

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

1920

TIME TABLE
FOR THE
WESTERN DIVISION

To Take Effect Sunday, September 18, 1921, 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 to car lengths and location of Seales, fuel, water and turning Stations. | 130 | 20 | 26 | 48 | 44 | 50 | 12 | 46 | 22 | 2 | 8 | 14 | 84 | 42 | 18 | 122 | 36 | 124 | 28 | Distance from San Francisco. | |
|--|----------------------------------|-----------------|--------------------------|----------------|---|------------------------------|----------------|--|-------------------|------------------|-------------------------------------|--------------------------------|--------------------------------|---|----------------|------------------------------------|----------------------------------|-----------------------------------|----------------------------------|------------------------------|------|
| | San Francisco Martinez Passenger | Pacific Limited | The Owl | El Dorado | San Francisco Napa Santa Rosa and Bay Point Passenger | San Joaquin Valley Passenger | The Shasta | San Francisco and Sacramento Passenger | St. Louis Express | Overland Limited | San Francisco Los Angeles Passenger | San Francisco Portland Express | San Francisco Fresno Passenger | San Francisco Calistoga, and Avon Passenger | The Statesman | San Francisco Port Costa Passenger | San Francisco Stockton Passenger | San Francisco Bay Point Passenger | San Francisco Dunsmuir Passenger | | |
| Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily | | |
| | 6.40PM | 6.00PM | 6.00PM | 5.00PM | 4.40PM | 4.00PM | 4.00PM | 2.40PM | 1.00PM | 11.00AM | 10.40AM | 10.20AM | 8.40AM | 8.00AM | 7.20AM | 6.40AM | 6.00AM | 6.00AM | 6.00AM | 0.0 | |
| | 6.58 | 6.18 | 6.18 | 5.18 | 4.58 | 4.18 | 4.18 | 2.58 | 1.18 | 11.18 | 10.58 | 10.38 | 8.58 | 8.18 | 7.38 | 6.58 | 6.18 | 6.18 | 6.18 | 3.5 | |
| I P | 7.05PM | 6.32PM | 6.27PM | 5.28PM | 5.07PM | 4.30PM | 4.27PM | 3.05PM | 1.30PM | 11.30AM | 11.07AM | 10.50AM | 9.07AM | 8.27AM | 7.45AM | 7.05AM | 6.30AM | 6.27AM | 6.25AM | 3.5 | |
| Term. Yard WFIYO | | | | | | | | | | | | | | | | | | | | | |
| Interchange | s 7.11 | s 6.40 | s 6.33 | s 5.35 | s 5.14 | s 4.38 | s 4.34 | s 3.12 | s 1.38 | s 11.38 | s 11.14 | s 10.57 | s 9.13 | s 8.35 | s 7.52 | s 7.11 | s 6.38 | s 6.33 | s 6.30 | 5.5 | |
| | | | | | | | | | | | | | | | | | | | | 6.6 | |
| | | | | | | | | | | | | | | | | | | | | | 7.0 |
| 55 West | | | | | | | | | | | | | | | | | | | | | 7.2 |
| | s 7.19 | s 6.48 | s 6.41 | s 5.43 | s 5.22 | s 4.47 | s 4.42 | s 3.19 | s 1.48 | s 11.46 | s 11.21 | s 11.05 | s 9.20 | s 8.43 | s 8.00 | s 7.19 | s 6.48 | s 6.41 | 6.38 | 8.2 | |
| | | | | | | | | | | | | | | | | | | | | | 8.2 |
| 87 East | f | | | | | | | f | | | | | | | | | | | | 10.2 | |
| | | | | | | | | | | | | | | | | | | | | | 10.7 |
| | | | | | | | | | | | | | | | | | | | | | 11.2 |
| | | | | | | | | | | | | | | | | | | | | | 11.6 |
| | | | | | | | | | | | | | | | | | | | | | 13.1 |
| | s 7.28 | 6.57 | 6.49 | s 5.52 | s 5.32 | s 4.59 | 4.52 | s 3.30 | 1.58 | 11.55AM | s 11.32 | s 11.15 | s 9.28 | s 8.51 | s 8.10 | s 7.28 | s 7.00 | s 6.52 | s 6.47 | 15.0 | |
| 148 East WP Interchange | f 7.32 | | | | | | | s 3.34 | | | 11.35 | | | f 8.55 | | | | s 7.05 | 6.56 | 6.50 | 16.6 |
| | | | | | | | | s | | | | | | | | | | | | | 18.9 |
| 48 East 52 West | f | | | | | | | | | | | | | | | | | | | | 19.8 |
| | | | | | | | | | | | | | | | | | | | | | 21.5 |
| 74 West P | s 7.42 | 7.08 | 7.00 | 6.05 | s 5.45 | 5.10 | 5.03 | s 3.46 | 2.11 | 12.07PM | 11.44 | 11.27 | 9.41 | f 9.06 | 8.22 | 7.43 | s 7.18 | s 7.06 | 7.00 | 23.0 | |
| 45 East | | | | | | | | f | | | | | | | | | | | | | 23.8 |
| | s 7.47 | | | | | | | s 3.52 | | | | | | | | | | | | | 25.5 |
| 69 East P | s | | | | f | | | f | | | | | | | | | | | | | 26.4 |
| 43 East | f | | | | | | | | | | | | | | | | | | | | 27.1 |
| 46 West P | f | | | | | | | s | | | | | | s | | | | | | | 27.5 |
| 55 West P | 7.53 | 7.18 | 7.10 | 6.13 | s 6.00 | s 5.20 | 5.13 | s 4.04 | s 2.22 | 12.17 | 11.54AM | s 11.37 | 9.51 | s 9.20 | 8.30 | s 7.55 | s 7.35 | s 7.16 | s 7.10 | 28.0 | |
| 210 West | s 7.56 | | | | s 6.02 | | | s | | | f | | | s 9.22 | | s 7.57 | s 7.37 | s 7.18 | | 29.0 | |
| 62 West P | f | | | | | | | | | | | | | f | | | | f | | 30.1 | |
| Yard WFIYO | s 8.05PM | s 7.25PM | s 7.17PM | s 6.20PM | s 6.10PM | s 5.30PM | 5.23PM | s 4.15PM | s 2.30PM | s 12.25PM | s 12.02PM | s 11.45AM | s 10.00AM | s 9.27AM | s 8.40AM | s 8.05AM | s 7.50AM | s 7.30AM | s 7.25AM | 31.1 | |
| | Via Martinez see page 10 | 7.33 7.45PM | Via Martinez see page 10 | 6.25 6.37PM | Via Martinez See page 10 | Via Martinez see page 10 | 5.33 5.45PM | 4.18 4.30PM | 2.40 2.52PM | 12.35 12.47PM | Via Martinez see page 10 | 11.55 12.07PM | Via Martinez see page 10 | Via Martinez see page 10 | 8.45 8.57AM | | Via Martinez See Page 10 | Via Martinez See Page 10 | 7.40 7.52AM | 31.1 32.4 | |
| | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily | | |

| Time Table No. 178 | |
|----------------------------|-----|
| September 18, 1921. | |
| STATIONS | |
| DN SAN FRANCISCO | 0.0 |
| OAKLAND PIER | 3.5 |
| DNR OAKLAND PIER | 1.4 |
| DNR WEST OAKLAND | 0.6 |
| OAKLAND (16th Street) | 1.1 |
| EMERYVILLE | 0.4 |
| SHELLMOUND | 0.3 |
| SEDAN | 0.2 |
| PARAFFIN | 0.4 |
| STOCK YARDS | 0.4 |
| LIVNY | 1.0 |
| BERKELEY (University Ave.) | 1.0 |
| CORBIN | 0.5 |
| FLEMING | 0.5 |
| NOBEL | 0.4 |
| VIGORIT | 1.5 |
| STEEGE | 1.9 |
| RICHMOND | 1.6 |
| SAN PABLO | 2.3 |
| GIANT | 0.9 |
| SOBRANTE | 1.7 |
| KRIEGER | 1.5 |
| PINOLE | 0.8 |
| HERCULES | 1.7 |
| RODEO | 0.9 |
| OLEUM | 0.7 |
| TORMBY | 0.4 |
| SELBY | 0.5 |
| D VALLEJO JCT. | 1.0 |
| CROCKETT | 1.1 |
| ECKLEY | 1.0 |
| DNR PORT COSTA | |
| PORT COSTA (Slips) | 1.3 |
| BENICIA (Slips) | |

(1.00) 27.60 (0.53) 31.24 (0.50) 33.12 (0.52) 31.84 (1.03) 26.28 (1.00) 27.60 (0.56) 29.57 (1.10) 23.85 (1.00) 27.60 (0.55) 30.11 (0.55) 30.11 (0.55) 30.11 (0.53) 31.24 (1.00) 27.60 (0.55) 30.11 (1.00) 27.60 (1.20) 20.70 (1.03) 26.28 (1.00) 27.60 Time over District Average speed per hour

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

ADDITIONAL STOPS ON SIGNAL

No. 36—Certain-teed Products Co., one-quarter mile west of San Pablo.
 Nos. 2 and 20—Any station to receive passengers for Cheyenne and points east.
 No. 22—Any station to receive passengers for Ogden and points east.

TOWARD SAN FRANCISCO.

Time Table No. 178

September 18, 1921.

FIRST CLASS

| STATIONS | Distance from Port Costa | 13 | 5 | 87 | 123 | 19 | 25 | 53 | 81 | 21 | 47 | 45 | 9 | 127 | 49 | 1 | 29 | 43 | 17 | 15 | 109 |
|----------------------------|--------------------------|-----------------------|----------------|--------------------------|--|-----------------|--------------------------|--------------|--|-------------------|--------------|------------------------------------|--------------|------------------------------------|------------------------------|------------------|------------------------------------|-------------------------------------|---------------|--------------------|--------------------------|
| | | San Francisco Express | Nevada Express | Oil Fields Passenger | Martinez Vallejo San Francisco Passenger | Pacific Limited | The Owl | Oregonian | Bay Point, Napa, Santa Rosa, San Francisco Passenger | St. Louis Express | El Dorado | Sacramento San Francisco Passenger | Fast Mail | Port Costa San Francisco Passenger | San Joaquin Valley Passenger | Overland Limited | Sacramento San Francisco Passenger | Calistoga & San Francisco Passenger | The Statesman | California Express | Sunset Express |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| DN SAN FRANCISCO | 31.1 | 7.10AM | 7.50AM | 8.10AM | 8.30AM | 8.30AM | 8.50AM | 9.50AM | 10.10AM | 10.50AM | 11.30AM | 11.50AM | 12.30PM | 12.50PM | 1.50PM | 2.30PM | 3.50PM | 6.10PM | 6.30PM | 6.50PM | 6.50PM |
| OAKLAND PIER | 27.6 | 6.52 | 7.32 | 7.52 | 8.12 | 8.12 | 8.32 | 9.32 | 9.52 | 10.32 | 11.12 | 11.32 | 12.12 | 12.32 | 1.32 | 2.12 | 3.32 | 5.52 | 6.12 | 6.32 | 6.32 |
| DNR OAKLAND PIER | 27.6 | s 6.40AM | s 7.20AM | s 7.40AM | s 8.05AM | s 8.00AM | s 8.23AM | s 9.22AM | s 9.45AM | s 10.22AM | s 11.03AM | s 11.20AM | s 12.02PM | s 12.25PM | s 1.20PM | s 1.55PM | s 3.20PM | s 5.45PM | s 6.05PM | s 6.20PM | s 6.25PM |
| DNR WEST OAKLAND | 26.2 | | | | | | | | | | | | | | | | | | | | |
| OAKLAND (16th Street) | 25.6 | s 6.33 | s 7.13 | s 7.31 | s 7.58 | s 7.53 | s 8.13 | s 9.12 | s 9.36 | s 10.12 | s 10.53 | s 11.10 | s 11.52AM | s 12.17 | s 1.10 | s 1.46 | s 3.10 | s 5.35 | s 5.55 | s 6.10 | s 6.15 |
| 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 6.23 | 7.03 | 7.16 | s 7.50 | s 7.43 | s 8.03 | s 9.02 | s 9.26 | s 10.02 | s 10.45 | s 10.58 | s 11.30 | s 12.07PM | s 1.00 | s 1.36 | s 3.01 | s 5.22 | s 5.45 | s 5.58 | s 6.05 |
| CORBIN | 20.9 | | | | | | | | | | | | | | | | | | | | |
| FLEMING | 20.4 | | | | f | | | | | | | | | f | | | | | | | |
| NOBEL | 19.9 | | | | | | | | | | | | | | | | | | | | |
| VIGORIT | 19.5 | | | | | | | | | | | f | | f | | | | | | | |
| STEGE | 18.0 | | | f | f | | | | | | | f | | f | | | | | | | |
| RICHMOND | 16.1 | 6.12 | s 6.52 | s 7.06 | s 7.40 | 7.32 | | 8.52 | s 9.14 | 9.51 | 10.35 | s 10.48 | 11.20 | s 11.55AM | s 12.49 | 1.24 | s 2.51 | s 5.08 | s 5.35 | 6.44 | s 5.53 |
| SAN PABLO | 14.5 | 6.08 | 6.48 | 7.02 | f 7.35 | 7.28 | 7.51 | 8.50 | 9.09 | 9.48 | 10.33 | f 10.43 | | f 11.50 | 12.45 | 1.22 | 2.48 | s 5.05 | 5.32 | 5.41 | 5.48 |
| GIANT | 12.2 | | | | s | | | | | | | s | | f | | | | s | | | |
| SOBRANTE | 11.3 | | | | | | | | | | | f | | f | | | | | | | |
| KRIEGER | 9.6 | | | | | | | | | | | f | | f | | | | | | | |
| PINOLE | 8.1 | 5.58 | 6.38 | 6.52 | s 7.21 | 7.18 | 7.43 | 8.40 | s 9.00 | 9.38 | 10.23 | s 10.31 | 11.09 | s 11.40 | 12.35 | 1.12 | s 2.38 | s 4.55 | 5.24 | 5.33 | 5.40 |
| HERCULES | 7.8 | | | | f | | | | | | | | | f | | | | f | | | |
| RODEO | 5.6 | | | | s | | | | | | | | | s | | | | s | | | |
| OLEUM | 4.7 | | | | s | | | | | | | f | | s | | | | s | | | |
| TORMEY | 4.0 | | | | f | | | | | | | | | f | | | | | | | |
| SELBY | 3.6 | | | | s | | | | | | | s | | s | | | | s | | | |
| D. VALLEJO JCT. | 3.1 | 5.48 | 6.28 | 6.43 | s 7.08 s 7.00 | 7.08 | 7.35 | 8.30 | s 8.50 | 9.28 | 10.13 | s 10.17 | 11.01 | s 11.27 | s 12.25 | 1.01 | s 2.28 | s 4.45 | 5.16 | 5.23 | 5.28 |
| CROCKETT | 2.1 | | | | s 6.55 | | | | s 8.34 | | | s 10.11 | | s 11.24 | s 12.19 | | s 2.24 | s 4.29 | s 5.12 | | |
| ECKLEY | 1.0 | | | | f | | | | | | | | | f | | | | f | | | |
| DNR PORT COSTA | 0.0 | s 5.38AM | s 6.20AM | 6.35AM | s 6.50AM | s 7.00AM | 7.28AM | s 8.22AM | 8.30AM | 9.20AM | s 10.03AM | s 10.07AM | 10.55AM | 11.20AM | 12.15PM | s 12.50PM | s 2.20PM | 4.25PM | s 5.08PM | s 5.15PM | 5.20PM |
| PORT COSTA (Slips) | 1.3 | 5.27 | 6.12 | Via Martinez see page 11 | Via Martinez see page 11 | 6.52 | Via Martinez see page 11 | 8.14 | Via Martinez see page 11 | 9.12 | 9.58 | 9.58 | 10.45 | | Via Martinez see page 11 | 12.37 | 2.15 | Via Martinez see page 11 | 5.02 | 5.02 | Via Martinez see page 11 |
| BENICIA (Slips) | 0.0 | 5.15AM | 6.00AM | Via Martinez see page 11 | Via Martinez see page 11 | 6.40AM | Via Martinez see page 11 | 8.02AM | Via Martinez see page 11 | 9.00AM | 9.46AM | 9.46AM | 10.33AM | | Via Martinez see page 11 | 12.25PM | 2.03PM | Via Martinez see page 11 | 4.50PM | 4.50PM | 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 | Leave Daily |

| | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Time over District..... | (1.02) | (1.00) | (1.05) | (1.15) | (1.00) | (0.55) | (1.00) | (1.15) | (1.02) | (1.00) | (1.13) | (1.07) | (1.05) | (1.05) | (1.05) | (1.00) | (1.20) | (0.57) | (1.05) | (1.05) |
| Average speed per hour..... | 26.70 | 27.60 | 25.47 | 24.71 | 27.60 | 30.11 | 27.60 | 22.08 | 26.70 | 27.60 | 22.68 | 24.71 | 25.47 | 25.47 | 25.47 | 27.60 | 20.70 | 29.05 | 25.47 | 25.47 |

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

ADDITIONAL STOPS ON SIGNAL.

- No. 1—Any station to discharge passengers from Cheyenne or points east thereof.
- No. 5—Any station to discharge passengers from Sparks or points east. Berkeley to discharge passengers from Reno and points east.
- 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. Vallejo Junction to discharge passengers from points north of Roseville.

- No. 15—Any station to discharge passengers from Portland and points east.
- No. 19—Any station to discharge passengers from points east of Sparks.
- No. 21—Any station to discharge passengers from points east of Sparks.
- No. 25—Richmond 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. 94—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. 109—Any station to discharge passengers from points east of Los Angeles, inclusive. Vallejo Junction to discharge passengers from Martinez and points east.
- No. 123 and 127—Certain-teed Products Co., one-quarter mile west of San Pablo and Potter.

THIRD CLASS

FIRST CLASS

| Capacity of passing sidings in car fourths and location of Seals, Fuel, Water and Turning Stations. | THIRD CLASS | | | FIRST CLASS | | | | | | Distance from San Francisco | Time Table No. 178 September 18, 1921. | STATIONS |
|---|--|--------------------------|-------------------------------|----------------------------|-----------------|------------------------|----------------------|---|---------------------|-----------------------------|---|----------|
| | 222 Sacramento, Ogden and Portland Fast Freight | 288 Fresno Freight | 302 Port Costa Way Freight | 86 Oil Fields Passenger | 54 Oregonian | 10 Atlantic Express | 16 Oregon Express | 132 San Francisco Martinez Passenger | 6 Nevada Express | | | |
| | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave SUNDAY ONLY | Leave Daily | | | |
| | | | | | | | | | | 0.0 | DN SAN FRANCISCO | |
| | | | | | | | | | | 3.5 | OAKLAND PIER | |
| I P | | | | | | | | | | 3.5 | DNR OAKLAND PIER | |
| Term. Yard WFTTYO | 10.15PM | 6.35PM | 7.10AM | | | | | | | 4.9 | DNR WEST OAKLAND | |
| Interchange | | | | | | | | | | 5.5 | OAKLAND (16th Street) | |
| | | | | | | | | | | 6.6 | EMERYVILLE | |
| | | | | | | | | | | 7.0 | SHELLMOUND | |
| | | | | | | | | | | 7.2 | SEDAN | |
| | | | | | | | | | | 7.4 | PARAFFIN | |
| 55 West | | | | | | | | | | 7.8 | STOCK YARDS | |
| | | | | | | | | | | 8.2 | LIVNY | |
| | | | | | | | | | | 9.2 | BERKELEY (University Ave.) | |
| | | | | | | | | | | 10.2 | CORBIN | |
| | | | | | | | | | | 10.7 | FLEMING | |
| | | | | | | | | | | 11.2 | NOBEL | |
| | | | | | | | | | | 11.6 | VIGORIT | |
| 87 East | | | | | | | | | | 13.1 | STEGE | |
| | | | | | | | | | | 15.0 | RICHMOND | |
| 148 East WP Interchange | | | | | | | | | | 16.6 | SAN PABLO | |
| | | | | | | | | | | 18.9 | GIANT | |
| 48 East 82 West | | | | | | | | | | 19.8 | SOBRANTE | |
| | | | | | | | | | | 21.5 | KRIEGER | |
| 74 West | | | | | | | | | | 23.0 | PINOLE | |
| 45 East | | | | | | | | | | 23.8 | HERCULES | |
| | | | | | | | | | | 25.5 | RODEO | |
| 69 East | | | | | | | | | | 26.4 | OLEUM | |
| 43 East | | | | | | | | | | 27.1 | TORMEY | |
| 46 West | | | | | | | | | | 27.5 | SELBY | |
| 55 West | | | | | | | | | | 28.0 | D VALLEJO JCT. | |
| 210 West | | | | | | | | | | 29.0 | CROCKETT | |
| 63 West | | | | | | | | | | 30.1 | ECKLEY | |
| Yard WFTTO | 11.20PM | 7.40PM | 4.00PM | | | | | | | 31.1 | DNR PORT COSTA | |
| | 11.20PM | Via Martinez see page 10 | | | | | | | | 31.1 | PORT COSTA (Slips) | |
| | 12.05AM | | | | | | | | | 32.4 | BENICIA (slips) | |
| | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | | | | | | | | (27.0) | |

| | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|------------------------|
| (1.05) | (1.05) | (8.50) | (1.00) | (1.00) | (1.00) | (1.00) | (1.20) | (1.00) | Time over District |
| 35.47 | 25.47 | 3.12 | 27.60 | 27.60 | 27.60 | 27.60 | 20.70 | 27.60 | 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. 10—Any station to receive passengers for Ogden and points east.
- No. 16—Any station to receive passengers for Portland and beyond.
- No. 86—Pinole and Oleum to discharge passengers.

TOWARD SAN FRANCISCO.

Westward. 5

| Time Table No. 178 September 18, 1921. | | Distance from Port Costa | FIRST CLASS | | | | | | | THIRD CLASS | | |
|---|--|--------------------------|-------------------------------------|--|------------------|---|--------------------------------------|-------------------------------------|----------------|-------------------------------|--------------|-------------------------|
| | | | 125 Avon San Francisco Passenger | 23 Sacramento San Francisco Passenger | 11 The Shasta | 209 Sacramento San Francisco Passenger | 51 Fresno San Francisco Passenger | 35 Tracy San Francisco Passenger | 219 Freight | 301 Port Costa Way 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 3.5 | 31.1 | 7.10PM | 8.35PM | 9.25PM | 10.05PM | 10.45PM | 12.05AM | | | | |
| | OAKLAND PIER 3.5 | 27.6 | 6.52 | 8.15 | 9.05 | 9.47 | 10.27 | 11.47PM | | | | |
| | DNR OAKLAND PIER 1.4 | 27.6 | s 6.40PM | s 8.05PM | s 8.50PM | s 9.37PM | s 10.18PM | s 11.25PM | | | | |
| | DNR WEST OAKLAND 0.6 | 26.2 | | | | | | | | | 5.00AM | 3.00PM |
| | OAKLAND (16th Street) 1.1 | 25.6 | s 6.30 | s 7.55 | s 8.40 | s 9.27 | s 10.10 | s 11.15 | | | | |
| | EMERYVILLE 0.4 | 24.5 | | | | | | | | | | |
| | SHELLMOUND 0.2 | 24.1 | | | | | | | | | | |
| | SEDAN 0.2 | 23.9 | | | | | | | | | | |
| | PARAFFIN 0.4 | 23.7 | | | | | | | | | | |
| | STOCK YARDS 0.4 | 23.3 | | | | | | | | | | |
| | LIVNY 1.0 | 22.9 | | | | | | | | | | |
| | BERKELEY (University Ave.) 1.0 | 21.9 | s 6.17 | s 7.45 | s 8.28 | s 9.16 | s 10.00 | s 11.05 | | | | |
| | CORBIN 0.5 | 20.9 | | | | | | | | | | |
| | FLEMING 0.5 | 20.4 | | | | | | | | | | |
| | NOBEL 0.4 | 19.9 | | | | | | | | | | |
| | VIGORIT 1.5 | 19.5 | | f | | | | | | | | |
| | STEGE 1.9 | 18.0 | | | | | | f | | | | |
| | RICHMOND 1.6 | 16.1 | s 6.06 | s 7.32 | 8.17 | s 9.06 | s 9.49 | s 10.52 | | | | |
| | SAN PABLO 2.3 | 14.5 | 6.01 | f 7.27 | 8.14 | 9.02 | 9.45 | f 10.47 | | | | |
| | GIANT 0.9 | 12.2 | | f | | | | f | | | | |
| | SOBRANTE 1.7 | 11.3 | | f | | | | f | | | | |
| | KRIEGER 1.5 | 9.6 | | | | | | | | | | |
| | PINOLE 0.8 | 8.1 | s 5.53 | s 7.17 | 8.05 | 8.52 | 9.36 | s 10.37 | | | | |
| | HERCULES 1.7 | 7.3 | | f | | | | f | | | | |
| | RODEO 0.9 | 5.6 | s | s | | | | s | | | | |
| | OLEUM 0.7 | 4.7 | | s | | | | f | | | | |
| | TORMEY 0.4 | 4.0 | | f | | | | f | | | | |
| | SELBY 0.5 | 3.6 | | f | | | | s | | | | |
| D | VALLEJO JCT. 1.0 | 3.1 | s 5.42 5.30 | s 7.05 | 7.55 | 8.42 | 9.28 | f 10.25 | | | | |
| | CROCKETT 1.1 | 2.1 | s 5.27 | s 7.00 | | | | s 10.19 | | | | |
| | ECKLEY 1.0 | 1.0 | | f | | | | | | | | |
| | DNR PORT COSTA | 0.0 | 5.23PM | s 6.55PM | s 7.45PM | s 8.32PM | s 9.18PM | 10.15PM | | | 2.00AM | 7.00AM |
| | PORT COSTA (slip) 1.3 | 1.3 | Via Martinez see page 11 | 6.49 | 7.37 | 8.27 | Via Martinez see page 11 | Via Martinez see page 11 | | | 1.50 | |
| | BENICIA (slip) (27.6) | 0.0 | | 6.37PM | 7.25PM | 8.15PM | | | | | 1.00AM | |
| | | | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | Leave Daily | Leave Daily EX. SUNDAY |

| | | | | | | |
|------------------------------|--------|--------|--------|--------|--------|--------|
| Time over District | (1.17) | (1.15) | (1.05) | (1.05) | (1.00) | (1.10) |
| Average speed per hour | 25.47 | 22.08 | 25.47 | 25.47 | 27.60 | 23.65 |

| | |
|--------|--------|
| (3.00) | (8.00) |
| 8.70 | 8.26 |

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

ADDITIONAL STOP ON SIGNAL:
No. 35—Any station to discharge passengers from Martinez and east.

FROM SAN FRANCISCO

FIRST CLASS

| Capacity of passing cars in car length and location of Sealed Fuel, Water and Turning Stations. | FIRST CLASS | | | | | | | | | | | | | | | | Distance from San Francisco | Time Table No. 178 | |
|---|---------------------|-------------------|-------------------|--------------------|--------------|--------------|--|----------------------|---------------------|--------------------------------------|-----------------------------------|------------------|--|-----------------------------------|--------------|---------------------|----------------------------------|--------------------|--|
| | 10 | 16 | 6 | 20 | 48 | 12 | 46 | 22 | 2 | 14 | 78 | 18 | 28 | 76 | 54 | September 18, 1921. | | | |
| | Atlantic Express | Oregon Express | Nevada Express | Pacific Limited | El Dorado | The Shasta | San Francisco Oroville and Sacramento Passenger | St. Louis Express | Overland Limited | San Francisco Portland Express | Gerber Sacramento Passenger | The Statesman | San Francisco Dunsmuir Passenger | Marysville Sacramento Motor | 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 | | DN SAN FRANCISCO | | |
| | 9.00PM | 8.20PM | 7.00PM | 6.00PM | 5.00PM | 4.00PM | 2.40PM | 1.00PM | 11.00AM | 10.20AM | SAC. DIV. No. 43 | 7.20AM | 6.00AM | SAC. DIV. No. 541 | 10.20PM | 0.0 | DN SAN FRANCISCO | | |
| Yard WY P | s 11.17PM | s 10.23PM | s 9.00PM | s 7.53PM | s 6.43PM | 5.52PM | s 4.35PM | s 3.00PM | 12.55PM | s 12.15PM | | s 9.00AM | s 8.00AM | | 12.25AM | 32.4 | DNR BENICIA | | |
| | | | | | | | f | | | | | | f | | | 33.2 | MAIL DOCK | | |
| 103 East P | 11.27 | 10.33 | 9.10 | 8.03 | 6.52 | 6.01 | f 4.45 | 3.09 | 1.04 | 12.25 | | 9.08 | f 8.10 | | 12.35 | 33.8 | ARMY POINT | | |
| 103 West | | | | | | | f | | | | | | f | | | 38.0 | GOODYEAR | | |
| | | | | | | | f | | | | | | f | | | 39.0 | HOYT | | |
| | | | | | | | f | | | | | | f | | | 40.1 | PIERCE | | |
| | | | | | | | f | | | | | | f | | | 42.2 | CYGNUS | | |
| | | | | | | | f | | | | | | f | | | 43.2 | TEAL | | |
| | | | | | | | f | | | | | | f | | | 45.1 | JACKSNIPE | | |
| Yard WFYO P Interchange | s 11.47PM | 10.53 | s 9.30 | 8.23 | s 7.11 | 6.21 | s 5.15 | 3.28 | 1.23 | s 12.45 | | s 9.28 | s 8.40 | | 12.55 | 48.9 | DNSUISUN-FAIRFIELD | | |
| 48 East 82 West Interchange | | | | | | | s 5.21 | | | | | | s 8.45 | | | 51.9 | Sacramento Northern Ry. Crossing | | |
| | | | | | | | f | | | | | | f | | | 53.8 | TOLENAS | | |
| | | | | | | | f | | | | | | f | | | 55.4 | VANDEN | | |
| 101 East 101 West WY P | 12.05AM | 11.11 | 9.48 | 8.39 | 7.26 | 6.36 | s 5.37 | 3.43 | 1.38 | 1.05 | | s 9.47 | s 9.05 | | 1.13 | 59.4 | CANNON | | |
| | | | | | | | f | | | | | | f | | | 64.2 | ELMIRA | | |
| 88 East 86 West W | 12.17 | 11.23 | 10.00 | 8.50 | s 7.38 | 6.48 | s 5.57 | 3.55 | 1.50 | s 1.17 | | s 9.58 | s 9.20 | | 1.27 | 67.5 | BATAVIA | | |
| 83 East | | | | | | | f | | | | | | f | | | 71.8 | DIXON | | |
| | | | | | | | | | | | | | | | | 73.8 | TREMONT | | |
| 88 East 121 West WY P | s 12.35 | 11.38 | 10.18 | 9.01 | s 7.53 | s 7.05PM | s 6.15 | 4.07 | 2.02 | s 1.35 | 12.25PM | s 10.15 | s 9.50 | 8.15AM | s 1.45AM | 75.6 | BRIGGSTON | | |
| | | | | | | | f | | | | | | | | | 77.1 | DNR DAVIS | | |
| | | | | | | | f | | | | | | | f | | 79.1 | CHILES | | |
| 114 East 114 West | 12.45 | 11.46PM | 10.26 | 9.10 | 8.01 | | f 6.25 | 4.16 | 2.11 | 1.43 | f 12.35 | 10.25 | 10.00 | f 8.25 | | 80.4 | SWINGLE | | |
| | | | | | | | | | | | | | | f | | 86.8 | WEBSTER | | |
| I | | | | | | | f | | | | | | | | | 86.9 | MIKON | | |
| Term Yard WFTO P | s 1.00AM | s 12.05AM | s 10.45PM | s 9.25PM | s 8.15PM | | s 6.45PM | s 4.30PM | s 2.25PM | s 2.00PM | s 12.50PM | s 10.40AM | f 10.15AM | s 8.40AM | | 88.8 | Sacramento Northern Ry. Crossing | | |
| | | | | | | | | | | | | | | | | 88.3 | WASHINGTON | | |
| | | | | | | | | | | | | | | | | 88.8 | DNR SACRAMENTO | | |
| | | | | | | | | | | | | | | | | 106.6 | ROSEVILLE | | |
| | 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 | | (56.4) | | |

| | | | | | | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|------------------------|--|
| (1.43) | (1.40) | (1.45) | (1.30) | (1.32) | (1.13) | (2.10) | (1.30) | (1.30) | (1.45) | (0.25) | (1.40) | (2.15) | (0.25) | (1.20) | Time over District | |
| 32.85 | 33.84 | 32.23 | 37.60 | 36.77 | 35.50 | 26.03 | 37.60 | 37.60 | 32.23 | 31.68 | 33.84 | 25.06 | 31.68 | 32.40 | Average speed per hour | |

ADDITIONAL STOPS ON SIGNAL

- No. 2—Any station to receive passengers for Cheyenne and points east.
- No. 6—Pierce, Cygnus, Teal and Jacksnipe Tuesday and Saturday until end of hunting season.
- No. 10—Any station to receive passengers for Ogden and points east.
- No. 14—Goodyear, Wednesday and Saturday; Pierce, Cygnus, Teal and Jacksnipe, Tuesday and Saturday until end of hunting season. Any station to receive passengers for points east of Roseville.
- No. 16—Any station to receive passengers for Portland or beyond.
Suisun—Fairfield and Davis on Sundays and holidays to receive and discharge passengers.
- No. 20—Any station to receive passengers for Cheyenne or points east.
- No. 22—Suisun—Fairfield to receive passengers for Sacramento and beyond and any station to receive passengers for Ogden and points east.
- No. 46—Broderick for mail.

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

TOWARD SAN FRANCISCO

Westward.

Time Table No. 178

September 18, 1921.

FIRST CLASS

| STATIONS | Distance from Sacramento | 13 | 5 | 19 | 53 | 21 | 45 | 47 | 9 | 1 | 29 | 15 | 17 | 23 | 11 | 209 | 73 | 77 | | | | |
|--|--------------------------|-----------------------|----------------|-----------------|--------------|-------------------|----------------------|--------------|--------------|------------------|------------------------------------|--------------------|---------------|------------------------------------|--------------|------------------------------------|-----------------------------|-----------------------------|-------------|--|--|---|
| | | San Francisco Express | Nevada Express | Pacific Limited | Oregonian | St. Louis Express | Sacramento Passenger | El Dorado | Fast Mail | Overland Limited | Sacramento San Francisco Passenger | California Express | The Statesman | Sacramento San Francisco Passenger | The Shasta | Sacramento San Francisco Passenger | Sacramento Gerber Passenger | Sacramento Marysville Motor | | | | |
| 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 | | | | |
| DN SAN FRANCISCO 32.4 | 88.8 | 7.10AM | 7.50AM | 8.30AM | 9.50AM | 10.50AM | 11.50AM | 11.30AM | 12.30PM | 2.30PM | 3.50PM | 6.50PM | 6.30PM | 8.35PM | 9.25PM | 10.05PM | SAC. DIV. No. 44 | SAC. DIV. No. 542 | | | | |
| DNR BENICIA 0.8 | 56.4 | s 5.03AM | s 5.50AM | 6.30AM | s 7.52AM | s 8.50AM | s 9.35AM | s 9.43AM | 10.30AM | 12.15PM | s 2.00PM | s 4.35PM | s 4.45PM | s 6.30PM | s 7.15PM | s 8.10PM | | | | | | |
| MAIL DOCK 0.6 | 55.6 | | | | | | f | | | | f | | | f | | | | | | | | |
| ARMY POINT 4.2 | 55.0 | | | | | | | | | | | | | | | | | | | | | |
| GOODYEAR 1.0 | 50.8 | 4.53 | 5.40 | 6.20 | 7.40 | 8.40 | f 9.20 | 9.33 | 10.21 | 12.05PM | 1.50 | 4.25 | 4.35 | f 6.20 | 7.03 | 8.00 | | | | | | |
| HOYT 1.1 | 49.8 | | | | | | f | | | | | | | f | | | | | | | | |
| PIERCE 2.1 | 48.7 | | | | | | f | | | | | | | f | | | | | | | | |
| CYGNUS 1.0 | 46.6 | | | | | | f | | | | | | | f | | | | | | | | |
| TEAL 1.9 | 45.6 | | | | | | f | | | | | | | f | | | | | | | | |
| JACKSNIPE 3.8 | 48.7 | | | | | | f | | | | | | | f | | | | | | | | |
| DN SUISUN-FAIRFIELD Sacramento Northern Ry. Crossing 3.0 | 39.9 | s 4.33 | s 5.20 | 6.00 | 7.20 | 8.20 | s 8.55 | s 9.18 | 10.06 | 11.47AM | s 1.30 | 4.05 | s 4.15 | s 5.50 | 6.43 | s 7.42 | | | | | | |
| TOLENAS 1.9 | 36.9 | | | | | | s 8.44 | | | | | | | s | | | | | | | | |
| VANDEN 1.6 | 35.0 | | | | | | f | | | | | | | f | | | | | | | | |
| CANNON 4.0 | 33.4 | | | | | | f | | | | | | | f | | | | | | | | |
| D ELMIRA 4.8 | 29.4 | 4.15 | 5.02 | 5.45 | 7.04 | 8.02 | s 8.32 | s 9.03 | 9.52 | 11.33 | 1.13 | 3.50 | 4.00 | s 5.30 | 6.28 | f 7.25 | | | | | | |
| BATAVIA 3.3 | 24.6 | | | | | | f | | | | | | | f | | | | | | | | |
| DIXON 4.3 | 21.8 | f 4.03 | 4.49 | 5.34 | 6.52 | 7.49 | s 8.12 | s 8.50 | 9.41 | 11.22 | s 12.59 | 3.39 | s 3.49 | s 5.08 | 6.17 | s 7.12 | | | | | | |
| TREMONT 2.0 | 17.0 | | | | | | f | | | | | | | f | | | | | | | | |
| BRIGGSTON 1.8 | 15.0 | | | | | | | | | | | | | | | | | | | | | |
| DNR DAVIS 1.5 | 13.2 | 3.51 | f 4.37 | 5.22 | 6.40AM | 7.37 | s 7.55 | s 8.37 | 9.30 | 11.10 | s 12.45 | 3.26 | s 3.36 | s 4.50 | 6.05PM | s 6.55 | 7.45PM | s 7.55PM | | | | |
| CHILES 2.0 | 11.7 | | | | | | | | | | | | | | | | | | | | | |
| SWINGLE 1.3 | 9.7 | | | | | | f | | | | | | | f | | | | | | | | f |
| WEBSTER 5.9 | 6.4 | 3.43 | 4.28 | 5.13 | | 7.28 | f 7.44 | 8.28 | 9.23 | 11.03 | 12.33 | 3.18 | 3.28 | f 4.35 | | 6.43 | 7.35 | f 7.45 | | | | |
| MIKON 0.6 | 2.5 | | | | | | | | | | | | | f | | | | | | | | f |
| Sacramento Northern Ry. Crossing 1.4 | 1.9 | | | | | | | | | | | | | f | | | | | | | | f |
| WASHINGTON 0.5 | 0.5 | | | | | | f | | | | | | | f | | | | | | | | f |
| DNR SACRAMENTO 17.8 | 0.0 | 3.30AM | 4.15AM | 5.00AM | | 7.15AM | 7.30AM | 8.15AM | 9.10AM | 10.50AM | 12.20PM | 3.05PM | 3.15PM | 4.20PM | | 6.30PM | 7.20PM | 7.30PM | | | | |
| 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 | | | |

| | | | | | | | | | | | | | | | | | |
|------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Time over District | (1.33) | (1.35) | (1.30) | (1.12) | (1.35) | (2.05) | (1.28) | (1.20) | (1.25) | (1.40) | (1.30) | (1.30) | (2.10) | (1.10) | (1.40) | (0.25) | (0.25) |
| Average speed per hour | 36.38 | 35.62 | 37.60 | 36.00 | 35.62 | 27.07 | 38.45 | 42.30 | 39.81 | 33.84 | 37.60 | 37.60 | 26.03 | 37.02 | 33.84 | 31.68 | 31.68 |

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. 5—Any station to discharge passengers from Sparks and points east.
- 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 until end of hunting season.
- No. 19—Any station to discharge passengers from points east of Sparks.
- No. 21—Any station to discharge passengers from points east of Sparks.
- No. 29—Jacksnipe, Teal, Cygnus and Pierce Wednesday and Sunday until end of hunting season.
- No. 45—Broderick for mail.
- No. 47.—Pierce, Cygnus, Teal and Jacksnipe Wednesday and Sunday until end of hunting season. Any station to discharge passengers from points north of Davis or east of Sacramento.

| Capacity of passing sidings in car lengths and location of Scales Fuel, Water and Turning Stations. | | | | | | | | | | | THIRD CLASS | | | | Distance from San Francisco | Time Table No. 178 | |
|---|--|--|--|--|--|--|--|--|--|--|-------------------------|-----------------------------|-----------------------------------|-------------------------|------------------------------|------------------------------------|--|
| | | | | | | | | | | | 304 | 274 | 222 | 272 | | September 18, 1921. | |
| | | | | | | | | | | | Sacramento Way Freight | Knights Landing Way Freight | Sac to Ogden & Portland Fast Frt. | Red Bluff Freight | | STATIONS | |
| | | | | | | | | | | | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily EX. MONDAY | 0.0 | DN SAN FRANCISCO | |
| Yard WY P | | | | | | | | | | | 9.15AM | | 1.00AM | | 32.4 | DNR BENICIA | |
| | | | | | | | | | | | | | | | 33.2 | 0.8 | |
| | | | | | | | | | | | | | | | 33.8 | MAIL DOCK | |
| | | | | | | | | | | | | | | | 38.0 | 0.6 | |
| 103 East } P | | | | | | | | | | | | | | | 39.0 | ARMY POINT | |
| 103 West } | | | | | | | | | | | | | | | 40.1 | 4.3 | |
| | | | | | | | | | | | | | | | 42.2 | GOODYEAR | |
| | | | | | | | | | | | | | | | 43.2 | 1.0 | |
| | | | | | | | | | | | | | | | 45.1 | HOYT | |
| | | | | | | | | | | | | | | | 48.9 | 1.1 | |
| Yard WFYO P | | | | | | | | | | | | | | | 51.9 | PIERCE | |
| Interchange | | | | | | | | | | | | | | | 53.8 | 2.1 | |
| 84 East | | | | | | | | | | | | | | | 55.4 | CYGNUS | |
| 82 West | | | | | | | | | | | | | | | 59.4 | 1.0 | |
| Interchange | | | | | | | | | | | | | | | 64.2 | TEAL | |
| | | | | | | | | | | | | | | | 67.5 | 1.9 | |
| 101 East | | | | | | | | | | | | | | | 71.8 | JACKSNIFE | |
| 101 West | | | | | | | | | | | | | | | 73.8 | 3.8 | |
| WFY | | | | | | | | | | | | | | | 75.6 | DNSUISUN-FAIRFIELD | |
| | | | | | | | | | | | | | | | 77.1 | Sacramento Northern R. R. Crossing | |
| | | | | | | | | | | | | | | | 79.1 | 3.00 | |
| 86 East | | | | | | | | | | | | | | | 80.4 | TOLENAS | |
| 86 West | | | | | | | | | | | | | | | 86.3 | 1.9 | |
| 83 East | | | | | | | | | | | | | | | 86.9 | VANDEN | |
| | | | | | | | | | | | | | | | 88.3 | 1.6 | |
| | | | | | | | | | | | | | | | 88.8 | CANNON | |
| | | | | | | | | | | | | | | | 106.6 | 4.0 | |
| | | | | | | | | | | | | | | | | D EL MIRA | |
| | | | | | | | | | | | | | | | | 4.8 | |
| | | | | | | | | | | | | | | | | BATAVIA | |
| | | | | | | | | | | | | | | | | 3.3 | |
| | | | | | | | | | | | | | | | | DIXON | |
| | | | | | | | | | | | | | | | | 4.3 | |
| | | | | | | | | | | | | | | | | TREMONT | |
| | | | | | | | | | | | | | | | | 2.0 | |
| | | | | | | | | | | | | | | | | BRIGGSTON | |
| | | | | | | | | | | | | | | | | 1.8 | |
| 88 East | | | | | | | | | | | 3.45PM | 11.15AM | 7.00 | 6.10AM | 75.6 | DNR DAVIS | |
| 121 West | | | | | | | | | | | | | | | 77.1 | 1.5 | |
| WIY P | | | | | | | | | | | | | | | 79.1 | CHILES | |
| | | | | | | | | | | | | | | | 80.4 | 2.0 | |
| | | | | | | | | | | | | | | | 86.3 | SWINGLE | |
| | | | | | | | | | | | | | | | 86.9 | 1.3 | |
| | | | | | | | | | | | | | | | 88.3 | WEBSTER | |
| | | | | | | | | | | | | | | | 88.8 | 5.9 | |
| | | | | | | | | | | | | | | | | MIKON | |
| | | | | | | | | | | | | | | | | 0.6 | |
| | | | | | | | | | | | | | | | | Sacramento Northern Ry. Crossing | |
| | | | | | | | | | | | | | | | | 1.4 | |
| | | | | | | | | | | | | | | | | WASHINGTON | |
| Term Yard WFTO P | | | | | | | | | | | 4.30PM | 11.45AM | 7.30AM | 6.50AM | 88.8 | 0.5 | |
| | | | | | | | | | | | | | | | | DNR SACRAMENTO | |
| | | | | | | | | | | | | | | | | 17.8 | |
| | | | | | | | | | | | | | | | | ROSEVILLE | |
| | | | | | | | | | | | | | | | | 56.4 | |
| | | | | | | | | | | | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily EX. MONDAY | | | |
| | | | | | | | | | | | (7.15) | (0.30) | (6.30) | (0.40) | Time over District | | |
| | | | | | | | | | | | 11.20 | 26.40 | 8.68 | 19.80 | Average speed per hour | | |

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

| Capacity of passing sidings in ear lengths and location of Sealey Fuel, Water and Turning Stations. | THIRD CLASS | | | | FIRST CLASS | | | | | | | | | | | | | Distance from San Francisco | Time Table No. 178 | |
|---|-----------------------|-------------------------|--------------------------|------------------------|---|---|-----------------|---|------------------------------------|--|--------------------------------------|------------------------------------|--|--|--------------------------------------|----------------------------|---------------------|------------------------------|--------------------|--|
| | 288 Fresno Freight | | 250 Tracy Way Freight | | 132 San Francisco Martinez Passenger | 130 San Francisco Martinez Passenger | 26 The Owl | 44 San Francisco Bay Point Passenger | 50 San Joaquin Valley Passenger | 8 San Francisco Los Angeles Passenger | 84 San Francisco Fresno 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 | September 18, 1921. | | | |
| | 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 EX. SUNDAY | Leave Daily | Leave Daily | STATIONS | | | |
| | | | | | | | | | | | | | | | | | 0.0 | DN SAN FRANCISCO (31.1) | | |
| WFTO P | 7.55PM | 10.05AM | | | 7.40PM | 6.40PM | 6.00PM | 4.40PM | 4.00PM | 10.40AM | 8.40AM | 8.00AM | 6.00AM | 6.00AM | | 11.00PM | 31.1 | DNR PORT COSTA 1.1 | | |
| | | | | | f | f | | f | | | | f | | f | | | 32.2 | NEVADA DOCK 0.9 | | |
| | | | | | | | | | | | | | | | | | 33.1 | OZOL 1.6 | | |
| 123 WP | 8.15 | 10.26 | | | s 9.40PM | s 8.20PM | 7.27 | s 6.25 | s 5.43 | s 12.20 | s 10.09 | s 9.40 | s 8.10 | s 7.42 | s 6.15AM | f 12.45 | 34.7 | DR MARTINEZ 1.8 | | |
| 111 | | | | | | | | f | | | | f | f | f | | | 36.0 | MOCOCO 0.8 | | |
| 76 Y P | 8.30 | 11.00 | | | | | 7.33 | s 6.33 | 5.49 | 12.26 | 10.15 | s 9.50AM | s 8.20 | s 7.50 | | 12.52 | 38.1 | DR AVON 2.2 | | |
| Interchange 208 P | 8.52 | 11.45AM | | | | | 7.38 | s 6.40PM | 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 | | | | | | | 7.40 | | 5.56 | 12.34 | 10.22 | | f 8.34 | | | | 43.0 | NICHOLS 1.8 | | |
| Interchange 56 P | 9.10 | 12.37PM | | | | | 7.43 | | 6.00 | 12.37 | 10.25 | | f 8.42 | | | | 44.8 | McAVOY 4.1 | | |
| Interchange 50 WP | 9.25 | 1.45 | | | | | 7.48 | | s 6.05 | s 12.44 | 10.31 | | s 8.58 | | | s 1.16 | 48.9 | DN PITTSBURG 1.9 | | |
| | | | | | | | | | | | | | f | | | | 50.8 | LOS MEDANOS 2.3 | | |
| 56 P | 9.50 | 2.15 | | | | | 7.54 | | f 6.13 | s 12.52 | 10.38 | | s 9.10 | | | 1.24 | 53.1 | PRINCE 0.4 | | |
| | | | | | | | | | | | | | f | | | | 53.5 | D ANTIOCH 2.5 | | |
| 83 | 10.10 | 2.30 | | | | | 7.59 | | 6.18 | 12.59 | 10.43 | | f 9.18 | | | 1.31 | 56.0 | NEWLOVE 1.3 | | |
| 104 WP | 10.30 | 2.55 | | | | | 8.05 | | s 6.24 | s 1.07 | 10.49 | | s 9.28 | | | 1.39 | 57.8 | NEROLY 4.4 | | |
| 95 P | 10.50 | 3.20 | | | | | 8.14 | | f 6.31 | s 1.17 | 10.57 | | s 9.40 | | | 1.49 | 61.7 | D BRENTWOOD 5.2 | | |
| | | | | | | | | | f | f | | | f | | | | 66.9 | D BYRON 2.0 | | |
| 51 P | 11.10 | 3.40 | | | | | 8.20 | | 6.39 | 1.25 | 11.03 | | f 9.51 | | | 1.57 | 68.9 | BYRON HOT SPRINGS 2.7 | | |
| 59 P | 11.20 | 3.55 | | | | | 8.25 | | 6.48 | 1.32 | 11.09 | | s 10.01 | | | 2.04 | 71.6 | HERDLYN 4.1 | | |
| 47 | 11.35PM | 4.30 | | | | | 8.30 | | 6.52 | 1.40 | 11.14 | | f 10.10 | | | 2.10 | 75.7 | D BETHANY 3.4 | | |
| Term yard WFTYO P | 12.01AM | 4.50PM | | | | | s 8.35PM | | s 7.00PM | s 1.50PM | s 11.20AM | | s 10.20AM | | | s 2.20AM | 79.1 | JANNEY 3.1 | | |
| | 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 | Arrive Daily | 82.2 | DNR TRACY (51.1) | | |
| | (4.06) 12.45 | (6.45) 7.57 | | | (0.10) 21.60 | (0.10) 21.60 | (1.16) 40.13 | (0.25) 24.48 | (1.25) 36.07 | (1.40) 30.66 | (1.19) 38.81 | (0.20) 21.00 | (2.20) 21.90 | (0.32) 19.12 | (0.10) 21.60 | (1.45) 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). Exception—No. 120 is Superior to No. 123.

ADDITIONAL STOPS ON SIGNAL: No. 50—Any station to receive passengers for points east of Tracy.

TOWARD SAN FRANCISCO.

| Time Table No. 178 September 18, 1921. | Distance from Tracy | FIRST CLASS | | | | | | | | | | SECOND CLASS | | | THIRD CLASS | | |
|---|---------------------|----------------------|----------------------------------|--------------|--|------------------------------|-----------------------------------|----------------|------------------------------|--------------------------------|-------------------------------|-------------------------------|-------------------------------|-------------------|------------------------|--|--|
| | | 87 | 123 | 25 | 81 | 49 | 43 | 109 | 125 | 51 | 35 | 133 | 135 | 249 | | | |
| | | Oil Fields Passenger | Martinez San Francisco Passenger | The Owl | Bay Point Napa and San Francisco Passenger | San Joaquin Valley Passenger | Bay Point San Francisco Passenger | Sunset Express | Avon San Francisco Passenger | Fresno San Francisco Passenger | Tracy San Francisco Passenger | Martinez Port Costa Passenger | Martinez Port Costa Passenger | 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 EX. SUNDAY | Arrive SUNDAY ONLY | Arrive Daily EX. SUNDAY | | | | |
| SAN FRANCISCO (31.1) | 82.2 | 8.10AM | 8.30AM | 8.50AM | 10.10AM | 1.50PM | 6.10PM | 6.50PM | 7.10PM | 10.45PM | 12.05AM | | | | | | |
| DNR PORT COSTA 1.1 | 51.1 | s 6.30AM | s 6.40AM | s 7.25AM | s 8.20AM | s 12.10PM | s 4.20PM | s 5.15PM | s 5.20PM | s 9.15PM | s 10.10PM | | s 8.40PM | s 10.00PM | 11.55AM | | |
| NEVADA DOCK 0.9 | 50.0 | | f | | | | | | f | | | | f | f | | | |
| OZOL 1.6 | 49.1 | | f | | | | | | f | | | | | | | | |
| DR MARTINEZ 1.3 | 47.5 | s 6.20 | 6.30AM | 7.18 | s 8.10 | s 11.58AM | s 4.10 | s 5.07 | s 5.12 | s 9.05 | s 10.00 | | 8.25PM | 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 | | 7.13 | s 7.50 | f 11.50 | s 4.00 | 4.59 | 6.05PM | 8.57 | f 9.52 | | | | 11.00 | | |
| DR BAY POINT 1.7 | 40.9 | f 6.06 | | 7.08 | s 7.30AM | s 11.45 | 3.55PM | s 4.54 | | 8.52 | s 9.45 | | | | 10.20 | | |
| NICHOLS 1.8 | 39.2 | 6.00 | | 7.05 | | 11.40 | | 4.49 | | 8.49 | f 9.35 | | | | 9.40 | | |
| McAVOY 4.1 | 37.4 | 5.58 | | 7.03 | | f 11.38 | | 4.47 | | 8.47 | f 9.33 | | | | 9.30 | | |
| DN PITTSBURG 1.9 | 33.3 | f 5.52 | | 6.58 | | s 11.32 | | s 4.41 | | 8.41 | s 9.25 | | | | 8.58 | | |
| LOS MEDANOS 2.3 | 31.4 | | | | | f | | | | | f | | | | | | |
| PRINCE 0.4 | 29.1 | | | | | | | | | | | | | | | | |
| D ANTIOCH 2.6 | 28.7 | f 5.44 | | 6.52 | | s 11.22 | | f 4.33 | | 8.34 | f 9.15 | | | | 8.20 | | |
| NEWLOVE 1.3 | 26.2 | | | | | f | | | | | | | | | | | |
| NEROLY 4.4 | 24.9 | 5.37 | | 6.47 | | f 11.14 | | 4.26 | | 8.29 | f 9.08 | | | | 7.35 | | |
| D BRENTWOOD 5.2 | 20.5 | s 5.30 | | 6.42 | | s 11.07 | | s 4.20 | | 8.22 | s 9.02 | | | | 7.10 | | |
| D BYRON 2.0 | 15.3 | s 5.16 | | 6.35 | | s 10.57 | | s 4.11 | | 8.14 | s 8.52 | | | | 6.40 6.25 | | |
| BYRON HOT SPRINGS 2.7 | 13.3 | | | | | f | | f | | | f | | | | | | |
| HERDLYN 4.1 | 10.6 | 5.10 | | 6.29 | | 10.47 | | 4.01 | | 8.04 | f 8.43 | | | | 6.00 | | |
| D BETHANY 3.4 | 6.5 | 5.05 | | 6.24 | | s 10.40 | | 3.55 | | 7.59 | f 8.37 | | | | 5.45 | | |
| JANNEY 3.1 | 3.1 | 4.59 | | 6.19 | | 10.35 | | 3.50 | | 7.54 | f 8.30 | | | | 5.15 | | |
| DNR TRACY (51.1) | 0.0 | 4.55AM | | 6.15AM | | 10.30AM | | 3.45PM | | 7.50PM | 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 EX. SUNDAY | Leave SUNDAY ONLY | Leave Daily EX. SUNDAY | | |

| | | | | | | | | | | | | | |
|------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Time over District | (1.35) | (0.10) | (1.10) | (0.50) | (1.40) | (0.20) | (1.30) | (0.15) | (1.25) | (1.55) | (0.15) | (0.15) | (6.45) |
| Average speed per hour | 32.27 | 21.60 | 43.80 | 10.24 | 30.60 | 30.60 | 33.32 | 28.00 | 36.07 | 26.66 | 14.40 | 14.40 | 7.96 |

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.

| Capacity of passing sidings in case of rough weather, fog, water and turning stations. | THIRD CLASS | | | SECOND CLASS | | | FIRST CLASS | | | | | | | | | | Distance from San Francisco |
|--|-------------------------|-------------------------|-------------------------|-------------------------|----------------|----------------|----------------------------------|----------------|------------------------------------|------------------|----------------------------------|----------------------------------|----------------------------------|--------------------------------------|----------------------------------|--------------|-----------------------------|
| | 280 | 802 | 278 | 242 | 246 | 254 | 96 | 80 | 38 | 902 | 92 | 82 | 502 | 32 | 90 | 210 | |
| | San Jose Way Freight | Way Freight | Tracy Way Freight | Fresno Mdse. Freight | Fresno Freight | Ogden Manifest | San Francisco San Jose Passenger | Stockton Flyer | San Francisco Sacramento Passenger | Stonehurst Local | San Francisco San Jose Passenger | San Francisco Stockton Passenger | San Francisco San Jose Passenger | 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 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 | |
| | | | | 7.00PM | | 10.05PM | | | | | | | | | | | |
| | | | | | | | 5.20PM | 5.00PM | 4.00PM | 3.20PM | 12.00M | 8.40AM | 7.40AM | 7.20AM | 6.40AM | 1.20AM | |
| | | | | | | | 5.38 | 5.18 | 4.18 | 3.38 | 12.18 | 8.53 | 7.58AM | 7.38 | 6.58 | 1.38 | |
| I P | | | | | | | 5.50PM | 5.24PM | 4.24PM | 3.45PM | 12.25PM | 9.05AM | 8.07AM | 7.50AM | 7.05AM | 1.50AM | |
| Term. Yard WFTYO Interchange | 9.30AM | 8.10AM | 4.10AM | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| I P | | | | | | | s 5.58 | s 5.30 | s 4.30 | s 3.55 | s 12.34 | s 9.12 | s 8.14 | s 7.58 | s 7.13 | s 1.57 | |
| P | | | | | | | f | | | f | | | f | | f | | |
| I P | | | | | | | s 6.05 | | s 4.38 | s 4.05 | s 12.41 | s 9.19 | s 8.21 | s 8.07 | s 7.20 | 2.05 | |
| | | | | | | | | | | | | | | | | 10.3 | |
| 55 P | 10.00 | 8.40AM | 4.35 | | | | f 6.12 | 5.44 | 4.45 | s 4.15PM | f 12.48 | 9.27 | s 8.29AM | f 8.15 | f 7.27 | 2.13 | |
| 38 WP | 10.25 | | 4.40 | | | | s 6.15 | 5.46 | 4.47 | | s 12.53 | 9.29 | | s 8.19 | s 7.32 | s 2.16 | |
| | | | | | | | f | | | | f | | | f | | 15.5 | |
| | | | | | | | f | | | | f | | | f | | 16.5 | |
| 40 P | 11.10 | | 4.50 | | | | s 6.27 | 5.50 | 4.52 | | s 12.59 | 9.34 | | f 8.26 | s 7.38 | 2.20 | |
| | | | | | | | f | | | | f | | | f | | 18.1 | |
| 46 P | 11.40AM | | 5.00 | | | | s 6.34 | 5.55 | s 5.00 | | s 1.05 | 9.38 | | s 8.32 | s 7.43 | s 2.25 | |
| | | | | | | | f | | | | f | | | f | | 21.6 | |
| 33 | 12.05PM | | 5.10 | | | | f 6.41 | 6.00 | 5.05 | | f 1.12 | 9.43 | | 8.38 | f 7.50 | 2.32 | |
| 36 P | 12.25 | | 5.20 | | | | s 6.46 | 6.04 | f 5.09 | | s 1.17 | 9.48 | | s 8.45 | s 7.54 | 2.37 | |
| | | | | | | | f | | | | | | | f | | 27.6 | |
| Yard WYOP | 12.45PM | | 5.30 | 9.10PM | 8.10PM | 1.25AM | s 6.55PM | s 6.08 | s 5.18 | | s 1.25PM | s 9.55 | | s 8.55 | s 8.00AM | s 2.44 | |
| 36 P | | | 5.50 | 9.20 | 8.20 | 1.40 | | 6.11 | 5.22 | | | 9.58 | | f 9.00 | | 2.49 | |
| | | | | | | | | | | | | | | | | 31.7 | |
| | | | | | | | | | | | | | | | | 33.6 | |
| 75 P | | | 6.30 | 9.30 | 8.35 | 1.55 | | f 6.24 | s 5.32 | | | f 10.07 | | s 9.10 | | 2.59 | |
| | | | | | | | | | | | | | | f | | 37.2 | |
| | | | | | | | | | | | | | | f | | 38.4 | |
| 79 P | | | 7.00 | 9.50 | 8.50 | 2.15 | | f 6.34 | s 5.43 | | | s 10.17 | | s 9.22 | | 3.09 | |
| I Y P | | | | | | | | | | | | | | | | 40.9 | |
| | | | | | | | | | | | | | | | | 42.0 | |
| | | | | | | | | | | | | | | | | 42.4 | |
| 41 P | | | 7.25 | 10.00 | 9.00 | 2.25 | | | 6.37 | 5.52 | | 10.20 | | f 9.26 | | 3.13 | |
| 94 WT P | | | 8.00 9.38 | 10.15 | 9.15 | 2.55 | | | s 6.45 | s 6.00 | | s 10.27 | | s 9.38 | | s 3.20 | |
| P | | | | | | | | | | | | | | f | | 48.4 | |
| 80 P | | | 10.34 | 10.30 | 9.25 | 3.15 | | | 6.50 | 6.10 | | 10.34 | | f 9.48 | | 3.33 | |
| 79 T P | | | 11.00 | 10.45 | 9.45 | 3.45 | | | 6.58 | 6.20 | | 10.44 | | s 10.00 | | 3.45 | |
| 29 P | | | 11.20 | 11.05 | 10.05 | 4.10 | | | 7.06 | 6.28 | | 10.51 | | f 10.12 | | 3.55 | |
| 78 P | | | 11.40AM | 11.25PM | 10.30 | 4.25 | | | 7.14 | 6.35 | | 11.00 | | f 10.22 | | 4.05 | |
| 30 | | | | | | | | | | | | | | | | 68.7 | |
| WFTYO Term. Yard P | | | 12.10PM | 12.05AM | 11.00PM | 5.15AM | | | s 7.29PM | s 6.50PM | | s 11.15AM | | s 10.40AM | | s 4.20AM | |
| | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily EX. MONDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |

Time Table No. 178
September 18, 1921.

STATIONS

| | | |
|-----|--------------------------|-----|
| DN | SAN FRANCISCO | 0.0 |
| | OAKLAND PIER | 3.5 |
| | DNR OAKLAND PIER | 1.4 |
| | Cedar St. Crossing | 1.0 |
| | DNR WEST OAKLAND | 0.8 |
| | Western Pacific Crossing | 0.8 |
| | OAKLAND (First St.) | 0.1 |
| | Webster Street Crossing | 1.5 |
| | EAST OAKLAND | 1.4 |
| | FRUITVALE | 0.6 |
| | Cala. 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 | 1.6 |
| | 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 | TRACY | |

(3.15) 8.10 (0.30) 14.33 (7.00) 14.02 (2.55) 14.26 (3.20) 12.45 (3.50) 10.85 (1.05) 23.72 (2.05) 32.30 (2.26) 27.65 (0.30) 19.80 (1.00) 25.70 (2.10) 23.58 (0.22) 27.00 (2.50) 23.75 (0.55) 28.03 (2.30) 26.92

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72.) 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 points east of Niles. No. 90 Cheryland at M. P. 19.1 Nos. 90, 92 and 96, Tennyson 1.2 miles east of Harder.

TOWARD SAN FRANCISCO.

Westward. 13

| Time Table No. 178 September 18, 1921. | Distance from Tracy | FIRST CLASS | | | | | | | | SECOND CLASS | | | | THIRD CLASS | | | FOURTH CLASS | |
|---|---------------------|--|--|-------------------------|--|---|--|--|---|----------------------------|--------------------------|----------------------------|--------------------------------|-----------------------------|---------------------------|---------------------------|--------------|--|
| | | 89 San Jose San Francisco Passenger | 91 San Jose San Francisco Passenger | 79 Stockton Flyer | 31 Sacramento Stockton and San Francisco Passenger | 501 San Jose San Francisco Passenger | 95 San Jose San Francisco Passenger | 37 Stockton San Francisco Passenger | 557 Santa Cruz San Francisco Passenger | 901 Stonehurst Local | 247 Fresno Freight | 253 Ogden Manifest | 279 San Jose Way Freight | 277 Tracy Way Freight | 801 Way Freight | | | |
| STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | Arrive Daily EX. SUNDAY | | | | |
| DN SAN FRANCISCO | 70.8 | 7.10AM | 8.10AM | 10.10AM | 3.10PM | 5.50PM | 6.10PM | 7.30PM | 10.05PM | 5.30PM | | | | | | | | |
| OAKLAND PIER | 67.8 | 6.52 | 7.52 | 9.52 | 2.52 | 5.32 | 5.52 | 7.12 | 9.47 | 5.12 | | | | | | | | |
| (DNR OAKLAND PIER) | 67.3 | s 6.42AM | s 7.45AM | s 9.43AM | s 2.42PM | s 5.20PM | s 5.45PM | s 7.00PM | s 9.40PM | s 5.00PM | | | | | | | | |
| Cedar St. Crossing | 65.9 | | | | | | | | | | | 9.30PM | 12.20PM | 3.35PM | | | | |
| DNR WEST OAKLAND | 64.9 | | | | | | | | | | | | | | | | | |
| Western Pacific Crossing | 64.1 | s 6.33 | s 7.37 | s 9.33 | s 2.30 | s 5.10 | s 5.35 | s 6.50 | s 9.32 | s 4.50 | | | | | | | | |
| OAKLAND (First St.) | 64.0 | | | | | | | | | | | | | | | | | |
| Webster Street Crossing | 62.5 | f | | | | | | | | f | | | | | | | | |
| EAST OAKLAND | 61.1 | s 6.25 | s 7.25 | 9.26 | s 2.20 | s 5.02 | s 5.25 | s 6.42 | s 9.25 | s 4.40 | | | | | | | | |
| FRUITVALE | 60.5 | | | | | | | | | | | | | | | | | |
| Cala. Ry. Crossing | 57.4 | f 6.17 | f 7.16 | 9.19 | 2.12 | 4.55PM | f 5.18 | 6.35 | 9.18PM | 4.30PM | | | 8.50 | 11.40AM | 3.00PM | | | |
| DNR ELMHURST | 56.0 | s 6.13 | s 7.12 | 9.17 | 2.08 | | s 5.15 | 6.32 | | | | | 8.35 | 11.25 | | | | |
| D SAN LEANDRO | 55.3 | f | f | | | | f | | | | | | | | | | | |
| SOUTH SAN LEANDRO | 54.3 | f | f | | | | f | | | | | | | | | | | |
| ESTUDILLO | 53.8 | s 6.06 | s 7.01 | 9.11 | 2.03 | | s 5.08 | 6.27 | | | | | 8.15 | 11.10 | | | | |
| D LORENZO | 52.7 | f | f | | | | | | | | | | | | | | | |
| CHERRY | 50.7 | s 5.59 | s 6.55 | 9.07 | s 1.57 | | s 5.00 | 6.20 | | | | | 7.55 | 10.55 | | | | |
| D HAYWARD | 49.2 | f | f | | | | f | | | | | | | | | | | |
| HARDER | 46.8 | f 5.52 | f 6.43 | 9.02 | 1.47 | | f 4.45 | 6.15 | | | | | 7.40 | 10.30 | | | | |
| HALVERN | 44.3 | f 5.47 | s 6.39 | 8.59 | 1.42 | | s 4.40 | 6.12 | | | | | 7.30 | 10.20 | | | | |
| D DECOTO | 43.2 | | f | | | | f | | | | | | | | | | | |
| PABRICO | 41.6 | 5.42AM | 6.35AM | s 8.55 | s 1.35 | | 4.35PM | s 6.08 | | | | | 7.00AM | 7.15PM | 7.20PM | 10.05 9.35 | | |
| DNR NILES | 39.1 | | | 8.46 | 1.28 | | | f 5.58 | | | | | 6.45 | 7.05 | | 9.25 | | |
| FARWELL | 37.2 | | | | | | | | | | | | | | | | | |
| BRIGHTSIDE | 35.2 | | | f 8.38 | s 1.22 | | | s 5.53 | | | | | 6.30 | 6.50 | | 9.10 | | |
| D SUNOL | 33.6 | | | | | | | f | | | | | | | | | | |
| BONITA | 32.4 | | | | | | | f | | | | | | | | | | |
| VERONA | 29.9 | | | s 8.30 | s 1.12 | | | s 5.43 | | | | | 6.15 | 6.34 | | 8.30 | | |
| D PLEASANTON | 28.8 | | | | | | | | | | | | | | | | | |
| RADUM | 28.4 | | | | | | | | | | | | | | | | | |
| REMILLARD | 27.8 | | | 8.25 | 1.07 | | | f 5.33 | | | | | 6.02 | 6.10 | | 8.15 | | |
| ELIOT | 23.9 | | | s 8.20 | s 1.01 | | | s 5.26 | | | | | 5.55 | 6.00 5.16 | | 8.00 | | |
| DNR LIVERMORE | 22.4 | | | | | | | f | | | | | | | | | | |
| TREVARNO | 20.8 | | | 8.14 | 12.52 | | | f 5.17 | | | | | 5.25 | 5.02 | | 6.35 | | |
| ULMAR | 15.8 | | | 8.07 | 12.45 | | | s 5.10 | | | | | 5.05 | 4.50 | | 6.20 | | |
| DN ALTAMONT | 11.3 | | | 7.59 | 12.34 | | | f 4.58 | | | | | 4.45 | 4.25 | | 6.00 | | |
| CAYLEY | 7.7 | | | 7.53 | 12.28 | | | f 4.52 | | | | | 4.25 4.00 | 4.05 | | 5.40 | | |
| MIDWAY | 2.1 | | | | | | | | | | | | | | | | | |
| MEDAL | 0.0 | | | 7.43AM | 12.15PM | | | 4.40PM | | | | | 3.00AM | 3.30PM | | 5.15AM | | |
| DNR TRACY | (67.3) | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily | Leave Daily | Leave SUNDAY ONLY | Leave Daily | | | Leave Daily | Leave Daily | Leave Daily EX. SUNDAY | Leave Daily EX. SUNDAY | | |

Time over District (1.00) (1.10) (2.00) (2.27) (0.25) (1.10) (2.20) (0.22) (0.30)
 Average speed per hour 25.70 22.74 33.65 27.46 23.76 22.74 23.84 27.00 19.80

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

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, 95, and 97 Tennyson 1.2 miles west of Halvern.

| 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. 178 | | | |
|--|------------------------|--|--|--|--|--|--|------------------------------|--------------|------------------------------------|--------------|-----------------------------|----------------------|------------------------|-----------------------------|-----------------------------------|--------------------------|---------------------|--|
| | 262 | | | | | | | 64 | | 70 | | 162 | 170 | 164 | | 62 | 168 | September 18, 1921. | |
| | Callistoga Freight | | | | | | | San Francisco Napa Passenger | | San Francisco Santa Rosa Passenger | | Vallejo Napa Passenger | Vallejo Suisun Mixed | Vallejo Napa Passenger | | San Francisco Calistoga Passenger | Vallejo Suisun Passenger | STATIONS | |
| | Leave Daily EX. SUNDAY | | | | | | | Leave Daily | | Leave Daily | | Lv. Daily Ex. SAT. and SUN. | Leave Daily | LEAVE SATURDAY ONLY | Leave Daily | Leave Daily | | | |
| | | | | | | | | 4.40PM | 4.40PM | | | | | | 8.00AM | | 0.0 | DN SAN FRANCISCO | |
| Yard WFT | | | | | | | | 6.30PM | 6.20PM | 5.30PM | 3.20PM | 12.30PM | 9.50AM | 7.35AM | 30.0 | DR SOUTH VALLEJO | | | |
| | | | | | | | | s 6.33 | s 6.23 | 5.33 | s 3.25 | 12.33 | s 9.55 | s 7.40 | 31.1 | NORTH VALLEJO | | | |
| | | | | | | | | f | f | | f | | f | f | 31.8 | LOUISIANA ST. | | | |
| | | | | | | | | | | | | | | | 32.3 | ORPHANS HOME | | | |
| 24 | | | | | | | | f 6.41 | f 6.31 | 5.41 | f 3.30 | 12.38 | f 10.00 | f 7.46 | 34.4 | FLOSDEN | | | |
| | | | | | | | | | | | | | | | 36.9 | STANDARD | | | |
| Yard WYO P | | | | | | | | s 6.50 | s 6.40PM | s 5.50 | s 3.40PM | s 12.45 | s 10.10 | s 7.55AM | 37.3 | DR NAPA JUNCTION | | | |
| | | | | | | | | | | | | | | | 38.0 | Napa Valley Ry. Crossing | | | |
| | | | | | | | | f | | | | | f | | 38.9 | MIDDLETON | | | |
| | | | | | | | | f 6.59 | | 5.59 | | 12.52 | f 10.17 | | 41.0 | RATTO | | | |
| | | | | | | | | f | | | | | f | | 41.7 | SUSCOL | | | |
| | | | | | | | | f | | | | | f | | 44.2 | IMOLA | | | |
| | | | | | | | | | | | | | | | 45.4 | Napa Valley Ry. Crossing | | | |
| 30 W | | | | | | | | s 7.10PM | | s 6.10PM | | s 1.00PM | s 10.29 | | 45.5 | DR NAPA | | | |
| 6 | | | | | | | | | | | | | f 10.34 | | 47.8 | UNION | | | |
| | | | | | | | | | | | | | f 10.40 | | 50.2 | OAK KNOLL | | | |
| 12 | | | | | | | | | | | | | f | | 51.7 | TRUBODY | | | |
| 9 | | | | | | | | | | | | | s 10.50 | | 54.0 | D YOUNTVILLE | | | |
| 23 W | | | | | | | | | | | | | s 10.57 | | 57.5 | D OAKVILLE | | | |
| 27 | | | | | | | | | | | | | s 11.02 | | 59.4 | D RUTHERFORD | | | |
| 19 | | | | | | | | | | | | | f 11.07 | | 61.2 | ZINFANDEL | | | |
| 20 | | | | | | | | | | | | | | | 62.1 | THOMAN | | | |
| | | | | | | | | | | | | | f | | 62.4 | CRANE | | | |
| 22 | | | | | | | | | | | | | s 11.12 | | 63.6 | ST. HELENA | | | |
| 32 | | | | | | | | | | | | | f | | 64.5 | KRUG | | | |
| 11 | | | | | | | | | | | | | f 11.17 | | 65.3 | BARRO | | | |
| 13 | | | | | | | | | | | | | f | | 67.5 | BALE | | | |
| W | | | | | | | | | | | | | f 11.25 | | 68.3 | LARKMEAD | | | |
| 16 | | | | | | | | | | | | | f | | 69.0 | MAPLE | | | |
| 10 W | | | | | | | | | | | | | s 11.38AM | | 71.7 | DR CALISTOGA | | | |
| 10 WT | | | | | | | | | | | | | | | | | (41.7) | | |
| | | | | | | | | Arrive Daily | Arrive Daily | Ar. Daily Ex. SAT and SUN. | Arrive Daily | ARRIVE SATURDAY ONLY | Arrive Daily | Arrive Daily | | | | | |

(3.20) 10.40 (0.40) 23.25 (0.20) 21.90 (0.40) 23.25 (0.20) 21.90 (0.30) 31.00 (1.48) 24.29 (0.20) 21.90 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.

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | FROM SAN FRANCISCO. | | | | | | | | | | Distance from San Francisco | Steamer | | | | | | |
|--|---------------------|--|-------------|--|---------|--|-------------------------------|----------------|--------|---------|-----------------------------|---------|----------------|---------|----------------------|--------|---------------------|--------------------|
| | FROM 132 | | FROM 23 | | FROM 44 | | Light | FROM 29 and 22 | | FROM 49 | | Light | FROM 81 and 42 | | FROM 28, 124 and 123 | | Time Table No. 178 | |
| | SUNDAY ONLY | | SUNDAY ONLY | | Daily | | Daily Ex. SATURDAY and SUNDAY | Daily | | Daily | | Daily | Daily | | Daily EX. SUNDAY | | September 18, 1921. | |
| | | | | | | | | 9.15PM | 7.05PM | 6.00PM | 4.45PM | 2.30PM | 12.25PM | 11.15AM | 9.25AM | 7.16AM | 28.0 | D VALLEJO JCT. |
| | | | | | | | | | | 6.15 | | | | | 9.45 | 7.34 | 30.0 | D SOUTH VALLEJO |
| | | | | | | | | | | 5.05PM | | | | | | 7.50 | | MARE ISLAND |
| WF | | | | | | | | 9.40PM | 7.30PM | 6.30PM | | 3.00PM | 12.50PM | 11.40AM | 10.05AM | 8.03AM | 31.6 | NORTH VALLEJO WHF. |

20 FROM SAN FRANCISCO
Eastward

TOWARD SAN FRANCISCO
Westward

| Capacity of passing sidings in car lengths and location of Scales, Fuel, Water and Turning Stations. | Time Table No. 178 September 18, 1921. | | | Distance from Union |
|--|---|----------|---------------------------------|---------------------|
| | Distance from San Francisco | STATIONS | | |
| | | DN | SAN FRANCISCO | |
| | 42.2 | | BUHLI 1.6 | 8.6 |
| | 43.8 | | CARNEROS 1.8 | 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 (8.6) | 0.0 |

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

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. 178 September 18, 1921. | | | Distance from Wingo | SECOND CLASS | |
|--|------------------------|-------------------|-----------------------------|---|----------------|------------------------|---------------------|--------------------|--|
| | 404 Wingo Passenger | Leave MONDAY ONLY | | STATIONS | | 403 Wingo Passenger | | Arrive MONDAY ONLY | |
| | | | 0.0 | DN | SAN FRANCISCO | | | | |
| | 8.48AM | | 45.7 | | RAMAL 2.0 | 2.0 | s | 9.00AM | |
| (Siding on N.W.P.Ry.) | s 8.53AM | | 47.7 | | WINGO (2.0) | 0.0 | | 8.55AM | |
| | Arrive MONDAY ONLY | | | | | | | 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
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. 178 September 18, 1921. | | | Distance from Rumsey | SECOND CLASS | |
|--|----------------------------|-----------------------------|-------------|-----------------------------|---|-----------------------------|----------------------------|----------------------|--------------|--------------|
| | 108 Elmira Rumsey Mixed | 106 Elmira Winters Mixed | Leave Daily | | Leave Daily | 105 Winters Elmira Mixed | 107 Rumsey Elmira Mixed | | Arrive Daily | Arrive Daily |
| | | | | 0.0 | DN | SAN FRANCISCO | 110.5 | | 11.30AM | 8.35PM |
| WFY 101 | 9.50AM | 6.00AM | | 59.4 | DR | ELMIRA 4.3 | 51.1 | s | 8.45AM | s 5.00PM |
| 13 | s 10.00 | s 6.25 | | 63.7 | Auto. Block) D | VACAVILLE 1.9 | 46.8 | s | 8.35 | s 4.50 |
| | f | f | | 65.6 | | VIOLET 2.9 | 44.9 | f | | f |
| 24 | f | f | | 68.5 | | HARTLEY 1.8 | 42.0 | f | | f |
| | f | f | | 70.3 | | ALLENDALE 3.7 | 40.2 | f | | f |
| 20 | f 10.20 | f 6.45 | | 74.0 | | WOLFSKILL 2.0 | 36.5 | f | 8.15 | f |
| WT 23 | s 10.35 | s 6.50AM | | 76.0 | DR | WINTERS 4.3 | 34.5 | | 8.10AM | s 3.50 |
| 16 | f 10.48 | | | 80.3 | | NORTON 3.3 | 30.2 | | | f |
| 18 | f | | | 83.6 | | CITRONA 3.2 | 26.9 | | | f |
| 20 | s 11.08 | | | 86.8 | | MADISON 3.1 | 23.7 | | s 2.37 | |
| W 41 | s 11.18 | | | 89.9 | D | ESPARTO 2.0 | 20.6 | | s 2.25 | |
| 20 | s 11.25 | | | 91.9 | | CAPAY 4.7 | 18.6 | | s 2.15 | |
| 20 | f | | | 96.6 | | CADANASSA 2.3 | 13.9 | | | f |
| | s | | | 98.9 | | ECKHARD 1.8 | 11.6 | | | s |
| 20 | s 11.50AM | | | 100.7 | | TANCRED 2.6 | 9.8 | | s 1.48 | |
| 20 | f 12.01PM | | | 103.3 | | BERWICK 1.0 | 7.2 | | f 1.40 | |
| 3 | f | | | 104.3 | | AMARANTH 1.3 | 6.2 | | | f |
| 21 | s 12.12 | | | 105.6 | D | GUINDA 0.6 | 4.9 | | s 1.30 | |
| 5 | f | | | 106.2 | | SAUTERNE 1.7 | 4.3 | | | f |
| 20 | f | | | 107.9 | | CASEMERE 2.6 | 2.6 | | | f |
| WT 19 | s 12.45PM | | | 110.5 | R | RUMSEY (51.1) | 0.0 | | | 1.15PM |
| | Arrive Daily | Arrive Daily | | | | | | | Leave Daily | Leave Daily |

(2.55) Time over District (0.35) (3.45)
17.50 Average speed per hour 19.92 28.45 13.62

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

ADDITIONAL STOPS:—Nos. 105, 106, 107 and 108 at Paddon on signal.

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.

| | | | |
|---|-----------------------------------|----------------------|-------------|
| Webb C. Ball, General Time Inspector, 65 Market Street, San Francisco | | | |
| A. F. Edwards..... | Oakland. | H. T. Harger Co.... | Sacramento. |
| H. Bullard..... | West Oakland and Suisun-Fairfield | H. T. Harger Co.... | Roseville. |
| W. R. Burke..... | Berkeley. | C. Harlie Power.... | Livermore. |
| A. O. Gott..... | Alameda. | H. L. Amstutz & Son. | Napa. |
| O. A. Poulsen..... | Richmond. | John Hood Co..... | Santa Rosa. |
| R. Koehler & Son..... | San Jose. | C. E. Wyatt..... | Winters. |
| Horace Bardwell.... | San Jose. | F. J. Stumm..... | Benicia. |
| Z. L. Von Dack & Son.... | Tracy. | G. E. Bangle..... | Vallejo. |
| | | Geo. D. 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.

- (a) 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.
- (b) 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 out in.
- (c) 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.
- (d) 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.
- (e) Extras originating on double track at Suisun-Fairfield and Davis must obtain clearance (Form 2643), also at Elmira when an operator is on duty.
- (f) 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.
- (g) Enginemen will accept check of train register (Form 2529) from Conductor at Oakland Pier or West Oakland.
- (h) Enginemen will Register and compare time with standard clock before leaving Roundhouse at West Oakland.
- (i) 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.

- (a) 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 train must be notified.
- (b) Westward trains will register by ticket at Elmhurst.
- (c) 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.
- (d) 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.
- (e) College Park is register station for trains to and from West San Jose only.
- (f) Davis, Martinez, Bay Point and Livermore are register stations only for trains that originate or terminate at those points.
- (g) Avon is register station only for trains that originate or terminate at Avon.
- (h) Trains will register at Ramal on Monday only.
- (i) 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, the same as at non-registering stations.

7. TRAIN AND AIR INSPECTION.

- (a) 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.
- (b) 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.
- (c) 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).
- (d) When testing the air whistle signal, six seconds must be allowed for charging each car cut in before testing the air whistle signal, and then hold valve open one second, wait four seconds and repeat.
- (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.
- (f) Passenger trains in picking up or setting out cars must have air on each car connected with the engine.
- (g) 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.
- (h) Except where water stations are more than (30) miles and less than (35) miles apart one stop may be eliminated by running between water stations, but the distance of (35) miles in no instance to be exceeded.
- (i) 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 "2-7-5-6" 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. |
|----------------|---------------------|----------------|---------------------|----------------|---------------------|----------------|---------------------|
| 6 | 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 | 3.9 | 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 M. P. 35..... | 45 | 25 | 20 |
| M. P. 35 and Sacramento, except;..... | 50 | 35 | 20 |
| On curve 1/2 mile east of M. P. 35..... | 40 | 35 | 20 |
| On westward track 1/4 mile west of M. P. 35 to M. P. 34..... | 35 | 20 | 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 |
| Distillery Spur, Agnews..... | 15 | 15 | 6 |
| 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 |
| Fourth Street, Santa Rosa..... | 10 | 10 | 10 |
| 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 | | |
| When shoving or backing passenger equipment..... | 15 | | 15 |

Approach crossing of Seventh Street, near Roundhouse, carefully to make sure gates are down and vehicle traffic stopped, in which case regular speed may be made.

| (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.

| Mile Post | EAST OF | DESCRIPTION |
|---|-------------------------|---|
| OAKLAND PIER—TRACY VIA PORT COSTA. | | |
| | Oakland Pier..... | Freight Slip—side. |
| 5.5 | Oakland, 16th St..... | Structures of Pacific Coast Canning Co.—side. |
| 6.6 | Emeryville..... | Structures on track No. 8 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 | Stook Yards..... | Corral platform—side. |
| 7.5 | Stook Yards..... | Fertilizer spur—side. |
| 13.1 | Steege..... | Hotel back of station building—side. |
| 13.1 | Steege..... | 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 | Tormey..... | Tunnel No. 2—overhead and side. |
| 29.0 | Crockett..... | Sugar Co. warehouse. |
| 29.0 | Crockett..... | Cal.-Haw. S. R. Co.—overhead. |
| 30.1 | Eekley..... | 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 Crescent 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 | Walnut Creek..... | Bridge—overhead and side. |
| 57.0 | Osage..... | 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. |
| 74.0 | Santa Rosa..... | Cars standing on west end of back track at Santa Rosa will not clear man on side of car being switched on west end of siding. |
| ELMIRA—RUMSEY. | | |
| 63.7 | Vacaville..... | Platform—Sperry Flour Co.—side. |
| 76.0 | Winters..... | Fruit shed—overhead and side. |

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

Employees 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. J. W. Scamell | 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 Dist. Surg. | East Oakland | Oakland. |
| Dr. Eugene H. Barbera | 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. L. E. Kindall | Assistant Surgeon | Oakland | Oakland. |
| Dr. A. M. McIntosh | District Surgeon | Berkeley | Berkeley. |
| Dr. C. H. Miller | District Surgeon | San Leandro | San Leandro. |
| Dr. F. W. Browning | District Surgeon | Hayward | San Leandro, Milpitas, Sunol. |
| Dr. Chas. L. McKown | District Surgeon | Niles | Sunol, Ramillard. |
| Dr. John C. Hollis | District Surgeon | Pleasanton | Ramillard, Midway. |
| Dr. Paul Dolan | District Surgeon | Livermore | |
| Dr. E. M. Grimmer | Emergency Surgeon | Irvington | |
| Dr. H. J. Smith | Emergency Surgeon | Milpitas | Newark, San Jose. |
| Dr. J. I. Beattie | District Surgeon | Santa Clara | Milpitas, 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 | |
| Dr. H. W. Emerson | District Surgeon | Centerville | |
| Dr. W. Lucas | District Surgeon | Richmond | |
| Dr. J. H. Adams | District Surgeon | Crockett | San Pablo, Benicia, Vallejo, Martinez. |
| Dr. P. B. Fry | District Surgeon | Port Costa | Port Costa, Pittsburg. |
| Dr. Edwin Merrithew | District Surgeon | Martinez | Pittsburg, Antioch. |
| Dr. W. S. George | District Surgeon | Antioch | |
| Dr. H. E. Peters | Emergency Surgeon | Pittsburg | Newlove, Herdlyn. |
| Dr. F. S. Cook | District Surgeon | Brentwood | Herdlyn, Midway, Tracy. |
| Dr. Allan R. Powers | District Surgeon | Tracy | Goodyear, Napa Junction, Elmira. |
| Dr. S. J. Bransford | District Surgeon | Suisun | Elmira, Tremont. |
| Dr. F. Stolle | District Surgeon | Dixon | Tremont, Merritt, Webster. |
| Dr. W. E. Bates | District Surgeon | Davis | Webster, Sacramento, Florin. |
| 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 | Elmira, Allendale. |
| Dr. M. P. Stansbery | District Surgeon | Vacaville | Allendale, Rumsey. |
| Dr. H. R. King | District Surgeon | Winters | |
| Dr. T. Craig | District Surgeon | Capay | Napa Junction, South Vallejo. |
| Dr. B. J. Klots | District Surgeon | South Vallejo | Rutherford, Napa Junction. |
| Dr. E. Z. Hennessy | District Surgeon | Napa | |
| Dr. D. E. Osborne | Emergency Surgeon | St. Helena | Calistoga, Rutherford. |
| Dr. W. L. Blodgett | District Surgeon | Calistoga | |
| Dr. L. H. Francis | Emergency Surgeon | Glen Ellen | Sonoma. |
| Dr. A. M. Thomson | Emergency Surgeon | Sonoma | Santa Rosa, Napa Junction. |
| Dr. J. W. Jesse | District Surgeon | Santa Rosa | |
| Dr. Geo. McKenzie | Emergency Surgeon | Concord | |
| Dr. C. R. Leach | Emergency Surgeon | Walnut Creek | |
| Dr. Edw. C. Love | Emergency Surgeon | 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, 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 Dutton 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 inter-locking 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 out 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.

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, will hold 12 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 300 from that point.

70 (a) 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.

(b) 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.

(c) 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.

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 Enginemen of Eastward trains will darken the headlight while standing at Oakland Pier until they receive signal to start, then keep headlight dimmed until tower is passed.

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

Enginemen will sound the crossing signal—two long and two short blasts of the whistle—approaching Lemon Street, South Vallejo, from either direction. Heavy vehicular traffic passes over our tracks at this crossing en route to and from Vallejo-Rodeo Ferry.

City ordinances of Martinez prohibits unnecessary blowing of whistle and ringing of bell within the incorporated limits of the town.

81 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.

82 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.

83 ——— 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:

(a) 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.

(b) 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.

(c) 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.

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

(e) Injectors on locomotives must not be turned on aboard steamers "Contra Costa" and "Solano" and the locomotives must not be placed over the hatches to engine room.

PASSENGER TRAINS.

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

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

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

(i) 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.

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

(k) 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.

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

FREIGHT TRAINS.

(m) 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.

(n) 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.

(o) 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.

(p) 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.

(a) Interlocking signals govern only through interlocking limits.

(b) Signals on signal bridges are placed on post on top or suspended underneath signal bridges over track on which trains approach.

(c) 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.

(d) 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 Interlocking Rules 630 and 663 are amended to read as follows:

(a) 630. Hand signals must not be used when the proper indication can be displayed by the interlocking signals, when hand signals are necessary the signalman must assure himself that the switches are properly lined and that the route is clear. Signals must be given from a place on the ground, and in such a way, that there can be no misunderstanding on the part of enginemen or trainmen as to the signals, or as to the train or enginemen for which they are given.

(b) A yellow flag must be used by day and a yellow light by night, in giving hand signals.

(c) 663. Enginemen and trainmen must not accept a hand signal to proceed against an interlocking signal, except as provided in Rule 630. When hand signals are given for a train to pass an interlocking signal indicating "stop," train must be brought to stop and then proceed under control not exceeding six miles per hour keeping a sharp lookout for open derailleurs and trains on conflicting routes.

(d) Hand signals authorize movement only through the interlocking limits governed by the inoperative signal, and not through the automatic portion of the block, if any.

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.

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.

91.—Continued

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.

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.

No towerman at Radum Tower.

Normal position of the interlocking signals for the Niles-Livermore and Western Pacific main tracks will be in proceed positions in both directions.

If necessary to make a train movement from Livermore main track to San Ramon Branch, or vice versa, it will be necessary to call the signal maintainer who lives just across the track from the tower. He will operate signals and switches for such movements.

If a train on the Niles-Livermore main track should find the interlocking signals in the "stop" position, it will stop and flag through the plant.

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.

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 } between Albrae and Alviso
Coyote Creek }
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.

RATINGS OF LOCOMOTIVES—WESTERN DIVISION. In M's of 1,000 pounds back of Tender.

Revised April 23, 1920

Main table with columns: Nominal Class, OFFICIAL CLASS, ENGINE NUMBERS, Boiler Pressure, Sacramento and Benicia, Oakland and San Jose via Niles to Redwood, Tracy to Niles, Niles to Tracy, Suisun-Fairfield to Napa Jct., Napa Jct. to Suisun-Fairfield, Napa Jct. to Santa Rosa Calistoga, Napa Jct. to Santa Clara Through, and TONNAGE OF PASSENGER CARS (KIND OF CAR, Wood Lbs., Steel Lbs., C. M. St. P. Cars, Steel Underframe Lbs.).

MILEAGE. MAIN LINES. Oakland Pier to Tracy via Niles... C. P. Ry... 66.90. Elmhurst to Santa Clara... S. P. C. Ry... 31.46. Niles to San Jose... C. P. Ry... 17.26. Redwood Jct. to Niles Jct... C. P. Ry... 16.24. West Oakland to Sacramento, via Benicia... S. P. R. R... 83.44. Port Costa to Tracy... S. P. R. R... 49.53. Total Main Line... 264.84. BRANCHES. Alvarado... C. P. Ry... Halvern to Alvarado... 2.63. Napa... S. P. R. R... Suisun-Fairfield to South Vallejo... 20.07. Napa Jct. to Calistoga... 34.52. Richmond Spur... S. P. R. R... San Pablo to Richmond Transfer... 54.59. Rumsey... S. P. R. R... Elmira to Rumsey... 2.06. San Ramon... S. P. R. R... Avon to Radum... 51.22. Santa Rosa... S. P. R. R... Napa Jct. to Santa Rosa... 29.85. Stonehurst... C. P. Ry... Elmhurst to Stonehurst... 37.24. Wingo-Union... S. P. R. R... Union to Buchli... 8.62. Ramal to Wingo... 2.08. Total Branches... 189.04. Total Western Division... 453.88.

TRAINMASTERS.

G. D. WRIGHT..... Suisun, Cal.

H. R. GERNREICH..... Oakland, Cal.

F. E. YOAKUM..... Oakland, Cal.

SUPERINTENDENT'S OFFICE—OAKLAND PIER, CAL.

C. E. NORTON, CHIEF TRAIN DISPATCHER. D. BLAKE, ASST. CHIEF TRAIN DISPATCHER. C. C. DAVISON, ASST. CHIEF TRAIN DISPATCHER. CHAS. W. PERKINS, EXAMINER.

F. E. GORDON, TRAIN DISPATCHER. J. P. GALLAGHER, " " J. A. SHOCKEY, " " L. L. BROWN, " " J. H. RHORER, " "

J. C. DELMORE, TRAIN DISPATCHER. T. R. GRIMSHAW, " " H. A. SUTHERLAND " " M. T. ROUSE, " "

T. F. ROWLANDS, Superintendent.

W. H. NORTON, Assistant Superintendent, (O. A & B. Lines.)

B. A. CAMPBELL, Assistant Superintendent.

MAP OF THE WESTERN DIVISION SOUTHERN PACIFIC COMPANY

MAY, 1918

J.F.M.

SCALE OF MILES

Revised, Jan. 3, 1919.

Sept. 13, 1920.

