(1.35)	(1.23)	(1.38)	(4.20)
9.53	25.28	20.00	25.10	24.05	24.34	Average speed per hour	28.15	28.40	26.08	26.08	29.83	25.10	8.05

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

See pages 10 and 11 additional trains between Oakland Pier, West Oakland and Elmhurst.

Train Register in switch house, College Park.

Passenger Trains moving from Centerville Branch to Santa Clara via Newark will use east leg of Wye at Newark and back up to station, complying with Rule 99.

Passenger Trains moving from Santa Clara to Centerville Branch via Newark will take east leg of Wye at Newark and back up to station on west leg Wye, complying with Rule 99.

Eastward

FROM SAN FRANCISCO

Dumbarton and Centerville Branch

TOWARD SAN FRANCISCO

Westward. 13

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. 143 April 28, 1912	Distance from Niles	FIRST CLASS				SECOND CLASS		THIRD CLASS		Telegraph Office Hours	
		220 Ogden and Portland Manifest Freight	242 Fresno Merchandise Freight				188 Niles Passenger					507 Passenger Milk Train (508)	509 Passenger Milk Train (510)			513 Passenger Milk Train	515 Passenger Milk Train		219 Ogden Manifest Freight		
		Leave Daily Except Sunday	Leave Daily Except Sunday				Leave Daily					Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily		Arrive Daily		
		9.30PM	8.30PM					0.0	DN SAN FRANCISCO 25.4	42.9						8.30PM					
		10.45PM	9.45PM					25.4	DNR REDWOOD 2.6	17.5						7.00PM	24 hours				
Spur 610		10.55	9.55					28.0	SWEENEY 1.2	14.9						6.45					
Siding 7,784		11.00	10.00					29.2	HENDERSON 4.0	13.7						6.40					
Siding 2,997		11.15	10.15					33.2	DUMBARTON 4.0	9.7						6.20					
Siding 5,747 WY		11.25	10.25				s 9.57AM	37.2	Auto. Block } DNR NEWARK 2.8	5.7	s 5.36AM	s 3.15PM		s 7.25AM	s 5.33PM	6.00	24 hours				
Siding 5,005		11.35	10.35				s 10.02	40.0	CENTERVILLE 2.4	2.9	f 5.30	s 3.10		s 7.20	s 5.27	5.45					
IY								42.4	W. P. Crossing 0.5	0.5											
Siding 16,133 WY		11.45PM	10.45PM				10.12AM	42.9	DNR NILES 0.5	0.0	5.23AM	3.00PM		7.12AM	5.20PM	5.30PM	24 hours				
		Arrive Daily Except Sunday	Arrive Daily Except Sunday				Arrive Daily		(17.5)		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily					
		(1.00) 17.50	(1.00) 17.50				(0.15) 26.13		Time over District		(0.13) 26.39	(0.13) 26.39		(0.13) 26.39	(0.13) 26.39	(1.30) 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.

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. 143 April 28, 1912	Distance from San Jose	FIRST CLASS					SECOND CLASS		THIRD CLASS	Telegraph Office Hours
	280 San Jose Way Freight	98 San Jose Passenger	190 San Jose Passenger	94 San Jose Passenger	92 San Jose Passenger	188 San Jose Passenger	90 San Jose Passenger	89 San Jose Passenger				91 San Jose Passenger	95 San Jose Passenger	97 San Jose Passenger	189 San Jose Passenger	513 Passenger Milk Train	515 Passenger Milk Train	279 San Jose Way Freight		
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		
		6.40PM	5.20PM	2.40PM	1.00PM	9.00AM		0.0	DN SAN FRANCISCO 29.2	46.7										
Siding 16,133 WY	2.42PM	8.12PM	7.05PM	4.10PM	2.33PM	10.30AM	7.10AM	29.2	DNR NILES 0.5	17.5	s 5.45AM	s 7.45AM	s 1.00PM	s 5.00PM	s 6.00PM	s 7.09AM	s 5.18PM	4.30PM	24 hours	
IY									W. P. Crossing 3.0	17.0										
Siding 3,763	3.00	s 8.19	s 7.12	s 4.17	s 2.38	s 10.37	s 7.18	32.7	IRVINGTON 3.6	14.0	s 5.39	s 7.38	s 12.50	s 4.50	s 5.53	f 7.02	f 5.11	4.17		
Siding 3,281	3.20	s 8.25	s 7.20	s 4.23	s 2.44	s 10.44	s 7.31	36.3	D WARM SPRINGS 4.4	10.4	s 5.34	s 7.31	s 12.44	s 4.43	s 5.46	f 6.53	f 5.03	4.00	6.15 AM to 6.15 PM	
Siding 4,430	3.40	s 8.34	s 7.28	s 4.35	s 2.53	s 10.53	s 7.44	40.7	D MILPITAS 2.6	6.0	s 5.26	s 7.22	s 12.37	s 4.35	s 5.37	f 6.43	f 4.55	3.40	6.00 AM to 6.00 PM	
Siding 3,007	4.00	f 8.40	f 7.34	f 4.42	f 2.58	f 10.58	f 7.52	43.3	WAYNE 3.4	3.4	f 5.22	f 7.17	f 12.32	f 4.30	f 5.32	f 6.37	f 4.42	3.25		
Term. Yard. IWFTO	4.25PM	8.50PM	7.40PM	4.55PM	3.05PM	11.05AM	8.05AM	46.7	DNR SAN JOSE 0.5	0.0	5.15AM	7.10AM	12.25PM	4.25PM	5.25PM	6.30AM	4.30PM	3.15PM	24 hours	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		
	(1.43) 10.59	(0.38) 27.36	(0.35) 30.00	(0.45) 23.33	(0.32) 32.81	(0.35) 30.00	(0.55) 19.09		Time over District		(0.30) 35.00	(0.35) 30.00	(0.35) 30.00	(0.35) 30.00	(0.35) 30.00	(0.39) 27.00	(0.48) 21.87	(1.30) 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.

Calistoga Branch—TOWARD SAN FRANCISCO.

Westward.

15

Time Table No. 143 April 28, 1912	Distance from Calistoga	FIRST CLASS				SECOND CLASS								4TH CLASS	Telegraph Office Hours
		61 Calistoga Passenger	67 Santa Rosa Passenger	63 Calistoga Passenger	69 Santa Rosa Passenger	161 Passenger	71 Napa Mixed	75 Passenger	167 Vallejo Mixed	163 Vallejo Mixed	73 Vallejo Passenger	175 Passenger	169 Vallejo Mixed	261 Calistoga Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Ar. Daily Ex. Sun.		
DN SAN FRANCISCO 30.0	71.7	9.30AM	9.30AM	6.10PM	6.10PM				11.30AM	12.30PM	4.10PM				
DR SOUTH VALLEJO 1.1	41.7	7.27AM	7.37AM	4.19PM	4.29PM				9.50AM	10.50AM	2.40PM		6.13PM		
NORTH VALLEJO 3.3	40.6	s 7.24	s 7.35	s 4.17	s 4.27				s 9.47	s 10.47	s 2.37		s 6.09	7.00 AM to 7.00 PM	
FLOSDEN 2.9	37.3	7.18	f 7.29	4.11	f 4.21				f 9.40	f 10.38	f 2.31		f 6.01		
DR NAPA JUNCTION 3.7	34.4	s 7.13	7.23AM	s 4.05	4.15PM										
THOMPSON 3.2	30.7	f 7.04		f 3.52		6.13AM	7.25AM	9.25AM	9.35AM	s 10.30	s 2.25PM	5.20PM	5.55PM	11.35AM	
IMOLA 1.3	27.5			f		f 6.05	f 7.15	f 9.15		f 10.23	f	f 5.13		6.45 AM to 6.45 PM	
DR NAPA 2.3	26.2	s 6.54		s 3.42											
R UNION 2.4	23.9	s 6.47		s 3.35		5.55AM	7.05AM	9.05AM		10.15AM	2.10PM	5.05 s 4.30	11.10 10.15	6.20 AM to 7.00 PM	
OAK KNOLL 1.5	21.5	f 6.43		f 3.29								4.23PM	9.50		
TRUBODY 2.3	20.0	f		f									9.30		
D YOUNTVILLE 3.5	17.7	s 6.34		s 3.21									9.15	6.00 AM to 6.00 PM	
D OAKVILLE 1.9	14.2	s 6.25		s 3.13									9.05	6.00 AM to 6.00 PM	
D RUTHERFORD 1.8	12.3	s 6.22		s 3.08									8.55	6.00 AM to 6.00 PM	
ZINFANDEL 0.9	10.5	f 6.19		f 3.04								From Union Branch	8.50	6.00 AM to 6.00 PM	
THOMANN 0.3	9.6														
CRANE 1.0	9.3	f 6.16		f											
ST. HELENA 1.1	8.3	s 6.13		s 2.59									8.40		
KRUG 0.8	7.2	f		f											
BARRO 2.2	6.4	f 6.04		f 2.54									8.30		
BALE 0.8	4.2	f		f											
LARKMEAD 0.7	3.4	f 5.57		f 2.47									8.20		
MAPLE 2.7	2.7	f		f											
DR CALISTOGA (41.7)	0.0	5.50AM		2.40PM									8.05AM	5.30 AM to 7.10 PM	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Lv. Daily Ex. Sun.	
Time over District.....		(1.37)	(0.14)	(1.30)	(0.14)	(0.18)	(0.20)	(0.15)	(0.20)	(0.35)	(0.30)	(0.22)	(0.18)	(3.30)	
Average speed per hour.....		26.55	31.27	25.25	31.27	27.33	24.60	32.80	21.90	26.55	31.00	23.50	24.33	9.50	

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

ADDITIONAL STOPS.

All trains Louisana Street, between Flosden and North Vallejo, on signal.
 No. 61 and 63—Suscol and Middleton on signal.
 Nos. 71, 75 and 175—Suscol on signal.
 Nos. 67, 69, 167 and 169—Orphan's Home on signal.
 No. 163—Suscol and Orphan's Home on signal.
 Nos. 161, 175—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.)

Vallejo Junction—Vallejo Ferry.

TOWARD SAN FRANCISCO.

Westward.

Time Table No. 143 April 28, 1912	Distance from No. Vallejo Wharf	FERRY										Telegraph Office Hours	
		TO 41 and 36	TO 47	TO 8 and 13	TO 83	TO 43	TO 48 and 19	TO 150	Daily Ex. Sun.	Sunday Only	Sunday only		
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN SAN FRANCISCO 28.0	31.6	9.30AM	11.30AM	12.30PM		4.10PM	6.10PM	7.30PM					
D VALLEJO JUNG. 2.0	3.6	7.52AM	10.05AM	11.07AM		2.55PM	4.42	6.00PM		8.20PM			
D SOUTH VALLEJO 1.6	1.6	7.40 7.30	9.50	10.55	12.45PM	2.40	4.30 4.20		7.00PM	8.07	9.05PM		
NO. VALLEJO WHF. 1.6	0.0	7.20AM	9.40AM	10.40AM	12.35PM	2.30PM	4.08PM	5.45PM	6.50PM	7.55PM	8.55PM		

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. 143 April 28, 1912	Distance from Radum	FIRST CLASS		SECOND CLASS				Telegraph Office Hours		
	142 San Ramon Mixed				44 Livermore and San Ramon Passenger		60 San Ramon Passenger				59 San Ramon Passenger	141 Livermore and San Ramon Passenger	145 San Ramon Mixed						
	Leave Daily Ex. Sunday				Leave Daily		Leave SUNDAY ONLY				Arrive SUNDAY ONLY	Arrive Daily	Arrive Daily Ex. Sunday						
							0.0	DN	SAN FRANCISCO 39.1	67.8	6.50PM		9.30AM	6.50PM					
4,053							38.1	DR	AVON 4.4	29.7	s 4.38PM		s 7.25AM	s 4.05PM				7.00 AM to 7.00 PM	
Siding 4,783 W							42.5	D	CONCORD 0.7	25.3	s 4.28		s 7.14	s 3.40				6.30 AM to 6.30 PM	
Spur 950							43.2		NACIO 1.9	24.6									
Siding 4,180							45.1		HOOKESTON 0.7	22.7	s 4.21		f 7.07	s 3.15					
							45.8		SEPTIMUS 2.4	22.0	s 4.19		f 7.05	s 3.10					
Siding 3,414							48.2	D	WALNUT CREEK 2.4	19.8	s 4.13		s 7.00	s 2.55				6.30 AM to 6.30 PM	
Siding 683							50.6		WIDBERO 2.0	17.2	f		f	f					
Siding 1,215							52.6		ALAMO 2.2	15.2	s 4.03		s 6.50	s 2.35					
Siding 3,374							54.8	D	DANVILLE 1.6	13.0	s 3.58		s 6.45	s 2.25				6.30 AM to 6.30 PM	
Siding 1,010							56.4		OSAGE 1.4	11.4	f		f	f					
Siding 6,518 T							57.8	R	SAN RAMON 3.5	10.0	3.50PM		s 6.38	s 2.00PM					
Spur 660							61.3		FOREST HOME 2.3	6.5			f						
Siding 5,305							63.6		DOUGHERTY 2.8	4.2			s 6.26						
Siding 1,792							66.4		ASCO 1.4	1.4			f 6.18						
Y P							67.8	R	Western Pac. Crossing. RADUM	0.0				6.13AM					
									(29.7)		Leave SUNDAY ONLY		Leave Daily	Leave Daily Ex. Sunday					

(2.50) (1.10) (0.45) Time over District (0.48) (1.12) (2.05)
 7.20 19.70 26.27 Average speed per hour 24.78 24.85 9.60

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. 143 April 28, 1912	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 Ex. Sunday		Leave Daily Ex. Sunday		Leave Daily		Leave Daily				Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
28,047							0.0		SAN FRANCISCO	50.1									
12,064 WYO							37.3	DR	NAPA JUNCTION 2.7	12.8	9.15AM	5.35PM		4.00AM	4.40AM		6.45 AM to 6.45 PM		
Siding 4,613 W							41.0		CRESTON 2.8	9.1	f 9.08	f 5.23		3.45	4.15				
Siding 3,059							44.8	D	CORDELIA 1.4	5.3	s 8.51	s 5.15		3.20	3.45		7.00 AM to 7.00 PM		
Siding 1,975							46.2		THOMASSON 1.7	3.9	f 8.43	f 5.12		3.15	3.35				
Siding 906							47.9		SUBEET 2.2	2.2									
Siding 26,950 WFO							50.1	DNR	SUISUN	0.0	8.35AM	5.05PM		3.00AM	3.20AM		24 hours		
									(12.8)		Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				

(0.59) (0.50) (0.30) (0.37) Time over District (0.40) (0.30) (1.00) (1.20)
 10.97 15.36 25.60 22.40 Average speed per hour 21.20 25.60 12.80 13.96

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.	THIRD CLASS		SECOND CLASS		FIRST CLASS				Distance from San Francisco	Time Table No. 143 April 28, 1912	Distance from Santa Rosa.	FIRST CLASS			THIRD CLASS		FOURTH CLASS		Telegraph Office Hours
	294		402		70		68					67			69		293		
	Santa Rosa Freight		West Napa Mixed		Santa Rosa Passenger		Santa Rosa Passenger					Santa Rosa Passenger			Santa Rosa Passenger		Santa Rosa Freight		
	Leave Daily	Ex. Sunday	Leave Daily		Leave Daily		Leave Daily		STATIONS	Arrive Daily		Arrive Daily		Arrive Daily	Ex. Sunday				
					4.00PM		7.40AM	0.0	SAN FRANCISCO	74.0	9.30AM		6.10PM						
Siding 9,222 YOP	5.10AM		3.35PM		5.55PM		9.37AM	37.3	DR NAPA JUNCTION	36.7	7.23AM		4.10PM		11.30AM		6.45 AM to 6.45 PM		
Siding 813	5.25		s 3.57PM		s 6.07		s 9.52	42.2	R BUCHLI	31.8	s 7.11		s 3.57		11.05				
Siding 721	5.30		To Union Branch		f 6.12		f 9.55	44.4	R MERAZO	29.6	f 7.06		f 3.50		10.50				
No Siding	5.35				s 6.15		s 9.57	45.7	R RAMAL	28.3	s 7.04		s 3.47		10.45				
Siding 1,597	5.45				f 6.22		f 10.05	49.2	D N. W. Pac. Ry. Crossing SCHELLVILLE	24.8	f 6.57		f 3.40		10.35		7.00 AM to 7.00 PM		
Spur 310					f		f	52.3	SNYDER	21.7	f		f						
Siding 2,349 W	6.00				s 6.33		s 10.15	53.7	D EL VERANO	20.3	s 6.49		s 3.33		10.15		6.30 AM to 6.30 PM		
Spur 606					f		f	55.4	AGUA CALIENTE	18.6	f		f						
Spur 809					f		f	56.3	SOBRE VISTA	17.7	f		f						
Siding 892	6.10				f 6.42		f 10.23	56.8	D N. W. Pac. Ry. Crossing YULUPA	17.2	f 6.43		f 3.24		10.00				
Siding 508					f		f	57.5	ELDRIDGE	16.5	f		f						
Siding 898	6.37				s 6.48		s 10.30	59.0	GLEN ELLEN	15.0	s 6.37		s 3.17		9.50				
Siding 499					f		f	59.6	WARFIELD	14.4	f		f						
Siding 495	6.45				f 6.53		f 10.36	61.0	BELTANE	13.0	f 6.32		f 3.12		9.45				
Siding 505					f		f	62.7	WILDWOOD	11.4	f		f						
Siding 2,496	6.55				s 7.00		s 10.45	63.4	D KENWOOD	10.6	s 6.26		s 3.05		9.35		6.00 AM to 6.00 PM		
Spur 561					f		f	64.8	LAWNDALE	9.2	f		f						
Siding 480					f		f	65.5	LOS GUILICOS	8.5	f		f						
Siding 1,291	7.08				f 7.10		f 10.53	66.8	ANNADEL	7.2	f 6.17		f 2.57		9.25				
Spur 620					f		f	68.4	OLESON	5.6	f		f						
Siding 1,338	7.15				f 7.16		f 10.58	69.3	MELITTA	4.7	f 6.10		f 2.50		9.15				
Spur 992								71.2	BAKU	2.8									
Siding 4,383 WT	7.35AM				7.30PM		11.10AM	74.0	DR SANTA ROSA	0.0	6.00AM		2.40PM		8.55AM		5.30 AM to 7.30 PM		
	Arrive Daily	Ex. Sunday	Arrive Daily		Arrive Daily		Arrive Daily		36.7		Leave Daily		Leave Daily		Leave Daily	Ex. Sunday			

(2.25)	(0.10)	(1.30)	(1.33)	..... Time over District	(1.23)	(1.30)	(2.35)
15.18	25.40	24.46	23.68	..... Average speed per hour	26.53	24.46	14.50

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, and Squab 2½ miles east of Napa Junction and Tule Vista on signal.
 No. 69 will transfer passengers for Union Branch and Napa to No. 402 at Buchli.

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	Distance from San Francisco	Time Table No. 143		Distance from Union	Telegraph Office Hours
	402		April 28, 1912			
	West Napa Mixed					
	Leave Daily		STATIONS			
	From Napa Junction		DN SAN FRANCISCO			
Siding 813	3.58PM	42.2	R	BUCHLI 3.2	8.6	
Siding 1,227	s 4.07	45.4		STANLEY 3.4	5.4	
Siding 4,479 W	s 4.15	48.8		WEST NAPA 2.0	2.0	
Siding 2,400	s 4.20PM	50.8	R	UNION (8.6)	0.0	
	Arrive Daily					

(0.29)Time over District.....
16.30Average speed per hour.....

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

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

ADDITIONAL STOPS.
No. 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.	SECOND CLASS	Distance from San Francisco	Time Table No. 143		Distance from Wingo	THIRD CLASS	Telegraph Office Hours
	404		April 28, 1912					403
	Wingo Mixed						
	Lv. Tuesday and Saturday		STATIONS			Ar. Tuesday and Saturday	
		0.0	SAN FRANCISCO				
No Siding	8.48AM	45.7	R	RAMAL (No Siding) 2.0	2.0	9.00AM	
Siding on N.W.P.Ry.	8.53AM	47.7	R	WINGO	0.0	8.55AM	
	Ar. Tuesday and Saturday			(2.0)		Lv. Tuesday and Saturday	

(0.5)Time over District..... (0.5)
24.00Average 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. 143		Distance from Rumsey	SECOND CLASS		Telegraph Office Hours
	106	102		April 28, 1912			99	103	
	Winters Passenger	Rumsey Mixed					Winters Passenger	Rumsey Mixed	
	Lv. Daily	Leave Daily		STATIONS			Ar. Daily	Ar. Daily	
			0.0	SAN FRANCISCO 60.5		110.5	11.10AM	7.30PM	
Siding 9,992 WYF	6.00PM	10.10AM	59.5	DR	ELMIRA 4.2	51.0	7.50AM	4.20PM	7.00 AM to 7.00 PM
Siding 2,343	s 6.10	s 10.20	63.7	D	VACAVILLE 1.9	46.8	s 7.40	s 4.05	7.00 AM to 7.00 PM
Spur 672	f	f	65.6		VIOLET 2.9	44.9	f	f	
Siding 1,496	f	f	68.5		HARTLEY 1.8	42.0	f	f	
Spur 778	f	f	70.3		ALLENDALE 3.7	40.2	f	f	
Siding 1,325	f 6.30	f 10.40	74.0		WOLFSKILL 2.0	36.5	f 7.20	f 3.05	
Siding 6,980 WT	6.35PM	s 10.55	76.0	DR	WINTERS 4.3	34.5	7.15AM	s 3.00	7.00 AM to 7.00 PM
Siding 1,160		f 11.06	80.3		NORTON 3.3	30.2		f 2.46	
Siding 1,211		f 11.15	83.6		CITRONA 3.2	26.9		f 2.35	
Siding 1,343		s 11.23	86.8		MADISON 3.1	23.7		s 2.25	
Siding 6,147 WT		s 11.32	89.9	D	ESPARTO 1.9	20.6		s 2.15	7.00 AM to 7.00 PM
Spur 3,055			91.8		CORFU 0.6	18.7			
Siding 1,297		s 11.38	92.4		CAPAY 4.2	18.1		s 2.05	
Siding 1,309		f 11.48	96.6		CADANASSA 4.1	13.9		f 1.50	
Siding 1,314		s 11.58AM	100.7		TANCRED 2.6	9.8		s 1.34	
Siding 1,304		f 12.06PM	103.3		BERWICK 1.7	7.2		f 1.26	
Siding 557		f 12.10	104.3		AMARANTH 1.3	6.2		f 1.22	
Siding 1,329		s 12.13	105.6	D	GUINDA 0.6	4.9		s 1.18	7.00 AM to 7.00 PM
Siding 616		f	106.2		SAUTERNE 1.7	4.3		f	
Siding 1,319		f	107.9		CASHMERE 2.6	2.6		f	
Siding 2,561 WT		12.30PM	110.5	R	RUMSEY	0.0		1.00PM	
	Ar. Daily	Arrive Daily			(51.0)		Lv. Daily	Lv. Daily	

(0.35) (2.20)Time over District..... (0.35) (3.20)
28.28 21.85Average speed per hour..... 28.28 15.30

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

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:

Richmond. Newark.
San Pablo. Niles.
Vallejo Junction. Tracy.
Crockett. Napa Junction.
Port Costa. Schellville.
Benicia. Dixon.
Santa Clara. Elmira.

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.

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.

No. 96's and No. 44's time-table authority at Livermore is hereby extended to include main track between switches of the siding until ten (10) minutes late, but Rule 99 must be complied with.

No. 141's and No. 93's time-table authority at Livermore is hereby extended to include main track between switches of the siding ten (10) minutes before the schedule leaving time, but Rule 99 must be complied with.

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.

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

Road engines, when moving between roundhouse and train, must display a white and red light on the rear end of tank over the center of track.

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 TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Seconds
6	10	31	1.56	51	1.10	71	51
8	7.30	32	1.52	52	1.9	72	50
10	6	33	1.49	53	1.7	73	49
12	5	34	1.45	54	1.6	74	49
15	4	35	1.42	55	1.5	75	48
16	3.45	36	1.40	56	1.4	76	47
17	3.31	37	1.37	57	1.3	77	47
18	3.20	38	1.34	58	1.2	78	46
19	3.9	39	1.33	59	1.1	79	45
20	3	40	1.30	60	1	80	45
21	2.51	41	1.27	61	.59	81	44
22	2.43	42	1.25	62	.58	82	44
23	2.36	43	1.23	63	.57	83	43
24	2.30	44	1.21	64	.56	84	43
25	2.24	45	1.20	65	.55	85	42
26	2.18	46	1.18	66	.54	86	42
27	2.13	47	1.16	67	.53	87	41
28	2.8	48	1.15	68	.53	88	41
29	2.4	49	1.13	69	.52	89	40
30	2	50	1.12	70	.51	90	40

SPEED RESTRICTIONS.

Speed of passenger trains must not exceed 50 miles per hour at any point. All trains will reduce speed to 15 miles per hour when using cross-overs or turnouts, and be under control through interlocking plants.

By ordinance the rate of speed is limited as follows within the limits of:

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.

Motor cars, 40 miles per hour.

Locomotives in series 1600, 1700 and 1800 class, must not run to exceed a speed of forty-five (45) miles per hour, and the 2600 class engines not to exceed a speed of thirty-five (35) miles per hour, and yard engines under no conditions to exceed a speed limit of twenty (20) 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.

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

6 miles per hour over Sacramento River Bridge, and Harrison Street Draw Bridge, Oakland.

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

With the exceptions noted above, trains must not exceed the speed in miles per hour as shown below:

	Passenger	Freight
Kruger to Port Costa.....	45	25
Benicia to Arsenal.....	45	25
Port Costa to Martinez.....	45	25
Niles to Pleasanton.....	40	25
Pleasanton to Ulmar.....	50	35
Ulmar to Midway.....	40	25
Midway to Tracy.....	50	35
Avon to San Ramon.....	40	25
Suisun to South Vallejo.....	40	25
Napa Junction to Santa Rosa.....	40	25
Napa Junction to Calistoga.....	40	25
Buchli to Union.....	40	25
Elmira to Rumsey.....	40	25

OAKLAND YARD.

Limits of Oakland Yard extend from 3000 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), numbering from north, are designated 1, 2, 3, 4, 5, 6, 7 and 8, and used as follows:

- No. 1—Westward Trains, via Oakland (Sixteenth Street).
- 2—Eastward Trains, via Oakland (Sixteenth Street).
- 3—Westward Suburban Trains, via Oakland (Sixteenth Street).
- 4—Eastward Suburban Trains, via Oakland (Sixteenth Street).
- 5—Westward Trains of Seventh Street Line.
- 6—Eastward Trains of Seventh Street Line.
- 7—Westward Trains, via Oakland (First Street).
- 8—Eastward Trains, via Oakland (First Street).

During reconstruction of tracks between West Oakland Tower and Oakland (16th St.) Tower, Berkeley Line suburban trains will use "Cross-overs" onto tracks 1 and 2, about 300 feet west of West Oakland Tower, using tracks 1 and 2 in the established direction between such points.

Tracks between Oakland (16th Street), east of Signal Bridge No. 1 and Shell Mound, will be designated as 1, 2, 3, 4 and 5:

- No. 1—Westward Main Line Trains.
- 2—Eastward Main Line Trains.
- 3—Under Reconstruction.
- 4—Westward Suburban Trains.
- 5—Eastward Suburban Trains.

Tracks between East Oakland and Sather will be designated as 1, 2, 3, 4:

- No. 1—Westward Trains, Seventh Street Line.
- 2—Eastward Trains, Seventh Street Line.
- 3—Westward Main Line Trains.
- 4—Eastward Main Line Trains.

SPECIAL RULES—Continued.

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.

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.

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 yard limit sign 1500 feet east of Army Point.

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 under-

standing 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.

During reconstruction of tower all movements must be governed by dwarf signals.

WEST OAKLAND TOWER—Fern and Cedar Streets, West Oakland.

Westward movements on track No. 1 must be governed by two-arm post just west of tower; upper arm good on track No. 1 through interlocking limits, lower arm good from track No. 1 across track No. 2 to track No. 3 through interlocking limits.

Eastward movements on track No. 2 must be governed by dwarf signal 400 feet west of junction switch of No. 2 and No. 4 tracks, good through interlocking limits.

Eastward movements on track No. 4 must be governed by dwarf signal 400 feet west of junction switch of Nos. 2 and 4 tracks, good through interlocking limits.

Eastward movements on track No. 8 must be governed by two-arm post 450 feet west of Cedar Street crossing; upper arm good on main line over crossing through interlocking limits; lower arm good over crossing into passenger yard.

Westward movements on First Street line approaching Cedar Street must be governed by one-arm post on Signal Bridge, good over Cedar Street crossing through interlocking limits.

Eastward movements on track No. 6 or Seventh Street line must be governed by one-arm post just west of Bay Street, good over Cedar Street crossing, through interlocking limits.

Westward movements on Seventh Street line approaching Cedar Street must be governed by dwarf signal on first trolley pole west of Pine Street, good over Cedar Street crossing through interlocking limits.

Eastward movements from Freight Yard Leaving tracks 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 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 at Round House.

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 on main line approaching Sixteenth Street must be governed by dwarf signal east of Sixteenth Street Depot, which signal is good to four-arm bracket post near tower.

Upper right arm on four-arm bracket post near tower governs westward movements on main line through interlocking limits.

Lower right arm on four-arm bracket post near tower governs westward movements on main line through cross-overs 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.

Westward movements on Berkeley line approaching Sixteenth Street must be governed by dwarf signal east of junction switch, which signal is good to dwarf signal just east of Depot, which signal is good to dwarf signal on telegraph pole on left side of track, which signal is good to four-arm bracket post near tower.

Upper left arm on four-arm bracket post near tower governs westward movements from Berkeley single track through cross-overs to westward main line through interlocking limits.

INTERLOCKING PLANTS—Continued.

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 on siding to dwarf signal.

Eastward movements must be governed by two-arm bracket post at Pacific Coast Canning Company. Signal on left post governs movements from Oakland Pier, good to dwarf signal about half way to the tower, which signal is good to dwarf signal near tower, which signal is good to eastward main track or Berkeley line through interlocking limits.

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

Signal on right post of two-arm bracket post at Pacific Coast Canning Company governs eastward movements on Cedar Street single track through cross-over to dwarf signal about half way to tower, which signal is good to dwarf signal near tower, which signal is good to eastward main track or Berkeley line through interlocking limits.

A disc signal has been placed on pole west of Judson Iron Works. When signal indicates caution, westward trains must enter Bay siding at cross-over switch about 200 feet west of disc signal.

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.

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 through interlocking limits.

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 through interlocking limits.

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 through interlocking limits.

Eastward movements on First Street must be governed by two-arm post at Franklin Street: Upper arm good on main line over crossing through interlocking limits; 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 dwarf signal mounted on a 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 or Webster Street line to two-arm post at junction of Alameda and Webster Street lines.

Two-arm post at junction of Alameda and Webster Street lines: Upper arm good onto westward main line through interlocking limits; lower arm good onto Webster Street line over First Street crossing.

Other movements must be governed by dwarf signals.

FRUITVALE TOWER—Fruitvale.

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 on two-arm post over track No. 2 governs movements on Melrose main line; lower arm good through cross-overs toward Alameda.

Westward movements must be governed by signals on bridge 150 feet east of tower. Signal posts on the bridge are placed over the track upon which trains approach.

Westward movements from Alameda must be governed by two-arm dwarf signal near tower; upper arm good through cross-overs to track No. 1; lower arm good to track No. 3 or 4.

Other movements must be governed by dwarf signals.

During final completion of tower, other signals will be put into service and must be considered in service when blades are put up.

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.

RADUM TOWER—Junction of Niles-Tracy Main Line and San Ramon Branch.

Movements from Livermore must be governed by three-arm post 100 feet east of east junction switch; upper or long arm good on main line to home signal 750 feet east of west junction switch, which signal is good through interlocking limits to home automatic signal.

Movements from Pleasanton must be governed by three-arm post 100 feet west of west junction switch; upper or long arm good on main line to home signal 750 feet west of east junction switch, which signal is good through interlocking limits to home automatic signal.

Movements from Livermore to San Ramon Branch must be governed by lower or short arm on three-arm post 100 feet east of east junction switch, which signal is good through interlocking limits.

Movements from Pleasanton to San Ramon Branch must be governed by lower or short arm on three-arm post 100 feet west of west junction switch which signal is good through interlocking limits.

Movements from San Ramon Branch to Livermore or Pleasanton must be governed by one-arm post 1100 feet from junction switch, which signal is good through interlocking limits to home automatic signal.

Trains from either direction for San Ramon Branch will sound one long and one short blast of the whistle; thus ——— o.

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.

DUMBARTON BRIDGE, San Francisco Bay.

NEWARK SLOUGH BRIDGE, near Dumbarton.

WARM SPRINGS CREEK }
COYOTE CREEK } between Albrae and Alviso.

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	OAKLAND	TRACY	NILES	SUISUN	NAPA JUNCTION TO SUISUN	NAPA JUNCTION TO SANTA ROSA	OAKLAND AND TRACY via ANTIOCH.		
			AND BENICIA	AND SAN JOSE (Via Niles)	TO NILES	TO TRACY	TO NAPA JUNCTION	AND NAPA JUNCTION TO CALISTOGA	AND CALISTOGA TO NAPA JUNCTION	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 18/26 73	1459 to 1463	165										
E-69 18/26 74	1464, 1466, 1467, 1469	165	2285	2070	860	910	625	865	1045	2620	3190	
E-63 18/26 65	1474	145										
E-62 18/26 65	1475 and 1480	145	2140	1965	790	840	565	795	965	2420	2890	
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 15 1/2-26/28 144	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	2245	2100	845	900	620	855	1035	2570	3000	
T-69 19/24 101	2209	180	2630	2535	1030	1090				3010	3480	
T-69 20/26 113	2214 to 2220	180	3110	2920	1190	1260				3575	4155	
T-63 19/24 105	2221 to 2234	180	2845	2660	1090	1155	790	1085	1310	3255	3800	
T-63 20/26 112	2235 to 2273	180	3380	3095	1265	1340	1065	1325	1575	3860	4545	
C-51 19/30 96	2512 and 2511	150	2845	2670	1080	1145	875	1195	1330	3420	4050	
C-57 22/30 187	2513 to 2599, 2752 to 2830	200										
C-57 22/30 184	2694 to 2751	200	5135	4675	1915	2025	1550	2095		5980	7090	
C-57 22/30 180	2624 to 2679	200										
C-57 22/30 179	2680 to 2693	200	5155	4695	1935	2045	1570	2115		6000	7110	
TW-51 20/29/26 120	2932 and 2943	180	2815	2625	1050	1110	851	1170	1525	3360	4000	
TW-51 20/26 120	2944	170										
TW-51 20/26 118	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	6	6	
			40 to 50 Ms.	3	3	0	0	0	0	3	3	
			More than 50 Ms.	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.

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. Riskey	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.		Dr. Geo. McKenzie	Concord, Cal.	Between Avon and San Ramon.
Dr. C. A. Walker, Emergency Surgeon	San Francisco, Cal.	San Francisco.	Dr. C. R. Lesch, 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. C. T. Devine, 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.	Alameda Mole and Newark.	Dr. W. E. Downing	South Vallejo, Cal.	Between Napa Junction and South Vallejo.
Dr. E. M. Keys	Alameda, Cal.		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. C. L. McKown	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
Galinda	Avon and Concord	41.0	328.0	Knox	Byron and Brentwood	66.5	400.0	Sather	Fruitvale and Kohler	10.3	10,057.0
Oxley	Hookston and Walnut Creek	47.3	600.0								Spur and Siding

TRAIN MASTERS.

G. E. GAYLORD, WEST OAKLAND.

District—Oakland terminals, including main line, Elmhurst to Vallejo Junction and Richmond Belt Ry.

G. D. WRIGHT, SUISUN.

District—Vallejo Junction to Sacramento, Clear Lake, Calistoga, Santa Rosa, Wingo and Union Branches.

B. A. CAMPBELL, WEST OAKLAND.

District—Port Costa to Tracy, Elmhurst to Tracy, Niles to San Jose, Elmhurst to Santa Clara, Dumbarton, Centerville and San Ramon Branches.

SUPERINTENDENT'S OFFICE—OAKLAND, CAL.

W. S. LAW, CHIEF TRAIN DISPATCHER.

E. ENTLEMAN, ASST. CHIEF TRAIN DISPATCHER.
D. BLAKE, " " " "

F. E. GORDON, Train Dispatcher.
J. P. GALLAGHER, " "
J. A. SHOCKEY, " "

W. J. MORRISON, Train Dispatcher.
J. J. COWIN, " "
C. C. DAVISON, " "

J. H. RHORER, Train Dispatcher.

W. A. WHITNEY,
Superintendent.

C. H. KETCHAM,
Asst. Superintendent.

