

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

174
TIME TABLE
FOR THE
WESTERN DIVISION
To Take Effect Sunday, November 14, 1920, at 12:01 A. M.
PACIFIC STANDARD TIME (120th MERIDIAN)



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

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

FIRST CLASS

Capacity of passing sidings in car length and location of Sealer, Fuel, Water and Turning Stations.	50	46	742	128	22	2	8	14	30	720	84	126	42	18	710	122	36	124	28	Distance from San Francisco.
	San Joaquin Valley Passenger	San Francisco Oroville and Sacramento Passenger	Santa Fe Passenger	San Francisco Avon Passenger	San Francisco Ogden Passenger	Overland Limited	San Francisco Los Angeles Express	San Francisco Portland Express	San Francisco Sacramento Passenger	Santa Fe Passenger	San Francisco Bakersfield Passenger	San Francisco Port Costa Passenger	San Francisco Callistoga, Santa Rosa and Avon Passenger	The Statesman	Santa Fe Passenger	San Francisco Port Costa Passenger	San Francisco Stockton Passenger	San Francisco Bay Point Passenger	San Francisco Dunsuir Passenger	
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 EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	
	4.00PM	2.40PM	2.00PM	1.20PM	1.00PM	11.00AM	10.40AM	10.20AM	10.00AM	9.00AM	8.40AM	8.00AM	8.00AM	7.20AM	7.00AM	6.40AM	6.00AM	6.00AM	6.00AM	0.0
	4.18	2.58	2.18	1.38	1.18	11.18	10.58	10.38	10.18	9.18	8.58	8.18	8.18	7.38	7.18	6.58	6.18	6.18	6.18	3.6
I P	4.27PM	3.05PM	2.28PM	1.45PM	1.30PM	11.30AM	11.07AM	10.50AM	10.27AM	9.30AM	9.07AM	8.35AM	8.27AM	7.45AM	7.28AM	7.05AM	6.30AM	6.27AM	6.25AM	3.5
Term. Yard WFITYO																				4.9
I Interchange	s 4.35	s 3.13	s 2.36	s 1.53	s 1.38	s 11.38	s 11.14	s 10.57	s 10.34	s 9.38	s 9.13	s 8.43	s 8.35	s 7.52	s 7.36	s 7.11	s 6.38	s 6.33	s 6.30	5.5
																				6.6
																				7.0
																				7.2
																				7.4
55 West																				7.8
	s 4.43	s 3.23	s 2.46	s 2.03	s 1.48	s 11.46	s 11.21	s 11.05	s 10.43	s 9.48	s 9.20	s 8.52	s 8.45	s 8.00	s 7.46	s 7.19	s 6.48	s 6.41	6.38	8.2
																				9.2
		f		f					f								f			10.2
																				10.7
																				11.2
																				11.6
87 East																				13.1
	4.50	3.30	2.55PM	2.13	1.56	11.52	11.28	11.12	10.50	9.57AM	9.26	9.00	8.52	8.06	7.55AM	7.26	6.55	6.49	6.45	14.1
P	s 4.54	s 3.35		s 2.18	1.58	11.55AM	s 11.32	s 11.15	s 10.54		s 9.28	s 9.04	s 8.57	8.08		s 7.28	s 7.00	s 6.52	s 6.47	15.0
148 East W P Interchange		s 3.40		f 2.22			11.35		f 10.59			s 9.08	9.00				s 7.05	6.56	6.50	16.6
																				18.9
48 East 52 West P																				19.8
																				21.5
74 West P	5 05	s 3.51		s 2.32	2.11	12.07PM	11.44	11.27	s 11.10		9.41	s 9.20	9.10	8.18		7.43	s 7.18	s 7.06	7.00	23.0
45 East																				23.8
		s 3.57		s 2.36																25.5
69 East P																				26.4
43 East																				27.1
46 West P																				27.5
55 West P	s 5.15	s 4.07		s 2.47	2.22	12.17	11.54AM	11.37	s 11.25		9.51	s 9.36	s 9.25	8.27		s 7.55	s 7.35	s 7.16	s 7.10	28.0
210 West																				29.0
62 West P																				30.1
Yard P WFITO	s 5.23PM	s 4.15PM		s 2.57PM	s 2.30PM	s 12.25PM	s 12.02PM	s 11.45AM	s 11.35AM		s 10.00AM	s 9.45AM	s 9.35AM	s 8.35AM		s 8.05AM	s 7.50AM	s 7.30AM	s 7.25AM	31.1
		4.18		Via Martinez see page 10	2.40	12.35	Via Martinez see page 10	11.55	11.55		Via Martinez see page 10		Via Martinez see page 10	8.37			Via Martinez See Page 10	Via Martinez See Page 10	7.40	31.1
		4.30PM			2.52PM	12.47PM		12.07PM	12.07PM					8.49AM					7.52AM	32.4
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	

Time Table No. 174
November 14, 1920.

STATIONS

DN SAN FRANCISCO	3.5
OAKLAND PIER	3.6
DNR OAKLAND PIER	3.5
DNR WEST OAKLAND	4.9
OAKLAND (16th Street)	5.5
EMERYVILLE	6.6
SHELLMOUND	7.0
SEDAN	7.2
PARAFFIN	7.4
STOCK YARDS	7.8
LIVNY	8.2
BERKELEY (University Ave.)	9.2
CORBIN	10.2
FLEMING	10.7
NOBEL	11.2
VIGORIT	11.6
STEGE	13.1
SANTA FE JCT.	14.1
RICHMOND	15.0
SAN PABLO	16.6
GIANT	18.9
SOBRANTE	19.8
KRIEGER	21.5
PINOLE	23.0
HERCULES	23.8
RODEO	25.5
OLEUM	26.4
TORMEY	27.1
SELBY	27.5
D VALLEJO JCT.	28.0
CROCKETT	29.0
ECKLEY	30.1
DNR PORT COSTA	31.1
PORT COSTA (Slips)	31.1
BENICIA (Slips)	32.4

(0.56)	(1.10)	(0.27)	(1.12)	(1.00)	(0.85)	(0.55)	(0.55)	(0.55)	(1.08)	(0.27)	(0.53)	(1.10)	(1.08)	(0.50)	(0.27)	(1.00)	(1.20)	(1.03)	(1.00)	Time over District
29.57	23.65	23.56	23.00	27.60	30.11	30.11	30.11	30.11	24.35	23.55	31.24	23.65	24.35	33.12	23.55	27.60	20.70	26.28	27.60	Average speed per hour

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

ADDITIONAL STOPS ON SIGNAL

- No. 30—Potter and Certain-teed Products Co.
- No. 36—Certain-teed Products Co., one-quarter mile west of San Pablo
- Nos. 126 and 128—Certain-teed Products Co.

TOWARD SAN FRANCISCO.

Westward. 3

FIRST CLASS

Time Table No. 174 November 14, 1920.	Distance from Port Costa.	13	721	87	19	123	25	5	53	81	741	21	47	45	9	719	127	1	49	29	43
		San Francisco Express	Santa Fe Passenger	Oil Fields Passenger	Pacific Limited	Martinez Vallejo San Francisco Passenger	The Owl	Pacific Express	Oregonian	Tracy Calistoga, Santa Rosa and San Francisco Passenger	Santa Fe Passenger	Ogden San Francisco Passenger	El Dorado	Sacramento San Francisco Passenger	Fast Mail	Santa Fe Passenger	Port Costa San Francisco Passenger	Overland Limited	San Joaquin Valley Passenger	Sacramento San Francisco Passenger	Santa Rosa, Calistoga & San Francisco Passenger
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN SAN FRANCISCO	31.1	7.30AM	7.30AM	8.10AM	8.30AM	8.30AM	8.50AM	9.10AM	10.10AM	10.30AM	10.30AM	10.50AM	11.30AM	11.50AM	12.30PM	12.50PM	12.50PM	1.30PM	2.10PM	3.50PM	6.10PM
OAKLAND PIER	27.6	7.12	7.12	7.52	8.12	8.12	8.32	8.52	9.52	10.12	10.12	10.32	11.12	11.32	12.12	12.32	12.32	1.12	1.52	3.32	5.52
DNR OAKLAND PIER	27.6	7.00AM	7.05AM	7.35AM	8.00AM	8.05AM	8.25AM	8.40AM	9.35AM	10.02AM	10.07AM	10.22AM	11.03AM	11.20AM	12.02PM	12.20PM	12.25PM	12.55PM	1.42PM	3.20PM	5.40PM
DNR WEST OAKLAND	26.2																				
OAKLAND (16th Street)	25.6	6.50	6.57	7.28	7.50	7.58	8.17	8.32	9.25	9.54	10.00	10.14	10.55	11.10	11.54AM	12.13	12.17	12.46	1.33	3.12	5.30
EMERYVILLE	24.5																				
SHELLMOUND	24.1																				
SEDAN	23.9																				
PARAFFIN	23.7																				
STOCK YARDS	23.3																				
LIVNY	22.9																				
BERKELEY (University Ave.)	21.9	6.38	6.48	7.18	7.40	7.50	8.07	8.23	9.15	9.44	9.50	10.04	10.47	11.00	11.34	12.05PM	12.09PM	12.36	1.24	3.03	5.20
CORBIN	20.9																				
FLEMING	20.4					f															
NOBEL	19.9																				
VIGORIT	19.5													f							
STEGE	18.0			f		f								f							
SANTA FE JCT.	17.0	6.28	6.40AM	7.09	7.30	7.42	7.59	8.14	9.05	9.34	9.43AM	9.55	10.39	10.52	11.27	11.55AM	11.59AM	12.28	1.16	2.53	5.09
RICHMOND	16.1	6.26		7.07	7.28	7.40		8.12		9.32		9.53	10.37	10.50	11.25		11.57		1.14	2.51	5.07
SAN PABLO	14.5	6.22		7.03	7.25	f 7.34	7.55	8.08	9.00	9.27		9.50	10.35	f 10.45			f 11.52	12.22	1.10	2.48	5.02
GIANT	12.2					s								s			f				
SOBRANTE	11.3													f			f				
KRIEGER	9.6													f			f				
PINOLE	8.1	6.12		6.53	7.13	s 7.20	7.47	7.58	8.50	s 9.18		9.40	10.25	s 10.33	11.14		s 11.42	12.12	1.01	s 2.38	4.53
HERCULES	7.8					f											f				
RODEO	6.6					s								s			s				
OLEUM	4.7					s								f			s				
TORMEY	4.0					f											f				
SELBY	3.6					s								s			s				
D VALLEJO JCT.	3.1	6.00		6.43	7.00	s 7.05	7.39	7.48	8.40	s 9.08		9.30	s 10.15	s 10.20	11.06		s 11.30	12.01PM	s 12.53	s 2.28	s 4.45
CROCKETT	2.1					s				s				s			s		s		s
ECKLEY	1.0					f											f				f
DNR PORT COSTA	0.0	5.50AM		6.35AM	s 6.47AM	s 6.50AM	7.32AM	s 7.40AM	s 8.32AM	8.47AM		9.22AM	s 10.05AM	s 10.10AM	11.00AM		11.20AM	s 11.50AM	12.45PM	s 2.20PM	4.25PM
PORT COSTA (Slips)	1.3	5.42			6.37			7.27	8.22			9.12	10.00	10.00	10.50			11.37		2.15	Via Martinez see page 11
BENICIA (Slips)	0.0	5.30AM			6.25AM			7.15AM	8.10AM			9.00AM	9.48AM	9.48AM	10.38AM			11.25AM		2.03PM	Via Martinez see page 11
(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	(1.10)	(0.25)	(1.00)	(1.13)	(1.15)	(0.53)	(1.00)	(1.03)	(1.15)	(0.24)	(1.00)	(0.58)	(1.10)	(1.02)	(0.25)	(1.05)	(1.05)	(0.58)	(1.00)	(1.15)
Average speed per hour	23.65	25.44	27.60	22.68	22.08	31.24	27.60	26.28	22.08	26.50	27.60	28.55	23.65	26.70	25.44	25.47	25.47	28.55	27.60	22.08

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

No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
 No. 5—Berkeley to discharge passengers from points east of Sacramento inclusive.
 No. 9—Richmond to discharge mail when connection with No. 49 at Port Costa is missed.
 No. 13—Any station to discharge passengers from Portland or points east thereof.
 No. 19 and 21—Any station to discharge passengers from points east of Ogden.

ADDITIONAL STOPS ON SIGNAL.
 No. 25—Richmond and Berkeley to discharge passengers from Los Angeles or points east thereof.
 No. 29—Oleum and Giant on Saturdays only.
 No. 47—Any station to discharge passengers from north of Davis or east of Sacramento.
 No. 49—Any station to discharge passengers from points east of Tracy.

No. 81—Any station to discharge passengers from points east of Martinez and South Vallejo, inclusive.
 No. 87—Berkeley to discharge passengers.
 No. 123—Certain-teed Products Co., one-quarter mile west of San Pablo and Potter.
 No. 127—Certain-teed Products Co.

Capacity of passing sidings in car lengths and location of scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS														Distance from San Francisco	Time Table No. 174	
	222 Sacramento, Ogden and Portland Fast Freight	288 Fresno Freight	302 Port Costa Way Freight	86 Oil Fields Passenger	54 Oregonian	10 San Francisco Ogden Express	16 Oregon Express	702 Santa Fe Passenger	132 San Francisco Martinez Passenger	6 Atlantic Express	130 San Francisco Martinez Passenger	20 Pacific Limited	26 The Owl	48 El Dorado	44 San Francisco Calistoga, Santa Rosa and Tracy Passenger	716 Santa Fe Passenger	12 The Shasta		November 14, 1920.	
	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS		
				11.00PM	10.20PM	9.00PM	8.20PM	8.00PM	7.40PM	7.00PM	6.40PM	6.00PM	6.00PM	5.00PM	4.20PM	4.00PM	4.00PM	0.0	DN SAN FRANCISCO	
				11.18PM	10.38	9.18	8.38	8.18	7.58	7.18	6.58	6.18	6.18	5.18	4.38	4.18	4.18	3.5	OAKLAND PIER	
I P				11.30PM	10.55PM	9.45PM	8.55PM	8.30PM	8.05PM	7.30PM	7.05PM	6.32PM	6.27PM	5.28PM	4.47PM	4.33PM	4.30PM	3.5	DNR OAKLAND PIER	
Term. Yard WFTYO	10.15PM	6.35PM	7.10AM															4.9	DNR WEST OAKLAND	
Interchange I				s 11.37	s 11.03	s 9.52	s 9.03	s 8.40	s 8.13	s 7.38	s 7.12	s 6.40	s 6.33	s 5.35	s 4.54	s 4.41	s 4.38	5.5	OAKLAND (10th Street)	
																		6.6	EMERYVILLE	
																		7.0	SHELLMOUND	
																		7.2	SEDAN	
																		7.4	PARAFFIN	
55 West																		7.8	STOCK YARDS	
																		8.2	LIVNY	
				s 11.46	s 11.12	f 10.02	s 9.12	s 8.50	s 8.23	s 7.47	s 7.22	s 6.48	s 6.41	s 5.43	s 5.02	s 4.49	s 4.46	9.2	BERKELEY (University Ave.)	
																		10.2	CORBIN	
									f		f							10.7	FLEMING	
																		11.2	NOBEL	
87 East																		11.6	VIGORIT	
																		13.1	STEGE	
				11.52	11.19	10.09	9.19	8.58PM	8.30	7.54	7.29	6.55	6.47	5.50	5.09	4.59PM	4.55	14.1	SANTA FE JCT.	
P				s 11.56PM	11.22	s 10.12	s 9.22		s 8.36	s 7.59	s 7.34	6.57	6.49	s 5.53	s 5.12		4.58	15.0	RICHMOND	
148 East WP Interchange				12.01AM					f 8.41		f 7.39							16.6	SAN PABLO	
P									f		f							18.9	GIANT	
48 East 52 West									f		f							19.8	SOBRANTE	
																		21.5	KRIEGER	
74 West	P			12.10	11.35	10.26	9.35		s 8.52	8.11	s 7.52	7.08	7.00	6.03	f 5.25		5.10	23.0	PINOLE	
45 East																		23.8	HERCULES	
									s 8.57		s 7.57							25.5	RODEO	
69 East	P								s		s							26.4	OLEUM	
43 East									f		f							27.1	TORMEY	
46 West	P								f		f							27.5	SELBY	
55 West	P			12.21	11.45	10.36	9.45		s 9.15	8.21	8.07	7.18	7.10	6.13	s 5.40		5.20	28.0	D VALLEJO JCT.	
210 West									s		s							29.0	CROCKETT	
62 West	P								f		f							30.1	ECKLEY	
Yard WFTYO	P	11.20PM	7.45PM	4.00PM	s 12.30AM	s 11.55PM	s 10.45PM	s 9.55PM										31.1	DNR PORT COSTA	
		11.20PM	Via Martinez see page 10		Via Martinez see page 10.	12.03AM	10.55	10.03			8.40	Via Martinez see page 10	7.33	Via Martinez see page 10	6.25	Via Martinez See page 10	5.37	31.1	PORT COSTA (Slips)	
		12.05AM				12.15AM	11.07PM	10.15PM			8.52PM		7.45PM		6.37PM		5.49PM	32.4	BENICIA (Slips)	
		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(27.6)	

(1.05)	(1.10)	(8.50)	(1.00)	(1.00)	(1.00)	(1.00)	(1.00)	(0.28)	(1.20)	(1.00)	(1.10)	(0.53)	(0.50)	(0.52)	(1.03)	(0.24)	(0.58)	Time over District	
25.47	23.65	3.12	27.60	27.60	27.60	27.60	27.60	22.71	30.70	27.60	23.65	31.24	33.12	31.84	26.28	26.50	28.55	Average speed per hour	

See pages 2, 3 and 5 for additional trains between Oakland Pier, West Oakland and Port Costa.

ADDITIONAL STOPS ON SIGNAL

No. 16—Any station daily to receive passengers for Portland and beyond.
 No. 86—Pinole and Oleum to discharge passengers.

TOWARD SAN FRANCISCO.

Westward. 5

FIRST CLASS

THIRD CLASS

Time Table No. 174 November 14, 1920.	Distance from Port Costa	FIRST CLASS														THIRD CLASS	
		129 Avon San Francisco Passenger	131 Navy Yard Passenger	17 The Statesman	15 California Express	125 Bay Point San Francisco Passenger	109 Sunset Express	709 Santa Fe Passenger	23 Sacramento San Francisco Passenger	209 Colfax San Francisco Passenger	11 The Shasta	705 Santa Fe Passenger	51 Bakersfield San Francisco Passenger	27 Sacramento San Francisco Passenger	35 Tracy San Francisco Passenger	219 Freight	301 Port Costa Way Freight
STATIONS		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
DN SAN FRANCISCO	31.1	6.30PM	7.10PM	6.30PM	6.50PM	6.50PM	7.30PM	7.30PM	7.50PM	10.00PM	10.00PM	10.40PM	10.40PM	11.20PM	11.59PM		
OAKLAND PIER	27.6	6.12	6.52	6.12	6.32	6.32	7.12	7.12	7.32	9.42	9.42	10.22	10.22	11.02	11.40		
DNR OAKLAND PIER	27.6	s 5.56PM	s 6.40PM	s 6.05PM	s 6.15PM	s 6.20PM	s 7.00PM	s 7.05PM	s 7.20PM	s 9.25PM	s 9.35PM	s 10.05PM	s 10.15PM	s 10.48PM	s 11.15PM		
DNR WEST OAKLAND	26.2																
OAKLAND (16th Street)	25.6	s 5.45	s 6.27	s 5.55	s 6.05	s 6.10	s 6.52	s 6.57	s 7.10	s 9.15	s 9.25	s 9.58	s 10.05	s 10.40	s 11.05	5.00AM	3.00PM
EMERYVILLE	24.5																
SHELLMOUND	24.1																
SEDAN	23.9																
PARAFFIN	23.7																
STOCK YARDS	23.3																
LIVNY	22.9																
BERKELEY (University Ave.)	21.9	s 5.35	s 6.17	s 5.47	s 5.55	s 6.00	s 6.42	s 6.47	s 7.00	s 9.07	s 9.14	s 9.50	s 9.55	s 10.30	s 10.53		
CORBIN	20.9																
FLEMING	20.4																
NOBEL	19.9																
VIGORIT	19.5																
STEGE	18.0	f															
SANTA FE JCT.	17.0	5.26	6.08	5.39	5.46	5.51	6.32	6.36PM	6.49	8.59	9.04	9.42PM	9.46	10.20	s 10.43		
RICHMOND	16.1	s 5.24	s 6.06	s 5.37	5.44	s 5.49	s 6.30		s 6.47	s 8.57	9.02		s 9.44	s 10.17	s 10.41		
SAN PABLO	14.5	s 5.20		5.34	5.41	5.46	6.25		f 6.42	8.54	8.59		9.41	f 10.12			
GIANT	12.2	s 5.16							f					f			
SOBRANTE	11.8								f					f			
KRIEGER	9.6																
PINOLE	8.1	s 5.07	5.56	5.26	5.33	s 5.38	6.15		s 6.32	8.46	8.51		9.33	s 9.57	10.33		
HERCULES	7.3	f							f					f			
RODEO	5.6	s 5.02							s					s			
OLEUM	4.7	s							s					f			
TORMEY	4.0	s							f					f			
SELBY	3.6	s							f					s			
D VALLEJO JCT.	3.1	s 4.55	s 5.46 s 5.10	5.18	5.23	5.30	6.05		s 6.20	8.38	8.43		9.25	f 9.45	10.23		
CROCKETT	2.1	s		s					s					s			
ECKLEY	1.0	f							f								
DNR PORT COSTA	0.0	4.40PM	s 5.00PM	s 5.10PM	s 5.15PM	5.23PM	5.55PM		s 6.10PM	s 8.30PM	s 8.35PM		s 9.18PM	s 9.35	10.15PM		
PORT COSTA (slips)	1.3	Via Martinez see page 11		5.02	5.02	Via Martinez see page 11	Via Martinez see page 11		6.07	8.22	8.22		Via Martinez see page 11	9.27	Via Martinez see page 11	2.00AM	7.00AM
SENICIA (slips)	0.0			4.50PM	4.50PM				5.55PM	8.10PM	8.10PM			9.15PM		1.50	
(27.6)		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	1.00AM	

Time over District.....	(1.16)	(1.40)	(0.55)	(1.00)	(0.57)	(1.05)	(0.29)	(1.10)	(0.55)	(1.00)	(0.23)	(0.57)	(1.13)	(1.00)	(3.00)	(8.00)
Average speed per hour.....	21.79	26.70	30.11	27.60	29.04	25.47	21.92	23.65	30.11	27.60	27.65	29.03	22.68	27.00	8.70	3.26

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

- No. 11—San Francisco 10.10 p.m. on Saturday and Sunday.
- No. 27—San Francisco 11.10 p.m. on Saturday and Sunday.
- No. 51—San Francisco 10.50 p.m. on Saturday and Sunday.
- No. 209—San Francisco 9.50 p.m. on Saturday and Sunday.
- No. 705—San Francisco 10.30 p.m. on Saturday and Sunday.

ADDITIONAL STOPS ON SIGNAL

- No. 15—Any station to discharge passengers from Portland or points east thereof.
- No. 23—Connects with Vallejo boat on Sunday only.
- No. 27—Any station west of Port Costa to discharge passengers from points east of Sacramento or north of Davis.
- No. 35—Any station to discharge passengers from Martinez and east.
- No. 109—Any station to discharge passengers from points east of Los Angeles, inclusive.
- No. 131—Rodeo, Pinole and Stege to discharge passengers.

Capacity of passenger in sidings in car length and location of Seals, Fuel, Water and Turning Stations.	FIRST CLASS																		Distance from San Francisco	Time Table No. 174	
	10	16	6	20	48	12	498	46	22	40	2	30	14	18	28	76	78	494		54	November 14, 1920.
	San Francisco Ogden Express	Oregon Express	Atlantic Express	Pacific Limited	El Dorado	The Shasta	Marysville Sacramento Motor	San Francisco Oroville and Sacramento Passenger	San Francisco Ogden Passenger	Gerber Sacramento Passenger	Overland Limited	San Francisco Sacramento Passenger	San Francisco Portland Express	The Statesman	San Francisco Dunsmuir Passenger	Marysville Sacramento Motor	Gerber Sacramento Passenger	Davis Sacramento Passenger	Oregonian	STATIONS	
	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	
	9.00PM	8.20PM	7.00PM	6.00PM	5.00PM	4.00PM	SAC. DIV. No. 539	2.40PM	1.00PM	SAC. DIV. No. 41	11.00AM	10.00AM	10.20AM	7.20AM	6.00AM	SAC. DIV. No. 541	SAC. DIV. No. 29		10.20PM	32.1	
Yard WY P	s 11.17PM	s 10.25PM	s 9.05PM	s 7.55PM	s 6.45PM	s 5.55PM		s 4.35PM	s 3.00PM		12.57PM	s 12.20PM	s 12.15PM	s 8.52AM	s 8.00AM					12.25AM	32.4
103 East P	11.27	10.35	9.15	8.04	6.54	6.05		f 4.45	3.10		1.07	12.30	12.25	9.02	f 8.10					12.35	33.2
103 West								f							f						33.8
P								f							f						38.0
Yard WFO P Interchange	s 11.47PM	10.55	f 9.35	8.24	s 7.13	6.25		s 5.15	3.30		1.26	s 12.50	s 12.45	s 9.25	s 8.40					12.55	39.0
48 East 82 West Interchange								s 5.21				f 12.55			s 8.45						40.1
101 East 101 West WFO P	12.05AM	11.12	9.53	8.39	7.28	6.42		s 5.37	3.47		1.41	f 1.10	1.05	9.40	s 9.05						42.2
86 East 86 West W	12.17	11.23	10.04	8.50	7.39	6.54		s 5.57	4.00		1.52	s 1.25	s 1.17	s 9.55	s 9.20						43.2
88 East								f							f						45.1
88 East 121 West WY P	s 12.35	11.40	10.20	9.01	s 7.53	s 7.10PM	6.35PM	s 6.15	4.17	3.30PM	2.03	s 1.48	s 1.35	s 10.15	s 10.00	8.50AM	8.45AM	6.40AM	s 1.45AM		48.9
114 East 114 West	12.45	11.48PM	10.28	9.10	8.01		f 6.45	f 6.25	4.27	3.40	2.12	1.58	1.43	10.25	10.15	f 9.00	f 8.55	6.50			51.9
I							f														53.8
Term Yard WFO P	s 1.00AM	s 12.05AM	s 10.45PM	s 9.25PM	s 8.15PM		s 7.00PM	s 6.45PM	s 4.45PM	s 3.55PM	s 2.25PM	q 2.15PM	s 2.00PM	s 10.40AM	f 10.30AM	s 9.20AM	s 9.10AM	s 7.05AM			55.4
								f								f					59.4
																					64.2
																					67.5
																					71.8
																					73.8
																					75.6
																					77.1
																					79.1
																					80.4
																					86.3
																					86.9
																					88.3
																					88.8
																					106.6
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

STATIONS	
DN SAN FRANCISCO	
DNR BENICIA	
MAIL DOCK	
ARMY POINT	
GOODYEAR	
HOYT	
PIERCE	
CYGNUS	
TEAL	
JACKSNIFE	
DNSUISUN-FAIRFIELD	
TOLENAS	
VANDEN	
CANNON	
D ELMIRA	
BATAVIA	
DIXON	
TREMONT	
BRIGGSTON	
DNR DAVIS	
CHILES	
SWINGLE	
WEBSTER	
MIKON	
Sacramento Northern Ry. Crossing	
WASHINGTON	
DNR SACRAMENTO	
ROSEVILLE	

(1.43)	(1.40)	(1.40)	(1.30)	(1.30)	(1.15)	(0.25)	(2.10)	(1.45)	(0.25)	(1.28)	(1.55)	(1.45)	(1.48)	(2.30)	(0.30)	(0.25)	(0.25)	(1.20)	Time over District	
32.85	33.84	33.84	37.60	37.60	34.65	31.68	26.03	32.23	31.68	38.45	29.42	32.23	31.33	22.56	22.56	31.68	31.68	32.40	Average speed per hour	

ADDITIONAL STOPS ON SIGNAL

- No. 6—Pierce, Cygnus, Teal and Jacksnipe Tuesday and Saturday during hunting season. Any station to receive passengers for points east of Ogden.
- No. 14—Pierce, Cygnus, Teal and Jacksnipe Tuesday and Saturday and Goodyear Wednesday and Saturday during hunting season. Any station to receive passengers for points east of Roseville.
- No. 16—Any station to receive passengers for Portland or beyond Davis on Sundays and holidays to receive and discharge passengers—Suisun on Sundays.
- No. 46—Broderick for mail.

See pages 7, 8 and 9 for additional trains between Benicia and Sacramento.

TOWARD SAN FRANCISCO

Time Table No. 174

November 14, 1920.

FIRST CLASS

STATIONS	Distance from Sacramento	13	19	5	493	53	497	21	45	39	47	9	73	1	29	15	17	23	77	11	209	27
		San Francisco Express	Pacific Limited	Pacific Express	Sacramento Davis Passenger	Oregonian	Sacramento Oroville Motor	Ogden San Francisco Passenger	Sacramento Passenger	Gerber Sacramento Passenger	El Dorado	Fast Mail	Sacramento Gerber Passenger	Overland Limited	Sacramento San Francisco Passenger	California Express	The Statesman	Sacramento San Francisco Passenger	Sacramento Marysville Motor	The Shasta	Sacramento San Francisco Passenger	Sacramento San Francisco Passenger
Arrive Daily	Arrive Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN SAN FRANCISCO 32.4	88.8	7.30AM	8.30AM	9.10AM		10.10AM	SAC. DIV. No. 536	10.50AM	11.50AM	SAC. DIV. No. 42	11.30AM	12.30PM	SAC. DIV. No. 30	1.30PM	3.50PM	6.50PM	6.30PM	7.50PM	SAC. DIV. No. 542	10.00PM	10.00PM	11.20PM
DNR BENICIA 0.8	56.4	s 5.20AM	6.15AM	s 7.05AM		s 8.00AM		s 8.50AM	s 9.35AM		s 9.45AM	10.35AM		11.15AM	s 2.00PM	s 4.35PM	s 4.45PM	s 5.40PM		s 8.00PM	s 8.05PM	s 9.05PM
MAIL DOCK 0.6	55.6								f						f							
ARMY POINT 4.2	55.0								f						f							
GOODYEAR 1.0	50.8	5.10	6.05	6.55		7.48		8.40	f 9.20		9.35	10.25		11.05	1.50	4.25	4.35	f 5.25		7.46	7.55	8.53
HOYT 1.1	49.8								f										f			
PIERCE 2.1	48.7								f										f			
CYGNUS 1.0	46.6								f										f			
TEAL 1.0	45.6								f										f			
JACKSNIFE 3.8	43.7								f										f			
DN SUISUN-FAIRFIELD Sacramento Northern Ry. Crossing 3.0	39.9	s 4.50	5.47	6.35		7.28		8.20	s 8.55		s 9.15	10.07		10.47	s 1.30	4.07	s 4.15	s 5.00		7.28	s 7.35	s 8.33
TOLENAS 1.9	36.9								s 8.44										s 4.50			
VANDEN 1.6	35.0								f										f			f
CANNON 4.0	33.4								f										f			f
D ELMIRA 4.3	29.4	4.32	5.33	6.17		7.10		8.05	s 8.32		8.58	9.53		10.33	1.13	3.53	4.00	s 4.35		7.13	7.18	s 8.08
BATAVIA 3.3	24.6								f										f			f
DIXON 4.3	21.3	f 4.19	5.22	6.04		6.55		7.50	s 8.12		s 8.48	9.42		10.22	s 12.59	3.42	s 3.49	s 4.17		7.02	7.07	s 7.50
TREMONT 2.0	17.0								f										f			f
BRIGGSTON 1.8	15.0																					
DNR DAVIS 1.5	13.2	f 4.07	5.10	5.52	s 6.30AM	6.40AM	s 7.25AM	7.35	s 7.55	8.00AM	s 8.37	9.30	s 10.00AM	10.10	s 12.45	3.30	s 3.36	s 4.00	s 6.30PM	6.50PM	s 6.55	s 7.30
CHILES 2.0	11.7																					
SWINGLE 1.3	9.7								f				f						f			f
WEBSTER 5.9	8.4	3.58	5.03	5.43	6.20		f 7.10	7.20	f 7.44	7.50	8.28	9.23	9.50	10.03	12.33	3.23	3.28	f 3.49	f 6.15		6.43	7.15
MIKON 0.6	2.5						f												f			f
Sacramento Northern Ry. Crossing 1.4	1.9																		f			f
WASHINGTON 0.5	0.5						f		f				f						f			f
DNR SACRAMENTO 17.8	0.0	3.45AM	4.50AM	5.30AM	6.00AM		6.55AM	7.05AM	7.30AM	7.35AM	8.15AM	9.10AM	9.35AM	9.50AM	12.20PM	3.10PM	3.15PM	3.35PM	6.00PM		6.30PM	7.00PM
ROSEVILLE 56.4		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time over District.....	(1.35)	(1.25)	(1.35)	(0.30)	(1.20)	(0.30)	(1.45)	(2.05)	(0.25)	(1.30)	(1.25)	(0.25)	(1.25)	(1.40)	(1.25)	(1.30)	(2.05)	(0.30)	(1.10)	(1.35)	(2.05)
Average speed per hour.....	35.62	39.81	35.62	26.04	32.40	26.04	32.34	27.07	31.68	37.60	39.81	31.68	39.81	33.84	39.81	37.60	27.07	26.40	37.02	35.62	27.55

See pages 6, 8 and 9 for additional trains between Benicia and Sacramento.

ADDITIONAL STOPS ON SIGNAL

No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
 No. 13—Elmira to discharge passengers from points north of Roseville.
 No. 15—Any station to discharge passengers from Portland and points beyond.
 No. 17—Jacksnipe, Teal, Cygnus and Pierce Wednesday and Sunday during hunting season.
 No. 19—Any station to discharge passengers from points east of Ogden.
 No. 27—Tolenas to discharge passengers Pierce, Cygnus, Teal and Jacksnipe Sunday and Wednesday during hunting season. Goodyear Tuesday, Thursday and Sunday to receive passengers. Will wait at Suisun until 8:30 p. m for Northern Electric connection.
 No. 29—Jacksnipe, Teal, Cygnus and Pierce Wednesday and Sunday during hunting season.
 No. 45—Broderick for mail.
 No. 47—Pierce, Cygnus, Teal and Jacksnipe Wednesday and Sunday during hunting season. Any station to discharge passengers from points north of Davis or east of Sacramento.
 No. 73—Webster to discharge passengers.

Capacity of passing sidings in car lengths and location of Scales, Push, Wreck and Turning Stations.	THIRD CLASS				Distance from San Francisco	Time Table No. 174 November 14, 1920.
	304	274	222	272		
	Sacramento Way Freight Leave Daily EX. SUNDAY	Knights Landing Way Freight Leave Daily EX. SUNDAY SAC. DIV. No. 233	Sac'to Ogden & Portland Fast Frt. Leave Daily	Red Bluff Freight Leave Daily EX. MONDAY SAC. DIV. No. 225		
					0.0	DN SAN FRANCISCO 2.4
Yard WY P			9.15AM		32.4	(DNR) BENICIA 0.8
				1.00AM	33.2	MAIL DOCK 0.6
					33.8	ARMY POINT 4.2
103 East P					38.0	GOODYEAR 1.0
103 West P					39.0	HOYT 1.1
					40.1	PIERCE 2.1
P					42.2	CYGNUS 1.0
					43.2	TEAL 1.0
Yard WFO P					45.1	JACKSNIFE 3.8
Interchange					48.9	DNSUISUN-FAIRFIELD Sacramento Northern R. R. Crossing 3.00
84 East					51.9	TOLENAS 1.0
82 West					53.8	VANDEN 1.0
Interchange					55.4	CANNON 4.0
					59.4	D EL MIRA 4.8
101 East					64.2	BATAVIA 3.3
101 West					67.5	DIXON 4.3
WFO					71.8	TREMONT 2.0
					73.8	BRIGGSTON 1.8
86 East					75.6	DNR DAVIS 1.5
86 West			3.45PM	12.50PM	77.1	CHILES 2.0
83 East				7.00	79.1	SWINGLE 1.3
				6.10AM	80.4	WEBSTER 5.9
88 East					86.3	MIKON 0.6
121 West					86.9	Sacramento Northern Ry. Crossing 1.4
WY P					88.3	WASHINGTON 0.5
					88.8	DNR SACRAMENTO 17.8
114 East					106.6	ROSEVILLE 56.4
114 West						
I						
Term Yard WFO P			4.30PM	1.20PM		
				7.30AM		
				6.50AM		
				10.15AM		
			Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. MONDAY
			(7.15)	(0.30)	(6.30)	(0.40)
			11.20	26.40	8.68	19.80

Automatic Block

Double Track

See pages 6, 7 and 9 for additional trains between Benicia and Sacramento.

..... Time over District
..... Average speed per hour

TOWARD SAN FRANCISCO.

Time Table No. 174 November 14, 1920.	Distance from Sacramento	THIRD CLASS																		
		273 Knights Landing Way Freight	271 Red Bluff Freight	303 Sacramento Way Freight	219 Freight															
STATIONS		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily															
DN SAN FRANCISCO 32.4	88.8	SAC. DIV. No. 232	SAC. DIV. No. 226																	
DNR BENICIA 0.8	56.4			2.00PM	11.30PM															
MAIL DOCK 0.8	55.6																			
ARMY POINT 4.2	55.0																			
GOODYEAR 1.0	50.8																			
HOYT 1.1	49.8																			
PIERCE 2.1	48.7																			
CYGNUS 1.0	46.6																			
TEAL 1.9	45.6																			
JACKSNIFE 3.8	43.7																			
DN SUISUN-FAIRFIELD Sacramento Northern Ry. Crossing 3.0	39.9																			
TOLENAS 1.9	36.9																			
VANDEN 1.6	35.0																			
CANNON 4.0	33.4																			
D ELMIRA 4.8	29.4																			
BATAVIA 3.3	24.6																			
DIXON 4.3	21.3																			
TREMONT 2.0	17.0																			
BRIGGSTON 1.8	15.0																			
DNR DAVIS 1.5	13.2	3.35AM	6.40AM																	
OHILES 2.0	11.7																			
SWINGLE 1.3	9.7																			
WEBSTER 6.9	8.4																			
MIKON 0.6	2.5																			
Sacramento Northern Ry. Crossing 1.4	1.9																			
WASHINGTON 0.5	0.5																			
DNR SACRAMENTO 17.8	0.0	3.00AM	6.00AM	6.30AM	6.15PM															
ROSEVILLE 56.4					5.00PM															
		Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily															

Time over District.....	(0.35)	(0.40)	(7.30)	(4.55)
Average speed per hour.....	22.62	19.80	7.52	11.20

See pages 6, 7 and 8 for additional trains between Benicia and Sacramento.

Capacity of passing sidings in car len. lbs and location of Seales, Fuel, Water and Turning Stations	THIRD CLASS				FIRST CLASS													Distance from San Francisco	Time Table No. 174	
	288 Fresno Freight		250 Tracy Way Freight		132 San Francisco Martines Passenger	130 San Francisco Martines Passenger	26 The Owl	44 San Francisco Tracy Passenger	50 San Joaquin Valley Passenger	128 San Francisco Avon Passenger	8 San Francisco Los Angeles Express	84 San Francisco Bakersfield Passenger	42 San Francisco Avon Passenger	36 San Francisco Stockton Passenger	124 San Francisco Bay Point Passenger	120 Port Costa Martines Passenger	86 Oil Fields Passenger		November 14, 1920.	
	Leave Daily	Leave Daily EX SUNDAY	Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily		STATIONS	
						7.40PM	6.40PM	6.00PM	4.20PM	4.00PM	1.20PM	10.40AM	8.40AM	8.00AM	6.00AM	6.00AM	11.00PM	0.0	DN SAN FRANCISCO (81.1)	
WFTO P	8.00PM	10.05AM			9.30PM	8.20PM	7.19PM	5.55PM	5.30PM	3.00PM	12.07PM	10.01AM	9.45AM	8.00AM	7.33AM	6.05AM	12.35AM	31.1	DNR PORT COSTA 1.1	
					f	f		f		f			f					32.2	NEVADA DOCK 2.5	
123 WP	8.15	10.25			s 9.40PM	s 8.30PM	7.27	s 6.05	s 5.40	s 3.10	s 12.17	s 10.09	s 9.55	s 8.10	s 7.42	s 6.15AM	f 12.45	34.7	DR MARTINEZ 1.3	
111								f		f			f	f	f			36.0	MOCOCO 0.8	
75 VP	8.57	11.00AM					7.33	s 6.13	5.48	s 3.20PM	12.23	10.15	s 10.05AM	s 8.20	s 7.50		12.52	38.1	DR AVON 2.2	
Interchange 204 P	9.10	12.10PM					7.38	s 6.22	5.54		s 12.32	10.20		s 8.32	*s 8.05AM		f 1.00	41.3	DR BAY POINT 1.7	
70 P								f						f				43.0	NICHOLS 1.8	
Interchange 56 P	9.33	12.37					7.43	6.28	6.00		12.37	10.25		f 8.42			1.08	44.8	McAVOY 4.1	
Interchange 50 WP	9.50	1.45					7.48	s 6.38	6.05		s 12.44	10.31		s 8.58			s 1.16	48.9	DN PITTSBURG 1.9	
								f						f				50.8	LOS MEDANOS 2.8	
56 P	10.10	2.15					7.54	s 6.46	6.13		s 12.52	10.38		s 9.10			1.24	53.5	D ANTIOCH 2.5	
														f				56.0	NEWLOVE 1.8	
83	10.30	2.30					7.59	f 6.52	6.18		12.59	10.43		f 9.18			1.31	57.8	NEROLY 4.4	
104 WP	11.00	2.55					8.05	s 7.00	6.24		s 1.06	10.49		s 9.28			1.39	61.7	D BRENTWOOD 5.2	
95 P	11.20	3.20					8.12	s 7.10	6.31		s 1.15	10.57		s 9.40			1.49	66.9	D BYRON 2.0	
P								f	f		f			f				68.9	BYRON HOT SPRINGS 2.7	
51 P	11.45PM	3.40					8.18	7.20	6.39		1.23	11.03		f 9.51			1.57	71.6	HERDLYN 4.1	
69 P	12.05AM	4.15					8.24	f 7.27	6.48		1.30	11.09		s 10.01			2.04	75.7	D BETHANY 3.4	
47	12.15	4.30					8.28	7.33			1.37			f 10.10			2.10	79.1	JANNEY 3.1	
Term yard WFTYO P	12.45AM	4.50PM					s 8.35PM	s 7.45PM	s 7.00PM		s 1.45PM	s 11.20AM		s 10.20AM			s 2.20AM	82.2	DNR TRACY (81.1)	
	Arrive Daily	Arrive Daily EX SUNDAY			Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily			

Automatic Block

(4.45) (6.45) (0.10) (0.10) (1.16) (1.50) (1.30) (0.20) (1.38) (1.19) (0.20) (2.20) (0.39) (0.10) (1.45) Time over district
 11.57 7.57 21.60 21.60 40.13 27.87 33.32 21.00 31.28 33.81 21.00 21.90 19.12 21.60 29.20 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception—No. 120 is Superior to No. 123.

ADDITIONAL STOPS ON SIGNAL: No. 50—Any station to receive passengers for points east of Tracy.
 ★No. 124—Due Bay Point Ship Yards 8.05 am.

TOWARD SAN FRANCISCO.

Time Table No. 174 November 14, 1920.		Distance from Tracy	FIRST CLASS										SECOND CLASS			THIRD CLASS		
			87 Oil Fields Passenger	123 Martinez San Francisco Passenger	25 The Owl	81 Tracy, Calistoga Santa Rosa and San Francisco Passenger	49 San Joaquin Valley Passenger	43 Avon San Francisco Passenger	129 Avon San Francisco Passenger	125 Bay Point San Francisco Passenger	109 Sunset Express	51 Bakersfield, San Francisco Passenger	35 Tracy San Francisco Passenger	133 Martinez Port Costa Passenger	135 Martinez Port Costa Passenger	249 Tracy Way Freight		
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
SAN FRANCISCO (31.1)		82.2	8.10AM	8.30AM	8.50AM	10.30AM	2.10PM	6.10PM	6.30PM	6.50PM	7.30PM	10.40PM	11.59PM					
DNR PORT COSTA 1.1		51.1	s 6.30AM	s 6.40AM	s 7.30AM	s 8.40AM	s 12.40PM	s 4.20PM	s 4.25PM	s 5.20PM	s 5.50PM	s 9.15PM	s 10.10PM		s 8.50PM	s 10.00PM	11.55AM	
NEVADA DOCK 2.5		50.0		f				f							f			
DR MARTINEZ 1.3		47.5	s 6.20	6.30AM	7.22	s 8.30	s 12.31	s 4.10	s 4.15	s 5.13	s 5.40	s 9.05	s 10.00		8.35PM	9.45PM	11.27	
MOCOCO 0.8		46.2				f		f		f			f					
PEYTON 1.3		45.4					f	f					f					
DR AVON 3.2		44.1	6.12		7.16	s 8.20	f 12.23	4.00PM	4.05PM	s 5.06	5.25	8.57	f 9.52				11.00	
DR BAY POINT 1.7		40.9	f 6.06		7.10	s 8.10	s 12.10PM			* 5.00PM	s 5.18	8.52	s 9.45				10.20	
NICHOLS 1.8		39.2				f							f					
McAVOY 4.1		37.4	6.00			f 7.50	f 11.59AM				5.09	8.46	f 9.33				9.30	
DN PITTSBURG 1.9		33.3	f 5.54		6.59	s 7.40	s 11.52				s 5.02	8.40	s 9.25				8.58	
LOS MEDANOS 2.3		31.4					f						f					
PRINCE 0.4		29.1																
D ANTIOCH 2.5		28.7	5.47		6.52	s 7.25	s 11.42				f 4.52	8.33	f 9.15				8.20	
NEWLOVE 1.3		26.2					f											
NEROLY 4.4		24.9	5.42			f 7.16	f 11.32				4.45	8.27	f 9.08				7.35	
D BRENTWOOD 5.2		20.5	5.35		6.42	s 7.07	s 11.24				s 4.39	8.20	s 9.02				7.07	
D BYRON 2.0		15.3	5.27		6.35	s 6.57	s 11.15				s 4.30	8.12	s 8.52				6.35	
BYRON HOT SPRINGS 2.7		13.3				f	f				f		f					
HERDLYN 4.1		10.6	5.20			6.47	11.03				4.21	8.01	f 8.43				6.00	
D BETHANY 3.4		6.5	5.15		6.24	f 6.37	s 10.53				4.15	7.55	f 8.37				5.45	
JANNEY 3.1		3.1				f 6.29	10.47				4.10	7.50	f 8.28				5.15	
DNR TRACY (51.1)		0.0	5.05AM		6.15AM	6.20AM	10.40AM				4.05PM	7.45PM	8.15PM				5.10AM	
			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.....			(1.25)	(0.10)	(1.15)	(2.20)	(1.53)	(0.20)	(0.20)	(0.20)	(1.45)	(1.30)	(1.55)	(0.15)	(0.15)	(6.45)	(6.45)	
Average speed per hour			36.07	21.60	40.88	21.90	23.58	21.00	21.00	30.60	29.20	34.06	26.66	14.40	14.40	7.57	7.57	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception—No. 120 is Superior to No. 123.

ADDITIONAL STOPS—No. 109 any station to discharge passengers from points east of Los Angeles, inclusive.

* No. 125 leaves Bay Point shipyard 5.00 pm.

Capacity of passing sidings in carlengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS					SECOND CLASS					FIRST CLASS										Distance from San Francisco	STATIONS	
	280	278	242	246	254						184	182	96	80	38	92	32	94	82	90			210
	San Jose Way Freight	Tracy Way Freight	Fresno Mdse. Freight	Fresno Freight	Ogden Manifest						San Francisco Livermore Passenger	San Francisco Livermore Passenger	San Francisco San Jose Passenger	Stockton Flyer	San Francisco Sacramento Passenger	San Francisco San Jose Passenger	San Francisco & Sacramento Passenger	Milk Train	San Francisco Sacramento Passenger	San Francisco San Jose Passenger			The Newsboy
Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily						Leave SUNDAY ONLY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
			6.50PM		10.05PM						7.40PM	5.40PM	5.00PM	5.00PM	4.00PM	12.00M	8.20AM	8.00AM	7.20AM	6.40AM	1.20AM	0.0	DN SAN FRANCISCO
											7.58	5.58	5.18	5.18	4.18	12.18	8.38	8.18	7.38	6.58	1.38	3.5	OAKLAND PIER
IP											8.04PM	6.10PM	5.30PM	5.24PM	4.24PM	12.25PM	8.48AM	8.30AM	7.45AM	7.05AM	1.50AM	3.5	DNR OAKLAND PIER
Term. Yard WFTYO Interchange	9.30AM	4.05AM																				4.9	Cedar St. Crossing.
																						5.9	DNR WEST OAKLAND
																						6.7	CHESTNUT JUNCTION
IP											s 8.11	s 6.18	s 5.37	s 5.30	s 4.30	s 12.34	s 8.56	s 8.40	s 7.51	s 7.15	s 1.57	6.7	Western Pacific Crossing
																						6.8	OAKLAND (First St.)
P												f	f			f		f		f		8.3	Webster Street Crossing
IP											s 8.20	s 6.25	s 5.44		s 4.38	s 12.41	s 9.03	s 8.48	s 7.59	s 7.22	2.05	9.7	EAST OAKLAND
																						10.3	FRUITVALE
55 P	10.00	4.28									f 8.30	f 6.32	f 5.51	5.44	4.45	f 12.48	f 9.10	f 8.55	8.07	f 7.30	2.13	13.4	Cal. Ry. Crossing
38 WP	10.25	4.33									s 8.34	s 6.39	s 5.55			s 12.53	s 9.17	s 9.00		s 7.34	s 2.16	14.8	DNR ELMHURST
											f	f	f			f		f		f		15.5	D SAN LEANDRO
											f	f	f			f		f		f		16.5	SOUTH SAN LEANDRO
40 P	11.10	4.42									f 8.40	s 6.50	s 6.01	5.50	4.52	s 12.59	f 9.24	f 9.11	8.14	s 7.40	2.20	17.5	ESTUDILLO
											f	f	f			f		f		f		18.1	D LORENZO
46 P	11.40AM	4.50									s 8.47	s 6.57	s 6.07	5.55	s 5.00	s 1.05	s 9.31	s 9.19	8.21	s 7.47	s 2.25	20.1	CHERRY
											f	f	f			f		f		f		21.6	D HAYWARD
88	12.05PM	5.00									f 8.53	f 7.03	f 6.14		5.05	f 1.12	9.38	f 9.26		f 7.54	2.31	24.0	HARDER
86 P	12.25	5.10									s 9.00	s 7.10	s 6.20	6.04	5.09	s 1.20	s 9.45	f 9.31	8.33	s 8.01	2.36	26.5	D HALVERN
													f							f		27.6	D DECOTO
Yard WYOP	12.45PM	5.20	9.50PM	8.15PM	1.25AM						s 9.08	s 7.20	s 6.30PM	s 6.11	s 5.18	s 1.30PM	s 9.55	s 9.38AM	s 8.40	s 8.10AM	s 2.44	29.2	PABRICO
36 P		5.50	10.00	8.25	1.40						f 9.13	f 7.25			5.22			f 10.00		8.50		31.7	DNR NILES
																						33.6	FARWELL
76 P		6.19	10.15	8.40	1.55						s 9.23	s 7.35		6.23	s 5.32			s 10.10		8.59		35.6	BRIGHTSIDE
											f	f						f				37.2	D SUNOL
											f	f						f				38.4	BONITA
79 P		7.00	10.30	9.00	2.15						s 9.35	s 7.45		6.32	s 5.43			s 10.22		s 9.11	3.09	40.9	VERONA
IYP											f	f										42.0	D PLEASANTON
																						42.4	RADUM
41 P		7.25	10.40	9.05	2.25						9.40	7.50			5.52			f 10.26			3.13	43.0	REMILLARD
94 WT P		8.00 9.30	11.10	9.50	2.55						s 9.50PM	s 8.00PM		6.41	s 6.00			s 10.38		s 9.22	s 3.20	46.9	ELIOT
P																		f				48.4	DNR LIVERMORE
80 P		10.00	11.30	10.30	3.15													f 10.48			3.33	50.5	TREVARNO
79 T P		10.50 11.10	11.55PM	11.00	3.45													s 11.00		9.40	3.45	55.0	ULMAR
29 P		11.40AM	12.15AM	11.20	4.10													f 11.12			3.55	59.5	DN ALTAMONT
78 P		12.28PM	12.30	11.45PM	4.25													f 11.22		9.56	4.05	63.1	CAYLEY
80																						68.7	MIDWAY
WFTYO Term. Yard P		12.50 PM	12.50AM	12.15 AM	5.15AM									s 7.24PM	s 6.50PM			f 11.40AM		s 10.10AM	s 4.20AM	70.8	MEDAL
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily						Arrive SUNDAY ONLY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		DNR TRAGY

Time Table No. 174
November 14, 1920.

STATIONS

DN SAN FRANCISCO 0.0
OAKLAND PIER 3.5
DNR OAKLAND PIER 1.4
Cedar St. Crossing. 3.5
DNR WEST OAKLAND 1.0
CHESTNUT JUNCTION 1.0
Western Pacific Crossing 0.8
OAKLAND (First St.) 0.1
Webster Street Crossing 1.5
EAST OAKLAND 1.4
FRUITVALE 0.6
Cal. Ry. Crossing 3.1
DNR ELMHURST 1.4
D SAN LEANDRO 0.7
SOUTH SAN LEANDRO 1.0
ESTUDILLO 1.0
D LORENZO 0.6
CHERRY 2.0
D HAYWARD 1.5
HARDER 2.4
HALVERN 2.5
D DECOTO 1.1
PABRICO 1.6
DNR NILES 2.5
FARWELL 1.9
BRIGHTSIDE 2.0
D SUNOL 1.8
BONITA 1.2
VERONA 2.5
D PLEASANTON 1.1
RADUM 0.4
REMILLARD 0.6
ELIOT 3.9
DNR LIVERMORE 1.5
TREVARNO 2.1
ULMAR 4.5
DN ALTAMONT 4.5
CAYLEY 3.6
MIDWAY 5.6
MEDAL 2.1
DNR TRAGY (67.3)

(3.15) 8.10 (3.45) 7.53 (3.00) 13.37 (4.00) 10.40 (3.50) 10.35 (1.46) 29.51 (1.50) 23.40 (1.00) 25.70 (2.00) 33.65 (2.26) 27.65 (1.05) 23.72 (2.52) 23.63 (1.08) 22.67 (2.25) 27.84 (1.05) 23.72 (2.30) 26.92

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
See pages 14 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.
No. 210 Reduce speed Fruitvale sufficiently to enable safe dispatch of bundles of newspapers.
ADDITIONAL STOPS ON SIGNAL.—No. 38 San Leandro to receive passengers for Tracy and points east.
Nos. 90 and 182 Cherryland at M. P. 19.1 Nos. 90, 92, 94, 96, 182 and 184 Tennyson 1.2 miles east of Harder.

TOWARD SAN FRANCISCO.

Westward. 13

Time Table No. 174

November 14, 1920.

FIRST CLASS

THIRD CLASS

FOURTH CLASS

STATIONS	Distance from Tracy	FIRST CLASS								THIRD CLASS				FOURTH CLASS	
		89 Niles San Francisco Passenger	93 Livermore San Francisco Passenger	91 San Jose San Francisco Passenger	79 Stockton Flyer	31 Sacramento Stockton and San Francisco Passenger	95 San Jose Passenger	37 Sacramento Stockton and San Francisco Passenger	247 Fresno Freight	253 Ogden Manifest	279 San Jose Way Freight	277 Tracy Way Freight			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
DN SAN FRANCISCO 3.5	70.8	7.10AM	8.10AM	9.30AM	10.10AM	3.10PM	6.10PM	7.30PM							
OAKLAND PIER	67.3	6.52	7.52	9.12	9.52	2.52	5.52	7.12							
(DNR OAKLAND PIER) 1.4	67.3	s 6.42AM	s 7.42AM	s 9.02AM	s 9.43AM	s 2.42PM	s 5.40PM	s 7.03PM							
Cedar St. Crossing DNR WEST OAKLAND 1.0	65.9											9.30PM	12.20PM		
CHESTNUT JUNCTION Western Pacific Crossing 0.8	64.9														
OAKLAND (First St.) 0.1	64.1	s 6.33	s 7.32	s 8.55	s 9.33	s 2.30	s 5.30	s 6.55							
Webster Street Crossing 1.5	64.0														
EAST OAKLAND 1.4	62.5	f													
FRUITVALE 0.6	61.1	s 6.25	s 7.23	s 8.46	9.26	s 2.20	s 5.22	s 6.48							
Cala. Ry. Crossing 3.1	60.5														
DNR ELMHURST 1.4	57.4	f 6.17	f 7.15	8.38	9.19	2.13	s 5.15	6.41				8.50	11.40AM		
D SAN LEANDRO 0.7	56.0	s 6.13	s 7.10	s 8.34	9.17	2.10	s 5.12	6.39				8.35	11.25		
SOUTH SAN LEANDRO 1.0	55.3	f	f				f								
ESTUDILLO 1.0	54.3	f	f				f								
D LORENZO 0.6	53.8	s 6.06	s 7.00	s 8.28	9.11	2.05	s 5.06	6.34				8.15	11.10		
CHERRY 2.0	52.7	f	f												
D HAYWARD 1.5	50.7	s 5.59	s 6.54	s 8.21	9.07	s 2.00	s 5.00	6.30				7.55	10.55		
HARDER 2.4	49.2	f	f	f			f								
HALVERN 2.5	46.8	f 5.52	f 6.45	f 8.08		1.50	f 4.50	6.25				7.40	10.30		
D DECOTO 1.1	44.3	f 5.47	s 6.40	s 8.01	8.59	1.45	s 4.45	6.20				7.30	10.20		
PABRICO 1.6	43.2		f	f			f								
DNR NILES 2.5	41.6	5.42AM	s 6.33	7.55AM	s 8.55	s 1.40	4.40PM	s 6.11				1.00PM	7.15PM	7.20PM	10.05
FARWELL 1.9	39.1		f 6.26		8.50	1.30		f 6.00				7.00		9.05	
BRIGHTSIDE 2.0	37.2		f												
D SUNOL 1.6	35.2		s 6.19		8.40	s 1.23		s 5.53				12.25	6.45	8.59	
BONITA 1.2	33.6		f					f							
VERONA 2.5	32.4		f					f							
D PLEASANTON 1.1	29.9		s 6.10		s 8.31	s 1.13		s 5.43				12.05PM	6.32	8.31	
R RADUM 0.4	28.8														
REMILLARD 0.6	28.4														
ELIOT 3.9	27.8		f 6.05			1.08		f 5.33						8.15	
DNR LIVERMORE 1.5	23.9		6.00AM		s 8.22	s 1.02		s 5.26				11.40AM	6.10	8.00	
TREVARNO 2.1	22.4							f							
ULMAR 4.5	20.3					12.53		f 5.17				11.15	5.02	6.35	
DN ALTAMONT 4.5	15.8				8.09	12.45		s 5.10				11.00	4.50	6.20	
CAYLEY 3.6	11.3							f				10.50	4.25	6.00	
MIDWAY 5.6	7.7					12.28		f 4.52				10.20	4.05	5.40	
MEDAL 2.1	2.1														
DNR TRACY	0.0				7.43AM	12.15PM		4.40PM				9.00AM	3.30PM	5.15AM	
(67.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time over District	(1.00)	(1.42)	(1.07)	(2.00)	(2.27)	(1.00)	(2.23)	(3.45)	(3.45)	(2.10)	(7.05)
Average speed per hour	25.70	25.53	23.73	33.65	27.46	25.70	28.23	11.34	11.09	11.89	9.30

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
See pages 14 and 15 for additional trains between Oakland Pier, West Oakland and Elmhurst.

ADDITIONAL STOPS ON SIGNAL.—No. 37 any station west of Niles to discharge passengers from points east of Sunol inclusive. Hayward to receive mail whenever quantity is in excess of capacity of mail catcher.
Nos. 89, 91, 93 and 95 Tennyson 1.2 miles west of Halvern.

Capacity of passing sidings in car tracks and location of Seals, Fuel, Water and Turning Stations.	FIRST CLASS							Distance from San Francisco	Time Table No. 174 November 14, 1920.	Distance from San Jose	FIRST CLASS					FOURTH CLASS	
	THIRD CLASS										801						
	802	506	512	502	500	503	505				513	501	557	Way Freight			
Way Freight	San Francisco San Jose Passenger	Milk Train	San Francisco Santa Cruz Passenger	Milk Train	Milk Train	San Jose San Francisco Passenger	Milk Train	Santa Cruz San Francisco Passenger	San Jose San Francisco Passenger	Arrive Daily	Arrive Daily	EX. SUNDAY					
Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
		5.20PM	8.00AM	8.20AM	12.20AM	0.0	DN SAN FRANCISCO	47.4	7.10AM	9.10AM	2.30PM	5.50PM	10.00PM				
		5.38		8.38	12.38	3.5	OAKLAND PIER	48.9		8.52	2.12	5.32	9.42				
		5.50PM		8.55AM	1.00AM	8.5	DNR OAKLAND PIER	48.9		8.40AM	s 2.00PM	s 5.20PM	s 9.37PM				
Term. Yard WFTYO Interchange	9.05AM					4.9	Cedar Street Crossing	42.5							4.10PM		
						5.9	CHESTNUT JCT. Western Pacific Crossing	41.5									
IP		s 5.57		s 9.02	s 1.07	6.7	OAKLAND (First St.)	40.7		s 8.25	s 1.48	s 5.10	s 9.29				
						6.8	Webster St. Crossing	40.6									
P		f		f		8.3	EAST OAKLAND	39.1									
IP		s 6.04		s 9.09	s 1.15	9.7	FRUITVALE	37.7		s 8.17	s 1.30	s 5.02	s 9.22				
						10.3	Cal. Ry. Crossing	37.1									
55 P	9.30	f 6.11		s 9.17	f 1.21	13.4	DNR ELMHURST	34.0		f 8.10	f 1.16	f 4.55	f 9.15		3.30		
14		f		f	f	15.5	MULFORD	31.9			f	f	f				
18 P		f 6.19		f 9.24	f 1.29	17.8	ROBERT	29.6		f 7.57	f 1.03	f 4.41	f 9.07				
77 WP	10.10	f 6.24		f 9.28	f 1.33	20.2	RUSSELL	27.2		f 7.51	f 12.58	f 4.36	f 9.02		2.30		
26 P	10.20	s 6.27		s 9.32	f 1.39	21.5	MOUNT EDEN	25.9		s 7.49	f 12.55	s 4.33	f 8.58		2.00		
9 Spur		f		f		23.0	BAUMBERG	24.4		f	f	f	f				
68	10.40	s 6.34		s 9.40	s 1.52	25.3	D ALVARADO	22.1		s 7.42	f 12.49	s 4.25	s 8.51		1.30		
		f		f	f	26.2	HALL	21.2		f	f	f					
13	10.55	f 6.41		f 9.47	s 2.07	28.4	ARDEN	19.0		f 7.36	s 12.37	f 4.19	f 8.44		1.00		
						29.0	HILLARD	18.4									
Yard WYP	11.10	s 6.48	s 10.05AM	s 9.55	s 2.17AM	30.6	DNR NEWARK	16.8	s 5.15AM	s 7.32	s 12.24PM	s 4.15	s 8.40		12.40PM		
9			f	f		32.8	MOWRY	14.6	f	f	f	f					
88	11.45AM	f 6.54	10.13	f 10.03		34.1	ALBRAE	13.3	f 4.55	f 7.25		f 4.08	f 8.33		11.45AM		
		f		f		35.5	MALLARD	11.9		f	f	f					
6		f 6.59	f	f		36.5	DRAWBRIDGE	10.9	f	f	f	f					
18	12.10PM	s 7.05	s 10.24	s 10.14		39.1	ALVISO	8.3	s 4.35	s 7.17		s 4.00	s 8.25		11.30		
59	1.30	s 7.10	s 10.32	s 10.22		41.7	D AGNEW	5.7	s 4.25	s 7.11		s 3.54	s 8.20		11.15		
	1.45	s 7.17	s 10.40	s 10.30		44.8	D SANTA CLARA	2.6	s 4.10	s 7.05		s 3.47	s 8.13		11.05		
I	1.55PM	7.20PM	f 10.45AM	f 10.35AM		46.2	R COLLEGE PARK	1.2	3.55AM	f 7.03AM		f 3.43PM	f 8.08PM		10.55AM		

Trains between College Park, San Jose and West San Jose governed by Coast Division Time Table.

Term. Yard WFTYO	2.00PM			7.25PM	10.50AM		47.4	DNR SAN JOSE	0.0	3.50AM	7.00AM		8.05PM		10.50AM
Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		WEST SAN JOSE		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
					10.40AM								3.40PM		

(4.25) 9.67 (1.30) 27.01 (0.40) 20.50 (1.45) 24.80 (1.17) 21.11 Time over District (1.20) 11.70 (1.37) 23.50 (1.36) 16.92 (1.37) 23.50 (1.29) 28.46 (5.15) 8.13

..... Average speed per hour

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

See pages 12, 13 and 15 or additional trains between Oakland Pier, West Oakland and Elmhurst.

ADDITIONAL STOPS ON SIGNAL.—Nos. 501 and 505 East Oakland to discharge passengers.

Eastward

Westward 15

Location of Telephone and Interlocking Towers.	FIRST CLASS										Distance from San Francisco	Time Table No. 174 November 14, 1920.	Distance from Stonehurst	SECOND CLASS									
	3066	3064	3062	3078	3060	3058	3056	3054	3052	3050				3049	3051	3053	3055	3057	3059	3077	3061	3063	3065
	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger				Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger
	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SATURDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SATURDAY ONLY	Leave SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily			
	3.00PM	2.00PM	1.20PM	11.20AM	10.00AM	9.00AM	7.20AM	6.40AM	6.00AM		0.0	DN SAN FRANCISCO	14.3	7.10PM	8.10AM	8.30AM	9.30AM	11.10AM	12.10PM	1.10PM	3.10PM	4.10PM	5.30PM
				11.38							3.5	OAKLAND PIER	10.8							12.52			
I P			1.47PM	11.40AM							3.5	DNR OAKLAND PIER	10.8			s 8.55AM		s 11.39AM	s 12.40PM				
Term Yard WFITYO											4.9	Cedar St. Crossing.	9.4										
											5.9	DNR WEST OAKLAND	8.4										
I P			s 1.54	s 11.47							6.7	CHESTNUT JCT.	8.4										
											6.8	Western Pac. Crossing	7.6					s 11.29	s 12.31				
P			f 1.59	s 11.52		9.45AM				5.48AM	8.3	OAKLAND (First St.)	7.5			s 8.47							
			f	f		f			f		9.0	Webster St. Crossing.	6.0			s 8.42		s 11.26	s 12.27				
I P	3.42PM	2.42PM	s 2.04	s 11.57	10.40AM	s 9.49	8.05AM	7.28AM	6.42AM	s 5.54	9.7	EAST OAKLAND	5.3			f		f	f				
											10.3	23RD AVENUE	4.6	s 6.22AM	s 7.22AM	s 8.02AM	s 8.40	s 10.21AM	s 11.21	s 12.23	s 2.35PM	s 3.22PM	s 4.38PM
	f	f	f		f	f	f	f	f	f	10.6	FRUITVALE	4.0										
	f	f	f		f	f	f	f	f	f	11.6	Cal. Ry. Crossing	3.7	f	f	f	f	f	f	f	f	f	f
	f	f	f		f	f	f	f	f	f	12.0	HUTCHINSON	2.7	f	f	f	f	f	f	f	f	f	f
55 P	s 3.51	s 2.51	s 2.12	12.05PM	s 10.49	s 9.57	s 8.13	s 7.36	s 6.50	s 6.02	13.4	KOHLER	2.3	f	f	f	f	f	f	f	f	f	f
											14.3	FITCHBURG	0.9	s 6.13	s 7.13	s 7.53	s 8.32	s 10.13	s 11.13	12.15PM	s 2.28PM	s 3.13	s 4.30
W	s 3.55PM	s 2.55PM	s 2.18PM		s 10.55AM	s 10.00AM	s 8.17AM	s 7.39AM	s 6.55AM	s 6.05AM		DN ELMHURST	0.0	6.10AM	7.10AM	7.50AM	8.30AM	10.10AM	11.10AM		2.25PM	3.10PM	4.27PM
	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive SATURDAY ONLY	Arrive SUNDAY ONLY	Arrive SUNDAY ONLY	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Western Pac. Crossing.		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave SATURDAY ONLY	Leave SUNDAY ONLY	Leave SUNDAY ONLY	Leave Daily

Eastward

Westward

Location of Telephone and Interlocking Towers.	FIRST CLASS					Distance from San Francisco	Time Table No. 174 November 14, 1920.	Distance from Stonehurst	SECOND CLASS				
	3076	3074	3072	3070	3068				3067	3069	3071	3073	3075
	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger				Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger	Stonehurst Passenger
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive SUNDAY ONLY	Arrive Daily Ex. Sunday			
	6.20PM	5.40PM	5.00PM	4.00PM	3.20PM	0.0	DN SAN FRANCISCO	14.3	6.10PM	7.10PM	7.50PM		
					3.38PM	3.5	OAKLAND PIER	10.8					
I P						3.5	DNR OAKLAND PIER	10.8					
Term Yard WFITYO						4.9	Cedar St. Crossing.	9.4					
						5.9	DNR WEST OAKLAND	8.4					
I P					s 3.47	6.7	CHESTNUT JCT.	8.4					
						6.8	Western Pac. Crossing	7.6					
P					s 3.52	8.3	OAKLAND (First St.)	6.0			s 7.00PM	s 7.33PM	
					f	9.0	Webster St. Crossing.	5.3			f	f	
I P	7.04PM	6.23PM	5.48PM	4.45PM	s 3.58	9.7	EAST OAKLAND	4.6	s 5.18PM	s 6.15PM	s 6.57PM	s 6.57	s 7.30
						10.3	23RD AVENUE	4.0					
	f	f	f	f	f	10.6	FRUITVALE	3.7	f	f	f	f	f
	f	f	f	f	f	11.6	Cal. Ry. Crossing	2.7	f	f	f	f	f
	f	f	f	f	f	12.0	HUTCHINSON	2.3	f	f	f	f	f
55 P	s 7.12	s 6.30	s 5.56	s 4.56	s 4.06	13.4	KOHLER	0.9	s 5.08	s 6.08	s 6.48	s 6.48	s 7.22
						14.3	FITCHBURG	0.0	5.05PM	6.05PM	6.45PM	6.45PM	7.18PM
W	s 7.16PM	s 6.37PM	s 6.00PM	s 5.00PM	s 4.10PM		DN ELMHURST		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave SUNDAY ONLY	Leave Daily Ex. Sunday
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		Western Pac. Crossing.						

On single track Westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.)
See pages 12, 13 and 14 for additional trains between Oakland Pier, West Oakland and Elmhurst.

ADDITIONAL STOPS ON SIGNAL.
All trains Seminary Ave.
Cannery just east of Fitchburg on signal.

Eastward

FROM SAN FRANCISCO

TOWARD SAN FRANCISCO

Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS				FIRST CLASS				Distance from San Francisco	Time Table No. 174 November 14, 1920.	Distance from Niles	FIRST CLASS				THIRD CLASS	
	242	254					504	500				511	513			253	
	Fresno Merchandise Freight	Ogden and Portland Manifest Freight					Milk Train	Milk Train				Milk Train	Milk Train			Ogden Manifest Freight	
	Leave Daily EX. SUNDAY	Leave Daily					Leave Daily	Leave Daily				Arrive Daily	Arrive Daily		Arrive Daily		
	7.20PM	10.05PM							0.0	DN SAN FRANCISCO	43.0						
									5.2	BAY SHORE	37.8					11.30PM	
YP	8.35PM	12.15AM							26.2	DNR REDWOOD JCT.	16.8					10.00PM	
137									26.4	BESTOS	16.6						
	8.40	12.17							26.8	END OF DOUBLE TRACK	16.2					9.45	
									28.0	SWEENEY	15.0						
58 P	8.50	12.25							29.5	HENDERSON	13.5					9.15	
									30.2	REMOUNT	12.8						
									30.9	RAVENSWOOD	12.1						
56	9.02	12.35							33.9	DUMBARTON	9.1					9.02	
108 WYP	9.25	1.00						5.15AM	37.2	Auto-Block DNR NEWARK	5.8	s 10.00AM	s 12.24PM			8.15	
									39.0	MATTOS	4.0	f	f				
56 P	9.35	1.10						f 5.22	40.1	CENTERVILLE	2.9	s 9.50	s 12.15			7.50	
	9.40	1.15						5.25	41.6	SHINN JCT.	1.4	9.46	12.04			7.45	
I Y									42.4	W. P. Crossing	0.6						
Yard WYOP	9.50PM	1.25AM						s 5.35AM	43.0	DNR NILES	0.0	9.43AM	12.01PM			7.40PM	
	Arrive Daily EX. SUNDAY	Arrive Daily					Arrive Daily	Arrive Daily		(17.5)		Leave Daily	Leave Daily			Leave Daily	

(1.15)	(1.10)	(0.30)	(0.23)	Time over District	(0.17)	(0.18)	(0.23)	(2.20)
14.08	15.08	11.16	15.13	Average speed per hour	23.41	19.33	15.13	7.20

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

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

Eastward

FROM SAN FRANCISCO

TOWARD SAN FRANCISCO

Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS	SECOND CLASS	FIRST CLASS					Distance from San Francisco	Time Table No. 174 November 14, 1920.	Distance from San Jose	FIRST CLASS				SECOND CLASS	THIRD CLASS
	280	248	96	92	188	90	500				91	187	513	95	245	279
	San Jose Way Freight	Fresno Freight	San Francisco San Jose Passenger	San Francisco San Jose Passenger	Niles San Jose Passenger	San Francisco San Jose Passenger	Milk Train				San Jose San Francisco Passenger	San Jose San Francisco Passenger	Milk Train	San Jose San Francisco Passenger	Fresno Freight	San Jose Way Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	
			5.00PM	12.00M	8.00AM	6.40AM	12.20AM	0.0	DN SAN FRANCISCO	46.7	9.30AM		2.30PM	6.10PM		
Yard WYOP	1.20PM	1.10PM	6.35PM	1.40PM	9.55AM	8.15AM	2.45AM	29.2	DNR NILES	17.5	s 7.52AM	s 9.45AM	s 11.55AM	s 4.35PM	8.00PM	
IY								29.7	W. P. Crossing	17.0						
			f	f	f	f	i	30.6	OVERACKER	16.1	f	f	f	f		
87	1.35	1.20	s 6.42	s 1.47	s 10.05	s 8.22	s 2.55	32.8	IRVINGTON	13.9	s 7.45	f 9.37	f 11.45	s 4.27	7.45	
44	1.45	1.30	f 6.49	f 1.55	f 10.12	f 8.28	f 3.10	36.3	WARM SPRINGS	10.4	f 7.39	f 9.31	f 11.32	f 4.21	7.35	
									4.4							
42	2.03	1.40	s 6.57	s 2.03	s 10.20	s 8.34	s 3.25	40.7	D MILPITAS	6.0	s 7.32	f 9.25	f 11.25	s 4.15	7.25	
38	2.41	1.50	f 7.01	f 2.07	f 10.27	f 8.39	f 3.33	43.3	WAYNE	3.4	f 7.26	9.20	f 11.15	f 4.10	7.20	
Interchange								45.9	RURIC	0.8						
Term. Yard WFITO	3.00PM	2.05PM	s 7.10PM	s 2.15PM	s 10.35AM	s 8.45AM	s 3.45AM	46.7	DNR SAN JOSE	0.0	7.20AM	9.15AM	11.05AM	4.05PM	7.10PM	
	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	Leave Daily EX. SUNDAY	

(1.40)	(0.55)	(0.35)	(0.35)	(0.40)	(0.30)	(1.00)	Time over District	(0.32)	(0.30)	(0.50)	(0.30)	(0.50)	(1.55)
9.60	19.08	30.00	30.00	26.92	35.00	17.05	Average speed per hour	32.81	35.00	21.00	35.00	21.00	9.13

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

Eastward.

FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO.

Westward

17

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS							Distance from San Francisco	Time Table No. 174 November 14, 1920.	Distance from Radum	SECOND CLASS								
	146										145								
	San Ramon Mixed										San Ramon Mixed								
							Leave Daily EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY								
							8.00AM	0.0	DN SAN FRANCISCO	67.8	6.10PM								
45 Y							10.05AM	38.1	DR AVON	29.7	s 3.25PM								
								39.6	HAPRESS	28.2									
								41.0	GALINDO	26.8									
80 W							s 10.15	42.5	D CONCORD	25.3	s 3.15								
							f	43.2	NACIO	24.6									
							s 10.20	45.1	HOOKSTON	22.7	f 12.35								
Interchange Track							f 10.25	45.8	LAS JUNTAS O. and A. Crossing	22.0	f 12.25								
								47.3	OXLEY	20.5									
24							s 10.35	48.2	D WALNUT CREEK	19.6	s 12.10PM								
							f	50.6	WIDBERO	17.2									
18							f 10.50	52.6	ALAMO	15.2	f 11.55AM								
57							s 11.00	54.8	D DANVILLE	13.0	s 11.45								
							f	56.4	OSAGE	11.4									
29 T							s 11.10AM	57.7	R SAN RAMON	10.1	s 11.30AM								
								61.3	FOREST HOME	6.5									
71								63.6	DOUGHERTY	4.2									
31								66.4	ASCO	1.4									
I Y P								67.8	Western Pac. Crossing RADUM	0.0									
							Arrive Daily EX. SUNDAY		(29.7)		Leave Daily EX. SUNDAY								

(1.05) Time over District (3.55)
17.17 Average speed per hour 5.00

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

Eastward.

FROM SAN FRANCISCO.

TOWARD SAN FRANCISCO.

Westward.

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				FIRST CLASS				Distance from San Francisco via Vallejo	Time Table No. 174 November 14, 1920.	Distance from Suisun	SECOND CLASS				THIRD CLASS			
	296		264		170		168					167		169		261		293	
	Santa Rosa Freight		Calistoga Freight		Vallejo Suisun Passenger		Vallejo Suisun Passenger					Suisun Vallejo Passenger		Suisun Vallejo Passenger		Calistoga Freight		Santa Rosa Freight	
									STATIONS		Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY					
								0.0	DN SAN FRANCISCO	50.1									
Yard 40 WYO								37.3	DR NAPA JUNCTION	13.2	s 9.50AM	s 5.55PM	7.10AM	7.50AM					
60 W								41.0	CRESTON	9.5	f 9.40	f 5.45	6.55	7.25					
27								44.8	D CORDELLA	5.7	s 9.32	s 5.37	6.45	7.12					
33								46.2	THOMASSON	4.3	f	f	6.40	7.08					
11								47.9	SUBBET	2.6	f								
Yard WFYO								50.5	DNR SUISUN-FAIRFIELD	0.0	9.20AM	5.25PM	6.30AM	7.00AM					
							Arrive Daily EX. SUNDAY		(13.2)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY					

(1.00) (1.00) (0.30) (0.30) Time over District (0.30) (0.30)
13.2 13.2 26.42 26.42 Average speed per hour 26.42 26.42 19.80 15.80

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

Capacity of passing sidings in car length and location of Sealer, Fuel, Water and Turning Stations.	THIRD CLASS										FIRST CLASS								Distance from San Francisco	Time Table No. 174 November 14, 1920.	
	262 Calistoga Freight										70 San Francisco Santa Rosa Passenger	64 San Francisco Calistoga Passenger	162 Vallejo Napa Passenger	170 Vallejo Suisun Passenger	68 San Francisco Santa Rosa Passenger	62 San Francisco Calistoga Passenger	168 Vallejo Suisun Passenger	STATIONS			
	Leave Daily EX. SUNDAY										Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	0.0		DN SAN FRANCISCO 30.0	
Yard WFT											4.20PM	4.20PM						30.0	DR SOUTH VALLEJO 1.1		
											6.15PM	6.05PM	5.35PM	3.40PM	10.00AM	9.50AM	8.00AM	31.1	NORTH VALLEJO 0.7		
											6.18	6.08	5.38	3.43	10.05	9.55	8.03	31.8	LOUISIANA ST. 0.5		
												f		f		f		32.3	ORPHANS HOME 2.1		
24											6.23	6.13	5.43	3.48	10.10	10.00	8.08	34.4	FLOSDEN 2.5		
												f						36.9	STANDARD 0.4		
Yard WYO P											6.30PM	6.20 6.25	5.50	3.55PM	10.17AM	10.07 10.12	8.15AM	37.3	DR NAPA JUNCTION 0.7		
											7.20AM							38.0	Napa Valley Ry. Crossing 0.9		
												f				f		38.9	MIDDLETON 2.1		
												f 6.32	5.57			f 10.19		41.0	RATTO 0.7		
												f				f		41.7	SUSCOL 2.5		
												f				f		44.2	IMOLA 1.2		
																		45.4	Napa Valley Ry. Crossing 0.1		
30 W											8.07		6.42	6.07PM		10.29		45.5	DR NAPA 2.3		
6											8.15		6.46			10.34		47.8	UNION 2.4		
12												f 6.51				f 10.40		50.2	OAK KNOLL 1.5		
9												f				f		51.7	TRUBODY 2.3		
22 W											8.35		7.00			10.50		54.0	D YOUNTVILLE 3.5		
27											9.10		7.07			10.57		57.5	D OAKVILLE 1.9		
19											9.25		7.12			11.02		59.4	D RUTHERFORD 1.8		
20											9.35		7.17			f 11.07		61.2	ZINFANDEL 0.9		
												f				f		62.1	THOMAN 0.3		
22												s 7.22				s 11.12		63.6	ST. HELENA 0.9		
11											9.45	f				f		64.5	KRUG 0.8		
13												f 7.28				f 11.17		65.3	BARRO 2.2		
W												f				f		67.5	BALE 0.8		
16												f 7.36				f 11.25		68.3	LARKMEAD 0.7		
10 W												f				f		69.0	MAPLE 2.7		
10 WT											10.30AM		7.50PM			s 11.38AM		71.7	DR GALISTOGA (41.7)		
											Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				

(3.10) 10.86 (0.15) 29.20 (1.45) 23.52 (0.32) 29.06 (0.15) 29.20 (0.17) 25.76 (1.48) 24.29 (1.15) 29.20
 Time over District
 Average speed per hour

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

Eastward. FROM SAN FRANCISCO.

	THIRD CLASS										FIRST CLASS								Distance from San Francisco	Time Table No. 174 November 14, 1920.	
	262 Calistoga Freight										70 San Francisco Santa Rosa Passenger	64 San Francisco Calistoga Passenger	162 Vallejo Napa Passenger	170 Vallejo Suisun Passenger	68 San Francisco Santa Rosa Passenger	62 San Francisco Calistoga Passenger	168 Vallejo Suisun Passenger	STATIONS			
	Leave Daily EX. SUNDAY										Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	28.0		D VALLEJO JCT.	
											9.15PM	6.30PM	5.45PM	5.40PM	4.40PM				30.0	D SOUTH VALLEJO	
													6.00PM	6.00	3.45PM					D MARE ISLAND	
WF											9.40PM	6.55PM		6.20PM		3.00PM	1.25PM	12.10PM		D NORTH VALLEJO WHF.	

TOWARD SAN FRANCISCO.

Westward.

Time Table No. 174 November 14, 1920.	Distance from Calistoga	FIRST CLASS					SECOND CLASS		FOURTH CLASS													
		153 Napa Vallejo Passenger	67 Santa Rosa San Francisco Passenger	61 Calistoga San Francisco Passenger	69 Santa Rosa San Francisco Passenger	63 Calistoga San Francisco Passenger	167 Suisun Vallejo Passenger	169 Suisun Vallejo Passenger	263 Calistoga Freight													
STATIONS		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	EX. SUNDAY												
DN SAN FRANCISCO 30.0	71.7		10.30AM	10.30AM	6.10PM	6.10PM																
DR SOUTH VALLEJO 1.1	41.7	s 7.10AM	s 8.32AM	s 8.42AM	s 4.10PM	s 4.20PM																
NORTH VALLEJO 0.7	40.6	f 7.06	s 8.28	s 8.38	s 4.06	s 4.16																
LOUISIANA ST. 0.5	39.9			f	f	f																
ORPHANS HOME 2.1	39.4		f		f																	
FLOSDEN 2.5	37.3	7.00	f 8.22	f 8.32	f 4.00	f 4.10																
STANDARD 0.4	34.8																					
DR NAPA JUNCTION 0.7	34.4	s 6.55	s 8.17AM	s 8.27 8.22	3.55PM	s 4.05 4.01																
Napa Valley Ry. Crossing 0.9	33.7																					
MIDDLETON 2.1	32.8			f		f																
RATTO 0.7	30.7	6.48		f 8.15		f 3.50																
SUSCOL 2.5	30.0			f		f																
IMOLA 1.2	27.5			f		f																
Napa Valley Ry. Crossing 0.1	26.3																					
DR NAPA 2.3	26.2	6.40AM		s 8.07		s 3.42																
UNION 2.4	23.9			s 7.55		s 3.29				10.29AM												
OAK KNOLL 1.5	21.5			f 7.49		f 3.22				9.55												
TRUBODY 2.3	20.0			f		f																
D YOUNTVILLE 3.5	17.7			s 7.42		s 3.15				9.40												
D OAKVILLE 1.9	14.2			s 7.35		s 3.08				9.10												
D RUTHERFORD 1.8	12.3			s 7.31		s 3.04				9.00												
ZINFANDEL 0.9	10.5			f 7.27		f 2.59				8.40												
THOMAN 0.3	9.6																					
CRANE 1.2	9.3			f		f																
ST. HELENA 0.9	8.1			s 7.22		s 2.54				8.30												
KRUG 0.8	7.2			f		f																
BARRO 2.2	6.4			f 7.18		f 2.49																
BALE 0.8	4.2			f		f																
LARKMEAD 0.7	3.4			f 7.11		f 2.42																
MAPLE 2.7	2.7			f		f																
DR CALISTOGA (41.7)	0.0			7.05AM		2.35PM				8.00AM												
		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily EX. SUNDAY										

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

ADDITIONAL STOPS ON SIGNAL
No. 67—Orphans' Home and Louisiana Street to discharge passengers.

Time over District	(0.30)	(0.15)	(1.37)	(0.15)	(1.40)	(0.15)	(0.15)	(3.40)
Average speed per hour	31.00	29.20	24.52	29.20	25.02	29.20	29.20	9.38

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

Time Table No. 174 November 14, 1920.		TOWARD SAN FRANCISCO.																	Westward.									
Steamer	Distance from No. Vallejo Wharf	B	A	B	A	A	B	B	A	A	B	A	B	A	B	A	A	A										
STATIONS		TO 123	TO 122	TO 81 and 42	TO 81 and 42	TO 47	TO 47	Light	TO 30 and 127	TO 49	TO Navy Yard Special	TO 29	TO 43	TO 43 and 129	TO 162 and 131	TO 23	TO 132 and 27	Light										
		Daily EX. SUNDAY	Daily EX. SUNDAY	Daily EX. SUNDAY	SUNDAY ONLY	Daily Ex. Sunday	SUNDAY ONLY	Daily EX. SUNDAY	Daily	Daily	SATURDAY ONLY	Daily	Daily EX. SATURDAY and SUNDAY	Daily	Daily EX. SATURDAY and SUNDAY	SUNDAY ONLY	SUNDAY ONLY	SUNDAY ONLY										
D VALLEJO JCT.	3.6	7.05AM	7.50AM	9.03AM	9.03AM	10.10AM	10.10AM		11.20AM	12.50PM	12.40PM	2.20PM	4.35PM	4.45PM	5.45PM	6.25PM	9.05PM											
D SOUTH VALLEJO	1.6	6.50AM		8.47	8.47			10.25AM			12.20		12.10PM	4.30	5.30		8.55	9.55PM										
MARE ISLAND			7.30AM										4.10PM	5.15PM														
NORTH VALLEJO WHF.	0.0			8.15AM	8.15AM	9.45AM	9.45AM	10.10AM	10.55AM	12.20PM		1.50 PM		4.05PM		6.00PM	8.40PM	9.40PM										

Capacity of passing sidings in car lengths and location of Seales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS			Distance from San Francisco	Time Table No. 174 November 14, 1920.				Distance from Santa Rosa	FIRST CLASS			FOURTH CLASS		
	294 Santa Rosa Freight			70 San Francisco Santa Rosa Passenger	68 San Francisco Santa Rosa Passenger	DN SAN FRANCISCO		DR NAPA JUNCTION	67 Santa Rosa San Francisco Passenger	69 Santa Rosa San Francisco Passenger	295 Santa Rosa Freight		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily							Arrive Daily	
				4.20PM	8.00AM	0.0	74.0	10.30AM	6.10PM									
Yard WYO P		8.13AM		6.33PM	10.20AM	37.3	36.7	s 8.13AM	s 3.50PM		1.00PM							
						37.6	36.4											
						39.1	34.9											
				f	f	40.7	33.8	f	f									
		8.28		f 6.43	f 10.30	42.2	31.8	f 8.01	f 3.38		12.30							
				f	f	44.4	29.6	f	f									
		8.38		f 6.50	f 10.37	45.7	28.8	f 7.55	f 3.32		12.10PM							
						46.4	27.6											
						47.3	26.7											
				f	f	47.5	26.5	f	f									
19 Interchange		8.48				48.8	25.2											
				f 6.57	f 10.44	49.2	24.8	f 7.47	f 3.24		11.10AM							
				f	f	52.3	21.7	f	f									
20 W		8.58		s 7.05	s 10.52	53.7	20.8	s 7.38	s 3.15		10.52							
				f	f	54.4	19.6	f	f									
				f	f	55.4	18.6	f	f									
				f	f	56.3	17.7	f	f									
						56.6	17.4											
11				f 7.16	f 11.03	56.8	17.2	f 7.28	f 3.05									
2				s 7.20	s 11.07	57.5	16.5	s 7.25	s 3.03									
				s 7.24	s 11.11	59.0	15.0	s 7.22	s 2.59									
				f	f	59.6	14.4	f	f									
3				f 7.30	f 11.17	61.0	13.0	f 7.16	f 2.54									
				f	f	61.7	12.8	f	f									
				f	f	62.6	11.4	f	f									
21		9.45		s 7.38	s 11.25	63.4	10.6	s 7.10	s 2.48		9.45							
				f	f	64.8	9.2	f	f									
2				f	f	65.5	8.5	f	f									
20				f 7.45	f 11.32	66.8	7.2	f 7.00	f 2.40									
						68.4	5.6											
15				f	f	69.3	4.7	f	f									
12 Spur				f	f	71.2	2.8	f	f									
22 WTY Interchange		10.20AM		s 7.58PM	s 11.50AM	74.0	0.0	6.45AM	2.25PM		8.30AM							
		Arrive Daily EX. SUNDAY		Arrive Daily	Arrive Daily			Leave Daily	Leave Daily		Leave Daily EX. SUNDAY							

(2.20)
15.72

(1.25) (1.30)
25.90 24.46

Time over District
Average speed per hour

(1.29) (1.25)
25.02 25.00

(4.30)
8.15

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

ADDITIONAL STOPS ON SIGNAL—Nos. 67, 68, 69 and 70, Hillview (one mile east of Kenwood).

FROM SAN FRANCISCO
Eastward

TOWARD SAN FRANCISCO
Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from San Francisco	Time Table No. 174 November 14, 1920.	Distance from Union	SECOND CLASS	
				STATIONS			
				DN SAN FRANCISCO			
			42.2	BUGHLI 1.6	8.6		
			43.8	CARNEROS 1.6	7.0		
18			45.4	STANLEY 3.4	5.4		
24 WT			48.8	WEST NAPA 1.3	2.0		
			50.1	Napa Valley Ry. Crossing 0.7	0.7		
6			50.8	UNION	0.0		
				(8.6)			

..... Time over District
..... Average 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.

FROM SAN FRANCISCO
Eastward

TOWARD SAN FRANCISCO
Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS		Distance from San Francisco	Time Table No. 174 November 14, 1920.	Distance from Wingo	SECOND CLASS	
				STATIONS			
				DN SAN FRANCISCO			
				RAMAL 3.0	2.0	s 9.00AM	
(Siding on N.W.P. Ry.)				WINGO	0.0	8.55AM	
				(9.0)		Leave MONDAY ONLY	

(0.5) Time over District (0.5)
24.00 Average speed per hour 24.00

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

Trains using siding of N. W. P. Railway at Wingo must observe Rule 99, and be governed by current Time Table N. W. P. Railway.

FROM SAN FRANCISCO
Eastward

TOWARD SAN FRANCISCO 21
Westward

Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 204 Freight Leave Daily EX. SUNDAY	FIRST CLASS		Distance from San Francisco	Time Table No. 174 November 14, 1920.	Distance from Rumsey	SECOND CLASS		FOURTH CLASS 203 Freight Arrive Daily EX. SUNDAY
		108 Elmira Winters Passenger Leave Daily	106 Elmira Rumsey Passenger Leave Daily				105 Winters Elmira Passenger Arrive Daily	107 Rumsey Elmira Passenger Arrive Daily	
					STATIONS				
					DN SAN FRANCISCO	110.5			
WFY 101	8.00AM	2.40PM	6.00AM	0.0	DR ELMIRA	51.1	s 8.20AM	s 4.10PM	3.40PM
13	8.30	s 5.50	s 9.30	59.4	Auto. Block } D VACAVILLE 4.3 1.9	46.8	s 8.10	s 4.00	3.30
		f	f	63.7	VIOLET 2.9	44.9	f	f	
24		f	f	65.6	HARTLEY 1.8	42.0	f	f	
		f	f	68.5	ALLENDALE 3.7	40.2	f	f	
20	8.55	f 6.10	f 9.50	70.3	WOLFSKILL 2.0	36.5	f 7.50	f 3.40	
WT 23	10.00	s 6.15PM	s 10.00	74.0	DR WINTERS 4.3	34.5	7.45AM	s 3.35	2.50
16			f	80.3	NORTON 3.3	30.2		f	
18			f	83.6	CITRONA 3.2	26.9		f	
20	10.20		s 10.20	86.8	MADISON 3.1	23.7		s 2.32	
W 41	11.05AM		s 10.27	89.9	D ESPARTO 2.0	20.6		s 2.25	1.55
20			s 10.33	91.9	CAPAY 4.7	18.6		s 2.14	
20			f 10.45	96.6	CADANASSA 2.3	13.9		f 2.02	
			s	98.9	ECKHARD 1.8	11.6		s	
20			s 10.55	100.7	TANCRED 2.6	9.8		s 1.52	
20			f	103.3	BERWICK 1.0	7.2		f	
3			f	104.3	AMARANTH 1.3	6.2		f	
21	12.15PM		s 11.07	105.6	D GUIDA 0.6	4.9		s 1.40	1.05
5			f	106.2	SAUTERNE 1.7	4.3		f	
20			f	107.9	CASHMERE 2.6	2.6		f	
WT 19	12.30PM		s 11.25AM	110.5	R RUMSEY	0.0		1.30PM	12.45PM
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		(51.1)		Leave Daily	Leave Daily	Leave Daily EX. SUNDAY

(4.30) Time over District (0.35) (2.40) (2.55)
11.35 Average speed per hour 23.45 19.16 15.72

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

1. EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD AND FOURTH CLASS TRAINS WITHOUT AN ORDER TO DO SO.

2. STANDARD CLOCKS.

Oakland Pier.	San Jose.	South Vallejo.	Port Costa
West Oakland	Sacramento.	Tracy.	Suisun-Fairfield.
Roseville		Napa.	Elmira

3. WATCH INSPECTORS.

A. F. Edwards.....	Oakland.	H. T. Harger Co....	Sacramento.
H. Bullard.....	{ West Oakland and	H. T. Harger Co....	Roseville.
	{ Suisun-Fairfield	C. Harlie Power....	Livermore.
W. R. Burke.....	Berkeley.	H. L. Amstutz & Son.	Napa.
A. O. Gott.....	Alameda.	John Hood.....	Santa Rosa.
O. A. Poulsen.....	Richmond.	C. E. Wyatt.....	Winters.
R. Koehler & Son....	San Jose.	F. J. Stumm.....	Benicia.
Frank E. Smith, Inc....	San Jose.	G. E. Bangle.....	Vallejo.
Z. L. Von Dack & Son....	Tracy.	Geo. Dupen.....	Martinez.

4. BULLETIN BOARDS.

Oakland Pier.	South Vallejo.	Sacramento.	Suisun-Fairfield.
West Oakland.	Napa.	Tracy.	San Jose.
Port Costa.	Elmira.	Roseville.	Livermore.

5. CLEARANCES.

When a helper engine is to be coupled into a train, copies of all orders affecting movement of the train at or beyond point from which helper is to be used, must be delivered to each helper engine crew before leaving the point at which coupled into train.

If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station—and copy of clearance card—must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in.

All trains must obtain Clearance (Form 2643) before leaving Niles, Newark, and before leaving Napa Junction when an operator is on duty, and Port Costa except eastward trains via Benicia. Eastward trains via Benicia must obtain Clearance at Benicia.

On DOUBLE TRACK trains may run extra without running orders, but must obtain Clearance (Form 2643) before leaving Oakland Pier, West Oakland, Sacramento, westward extras at Port Costa and eastward extras at Benicia.

Engineman will accept check of train register (Form 2529) from Conductor at Oakland Pier or West Oakland.

Enginemen will Register and compare time with standard clock before leaving Roundhouse at West Oakland.

Extras originating on double track at Suisun-Fairfield and Davis must obtain clearance (Form 2643), also at Elmira when an operator is on duty.

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

6. TRAIN REGISTER EXCEPTIONS.

Dispatchers must not authorize green signals to be taken down by any westward train at Elmhurst or at any intermediate point between Elmhurst and the terminal of the schedule. If signals are to be displayed at Elmhurst by an eastward train, following inferior trains must be notified.

Westward trains will register by ticket at Elmhurst.

Eastward trains will register by ticket and need not check the register at Elmhurst against any schedule that has been fulfilled as shown on the registers at Oakland Pier and West Oakland.

At Redwood Junction Western Division crews on westward trains will register arrival on Western Division register, departing on Coast Division Register. Eastward trains arrival on Coast Division register, departing on Western Division register.

College Park is register station for trains to and from West San Jose only.

Davis, Martinez, Bay Point and Livermore are register stations only for trains that originate or terminate at those points.

Avon is register station only for trains that originate or terminate at Avon.

Trains will register at Ramal on Monday only.

At registering stations on single track or at the end of double track when passing from single to double track where trains are permitted to register by ticket as per Rule 83-B, conductors and telegraphers or telephone operators must comply with Rule 96, same as at non-registering stations.

7. TRAIN AND AIR INSPECTION.

Westward trains must make the running air brake test one (1) mile east of Benicia also after leaving Oakland 16th Street Station for Oakland Pier.

Air brakes on all trains and communicating signal on passenger trains must be tested from rear end of train at Napa Junction and Cordelia (except freight trains that do not stop at Cordelia) before ascending grade, and at the summit of Altamont and Creston as per Rule 16 and 17. Passenger trains that do not stop will make the running test as per Rule 16.

Crews of all trains must, whenever the Brake Pipe has been broken from any cause, assure themselves that the air brakes are working through the entire train before starting by making the tests provided in Rule 17. In passenger service brake valve must remain on lap until notified to release brakes as per Rule 16 (e).

In handling passenger equipment between West Oakland and Oakland Pier or Oakland Pier and West Oakland, a tail hose must be attached to leading car and air test made before moving. After attaining speed not exceeding eight miles per hour running test must be made by yardman on leading car. When engine is pulling cars running test must be made per Rule 16.

Passenger trains in picking up or setting out cars must have air on each car connected with the engine.

After a continuous run of thirty (30) miles freight trains must be stopped and inspection made of running gear, wheels, etc., as per Rule 820.

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

Additional Communicating Signals:

- (j) oooooo When running increase train heat.
- (k) ———— When running look back for hand signals.

8. 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. This paragraph includes territory outside of automatic block signal limits.

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.

Rule 251 is amended as follows:

In sending and repeating train orders by telephone or telegraph they will be transmitted and repeated as per following example:

Second No. 25 Eng. 3205 wait at Newhall until Nine-Fifty 950 P.M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d," pronounce the word Number which will be abbreviated by "No." pronounce the figures 2-5 and

follow by spelling each digit; thus "T-w-o f-i-v-e," pronounce the word "Engine" which may be abbreviated in the order as "Eng." pronounce the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e," pronounce the words "wait at" then pronounce the station name and follow by pronouncing each letter of the station name; as "N-e-w-h-a-l-l-," pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e f-i-f-t-y" then pronounce the figures "9-5-0" followed by "P.M." pronounce the word "for" also "Extra" then name each figure in the number as "2-7-5-3" followed by spelling as t-w-o s-e-v-e-n f-i-v-e s-i-x, and then pronounce the word "East".

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

AUTOMATIC SIGNALS

9. Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On SINGLE TRACK. Send a flagman in advance immediately, wait at least five minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding six miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home block signal in proceed position, but train will not exceed six miles per hour to such block signal.

On DOUBLE TRACK. A train may proceed immediately, running under control not exceeding six miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

10. Between Buchli and Ramal train must wait ten minutes before following flagman.

11. A train must be preceded by a flagman over a drawbridge when stopped by a block signal which governs movement over it.

12. No automatic signals governing movements on westward track No. 1 between San Pablo and Shellmound tower and on eastward track No. 4 between Shellmound tower and Richmond.

13. On DOUBLE TRACK when using cross-overs, trainmen must comply with Rule 99, on both tracks, and after switches are thrown wait five (5) minutes before moving through cross-over, unless automatic block signal in each direction can be seen to be in stop position, not less than one-half mile distant.

15. A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding six miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

16. When a train which is to take siding is stopped by home signal at meeting point at which opposing train is standing on the main track, it may proceed immediately, under control, not exceeding six miles per hour, to the entering switch, provided track is seen to be clear to that switch.

17. When a train which is to take siding at meeting or passing point or is to enter terminal yard finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track or on account of switch being lined up for receiving track it may pass the home signal without stopping, when a trainman or switch tender is AT THE HOME SIGNAL giving proceed signal to indicate that switch is open, and may enter siding or receiving track at speed not exceeding six miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

18. When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "Stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution, to the next signal.

19. When light is not burning in a distant or home block signal, speed must be reduced sufficiently to enable engineman to be governed by the position of the signal blade, and to observe the number of the signal, which will be reported as having light not burning from first train order office from which report can be made without delay to train.

20. Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at six miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

21. Within block signal limits that portion of rules 86 and D-86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" is cancelled.

SPECIAL INSTRUCTIONS—Continued.

OVERLAPS.

- 22. Westward trains—Avon and 2000 feet east of Ramal.
- 23. Eastward trains—Martinez, Bay Point and Dumbarton.
- 24. Overlap posts are painted white at the top and black at the base, and stand about six feet high.
- 25. 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.

Before entering automatic block signal limits at Buchli, trains via Buchli-Union line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

Before entering automatic block signal limits at Ramal, trains from the Wingo line must set junction switch for that line. If no obstruction in the block, signal will indicate "proceed."

26. **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 Min. Sec.
8	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.0	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

27. **MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.**

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotive	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
T-6.....	{2187, 2190, 2194, 2200, 2203, 2204, 2205.....}	50	22740 lbs.
T-6.....	{2197, 2208.....}	45	24110 "
T-28.....	{2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352.....}	54	46220 "
TW-2.....	{2946, 2948 to 2953.....}	43	25860 "
TW-4.....	{2926 to 2931.....}	44	26000 "

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

Speed of 2-10-2 type engines when used in passenger service must not exceed forty (40) miles per hour. Consolidation freight engines, also Mikado engines, must not exceed speed of forty-five (45) miles per hour, when used in passenger service.

The above table is for the information of enginemen and must not be construed to in any way authorize exceeding speed restrictions in following table:

28. **SPEED RESTRICTIONS.**
THE MAXIMUM SPEED OF ANY TRAIN AT ANY POINT MUST NOT EXCEED FIFTY (50) MILES PER HOUR.
Trains will not exceed the speed in miles per hour shown below:

BETWEEN	Passenger	Freight	Running Backward
Through interlocking limits, under control.....			
Through Cross-overs and turnouts.....	10	10	10
Oakland Pier and Krieger, except;.....	50	35	20
Oakland, within city limits.....	22	22	20
Berkeley, University Ave.....	10	10	10
Krieger and Port Costa.....	40	25	20
Benicia and Army Point.....	45	25	20
Army Point and Sacramento, except;.....	50	35	20
On curve 1/2 mile east of M P 35.....	40	35	20
Cygnus drawbridge.....	15	15	10
Suisun-Fairfield and Davis Yards.....	30	20	10
Washington, within city limits.....	8	8	8
Sacramento drawbridge.....	6	6	6
Sacramento, within city limits.....	15	15	10
Port Costa and Martinez.....	45	25	20
Martinez, within city limits.....	20	20	20
Martinez and Tracy, except;.....	50	35	20
Avon drawbridge.....	15	15	10
Pittsburg, within city limits.....	25	25	20
Oakland Pier and Niles, except;.....	50	35	20
Oakland, within city limits.....	22	22	20
Oakland, First and Adeline Sts.....	10	10	10
Oakland, 23d Avenue.....	8	8	8
Halvern to Alvarado.....	10	10	10
Niles and Sunol.....	40	25	20
Between curve warning signs at,.....			
Mayborg curve, M P 33.....	30	25	10
Fusiers' curve, Mile Post 34.....	30	25	15
Sunol and Mile Post 52, except;.....	50	30	20
Between city limit signs, Pleasanton and Livermore.....	10	10	10
Mile Post 52 and Midway, except;.....	40	25	20
Grecian Bend curve, 1/4 mi. E. of Mile Post 52.....	30	25	15
Midway and Tracy.....	50	35	20
Elmhurst and College Park, except;.....	50	35	20
Newark Yard.....	10	10	10
Alviso, within city limits.....	15	15	15
Warm Springs and Coyote drawbridges.....	15	15	10
Niles and Redwood City, except;.....	50	35	20
Remount Spur.....	6	6	6
Ravenswood Spur.....	6	6	6
Dumbarton Salt Spur.....	6	6	6
Dumbarton and Newark Slough drawbridges.....	15	15	10
Niles and San Jose.....	50	35	20
San Jose Yard.....	12	12	12
Avon and San Ramon.....	30	18	15
San Ramon and Radum.....	40	25	20
Elmira and Violet.....	40	25	20
Violet and Rumsey, except.....	30	25	20
Capay, within city limits.....	10	10	10
Buchli and Union.....	40	25	20
South Vallejo and Napa Jct.....	50	30	20
Napa Junction and Napa.....	40	25	20
Napa, within city limits.....	8	8	8
Napa and Calistoga, except;.....	40	25	20
St. Helena, within city limits.....	12	12	12
Napa Junction and Santa Rosa, except;.....	40	25	20
Santa Rosa city limits.....	5	5	5
Eldridge and Warfield 10° curves.....	25	15	15
Annadel and Santa Rosa 10° curves.....	25	15	15
Napa River drawbridge.....	15	15	10
Ramal and Wingo.....	10	10	10
Napa Junction and Cordelia.....	40	25	20
Cordelia and Suisun-Fairfield.....	50	25	20
No. 9 passing Richmond.....	12		
Gasoline motor and electric cars.....	30		20
When shoving or backing passenger equipment.....	15		15

(Except as above.)	Light Engines	
	Running Forward	Running Backward
Engine 3600.....	45	20
Pacific Type.....	40	20
Mikado.....	40	20
Eight Wheelers.....	45	20
Ten Wheelers.....	45	20
Mogul.....	30	20
Atlantic Type.....	40	20
Consolidation.....	25	20
Yard Engines.....	15	15

Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or piece of track over which speed of trains must not exceed fifteen miles per hour or rate of speed specified by bulletins, train orders or slow boards.

29. **LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE.** 23

Mile Post	EAST OF	DESCRIPTION
OAKLAND PIER—TRACY VIA PORT COSTA.		
	Oakland Pier.....	Long Wharf, depressed tracks—side.
	Oakland Pier.....	Freight Slip—side.
5.5	Oakland, 16th St.....	Structures of Pacific Coast Canning Co.—side.
6.6	Emeryville.....	Structures on track No. 6 between signal bridges 204 and 205—side.
6.6	Emeryville.....	Structures on Judson siding—side.
6.6	Emeryville.....	Umbrella Sheds—side.
6.6	Emeryville.....	Machine shops Judson Iron Works—overhead and side.
7.0	Shell Mound.....	Water tank on spur—overhead and side.
7.5	Stock Yards.....	Corral platform—side.
7.5	Stock Yards.....	Fertilizer spur—side.
13.1	Stege.....	Hotel back of station building—side.
13.1	Stege.....	Buildings end of track No. 2—side.
14.5	Richmond.....	A. T. & S. F. Crossing—overhead and side.
14.5	Richmond.....	Stone spur Bunkers—overhead and side.
15.0	Richmond Transfer.....	Warehouse—Western Pipe & Steel Co.—overhead—side.
16.5	San Pablo.....	A. T. & S. F. Crossing—overhead and side.
19.3	Giant.....	Wagon bridge—overhead and side.
26.5	Oleum.....	Tramway—overhead.
26.5	Oleum.....	Loading racks, Union Oil Co.—side.
26.7	Oleum.....	Tunnel No. 1—overhead and side.
27.7	Torney.....	Tunnel No. 2—overhead and side.
29.0	Crockett.....	Sugar Co. warehouse.
29.0	Crockett.....	Cal.-Haw. S. R. Co.—overhead.
30.1	Eckley.....	Platforms of brick company—side.
30.5	Port Costa.....	Buildings; Bankers, California and Grangers Warehouse—side.
31.1	Port Costa.....	Wagon Bridge—overhead.
31.8	Nevada Dock.....	Platforms of brick company—side.
31.8	Nevada Dock.....	Long and short cable, empty and house track No. 1—side.
34.7	Martinez.....	Warehouse, Anderson Co.—overhead and side, cars to be left outside.
36.8	Peyton.....	Loading rack track, G. C. Co.—side.
43.2	Nichols.....	Wagon Bridge—overhead.
43.2	Nichols.....	A. T. & S. F. Ry. crossing—overhead and side.
43.2	Nichols.....	General Chemical Co., ore house on spur—side.
PORT COSTA—SACRAMENTO.		
31.2	Port Costa.....	Wagon Bridge—overhead.
	Stmr. Contra Costa.....	Overhead and side.
	Stmr. Solano.....	Overhead and side.
32.4	Benicia.....	Apron sheds and tracks—side.
32.4	Benicia.....	Carquinez Packing Co., buildings—side.
48.9	Suisun-Fairfield.....	Pacific Fruit Product Co., Spur—side.
OAKLAND PIER—TRACY VIA NILES.		
4.9	West Oakland.....	Buildings and platforms at Crocote Works—overhead and side.
4.9	West Oakland.....	Freight platforms and tracks, Kirkham St. freight yards—side.
4.9	West Oakland.....	Water tank on Wye—overhead and side.
7.0	Oakland, 1st St.....	Warehouse track, Howard Co.—side.
7.2	Oakland, 1st St.....	Buildings Sunset Lumber Co.—overhead and side.
9.0	23rd Avenue.....	Pacific Wire and Steel Co. spur—side.
9.0	23rd Avenue.....	California Cotton Mills—overhead and side.
9.0	23rd Avenue.....	California Pottery Co., spur and buildings—side.
10.5	Fruitvale.....	Steel bridge over estuary—overhead and side.
20.1	Hayward.....	Hunt Bros.—Canneries—side.
29.2	Niles.....	New Bunkers, Calif. Bldg. Mat'l Co.—overhead and side.
29.2	Niles.....	New Bunkers of Niles Sand and Gravel Co.
40.9	Pleasanton.....	Platform on beet tracks Nos. 1 and 2—side.
42.4	Remillard.....	Platform and Shed—Remillard Brick Co.—side.
46.9	Livermore.....	Livermore Brick Co., shed and loading platform over high line track—overhead and side.
46.9	Livermore.....	Water tank spouts—sides.
ELMHURST—COLLEGE PARK.		
41.7	Agnew.....	Track leading into distillery—side
AVON—RADUM.		
44.6	Nacio.....	Bridge—overhead and side.
45.8	Las Juntas.....	Trolley wire—Interchange Track—overhead.
47.5	Oxley.....	Bridge—overhead and side.
49.2	Wainut Creek.....	Bridge—overhead and side.
57.0	Ossage.....	Bridge—overhead and side.
66.4	Asco.....	Beet loading chute—sides.
SUISUN-FAIRFIELD AND SOUTH VALLEJO—SANTA ROSA—CALISTOGA.		
37.3	Napa Jct.....	Sheds over platforms on the two northerly spurs of Portland Cement Co.—overhead and side.
62.1	Thoman.....	Fence—Sutter Home Winery—side
ELMIRA—RUMSEY.		
78.0	Winters.....	Fruit shed—overhead and side.

All employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

Employes must guard against coming in contact with overhead wires or their connections.

Steam shovels must not be transported over the road unless the "A" frames are lowered.

30. **JUNCTION SWITCHES.**

The east end of double track at Elmhurst is the east switch of cross-over west of junction switch for Elmhurst-College Park Line. The normal position of double track junction switch is for the eastward track. Switchtender is on duty from 6 A.M. to 12 Midnight. The west cross-over in westward track leading from junction switch will be set for westward trains.

JUNCTION SWITCHES—Continued.

Normal position of the East Wye Switch at Avon is for the siding.
 The normal position of Wye switch on Dumbarton and Centerville Line at Newark is for Dumbarton and Centerville Line.
 Normal position of the West Wye switch at Newark is for the siding.
 Normal position of the junction switch for the Elmira-Rumsey Line on siding at Elmira is for that line.
 Normal position of junction switches at Napa Junction is for the Calistoga Line.
 Normal position of junction switches at Buchli and Ramal is for Santa Rosa Line.
 Normal position of junction switch at Wingo is for N. W. P. R. R. Enginemen on Southern Pacific trains approaching junction at Wingo will give two long and three short sounds of the whistle as call to switchtender to set switch for Southern Pacific line. Switchtender on duty during the day time.

31 COMPANY SURGEONS—WESTERN DIVISION.

NAME	TITLE	LOCATION	DISTRICT
Dr. F. K. Ainsworth	Chief Surg. and Mgr.	San Francisco	Pacific System.
Dr. W. B. Coffey	Division Surgeon	San Francisco	San Francisco
Dr. J. H. O'Connor	District Surgeon	San Francisco	San Francisco
Dr. S. J. Gardner	District Surgeon	San Francisco	San Francisco
Dr. G. R. Carson	District Surgeon	San Francisco	San Francisco
Dr. C. A. Walker	District Surgeon	San Francisco	San Francisco
Dr. G. H. Willcutt	Oculist and Aurist.	San Francisco	San Francisco
Dr. W. F. Blake	Oculist.	San Francisco	San Francisco
Dr. O. D. Hamlin	Division Surgeon	Oakland	Oakland, San Leandro, Berkeley.
Dr. Chas. K. Small	District Surgeon	Fruitvale	Fruitvale.
Dr. J. I. Vickerson	District Surgeon	West Oakland	West Oakland.
Dr. E. F. Card	Oculist and Aurist.	Oakland	Oakland, San Leandro, Berkeley
Dr. C. H. Wilder	District Surgeon	East Oakland	East Oakland.
Dr. Guy Wallace	Associate Dits. Surg.	East Oakland	Oakland.
Dr. J. S. Scammell	District Surgeon	Oakland	23d Ave. to 74th Ave.
Dr. C. A. DeFuy	District Surgeon	Oakland	Oakland.
Dr. E. M. Keys	District Surgeon	Alameda	Alameda Mole, Newark.
Dr. M. W. Brown	Assistant Surgeon	Alameda	Alameda Mole, Newark.
Dr. H. M. Presler	District Surgeon	Berkeley	Berkeley, Stege.
Dr. C. E. Emerson	Assistant Surgeon	Berkeley	Berkeley.
Dr. A. M. McIntosh	District Surgeon	Berkeley	Berkeley.
Dr. C. H. Miller	District Surgeon	San Leandro	San Leandro.
Dr. F. W. Browning	Emergency Surgeon	Hayward	San Leandro, Milpitas, Sunol.
Dr. Chas. L. McKown	District Surgeon	Niles	Sunol, Remillard.
Dr. John C. Hollis	District Surgeon	Pleasanton	Remillard, Midway.
Dr. Paul Dolan	District Surgeon	Livermore	Livermore.
Dr. C. A. Lutz	Emergency Surgeon	Irvington	Irvington.
Dr. R. J. Smith	Emergency Surgeon	Milpitas	Newark, San Jose.
Dr. J. I. Beattie	District Surgeon	Santa Clara	Santa Clara, Santa Clara, San Jose.
Dr. D. A. Beattie	District Surgeon	San Jose	Milpitas, Santa Clara, San Jose.
Dr. E. F. Holbrook	District Surgeon	San Jose	San Jose.
Dr. H. W. Emerson	District Surgeon	Centerville	Centerville.
Dr. E. A. Ormsby	Emergency Surgeon	Newark	Stege, San Pablo.
Dr. W. Lucas	District Surgeon	Richmond	Newark.
Dr. G. M. O'Malley	Emergency Surgeon	Crockett	Richmond.
Dr. P. B. Fry	District Surgeon	Port Costa	San Pablo, Benicia, Vallejo, Martinez.
Dr. Edwin Merrithew	District Surgeon	Martinez	Port Costa, Pittsburg.
Dr. W. S. George	District Surgeon	Antioch	Pittsburg, Antioch.
Dr. H. E. Peters	Emergency Surgeon	Pittsburg	Antioch.
Dr. F. S. Cook	District Surgeon	Brentwood	Newlove, Herdlyn.
Dr. Allan R. Powers	District Surgeon	Tracy	Herdlyn, Midway, Tracy.
Dr. S. J. Bransford	District Surgeon	Suisun	Goodyear, Napa Junction, Elmira.
Dr. F. Stolle	District Surgeon	Dixon	Elmira, Tremont.
Dr. W. E. Bates	District Surgeon	Davis	Tremont, Merritt, Webster.
Dr. A. M. Henderson	Division Surgeon	Sacramento	Webster, Sacramento, Florin.
Dr. G. L. Stevenson	District Surgeon	Sacramento	Webster, Sacramento, Florin.
Dr. W. E. Briggs	Oculist and Aurist.	Sacramento	Webster, Sacramento, Florin.
Dr. M. P. Stansbery	District Surgeon	Vacaville	Elmira, Allendale.
Dr. R. E. Peck	District Surgeon	Winters	Allendale, Rumsey.
Dr. T. Craig	District Surgeon	Capay	Napa Junction, South Vallejo.
Dr. B. J. Klotz	District Surgeon	South Vallejo	Rutherford, Napa Junction.
Dr. E. Z. Hennessey	District Surgeon	Napa	Napa.
Dr. D. E. Osborne	Emergency Surgeon	St. Helena	St. Helena.
Dr. W. L. Blodgett	District Surgeon	Calistoga	Calistoga, Rutherford.
Dr. L. H. Francis	Emergency Surgeon	Glen Ellen	Calistoga.
Dr. A. M. Thomson	Emergency Surgeon	Sonoma	Sonoma.
Dr. J. W. Jesse	District Surgeon	Santa Rosa	Santa Rosa, Napa Junction.
Dr. Geo. McKenzie	Emergency Surgeon	Concord	Santa Rosa.
Dr. C. R. Leach	Emergency Surgeon	Walnut Creek	Concord.
Dr. Edw. C. Love	Emergency Surgeon	Danville	Danville.

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 OF STRETCHERS.

WEST OAKLAND	PLEASANTON.	CONCORD.	SUISUN-FAIR-
EAST OAKLAND.	LIVERMORE.	TRACY	FIELD.
FRUITVALE.	SANTA CLARA.	SANTA ROSA.	VACAVILLE.
ALAMEDA.	SAN JOSE	CALISTOGA.	WINTERS.
BERKELEY.	PORT COSTA.	NAPA.	DIXON.
RICHMOND.	MARTINEZ.	SOUTH VALLEJO.	DAVIS.
NILES.	ANTIOCH.	BENICIA.	

HOSPITALS.

GENERAL HOSPITAL	SAN FRANCISCO
SOUTHERN PACIFIC HOSPITAL	SACRAMENTO
S. P. EMERGENCY HOSPITAL	WEST OAKLAND

MISCELLANEOUS.

32 Suburban Trains have preference over Main Line Trains at Oakland Pier and Fruitvale.

33 Rules 93 and D-93 are revised as follows:
 "Within yard limits the main track may be used, protecting against first-class trains."

"ALL TRAINS MUST APPROACH YARD LIMITS AND PASS THROUGH YARDS UNDER CONTROL."

YARDS.

34 Yards are established at the following stations:
 West Oakland Napa Niles Port Costa Benicia
 Suisun-Fairfield Davis South Vallejo Napa Jct. Newark

35 WEST OAKLAND YARD—Extends from Oakland Pier, Long Wharf, to yard limit signs east of Elmhurst on Elmhurst-Tracy and Elmhurst-College Park Lines; Stonehurst; San Pablo, including Richmond Transfer and Richmond Belt Railway; also on Electric Lines from Alameda Pier to all points on lines in Alameda and Berkeley; 14th and Franklin Streets, Oakland, and to Trolley Pole No. 2799, east of Parker Avenue on Melrose extension of Seventh Street Line.

36 When one torpedo is exploded train will come to a stop as per Rule 15. If no person is on hand to explain the placing of torpedo, train may proceed to the next station or block signal as hereinafter provided:

(a). If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Rule 504.

(b). If track is seen to be clear or within automatic block signal limits, if signal indicates "Proceed," train may proceed, but will run under control, not exceeding six miles per hour, for a distance of one-half mile, before resuming speed.

37 On double track lines, when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear.

38 On lines of more than two main tracks when a train finds a fusee burning red on or near the track it occupies, train must be brought to a stop and may then proceed cautiously, not exceeding six miles per hour, to the obstruction, or until clear signal is reached, or until track is known to be clear. When trains are running on adjacent tracks and a fusee is found between these two tracks, movement of trains on both such tracks to be restricted as above; a fusee between the rails of an adjoining track to be disregarded.

39 When a red flag or lamp is displayed and no person attending signal, train must be brought to a stop and be preceded by a flagman for a distance of at least one-half mile.

40 That part of third paragraph of Rule 221-A of Transportation Department reading "but trainmen will re-light the signal" is cancelled

41 Westward first-class trains via Santa Clara having passed beyond the easterly limits of San Jose interlocking plant, and eastward first-class trains standing at San Jose passenger station, need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains. This does not affect observance of Coast Division Special Rule relative Signal 464.

42 First-class trains via Niles within the limits of San Jose interlocking plant or standing at San Jose passenger station need not protect. Trains must approach and move within these limits expecting to find track occupied by other trains

43 Western Division trains holding orders to display signals to College Park Will continue to do so on Coast Division, College Park to San Jose, and will display signals from San Jose when holding orders to display signals on Western Division from College Park.

44 Trains standing on freight tracks Nos. 1 and 2 west of signal bridge 201 within limits of Sixteenth Street interlocking plant need not protect. Trains must approach and move within these limits expecting to find tracks occupied by other trains.

45 A yard engine must be protected before crossing Western Pacific on Stonehurst Line and at Third and Fallon Streets; San Francisco & Oakland Terminal, Ward Street on Shattuck Avenue Line and Parker Street on Ninth Street Line.

46 At Newark, Santa Clara and College Park, trains on the Elmhurst-College Park Line when calling in flagman from the west, will give four long and one short sounds of the whistle; when calling in flagman from the east, will give six long sounds of the whistle.

47 At Napa Junction, trains on the Santa Rosa Line, when calling in flagman from the east, will give six long sounds of the whistle.

48 At Davis, trains via Woodland on Davis-Gerber Line, when calling in flagman from the east will give six long sounds of the whistle.

49 Trains on Track No. 1 between San Pablo and 16th Street Station, when calling in flagman from the east, will give six long sounds of the whistle.

51 Trains on Track No. 2, between 16th Street Station and Shellmound Tower, and on Track No. 4, between Shellmound Tower and Richmond, when calling in flagman from the west will give four long and one short sound of the whistle.

52 Trains using the working track between Port Costa and Vallejo Junction, when calling in flagman from the east will give six long sounds of the whistle.

53 When doubling, engine running for water, or for any other purpose, it becomes necessary to leave a portion of a train on the main track, a red flag by day and a red light by night must be placed on the head car of the standing cut of cars, and in addition two torpedoes placed not less than one-fourth mile in advance thereof. Enginemen must know the location of cars thus left standing, and must use extreme care in returning for rear portion of train.

54 Two yardmen must be with engine when handling two cars or more at Oakland Pier, In no instance must both yardmen ride on the same platform.

55 The time-table authority of schedule trains originating or ending at any intermediate station is hereby extended to include main track between switches of siding ten minutes before leaving and ten minutes after arriving time of such trains, but Rule 99 must be complied with.

56 First paragraph, Rule 92 will not apply at Oakland Pier.

57 Trains may move between Oakland Pier and Elmhurst irrespective of time table 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 five minutes or more to clear a first class train moving in the same direction.

58 But one train should occupy Broadway Station or tracks between Washington and Franklin Streets at the same time. If necessary for two trains to occupy this territory, but one train at a time should be moving. Passenger trains must be given preference.

59 The Schedule time and timetable authority of first-class trains originating or terminating at Newark is hereby extended to include the main track to the station building. Trains must approach Newark expecting to find the main track occupied by first-class trains without protection.

Responsibility for collision will rest with the approaching train. If the view is obscured all trains must be protected as per Rule 99.

First-class trains moving from Centerville to College Park via Newark, will use east leg of wye at Newark, and back up to the station building.

First-class trains moving from College Park to Centerville, via Newark, will pull in on east leg of wye at Newark and back up to station building via west leg of the wye.

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

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

Conductors will furnish engineers with copy of check of train register Form 2529 for all enginemen in trains departing from Tracy. That part of Rule 815 reading "Compare time with their enginemen before starting on run, and with their brakemen, flagmen and baggagemen as soon thereafter as practicable." Must be complied with.

Trains entering Tracy yard and occupying Tracks 7, 8, 9, 11, 12 and 13 in Port Costa side, trainmen on westward trains will set sufficient number of hand brakes on head end of train, and trainmen on eastward trains will set sufficient number of hand brakes on rear of train to insure against train running out west end.

Trains entering Tracy yard and occupying Tracks 14, 15, 16, 17 and 18 in Niles side, trainmen on westward trains will set sufficient number of hand brakes on rear of train, and trainmen on eastward trains will set sufficient number of hand brakes on head end of train to insure against train running out east end.

62 On freight trains between Niles and Pleasanton, Altamont and Medal, Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine, and rear brakeman near caboose.

63 The siding for eastward trains at Bay Point is the first track on Bay side of main track. For westward trains the first track on the station side of main track.

64 Spur track Mile Post 15, Elmhurst-College Park Line, can be used as far as road crossing west of beet loading racks and will hold 50 cars.

65 The short track opposite the passenger station building at Santa Clara is the siding.

66 The siding of the Elmhurst-College Park Line at Newark is located east of station.

67 The siding of the Dumbarton and Centerville Line at Newark is west of the Elmhurst-College Park Line.

68 The working track between Port Costa and Vallejo Junction may be used by westward freight trains not exceeding 15 miles per hour, displaying markers as per Rule D-19, same as though running against current of traffic.

69 Eastward passenger trains approaching Tracy via Niles will have right to the main track to the west switch of passenger siding, west switch being located 200 feet west of C. Street crossing Tracy and be governed by Rule 800 from that point.

70 Eastward passenger trains approaching Tracy via Port Costa will have right to main track to signal No. 820 located just west of C Street crossing, Tracy and be governed by Rule 800 from that point.

71 Derail in westward main track just west of Benicia station building, normal position "open."

75 ALL TRAINS ENTERING SIDINGS WILL DO SO UNDER CONTROL. RESPONSIBILITY FOR COLLISION IS PLACED WITH ENTERING TRAIN.

76 When a train or a portion of a train takes the siding it must not stop foul of the main track to allow the brakeman to get on after closing the switch but first pull into clear.

77 Headlights on engines standing at the end of pier at Oakland Pier must be covered when steamers are landing.

78 Road engines when moving between roundhouse and train, at night or in foggy or stormy weather, must display a white and a red light on the rear of tank over center of track.

79 City ordinance within City limits of Richmond prohibits the unnecessary use of whistle or bell.

80 Between the hours of 9 P. M. and 6 A. M. engine bells must not be rung except in emergency while passing through or switching in city limits of Napa.

81 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.

82 ——— o o, whistle for public road or street crossings must be sounded and bell kept ringing when entering or leaving Alvarado Sugar Company's Yard and approaching their road crossing which crosses S. P. Co. tracks.

84 TRAINS LOADING ON FERRY STEAMERS OR UNLOADING AT PORT COSTA OR BENICIA WILL BE GOVERNED BY THE FOLLOWING REGULATIONS:

When loading or unloading boats at Port Costa or Benicia all engines with or without cars will reduce speed to 6 miles per hour, this rate of speed to apply soon as cars or engine commence moving on apron and when unloading not to be exceeded until cars or engine are clear of apron.

Trains to or from new slip at Port Costa will be handled through work track (No. 8), north side of station building, when conditions are such that they cannot be handled via main tracks. Eastward trains will approach crossover west of station building under control, prepared to take either route to slip, as directed by yardmen. Track No. 8 must be kept clear and properly lined up for such movement.

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.

PASSENGER TRAINS.

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

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

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

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 steamer. Passengers must be cautioned not to lean out of the windows or vestibule doors, as there is danger of being struck by iron rods or bars of boat, and must be kept off platform when backing coaches on steamer. Vestibule tail gates must be in proper position.

Before passenger trains are moved on or off the boat at Port Costa and Benicia air test must be made as follows:

When yard engine couples onto second, third or fourth cuts of passenger trains to shove on boat, tail hose must be properly attached to leading car and a reduction of air must immediately be made through tail hose—enginemen to observe reduction of air before pumping off brakes. Rear end test not necessary for head portion of passenger train handled on and off boat by road engine. In moving off the boat, rear end test must be made on portions of train pulled off by yard engine. Not necessary to make rear end test on portions of train pulled off by road engine or shoved off by yard engine.

Passenger trains to and from ferry steamer will make station stops at Port Costa for exchange of passengers, baggage, mail and express.

FREIGHT TRAINS.

Before shoving a cut of cars onto steamer each car must be connected with the engine by air. Yardmen must assure themselves that air brakes are working through entire cut of cars before shoving cut onto steamer by making air test as provided in Rule 17, Air Brake Rules.

Yard engine when shoving cut of cars onto steamer must stop the forward end of cut two car lengths from the extreme end of steamer when yardman must apply pilot hose. They will then shove far as necessary, yardman to walk with cut of cars so he can apply the air should an emergency arise. A pilot hose will be placed on each end of the steamer for this purpose.

The brakemen must assist deck hands in setting hand brakes when loading the steamer and when unloading the steamer will see that hand brakes are released.

Yardmen will not set hand brakes

85.

MAIN TRACKS.

Main tracks between Oakland Pier and Bay Street (West Oakland) numbering from the north, are designated as 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10, and used as follows:

- No. 1—Westward Trains, via Oakland (Sixteenth Street).
- 2—Eastward Trains, via Oakland (Sixteenth Street).
- 3—Westward Electric Trains, via Oakland (Sixteenth Street).
- 4—Eastward Electric Trains, via Oakland (Sixteenth Street).
- 5—Westward Electric Trains, via Seventh Street.
- 6—Eastward Electric Trains, via Seventh Street.
- 7—Westward Trains, via Oakland (First Street).
- 8—Eastward Trains, via Oakland (First Street).
- 9—Westward running track from passenger yard (First Street).
- 10—Eastward running track to passenger yard (First Street).

Main tracks between Oakland 16th Street and Shellmound Tower, numbering from the Bay, are designated as 1, 2, 3, 4, 5, and 6, and used as follows:

- No. 1—Westward Freight Trains.
- 2—Eastward Freight Trains.
- 3—Westward Passenger Trains.
- 4—Eastward Passenger Trains.
- 5—Westward Electric Trains.
- 6—Eastward Electric Trains.

Main tracks between Shellmound Tower and Richmond numbering from the Bay, are designated as 1, 2, 3, and 4, and used as follows:

Track No. 1 is the first track from the Bay, and extends from Oakland 16th Street to the east end of San Pablo yard and may be used by westward freight trains not exceeding 15 miles per hour.

Track No. 2 is the second track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by westward trains.

Track No. 3 is the third track from the Bay, and extends from Shellmound Tower to Port Costa and will be used by eastward trains.

Track No. 4 is the fourth track from the Bay, and extends from Shellmound Tower to Richmond, and may be used by eastward freight trains not exceeding 20 miles per hour.

Trains using track No. 1 between San Pablo and Shellmound and track No. 4 between Shellmound and Richmond display markers as per Rule D-19 the same as though running against the current of traffic.

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

- No. 1—Westward Electric Trains.
- 2—Eastward Electric Trains.
- 3—Westward Steam Trains.
- 4—Eastward Steam Trains.

86 Rules 14-k and D 14-k apply at interlocking towers.

87

INTERLOCKING SIGNALS.

Interlocking signals govern only through interlocking limits. Signals on signal bridges are placed on post on top or suspended underneath signal bridges over track on which trains approach.

Movements governed by short-arm or dwarf signals must be made under control and position of switches observed, as such signals govern movements for various routes.

On double track within the limits of Oakland yard towermen may arrange to move trains from one tower to another against the current of traffic, after having an understanding by telephone with each other for EACH movement. Before moving trains against the current of traffic they must know that track to be used is clear of opposing engines and trains.

88 Movements through interlocking plants on a hand signal from the towerman must be preceded by a flagman.

89.

OAKLAND PIER TOWER.

Westward trains to Oakland Pier on track No. 1 governed by home signal on signal bridge No. 102, the first signal bridge east of Long Wharf cross-over; three-arm post at Long Wharf cross-over; three-arm post about half way between Long Wharf cross-over and tower, and other dwarf signals.

Westward trains to Oakland Pier on track No. 7 governed by signals on signal bridge No. 105, the first signal bridge east of Long Wharf cross-over.

The suspended home signal on track No. 7 governs movement through cross-over switches and other signals on track No. 1 or 2 to tracks to north side of station.

Westward trains to Oakland Pier on track No. 9 governed by home signal on signal bridge No. 105.

Starting signal for eastward movements from any track in station governed by dwarf signal.

Eastward trains on track No. 2 to 16th Street governed by upper arm on three-arm post just west of Long Wharf cross over.

Other movements governed by short-arm or dwarf signals. When siren whistle on Oakland Pier tower is sounded all engines and trains moving within district controlled by this tower must stop and await proper signal.

The last signal which a train may receive entering any track at Oakland Pier Station is a double arm home and distant dwarf signal. If home signal is in proceed position and distant signal at caution it indicates train is entering on track occupied by cars. Responsibility for collision will be placed on train entering.

90. SIXTEENTH STREET TOWER.—Near 16th Street Station, Oakland.

Westward trains to 16th Street tower on track No. 3 to Oakland Pier governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station and upper arm on three-arm post, 550 feet east of freight track crossing.

Westward trains to 16th Street tower on track No. 3 to West Oakland yard governed by suspended home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, to track No. 1 and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2, to Cedar Street (single track).

Westward trains to 16th Street tower on track No. 1, to West Oakland yard, governed by home signal on signal bridge No. 201, the first signal bridge east of 16th Street station, and upper arm on two-arm post 550 feet east of crossing of passenger tracks Nos. 1 and 2 to Cedar Street (single track).

Eastward trains to 16th Street tower from Oakland Pier on track No. 2 governed by home signal on signal bridge No. 200, 600 feet west of freight track crossing and home signal on post 1200 feet east of freight track crossing to track No. 4.

Eastward trains leaving 16th Street station on track No. 4 governed by upper arm on three-arm post near tower.

Eastward trains from West Oakland Yard through Cedar Street (single track) to 16th Street Tower to freight track No. 2 governed by home signal on signal bridge No. 200-A 600 feet west of crossing of passenger tracks Nos. 1 and 2.

The suspended home signal on signal bridge governs movement across passenger tracks Nos. 1 and 2 to track No. 1 or track leading to Pacific Coast Canning Co.

Other movements governed by short-arm or dwarf signals. Yard engines must obtain permission from 16th Street tower before doing work on Cedar Street.

Whistle signal for continuous movement to West Oakland yard: ——— o.

At Sixteenth Street tower enginemen and trainmen on electric trains may accept hand signal from tower window to move against fixed signals.

Movement through interlocking plant on hand signal from towerman must be preceded by a flagman.

91. SHELLMOUND TOWER—Emeryville.

Westward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 206, the first signal bridge east of tower, home signal on post governs movement to track No. 3.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 1 or 2, west of Shellmound tower.

Westward trains to Shellmound tower on track No. 1 governed by home signal on post on signal bridge No. 206, the first signal bridge east of tower, and upper arm on two-arm post near over-head wagon bridge west of tower.

When practicable all westward freight trains will use tracks No. 1 and 2 between Shellmound and 16th Street towers.

Whistle signal for westward trains approaching Shellmound tower on track No. 2, for West Oakland yard: ——— o.

Eastward trains to Shellmound tower on track No. 4 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement to track No. 3, east of Shellmound tower.

The suspended home signal on track No. 4 governs movement through cross-over switches to track No. 4, east of Shellmound tower.

Eastward trains to Shellmound tower on track No. 2 governed by signals on signal bridge No. 205, the first signal bridge west of tower; home signal on post governs movement through cross-over switches to track No. 4, east of Shellmound tower.

The suspended home signal on track No. 2 governs movement through cross-over switches to track No. 3, east of Shellmound tower.

Other movements governed by short-arm or dwarf signals.

92. WEST OAKLAND TOWER—First and Cedar Streets, West Oakland.

Westward trains to West Oakland tower on First Street track governed by home signal on post on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on post on signal bridge No. 111, 825 feet west of Cedar Street crossing to track No. 7.

Eastward trains to West Oakland tower on track No. 8 governed by signals on signal bridge No. 111, 825 feet west of Cedar Street crossing; home signal on post governs movement to First Street track.

The suspended home signal on track No. 8 governs movement through cross-over switches to passenger yard.

Westward trains to West Oakland tower on Cedar Street (single track) governed by two-arm post at Goss and Cedar Streets, 500 feet east of crossing of Seventh Street track; upper arm governs movement to freight yard, lower or short-arm governs movement to passenger yard.

Eastward trains to West Oakland tower from freight yard to Cedar Street (single track) governed by upper arm on two-arm post near junction of freight and passenger yard tracks.

Eastward trains to West Oakland tower from passenger yard to Cedar Street (single track) governed by upper arm on two-arm post near junction of freight and passenger yard tracks.

Westward trains to West Oakland tower on passenger yard lead governed by suspended home signal on signal bridge No. 112, 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Westward trains to West Oakland tower on track No. 12 governed by two-arm post 500 feet east of Cedar Street crossing and home signal on signal bridge No. 111, 825 feet west of Cedar Street crossing.

Eastward trains to West Oakland tower on track No. 10 to passenger yard governed by upper arm on two-arm post near Roundhouse and two-arm post 500 feet west of Cedar Street crossing.

92.—Continued

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

Lower arm on two-arm post near Roundhouse on track No. 10 governs movement to Roundhouse track.

Other movements governed by short-arm or dwarf signals.

Cedar Street single track is controlled by West Oakland and 16th Street towers. Trains will use this track against opposing trains on receiving signal.

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

Westward trains to Magnolia Street tower on First Street track toward Oakland Pier governed by home signal on post 500 feet east of Western Pacific crossing.

Westward trains to Magnolia Street tower on First Street track to freight yard governed by short-arm signal on post 500 feet east of Western Pacific crossing and dwarf signal between westward and eastward tracks at cross-over switch.

Eastward trains to Magnolia Street tower on First Street track governed by home signal on post 1600 feet west of Western Pacific crossing and home signal on post 500 feet west of crossing.

Other movements governed by short arm or dwarf signals.

94. **FIRST AND WEBSTER STREET TOWER**—Crossing of First and Webster Street lines, First and Webster Streets, Oakland.

Westward trains to First and Webster Street tower on First Street track governed by home signal on post on signal bridge No. 118, 1200 feet east of tower and home signal on post on signal bridge No. 117, 600 feet east of tower.

Eastward trains to First and Webster Street tower on eastward First Street track toward Fruitvale governed by home signal on post on signal bridge No. 115, 700 feet west of tower and upper arm on two-arm post on signal bridge No. 116, 400 feet west of tower—lower arm governs movement toward Alameda.

Other movements governed by short-arm or dwarf signals. Dwarf signal which governs movement from meat spur is located on left side of track.

95. **FRUITVALE TOWER**—Fruitvale.

Westward trains to Fruitvale tower on westward track governed by home signal on post on signal bridge No. 127, 1400 feet east of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Eastward trains to Fruitvale tower on eastward track governed by home signal on post on signal bridge No. 123, 1200 feet west of tower and home signal on post on signal bridge No. 126, 150 feet east of tower.

Other movements governed by short-arm or dwarf signals.

96. **PORT COSTA TOWER**—Junction of double track, east of Port Costa.

Westward trains to Port Costa tower on single track to westward track governed by upper arm on two-arm post 50 feet east of double-track junction switch; lower or short arm governs movement against current of traffic on eastward track.

Eastward trains to Port Costa tower on eastward track governed by home signal on post 600 feet west of tower.

Other movements governed by dwarf signals.

97. **DAVIS TOWER**—Davis.

Westward trains to Davis tower on westward main track toward Benicia governed by home signal on post on signal bridge 1,700 feet east of tower and home signal on post 500 feet west of tower.

Westward trains to Davis tower on westward main track, then around the east leg of the wye toward Woodland, governed by suspended home signal on signal bridge 1,700 feet east of tower and dwarf signal 400 feet north of tower.

Westward trains to Davis tower on northern single main track toward Benicia governed by home signal on post on signal bridge 1,200 feet north of tower and dwarf signal 400 feet west of tower.

Westward trains to Davis tower on northern single main track, then around the east leg of the wye toward Sacramento, governed by suspended home signal on signal bridge 1,200 feet north of tower and dwarf signal 400 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Sacramento

governed by home signal on post 1,200 feet west of tower and home signal on post 700 feet east of tower.

Eastward trains to Davis tower on eastward main track toward Woodland governed by short arm home signal on post 1,200 feet west of tower and dwarf signal 400 feet north of tower.

Other movements governed by short arm, or dwarf signals.

Whistle signal for northern single track, or from northern single track to Sacramento, ———— o.

98.—**MIKON TOWER**—Crossing of Southern Pacific and Sacramento-Northern Railway, east of Mikon.

Westward trains to Mikon tower, on westward track, governed by home signal on post 500 feet east of crossing.

Eastward trains to Mikon tower, on eastward track governed by home signal on post 500 feet west of crossing.

Movement over crossing against the current of traffic governed by dwarf signal

99. **RADUM TOWER**—Junction of Niles-Tracy line and Radum-Avon line.

Westward trains to Radum tower from Livermore to Pleasanton governed by upper arm on three-arm post at east junction switch and home signal on post 1700 feet west of east junction switch.

Eastward trains to Radum tower from Pleasanton to Livermore governed by upper arm on three-arm post at west junction switch and home signal on post 1700 feet east of west junction switch.

Trains from Livermore to the Radum-Avon Line governed by lower or short arm on three-arm post at east junction switch.

Trains from Pleasanton to the Radum-Avon Line governed by lower or short arm on three-arm post at west junction switch.

Trains from the Avon-Radum Line to Livermore or Pleasanton governed by one-arm post 1100 feet from junction switches.

Whistle signal for Radum-Avon Line: ———— o.

100. **NILES TOWER**—Crossing of Western Pacific Ry. and San Jose Line, near Niles.

Trains to Niles tower moving to San Jose Line governed by home signal on post 1000 feet west of Western Pacific crossing and upper arm on two-arm post near crossing; lower arm governs movement toward Dumbarton-Centerville Line

Trains to Niles tower from San Jose Line to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movement toward Dumbarton-Centerville Line

Trains to Niles tower from Dumbarton-Centerville Line to Niles governed by upper arm on two-arm post at wye switch; lower arm governs movements to San Jose Line.

Whistle signals:

For San Jose, ———— o.

For Centerville ———— o ————

For Niles, o ———— o.

101. **SAN JOSE TOWER**—Junction of San Jose-Niles Line and Coast Division, San Jose

Trains to San Jose tower from San Jose-Niles Line governed by upper arm on two-arm post at Third Street and dwarf signal west of tower.

Westward trains to San Jose tower moving to San Jose-Niles Line governed by dwarf signals.

Whistle signals:

To San Jose freight yard: ———— o

102. **COLLEGE PARK TOWER**—College Park.

Westward trains to College Park tower on westward track to College Park-Elmhurst Line governed by middle arm on three-arm post about 700 feet east of tower.

Westward trains to College Park tower from West San Jose to College Park-Elmhurst Line governed by middle arm on three-arm post about 500 feet east of tower.

Eastward trains to College Park tower on College Park-Elmhurst Line to San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and upper arm on two-arm stub bracket post about 250 feet east of tower.

Eastward trains to College Park tower on the College Park-Elmhurst Line to West San Jose governed by upper arm on two-arm post on signal bridge 1200 feet west of tower and lower arm on two-arm stub bracket post 250 feet east of tower.

Trains from San Jose freight yard governed by dwarf signal 250 feet east of tower.

Other movements governed by short arm or dwarf signals.

Whistle signals:

For San Jose: o ————

For West San Jose or the College Park-Elmhurst Line: o o ———— o o.

For San Jose freight yard: ———— o.

For Santa Clara drill track. ———— o.

103. **ELMHURST.**

Eastward trains approaching Elmhurst to indicate route they desire to take will give whistle signals as follows:

One long and one short (— o) to Elmhurst-College Park Line.

One long, one short, one long (— o —) Elmhurst-Tracy Line.

104. **SANTA FE JUNCTION:**

Switches at Santa Fe Junction will be handled by Switch Tender.

Westward Southern Pacific trains on track No. 1 and 2 must be governed by indication of signals on bracket post just East Santa Fe overhead crossing. Home signal on right hand post governs movement on track No. 1, home signal on left hand post governs movements on track No. 2.

Eastward Southern Pacific trains on track No. 3 must be governed by indication of upper home signal on stub bracket post to the right of track No. 4 about 600 feet West of cross-over switch.

Westward Santa Fe trains must be governed by indication of home signal on post about 300 feet East of Junction Switch.

Eastward Santa Fe trains must be governed by indication of lower home signal on stub bracket post to the right of track No. 4 about 600 feet west of cross-over switch.

Eastward Santa Fe trains approaching Santa Fe Junction will sound ———— o, whistle.

Trains must not exceed speed of 10 miles per hour when crossing over through cross-over switches at Santa Fe Junction.

Westward trains approaching Santa Fe Junction receiving a proceed signal from Switch Tender may move on track No. 2 to Shellmound Tower irrespective of timetable superiority, except that freight trains must endeavor to avoid delaying first class trains, and must not stop on track No. 2 to do any switching between Santa Fe Junction and Shellmound Tower. If any stock in your train for Stock Yards the set out must be made from track No. 1.

Santa Fe trains for Oakland Pier holding orders to display signals to Santa Fe Junction will continue to display signals to Oakland Pier.

105. **DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS:**

Sacramento River, Sacramento.

Cygnus, Cordelia Slough.

Avon, Pacheco Slough.

Dumbarton, San Francisco Bay.

Newark Slough, near Dumbarton.

Warm Springs Creek

Coyote Creek } between Albrae and Alviso

Napa River, at Brazos.

106. **DRAWBRIDGES NOT INTERLOCKED:**

Napa River, 700 feet east of Napa Station, Calistoga Line.

Steamboat Slough, about 1000 feet west of Wingo Junction switch.

107. **RAILROAD CROSSINGS NOT INTERLOCKED:**

All trains must stop except at crossings protected by flagmen, give two short sounds of whistle and proceed if crossing is clear

Sacramento Northern Railway, at Suisun-Fairfield trains will approach crossing prepared to stop and be governed by signals from crossing flagman.

Napa Valley Railway, 1900 feet east of Napa Junction on Santa Rosa Line, stop.

Napa Valley Railway, 3600 feet east of Napa Junction on Calistoga Line, stop.

N. W. Pac. Railway, 2200 feet west of Schellville, stop.

N. W. Pac. Railway, 1000 feet west of Yulupa, stop.

Napa Valley Railway, 3200 feet west of Union, on Union Line, stop.

Napa Valley Railway, 600 feet west of Napa, on Calistoga Line, stop.

Oakland & Antioch Railway, 4000 feet east of Hookston on Avon-Radum Line, stop.

Western Pacific Railway, between Elmhurst and Stonehurst, stop.

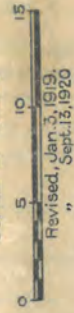
MAP OF THE WESTERN DIVISION

SOUTHERN PACIFIC COMPANY

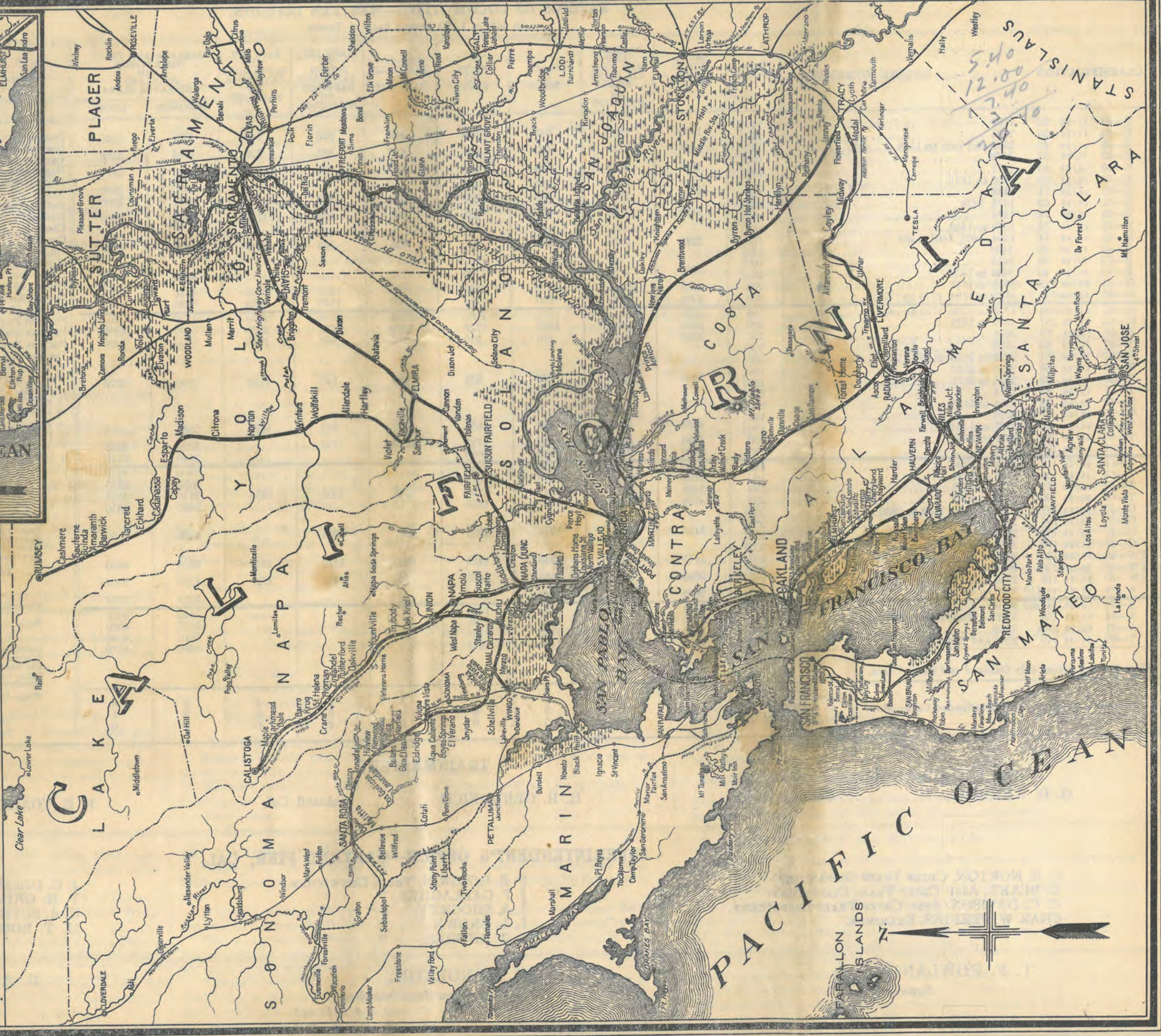
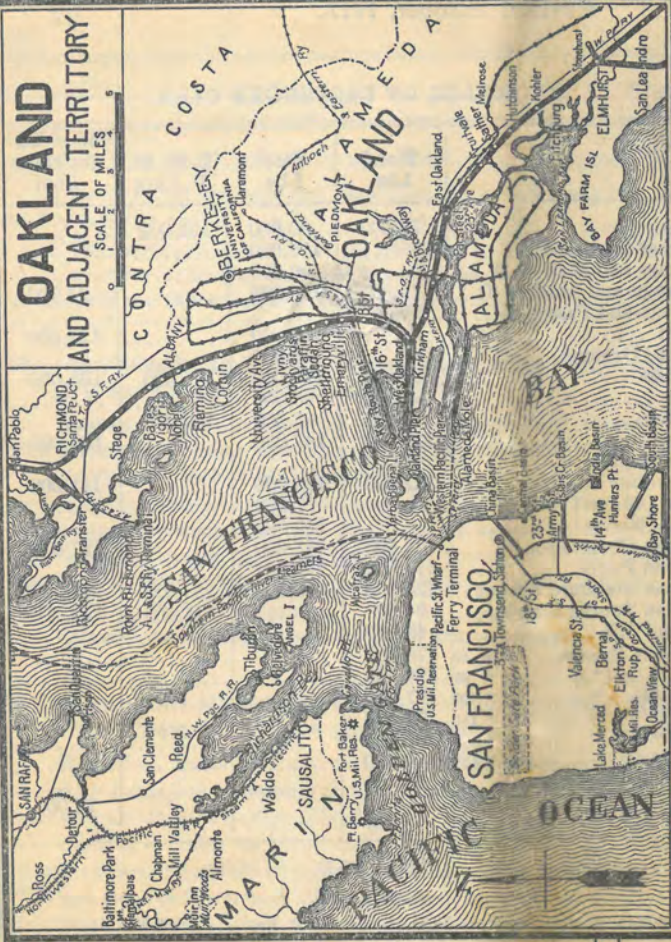
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SCALE OF MILES



Revised, Jan. 3, 1919,
Sept. 15, 1920



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